

**MEETING SUMMARY
CITY OF CARROLLTON
TRAFFIC ADVISORY COMMITTEE
April 9, 2018**

Committee Members Present

Jason Carpenter
Howard Saltzman
Toby Knighton
Fawaz Anwar
Alejandro Arrieta
Cheri Buckingham
Michael Stapp
Peter Sharrow

Committee Members Absent

Sam Courtney

Staff Members and City Officials

Tom Hammons – Engineering
John Romberger – Engineering
Carmella Flemming – Engineering
Susan Keller –Assistant City Attorney
Sgt. Charles Monroe – Carrollton Police Department
James Lawrence – Councilman
Sunil Sundaran – Planning and Zoning Commission

1. **Call to Order** – Jason Carpenter called the meeting to order at 7:00 P.M.
2. **Approval of minutes for March 19, 2018.** The meeting Summary of the **March 19, 2018** TAC meeting was reviewed by Committee members. A motion to approve the Meeting Summary as written was made by Toby Knighton. Seconded by Michael Stapp. All in favor. Vote was unanimous.
3. **Signal Prioritization for Fiscal Year 2018-2019 (John Romberger)**

Tom Hammons addressed the Traffic Advisory Committee (TAC) confirming that during the April 3, 2018 Council worksession the issue of a traffic signal at the Stonehenge and Marsh intersection was discussed. He indicated that council recognizes the intersection does not meet Manual of Uniform Traffic Control Devices (MUTCD) warrants, and that it is not the responsibility of TAC to approve the installation of a traffic signal at a non-warranted location. However, Council indicated they are interested in TAC input.

Councilman James Lawrence reiterated that Council's discussion and majority opinion was that they would look at exceptions to the warrants in certain special cases. Susan Keller spoke to the oath taken by TAC members to abide by and follow city ordinances, and the MUTCD which stipulates traffic signal warrants has been adopted by ordinance.

John Romberger stated that on an annual basis the Engineering Department Staff evaluates possible signal locations throughout the city, based on signal warrants in the MUTCD, as well as input from residents and City Staff. These warrants utilize traffic and pedestrian volumes, delay and crash data to assess the operational conditions of potential traffic signal locations. Staff collects traffic counts and evaluates crash data at each location. Once a location has met one of the eight signal warrants, a more detailed evaluation is conducted.

Potential traffic signal locations are prioritized using a point system that assigns values based on each of the signal warrants, intersection characteristics, number of correctable accidents over a three year period of time, distance from an adjacent signal, and the proximity of a location to a hike and bike trail or railroad crossing.

He further explained the signal warrant criteria and that two separate intersection lists are maintained. One list contains prioritized signal locations that meet at least one signal warrant and are desirable candidates for signal installation. This is the "Signal Prioritization List". The other list "Warranted Only" locations contains all other intersections that have been evaluated, meet at least one of the signal warrants, but are considered an undesirable location at the current time for signal installation. The determination of which list a potential location is assigned to is based on evaluation and engineering judgment. Mr. Romberger reviewed the prioritized signal locations for Fiscal Year 2018 - 2019 with the committee.

He also presented a detailed assessment of the four highest ranked intersections on the Signal Prioritization list. The highest ranked intersection is Marsh Lane and Marsh Ridge, however observation at this intersection does not indicate significant congestion at this time due to non-conflicting primary traffic movements. The second highest ranked intersection is Belt Line Road at Hutton Parkway which serves the Valwood Business Park, the third highest ranked intersection is Josey Lane and Arbor Creek Drive, and the fourth highest ranked intersection is Hebron Parkway and Prairie Drive.

Mr. Romberger explained that during the Fiscal Year 2018-2019, funding will be available for three intersections to be signalized. Staff recommended that new signals be installed at the intersections of Josey Lane at Arbor Creek, and Hebron Parkway at Prairie Drive. In Addition, Staff recommended the intersection of Belt Line and Hutton Parkway be evaluated as a third intersection for signalization. This intersection has unique challenges due to the railroad tracks crossing through the intersection. Preliminary engineering will need to be performed to determine an estimated cost prior to recommending construction, as railroad crossing costs may be prohibitive.

Discussion amongst the committee members included, ranking changes which occurred for several intersections on the Signal Prioritization list and the Warranted Only list. The possibility of a signal at Old Denton Road and the Kroger driveway south of Hebron Parkway, and the planned intersection improvements at the nearby Old Denton and Hebron Intersection.

The committee discussed current funding and construction scheduling for Fiscal Year 2018-2019 signal installation, future signal requirements resulting from new development, and the possibility of future rebuilds of older signals throughout the city. In addition, they discussed the increased

development in the business district south of Belt Line Road and Hutton Parkway, and the cost and difficulties that may be encountered in order to signalize the intersection at Belt Line and Hutton Parkway which is bisected by a railroad crossing.

Toby Knighton made a motion to approve staff recommendations that new signals be installed at the intersections of Josey Lane at Arbor Creek, and Hebron Parkway at Prairie Drive during the Fiscal Year 2018-2019, and the intersection of Belt Line and Hutton Parkway be evaluated for possible signalization. Fawaz Anwar seconded the motion. All in Favor. Vote was unanimous. (Sam Courtney absent)

4. Visitors Input. (Jason Carpenter)

Residents Eric Dion 3209 Squireswood, Peter St Charles 3113 Squireswood, and Steve Babick 3705 Canon Gate Circle addressed the committee about safety concerns related to the current traffic condition at Stonehenge and Marsh Lane. They expressed concerns regarding high speeds, and an increase in vehicular and pedestrian traffic on Marsh Lane making it difficult to enter and exit the Trafalgar Square Townhome complex during peak hours. They also spoke about the need for additional traffic control enhancements in the intersection for increased safety, and the impact of the future DART rail service on the Cotton Belt Line.

Discussion amongst the committee members included, alternative solutions to create additional access to the Trafalgar Square community, accident data at the intersection of Marsh Lane and Stonehenge, increased volume of traffic and delays, impact on traffic resulting from the DART Cotton Belt Line, and traffic data provided to the committee by Staff.

Cheri Buckingham made a motion to forward the intersection of Marsh Lane at Stonehenge to City Council for evaluation. Alejandro Arrieta seconded the motion. The committee voted 6-2 (Knighton, Sharrow opposed, Courtney absent) in favor.

5. Other Business (Jason Carpenter)

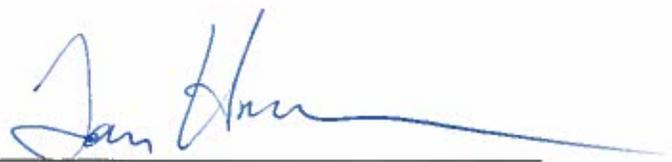
Tom Hammons advised the committee that we would have a meeting in May to discuss the Spring 2018 School Crossing Guard Index Summary.

Cheri Buckingham made a motion to adjourn. Peter Sharrow seconded the motion. All in favor. Vote was unanimous.

6. Adjourned – Meeting adjourned at 8:35.



Jason Carpenter, Chairperson



Tom Hammons
Transportation Engineering
Division Manager