

**MEETING SUMMARY
CITY OF CARROLLTON
TRAFFIC ADVISORY COMMITTEE
December 10, 2018**

Committee Members Present

Jason Carpenter
Toby Knighton
Michael Stapp
Howard Saltzman
Carlie Moe
Mike Gavin
Travis Ward

Committee Members Absent

Fawaz Anwar
Alejandro Arrieta

Staff Members and City Officials

Tom Hammons – Engineering
Carmella Flemming – Engineering
Roger Wheeler – Engineering
John Romberger – Engineering
Steve Babick - Councilmember
Sunil Sundaran – Planning and Zoning Commission

1. **Call to Order** – Jason Carpenter called the meeting to order at 7:10 P.M.
2. **Approval of minutes for October 8, 2018.** The meeting Summary of the **October 8, 2018** TAC meeting was reviewed by Committee members. A motion to approve the Meeting Summary as written was made by Toby Knighton. Seconded by Howard Saltzman. All in favor. The committee voted 7-0 in favor.
3. **Amerisource Bergen Traffic Signal Briefing (Tom Hammons)**

Tom Hammons briefed the Traffic Advisory Committee on a new traffic signal being constructed in Carrollton. He explained that Amerisource Bergen, a healthcare supply chain company, is constructing a major office campus in Carrollton on a site along Plano Parkway north of Parker Road. The new office facility will have over 2,400 employees and in order to accommodate the anticipated traffic associated with the new office complex, a new traffic signal will be constructed at the main entrance to the Amerisource Bergen office building on Plano Parkway. The project developer will fully fund and construct the traffic signal to required City Standards. The signal is scheduled to be completed by April 2019.

Discussion amongst the committee included, impact to the previously prioritized traffic signals in northern Carrollton resulting from the additional traffic generated from new development and Amerisource Bergen, and the possibility of a speed limit reduction on Plano Parkway.

4. County Place School Crossing Guard Request (Roger Wheeler)

Roger Wheeler explained that the evaluation of school crossing guard locations are conducted twice a year, the most recent evaluation was conducted in September and presented to TAC at the October meeting. During the evaluation period, Country Place Elementary requested that a new crossing guard be added at the intersection of Raintree Drive and Quail Ridge Drive.

An evaluation of the Raintree and Quail Ridge crossing location was conducted in October. An average of 22.8 crossings per day were observed during the week long observation period. In order to meet the minimum crossing criteria for a crossing guard, an average of 10 crossings per day are required. This location meets all minimum requirements to merit a crossing guard. Roger stated that the City currently has funding for up to 34 crossing guards, and the City is currently utilizing 33. Staff recommended the addition of a crossing guard at the intersection of Raintree and Quail Ridge Drives at the existing cross walk location.

Discussion amongst the committee included, the location of the existing cross walk for the proposed crossing guard location, and alternate locations where the crossing guard could be moved to better serve pedestrian crossings, depending on detailed observations.

Toby Knighton made a motion to approve staff's recommendation for the installation of a School Crossing Guard at Raintree Drive and Quail Ridge Drive for Country Place School. Michael Stapp seconded the motion. The committee voted 7-0 (Anwar and Arrieta absent) in favor.

5. Neighborhood Traffic Management Program Prioritization (John Romberger)

John Romberger provided background on the Neighborhood Traffic Management Program (NTMP), explaining that its purpose is to try to reduce speeding and cut through traffic problems on residential and collector streets throughout the city, when passive methods such as speed limit signage and high police enforcement have not sufficiently addressed the problem.

John Romberger summarized the criteria for a street segment to be included in the NTMP, and completed a review of the two NTMP prioritization lists, Table A with street segments that have greater than 50% residential frontage (segments where speed humps can be installed) and Table B with street segments with less than 50% residential frontage (where speed humps are not allowed based on current NTMP policy), and provided a summary of completed NTMP projects throughout the city.

John Romberger stated that the highest ranking street segment on the NTMP list eligible for speed hump installation is Furneaux Lane between Branch Hollow and Toulon Drive. This project will be just north of a previously TAC approved NTMP project on the Blue Trail that will include the installation of a median island on Furneaux at the trail crossing. Staff recommended the selection of Furneaux Lane from Branch Hollow to Toulon Lane for the next NTMP speed hump project. In order to proceed with installation of speed humps, 2/3rds support from residents along the street will be required.

Discussion amongst the committee included, the process used to select residents/home owners notified by survey for the installation of speed humps, the process for obtaining neighborhood support for the NTMP project, financial cost for various types of traffic calming measures, and the annual funding for NTPMP projects.

Howard Saltzman made a motion to approve staff's recommendation to assess public support for the installation of speed humps on Furneaux Lane from Branch Hollow to Toulon Lane. Toby Knighton seconded the motion. The committee voted 7-0 (Anwar and Arrieta absent) in favor.

6. Other Business (Jason Carpenter)

Tom Hammons advised the committee that we probably would not have a meeting in January.

Carlie Moe made a motion to adjourn. Toby Knighton seconded the motion. All in favor. Vote was unanimous.

7. Adjourned – Meeting adjourned at 7:58.



Jason Carpenter, Chairperson



Tom Hammons
Transportation Engineering
Division Manager