

**MEETING SUMMARY
CITY OF CARROLLTON
TRAFFIC ADVISORY COMMITTEE
June 8, 2020**

Committee Members Present

Jason Carpenter
Toby Knighton
Howard Saltzman
Carlie Moe
Alejandro Arrieta
Mike Gavin

Committee Members Absent

Fawaz Anwar
Michael Stapp
Travis Ward

Staff Members and City Officials

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

- 1. Call to Order** – Jason Carpenter called the meeting to order at 7:10 P.M.

Approval of minutes for November 11, 2019. The meeting Summary of the **November 11, 2019** TAC meeting was reviewed by Committee members. A motion to approve the Meeting Summary as written was made by Alejandro Arrieta. Howard Saltzman seconded the motion. The committee voted 5-1 (Toby Knighton abstained) in favor.

- 2. Spring 2020 School Crossing Guard Summary (Roger Wheeler)**

Roger Wheeler explained that the crossing guard index summary is completed twice a year, once during the fall and once during spring semester. The evaluation provides an opportunity to assess the current school crossing guard locations and determine if they still meet minimum requirements. In addition, traffic counts and site visits by Engineering Department staff determine if any substantial changes in operational conditions have occurred. This information is evaluated and a school crossing guard index (SCGI) value is determined, which is one of the criteria necessary to retain the school crossing guard and school zone, the other being a total of ten (10) students crossing per day. However, due to the COVID-19 pandemic, pedestrian surveys for the existing school crossing guard locations were not conducted for the Spring 2020 semester. As a result, the School Crossing Guard Index (SCGI) values have not been fully updated from the Fall 2019 semester.

Roger Wheeler reiterated that the crossing guard at the intersection of Frankford at Standridge was placed on probation by the Traffic Advisory Committee during the November 11, 2019 meeting. The decision was based on the Fall 2019 evaluation, this location did not meet the minimum requirements due to fewer than five elementary school age children crossings during both the morning and afternoon and fewer than ten total crossings per day (an average of 2.8 and 4.8 crossings were recorded during the morning and afternoon respectively). As this location could not be reevaluated for the Spring 2020 SCGI, it was recommended to leave the crossing guard location of Frankford at Standridge on Probationary Status. The remaining 26 current locations were recommended to remain on active status.

Carlie Moe made a motion to approve staff's recommendation to leave the crossing guard location of Frankford at Standridge on Probationary Status, and the remaining 26 current locations to remain on active status. Toby Knighton seconded the motion. The committee voted 6-0 in favor.

3. Arterial Streetlight Prioritization (Roger Wheeler)

Roger Wheeler explained that the Engineering Department periodically prioritizes construction of arterial street lighting based on available funding. Arterial streetlight projects are prioritized on major thoroughfares based on the potential for lighting to improve safety along the corridor. Assessment of potential safety benefits is conducted by evaluating nighttime accidents, nighttime traffic volumes and project costs.

Based on evaluation of potential benefits of street lighting, staff considered the streetlight benefit factor and segment characteristics of the top four ranked street segments. The first and third ranked segments, Midway Road (City Limits to Hebron) and Sandy Lake Road (I35E to PGBT) were not recommended due to the industrial character of the segments. The second ranked street, Marchant Boulevard (SH 121 to Hebron) was considered; however, the nighttime volume was far less than any of the top five segments and is half commercial, half multi-family residential in character.

The fourth ranked street Plano Parkway (Parker to the BNSF railroad tracks) was recommended for construction as it ranks highly in both nighttime volume and nighttime accidents. This street segment has both single and multifamily residential developments. This street lighting would join the section of streetlights currently under construction on Plano Pkwy from BNSF to Charles Road.

Discussion amongst the committee included, daytime and nighttime accidents and traffic volume for the street segments on the arterial streetlight prioritization list, and ranking factors between residential and the non-residential streets. In addition, Mr. Hammons provided historical information on the streetlight program. Explaining that in addition to the streetlights prioritized by TAC, council initiated two (2) LED pilot programs, (Midway between Keller Springs and Trinity Mills in a commercial area, and Rosemeade east of Josey Lane, to determine the desirability of LED lights for all future streetlight projects.

Toby Knighton made a motion to approve staff's recommendation for the installation of street lighting along Plano Parkway, from Parker to BNSF, during the fiscal year 2021. Carlie Moe seconded the motion. The committee voted 5 -1 (Alejandro Arrieta opposed) in favor.

4. Signal Prioritization for Fiscal Year 2020 - 2021 (John Romberger)

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 2020 - 2021 with the committee, indicating that the highest ranked intersection on the Signal Prioritization list is Plano Pkwy and Dozier Road / FM544, which meets several warrants for a traffic signal based on vehicular traffic volume. In addition, he informed the committee that a portion of Plano Pkwy from Dozier Road to the railroad tracks east is currently outside the City Limits, but the Engineering Department staff is working with Carrollton's Planning Department on a city limit boundary adjustment to bring the full intersection within Carrollton City limits early next year. Based on the reassessment of this location staff is recommending that a new signal be installed at the intersection of Plano Pkwy and Dozier Road during the Fiscal Year 2020-2021.

Discussion amongst the committee members included the 2020 – 2021 budget for signal prioritization. They discussed the possibility of future signals at two commercial driveways, Old Denton Road at the Kroger driveway south of Hebron Parkway and Josey Lane at the Tom Thumb Parking Lot south of Hebron Pkwy, and how the recently completed intersection improvements at Old Denton at Hebron and Josey at Hebron Pkwy has reduced congestion of the nearby commercial driveways and may also reduce the accident experience at these driveway locations.

The committee also discussed the current status of signal plans for the Belt Line Road at Hutton Drive intersection and the progress and impact of the DART Silver Line. Staff will continue to monitor the intersections and will update the warrant analyses for next year with 2020 accident data.

Toby Knighton made a motion to approve staff's recommendation for the construction of a traffic signal at the intersection of Plano Pkwy at Dozier Road. Howard Saltzman seconded the motion. The committee voted 6 -0 in favor.

5. Other Business (Jason Carpenter)

Tom Hammons thanked the committee for their attendance in this new type of meeting, stating it has been a learning experience for everyone, and we appreciate your efforts to make this happen. Stay safe and healthy.

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

6. Adjourned – Meeting adjourned at 8:23 PM.



Alejandro Arrieta, Chairperson



Tom Hammons
Interim Director of Engineering