

**MEETING SUMMARY
CITY OF CARROLLTON
TRAFFIC ADVISORY COMMITTEE
June 14, 2021**

Committee Members Present

Alejandro Arrieta
Carlie Moe
Anand Gandhi
Dana Clack
Debbie Hughey
Austin Waugh

Committee Members Absent

Michael Stapp
Toby Knighton
Mike Gavin

Staff Members and City Officials

Tom Hammons – Engineering
Carmella Flemming – Engineering
John Romberger – Engineering
Roger Wheeler – Engineering

1. Call to Order – Alejandro Arrieta called the meeting to order at 7:05 P.M.

2. Selection of Vice Chairperson (Alejandro Arrieta)

Alejandro Arrieta explained to the Committee the responsibility of the position of the Vice Chairperson. Debbie Hughey was nominated for the position of Vice Chairperson. Anand Gandhi seconded the motion. The committee voted 6-0 in favor.

3. Approval of minutes for December 14, 2020. (Alejandro Arrieta)

The meeting Summary of the **December 14, 2020** TAC meeting was reviewed by Committee members. A motion to approve the Meeting Summary as written was made by Carlie Moe. Debbie Hughey seconded the motion. The committee voted 6-0 in favor.

4. Spring 2021 School Crossing Guard Summary (Roger Wheeler)

Roger Wheeler explained that the crossing guard index summary is completed twice a year, once during the spring and once during fall 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. Roger explained that prior to removal, a location is required to fail to meet minimum standards for both the fall and spring semesters within the same school year and are only removed during the summer.

Roger provided a review of the School Crossing Guard Index rankings, indicating even though the in-person school semester began at 65% capacity all 27 locations met the minimum SCGI value, but three (3) locations failed to meet the minimum standards of ten (10) combined pedestrians per day.

Roger reminded the committee that Frankford at Standridge crossing was originally placed on probationary status during fall of 2019, but due to the COVID-19 Pandemic staff was unable to accurately evaluate this location so it has remained on probationary status. This semester the location has a combined average of 15.8 pedestrians crossing per day and no longer falls below the minimum standard.

Since in-person attendance is not at full capacity, staff recommends that no locations be placed on probationary status. Frankford and Standridge is recommended to be returned to non-Probationary status and the remaining twenty-six (26) locations are recommended to remain on active status.

Discussion amongst the committee included, the method used to calculate the pedestrian volume for each location, and reasoning as to the increase in pedestrian count at the intersection of Frankford and Standridge.

Austin Waugh made a motion to approve staff's recommendation to return Frankford and Standridge to Non-Probationary status and leave the remaining twenty-six (26) locations on active status. Dana Clack seconded the motion. The committee voted 6-0 in favor.

5. Signal Prioritization for Fiscal Year 2021 – 2022 (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 Manual Uniform Traffic Control Devices 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. He also explained when traffic signals are installed that are not justified or warranted, they can have an adverse effect on the overall safety, and delays at an intersection.

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, distance from an adjacent signal, and the proximity of a location to a hike and bike trail or railroad crossing. He explained each of the nine (9) traffic signal warrants established by the MUTCD, and the point values assigned to the warrants, along with addition points based on the type of streets that cross at a particular intersection as outlined by the Thoroughfare Plan. Mr. Romberger reviewed the top four (4) prioritized signal locations for Fiscal Year 2021- 2022 with the committee, which included March Lane at Marsh Ridge Road, Keller Springs at Tarpley, and two private driveways, located at Josey Lane Road at Tom Thumb / Panda Express and Old Denton Road at Walmart / Kroger Driveway, and the notable traffic improvements based on the major construction completed in the adjacent intersections at these locations.

Mr. Romberger explained that based upon current data, the intersection of Josey at the private driveway for the Tom Thumb / Panda Express ranks at the top of the Warranted Only Locations. Indicating this driveway along with the Old Denton at the Walmart / Kroger private driveway have been highly ranked based on the number of points. He indicated that the purpose of this discussion is for staff to receive input from the Traffic Advisory Committee regarding the possible use of public funds for the signalization of private driveways. Based on the feedback from TAC, staff will further evaluate the operation, congestion, and accident experience of commercial driveways, and bring a separate TAC case later this year to discuss the evaluation and possible signalization of commercial driveways with public funds.

Mr. Romberger explained that signal funds available during future signal prioritization meetings may be used for both constructing new signals or rebuilding old locations. He indicated the city has sixteen signals built before 1990 that are nearing the end of their functional life and need a complete rebuild or major hardware upgrades, indicating that Crosby at IH35E and Josey at Jackson Road are high on this list.

Staff recommended that improvements to the signal at Josey Lane at Jackson Road be completed during Fiscal Year 2021 -2022. A new signal pole and longer mast will be constructed for the northbound traffic and all left signal heads will be converted to flashing yellow arrow operations.

Discussion amongst the committee members included the 2021-2022 budget for signal prioritization. They discussed the possibility of future signals at commercial driveways throughout the city, and in particular, the driveways at 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 those locations has reduced congestion of the nearby commercial driveways and may also reduce the accident experience at these driveway locations. In addition, the committee discussed the evaluation and possible signalization of commercial driveways with public funds in the future.

Carlie Moe made a motion to approve staff's recommendation for improvements to the signal at Josey Lane at Jackson Road during Fiscal Year 2021 - 2022. Austin Waugh seconded the motion. The committee voted 6 -0 in favor.

6. Other Business (Alejandro Arrieta)

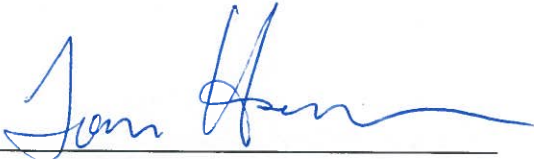
Dana Clack asked about traffic plans surrounding the event planned for the 4th of July, and would Keller Springs Road be closed during the event as it was in 2019. John Romberger noted that a meeting was scheduled to discuss the event, but due to the similarity of the two events, the traffic situation would likely be similar to 2019. Tom Hammons announced that additional information on private driveways will be presented to the committee for discussion most likely in September.

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

7. **Adjourned** – Meeting adjourned at 8:26 PM.



Alejandro Arrieta, Chairperson



Tom Hammons
Interim Director of Engineering