

**MEETING SUMMARY
CITY OF CARROLLTON
TRAFFIC ADVISORY COMMITTEE
February 13, 2023**

Committee Members Present

Debbie Hughey
Charles Douglas
Anika Chowdhury
Casey McElroy
Carlie Moe
Austin Waugh
Anand Gandhi
James Day
Jae Seong Cho

Committee Members Absent

Dave Yarbrough

Staff Members and City Officials

Tom Hammons – Engineering
Carmella Flemming – Engineering
John Romberger – Engineering
Roger Wheeler - Engineering
Sgt. Victoria Grayson – Carrollton Police Department

1. **Call to Order** – Debbie Hughey called the meeting to order at 7:09 P.M.
2. **Approval of minutes for December 12, 2022 (Debbie Hughey)**
The meeting Summary of the **December 12, 2022** TAC meeting was reviewed by Committee members. A motion to approve the Meeting Summary as written was made by Austin Waugh. Charles Douglas seconded the motion. All in favor. Vote was unanimous.
3. **Residential Streetlight Work Session (Roger Wheeler)**
Roger Wheeler explained that this is a work session to evaluate the prioritization process for residential streetlight projects. Staff is requesting input for evaluating and ranking residential streetlight projects as well as direction on which factors the committee is most concerned with.

He advised the committee that the City currently does not have a funding process for residential streetlights, therefore a prioritization process has never been established, but this last November the Bond Election provided a total budget of \$500,000 for residential street light projects.

Roger explained that staff has a process for prioritizing arterial streetlight however residential streetlights will require a separate evaluation process. For budget comparison, he reminded the committee of the current streetlight project on Plano Parkway from Parker Road to BNSF Railway, consisting of the installation of 30 poles at a cost for Design and Construction of \$420,000.00.

Roger explained the process for prioritizing arterial streetlights compares nighttime volumes and nighttime accidents on a road segment to make the road segment more user friendly for drivers. Residential streets have much lower volumes and accidents do not occur on a yearly basis. The streetlights in residential neighborhoods are geared toward making neighborhoods more pedestrian friendly and deterring vandalism. As a result, a prioritization system will need to be developed to determine how to spend the incoming bond funds.

Roger provided historical background based on the Streetlight Subdivision Ordinances Prior to, and after 1998, indicating the City of Carrollton reviews streetlight requests based off the standards they were designed and constructed under. Roger Explained that prior to 1998, subdivisions were constructed with seventeen (17) foot tall streetlight poles spaced between two hundred fifty (250) feet and five hundred (500) feet apart. After September 1998, an updated department policy was adopted that called for the use of twelve (12) foot tall streetlight poles spaced between one hundred seventy-five (175) feet and three hundred fifty (350) feet apart in all new subdivision developments.

Roger informed the committee that the City of Carrollton has sporadically added residential streetlights throughout the years; however, a dedicated funding source was never set aside for residential streetlights. As a result, residential locations that were identified as requiring additional lighting were noted for future projects. Roger reviewed Table 1 "Request Received", (location ranked by missing streetlight, maximum spacing, original streetlight spacing standard, and vegetative cover), created to categorize the current backlog of residential requests received over the years. In addition, he completed a review of the streetlight spacing map (Exhibit 1), created to show a two hundred fifty (250) feet buffer around each streetlight to identify locations that do not meet the five hundred (500) feet streetlight spacing standard. And explained the impact that vegetation can have on streetlights in neighborhoods with a high percentage of tree canopy cover.

Discussion amongst the committee members included, additional questions and examination of the information provided on the streetlight spacing map (Exhibit 1), and discussion of the subdivision streetlight ordinance changes over the years. The committee analyzed various options that could be implemented in the prioritization process for residential and or collector streetlight projects going forward, and the possibility of converting existing streetlights to LED. In addition, they discussed the possible impact of additional lighting in high crime areas and requested crime frequency be provided along with the streetlight spacing.

This was a Work Session item, no action was taken.

4. Signal Prioritization Work Session (John Romberger)

Mr. Romberger explained that the purpose of this Work Session is to provide an update and continue the discussion originally presented at the December 12, 2022 Traffic Advisory Committee meeting.

He stated the initial Work Session detailed information on volumes and accident experience at seven (7) commercial driveway locations was presented to the committee. Four (4) of the private drive locations near the signalized intersection of Hebron and Old Denton, (Old Denton and Walmart / Kroger Drive, Old Denton and Kohl's Driveway, Hebron Parkway and Walmart Drive, and Hebron Parkway and Kroger / Kohl's Driveway). In addition, three (3) locations near the signalized intersection of Hebron and Josey, (Josey and Tom Thumb / Panda Express, Josey Lane and Library / CVS Driveway, and Hebron Parkway and Tom Thumb / Library Driveway).

John indicated that the purpose of this Work Session is to update the committee with additional accident information. He provided detailed information updated through December 31, 2022 on volumes and accident experiences at the seven (7) commercial drive intersections for comparison and evaluation. John completed a review of each of these locations as listed on Table A "Commercial Private Drive Signal Locations", indicating any differences as a result of additional data.

Discussion amongst the committee included, the option of spending city funding to rebuild existing signals instead of the installation of signals at commercial/private driveways. They discussed the volume and accidents reported at H Mart on Old Denton prior to signalization of that intersection, in comparison to the volume and accidents currently being reported at the Old Denton and Walmart / Kroger Drive and Tom Thumb / Panda Express driveway. In addition, they discussed Signal Warrant 7 – Crash Experience and how it factors into the Ranking Criteria on the Warranted Only Signal Locations list.

John stipulated that unless there's a specific need for an additional work session, he will submit a Signal Prioritization list at the June Traffic Advisory Committee meeting.

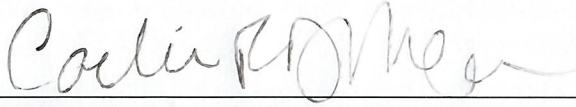
This was a Work Session item, no action was taken.

5. Other Business (Debbie Hughley)

Tom Hammons advised the committee that we won't have a meeting in March, but the School Crossing Guard Summary will probably be in May, and we'll bring back the Signal Prioritization List, and additional information on the Residential Street Light Prioritization in June.

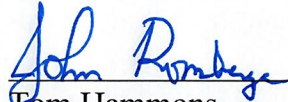
Carlie Moe made a motion to adjourn. Anand Gandhi seconded the motion. All in favor. Vote was unanimous.

6. **Adjourned** - Meeting adjourned at 8:54 PM



for

Debbie Hughey, Chairperson



For

Tom Hammons
Transportation Engineer
Division Manager