AGENDA

TOWN OF FLOWER MOUND
TRANSPORTATION COMMISSION MEETING

OCTOBER 11, 2016

FLOWER MOUND TOWN HALL
2121 CROSS TIMBERS ROAD
FLOWER MOUND, TEXAS

6:30 P.M.

****

AN AGENDA INFORMATION PACKET IS AVAILABLE ONLINE
WWW.FLOWER-MOUND.COM/AGENDACENTER

****

A. CALL REGULAR MEETING TO ORDER – 6:30 PM

B. PLEDGE OF ALLEGIANCE

C. PUBLIC PARTICIPATION

Please fill out an "Appearance Before Transportation Commission" form in order to address the Transportation Commission, and turn the form in prior to Public Participation, or by 6:20 p.m. to the Town staff. Speakers are normally limited to three minutes. Time limits can be adjusted by the Chair as to accommodate more or fewer speakers.

The purpose of this item is to allow the public an opportunity to address the Transportation Commission on issues that are **not** the subject of a public hearing. Any item requiring Public Hearing will allow the public to speak at the time that the item appears on this agenda as indicated as a "Public Hearing".

D. COMMISSION MEMBER INTRODUCTIONS

- Robert Gunter – Place 1
- Robert Caput – Place 2
- Ron Hogue – Place 3
- Brian Smiley – Place 4
- Donald Gilmore – Place 5
- Chris Reed – Place 6
- Thomas Walker – Place 7
- Kuo An Wei – Place 8 (Alternate)
- Andy Allen – Place 9 (Alternate)

E. ELECTIONS

Election of a Chair will be conducted by the Traffic Engineer.

Election of a Vice-Chair will be conducted by the newly elected Transportation Commission Chair.

F. TRAFFIC ENGINEER REPORT

- Update status report related to operational issues, capital improvement projects, and TxDOT projects
- Future Transportation Commission meeting dates

G. CONSENT AGENDA – Consent Items

This agenda consists of non-controversial or "housekeeping" items and may be approved with a single motion. A member of the Transportation Commission may request an item(s) be withdrawn from the consent agenda and moved to regular agenda for discussion by making such request prior to a motion and vote on the Consent Agenda.

1. Consider approval of minutes from the regular meeting of the Transportation Commission held on September 13, 2016.

2. Consider a recommendation for a proposed street name change for Lake Ridge Drive to Lake Ridge Road to the Town Council.

H. WORK SESSION ITEMS

3. Pavement Analysis Presentation – State of the Roadway Network.

4. Discussion and Feedback Item for the possible modifications to the Flower Mound policy on establishing 25 mph speed limits on residential streets.

I. ADJOURNMENT

Matthew Hotelling, Traffic Engineer

I do hereby certify that the Notice of Meeting was posted on the bulletin board in Town Hall of the Town of Flower Mound, Texas, a place convenient and readily accessible to the general public at all times and said Notice was posted on the following date and time: October 7, 2016 at 12:30 PM, at least 72 hours prior to the scheduled time of said meeting.

Delona Verplank, Administrative Assistant

The Flower Mound Town Hall and Council Chambers are wheelchair accessible. Requests for accommodations or interpretive services must be made at least 48 hours prior to this meeting by contacting Delona Verplank at 972-874-6317. Reasonable accommodations will be made to assist your needs.

TRANSPORTATION COMMISSION AGENDA ITEM NO. 1

CONSENT ITEM

DATE: October 11, 2016

FROM: Matthew J. Hotelling, P.E., PTOE, Traffic Engineer

ITEM: **Consider approval of the minutes from the regular meeting of the Transportation Commission held on September 13, 2016.**

BACKGROUND INFORMATION: This agenda item is to consider approval of the minutes from the September 13, 2016 regular meeting of the Transportation Commission.

CITIZEN FEEDBACK: N/A

ALTERNATIVES/OPTIONS: N/A

FISCAL IMPACT: N/A

LEGAL REVIEW: N/A

ATTACHMENTS:

1. Draft minutes from the September 13, 2016 regular meeting of the Transportation Commission.

RECOMMENDATION: Move to approve the minutes from the September 13, 2016 regular meeting of the Transportation Commission.

THE FLOWER MOUND TRANSPORTATION COMMISSION REGULAR MEETING HELD ON THE 13TH DAY OF SEPTEMBER, 2016 IN THE FLOWER MOUND TOWN HALL, LOCATED AT 2121 CROSS TIMBERS ROAD, IN THE TOWN OF FLOWER MOUND, COUNTY OF DENTON, TEXAS AT 6:30 P.M.

The Transportation Commission met in regular session with the following members present:

Thomas Walker	Chair
Chris Reed	Vice Chair
Robert Gunter	Commissioner, Place 1
Robert Caput	Commissioner, Place 2
Ron Hogue	Commissioner, Place 3
Donald Gilmore	Commissioner, Place 5
Andy Allen	Commissioner, Place 9

Constituting a quorum with the following members absent:

David Bell	Commissioner, Place 4
Bennie Torres	Commissioner, Place 8

(Places 8 and 9 of the Commission do not vote on items unless they sit in place of one of the regular members; Places 1-7.)

With the following members of the Town staff participating:

Rob Allibon	Town Attorney
Tommy Dalton	Assistant Town Manager
Matthew Hotelling	Traffic Engineer
Delona Verplank	Administrative Assistant

A. CALL TO ORDER - REGULAR SESSION – 6:30 P.M.

B. PLEDGE OF ALLEGIANCE

C. PUBLIC PARTICIPATION

None.

D. TRAFFIC ENGINEER REPORT

- Update status report related to operational issues, capital improvement projects, and TxDOT projects
- Annual Boards and Commissions Training/Orientation – September 27, 2016
- Elections for Chair & Vice Chair – October 11th Transportation Commission meeting
- Future Transportation Commission meeting dates

DRAFT

E. CONSENT AGENDA

1. Consider approval of minutes from the regular meeting of the Transportation Commission held on August 9, 2016.

Commissioner Gilmore made a motion to approve the August 9, 2016 minutes as presented. Vice Chair Reed seconded the motion.

VOTE ON THE MOTION

AYES: Gilmore, Hogue, Gunter, Reed, Allen, Caput

NAYS: None

ABSTAIN: None

ABSENT: Bell

The motion passed with a vote of 6–0.

F. REGULAR SESSION

G. CLOSED SESSION

Pursuant to Section 551.071 of the Texas Government Code, the Transportation Commission to convene into a closed session for legal consultation with the Town Attorney to receive legal advice as follows:

a. Item 2: MPA16-0006 – Smith Tract

H. RECONVENE INTO OPEN SESSION

2. Public Hearing to consider a request for a Master Plan Amendment (MPA16-0006 – Smith Tract) to amend Section 7.0, Thoroughfare Plan, by amending the Rural Collector cross-section for Scenic Road, Cardinal Road, Rocky Point Road, and Shiloh Road adjacent to the Smith Tract to remove the bike lane designation. The property is generally bounded by Cross Timbers Road (FM 1171), Scenic Road, Cardinal Road, Rocky Point Road, and Shiloh Road.

Presenter
Matthew Hotelling, Traffic Engineer

In Favor –
Brad Williams, 2728 N. Harwood, Dallas (Representative for the applicant/land owner)

In Opposition –
Marc Finley, 2600 Bourne Lane, Flower Mound
Ron Harvot, 3301 Camden Drive, Flower Mound
Michael McNair, 809 Brookshire Circle, Garland
Scott Jostes, 3705 Ridgecrest Drive, Flower Mound
Kevin Agnew, 2904 Yale Drive, Flower Mound
Bill Milburn, 3036 Hugo Court, Flower Mound

DRAFT

Marsha Gavitt, 6501 Meadowcrest Lane, Flower Mound
Gabrielle Springer, 6609 Orchard Drive, Flower Mound
Jill Brown, 3200 Steeple Point Place, Flower Mound
Chris Morgan, 1102 Ellard Drive, Hickory Creek

Emails submitted before 4:00 pm the day of the meeting have been attached.

Close Public Hearing

Commission Deliberation

Commissioner Gunter made a motion to recommend to Town Council denial of the applicant's request as presented. Vice Chair Reed seconded the motion.

VOTE ON THE MOTION

AYES: Caput, Reed, Gunter, Hogue, Gilmore

NAYS: Allen

ABSTAIN: None

ABSENT: Bell

The motion passed with a vote of 5–1.

G. ADJOURNMENT – 7:38 P.M.

TOWN OF FLOWER MOUND
TRANSPORTATION COMMISSION

_____
- Chairman

ATTEST:

_____
Delona Verplank, Administrative Assistant

DRAFT

Public Works

Memorandum

Date: September 13, 2016

To: Transportation Commission

From: Matthew J. Hotelling, P.E., PTOE, Traffic Engineer

Subject: Item No. 2 – Smith Tract (MPA16-0006)

Chairman Walker and commission members,

Attached is additional correspondence that the Town received regarding this item after the packet was posted up to approximately 4:00 PM today.

Thank you

Matthew Hotelling

From: Sonny Baca <[redacted]
Sent: Sunday, September 11, 2016 8:41 PM
To: Matthew Hotelling
Subject: Master Plan and Smith Property

Mr. Hotelling:

My wish is that we stay the Master Plan not the one Smith lawyers are conjuring. I am in opposition do not want city sewers unless the future developers or land owners pay for them since they will be profiting.

This would be spending money that, with the current crisis with the dollar and the future of our economy would be a bad deal at this time.

Sonny Baca
6504 Cardinal Dr. Flower Mound, TX 75022
[redacted]
www.compuscan.com
[redacted]

Matthew Hotelling

From: Shannon & Wendy Barkett <[redacted]
Sent: Sunday, September 11, 2016 9:04 PM
To: Matthew Hotelling; Jimmy Stathatos
Subject: OPPOSITION EMAIL

RE: Master Plan Amendments/Smith Property, SE Corner FM 1171/Shiloh

Dear Sirs:

I request that my opposition to the Smith request for an amendment to the Master Plan be filed with the Transportation Commission for their meeting on September 13th at 6:30 PM.

Cordially:
Shannon Barkett
7500 Bolo Ln.
Flower Mound, TX 75022
[redacted]

Matthew Hotelling

From: [redacted]
Sent: Sunday, September 11, 2016 9:06 PM
To: Matthew Hotelling
Subject: Smith Property Exemptions

I oppose any further exemptions on the Smith property.
Debbie Thunem
4916 Raintree Dr

Sent from my iPhone

Matthew Hotelling

From: Michael A. Musgrove <[redacted]
Sent: Sunday, September 11, 2016 9:47 PM
To: Matthew Hotelling
Subject: Opposition Email to the Master Plan Amendments/Smith Property, SE Corner FM 1171/Shiloh

Dear Mr. Hotelling,

We are writing to oppose the Master Plan Amendments/Smith Property, SE Corner FM 1171/Shiloh. Please pass this to the Transportation Committee members to have it entered into the minutes as an opposition email.

As residents of Flower Mound for 27 years, we strongly urge you to deny the requested exemptions to our Master Plan and ordinances. We ask that you only allow development according to the Master Plan for the Cross Timbers Area.

Specifically, the Master Plan includes trails and bike lanes that would greatly enhance Flower Mound and make it an extremely desirable place to live. Residents could more easily take advantage of getting exercise, making new friends, and enjoying the beautiful outdoors, which have all been proven to improve both physical and mental health. For years one of the basic foundations of our town and the reason so many move here is that Flower Mound offers a rural feel, with plenty of trees and large home lots. The vast majority of people in our community desire these to be maintained, not only for themselves, but for their children. If you do not stand firm and defend these ideals, they will be lost, never to be reclaimed.

In addition, numerous cyclists already ride down the roads next to this undeveloped area every week in order to access the bike lanes on Wichita Trail. Building additional bike lanes (according to the Master Plan) along these roads is needful, providing a much greater level of safety for both riders and motorist.

Therefore, we ask that you hold fast and stick with the Flower Mound Master Plan which will keep our town so much more visually appealing, keep our residents healthier and provide increased road safety. Please oppose this amendment.

Thank you!

Mike & Suzanne Musgrove
6509 Meadowcrest Lane

Matthew Hotelling

From: [redacted]
Sent: Sunday, September 11, 2016 9:50 PM
To: Matthew Hotelling; Jimmy Stathatos
Subject: Smith Property in Flower Mound

To:
Matthew Hotelling
Jimmy Stathatos

Dear Sirs:

Our home and property located at 3220 Miracle Lane is surrounded by the Smith property. Our property line adjoins theirs, and one of their gas wells sits approx. 1200 feet off our property line.

We oppose any amendments to the Master Plan for this property, including the removal of trails/bicycle lanes. We feel this scenic property is actually very suitable for the use of trails and bicycle lanes. Currently, runners, walkers and cyclists share the two lane Shiloh Rd, and it creates dangerous situations on this narrow road with the limited visibility over the hills.

We ask that his Master Plan Amendment request be denied.

Thank you,

Tim and Sherillyn Flick
3220 Miracle Lane
Flower Mound, TX 75022

[redacted]

Matthew Hotelling

From: John Barr <[redacted]
Sent: Sunday, September 11, 2016 10:15 PM
To: Jimmy Stathatos; Matthew Hotelling
Subject: Master Plan Amendment (MPA16-0006 – Smith Tract)

As I am unable to attend the Flower Mound Transportation Commission meeting of 13 Sep 2016, please provide the following of these email comments to the commission members and noted in the minutes as my opposition to the Smith property owners request for exemptions for Master Plan Amendment (MPA16-0006 – Smith Tract):

12 Sep 2016

Re: Master Plan Amendment, MPA16-0005

Flower Mound Transportation Committee:

The existing paved multi-use trails, equestrian trail and trailheads and street bike lanes are barely adequate now. There has long been a desire within the town to have more equestrian trails and trailheads and the development has been nonexistent or slow at best. Additionally, bike traffic has been on the increase for several years. All but a few of the towns existing roads do NOT include bike lanes making the roads more of a hazard for bikers and motorists alike. More bike trails, lanes, and street-bike lanes are absolutely needed for safety and convenience of our towns many bike riders.

There are few, if any, walking trails at the area on the west end of town (Shiloh Road). The trails in the Cross Timbers Conservation Development District would be a wonderful addition to link with the Wellington and River Oaks Estates areas and business areas. I believe that the trails would be an aesthetic improvement to the development that would actually enhance it's value.

I recommend denial of Master Plan Amendment, MPA16-0005, to amend section 5.0 of the Parks and Trails Plan and instead retain the Paved Multi-Use Trail, Equestrian Trail, Equestrian Trailhead, and Complete Streets-bike Lanes within and adjacent to the Smith Tract as previously outlined.

John Barr

3405 Ridgecrest Dr.

Matthew Hotelling

From: Matt Hafer <[redacted]
Sent: Monday, September 12, 2016 6:07 AM
To: Matthew Hotelling; Jimmy Stathatos
Subject: Master Plan Changes
Attachments: pic07547.gif

I live at 6402 Sunset Trail. A major reason for buying in this area was the the open space and amount of land between homes. I oppose allowing higher density sub divisions to be be for this area.

I oppose any amendments to the Master Plan for this property, including the removal of trails/bicycle lanes. I feel this scenic property is actually very suitable for the use of trails and bicycle lanes. Currently, runners, walkers and cyclists share the two lane Shiloh Rd, and it creates dangerous situations on this narrow road with the limited visibility over the hills.
This is a safety issue.

I ask that this Master Plan Amendment request be denied.
Sent from my iPad

Matt Hafer
Senior Vice President - Supply Chain Management and Procurement Adleta Corporation
P: [redacted]
E: [redacted]

(Embedded image moved to file: pic07547.gif)

www.adleta.com | www.facebook.com/adletacorporation

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed.
If you have received this email in error, please notify the system manager.
This message contains confidential information and is intended only for the individual named. If you are not the named addressee, you should not disseminate, distribute or copy this email. Please notify the sender immediately by email if you have received this email by mistake and delete this email from your system. If you are not the intended recipient, you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited.

Matthew Hotelling

From: Madeline Haynie <[redacted]
Sent: Monday, September 12, 2016 6:38 AM
To: Matthew Hotelling
Subject: Smith Property - Opposed

High density has been opposed in so many ways for the Cross Timbers Area. Please preserve this last green area in Flower Mound and do not approve any additional exceptions for the Smith Property. As a 30-plus year resident living on Burning Tree, I am opposed to the current proposed changes to our Master Plan.
Madeline Haynie

Matthew Hotelling

From: Stephanie Barone <[redacted]
Sent: Monday, September 12, 2016 8:12 AM
To: Matthew Hotelling
Subject: Smith Property - 1171/Shiloh

Hi Matthew,

I'm a homeowner here in Flower Mound and I live off of Shiloh & 1171. The Smith property is at the end of my street and I feel passionately that we need to stick to the Master Plan for this area. The wildlife and original character of the area is rapidly diminishing in the area and this is one of the last bastions of true "country" in FloMo.

The Smith family has every right to do what they want with their property - WITHIN THE RULES. They have gotten exemptions before (gas drilling, etc). And they've already been able to sneak around the Town Council, in spite of P&Z recommendations. Please enforce the rules that already exist. Keep the bike lanes, make Flower Mound better & safer for residents now & in the future.

Please don't let them get away with this again.

Thank you.

Stephanie Barone
6513 Hillcrest Road
Flower Mound, TX 75022
P: [redacted]
e: [redacted]

Matthew Hotelling

From: Carl Thunem <[redacted]
Sent: Monday, September 12, 2016 8:16 AM
To: Matthew Hotelling
Subject: Smith Property Exemptions

Dear Mr. Hotelling,

I am adamantly opposed to any further concessions or exemptions being granted on development of the Smith property, for relief of density, sewer, parks and trails requirements or restrictions.

I request that this objection be provided to the Transportation Commission members and noted as an opposition email in the minutes.

Respectfully,

Carl Thunem
4016 Raintree Drive
Flower Mound, TX 75022

Sent from my iPhone

Matthew Hotelling

From: [redacted]
Sent: Monday, September 12, 2016 8:20 AM
To: Matthew Hotelling
Subject: Transportation Commission September 13, 2016 meeting

Dear Mr. Hotelling,

We are in opposition to the proposal being presented to the Transportation Commission on Tuesday, September 13, 2016 requesting that the Master Plan be amended to remove the bicycle lane designation from the roads surrounding the Smith tract. The addition of bicycle lanes has been very positive for both cyclists and motorists in this part of Flower Mound, and therefore, keeping this designation for the roads surrounding the Smith tract is for the greater good.

We kindly request that this email be presented to members of the Transportation Commission and noted as an opposition email in the minutes.

Thank you.

Sincerely,
Lynne Lemmel & Bernard Gourlay
6408 Crooked Lane
Flower Mound, TX 75022

Matthew Hotelling

From: Robert Gladney <[redacted]
Sent: Monday, September 12, 2016 8:55 AM
To: Matthew Hotelling
Subject: Opposition to Smith Property master plan exemption requests

Dear Mr. Hotelling,
Please communicate to the members of the Planning and Transportation Commission for inclusion in their upcoming meeting minutes my opposition to the master plan exemptions requested by the owners of the Smith property. Thank you.
Sincerely,
Bob Gladney
3715 Ridgecrest Drive
Flower Mound TX 75022

Sent from my iPad

Matthew Hotelling

From: Patty Swanholm <[redacted]
Sent: Monday, September 12, 2016 9:00 AM
To: Matthew Hotelling
Subject: Smith Property Request

My husband and I adamantly oppose the changes to remove required bicycle lanes around the entire Smith Property as proposed by attorneys of owners of the Smith property. We have lived in this area for 35 years and have watched continuous changes to the Master Plan for them. Allowing drilling on their property has only had a negative impact to this area some of which include increased large truck traffic, road damage and odors from diesel equipment. This is just another ploy to change the Master Plan for their development plans what ever they are?? Please do what is right to keep our area and city the way it way it was envisioned and the reason it has become the city people want to move to and stay living here!!

Thank you for you time,

Patty and Dale Swanholm

Matthew Hotelling

From: AMC Carnes <[redacted]
Sent: Monday, September 12, 2016 8:56 AM
To: Jimmy Stathatos
Cc: Matthew Hotelling
Subject: Fwd: Update #2 Smith Property Master Plan Amendments/Bike Trails Exemption

Please consider this my 'opposition email' to be shared with the Transportation Commission.
I lived off of Shiloh for 10 years, and it is heavily used by cyclists and residents walking their dogs. Increases in traffic and not having dedicated bike lanes would not be good, or safe, in my opinion.

Thank you.

A.Carnes

Sent from my iPhone, but written by ME😀

Begin forwarded message:

> **From:** Marsha Gavitt <[redacted]
> **Date:** September 11, 2016 at 8:01:26 PM CDT
> **To:** Marsha Gavitt <[redacted]
> **Subject: FW: Update #2 Smith Property Master Plan Amendments/Bike Trails Exemption**
>
> Update #2: Master Plan Amendments/Smith Property, SE Corner FM 1171/Shiloh
>
> TRANSPORTATION COMMISSION VOTE TUES. SEPT. 13 @ 6:30pm @ TOWN HALL
>
> --The Commission will vote whether to keep or remove required bicycle lanes around the entire property.
>
> http://www.flower-mound.com/AgendaCenter/ViewFile/Agenda/09132016-2392
>
> The owners of the Smith property are using their attorneys to request exemptions to our Master Plan and ordinances before even submitting a plan for the property. They have a past history of opposing our Master Plan, including legal actions.
>
> Dedicated bicycle lanes are a safety factor for both bicyclists and cars. Currently, bicyclists are sharing the same lane with cars around this undeveloped area. The Town has minimum requirements that reflect the needs of CURRENT and FUTURE residents.

As was noted in the Parks, Arts and Library Board Meeting last week, the Smith property owners had chosen to allow gas wells on the property first, rather than to develop within our Master Plan for the Cross Timbers Area. Therefore, remaining surface area for development was reduced. However, the property owners now claim that the encumbrances are our Master Plan, and trail and bike lane requirements.

Since 2004, the Town has: 1) changed the Master Plan allow smaller lots with 25% increase in residential density and 2) allowed drilling in Cross Timbers - in an attempt to appease large landowners and developers. The Smith property owners did not acknowledge these prior concessions, much of which had strong public opposition.

The Planning and Zoning and subsequent Town Council meeting will combine all the exemptions the Smith property owners have requested, including bringing in municipal sewer. Sewer prohibition has effectively managed residential density and preserved natural areas in the Cross Timbers areas, as development occurs.

If you cannot attend you can send an email to the town engineer Mr. Hotelling and town manager Mr. Stathatos (below) preferably by noon Monday – tomorrow September 12, and request it be provided to the Transportation Commission members and noted as an opposition email in the minutes. (It will not be actually read). If you wish to speak you can fill out a speaker card and submit it to the commission secretary inside the glass doors next to the lobby.

mailto:matthew.hotelling@flower-mound.com

mailto:jimmy.stathatos@flower-mound.com

Frank and Marsha Gavitt / Hidden Valley Estates III Neighborhood Contact

Shiloh Road Area

Matthew Hotelling

From: Rick Lust <[redacted]
Sent: Monday, September 12, 2016 9:30 AM
To: Jimmy Stathatos
Cc: Matthew Hotelling; Doug Powell; towncounil@flower-mound.com; Theresa Scott
Subject: Smith Property

Dear Jimmy,

I must say that I find the Master Plan amendment requests by the Smith applicants disturbing.
I'm writing as one of the original architects of our master plan, a former P and Z chairman , and former Mayor of our Town.
As you know the Master Plan is the culmination of the democratic process in which the citizens express and define how they want
their town to evolve in the long term. The Plan has served us well and is the primary reason Flower Mound is as desirable a place to live as it is today. If we keep amending it, we will not end up with a balanced and thought out product for the citizens. The Town will end up as just another suburb of Dallas with very little identity. Our Master Plan has also served us well in court cases as we could show we were consistent in its application over the long term and that it was a balanced, fair, and equitable plan.

Dr. Smith bought that tract of land about 40 years ago as agricultural property. He was still alive during the many master plan development meetings and was free to participate in the hearings as was any citizen of the town. It could be argued that bike lanes and recreational trails etc. actually enhance the value and marketability of the property. Running sewer to this property would essentially gut the master plan. Keeping the land sewer free is a fundamental concept of the plan in order to retain some semblance of our rural heritage. The Cross Timbers Conservation District would be in jeopardy as well. The Cross Timbers area was chosen to preserve as much as possible in a low density manner for several

reasons. It is a naturally beautiful area. Being in the interior of the Town, it does not have good ingress or egress particularly north and south, and it does not gravity feed to the Timber Creek drainage basin. It essentially forms part of the signature of our Town.

We should be up front with developers and explain that Flower Mound embraces it's master plan. Look at our town logo. " The City, The Country".
Let's not destroy what helps make Flower Mound a great place to live.

Respectfully,
Rick Lust
3805 Ridgecrest Dr.

Matthew Hotelling

From: Jimmy Stathatos
Sent: Monday, September 12, 2016 10:35 AM
To: Matthew Hotelling
Subject: FW: Opposition to Smith Property master plan exemption requests

fyi

Jimmy Stathatos
Town Manager
Town of Flower Mound
2121 Cross Timbers Rd
Flower Mound, TX 75028
972-874-6089

-----Original Message-----
From: Robert Gladney [mailto:[redacted]
Sent: Monday, September 12, 2016 9:01 AM
To: Jimmy Stathatos
Subject: Opposition to Smith Property master plan exemption requests

Dear Mr. Stathatos,

Please communicate to the members of the Planning and Transportation Commission for inclusion in their upcoming meeting minutes my opposition to the master plan exemptions requested by the owners of the Smith property. Thank you.
Sincerely,
Bob Gladney
3715 Ridgecrest Drive
Flower Mound TX 75022

Sent from my iPad

Matthew Hotelling

From: Janie and Trent Cragin <[redacted]
Sent: Monday, September 12, 2016 10:39 AM
To: Matthew Hotelling
Subject: Concerning the Vote Whether to Keep or Remove Required Bicycle Lane Around Smith Property - KEEP!

Mr. Hotelling,

PLEASE PROVIDE THIS EMAIL TO THE TRANSPORTATION COMMISSION MEMBERS:

Please vote to keep required bicycle lanes around the Smith Property, SE Corner FM 1171/Shiloh!

This is a safety issue for bikers and pedestrians now, and in the future. I actually walk part of Shiloh Road several times per week, and pass other walkers, runners and bikers. When cars are passing, some bikers are "pushed" off of the road, and I personally, as a walker am at times forced to walk into a ditch to avoid oncoming traffic.

There is no reason why a developer cannot meet a safety requirement established by the Master Plan. This is an opportunity to protect the natural areas of our town to make them more friendly for bikers and hikers alike. This, alone should be attractive to a future developer as a selling point to future residents while maintaining the natural character of Flower Mound. And an adherence to the Master Plan can be a positive offering to future residents as well. Perhaps these develops should get more creative with their development plans and not only adhere to the Master Plan, but use it as a selling force to future residents. What about an equestrian friendly development? What about a development that respects the natural environment and the parameters the Town of Flower Mound has put into place to protect natural areas for our future?

Thanks very much for your time and your dedication to the Town of Flower Mound.

Sincerely,

Janie Cragin

3812 Valley View Lane

Flower Mound, TX 75022

Matthew Hotelling

From: Jimmy Stathatos
Sent: Monday, September 12, 2016 10:40 AM
To: Matthew Hotelling
Subject: FW: Smith property

Jimmy Stathatos
Town Manager
Town of Flower Mound
2121 Cross Timbers Rd
Flower Mound, TX 75028
972-874-6089

From: Shannon [mailto:[redacted]
Sent: Monday, September 12, 2016 7:51 AM
To: Jimmy Stathatos
Subject: Smith property

Hello,

The property line that adjoins the Smith property, and one of their gas wells sits approx. 1200 feet from the property line of another home.

We oppose any amendments to the Master Plan for this property, including the removal of trails/bicycle lanes. We feel this scenic property is actually very suitable for the use of trails and bicycle lanes. Currently, runners, walkers and cyclists share the two lane Shiloh Rd, and it creates dangerous situations on this narrow road with the limited visibility over the hills. This is a safety issue.

We ask that this Master Plan Amendment request be denied.

Thank you,

Joel and Shannon Summerlin

3908 Saturn Street

Flower Mound, TX 75028

[redacted]
Sent from my iPhone

Matthew Hotelling

From: Jimmy Stathatos
Sent: Monday, September 12, 2016 10:41 AM
To: Matthew Hotelling
Subject: FW: Transportation Com. Mtg./Smith Tact

Jimmy Stathatos
Town Manager
Town of Flower Mound
2121 Cross Timbers Rd
Flower Mound, TX 75028
972-874-6089

From: Debbie Chester [mailto:[redacted]
Sent: Monday, September 12, 2016 7:22 AM
To: Jimmy Stathatos
Subject: Transportation Com. Mtg./Smith Tact

Dear Sir,
I would appreciate you including this letter of opposition to the minutes of the Transportation Committee meeting tonight. I urge you and the Committee to **reject changes** to the requirements for bike lanes and trails in and around the Smith Tract bordered by Shiloh Road. This is a public safety issue. This area is utilized on a regular basis by hundreds of cyclists from Flower Mound and surrounding communities. Dozens of cyclists from Lifetime Fitness Center alone regularly cycle these roads. The hills and turns in the roads already make it hazardous since there are no bike lanes. To consider an increase in the traffic and not provide for the safety of my family our fellow citizens would be irresponsible.
Respectfully submitted,
Debbie Chester
6600 Stonehill Court
Flower Mound

Matthew Hotelling

From: Jimmy Stathatos
Sent: Monday, September 12, 2016 10:42 AM
To: 'Madeline Haynie'
Subject: RE: Smith Property Changes

Thank you.

Jimmy Stathatos
Town Manager
Town of Flower Mound
2121 Cross Timbers Rd
Flower Mound, TX 75028
972-874-6089

-----Original Message-----
From: Madeline Haynie [mailto:[redacted]
Sent: Monday, September 12, 2016 6:45 AM
To: Jimmy Stathatos
Subject: Smith Property Changes

I am a 30-plus year resident of the Cross Timbers Area of Flower Mound and am opposed to the changes proposed for the Smith Property. The gas wells added noise, truck traffic and damage to our neighborhood streets. The proposed changes benefit only developers who will not have to live with what they build. Please do not support the proposed plans for no bike lanes and sewer!
Madeline Haynie

Matthew Hotelling

From: Jimmy Stathatos
Sent: Monday, September 12, 2016 10:42 AM
To: 'Janie and Trent Cragin'
Subject: RE: Concerning the Vote Whether to Keep or Remove Required Bicycle Lane Around Smith Property - KEEP!

We'll provide the email to them. Thank you.

Jimmy Stathatos
Town Manager
Town of Flower Mound
2121 Cross Timbers Rd
Flower Mound, TX 75028
972-874-6089

From: Janie and Trent Cragin [mailto:[redacted]
Sent: Monday, September 12, 2016 10:39 AM
To: Jimmy Stathatos
Subject: Concerning the Vote Whether to Keep or Remove Required Bicycle Lane Around Smith Property - KEEP!

Mr. Stathatos,

PLEASE PROVIDE THIS EMAIL TO THE TRANSPORTATION COMMISSION MEMBERS:

Please vote to keep required bicycle lanes around the Smith Property, SE Corner FM 1171/Shiloh!

This is a safety issue for bikers and pedestrians now, and in the future. I actually walk part of Shiloh Road several times per week, and pass other walkers, runners and bikers. When cars are passing, some bikers are "pushed" off of the road, and I personally, as a walker am at times forced to walk into a ditch to avoid oncoming traffic.

There is no reason why a developer cannot meet a safety requirement established by the Master Plan. This is an opportunity to protect the natural areas of our town to make them more friendly for bikers and hikers alike. This, alone should be attractive to a future developer as a selling point to future residents while maintaining the natural character of Flower Mound. And an adherence to the Master Plan can be a positive offering to future residents as well. Perhaps these develops should

get more creative with their development plans and not only adhere to the Master Plan, but use it as a selling force to future residents. What about an equestrian friendly development? What about a development that respects the natural environment and the parameters the Town of Flower Mound has put into place to protect natural areas for our future?

Thanks very much for your time and your dedication to the Town of Flower Mound.

Sincerely,

Janie Cragin

3812 Valley View Lane

Flower Mound, TX 75022

Matthew Hotelling

From: Cheri Wiese <[redacted]
Sent: Monday, September 12, 2016 11:02 AM
To: Matthew Hotelling
Cc: Robert Wiese; Doug Powell; cindiprice
Subject: Smith Property (Shiloh Road Area/Cross Timbers) Master Plan Amendment Requests

I am opposed to the proposed changes to the Master Plan relative to the Smith property. Attempting to change the Master Plan without filing a development plan concerns me greatly and I oppose setting this precedence for future requests. I moved here 12 years ago with the impression that the Master Plan really meant something and Flower Mound would preserve its designation as a scenic city. I must admit I am very disappointed with how easy it has been to change the Master Plan over the last 12 years and oppose any development that would impact what little current protection our residents have today.

Please add our objection to those of our neighbors in this last green area of our town.

Sincerely,

Cheri L. and Robert B. Wiese
3315 Raintree Drive
Flower Mound, TX 75022

Matthew Hotelling

From: Diane Walker-Gladney <[redacted]>
Sent: Monday, September 12, 2016 11:30 AM
To: Matthew Hotelling
Subject: opposition to Smith property master plan exemptions

Dear Mr. Hotelling,
Please communicate to the members of the Planning and Transportation Commission for inclusion in their upcoming meeting minutes my opposition to the master plan exemptions requested by the owners of the Smith property. Thank you.
Sincerely,
Diane Gladney
3715 Ridgecrest Drive
Flower Mound TX 75022

--

Diane Walker-Gladney
Contemporary Artist
http:// www.dianewalker-gladney.com

Matthew Hotelling

From: [redacted]
Sent: Monday, September 12, 2016 11:30 AM
To: Matthew Hotelling; Jimmy Stathatos
Subject: Smith Tract - transportation

Bike lanes must be available for all new developments. Not putting them in endangers bikers, pedestrians and motorists. Please keep bike lanes mandatory.

Susan Bodenmiller
7007 Woodridge drive
[redacted]

Matthew Hotelling

From: Emil Soleyman <[redacted]
Sent: Monday, September 12, 2016 11:37 AM
To: Matthew Hotelling; Jimmy Stathatos
Subject: Master Plan Amendments/Smith Property, SE Corner FM 1171/Shiloh

Please provide this email to the Transportation Commission members and note it **as an opposition email** in the minutes.

Dedicated bicycle lanes are a safety factor for both bicyclists and cars. Currently, bicyclists are sharing the same lane with cars around this undeveloped area. The Town has minimum requirements that reflect the needs of CURRENT and FUTURE residents.

As was noted in the Parks, Arts and Library Board Meeting last week, the Smith property owners had chosen to allow gas wells on the property first, rather than to develop within our Master Plan for the Cross Timbers Area. Therefore, remaining surface area for development was reduced. However, the property owners now claim that the encumbrances are our Master Plan, and trail and bike lane requirements.

Furthermore, the gas wells and fracking related activities have most likely cause contamination to the environmental area. This will require environmental studies in the (near) future to determine the extent.

Since 2004, the Town has: 1) changed the Master Plan allow smaller lots with 25% increase in residential density and 2) allowed drilling in Cross Timbers - in an attempt to appease large landowners and developers. The Smith property owners did not acknowledge these prior concessions, much of which had strong public opposition.

The question is why are the Smith property owners using their attorneys to request exemptions to our Master Plan and ordinances before even submitting a plan for the property? Why are they trying to introduce a change in the Cross Timbers Conservation District at this time when they still have gas wells on the property?

Noting their history of opposing the Town's Master Plan, including legal action, we can speculate that they are gearing up for another court battle to get what they want.

My wife and I are against this amendment.

Thanks,
Emil and Paulin Soleyman
6601 Stonehill Ct

Matthew Hotelling

From: Sonya Smith <[redacted]
Sent: Monday, September 12, 2016 11:55 AM
To: Matthew Hotelling; Jimmy Stathatos
Subject: OPPOSITION TO REMOVING PLANNED BIKE LANES

Please provide this opposition to removing planned bike lanes to the Commission members and note this as an opposition email in the minutes.

Regarding: Shiloh Road/McMakin Rd, KEEP THE PLANNED BIKE LANES. Do not vote to allow the removal of the planned bike lanes.

www.smidallas.com

Sonya Smith
Director, Sales Support
Specialized Marketing International
8220 Elmbrook Drive
Dallas, Texas 75247
D [redacted] **M** [redacted]
[redacted]

Matthew Hotelling

From: Mark Solow <[redacted]
Sent: Monday, September 12, 2016 12:04 PM
To: Matthew Hotelling; Jimmy Stathatos
Subject: Bike Lane on Shiloh Rd.

Guys, I will not be able to attend the Transportation Commission meeting tomorrow night. I'm requesting that this letter be submitted to be read in place of my presence:

I've been organizing group bicycle rides in Flower Mound for almost 6 year now for beginner/intermediate cyclists under the name of Pathfinders Fun Cycling. We ride in Flower Mound a couple times a month.

We are getting close to 1,300 DFW area cyclists on our Facebook Friends Group and e-mail list. Most of our riders live in Flower Mound.

We normally stop for lunch on our rides and love the original Christina's restaurant at Shiloh Rd. and FM 1171. But, we never go there anymore because every time we ride on Shiloh we've had close-calls and near-misses with cars on Shiloh Road!

As you know, there's currently no shoulder on Shiloh and the hills tend to hide cyclists until the last minute from motorists.

I was excited to know that the city of Flower Mound was planning to do the right thing and add bike lanes before someone is killed.

Now I hear that some developer is wanting to add high-density homes and save a few bucks on their road assessment fees by eliminating the bike lane. On top of that, they have the gall to say that it is "better for the environment" to not have a bike lane!

Please have them explain how giving people the incentive to ride a bike safely on a road rather than drive a combustion engine vehicle is more environmentally friendly!

As you know, Shiloh Road / McMakin Road is a major north / south connecting road for cyclists. Please continue with your plan to do what is best for the community, not the developer.

Sincerely,

Mark Solow
Pathfinders Fun Cycling
facebook.com/groups/Pathfindersfuncycling

Matthew Hotelling

From: Laura Cutia <[redacted]
Sent: Monday, September 12, 2016 12:04 PM
To: Matthew Hotelling
Subject: Smith Property

I am opposed to the changes to the master plan on the Smith property off Shiloh Road.

Laura Cutia
6901 Wind Swept Court
Flower Mound, TX

Sent from my iPhone

Matthew Hotelling

From: Dart West (dartwest) <[redacted]
Sent: Monday, September 12, 2016 11:56 AM
To: Place2 - Bryan Webb; Place5 - Itamar Gelbman; Place4 - Don McDaniel; Place1 - Jason Webb; Mayor - Tom Hayden; Place3 - Kevin Bryant; Matthew Hotelling
Subject: Against: TRANSPORTATION COMMISSION AGENDA ITEM NO. 2 / Master Plan Amendment

Town leadership:
I am vehemently opposed to the elimination of bike lanes. I am one of those cyclist that ride our roads. Not only do bike lanes increase the safety of the cyclist it decreases the frustration of the drivers. They also enhance the image of our community as a place that encourages an outdoors and active lifestyle. We need more bike lanes not less.

Thank You,

Dart West
5920 Chinn Chapel Rd
Flower Mound, TX

Matthew Hotelling

From: JOHN <[redacted]
Sent: Monday, September 12, 2016 12:07 PM
To: Matthew Hotelling; jimmy.stathatos@flowermound.com
Cc: [redacted]
Subject: Smith Master Plan - BIKE LANES/BIKE TRAILS

Gentlemen
It is vital to the health and safety of our community that bicycle paths and bicycle lanes continue to be included in the master plan for our city.

The traffic on our streets makes it imperative to our safety that designated bicycle lanes and bicycle paths remain in the plan in all new developments, and in street upgrades.

As a rider, and a friend of riders, I don't really care what it costs a developer to do the right thing when it comes to safety.

One accident is not worth the savings to a developer.

We look forward to you standing for the safety of your citizens.

Thank you

John Basse
1501 Lindby
Flower Mound, TX 75028
[redacted] iPhone

JB
Sent from my iPhone

Matthew Hotelling

From: Watson's Email <[redacted]
Sent: Monday, September 12, 2016 12:43 PM
To: Matthew Hotelling
Subject: Smith Tract agenda item

Matthew-

I am looking to communicate my opposition to tomorrow's meeting agenda Letter H- the Smith Tract Master Plan Amendment.

Until I talked with Chuck Russell
I had been having trouble tracking information down about these amendments (as the town's signs and returned phones calls saying "go to the town's website for more information" has not actually produced much information about said Amendments), but I do know that my property appears to directly back up to the property in question, and my neighborhood would negatively effected by approving this amendment.

I am going to try to be at the Commission Meeting tomorrow night, but I already have a parent meeting for 7pm. So I don't know that I will have time to speak.

All that being said, how can I email or communicate with all the commission members to make sure my concern is heard?

Sincerely,

Watson Kohankie
[redacted]

3124 Miracle Lane, Flower Mound, TX 75022

Sent from my iPhone

Matthew Hotelling

From: Suzanne Baker <[redacted]>
Sent: Monday, September 12, 2016 12:34 PM
To: Matthew Hotelling; Jimmy Stathatos
Subject: Smith Property in Flower Mound

To:
Matthew Hotelling
Jimmy Stathatos

Dear Sirs:

My home and property located at 3115 Miracle Lane sets in the neighborhood next to the Smith property. My neighborhood adjoins the Smith property, and one of their gas wells sit next door to the entry street of our neighborhood.

I strongly oppose any amendments to the Master Plan for this property, including the removal of trails/bicycle lanes. My neighbors and I feel this scenic property is actually very suitable for the use of trails and bicycle lanes. Currently, runners, walkers and cyclists often share the two lane Shiloh Rd, and it creates dangerous situations on this narrow road with the limited visibility over the hills. This is a clear safety issue.

Additionally, the roads currently existing are not sized to handle the significant traffic expansion we would see as a result of the approval of the Smith Property Master Plan Amendments and the direction these requests are headed.

I urge in the strongest terms possible that this Master Plan Amendment request be denied.

Thank you,

Suzanne Baker
3115 Miracle Lane
Flower Mound, Texas 75022

[redacted]

Regards,

Suzanne Baker

Matthew Hotelling

From: Jimmy Stathatos
Sent: Monday, September 12, 2016 12:53 PM
To: 'Diane Walker-Gladney'
Cc: Matthew Hotelling
Subject: RE: opposition to Smith property master plan exemptions

I will. Thank you.

Jimmy Stathatos
Town Manager
Town of Flower Mound
2121 Cross Timbers Rd
Flower Mound, TX 75028
972-874-6089

From: Diane Walker-Gladney [mailto:[redacted]
Sent: Monday, September 12, 2016 11:31 AM
To: Jimmy Stathatos
Subject: opposition to Smith property master plan exemptions

Dear Mr. Stathatos,
Please communicate to the members of the Planning and Transportation Commission for inclusion in their upcoming meeting minutes my opposition to the master plan exemptions requested by the owners of the Smith property. Thank you.
Sincerely,
Diane Gladney
3715 Ridgecrest Drive
Flower Mound TX 75022

--

Diane Walker-Gladney
Contemporary Artist
http:// www.dianewalker-gladney.com

Matthew Hotelling

From: bobby Oliver <[redacted]
Sent: Monday, September 12, 2016 12:55 PM
To: Place2 - Bryan Webb; Place5 - Itamar Gelbman; Place4 - Don McDaniel; Place1 - Jason Webb; Mayor - Tom Hayden; Place3 - Kevin Bryant; Matthew Hotelling
Subject: Opposition to a deviance from the Master Plan for the "Smith property" before the Town of Flower Mound...

To the Town Council and Park Board,

I cannot attend the meeting for this issue since I will be in class and my wife working, but both my wife and I would like to register our opposition to deviating from the Master Plan, specifically the elimination of bike lanes and other trails for riding horses or walking and the positioning the property for high density development by approving municipal sewer systems.

As a cyclist, bike lanes increase the safety of our streets for both cyclists and drivers. They also enhance the attractiveness of our city and neighborhoods as a desirable place to live and increase property values. We contend that more, not less, trails and bike lanes should be made available to the residents of Flower Mound.

As a resident of the city since 1991, I hate to see the developers' plans to make maximize their profits triumph over the residents quality of life. A Master Plan has zero value if every time a developer wants an exception the town "rubber stamps" approval for the asking.

Please vote no to deviating from the provisions in the Master Plan and leave the bike lanes, trails, and low-density development standards in place for the "Smith property" located in the Shiloh/Cardinal/Scenic area .

Thank You,

Bobby and Cheryl Oliver
2909 Sun Meadow Drive
Flower Mound, TX 75022
[redacted]

Matthew Hotelling

From: Cathy Strathmann <[redacted]
Sent: Monday, September 12, 2016 12:57 PM
To: Matthew Hotelling; Jimmy Stathatos
Subject: Smith Property

Good Afternoon Gentleman:

I am writing to voice my disapproval to remove the bike lanes as requested by the Smith family. There is no reason for this to be requested with or without a plan IMO. For the safety of our residents please deny this request.

Thank you
Cathy Strathmann
2612 Belmont Court.

Sent from Outlook

Matthew Hotelling

From: Janvier Scott <[redacted]
Sent: Monday, September 12, 2016 1:03 PM
To: Matthew Hotelling
Subject: Transportation Meeting

Transportation Committee members -

I am strongly opposed to item 2 on tonight's agenda:
2.Public Hearing to consider recommending to Planning and Zoning Commission and Town Council a Master Plan Amendment (MPA16-0006 – Smith Tract) to amend Section 7.0,Thoroughfare Plan, by amending the Rural Collector cross-section for Scenic Road,Cardinal Road, Rocky Point Road, and Shiloh Road adjacent to the Smith Tract to remove the bike lane designation. The property is generally bounded by Cross Timbers Road (FM 1171), Scenic Road, Cardinal Road, Rocky Point Road, Sunset Trail and Shiloh Road.

Janvier Scott
2829 Bob White Lane

Matthew Hotelling

From: Tad Marko <[redacted]
Sent: Monday, September 12, 2016 1:12 PM
To: Matthew Hotelling; Jimmy Stathatos
Subject: Shiloh / McMakin Bike Lanes

Gentlemen,

I understand that a developer is asking for the elimination of the bike lanes related to a development near Shiloh and McMakin. I am opposed to this as this road is a pinch point that any cyclist in Flower Mound is pretty much forced to use as changes to several other major roads in recent years have taken away alternative routes. Weekend mornings will see many dozen cyclists using this route to get to more open roads than are available in Flower Mound. I use it every time I ride several times per week.

Most amateur cyclists will ride no less than 20 miles at a time, with 30 to 50 miles being very common distances. In order to get this distances on safe roads, most cyclists in Flower Mound ride out to Argyle and back and will make use of Shiloh and McMakin.

Please work to ensure that not only are bike lanes included with any development in this area, but that they are adequate for the high amount of car and bicycle traffic that exists in this area. I will probably not be able to make tomorrow's meeting, but I am happy to answer via email any questions you may have. Please let me know who else I should send my comments to.

Thank you,
Tad Marko

Matthew Hotelling

From: KC Walsh <[redacted]
Sent: Monday, September 12, 2016 1:37 PM
To: Matthew Hotelling; Jimmy Stathatos
Subject: Smith Tract MPA request to remove bike lanes

Please let it noted on record and provided to the Transportation Commission members that I **oppose** the upcoming Master Plan Amendment request to remove the planned bike lanes from the Smith Tract.

Best regards,

Karyn Catherine Lottie Walsh
3525 High Rd
Flower Mound, TX 75022
[redacted]

Matthew Hotelling

From: Scott Stubbs <[redacted]
Sent: Monday, September 12, 2016 12:42 PM
To: Place2 - Bryan Webb; place5@flowermound.com; Place4 - Don McDaniel; place1 @fower-mound.com; Mayor - Tom Hayden; Place3 - Kevin Bryant; Matthew Hotelling
Subject: Against: TRANSPORTATION COMMISSION AGENDA ITEM NO. 2 / Master Plan Amendment

Town Leadership:

I am strongly opposed to the elimination of bicycle lanes. This developer exemption sets a horrible precedent that every developer from now on want to follow. Bike lanes not only provide convenience and safety for cyclists, but they dramatically reduce the frustration of drivers. Exempting bike lanes is a big step in the wrong direction for a city that promotes itself as a community which encourages an outdoor and active lifestyle. We need more bike lanes, not less.

Thank you,

Scott Stubbs
Flower Mound, TX

Matthew Hotelling

From: Jimmy Stathatos
Sent: Monday, September 12, 2016 10:41 AM
To: 'steve noble'
Cc: [redacted]
Subject: RE: Master Plan changes

Follow Up Flag: Follow up
Flag Status: Flagged

Thank you.

Jimmy Stathatos
Town Manager
Town of Flower Mound
2121 Cross Timbers Rd
Flower Mound, TX 75028
972-874-6089

-----Original Message-----
From: steve noble [mailto:[redacted]
Sent: Monday, September 12, 2016 12:45 AM
To: Jimmy Stathatos
Cc: [redacted]
Subject: Master Plan changes

What is the need to amend the Master Plan to add pressure to an infrastructure that the Town is now not adequately maintaining.
Pressure on roads, schools, sewer, water, it goes on and on.
Why build more, when the Town and schools can't handle what is currently in place?

What good is a Master Plan?
Did those who developed the plan not consider our future Town needs?
In the past even one acre lots were not acceptable. Now we have a need for lot size half that. What hypocrisy?
This is a tax grab for the Town and a developer windfall.
All about the $$.

Stephen Noble
6408 Lakeside Drive
[redacted]

Sent from my iPhone

Sent from my iPhone

Matthew Hotelling

From: Tina Archambault <[redacted]
Sent: Monday, September 12, 2016 1:46 PM
To: Matthew Hotelling; Jimmy Stathatos
Subject: Opposed to removing the planned bike lanes

I am opposed to removing the planned bike lanes on Shiloh Road (aka McMakin Rd).

Thank you,
Tina Archambault
Flower Mound resident

Matthew Hotelling

From: Kim and Mike Brownen <[redacted]
Sent: Monday, September 12, 2016 1:50 PM
To: Matthew Hotelling; Jimmy Stathatos; Place2 - Bryan Webb
Subject: Shiloh Road Opposition

Please consider the Shiloh Road Master Plan change. Please DO NOT allow this change. I'm keeping this brief as I know your time is precious but PLEASE do not allow this change

Kim and Mike Brownen

Matthew Hotelling

From: Troy <[redacted]
Sent: Monday, September 12, 2016 1:59 PM
To: Jimmy Stathatos; Matthew Hotelling
Cc: [redacted]
Subject: Proposed change to bike paths or bike lanes

As a resident of Flower Mound I would like to express my concerns over the proposed removal of planned bike lanes. I myself ride the existing Whicita Trails bike lane and have been looking forward to the completion of our towns proposed bike lanes. I moved here 20 years ago from Lincoln Nebraska where one could ride or walk for miles on multiple use trails. Please do not approve this change.

Troy Stock

The owners of the Smith property are using their attorneys to request exemptions to our Master Plan and ordinances before even submitting a plan for the property. They have a past history of opposing our Master Plan, including legal actions.

Dedicated bicycle lanes are a safety factor for both bicyclists and cars. Currently, bicyclists are sharing the same lane with cars around this undeveloped area. The Town has minimum requirements that reflect the needs of CURRENT and FUTURE residents.

As was noted in the Parks, Arts and Library Board Meeting last week, the Smith property owners had chosen to allow gas wells on the property first, rather than to develop within our Master Plan for the Cross Timbers Area. Therefore, remaining surface area for development was reduced. However, the property owners now claim that the encumbrances are our Master Plan, and trail and bike lane requirements.

Matthew Hotelling

From: Paul Rudd <[redacted]
Sent: Monday, September 12, 2016 2:01 PM
To: Jimmy Stathatos; Matthew Hotelling
Subject: Our property

To:
Matthew Hotelling
Jimmy Stathatos

Dear Sirs,
It seems like each time this property (Dr. Smith) is considered for a project, it benefits the heirs of the Smiths or the bottom line for Flower Mound. Where does it end?
Please consider the people who live in the area now.
My wife (Sharon) and I live at 3312 Miracle Lane.
Shiloh Road is a very popular biking road. It is often crowded with up to 50 cyclists in a group along with several cars that must make their way around this group without hitting anyone. Very dangerous as it stands. To not ultimately have bike paths, puts many at risk.
When I ultimately think about what Flower Mound was, and what it appears it will be, I have to consider getting out before the gridlock hits.
No concern to the city, but, the quality of life continues to suffer.
Paul Rudd
[redacted]

Matthew Hotelling

From: John Cork <[redacted]
Sent: Monday, September 12, 2016 1:56 PM
To: Matthew Hotelling; Jimmy Stathatos
Subject: My ardent opposition to the removal of Bike Lanes. Please share with other council members as well. Thank you

Gentlemen,

Though I am a resident of the city of (far north) Lewisville, I ride my mountain bike through Highland Village and Flower Mound at least four times per week. I am writing to voice my opposition to the removal of bike lanes and/or lane designations. Motor vehicle traffic has increased in the areas at issue, but so has bike traffic. In order to provide a safe option for bicycles, bike lanes **can and should** be available to those of us pedalling through the area and beyond.

Across the country in recent years, many cities have made great strides to accommodate alternative modes of transportation like bicycles. Bike lanes have sprung up in both rural areas as well as larger cities. This trend is in response to the **increase** in two wheeled pedal traffic, to provide us with *a safer area, a "buffer", from the much faster moving automobiles*. Bicyclists are members of the community who contribute to the local economy, and we are very appreciative of cities that care enough to provide a safe place for our pedal power to propel us to new heights.

The most important reason for bike lanes is for the safety of cyclists and motorist. As a paramedic for the last 22.5 years, I can tell you that it is seldom the fault of the bicyclist in accidents with motor vehicles, and the injuries sustained by cyclists can many times be prevented altogether by communities who include them in the planning stages and provide lanes to allow for bicycle traffic.

There is nothing more important than the safety of the citizens of the community. You have a responsibility to acknowledge that truth and act accordingly. Please do not allow this lane designation to change. As cyclist, and as citizens, we deserve to be able to ride/drive down the roads with adequate space for the safety of both drivers and cyclists.

Sincerely,

John A Cork IV

Matthew Hotelling

From: Ed Jordan <[redacted]
Sent: Monday, September 12, 2016 2:41 PM
To: Matthew Hotelling
Subject: Shiloh Road Area Major Bicycling Route

Dear Matthew (Flower Mound Town Engineer),

I am Ed Jordan and I live at 1220 River Oaks, Flower Mound, Texas 75028, and we moved to Flower Mound because of its many bicycle lanes and paths. We will be out of town tomorrow night. Also, I understand the that there is a Transportation Commission meeting tomorrow night to consider Exemptions to the Master Plan in the Shiloh Area which may grant not having dedicated bicycle lanes and forcing bicyclist to share the same lanes with cars and also consider not having bicycling paths for children and adults which may be riding in that area.

Please deny changes or exemptions to the Master Plan with relationship to bicycle safety. We have ridden through this area and had some close calls with cars, which could fatally injure a bicyclist.

Also, please provide this email to the Transportation Commission members and noted as an email in opposition to be recorded in the minutes.

Thank you for your time and attention.

Best Regards,

Ed Jordan

Matthew Hotelling

From: Scott Singler <[redacted]
Sent: Monday, September 12, 2016 2:39 PM
To: Matthew Hotelling
Subject: Keep Bike lanes in Smith Property Dev

Mr. Hotelling

As a 12 year resident of Flower Mound and an avid cyclist, I am writing to express my ***opposition*** to the removal of bicycle lanes in the proposed development of known as Smith Property SE Corner of 1171/Shiloh. Please keep the bike lanes.

Thank you,
W. Scott Singler
3220 Brittany Dr
Flower Mound 75022

W. Scott Singler

Matthew Hotelling

From: Terri Plumlee <[redacted]
Sent: Monday, September 12, 2016 2:43 PM
To: Matthew Hotelling; Jimmy Stathatos
Subject: My Vote for Bike Lane Exemption

Good day, Gentlemen,
I'd like to cast my vote for the the Bike lane exemption between Shiloh and Scenic. I know that the developer is selfishly hoping to be exempt from having to have bike lanes in this new development. I'm unable to attend Town hall meeting to vote in person, so please accept this in my physical absence. My vote is NO for the builders EXEMPTION. I AM FOR THE BIKE LANES!

Thank you for your time.

Regards,
Terri Plumlee
[redacted]

Matthew Hotelling

From: Jimmy Stathatos
Sent: Monday, September 12, 2016 2:54 PM
To: 'Jay Frappier'
Cc: Matthew Hotelling
Subject: RE: Smith Property change requests

Jay,

It's great to hear from you. I hope you're doing well. I will share your email with the Transportation Commission. Thanks for contacting me.

Jimmy Stathatos
Town Manager
Town of Flower Mound
2121 Cross Timbers Rd
Flower Mound, TX 75028
972-874-6089

From: Jay Frappier [mailto:[redacted]
Sent: Monday, September 12, 2016 2:43 PM
To: Jimmy Stathatos
Subject: Smith Property change requests

Jimmy, my name is Jay Frappier and we have talked numerous times regarding change requests in the cross timbers area. I hope you are doing well and I am sure the towns business is keeping you very busy. I am writing to you today to let you know my position on the Smith Property Master Plan Amendments/Bike Trails Exemption that is going in front of numerous committees and boards in the near future. I like to see myself as a reasonable person who can see both sides of an issue and I am willing to discuss compromise without digging in on my position and getting angry with anyone who has opposition. I feel the same way as to the proposed change requests on the Smith property. I am totally opposed to the idea of allowing city sewer systems to come into the Cross Timbers area. Granting a waiver to the developer of the Smith property on that issue would open up the door and make it easy to have city sewer in every new development in the cross timbers area. As to the bike and horse trails, I understand that those trails and paths are not yet built. I do not feel as strongly about letting them have that requirement removed from their property. I am trying to balance the rights of the surrounding neighborhoods with that of the property owners and I don't feel as strongly about granting them that exception. Alternatively, I think that if the developer could find a compromise that would enable safe bicycling in and around that neighborhood, that would be a much better approach and I think add value to his development. Thanks for your time in reading this email and I am against any request to provide exceptions on the issue of adding sewer in the cross timbers area. Thanks

Jay Frappier
2600 Long Ln
Flower Mound TX
[redacted]

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Matthew Hotelling

From: Jimmy Stathatos
Sent: Monday, September 12, 2016 2:55 PM
To: 'Ed Jordan'
Cc: Matthew Hotelling
Subject: RE: Shiloh Road AreaMajor Bicycling Route

Thanks, Mr. Jordan. We'll share your email with the Transportation Commission.

Jimmy Stathatos
Town Manager
Town of Flower Mound
2121 Cross Timbers Rd
Flower Mound, TX 75028
972-874-6089

From: Ed Jordan [mailto:[redacted]
Sent: Monday, September 12, 2016 2:54 PM
To: Jimmy Stathatos
Subject: Shiloh Road AreaMajor Bicycling Route

Dear Mr. Stathatos (Town Manager),

I am Ed Jordan and I live at 1220 River Oaks, Flower Mound, Texas 75028, and we moved to Flower Mound because of its many bicycle lanes and paths. We will be out of town tomorrow night. Also, I understand the that there is a Transportation Commission meeting tomorrow night to consider Exemptions to the Master Plan in the Shiloh Area which may grant not having dedicated bicycle lanes and forcing bicyclist to share the same lanes with cars and also consider not having bicycling paths for children and adults which may be riding in that area.

Please deny changes or exemptions to the Master Plan with relationship to bicycle safety. We have ridden through this area and had some close calls with cars, which could fatally injure a bicyclist.

Also, please provide this email to the Transportation Commission members and noted as an email in opposition to be recorded in the minutes.

Thank you for your time and attention.

Best Regards,

Ed Jordan

Matthew Hotelling

From: Eric Warden <[redacted]
Sent: Monday, September 12, 2016 3:02 PM
To: Matthew Hotelling; Jimmy Stathatos
Subject: Shiloh/ScenicRoad / 1171 Development Bike Lanes

Hello, I am unable to attend the town hall meeting tomorrow night 9/13 to listen to the developers requested exemption of Bike lanes from the Shiloh/Scenic - 1171 development.

I would like it to be known that I am against this exemption and would like my vote against the removal of the of the bike lanes to be recorded.

Thank you,
Eric Warden

Matthew Hotelling

From: Jay Frappier <[redacted]
Sent: Monday, September 12, 2016 2:54 PM
To: Matthew Hotelling
Subject: Smith Property MP change request

Matthew, my name is Jay Frappier and I have talked with TC numerous times regarding change requests in the Cross Timbers area. I hope you are doing well and I am sure the towns business is keeping you very busy. I am writing to you today to let you know my position on the Smith Property Master Plan Amendments/Bike Trails Exemption that is going in front of numerous committees and boards in the near future. I like to see myself as a reasonable person who can see both sides of an issue and I am willing to discuss compromise without digging in on my position and getting angry with anyone who has opposition. I feel the same way as to the proposed change requests on the Smith property. I am totally opposed to the idea of allowing city sewer systems to come into the Cross Timbers area. Granting a waiver to the developer of the Smith property on that issue would open up the door and make it easy to have city sewer in every new development in the cross timbers area. As to the bike and horse trails, I understand that those trails and paths are not yet built. I do not feel as strongly about letting them have that requirement removed from their property. I am trying to balance the rights of the surrounding neighborhoods with that of the property owners and I don't feel as strongly about granting them that exception. Alternatively, I think that if the developer could find a compromise that would enable safe bicycling in and around that neighborhood, that would be a much better approach and I think add value to his development. Thanks for your time in reading this email and I am against any request to provide exceptions on the issue of adding sewer in the cross timbers area. Thanks

Jay Frappier
2600 Long Ln
Flower Mound TX
[redacted]

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This e-mail message and attachments, if any, are intended solely for the use of the addressee hereof. In addition, this message and attachments, if any, may contain information that is confidential, privileged and exempt from disclosure under applicable law. If you are not the intended recipient of this message, you are prohibited from reading, disclosing, reproducing, distributing, disseminating, or otherwise using this transmission. Delivery of this message to any person other than the intended recipient is not intended to waive any right or privilege. If you have received this message in error, please promptly notify the sender by e-mail and immediately delete this message from your system.

Matthew Hotelling

From: Jimmy Stathatos
Sent: Monday, September 12, 2016 3:05 PM
To: 'Peter Turla'
Cc: Matthew Hotelling
Subject: RE: Update #2: Master Plan Amendments/Smith Property, SE Corner FM 1171/Shiloh : Opposition

Thank you, Mr. Turla. We'll make sure that your email is shared with the Transportation Commission.

Jimmy Stathatos
Town Manager
Town of Flower Mound
2121 Cross Timbers Rd
Flower Mound, TX 75028
972-874-6089

From: Peter Turla [mailto:[redacted]
Sent: Monday, September 12, 2016 3:02 PM
To: Jimmy Stathatos
Subject: Update #2: Master Plan Amendments/Smith Property, SE Corner FM 1171/Shiloh : Opposition

Dear Mr. Stathatos,

RE: Update #2: Master Plan Amendments/Smith Property, SE Corner FM 1171/Shiloh

I'd like to go on record as saying that dedicated bicycle lanes are a safety factor for both bicyclists and cars. Currently, bicyclists are sharing the same lane with cars around this undeveloped area. Please require bike lanes.

When exceptions are granted, it encourages even more exceptions.

I request my opposition email be provided to the Transportation Commission members and noted as an opposition email in the minutes.

Peter

Peter Turla
3209 Lakewood LN
Flower Mound, TX 75022
[redacted]

[redacted]
Www.TimeMan.com

Matthew Hotelling

From: kyle rogers <[redacted]
Sent: Monday, September 12, 2016 3:07 PM
To: Matthew Hotelling
Subject: bike lanes

Matthew…

Ive heard that a developer has requested an exemption.
NOT put in the required bike lanes along Shiloh and Scenic south of 1171
As a long time flower mound resident and cyclist I'd request that you vote **NO** on this exemption
Cyclists in general and specifically those that ride in groups go to great lengths to ensure the safety of all. Unfortunately, many drivers do not share this same concern.

Thanks,
Kyle Rogers

Matthew Hotelling

From: Bob Schmalholz <[redacted]
Sent: Monday, September 12, 2016 3:15 PM
To: Matthew Hotelling
Subject: Master Plan Amendment (MPA16-0006 – Smith Tract)

Hi Matthew,

I am writing to you regarding the subject waiver request. I am an avid cyclist here in Flower Mound as well as the Cycle Club Coordinator for Life Time Fitness. I have ridden bicycles, as an adult, for 35 years. I currently ride approximately 200 miles a week in and around Flower Mound; and very specifically on Scenic, Cardinal, Rocky Point, and Shiloh. I can tell you from harrowing experience that Rocky Point ans Shiloh are already too narrow for the traffic and cyclists. Additional traffic and residents will only exacerbate this situation without the required bike lanes.

Please register my negative concern.

Bob Schmalholz
[redacted]
1502 Saint Francis lane

Matthew Hotelling

From: Jimmy Stathatos
Sent: Monday, September 12, 2016 3:18 PM
To: 'Bob Schmalholz'
Cc: Matthew Hotelling
Subject: RE:

Hello, Bob. Thanks for the email. We'll share your concerns with the Transportation Commission. Thanks.

Jimmy Stathatos
Town Manager
Town of Flower Mound
2121 Cross Timbers Rd
Flower Mound, TX 75028
972-874-6089

From: Bob Schmalholz [mailto:[redacted]
Sent: Monday, September 12, 2016 3:17 PM
To: Jimmy Stathatos
Subject:

Hi Jimmy,

I am writing to you regarding the subject waiver request. I am an avid cyclist here in Flower Mound as well as the Cycle Club Coordinator for Life Time Fitness. I have ridden bicycles, as an adult, for 35 years. I currently ride approximately 200 miles a week in and around Flower Mound; and very specifically on Scenic, Cardinal, Rocky Point, and Shiloh. I can tell you from harrowing experience that Rocky Point ans Shiloh are already too narrow for the traffic and cyclists. Additional traffic and residents will only exacerbate this situation without the required bike lanes.

Please register my negative concern.

Bob Schmalholz
[redacted]
1502 Saint Francis Lane

Matthew Hotelling

From: Ellen Woertink <[redacted]
Sent: Monday, September 12, 2016 3:25 PM
To: Matthew Hotelling; jimmystathatos@flower-mound.com
Subject: NO to the Exemption

I vote NO to the exemption

Regards,

Ms Ellen Woertink
[redacted]

Matthew Hotelling

From: David Cheatham <[redacted]
Sent: Monday, September 12, 2016 3:25 PM
To: Matthew Hotelling; Jimmy Stathatos
Cc: [redacted]
Subject: Opposed to removing bike lanes for Master Plan Amendments/Smith Property, SE Corner FM 1171/Shiloh

Mathew, Jimmy,

I am opposed to changes removing the bike lanes for Master Plan Amendments/Smith Property, SE Corner FM 1171/Shiloh. I personally cycle the area frequently and find the current lack of dedicated cycle lanes to be dangerous.

Regards,

David Cheatham

Flower Mound Resident

Matthew Hotelling

From: Eric Peters <[redacted]
Sent: Monday, September 12, 2016 3:28 PM
To: Matthew Hotelling
Subject: Exemption from the Town of Flower Mound master plan

I am asking that you please hold developers in the town of Flower Mound accountable to provisions for cycling lanes and not allow special exemptions.

It is very had to get a step forward (so to speak) when we are looking to become a healthy community. By removing items that keep us motivated, mobile and ultimately more active and healthy. It is a step in the wrong direction.
--
-Eric Peters

Matthew Hotelling

From: Dwight Farmer <[redacted]
Sent: Monday, September 12, 2016 3:46 PM
To: Matthew Hotelling
Subject: Bike Lanes Along Shiloh and Scenic

I am asking for a NO vote to the requested exemption of bike lines on Shiloh and Scenic. I am a 20 year resident of Flower Mound as well as an avid bicyclist. Bike lanes are important to a friendly and safe community.

Thanks
Dwight Farmer
4317 Essex Ct
Flower Mound, TX 75028

Matthew Hotelling

From: mere <[redacted]
Sent: Monday, September 12, 2016 3:33 PM
To: Matthew Hotelling; Jimmy Stathatos
Subject: meeting tonight regarding Master plan and cyclists

I hope this email is not too late...I just saw on Facebook that a meeting will be held tonight to remove designated bike lines....as my husband is an avid biker his safety is my greatest concern - and I absolutely would want these proposed bike lanes to remain on the master plan and completed...
Most of these cyclists are fathers...and they are important to their families..but i'm sure I don't need to remind you of that.

Thank you I hope this helps a little.
My husband is out of town on business...

Thank you
Mere Green
[redacted]

Matthew Hotelling

From: Frank Pugsley <[redacted]
Sent: Monday, September 12, 2016 4:01 PM
To: Matthew Hotelling; Jimmy Stathatos
Subject: MPA16-0006 Smith Tract - Rural Collector

Gentlemen,

My name is Frank Pugsley. I live at 5621 Reid Dr, in Flower Mound, relatively near the subject property.

I would like to voice my opposition to amending the Master Plan to allow Rural Collector construction without the mandated 5-ft shoulder. Should you consider an amendment for this property, I would request that you require the Urban Collector cross-section be used. The construction should be comparable to that of Cardinal Dr., at the very least.

This area is frequented by cyclists, and to allow one developer to gain an amendment sets a precarious precedent for all future development in West Flower Mound. I realize this is approximately, 24,000 SY of pavement. For the 550 acres bounded by the roadways in question, this seems to be a modest investment.

Thank you for your consideration.

Regards,
Frank Pugsley, PE

Matthew Hotelling

From: Jim Waverka <[redacted]
Sent: Monday, September 12, 2016 4:02 PM
To: Matthew Hotelling
Subject: Support of Bike Lanes

I fully support the development of bike lanes as they increase the safety factor for both cyclists and drivers!
Thanks

Matthew Hotelling

From: Fred Howell <[redacted]>
Sent: Monday, September 12, 2016 4:10 PM
To: Matthew Hotelling
Subject: Smith Amendment to the Master Plan

Mr. Hotelling,

My wife and I will be celebrating our fortieth (40th) year anniversary as residents of Franklin Hills in Flower Mound. Naturally we have seen a lot of change over those forty (40) years. It has been a battle over the years with land development that pits the rural verse the urban. I thought that when the populace voted several years ago on a Master Plan that the east side of town would be multi homes on small lots and the (2) acre lot requirements on the west side of town would help preserve our natural setting that many of us had built our homes and life around. Now the Master Plan is like a sieve and this Smith Amendment will be just another hole in it.

This attempt to remove the bike path is just another ploy by the developers to increase population density, just as this cluster home and conservation area that the developers are doing is just a way to get around the plan. If the Master Plan is going too be changed, then, home owners should be casting the vote, not the City Council with their own agendas.

Please have my comments provided to the Transportation Commission members and noted as an opposition email in the minutes.

Fred Howell
3823 Sunnyview Lane
Flower Mound TX 75022

This email has been checked for viruses by Avast antivirus software.
www.avast.com

Matthew Hotelling

From: Janet Dixon <[redacted]
Sent: Monday, September 12, 2016 4:14 PM
To: Matthew Hotelling; Jimmy Stathatos
Cc: [redacted]
Subject: Vote No to the Exemption

It has been advised a developer filed for an exemption to NOT put in the required bike lanes along Shiloh and Scenic South of 11171. Please do not allow this to happen as future developers will apply for and potentially receive similar waivers. See post below from FB:

Bob Schmalholz *to* **Life Time Cycle - Flower Mound Cycle Club**
1 hr · Flower Mound ·

ATTENTION ATTENTION ATTENTION
A developer has filed for an exemption to NOT put in the required bike lanes along Shiloh and Scenic south of 1171. The major concern here is that if they get this exemption, future developers will apply for and potentially receive similar waivers.
The transportation committee meeting is tomorrow night (Tuesday) at 6:30pm at the Town Hall, but you can send emails to the transportation committee at the email below. Can everybody send an email to one of the below with a vote of NO to the exemption?

mailto:matthew.hotelling@flower-mound.com
mailto:jimmy.stathatos@flower-mound.com

We need to get our voices heard.

Thank you,
Janet

Matthew Hotelling

From: Raja Doddala <[redacted]
Sent: Monday, September 12, 2016 4:21 PM
To: Matthew Hotelling; Jimmy Stathatos
Subject: Please vote NO on the bike lane exemption for Shiloh and FM 1171

Gentlemen:
First, thank you for serving the town of Flower Mound.

My wife, 2 kids and I are long time residents of Flower Mound (this is we started our family). We are both avid cyclists and enjoy riding with our friends on beautiful roads of Flower Mound and surrounding towns. We heard that a developer has filed an exemption with the transportation committee NOT to put bike lanes on Shiloh and scenic south of 1171.

We are respectfully asking you to vote NO on the exemption for the following key reasons:

1. Cycling is one of the most enjoyable outdoor activities that also contributes to great health outcomes.
2. As more and more people take up the hobby (you can see them in droves in Flower Mound every weekend), it has also become very unsafe (lots of well reported fatal accidents in the area). I myself had a major hip fracture last year due to a cycling accident (while trying to navigate cracks on a Flower Mound street and fortunately not due to a motor vehicle, which would've been fatal!).
3. Bike friendly towns and safe environment for cyclists attract great residents and boost property values. Recreational cyclists and runners tend to be more affluent than the general population.

Thank you for your consideration, and we hope you do the right thing.

-Raja and Hema DODDALA
2316 Northshore Blvd
Flower Mound, TX 75028

Get Outlook for iOS

From:	[redacted]
To:	Place1 - Jason Webb; Place2 - Bryan Webb; Place3 - Kevin Bryant; Place4 - Don McDaniel; Place5 - Itamar Gelbman; Mayor - Tom Hayden; Matthew Hotelling; Jimmy Stathatos
Subject:	Against: TRANSPORTATION COMMISSION AGENDA ITEM NO. 2 / Master Plan Amendment
Date:	Monday, September 12, 2016 9:41:39 PM

Dear town leadership,
I am strongly opposed to the elimination of bike lanes on any new construction.

The property in question is a huge tract of land south of 1171 and between Shiloh and Scenic. If the developer gets the exemption, bike lanes will not be built into Shiloh, Scenic, Rocky Point and Cardinal Roads.

Further, if this exemption is granted, then there is serious concern that other developers in the area will use this precedent to demand the same exemption.

As was noted in the Parks, Arts and Library Board Meeting last week, the Smith property owners chose to allow gas wells on the property first, rather than to develop within our Master Plan for the Cross Timbers Area. The remaining surface area for development was reduced by this drilling; however, the property owners now claim that the encumbrances are the Master Plan trail and bike lane requirements.

This area already deals with conflicts between cyclists and automobiles. The development, with or without it's existing exemptions to lot size and sanitary sewer construction, will greatly increase the number of automobiles on these roads. In a battle between bikes and cars, cars win, and cyclists pay with injury or death.

Bike lanes are good for citizens of Flower Mound, visitors to Flower Mound, and reduces the frustration of drivers in Flower Mound.

I urge you to reject exemptions to the Flower Mound Master Plan that would constitute a risk to cyclists, pedestrians, and drivers. Please ensure bike lanes and paths continue to be required.

Thank you for your time and your attention.

With friendly Regards,
Josh-Daniel S. Davis
426 Moran Drive, Highland Village, TX 75077
[redacted]

Matthew Hotelling

From: Regina Kaplan-Rakowski <[redacted]
Sent: Monday, September 12, 2016 9:49 PM
To: Matthew Hotelling; Jimmy Stathatos
Subject: I vote "NO" to the exemption!

Hello,

This brief email regards the issue on bike lanes along Shiloh and Scenic south of 1171.
I vote "NO" to the exemption!

Sincerely,
Regina Kaplan-Rakowski

Matthew Hotelling

From: Kris Borchers <[redacted]>
Sent: Monday, September 12, 2016 10:09 PM
To: Matthew Hotelling
Subject: Fwd: Bike Lane Removal Opposition

Sorry, I spelled your name wrong on the original.

---------- Forwarded message ----------
From: "Kris Borchers" <[redacted]>
Date: Sep 12, 2016 8:05 PM
Subject: Bike Lane Removal Opposition
To: <mathew.hotelling@flower-mound.com>, <jimmy.stathatos@flower-mound.com>
Cc:

> I would like to voice my opposition to the impending challenge to remove the bike lanes on Shiloh / McMakin roads from the master plan. As a cyclist who has had a couple of injury inducing accidents involving motor vehicles on roadways and many more close calls, the value of bike lanes are obvious to me and my family that depends on me being around to provide for them. One accident between a car and a cyclist can ruin many lives and giving cyclists a few feet on each side of a roadway seems like a small price to pay for the safety of our residents.
>
> Please place rider safety over corporate interests.
>
> Thank you,
> Kris Borchers

Matthew Hotelling

From: Mary Anne Farrell <[redacted]
Sent: Monday, September 12, 2016 10:14 PM
To: Matthew Hotelling; Jimmy Stathatos
Subject: Smith Property

Dear Sirs,

I do not usually get involved in Flower Mound issues, but the rezoning of the Smith Property has me very upset. The folks that live on Miracle Lane moved here for many reasons - the proximity to the lake, the quiet street, great neighbors, and the actual area surrounding our homes.

We have deer, raccoons, feral pigs, coyotes, and of course, the cows. Natural trails and bike paths are what make our neighborhood a little gem within the city, and a great place to raise children. We need bike paths on Shiloh. Have you ever driven down that road on a Saturday morning? It is dangerous for the cyclists as well as motor vehicles.

Flower Mound has (or should I say had) a Master Plan that would save the natural beauty of our area. Please do not let our area become another concrete suburb. Stick to the Master Plan which was created to protect our great city!

Respectively submitted,
Mary Anne Farrell
3112 Miracle Lane
Flower Mound. 75022

Matthew Hotelling

From: Jimmy Stathatos
Sent: Monday, September 12, 2016 10:24 PM
To: Matthew Hotelling
Subject: Fwd: Bike Lane Exemptions

Begin forwarded message:

From: C Byrne <[redacted]
Date: September 12, 2016 at 10:22:48 PM CDT
To: <jimmy.stathatos@flower-mound.com>
Subject: Bike Lane Exemptions

First I imagine you are getting a lot of these emails today... So I appreciate you reading this I know it's a lot of work.

Normally I am not a guy who gets involved in these type of movements. However I took up riding two years ago and it's one of the best things I have ever done.

There is something special brewing here in the area. Fredericksburg / Austin is known as the biking hot spot in Texas but this area is growing aggressively just check out Strava.com.

And this is just as much about the bike stores in the area... Cadence (2 Stores), Bicycles plus, and Bluebonnet all within 5 miles of each other.

Over Labor Day, Cadence asked on FB if anyone wanted to ride and 300 people showed up and this wasn't even an organized ride.

I am asking you to think about where our region could go if you simply ask the developers to be bike friendly.

Chris Byrne
[redacted]

Matthew Hotelling

From: Angela Arnold <[redacted]
Sent: Monday, September 12, 2016 10:34 PM
To: Matthew Hotelling
Subject: TRANSPORTATION COMMISSION AGENDA ITEM NO. 2 / Master Plan Amendment

Town leadership PLEASE Vote NO!

I am very concerned about the opposed elimination of bike lanes. I drive from Denton County to Collin County to ride on Tues & Thurs nights because I feel it's safer. When I ride in Denton County most often its solo. I fear that traffic circle on each ride. I cannot tell you how many cars accelerate while crossing the double yellow line to keep from getting behind me. There has been several close calls. Drivers are in a hurry and distracted. The real estate investor should consider that these bike lanes would be used by potential buyers as most have the disposal income they are targeting. Bike lanes may enhance the image of the community and position the area as a place that encourages an active lifestyle. We need MORE bike lanes and police patrol in and around the traffic circles.

Concerned cyclist,
Angela M. Arnold

FAITH doesn't make sense it makes MIRACLES .... Tony Evans

From: [redacted]
To: Matthew Hotelling; Jimmy Stathatos
Subject: Biking Lanes on Shiloh road
Date: Monday, September 12, 2016 11:00:09 PM

I support the planned Biking lanes on Shiloh Road, a.k.a McMakin Road. I oppose any proposal to remove the planned Biking lanes on this road.

This is what we need more of and not less

Balgopal Warrier
2909 Native Oak Dr.
Flowermound, TX 75022

From: [redacted]
To: Jimmy Stathatos; Matthew Hotelling
Subject: Developer Bike Lane Exemption
Date: Monday, September 12, 2016 11:14:56 PM

Guys - as a cycling Flower Mound resident, I encourage y'all to vote against allowing the developer an exemption from building bike lanes between scenic dr and Shiloh Ln. I use the bike lane on Witchita several times a week and every time I am on it I think to myself, "man, I really wish this town had more roads like this".

Thanks guys!

Dan Johnson
808 Glen Garry Dr
Flower Mound TX 75022

From: [redacted]
To: Matthew Hotelling
Subject: Bike Lanes
Date: Monday, September 12, 2016 11:23:36 PM

Re: ATTENTION ATTENTION ATTENTION

A developer has filed for an exemption to NOT put in the required bike lanes along Shiloh and Scenic south of 1171. The major concern here is that if they get this exemption, future developers will apply for and potentially receive similar waivers.

The transportation committee meeting is tomorrow night (Tuesday) at 6:30pm at the Town Hall, but you can send emails to the transportation committee at the email below. Can everybody send an email to one of the below with a vote of NO to the exemption?

I vote a strong "No" to this exemption.

Jeanette McKell

[redacted]

From: Jimmy Stathatos
To: Matthew Hotelling
Subject: Fwd: Bike Lanes
Date: Monday, September 12, 2016 11:25:20 PM

Begin forwarded message:

From: Jeanette McKell <[redacted]
Date: September 12, 2016 at 11:23:54 PM CDT
To: <jimmy.stathatos@flower-mound.com>
Subject: Bike Lanes

ATTENTION ATTENTION ATTENTION
A developer has filed for an exemption to NOT put in the required bike lanes along Shiloh and Scenic south of 1171. The major concern here is that if they get this exemption, future developers will apply for and potentially receive similar waivers. The transportation committee meeting is tomorrow night (Tuesday) at 6:30pm at the Town Hall, but you can send emails to the transportation committee at the email below. Can everybody send an email to one of the below with a vote of NO to the exemption?

I vote strong "No" to this exemption.

Jeanette McKell
[redacted]

From: [redacted]
To: Matthew Hotelling
Subject: Bike lane on Shiloh / Scenic
Date: Monday, September 12, 2016 11:25:34 PM

Dear Matthew,

I understand that the developer has filed for an exemption to not put the required bike lanes along Shiloh and Scenic south of 1171. We need more bike lanes in Flower Mound. Without them it is very dangerous for bicyclists. I encourage you to vote “no” to the exemption.

Regards,

John McKell
[redacted]

From: [redacted]
To: Matthew Hotelling; Jimmy Stathatos
Subject: Bike Path Exemption
Date: Tuesday, September 13, 2016 12:10:46 AM

Please vote no to the bike path exemption.

Sincerely,
Jayne Depew

From: [redacted]
To: Matthew Hotelling; Jimmy Stathatos
Subject: Bike Lanes
Date: Tuesday, September 13, 2016 4:27:27 AM

---

1. Cycling is one of the most enjoyable outdoor activities that also contributes to great health outcomes.
2. As more and more people take up the hobby (you can see them in droves in Flower Mound every weekend), it has also become very unsafe (lots of well reported fatal accidents in the area). I myself had a major hip fracture last year due to a cycling accident (while trying to navigate cracks on a Flower Mound street and fortunately not due to a motor vehicle, which would've been fatal!).
3. Bike friendly towns and a safe environment for cyclists attract great residents and boost property values.
4: FloMo likes to promote itself as a 'bike friendly' community because of the trails that have been constructed. As we know, 'bike friendly' and 'cycle friendly' are two different things as exhibited by the lack of bike lanes in the town.

Thank You
Cindy Hollnad

From: [redacted]
To: Matthew Hotelling
Subject: Bike lane exemption discussion tonight
Date: Tuesday, September 13, 2016 6:16:55 AM

Mr. Hotelling and Mr. Stathatos,

Bike lanes are very important for the community for many reasons.

They provide safe passage for cyclists, commuters and casual cyclists.
This gives them a safe distance for cars to pass by.
This brings communities together and allows them to reach farther by cycling as opposed to driving.

They also help reduce congestion on the road along with reduced emissions.
Bike lanes have proven effective in many cities and states across the country to be safe passage for cyclists.
In those areas there has been a significant decrease in the number of cyclists hit by vehicles.

The property in question is a huge tract of land south of 1171 and between Shiloh and Scenic. Bike lanes will not be built into Shiloh, Scenic, Rocky Point and Cardinal Roads.

Please make a recommendation to the Planning & Zoning Committee to not give the developer an exemption for the bike lanes.

Regards,
Dale Young
Johnson Controls Inc.
Regional sales manager VRF and Ductless
[redacted]
Sent from my iPhone

From: [redacted]
To: Matthew Hotelling
Cc: Jimmy Stathatos
Subject: Vote for bike lane
Date: Tuesday, September 13, 2016 6:53:44 AM

Hello! My name is Claudia Weir and I'm a local resident of Argyle and Triathlon coach in Argyle/Lantana/Flower Mound.
I'm writing to vote NO to the
exemption to NOT put in the required bike lanes along Shiloh and Scenic south of 1171.

Thank you for your hard work and for hearing our voices...

Claudia Weir
USA Triathlon Certified Coach
TriSharks Youth Coach
www.trisharkscoaching.com
[redacted]

From: [redacted]
To: Matthew Hotelling; Jimmy Stathatos
Cc: Mayor - Tom Hayden
Subject: Master Plan Amendment (MPA16-0006 – Smith Tract) to amend Section 7.0: OPPOSED
Date: Tuesday, September 13, 2016 8:12:24 AM

Gentlemen,

I write you this email in **opposition** of amending (MPA16-0005 – Smith Tract - Section 5.0) specifically regarding any potential of removing designated bike lanes from the plan. Other cyclists and I frequently use this section of road, and I am concerned if designated bike lane are exempted from the plan, it will introduce risks to Flower Mound citizens (both drivers and cyclists) as the area develops. As I write this email, I realize that I have already missed the deadline, but I trust you will submit my letter of opposition to the council in hopes that they will prioritize the safety of the Flower Mound citizens over the developer's budgetary concerns.

Mayor Hayden,

While I understand you have no direct influence on this decision, I am including you on this email simply to make you aware of my concerns.

Thank you,
Jon Spencer

2812 Aberdeen Dr.
Flower Mound, Tx

Jon Spencer
Director, IT & Orasi Hosting Services
Orasi Software, Inc.
Direct: [redacted]
[redacted]
www.orasi.com

http://EyeOnQuality.com
http://EyeOnTesting.com

https://www.linkedin.com/company/orasi-software
https://www.facebook.com/Orasi.Software
https://twitter.com/orasi

From: [redacted]
To: Matthew Hotelling
Subject: Fwd: Smith Property
Date: Tuesday, September 13, 2016 9:03:05 AM

I strongly oppose the changes made to the master plan on the Smith property off Shiloh road.

Tony Cutia, P.E.
Altoro Energy Corporation
[redacted]

Begin forwarded message:

> **From:** Laura Cutia <[redacted]
> **Date:** September 12, 2016 at 6:49:45 PM CDT
> **To:** Tony Cutia <[redacted]
> **Subject: Fwd: Smith Property**
>
> Sent from my iPhone
>
> Begin forwarded message:
>
> > **From:** Laura Cutia <[redacted]
> > **Date:** September 12, 2016 at 12:03:38 PM CDT
> > **To:** matthew.hotelling@flower-mound.com
> > **Subject: Smith Property**
> >
> > I am opposed to the changes to the master plan on the Smith property off Shiloh Road.
> >
> > Laura Cutia
> > 6901 Wind Swept Court
> > Flower Mound, TX
> >
> > Sent from my iPhone

From: [redacted]
To: Matthew Hotelling; Jimmy Stathatos; Town Council
Subject: Bike trails
Date: Tuesday, September 13, 2016 9:44:53 AM

I apologize for not being able to attend the meeting tonight. But I would like to make my opinion heard.

I recently learned of a developer trying to get away with not putting in bike lanes in his development.

I belong to a group of ladies appropriately names Dirt Side Sisters, we are a group of 100+ ladies in the Flower Mound/ Highland Village/ Double Oak area. We ride the trails, but when the trail is closed we have to ride the streets. Bike lanes help keep us out of traffic and keep us from taking up an auto lane, slowing traffic or having a negative impact on the flow of traffic. Bike lanes also keep us from road rage incidents, which as a person who rides bikes knows I will always loose.

Please see what happened in Frisco and Plano, it took one developer to not put in bike lanes and the developers that followed had an easier out. If we value our safe city rating, this should be something that you take seriously. The developer states that this is one of the reasons the land had not been developed. He knew it was required when he bought it, make him implement what he knew we required. Please don't lower our standard because someone wants to add more money to their bottom line, it hurts us all.

Thank you,
Alicia Waterman
[redacted]

Thank you,
Alicia Waterman
[redacted]

From: [redacted]
To: Matthew Hotelling
Subject: Voting for NOT to exemption for required bike lanes along Shiloh and Scenic south of 1171
Date: Tuesday, September 13, 2016 10:03:13 AM

I vote NOT to the exemption for required bike lanes along Shiloh and Scenic south of 1171

Sonia Soprenuk

Thanks,

Sonia Soprenuk
Schenker, Inc. - DFW
Exports Gateway Agent
2400 Esters Blvd.
PO Box 612307
DFW Airport, TX 75261
Phone: +[redacted]
Fax #: [redacted]
[redacted]
www.dbschenkerusa.com

C-TPAT SVI Partner ID: schCon 02049/schBro04754

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Save paper. Think before you print.

From: [redacted]
To: Matthew Hotelling; Jimmy Stathatos
Cc: [redacted]
Subject: Opposition to exemption for bike lanes on Shiloh and Scenic south of 1171
Date: Tuesday, September 13, 2016 10:03:52 AM

Dear members of Flower Mound Transportation Committee,

As a resident and member of the Flower Mound community I would like to make clear my strong opposition to any exemption or waiver for developers when including bike lanes along Shiloh and Scenic Roads. I regularly run and bike along these roads, including with a toddler in a baby stroller. Flower Mound already suffers from lack of connections between existing bike lanes and sidewalks and any further development that does not include bike lanes will severely impact the safety and desirability of our community.

Sincerely,

David Rakowski
4416 Auburn Drive
Flower Mound, TX 75028

From: [redacted].
To: Matthew Hotelling; Jimmy Stathatos
Subject: vote "no" on developer request to skip bike lanes
Date: Tuesday, September 13, 2016 10:11:05 AM

Mr. Hotelling and Mr. Strathatos:
I am a Flower Mound resident and understand that a developer has filed for an exemption to avoid putting in the required bike lanes along Shiloh and Scenic south of 1171.
I ask that you vote “no” regarding this exemption.
Not only is this a safety issue. It is a quality of life issue. Flower Mound residents will benefit from any efforts that promote use of non-motorized vehicles in our town. It will enhance community interaction, keep pollution to a minimum, and promote health and fitness. Allowing one exemption opens the door for future exemptions - this is not in the citizens’ best interest.

Thank you for your consideration.

Rosalyn Tippett
809 Surrey Lane
Flower Mound, TX 75022

From: [redacted]
To: Matthew Hotelling
Subject: No to exempt bike lanes
Date: Tuesday, September 13, 2016 10:22:37 AM

Good Morning,
I have cycled in Flower Mound for seven years. I have had very good experiences. For the continued safety of the cyclist and the motorist I feel bike lanes would be welcomed by all.
Thank you for your support.

Gerald Studer

From: [redacted]
To: Matthew Hotelling; Jimmy Stathatos
Subject: "YES" to bike lanes in Flower Mound. KEEP THEM IN THE PLANS!
Date: Tuesday, September 13, 2016 10:33:44 AM

Hello,

I'm a proud Flower Mound resident, former Northshore Trail Steward for the Dallas Off-Road Biking Association(DORBA), and user of all of Flower Mound's bike safety initiatives and assets. The Wichita Trail bike lanes have created a safety corridor for both road riders and mountain bikers who take a long spin on West Flower Mounds streets and those who access the Northshore Trail at Twin Coves Park, respectively. Even the widening of Simmons Road southbound from McKamy Creek, which has pseudo-bike lanes, has improved safety and access to a Nationally Recognized Trail and one of the best mountain biking trails in Texas.

We, The City of Flower Mound, should be building MORE bike lanes and NOT consider any developer's desire to omit and delete them from further building projects. Bikers have a right to use existing roads and are held to the same "rules of the road" as motorized vehicles. For those who have every been on a bike on a road and had someone "buzz them", it's a life or death event that happens daily. MORE BIKE LANES ARE NEEDED AND NECESSARY. If the developers ever threw a leg over bike some day, they would recognized the obvious. Bike lanes provide safe passage and provide a cushion of separation to keep traffic flowing smoothly and safely.

Please do not allow them to omit bike lanes and even counter them with our request to "build more bike-friendly safety corridors and trails".

Respectfully,

Peter Timmerman
3704 Havenlake Drive
Flower Mound, Texas 75022
[redacted]

From: [redacted]
To: Matthew Hotelling; Jimmy Stathatos
Subject: Re: Shiloh / McMakin Bike Lanes
Date: Tuesday, September 13, 2016 10:44:33 AM

Gentlemen,

I've attached some photos I took last night at Shiloh and 1171 showing a typical group of cyclists returning from a group ride, using Shiloh. There were 30 to 40 cyclists in this group. There are several different groups who ride this route each week. There are also typically a few dozen solo cyclists using this route every day on summer evenings. Weekends will have large numbers of cyclists both in groups and solo. Maybe even more than I estimated in my email yesterday. I apologize about the poor quality of these photos, but I was driving at the time.

Thanks,
Tad

From: [redacted]
To: Matthew Hotelling; Jimmy Stathatos
Subject: Required Bike Lanes Exemption
Date: Tuesday, September 13, 2016 10:50:28 AM

Matthew, Jimmy,

I vote NO to the exemption. I have been a Flower Mound resident for 20 years now and an avid biker who wants safety!

A developer has filed for an exemption to NOT put in the required bike lanes along Shiloh and Scenic south of 1171. The major concern here is that if they get this exemption, future developers will apply for and potentially receive similar waivers.

Lee Rebodos

[redacted]

From: [redacted]
Subject: vote NO to bike lane exemption tonight- please
Date: Tuesday, September 13, 2016 10:51:18 AM

I understand you have a transportation committee meeting tonight, and that a developer is requesting an exemption to the bike lane requirement in the flower mound master plan.

Please vote no... so this exemption is not granted. It impacts the safety of bicyclist who share the road and the quality of life of flower mound residents (present and future).

Thanks for your consideration.

Brad White

From: [redacted].
To: Matthew Hotelling; Jimmy Stathatos
Subject: bike lanes
Date: Tuesday, September 13, 2016 11:42:00 AM
Attachments: image002.png
image003.png
image004.png
image005.png

Guys, we cannot approve the exemption to not put in the required bike lanes along Shiloh and Scenic, south of 1171.
The cycling community is huge in the Flower Mound area and we really need these bike lanes.

Thanks,

Julian Noriega | *Operations Manager*
1200 Lakeside Parkway, Suite 450
Flower Mound, TX 75028
niagaracorp.com
O: [redacted] ext. [redacted] | F: [redacted]

NIAGARA CONSERVATION

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CONNECT WITH US! |

From: [redacted]
To: Matthew Hotelling; Jimmy Stathatos
Subject: Bike Lanes
Date: Tuesday, September 13, 2016 11:53:54 AM

I am a Flower Mound resident (since 1994) and am very opposed to removing the planned bike lanes with
Update #2: Master Plan Amendments/Smith Property, SE Corner FM 1171/Shiloh.

We need bike lanes for everyone's safety.
Thanks,

Sharon Anderson

From: [redacted]
To: Matthew Hotelling; Jimmy Stathatos
Subject: Required Bike Lane for Shiloh & Scenic Project
Date: Tuesday, September 13, 2016 12:12:31 PM

Mr. Hotelling & Mr. Stathatos,

As a resident of Flower Mound who lives an active lifestyle, I would like to voice my concern about a recent petition from a developer who filed an exemption to NOT place a required bike lane in their development project. While this would apply to any project that files an bike lane exemption, the project i'm referring to in particular is the project at Shiloh & Scenic Dr off of 1171.

Thank you for giving me the opportunity for voice my displeasure with this recent exemption.

Joshua Kelley

From: [redacted]
To: Matthew Hotelling
Subject: Master Plan Amendments/Smith Property
Date: Tuesday, September 13, 2016 12:42:28 PM

Hi Adriana Araya,opposing of removal of required bicycle lanes , over development of our town ,and over ruling city codes.

From: Jimmy Stathatos
To: Matthew Hotelling
Subject: FW: Bike Lanes
Date: Tuesday, September 13, 2016 1:01:07 PM

Jimmy Stathatos
Town Manager
Town of Flower Mound
2121 Cross Timbers Rd
Flower Mound, TX 75028
972-874-6089

From: [redacted] [mailto:[redacted]
Sent: Tuesday, September 13, 2016 1:00 PM
To: Town Council
Subject: Bike Lanes

Town leadership:
I am vehemently opposed to the elimination of bike lanes. I am one of those cyclist that ride our roads. Not only do bike lanes increase the safety of the cyclist it decreases the frustration of the drivers. They also enhance the image of our community as a place that encourages an outdoors and active lifestyle. We need more bike lanes not less.

Thank You,
Janice Jennings
Copper Canyon

Shining Star Investments, LLC

860 Hembry St. Ste. 403
Lewisville, TX 75057
Toll Free: [redacted]
Office: [redacted]
Fax: [redacted]
Email: [redacted]
WEB: www.shiningstardist.com

From: [redacted]
To: Matthew Hotelling; Jimmy Stathatos
Subject: Bike Lanes
Date: Tuesday, September 13, 2016 1:27:20 PM

I am a citizen here in Flower Mound, and want to see bike lanes not only remain as part of the city planning, but expanded. Since we do not have sidewalk access for pedestrians and bicycles throughout the entire town, bike lanes is at least a start to help get around safely. Aggressive drivers literally are targeting some of us as we ride our bikes legally on our roads.

Thank you for your consideration when this topic comes up for debate.

Sincerely,

John Turner

From: [redacted]
To: Matthew Hotelling; Jimmy Stathatos
Subject: Cycling Safety for Flower Mound
Date: Tuesday, September 13, 2016 2:02:46 PM

I'm currently a Coppell resident looking to relocate to my next house. Living in bicyle safe community is high on my list of priorities. I want to live in a town where I can ride bicycle from anywhere to anywhere. Please take this in consideration for your discussion tonight.

--
Go Forward!

Rob Free

From: [redacted]
To: Matthew Hotelling; Jimmy Stathatos
Subject: Please vote NO for bike lane exemption!!
Date: Tuesday, September 13, 2016 2:11:34 PM

I just received word about the exemption that is being asked for regarding the bike lanes on Shiloh and Scenic south of 1171. Our little town is growing by leaps and bounds and as a cyclist, it is hard to ride safely. PLEASE PLEASE PLEASE VOTE NO this evening, and help protect those families who enjoy bicycling around our beautiful town. Wish we could follow in the footsteps of our neighbor Coppell with the Safe Cycling Coppell lanes and signage. We would appreciate your vote NO, and any help you can provide to make bicycling safer in FM.

Thank you,
Craig and Pam Aspenson

From: [redacted]
To: Matthew Hotelling
Subject: Support bike paths - deny exemption to developer
Date: Tuesday, September 13, 2016 2:20:09 PM

Dear Sir,

I am a resident of Flower Mound and enjoy riding my bicycle along the bike paths throughout the city. I learned today that a developer has requested an exemption from the requirement to install bike paths in the development along Shiloh and Scenic south of FM 1171. I urge you to deny the developer's request for an exemption. Bike paths not only encourage health and fitness among our residents but it has been shown that bike paths actually increase property values in cities that adopt robust bike path guidelines.

Thank you for your attention to this important matter.

Sincerely,
Brad Mitchell
3611 High Rd
Flower Mound, TX 75022

This email has been checked for viruses by Avast antivirus software.
www.avast.com

From: [redacted]
To: Matthew Hotelling
Subject: Bike lanes
Date: Tuesday, September 13, 2016 2:33:37 PM

Please make sure the developers go through with putting in the bike lanes on Shiloh and Scenic south of 1171. Biking is the reason I've spent several hundred dollars in Flower Mound in the last six months alone. I live in Coppell but travel to FM for bike rides, and spend money while there. My friend moved to FM in part because of hearing that FM is progressive about the parks and trails system, esp relating to biking and running. These lanes are part of an overall wellness package that consumers want, and will continue to benefit the city and its businesses. Please do not allow this developer to get an exemption and not put the lanes in. They maintain the flow of car traffic, make cyclists and drivers safe. Thank you, Judi Jessee

Sent from my iPad

Hello,

I'm a proud Flower Mound resident, former Northshore Trail Steward for the Dallas Off-Road Biking Association (DORBA), and user of all of Flower Mound's bike safety initiatives and assets. The Wichita Trail bike lanes have created a safety corridor for both road riders and mountain bikers who take a long spin on West Flower Mounds streets and those who access the Northshore Trail at Twin Coves Park, respectively. Even the widening of Simmons Road southbound from McKamy Creek, which has pseudo-bike lanes, has improved safety and access to a Nationally Recognized Trail and one of the best mountain biking trails in Texas.

We, The City of Flower Mound, should be building MORE bike lanes and NOT consider any developer's desire to omit and delete them from further building projects. Bikers have a right to use existing roads and are held to the same "rules of the road" as motorized vehicles. For those who have ever been on a bike on a road and had someone "buzz them", it's a life or death event that happens daily. MORE BIKE LANES ARE NEEDED AND NECESSARY. If the developers ever threw a leg over a bike someday, they would recognize the obvious. Bike lanes provide safe passage and provide a cushion of separation to keep traffic flowing smoothly and safely.

Please do not allow them to omit bike lanes and even counter them with our request to "build more bike-friendly safety corridors and trails".

Respectfully,

Peter Timmerman
3704 Havenlake Drive
Flower Mound, Texas 75022
[redacted]

From: [redacted]
To: Matthew Hotelling
Subject: Re: "YES" to bike lanes in Flower Mound. KEEP THEM IN THE PLANS!
Date: Tuesday, September 13, 2016 2:49:46 PM
Attachments: FLOMO BIKE LANES YES.docx

Matt,

Please feel free to use this document, attached, which cleans up the typos from my first e-mail. If you think that my second e-mail will help to educate and illustrate the importance of having bike lanes to those in attendance, feel free to share the facts from it as well.

Peter Timmerman
[redacted]

On Tue, Sep 13, 2016 at 2:35 PM, Matthew Hotelling <matthew.hotelling@flower-mound.com> wrote:

> Peter,
>
> Thank you for your comments. Just so I'm clear, do you want me to add this latest correspondence to the Transportation Commission hand out? Thanks.
>
> Matt
>
> Matthew J. Hotelling, P.E., PTOE
>
> Traffic Engineer
>
> Town of Flower Mound
>
> Ofc: 972-874-6303
>
> Fax: 972-874-6472
>
> ACCREDITED AGENCY
> A•P•W•A

One Text or Call could Wreck it All

.....
Don't Drive Distracted by talking on the phone or texting.
See this site for more information:
http://www.distraction.gov/
.....

From: Peter Timmerman [mailto:[redacted]
Sent: Tuesday, September 13, 2016 2:17 PM
To: Matthew Hotelling
Subject: Re: "YES" to bike lanes in Flower Mound. KEEP THEM IN THE PLANS!

One Text or Call could Wreck it All

.....
Don't Drive Distracted by talking on the phone or texting.

Matt,

T

he above are from your e-mail signature

,

so you

obviously

have an appreciation for what is happening on today's roads. Bike

lanes

give riders a fighting chance to survive with a dedicated space to ride in. Yes, we still can't keep distracted drivers from wiping out

the

entire Saturday Morning Lifetime Fitness Bike Ride,

but the visible signage and striping will at least give drivers visual clues that bikes will be present and caution should be used when approaching.

I have been run off an open six-lane road, Hebron Parkway, on an early Saturday morning in Lewisville by a "freaking lunatic" who's only goal was to run his truck into me, pinch me off into the right-hand curb, and forced me to crash. There was some ensuing discussion about "who owns the road" which left me tore up with a broken bike. Since I can't avoid these people, I choose to mountain bike only, leaving the road to those who are willing to accept the new, higher risks of doing so.

My time commitment this evening, on short notice, does not allow me to attend tonight's meeting, but feel free to share my comments...the decision seems like a no-brainer to me, Bike Lanes Stay on the Plans.

Peter Timmerman

[redacted]

On Tue, Sep 13, 2016 at 10:49 AM, Matthew Hotelling <matthew.hotelling@flower-mound.com> wrote:

Thank you Peter for your input. I'll make sure this is given to the Transportation Commission.

Matt

Matthew J. Hotelling, P.E., PTOE

Traffic Engineer

Town of Flower Mound

Ofc: 972-874-6303

Fax: 972-874-6472

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A•P•W•A

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.....
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See this site for more information:
http://www.distraction.gov/
.....

From: Peter Timmerman [mailto:[redacted]
Sent: Tuesday, September 13, 2016 10:33 AM
To: Matthew Hotelling; Jimmy Stathatos
Subject: "YES" to bike lanes in Flower Mound. KEEP THEM IN THE PLANS!

Hello,

I'm a proud Flower Mound resident, former Northshore Trail Steward for the Dallas Off-Road Biking Association(DORBA), and user of all of Flower Mound's bike safety initiatives and assets. The Wichita Trail bike lanes have created a safety corridor for both road riders and mountain bikers who take a long spin on West Flower Mounds streets and those who access the Northshore Trail at Twin Coves Park, respectively. Even the widening of Simmons Road southbound from McKamy Creek, which has pseudo-bike lanes, has improved safety and access to a Nationally Recognized Trail and one of the best mountain biking trails in Texas.

We, The City of Flower Mound, should be building MORE bike lanes and NOT consider any developer's desire to omit and delete them from further building projects. Bikers have a right to use existing roads and are held to the same "rules of the road" as motorized vehicles. For those who have every been on a bike on a road and had someone "buzz them", it's a life or death event that happens daily. MORE BIKE LANES ARE NEEDED AND NECESSARY. If the developers ever threw a leg over bike some day, they would recognized the obvious. Bike lanes provide safe passage and provide a cushion of separation to keep traffic flowing smoothly and safely.

Please do not allow them to omit bike lanes and even counter them with our request to "build more bike-friendly safety corridors and trails".

Respectfully,

Peter Timmerman

3704 Havenlake Drive

Flower Mound, Texas 75022

[redacted]

From: Jimmy Stathatos
To: Matthew Hotelling
Subject: Fwd: vote of NO to the exemption
Date: Tuesday, September 13, 2016 3:00:33 PM

Begin forwarded message:

From: Phyllis Brooks <[redacted]
Date: September 13, 2016 at 2:46:07 PM CDT
To: Jimmy Stathatos <jimmy.stathatos@flower-mound.com>
Subject: vote of NO to the exemption

Research Now

Phyllis Brooks
Manager, Software Support
Tel: +[redacted] |
researchnow.com

Research Now | 5800 Tennyson Parkway
Suite 600 | Plano, TX, United States 75024

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From: Theresa Scott on behalf of Mayor - Tom Hayden
To: Matthew Hotelling
Subject: FW: Bike lane waiver
Date: Tuesday, September 13, 2016 3:03:16 PM

Theresa Scott, TRMC, CMC
Town Secretary
2121 Cross Timbers Road
Flower Mound, TX 75028
(972) 874-6076

From: Randi Gates [mailto:[redacted]
Sent: Tuesday, September 13, 2016 10:53 AM
To: Town Council
Subject: Bike lane waiver

Town Leaders;

I am a resident of Flower Mound and a frequent cyclist on the roads North and West of town.

Please do not waive the requirement for bicycle lanes to be included in new developments. These lanes greatly enhance the safety of cyclists and the ability of cyclists and motorists to share the roads in an organized way.

If a waiver is granted then a precedent is set for future waivers in similar circumstances.

Best Regards,

Randi Gates
701 Stone Trail Drive
Flower Mound, TX 75028
[redacted]

From: Theresa Scott on behalf of Mayor - Tom Hayden
To: Matthew Hotelling
Subject: FW: Bike Lanes
Date: Tuesday, September 13, 2016 3:03:33 PM

Theresa Scott, TRMC, CMC
Town Secretary
2121 Cross Timbers Road
Flower Mound, TX 75028
(972) 874-6076

From: [redacted] [mailto:[redacted]
Sent: Tuesday, September 13, 2016 1:00 PM
To: Town Council
Subject: Bike Lanes

Town leadership:
I am vehemently opposed to the elimination of bike lanes. I am one of those cyclist that ride our roads. Not only do bike lanes increase the safety of the cyclist it decreases the frustration of the drivers. They also enhance the image of our community as a place that encourages an outdoors and active lifestyle. We need more bike lanes not less.

Thank You,
Janice Jennings
Copper Canyon

Shining Star Investments, LLC
860 Hembry St. Ste. 403
Lewisville, TX 75057
Toll Free: [redacted]
Office: [redacted]
Fax: [redacted]
Email: [redacted]
WEB: www.shiningstardist.com

From: [redacted]
To: Matthew Hotelling
Subject: Transportation Comittee Meeting Issue
Date: Tuesday, September 13, 2016 3:16:55 PM

I am writing to you as a cyclist who supports the need for bicycle lanes along our roads. There are too few ways to get around safely on bicycles. Cycling has become a serious sport and mode of transportation in the modern world. Please enforce that developers build the cycling lanes for Shiloh Rd, Scenic, and other roadways. I request that exemptions not be issued.

Thank you for your consideration.

From: Jimmy Stathatos
To: Matthew Hotelling
Subject: Fwd: Transportation Committee Meeting Issue
Date: Tuesday, September 13, 2016 3:44:13 PM

Begin forwarded message:

From: Brian Harkins <[redacted]
Date: September 13, 2016 at 3:18:54 PM CDT
To: Jimmy Stathatos <jimmy.stathatos@flower-mound.com>
Subject: Transportation Committee Meeting Issue

I am writing to you as a cyclist who supports the need for bicycle lanes along our roads. There are too few ways to get around safely on bicycles. Cycling has become a serious sport and mode of transportation in the modern world. Please enforce that developers build the cycling lanes for Shiloh Rd, Scenic, and other roadways. I request that exemptions not be issued.

Brian Harkins

From: [redacted]
To: Matthew Hotelling
Subject: Smith property - against master plan amendments. Keep Bike lane please
Date: Tuesday, September 13, 2016 3:50:41 PM

Hello Mathew,
My Mame is Natasha Nechiporenko 3514 Raintree drive.
I oppose master plan changes to the Smith property. Please make an effort to push for protective development of this special recreational area. This is our equestrian and biking hub for the entire city of the Flower Mound.
Sincerely,
Natasha Nechiporenko

Sent from my iPhone

From: [redacted]
To: Matthew Hotelling; Jimmy Stathatos
Subject: Please vote NO to bike lane exemption
Date: Tuesday, September 13, 2016 3:51:50 PM

Hello,

While not a native, I've lived in Flower Mound for over 16 years. I've watched it grow and expand in many good ways.

However, the lack of attention to accommodating outdoor activities and accessible, connected outdoor open spaces for people has been missed. It's virtually impossible if not life threatening to right a bicycle to or between any of the great new developments. It's all about cars. Not people. That's wrong. The traffic is only getting worse.

Great communities, don't think this way.

Voting NO is the first step we need to reverse this trend and make Flower Mound an even greater -- and SAFE -- place to live and raise families. Please do not allow the exemption.

Thanks,
Michael Nevin

Michael Nevin [redacted]

From: [redacted]
[redacted]
Subject: Re: Smith Tract agenda item
Date: Tuesday, September 13, 2016 3:59:54 PM

Matthew-

I got hired back for overtime today at the firehouse and have been busy all day.

Please add my name to the list of people who are against this amendment on many levels-

Any new construction needs to add bike lanes. We already need bike lanes that aren't yet put in place due to the amount of bicycles on these specific roadways, and with additional development will bring more traffic those bike lanes will be needed even more!!

Sincerely,

Watson Kohankie
[redacted]

Sent from my iPhone

> On Sep 12, 2016, at 4:04 PM, Matthew Hotelling <matthew.hotelling@flower-mound.com> wrote:
>
> Mr. Kohankie,
>
> Thank you for your input. I'll make sure this gets to the Transportation Commission. If you can make the Commission meeting great, otherwise you can send an email to me up until about 4 PM tomorrow night, I will endeavor to get every email I received to them. If it is after 4 PM tomorrow, I'll still strive to get it to them but no promises.
>
> Matt
>
> Matthew J. Hotelling, P.E., PTOE
> Traffic Engineer
> Town of Flower Mound
> Ofc: 972-874-6303
> Fax: 972-874-6472
>
>
>
> One Text or Call could Wreck it All
> .....
> Don't Drive Distracted by talking on the phone or texting.
> See this site for more information:
> http://www.distraction.gov/
> .....
>
>
> -----Original Message-----
> From: Watson's Email [mailto:[redacted]
> Sent: Monday, September 12, 2016 12:43 PM
> To: Matthew Hotelling
> Subject: Smith Tract agenda item
>
> Matthew-

>
> I am looking to communicate my opposition to tomorrow's meeting agenda Letter H- the Smith Tract Master Plan Amendment.
>
>
> Until I talked with Chuck Russell
> I had been having trouble tracking information down about these amendments (as the town's signs and returned phones calls saying "go to the town's website for more information" has not actually produced much information about said Amendments), but I do know that my property appears to directly back up to the property in question, and my neighborhood would negatively effected by approving this amendment.
>
> I am going to try to be at the Commission Meeting tomorrow night, but I already have a parent meeting for 7pm. So I don't know that I will have time to speak.
>
> All that being said, how can I email or communicate with all the commission members to make sure my concern is heard?
>
> Sincerely,
>
> Watson Kohankie
> [redacted]
> [redacted]
>
> 3124 Miracle Lane, Flower Mound, TX 75022
>
> Sent from my iPhone

TRANSPORTATION COMMISSION AGENDA ITEM NO. 2

CONSENT ITEM

DATE: October 11, 2016

FROM: Matthew J. Hotelling, P.E., PTOE, Traffic Engineer

ITEM: **Consider a recommendation for a proposed street name change for Lake Ridge Drive to Lake Ridge Road to the Town Council.**

BACKGROUND INFORMATION: This item is to consider a proposed street name change for Lake Ridge Drive to Lake Ridge Road to the Town Council. A vicinity map is located in Attachment 3. Staff has been in contact with the High Road Ridge Homeowners Association (HRR HOA) who made the initial request. The plat that the Town has, the suffix for Lake Ridge is Drive. Therefore our Geographic Information System (GIS) also has it as Drive. Our Traffic Operations group bases sign names based on our GIS. However, according to the Denton County Appraisal District, the suffix for this roadway is Road. The HRR HOA president has asked each of the homeowners involved and all have agreed with the suffix change. Due to the quick turnaround to the Transportation Commission and the agreement of all of the homeowners involved, the notification letter to the additional adjacent property owners will only be sent out for the Town Council date which is the only date required by Chapter 90-320.

Name Change Procedure

Procedures for existing street name changes are set forth in Chapter 90-320 of the Town's Code of Ordinances. This has been provided as Attachment 1.

The first step in a street name change request is the filing of the request with the Planning Department. This request is included as Attachment 3. This request includes such information as street proposed to be renamed, affected block numbers, the reason for the name change, and proposed name for roadway segment. The proposed names of these streets are as follows:

Existing Name	Proposed Name
• Lake Ridge Drive (2600-2700 block)	Lake Ridge Road (2600-2700 block)
• Lake Ridge Drive (7400-7500 block)	Lake Ridge Road (7400-7500 block)

As part of the proposed street name change process, the proposed names must be provided to, but not limited to, the following departments:

- Engineering
- Public Works
- Police Department
- Fire Department

This request was initiated by the HRR HOA and routed to Engineering, Public Works, Police Department, Fire Department, and Geographical Information System (GIS) staff.

Next Steps

After consideration of the Transportation Commission's recommendation, the Town may schedule the consideration of the proposed street name change on the next available Town Council agenda. Notification of the Town Council meeting is required by Chapter 90-320 to be sent to those properties abutting, adjacent to or address from the proposed streets with the date, time and place of the Town Council meeting. This information is to be included in the notification letter.

CITIZEN FEEDBACK: Homeowners along Lake Ridge are in support of this change.

ALTERNATIVES/OPTIONS: N/A

FISCAL IMPACT: N/A

LEGAL REVIEW: N/A

ATTACHMENTS:

1. Chapter 90-320. "Procedure to be followed by persons seeking street name change of an existing street"
2. Filed street name change request – Lake Ridge Drive/Lake Ridge Road
3. Vicinity Map

RECOMMENDATION: Move to recommend for a proposed street name change for Lake Ridge Drive (2600-2700, 7400-7500 block) to Lake Ridge Road (2600-2700, 7400-7500 block) to the Town Council.

"Sec. 90-320. Procedure to be followed by persons seeking street name change of an existing street.

(a) Any person may request a street name change by filing a request for a street name change with the Planning Department. The request shall identify the street proposed to be renamed by its current name and the block numbers thereof, state the reason for the requested street name change, and state the proposed name for such roadway segment.

(b) The proposed name change will be considered by various Town departments interested in the naming of streets and roadways within the Town's corporate limits possibly including, but not limited to, Engineering, Public Works, the Police Department and the Fire Department. Following such consideration the Town Manager or designee may, but is not required to, schedule consideration of the proposed street name change on the next available agenda for the Transportation Commission.

(a) Following receipt of the Transportation Commission's recommendation regarding the proposed street name change, the Town may schedule consideration of the proposed street name change on the next available agenda for the Town Council.

(d) The Town will notify each owner of property adjacent to, abutting and/or having an address on the street that is the subject of the requested name change regarding the proposed street name change and the time, date and location of the Town Council meeting at which the proposed street name change will be considered. Said notification will be sent by regular U.S. mail, postage prepaid, to the owners of real property adjacent to, abutting, and/or having an address on the subject street as their names and addresses appear on the most recently approved Town of Flower Mound Tax Roll."

PUBLIC WORKS

Memorandum

Date: October 4, 2016

To: Planning Department

From: Matthew J. Hotelling, P.E., PTOE, Traffic Engineer

Subject: Street Name Change request for Lake Ridge Drive

This request is for the renaming of Lake Ridge Drive.

Below is the list of information as required by Section 90-320 of the Town's Code of Ordinances.

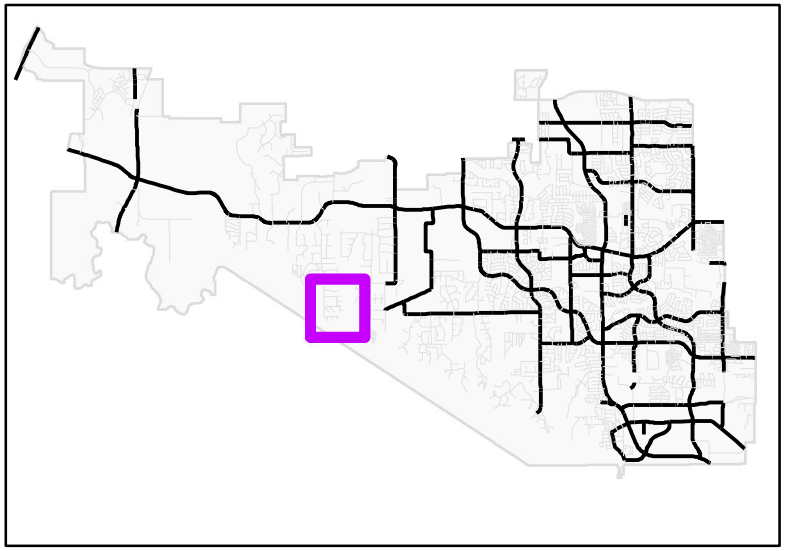
- **Street to be renamed:** Lake Ridge Drive
- **Block range:** 2600 – 2700; 7400 – 7500
- **Reason for Change:** Existing plat indicates Drive however, Denton Central Appraisal District and the Post Office indicate as Road.
- **Proposed Names:** Lake Ridge Road

Please provide this information to the Development Review Committee, GIS, Public Works, and Police Department at a minimum, for their review.

Location Map of Lake Ridge Street Name Change Request

TRC Attachment 3

NORTH



Vicinity Map

Project Location(s)

Legend

Description

Lake Ridge SNC

TRANSPORTATION COMMISSION AGENDA ITEM NO. 3

WORK SESSION ITEM

DATE: October 11, 2016

FROM: Doug Stevens, Assistant Director of Public Works

ITEM: **Pavement Analysis Presentation – State of the Roadway Network**

BACKGROUND INFORMATION: On April 6, 2015, the Town Council approved a Professional Services Agreement with Infrastructure Management Services, LLC (IMS) to provide a Town-wide pavement management analysis and inventory. The purpose of the pavement analysis is to better serve Council's strategic goal of a First Rate Infrastructure by scoring every block of every public street within Flower Mound. The scores will be used use to identify future pavement maintenance and replacement needs.

On July 22, 2016, a representative of IMS presented the Town Council with a brief presentation that provided highlights of the pavement analysis. This item is a work session item to provide the Transportation Commission with the full presentation of the State of the Roadway Network.

Attachment: None

RECOMMENDATION: The purpose of this item is for presentation of information only. No Formal Action is required.

TRANSPORTATION COMMISSION AGENDA ITEM NO. 4

WORK SESSION ITEM

DATE: October 11, 2016

FROM: Matthew J. Hotelling, P.E., PTOE, Traffic Engineer

ITEM: **Discussion and Feedback Item for the possible modifications to the Flower Mound policy on establishing 25 mph speed limits on residential streets.**

BACKGROUND INFORMATION: During the 79th Texas Legislative Session, House Bill 87 (HB 87), Attachment 1, was signed into law. This new law provided the authority for altering speed limits on residential streets. HB 87 had the following requirements to allow the speed limit to be altered:

- Not officially designated or marked road on the state highway system
- Street must be less than 35 feet in width
- Parking is allowed on both sides of the street
- Speed limit cannot be set less than 25 mph
- Governing body must determine that the prima facie speed limit is unreasonable or unsafe

During the December 4, 2006, Town Council meeting, a resolution establishing a policy for implementation of 25 mph speed limits on certain streets was approved. Under the policy, a street must:

- Meet HB 87
- Not be classified as a Collector or Arterial on the Master Thoroughfare Plan
- Contain a section within one-quarter (1/4) mile of a school or within one-quarter (1/4) mile of a major street construction project

The current policy, Attachment 2, was taken before the Town Council for review and approved on June 7, 2010. This action provided for an exception process to the 1/4 mile boundaries. To further define this exception process as requested by the Transportation Commission, an affirmative support of 67% for a request to change the speed limit in the exception areas was defined.

In November of 2014, the Transportation Commission (TRC) reviewed this policy. The video from that meeting can be viewed at: http://flowermoundtx.swagit.com/play/11112014-707 item F2. The feedback of the TRC was to leave the policy as it is currently written.

Alternatives or Options:

The following paragraphs are options that staff would like for the Transportation Commission to consider as part of this work session. However, the following items cannot be altered based on state law: speed limit cannot be change on official state highways; street width of 35 feet or less; parking restrictions; speed limit less than 25 mph. Therefore, the only portion that can be altered is the definition unreasonable and unsafe.

Alternative 1. Do nothing

The first alternative is to leave the existing policy as written. The existing policy was written with the goal of addressing the concerns associated with traffic near schools and to also address construction-related cut-through traffic. With the increase in pedestrian activity within 1/4 mile of schools and the added vehicular traffic associated around the school and the adjacent neighborhoods, the lowering of the speed limit in these areas was considered a buffer to the already established school zones, while the construction zone buffer was an alternative to other methods that have been employed in the past to discourage the use of

residential streets to avoid construction delays. The existing policy also established that the conversion of 15 to 20 streets annually could be accomplished with existing resources. The existing policy has an exception process for all areas outside of the 1/4 mile boundaries.

Alternative 2. Modify buffer

The second alternative includes increasing the buffer around existing areas of concern. Attachment 4 shows the existing 1/4-mile buffer as well as a 1/3-mile buffer and 1/2-mile buffer around school sites only. Increasing the eligibility buffer could dilute the resources available for the areas closest to school properties. It is important to note that the Town typically begins each fiscal year with a list of eligible streets ready for approval. This proposal would keep the exception process for any parcel outside of the particular boundary.

Alternative 3. All residential streets to 25 mph

Alternative 3 would have the Town Council declare that 30 mph is either unsafe or unreasonable for all residential streets that meet the statutory requirements for conversion to 25 mph. Converting all streets to 25 mph carries a potentially significant enforcement burden for the Police Department. On the other hand, this alternative would eliminate any confusion regarding whether a particular street is a 30 mph or 25 mph street. In discussions with the Police Department, it was believed that these two factors would essentially balance out with little net effect on their activities.

According to the Texas Transportation Code Chapter 545 Section 545.352, the governing body must erect signs giving notice of the new speed limit. Chapter 545 Section 545.352 from the Transportation Code is provided in Attachment 5. Therefore, streets converted to a speed limit other than the prima facie speed limit would be required to be signed in accordance with state law. If Alternative 3 were adopted, staff would propose that the signing plan only include the entrances to neighborhoods, with supplemental signing considered on a case-by-case basis. Staff has estimated the cost of this plan to be approximately $50,000. Under the current program, each street is signed as required by the state law. If the courts decided that each street would be required that they are signed with the new speed limit, this would increase installation and maintenance costs to approximately $200,000 or more. Current practice of signing at the entrances to subdivisions would be supplemented with a Neighborhood plaque to identify that all streets are 25 mph. This policy has been endorsed by the Police Department.

Alternative 4. Existing policy with a modified exception process

Alternative 4 is to keep the existing policy of 1/4-mile within a school boundary or major construction project with a modified exception process. This alternative would establish a modified exception process to consider reducing the speed limit on streets outside of the 1/4-mile buffer. This process would continue to include a review by the Transportation Commission prior to consideration by the Town Council. In addition, the process would include an engineering study to determine the appropriate prima facie speed limit, which would provide some basis for making a recommendation or decision. The exception process would include a recommendation by the Transportation Commission, which would then proceed to the Town Council for final action. The modification could include items such as lowering the required percentage needed to proceed or other items could be included that the Transportation Commission would deem appropriate.

Attachment:

1. 79th Texas Legislative Session, House Bill 87
2. Current Resolution and Speed Limit Reduction Policy
3. Current Eligibility Map with 1/4 mile boundaries
4. Expanded Map with 1/4, 1/3, and 1/2 mile boundaries
5. Texas Transportation Code 545 regarding speed limits

RECOMMENDATION: The purpose of this item is for discussion and information only. No Formal Action is required.

H.B. No. 87

AN ACT

relating to the authority of a municipality to alter speed limits in an urban district within the municipality.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF TEXAS:

SECTION 1. Section 545.356, Transportation Code, is amended by adding Subsections (b-1) and (b-2) and amending Subsection (c) to read as follows:

(b-1) Except as provided by Subsection (b-2), the governing body of a municipality, for a highway or a part of a highway in an urban district in the municipality that is not an officially designated or marked highway or road of the state highway system, is 35 feet or less in width, and along which vehicular parking is not prohibited on one or both sides of the highway, may declare a lower speed limit of not less than 25 miles per hour, if the governing body determines that the prima facie speed limit on the highway is unreasonable or unsafe.

(b-2) Subsection (b-1) does not apply to a highway or part of a highway that has four or more lanes used for vehicular travel.

(c) A prima facie speed limit that is altered by the governing body of a municipality under Subsection (b) or (b-1) is effective when the governing body erects signs giving notice of the new limit and at all times or at other times as determined.

SECTION 2. This Act takes effect immediately if it receives a vote of two-thirds of all the members elected to each house, as

provided by Section 39, Article III, Texas Constitution. If this Act does not receive the vote necessary for immediate effect, this Act takes effect September 1, 2005.

President of the Senate

Speaker of the House

I certify that H.B. No. 87 was passed by the House on March 31, 2005, by the following vote: Yeas 147, Nays 0, 2 present, not voting; and that the House concurred in Senate amendments to H.B. No. 87 on May 13, 2005, by the following vote: Yeas 141, Nays 0, 1 present, not voting.

Chief Clerk of the House

I certify that H.B. No. 87 was passed by the Senate, with amendments, on May 9, 2005, by the following vote: Yeas 30, Nays 1.

Secretary of the Senate

APPROVED: _____

Date

_____

Governor

TOWN OF FLOWER MOUND, TEXAS

RESOLUTION NO. 12-10

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF FLOWER MOUND, TEXAS, AMENDING RESOLUTION 35-06 BY REPEALING THE POLICY ON IMPLEMENTING REDUCED SPEED LIMITS ON CERTAIN RESIDENTIAL STREETS AND ADOPTING A NEW POLICY IMPLEMENTING REDUCED SPEED LIMITS ON CERTAIN RESIDENTIAL STREETS IN CERTAIN NEIGHBORHOODS IN THE TOWN OF FLOWER MOUND.

WHEREAS, the 79th Texas Legislature adopted House Bill 87 amending Section 545.356 of the Texas Transportation Code to allow municipalities to reduce the speed limit on certain types of streets to no less than twenty-five (25) miles per hour if the governing body determines that the prima facie speed limit on the road is unreasonable or unsafe; and

WHEREAS, the Town previously approved Resolution 35-06 which adopted a policy pertaining to establishing 25 mph speed limits on residential streets; and

WHEREAS, the Town desires to establish revised parameters or criteria that may be relied upon by the Town's residents and Town staff to identify the types of roads that may be eligible for a reduction in the prima facie speed limit; and

WHEREAS, the decision regarding whether the prima facie speed limit on a particular road or road segment is either unsafe or unreasonable and should be reduced to no less than twenty-five (25) miles per hour shall fall within the sound discretion of the Town Council, only, and shall be performed on an individual case by case analysis.

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF FLOWER MOUND, TEXAS, THAT:

SECTION 1

All of the above premises are hereby found to be true and correct and are hereby approved and incorporated into the body of this Resolution as if copied in their entirety.

SECTION 2

Resolution 35-06 and the Town's Policy for Implementing Reduced Speed Limits in Certain Residential Neighborhoods is hereby amended by repealing the existing Policy for Implementing Reduced Residential Speed Limits and a new Policy

Town of Flower Mound
TOWN SECRETARY'S OFFICE
OFFICIAL FILE COPY

for Implementing Reduced Residential Speed Limits (the "Policy"), which Policy is attached hereto as Exhibit A and incorporated herein by reference for all purposes allowed by law, is hereby adopted as the Town's official statement regarding the eligibility criteria for consideration and the process through which neighborhoods may present certain roads to the Town Council for determination whether the thirty (30) mile per hour prima facie speed limit on a certain road is unreasonable or unsafe and declare a lower speed limit of not less than twenty-five (25) miles per hour.

SECTION 3

This Resolution shall take effect immediately from and after its adoption and is accordingly so resolved.

PASSED, APPROVED AND ADOPTED THIS THE 7TH DAY OF JUNE, 2010.

APPROVED:

Melissa D. Northern

Melissa D. Northern, MAYOR

ATTEST:

Paula A. Paschal

Paula Paschal, TOWN SECRETARY

APPROVED AS TO FORM AND LEGALITY:

Terrence S. Welch, TOWN ATTORNEY

TOWN SECRETARY

EXHIBIT A

Policy for Implementing Reduced Residential Speed Limits

Purpose and Need
This policy sets forth the process and eligibility criteria for the implementation of reduced speed limits on certain residential streets. This process focuses these implementations on areas near schools and major roadway construction zones. The policy also establishes an exception process should a particular street not conform to the eligibility criteria.

Introduction and Background
During the 79th Texas Legislature, House Bill 87 was signed into legislation providing authority to municipalities to alter speed limits on residential streets. This law allows municipalities to reduce the speed limit on streets with a width of 35' or less and where parking is not prohibited on one or both sides of the roadway. Further, a municipality would need to declare that the prima facie speed limit on that road is either unsafe or unreasonable. This law does not lower the basic prima facie speed limit which is currently 30 mph.

Responsibility
This policy will be implemented by the Town Manager or designee. Exception requests will be considered by the Transportation Commission for recommendation to the Town Council. Exception requests recommended by the Transportation Commission will be accompanied by an engineering study completed by the Town at the Town's cost. All reductions of neighborhood speed limits will require the approval of the Town Council.

Eligibility
For a street to be eligible for a reduction in speed limit to 25 mph, the street must be less than 35 feet in width, cannot have vehicle parking restrictions on either side of the street, and must meet one of the following location criteria:

- Located within one-quarter mile of a school site as depicted in the attached graphic
- Located within one-quarter mile of a construction zone associated with a major or minor arterial as defined on the Town of Flower Mound Thoroughfare Plan

Exceptions
Streets that do not meet the eligibility criteria can be considered on a case by case basis through the exception process. The request for an exception will include an engineering study to be completed by the Town, will be considered for recommendation by the Transportation Commission, and will be considered for adoption by the Town Council.

Implementation
Requests for reduced speed limits will be reviewed by Town staff for eligibility, or considered for an exception as described above. If the application is determined to meet the requirements, or an exception is recommended by the Transportation Commission, funding availability will be evaluated to determine if the speed limit signs can be installed during the current fiscal year. If funding is available, the request will be presented to the Town Council for consideration. If funding is not available, the neighborhood can choose to fund the cost of the sign materials and hardware or street(s) will be placed on a list of eligible streets to be included in a budget decision package during the next budget process.

Sign Design and Placement
All speed limit signs will meet the requirements contained in the Texas Manual on Uniform Traffic Control Devices. The placement of the speed limit signs will be reviewed determined by staff and coordinated with neighborhood representatives. Typical installations will only include one sign at each end of the neighborhood street, but mid-block signs will be considered on a case-by-case basis.

TOWN SECRETARY
OFFICIAL FILE COPY

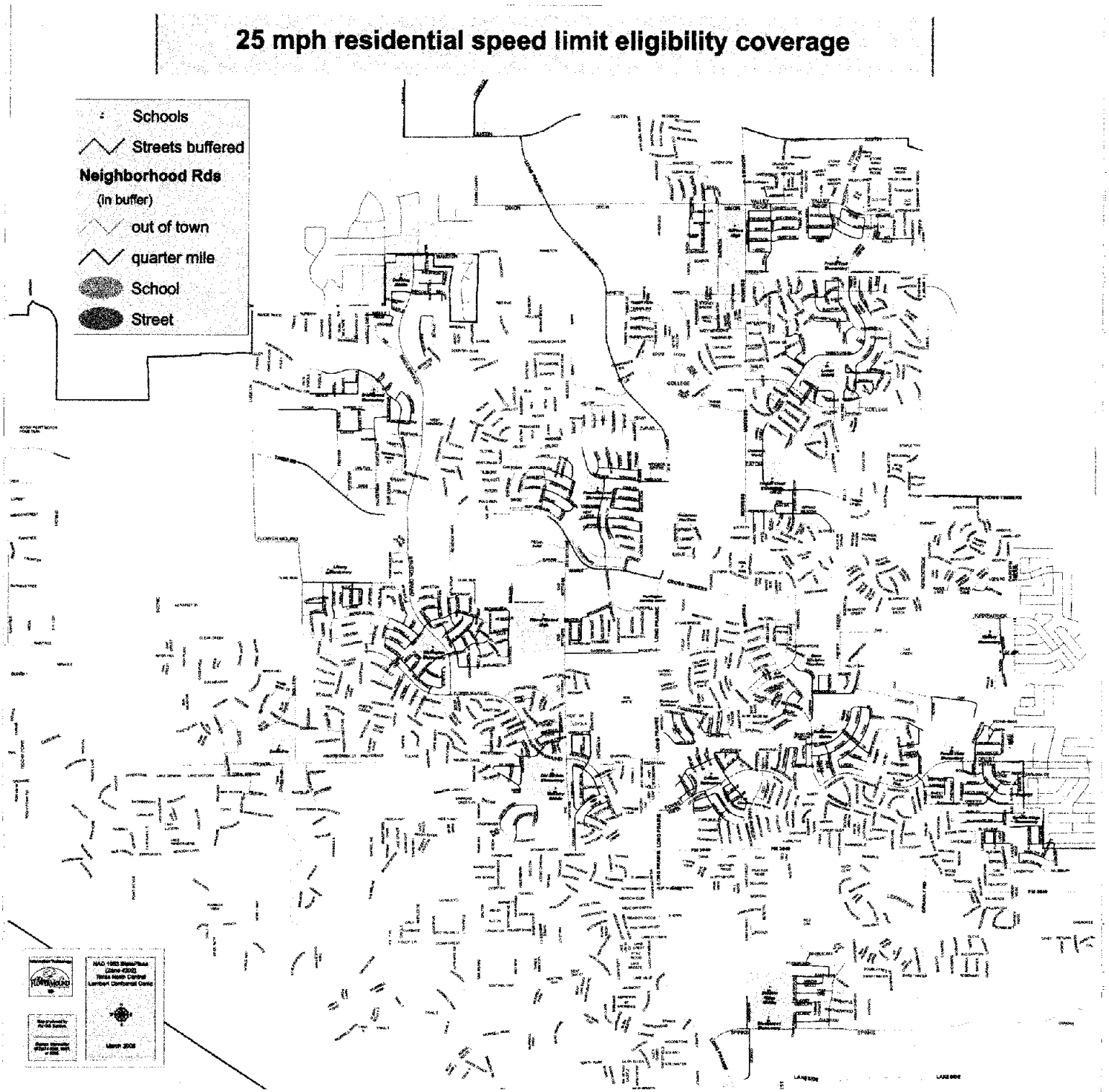
Process

The following provides a summary of the Process for Implementing Reduced Residential Speed Limits. The process is intended to be collaborative in nature, with the neighborhood representatives being stakeholders in the project.

1. Neighborhood contacts staff to request 25 mph speed limits
2. Staff establishes a point of contact for the request and project
3. Staff reviews the request and determines eligibility or directs request through exception process upon request
4. Staff reviews funding eligibility
    a. If funding available, request is presented to Town Council
    b. If funding not available:
        i. Neighborhood funds cost of signs and hardware and request is presented to Town Council
        ii. Staff submits request as a decision package during next budget process
5. Staff collects speed data prior to installation
6. Staff presents the request to the Town Council for required determination and action
7. If the Town Council declares a lower speed limit of not less than 25 mph for the roadway in question, Staff installs signs posting the speed limit at 25 mph
8. Staff collects speed data on a regular basis to determine effectiveness

Town of Hillsborough
TOWN SECRETARY'S OFFICE
OFFICIAL COPY

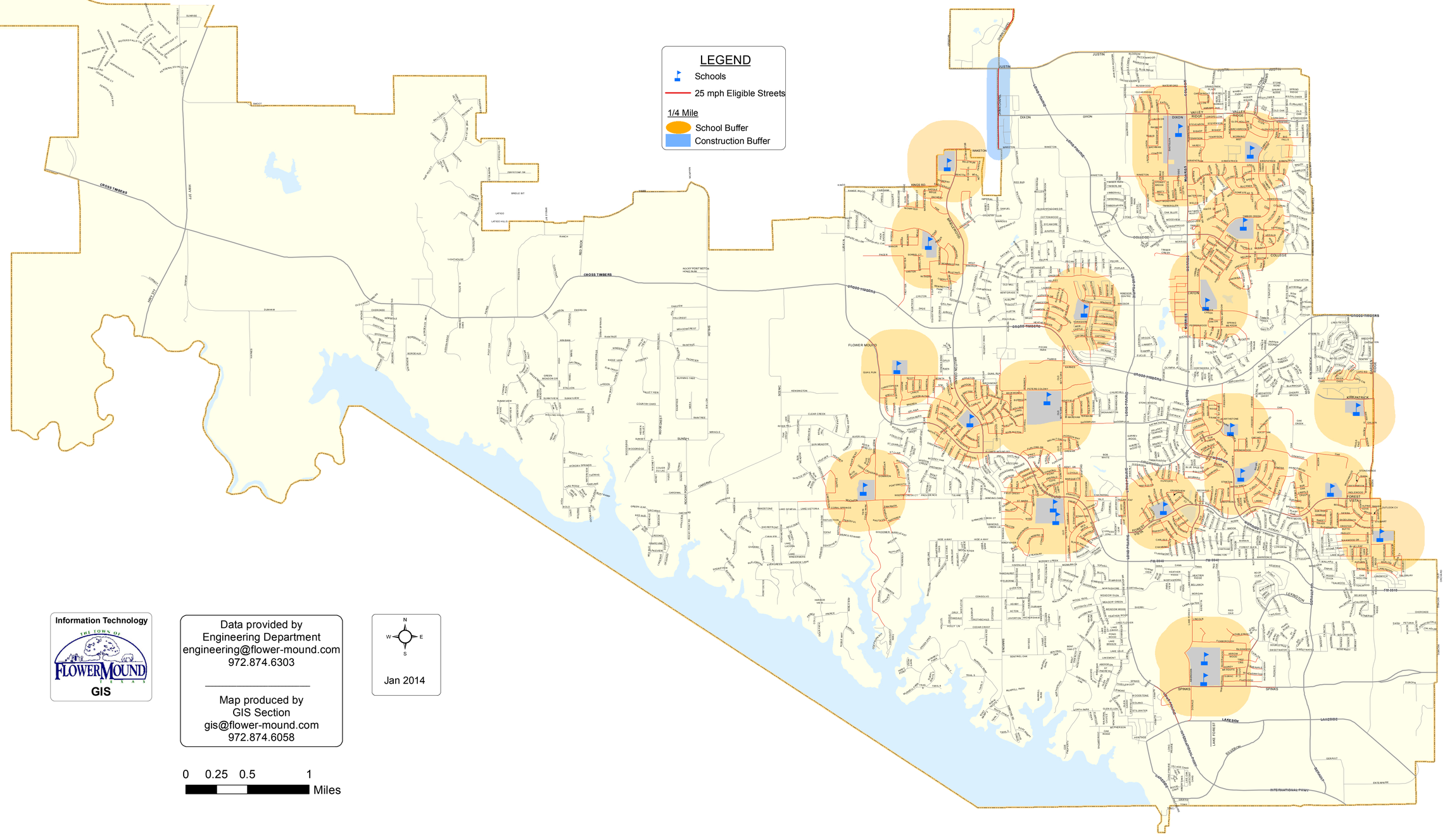
25 mph residential speed limit eligibility coverage



TOWN OF HOLLY SPRINGS
TOWN SECRETARY'S OFFICE
OFFICIAL FILE COPY

25 mph Residential Speed Limit Eligibility Coverage

the Town of Flower Mound Texas



Information Technology
GIS

Data provided by
Engineering Department
engineering@flower-mound.com
972.874.6303

Map produced by
GIS Section
gis@flower-mound.com
972.874.6058

N W E S

Jan 2014

0 0.25 0.5 1 Miles

25 mph Residential Speed Limit Eligibility Coverage

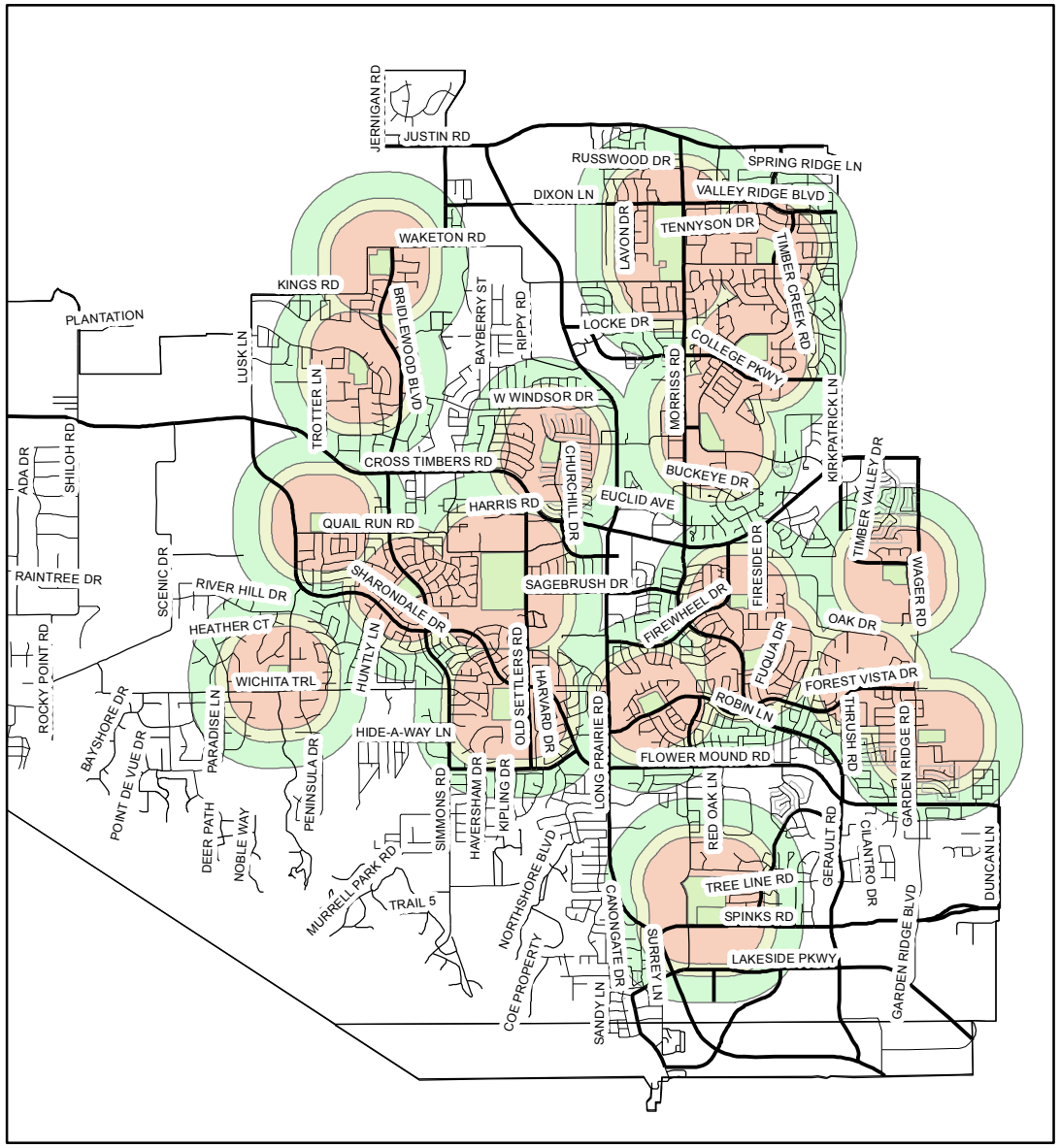
25 mph Residential Speed Limit Eligibility Coverage

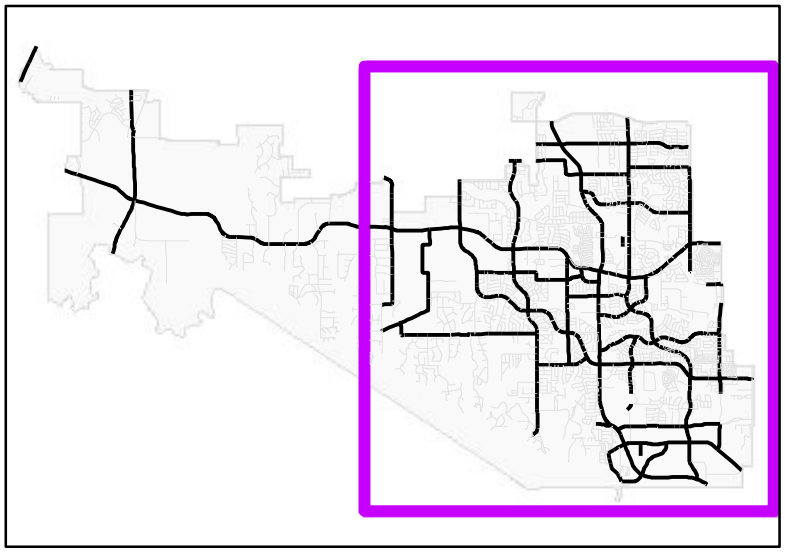
ArcGIS\ArcMapDocuments\Engineering\25 mph map

School Property Buffers - 1/4, 1/3, and 1/2 mile

TRC Attachment 4

NORTH





Vicinity Map

Legend

- SchoolProperties
- School1_4milebuffer
- School1_3milebuffer
- School1_2milebuffer

Sec. 545.352. PRIMA FACIE SPEED LIMITS. (a) A speed in excess of the limits established by Subsection (b) or under another provision of this subchapter is prima facie evidence that the speed is not reasonable and prudent and that the speed is unlawful.

Text of subsec. (b) as amended by Acts 1999, 76th Leg., ch. 663, Sec. 2 and Acts 1999, 76th Leg., ch. 739, Sec. 1

(b) Unless a special hazard exists that requires a slower speed for compliance with Section 545.351(b), the following speeds are lawful:

(1) 30 miles per hour in an urban district on a street other than an alley and 15 miles per hour in an alley;

(2) 70 miles per hour in daytime and 65 miles per hour in nighttime if the vehicle is a passenger car, motorcycle, passenger car or light truck towing a trailer bearing a vessel, as defined by Section 31.003, Parks and Wildlife Code, that is less than 26 feet in length, passenger car or light truck towing a trailer or semitrailer used primarily to transport a motorcycle, or passenger car or light truck towing a trailer or semitrailer designed and used primarily to transport dogs or livestock, on a highway numbered by this state or the United States outside an urban district, including a farm-to-market or ranch-to-market road;

(3) 60 miles per hour in daytime and 55 miles per hour in nighttime if the vehicle is a passenger car or motorcycle on a highway that is outside an urban district and not a highway numbered by this state or the United States;

(4) 60 miles per hour outside an urban district if a speed limit for the vehicle is not otherwise specified by this section; or

(5) outside an urban district:

(A) 60 miles per hour if the vehicle is a school bus that has passed a commercial motor vehicle inspection under Section 548.201 and is on a highway numbered by the United States or this state, including a farm-to-market road;

(B) 50 miles per hour if the vehicle is a school bus that:

(i) has not passed a commercial motor vehicle inspection under Section 548.201; or

(ii) is traveling on a highway not numbered by the United States or this state; or

(C) 60 miles per hour in daytime and 55 miles per hour in nighttime if the vehicle is a truck, other than a light truck, or if the vehicle

is a truck tractor, trailer, or semitrailer, or a vehicle towing a trailer other than a trailer described by Subdivision (2), semitrailer, another motor vehicle or towable recreational vehicle.

Text of subsec. (b) as amended by Acts 1999, 76th Leg., ch. 663, Sec. 2 and Acts 1999, 76th Leg., ch. 1346, Sec. 1

(b) Unless a special hazard exists that requires a slower speed for compliance with Section 545.351(b), the following speeds are lawful:

(1) 30 miles per hour in an urban district on a street other than an alley and 15 miles per hour in an alley;

(2) 70 miles per hour in daytime and 65 miles per hour in nighttime if the vehicle is on a highway numbered by this state or the United States outside an urban district, including a farm-to-market or ranch-to-market road, except as provided by Subdivision (4);

(3) 60 miles per hour in daytime and 55 miles per hour in nighttime if the vehicle is on a highway that is outside an urban district and not a highway numbered by this state or the United States;

(4) outside an urban district:

(A) 60 miles per hour if the vehicle is a school bus that has passed a commercial motor vehicle inspection under Section 548.201 and is on a highway numbered by the United States or this state, including a farm-to-market road;

(B) 50 miles per hour if the vehicle is a school bus that:

(i) has not passed a commercial motor vehicle inspection under Section 548.201; or

(ii) is traveling on a highway not numbered by the United States or this state; or

(C) 60 miles per hour in daytime and 55 miles per hour in nighttime if:

(i) the vehicle is a truck, other than a light truck, or if the vehicle is a truck tractor, trailer, or semitrailer; and

(ii) the vehicle is on a farm-to-market or ranch-to-market road;

(5) on a beach, 15 miles per hour; or

(6) on a county road adjacent to a public beach, 15 miles per hour, if declared by the commissioners court of the county.

(c) The speed limits for a bus or other vehicle engaged in the business of

transporting passengers for compensation or hire, for a commercial vehicle used as a highway post office vehicle for highway post office service in the transportation of United States mail, for a light truck, and for a school activity bus are the same as required for a passenger car at the same time and location.

(d) In this section:

(1) "Interstate highway" means a segment of the national system of interstate and defense highways that is:

(A) located in this state;

(B) officially designated by the Texas Transportation Commission; and

(C) approved under Title 23, United States Code.

(2) "Light truck" means a truck with a manufacturer's rated carrying capacity of not more than 2,000 pounds, including a pick-up truck, panel delivery truck, and carry-all truck.

(3) "Urban district" means the territory adjacent to and including a highway, if the territory is improved with structures that are used for business, industry, or dwelling houses and are located at intervals of less than 100 feet for a distance of at least one-quarter mile on either side of the highway.

Acts 1995, 74th Leg., ch. 165, Sec. 1, eff. Sept. 1, 1995. Amended by Acts 1997, 75th Leg., ch. 165, Sec. 30.110(a), eff. Sept. 1, 1997; Acts 1997, 75th Leg., ch. 1020, Sec. 2, eff. Sept. 1, 1997; Acts 1999, 76th Leg., ch. 663, Sec. 2, eff. June 18, 1999; Acts 1999, 76th Leg., ch. 739, Sec. 1, eff. Sept. 1, 1999; Acts 1999, 76th Leg., ch. 1346, Sec. 1, eff. Sept. 1, 1999.

Sec. 545.356. AUTHORITY OF MUNICIPALITY TO ALTER SPEED LIMITS. (a) The governing body of a municipality, for a highway or part of a highway in the municipality, including a highway of the state highway system, has the same authority to alter by ordinance prima facie speed limits from the results of an engineering and traffic investigation as the Texas Transportation Commission on an officially designated or marked highway of the state highway system. The governing body of a municipality may not modify the rule established by Section 545.351(a) or establish a speed limit of more than 60 miles per hour.

(b) The governing body of a municipality, for a highway or part of a highway in the municipality, including a highway of the state highway system, has the same authority to alter prima facie speed limits from the results of an engineering and traffic investigation as the commission for an officially designated or marked highway of the state highway system, when the highway or part of the highway is under repair, construction, or maintenance. A municipality may not modify the rule established by Section 545.351(a) or establish a speed limit of more than 60 miles per hour.

(b-1) Except as provided by Subsection (b-2), the governing body of a municipality, for a highway or a part of a highway in an urban district in the municipality that is not an officially designated or marked highway or road of the state highway system, is 35 feet or less in width, and along which vehicular parking is not prohibited on one or both sides of the highway, may declare a lower speed limit of not less than 25 miles per hour, if the governing body determines that the prima facie speed limit on the highway is unreasonable or unsafe.

(b-2) Subsection (b-1) does not apply to a highway or part of a highway that has four or more lanes used for vehicular travel.

(c) A prima facie speed limit that is altered by the governing body of a municipality under Subsection (b) or (b-1) is effective when the governing body erects signs giving notice of the new limit and at all times or at other times as determined.

Acts 1995, 74th Leg., ch. 165, Sec. 1, eff. Sept. 1, 1995.
Amended by:

Acts 2005, 79th Leg., Ch. 166, Sec. 1, eff. May 27, 2005.