

AGENDA

TOWN OF FLOWER MOUND TRANSPORTATION COMMISSION MEETING

JULY 11, 2017

**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 6:40 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. TRAFFIC ENGINEER REPORT

- Repairs to Address FM 2499 Flooding
- Update status report related to operational issues, capital improvement projects, and TxDOT projects

- No-Texting State Law
- 19th Annual Boards & Commissions Banquet - August 31, 2017
- Future Transportation Commission meeting dates

E. 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 A member of the Transportation Commission may request an item(s) be withdrawn from the consent agenda and moved to regular agenda for discussion by making such request prior to a motion and vote on the Consent Agenda.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 May 9, 2017.

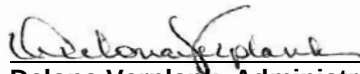
F. REGULAR ITEMS

2. Exception request for Surrey Lane between Solano Drive and Lakeside Parkway to allow for a permanent speed limit change to 25 mph for areas outside of the ¼ mile boundary of a school or major construction project.
3. Consider a recommendation regarding the multi-way stop intersections on Dixon Lane between Morriss Road and Long Prairie (FM 2499) to the Town Manager.

G. 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: July 7, 2017 at 2:30 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, Administrative Assistant at 972-874-6317. Reasonable accommodations will be made to assist your needs.



TRANSPORTATION COMMISSION AGENDA ITEM NO. 1

CONSENT ITEM

DATE: July 11, 2017

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 May 9, 2017.

BACKGROUND INFORMATION: This agenda item is to consider approval of the minutes from the May 9, 2017 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 May 9, 2017 regular meeting of the Transportation Commission.

RECOMMENDATION: Move to approve the minutes from the May 9, 2017 regular meeting of the Transportation Commission.

THE FLOWER MOUND TRANSPORTATION COMMISSION REGULAR MEETING HELD ON THE 9TH DAY OF MAY, 2017 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
Brian Smiley	Commissioner, Place 4
Donald Gilmore	Commissioner, Place 5
Andy Allen	Commissioner, Place 9

Constituting a quorum with the following members absent:

Vacant	Commissioner, Place 8
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(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:

Matthew Hotelling	Traffic Engineer
Brent Anderson	Sr. Project Engineer, Development Services
Delona Verplank	Administrative Assistant

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

B. PLEDGE OF ALLEGIANCE

C. PUBLIC PARTICIPATION

Laura Dillon, 6013 Rock Cove, Flower Mound, TX

Ms. Dillon spoke to the Commission regarding the construction on Lakeside Parkway between the first and third roundabouts. She expressed concern about the length of time the road construction is taking and with one of the roundabouts not being wide enough for certain types of vehicles; especially school buses.

D. TRAFFIC ENGINEER REPORT

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

E. CONSENT AGENDA

1. Consider approval of minutes from the regular meeting of the Transportation Commission held on April 11, 2017.

Vice Chair Reed made a motion to approve the April 11, 2017 minutes as presented; Commissioner Hogue seconded the motion; all in favor, motion passed unanimously.

F. REGULAR ITEMS

2. Consider a recommendation for a proposed street name change for two streets- Old Gerault Road and Enterprise Road (800 block) to the Town Council.

Presenter

Brent Anderson, Sr. Project Engineer - Development Services

In Favor –

None

In Opposition –

None

Commission Deliberation

Commissioner Gilmore made a motion to recommend a proposed street name change for Old Gerault Road and Enterprise Drive (800 block) to Gateway Drive (100 – 500) block to the Town Council. Commissioner Hogue seconded the motion.

VOTE ON THE MOTION

Motion passed

AYES: Gilmore, Hogue, Caput (*and Walker casting the tie-breaking vote*)

NAYS: Gunter, Reed, Smiley

ABSTAIN: None

H. ADJOURNMENT – 7:17 P.M.

TOWN OF FLOWER MOUND
TRANSPORTATION COMMISSION

Thomas Walker, Chairman

ATTEST:

Delona Verplank, Administrative Assistant



TRANSPORTATION COMMISSION AGENDA ITEM NO. 2

REGULAR ITEM

DATE: July 11, 2017

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

ITEM: **Exception request for Surrey Lane between Solano Drive and Lakeside Parkway to allow for a permanent speed limit change to 25 mph for areas outside of the ¼ mile boundary of a school or major construction project.**

BACKGROUND INFORMATION: This item is a regular item to allow the Transportation Commission the opportunity to provide input and recommendation to the Town Council regarding the exception request for Surrey Lane between Solano Drive and Lakeside Parkway to allow for a permanent speed limit change to 25 mph for areas outside of the ¼ mile boundary of a school or major construction project. See vicinity map (Attachment 1) for the location of the street affected by this request. This section of Surrey Lane is approximately 500 feet from the closest point to the ¼ mile boundary from Bluebonnet Elementary School.

During the 79th Texas Legislature, House Bill 87 was signed into legislation providing authority to municipalities to alter speed limits on residential streets. This legislation was amended during the 81st Texas Legislature with House Bill 2682. On December 4, 2006, the Town Council approved a policy for the implementation of 25 mph speed limits on certain residential streets. In addition to the requirements included in the State law, the policy establishes that streets are only eligible if all or part is located within ¼ mile of a school property or ¼ mile of a construction zone for a major or minor arterial street. On March 9, 2010, a review of this policy was brought forward to the Transportation Commission for input and recommendation to Town Council. The recommendation to Town Council was to keep the existing policy, but institute an exception process without the need for an engineering study. On June 7, 2010, Town Council amended the policy for 25 mph streets with Resolution 12-10. Resolution 12-10 is included as Attachment 2. Resolution 12-10 added an exception process to the residential speed limit policy that requires an engineering study and a recommendation from the Transportation Commission.

The current practice is to post speed limit signs at the entrances to the subdivision. When all street are inclusive of a subdivision the signs will be indicated with a neighborhood plaque. This practice has been verified with the Police Department as acceptable to them and they have confirmed that they are able to enforce the speed limit. This will not be the case for this request as it is for only Surrey Lane so only it will be signed.

ENGINEERING STUDY: An engineering study to determine the speed limit of a local street consists of the following information:

- 85th percentile speed
- Road characteristics, shoulder condition, grade, alignment, and sight distance
- Pace speed
- Roadside development and environment
- Parking practices and pedestrian activity
- Reported crash experience for at least a 12-month period

The 85th percentile speed is the speed at which 85% of the traffic travels at or below. The speed limit for a particular street is generally set within +/- 5 mph of the 85th percentile speed. The 85th percentile speed for this location was 38 mph northbound and 32 mph southbound.

Staff has determined the road characteristics, shoulder condition, grade, alignment and sight distance for the streets along Surrey Lane. It is a wider than typical residential concrete street and is slightly

curvilinear. It does not have a shoulder, and generally have good sight distance. No intersections within the neighborhood are controlled by an all way stop condition. The intersection of Surrey Lane and Lakeside Parkway controlled by a stop sign as is the intersection with FM 2499. All of the intermediate side streets stop on their respective approaches to Surrey Lane.

The pace speed is the 10 mph range of speed which the largest majority of drivers are driving. The pace speed within the subject area was 26-35 mph (55%) for northbound and 21-30 mph (67.5%) for southbound

The roadside development for Surrey Lane north of Solano Drive is primarily commercial property. The roadside development between Solano Drive and Lakeside Parkway the roadway is primarily residential with the exception of south of Virginia Parkway which is mixed use.

The parking practices and pedestrian activity for this area are primarily related to the residential homes with the exception of the mixed use portion of Surrey Lane. Very little parking activity takes place on Surrey Lane itself.

Research of reported crash experience for the past 12 months for the entire stretch of Surrey Lane reveals that 0 reported accident had occurred. Doing research through 2014 also reveals that 0 reported accidents have occurred on Surrey Lane.

NEIGHBORHOOD SUPPORT: At previous Transportation Commission meetings, the neighborhood support has always been a question of the Commission. The support from the residents along Surrey Lane is a critical component. Over 60% of residential homes along Surrey Lane support the reduction in speed limit. All owners that were asked were in support. Attachment 3 contains the signatures of the survey. The neighborhood representatives have been made aware of the meeting and are scheduled to be in attendance at the meeting to answer questions from the Commission and how support was gathered and if additional support has been received since the turning in of the survey. The Lakeside DFW development has also been made aware of this request.

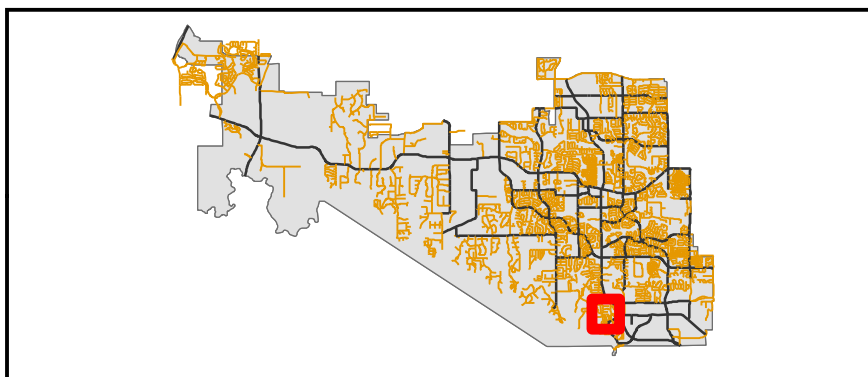
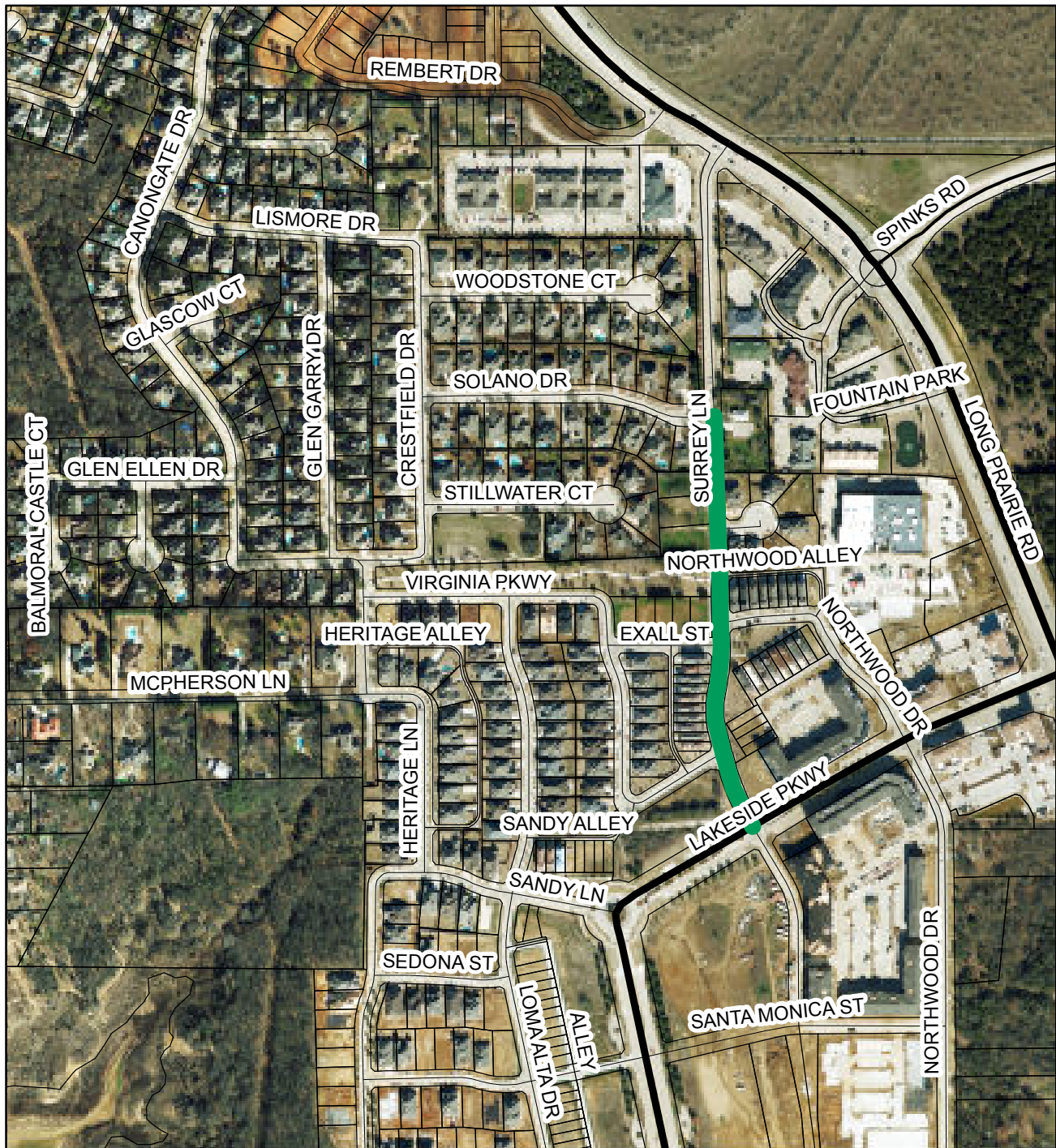
FISCAL IMPACT: N/A

LEGAL REVIEW: N/A

ATTACHMENTS:

1. Vicinity Map of Affected Streets
2. Resolution 12-10
3. Signed Survey

RECOMMENDATION: Move to recommend approval of the exception request for Surrey Lane to allow for a permanent speed limit change to 25 mph for areas outside of the ¼ mile boundary of a school or major construction project.



Legend

- Parcels
- Surrey Speed Limit Area

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
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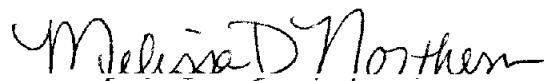
for Implementing Reduced Residential Speed Limits (the "Policy"), which Policy is attached hereto as Exhibit A and incorporated herein by reference for all purposes allowed by law, is hereby adopted as the Town's official statement regarding the eligibility criteria for consideration and the process 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, MAYOR

ATTEST:


Paula Paschal, TOWN SECRETARY

APPROVED AS TO FORM AND LEGALITY:


Terrence S. Welch, TOWN ATTORNEY

TOWN OF NEW BRITAIN
TOWN SECRETARY'S OFFICE
JUN 10 2010

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 of Flower Mound
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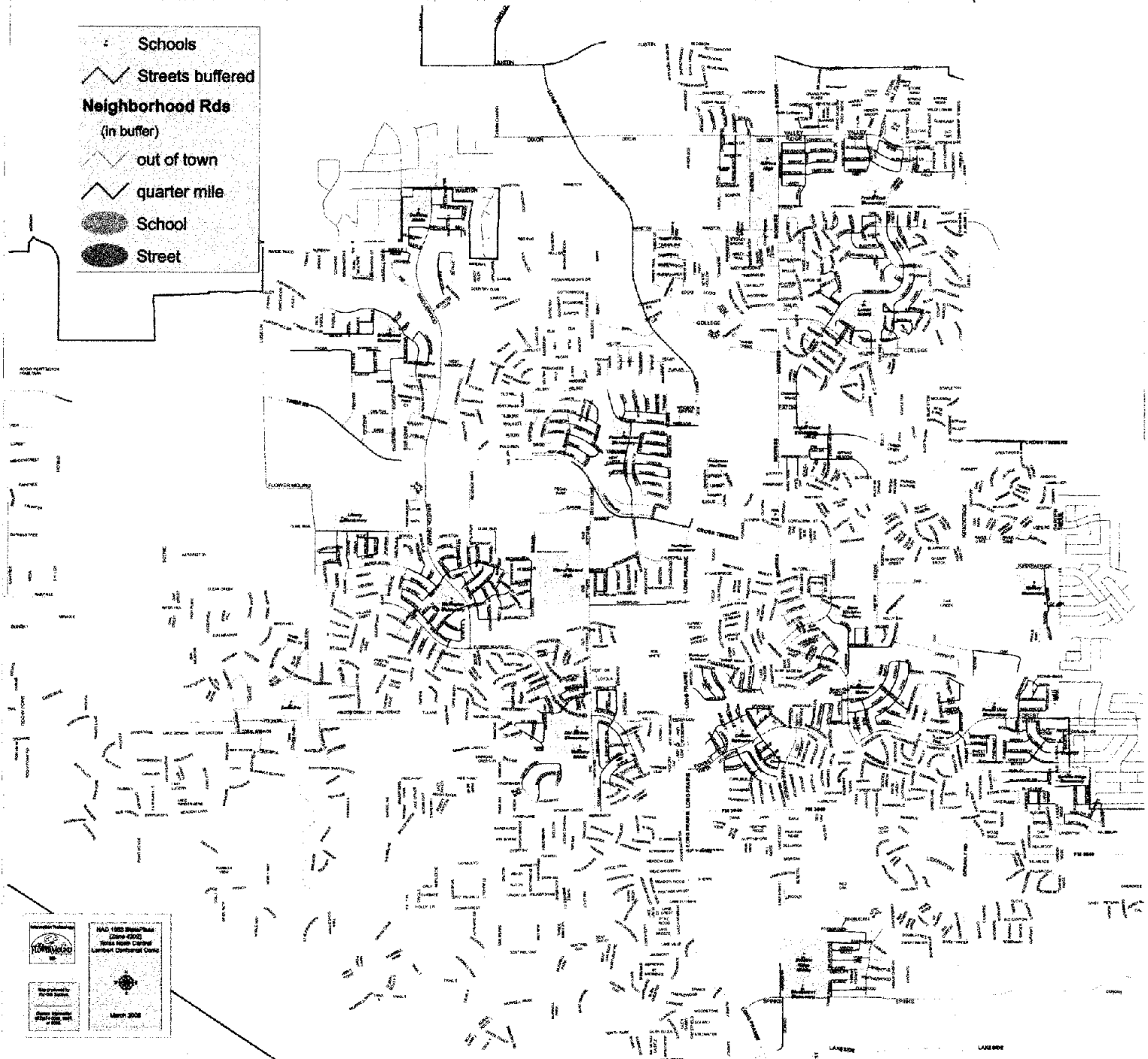
Process

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 Flower Hill
TOWN SECRETARY'S OFFICE
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25 mph residential speed limit eligibility coverage



TOWN OF HOWARD, ILLINOIS
TOWN SECRETARY'S OFFICE
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Support for 25 MPH Speed Limit along Surrey Lane, Flower Mound

In an attempt to address speeding and safety issues on Surrey Ln, the neighborhood has requested a **25 MPH speed limit** along Surrey Lane from Solano Drive to Lakeside Parkway.

The Town of Flower Mound would like to know your stance on this. Your signature on this form will indicate that you have been informed of the proposal. Please indicate whether or not you support, oppose or have no preference of the proposed speed limit. The Town of Flower Mound will not reduce the speed limit unless **67%** are in support of the proposal.

[illegible]

The Town of Flower Mound would like to know your stance on this. Your signature on this form will indicate that you have been informed of the proposal. Please indicate whether or not you support, oppose or have no preference of the proposed speed limit. The Town of Flower Mound will not reduce the speed limit unless **67%** are in support of the proposal.

[illegible]

The Town of Flower Mound would like to know your stance on this. Your signature on this form will indicate that you have been informed of the proposal. Please indicate whether or not you support, oppose or have no preference of the proposed speed limit. The Town of Flower Mound will not reduce the speed limit unless **67%** are in support of the proposal.

[illegible]



TRANSPORTATION COMMISSION AGENDA ITEM NO. 3

REGULAR ITEM

DATE: July 11, 2017

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

ITEM: **Consider a recommendation regarding the multi-way stop intersections on Dixon Lane between Morriss Road and Long Prairie Road (FM 2499) to the Town Manager.**

BACKGROUND INFORMATION: This item is to consider changes to the traffic control, more specifically; the multi-way stop intersections on Dixon Lane between Morriss Road and Long Prairie Road (FM 2499). See attached vicinity map, attachment 1. These intersections are at the following locations:

- Dixon Lane at Eastglen Drive/Marcus High School entrance/exit
- Dixon Lane at Crestridge Drive/Crestside Drive
- Dixon Lane at Windridge Lane/Dixon Park

Stop Sign Policy

During the July 21, 2014, Town Council meeting, Town Council approved a new stop sign policy. Attachment 2. This policy spells out the conditions required for Multi-way Stop on both Thoroughfare streets and non-Thoroughfare streets. Dixon Lane is classified as an Urban Minor Arterial on the Town's Thoroughfare Plan, excerpt of Stop Sign Policy in Attachment 3.

Multi-way Stop Warrant Analysis

For Thoroughfare streets, in order to install or cause to be removed, the guidelines in the Texas Manual on Uniform Traffic Control Devices (TMUTCD) shall be followed. Below are those guidelines from the TMUTCD:

The following is the guidance from the TMUTCD that should be met in order to install a multi-way stop:

- Minimum volumes
 - Major Street (Dixon) with 300 vehicles per hour (vph) for 8 hours (total of both approaches); and 200 units per hour (total of both approaches) for the minor streets for the same 8 hours with an average delay to the minor street of at least 30 seconds per vehicle during the peak hour. If the 85th percentile speed is greater than 40 mph for the major street these minimum volumes warrants are 70 percent of the above values. OR
- Accident Experience
 - Five or more correctable accidents such as right angle or left turn accidents within a 12 month period.
- If neither of those two are met then if 80% of both of those are met then it is satisfied.
- Where a traffic signal is justified and the multi-way stop is used as an interim measure.

Other guidelines to be considered in accordance

- Need to control left turn conflicts
- Need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes, i.e. schools
- **Sight visibility**
- Intersection of two residential neighborhood through streets of similar design and characteristics where a multi-way stop control would improve operational characteristics
- Stop signs should not be used for speed control.

Intersection of Eastglen/MHS and Dixon:

The multi-way stop analysis is provided in Attachment 4. This location does not meet the minimum guidelines of the volumes needed to warrant a multi-way stop. This location does not meet the minimum guidelines of accident experience (0 correctable accidents over the past 12 months) and does not justify a traffic signal at this location. This location however, has many drivers that turn into Marcus High School and has inexperienced drivers. Because of the need to control left turn conflicts and need to control vehicle/pedestrian conflicts. Therefore this location is being recommended by staff to remain a multi-way stop condition.

Intersection of Crestside/Crestridge and Dixon:

The multi-way stop analysis is provided in Attachment 5. This location does not meet the minimum guidelines of the volumes needed to warrant a multi-way stop. This location does not meet the minimum guidelines of accident experience (0 correctable accidents over the past 12 months) and does not justify a traffic signal at this location. This location does not have the conflicts getting into the school parking lot like Eastglen and the drivers are more likely to be experienced drivers. Removing the stop sign on Dixon may increase the congestion on either side street but will reduce congestion on Dixon. The reduction of congestion on Dixon will allow for gaps in traffic for the side street to exit. During the heavy school times, the school zone is approximately 400 feet east of this location. Hence traffic will very likely be slowing down for the school zone at this point. Therefore this location is being recommended by staff to have the stops signs removed for Dixon Lane along with the pavement markings associated with this stop condition.

Intersection of Windridge/Dixon Park and Dixon:

The multi-way stop analysis is provided in Attachment 6. This location does not meet the minimum guidelines of the volumes needed to warrant a multi-way stop. This location does not meet the minimum guidelines of accident experience (1 correctable accident by an inexperienced driver within the past 12 months) and does not justify a traffic signal at this location. This location is next to a Town Park that is used quite heavily. Therefore there are pedestrians in the area but may not necessarily be crossing Dixon. Furthermore there is a slight sight visibility issue with the hill and landscaping to the west. It does **NOT** meet the minimum stopping sight distance guidelines in the American Association of State Highway and Transportation Officials (AASHTO) Geometric Design of Highways and Streets. To enhance this visibility the Parks Department would continually need to upkeep the landscaping in the median or remove it altogether. The Marcus High School sports complex is just to the west of this intersection but it is unlikely that the athletes will walk from the high school. Because this location does not meet the AASHTO guidelines for sight visibility and for pedestrian considerations related to the park, therefore this location is being recommended by staff to remain in place.

Next Steps

After consideration of the Transportation Commission's recommendation, Staff will write a Town Manager Communication for his approval based on recommendations from staff and TRC.

ALTERNATIVES/OPTIONS: Leave intersections as is.

FISCAL IMPACT: N/A

LEGAL REVIEW: N/A

ATTACHMENTS:

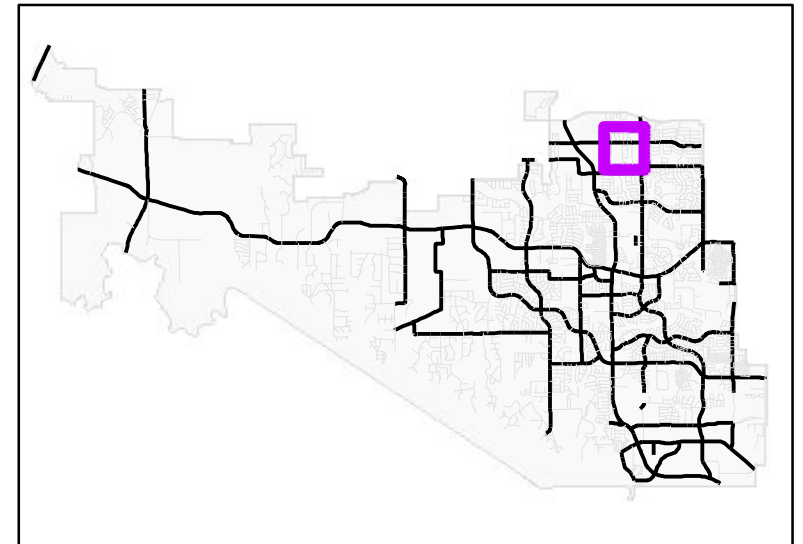
1. Vicinity Map

2. Stop Sign Policy
3. Excerpt of Town's Thoroughfare Plan
4. Eastglen/MHS at Dixon Multi-way Stop Warrant Analysis (2014)
5. Crestside/Crestridge at Dixon Multi-way Stop Warrant Analysis (2014)
6. Windridge/Dixon Park at Dixon Multi-way Stop Warrant Analysis (2014)

RECOMMENDATION: Move to recommend that the multi-way stop condition at Crestside/Crestridge be removed and all others remain in place.

Vicinity Map - Proposed Changes to Dixon Lane Multi-Way Stop Locations

TRC Attachment 1



Vicinity Map

Project Location

Legend

Stop Locations

 Multi-Way Stops

TOWN OF FLOWER MOUND, TEXAS**RESOLUTION NO. 07-14**

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF FLOWER MOUND, TEXAS, CREATING A POLICY FOR GOVERNING THE STANDARDS, GUIDELINES AND CRITERIA FOR THE INSTALLATION OF STOP SIGNS WITHIN THE TOWN OF FLOWER MOUND, REPEALING ALL CONFLICTING POLICIES AND RESOLUTIONS; PROVIDING A SEVERABILITY CLAUSE; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, residents in several neighborhoods in the Town have concerns regarding the installation of stop signs, more specifically the installation or removal of multi-way stop sign locations; and

WHEREAS, the Town desires to establish certain parameters or criteria that may be relied upon by the Town's residents and Town staff to address exceptions to criteria established in the latest edition of the Texas Manual on Uniform Traffic Control Devices (TMUTCD); and

WHEREAS, this resolution will serve as guidance to the Town for decisions regarding installation or removal of multi-way stop signs in residential neighborhoods; and

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

SECTION 1

The Stop Sign Policy (the "Policy") attached hereto as Exhibit A and incorporated herein by reference for all purposes is hereby adopted as the Town's official policy regarding installation of stop signs within the Town of Flower Mound.

SECTION 2

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

SECTION 3

This Resolution shall be effective immediately after its approval.

APPROVED BY THE TOWN COUNCIL OF THE TOWN OF FLOWER MOUND, TEXAS, BY A VOTE OF 5 TO 0, ON THIS THE 2ND DAY OF JUNE, 2014.

STOP SIGN INSTALLATION POLICY

Objective:

The objective of this policy is to establish standards, guidance, criteria, and procedures governing the installation of stop signs.

Standards, guidance and criteria:

Standards, guidance and criteria for installation of stop signs shall be that expressed in the latest Edition of the Texas Manual on Uniform Traffic Control Devices ("TMUTCD"), except as otherwise stated herein.

Special provisions for multi-way stop applications:

The decision to install multi-way stop control should be based on an engineering study, using the standards, guidance, and criteria established in the TMUTCD. Those standards, guidance, and criteria are currently set forth in TMUTCD Section 2B.07 to be the following:

- A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.
- B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.
- C. Minimum volumes:
 - 1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and
 - 2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but

3. If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.
- D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

Option: Other criteria that may be considered in an engineering study include:

- The need to control left-turn conflicts;
- The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
- Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and
- An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.

Exceptions to the above guidance shall be as follows:

For all Thoroughfare streets:

The decision to install multi-way stop control should be made in accordance with the standards, guidance, and criteria established in the TMUTCD guidelines, provided, however, that at least one of the guidance criteria established in the TMUTCD as supporting the installation of a multi-way stop control (currently listed in Section 2B.07) must be met.

For all non-Thoroughfare streets:

The decision to install multi-way stop control should be made in accordance with the standards, guidance, and criteria established in the TMUTCD guidelines, provided, however, that all of the following conditions, at a minimum, must be established in order for a multi-way stop location to be considered:

- Volume thresholds on the affected street shall fall within the recommended volume range (500-2,500 vehicles per day) of the neighborhood traffic management policy (NTMP) for a major street;
- Speed limit of the affected streets shall be 30 mph or less;
- A petition requesting a multi-way stop sign installation has been signed by not less than 75% of the owners and residents of all property immediately adjacent to and within 500 feet of the non-stop street, and filed with the Town Secretary or Town Engineer; and
- The street must be eligible as a major street under the NTMP.

If the TMUTCD standards, guidelines and criteria are not met, as determined by the Town's engineer, and the applicable exception is not met, the request for a multi-way stop shall be denied. If the neighborhood requests an appeal to this decision, a written request for appeal with reasons for the appeal shall be submitted to the Town for a hearing before the Transportation Commission. The neighborhood shall provide a representative to speak on behalf of the neighborhood and prepare a presentation on the reasons for the appeal. Graphics, pictures or presentations are to be provided to the Town in accordance with the Town Secretary's policy. Failure to do so may result in those graphics, photo, or presentations to not be allowed as part of the meeting. The case will be then set on the next available Transportation Commission agenda. The Transportation Commission will provide a recommendation to the Town Manager for his decision.

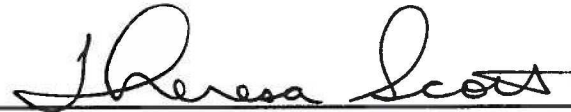
The Town Manager will take the recommendation of staff and the Transportation Commission under advisement. If the Town Manager determines that a location does not meet the requirements of this Policy for a multi-way stop installation, the Manager shall deny the request.

If the neighborhood requests an appeal of the decision of the Town Manager, a written request for appeal with reasons for the appeal shall be submitted to the Town Secretary. The case will be then set on the next available Town Council agenda. Again, graphics, photos and/or presentation material must be submitted in accordance with the Town Secretary's policy. The decision of the Town Council shall be final.

APPROVED:

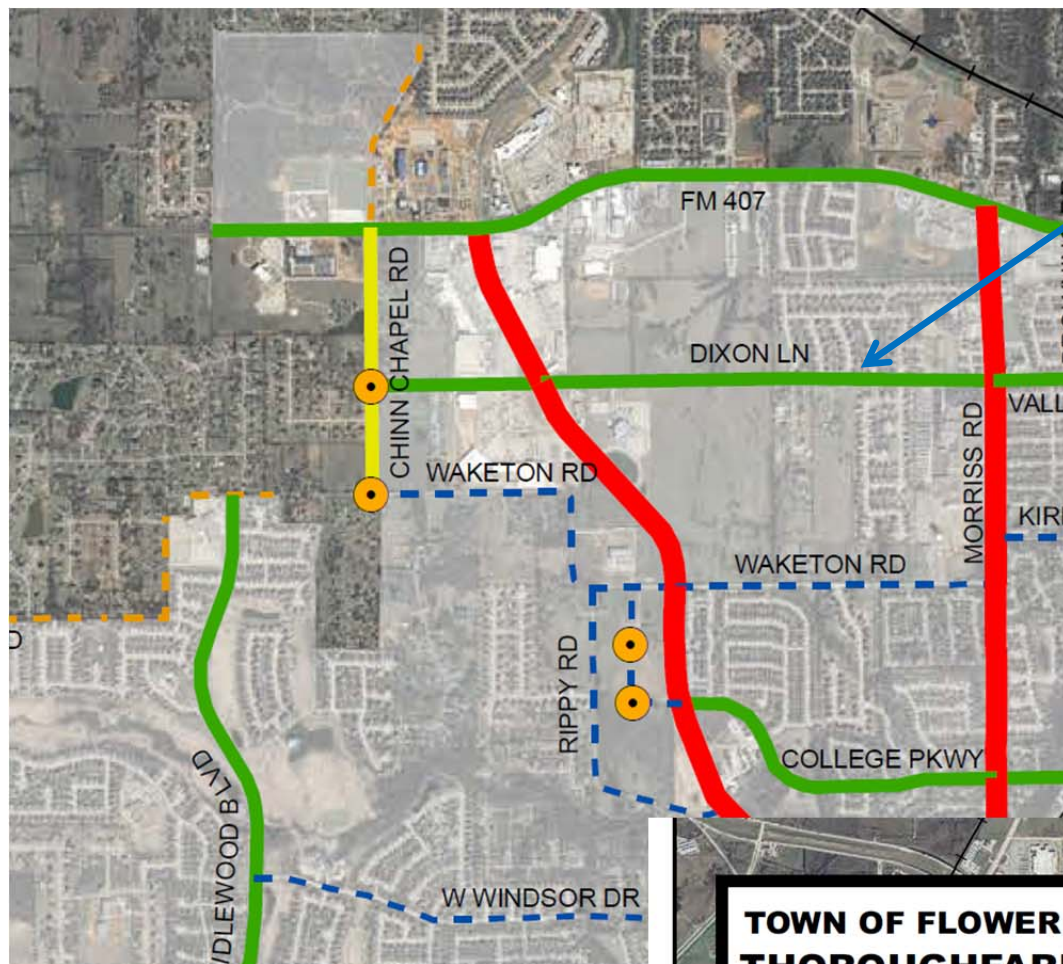

Thomas E. Hayden, MAYOR

ATTEST:


Theresa Scott, TOWN SECRETARY

APPROVED AS TO FORM AND LEGALITY:


Bryn Meredith, TOWN ATTORNEY



Dixon Lane on an excerpt of the Town's Thoroughfare Plan Map

TOWN OF FLOWER MOUND THOROUGHFARE PLAN



0 2,000 4,000 8,000

Scale in Feet

Kimley»Horn

May 4, 2015

Functional Street Classifications

- Roundabout
- Grade Separation
- Diamond Interchange
- Major Arterial
- Greenway Urban Arterial
- Greenway Rural Arterial
- Urban Minor Arterial w/Bike Lane
- Urban Minor Arterial w/On-Street Parking
- Urban Minor Arterial
- Urban Minor Arterial Undivided
- Urban Collector
- Rural Collector
- Service Road



Multiway Stop Summary

Intersection Dixon at Eastglen

85th Percentile Speed <=40

Number of Correctable Accidents 0

Traffic Signal Justified No

Date of Study 3/5/2014

Meets Guidance A - Signal Justified
If yes, provide further documentation

No

Meets Guidance B - Accidents
Must be 5 or more correctable
accidents. Have other measures
been considered?

No

Meets Guidance C - Minimum Volumes

No

Total combined volume for major street
averages at least 300 vehicles per hour
for 8 hours

AND

Total combined volume for minor street
averages at least 200 units per hour
for the **same** 8 hours with an average
delay of 30 seconds per vehicle during
the highest hour

No

Does 85th percentile speed exceed
40 mph?

No

If yes, volumes for major and minor
streets are 70% of above totals
(210 major; 140 minor)

No

Meets Guidance D - Combination
Where no single criterion is satisfied
but, 80% of Guidance B and 80% of
total values of C are met. This does not
include reduction of values base on
speed (Accidents - 4; Major - 240;
Minor - 160)

No

Volumes			Meets Criteria?		
Major	Minor	Time	100%	70%	80%
	32	0 0:00 - 1:00	Neither	Neither	Neither
	17	0 1:00 - 2:00	Neither	Neither	Neither
	3	0 2:00 - 3:00	Neither	Neither	Neither
	2	0 3:00 - 4:00	Neither	Neither	Neither
	4	0 4:00 - 5:00	Neither	Neither	Neither
	13	0 5:00 - 6:00	Neither	Neither	Neither
	26	4 6:00 - 7:00	Neither	Neither	Neither
	93	58 7:00 - 8:00	Neither	Neither	Neither
	225	68 8:00 - 9:00	Neither	Major Only	Neither
	187	81 9:00 - 10:00	Neither	Neither	Neither
	233	51 10:00 - 11:00	Neither	Major Only	Neither
	177	19 11:00 - 12:00	Neither	Neither	Neither
	195	35 12:00 - 13:00	Neither	Neither	Neither
	207	34 13:00 - 14:00	Neither	Neither	Neither
	244	67 14:00 - 15:00	Neither	Major Only	Major Only
	235	45 15:00 - 16:00	Neither	Major Only	Neither
	219	76 16:00 - 17:00	Neither	Major Only	Neither
	234	41 17:00 - 18:00	Neither	Major Only	Neither
	243	21 18:00 - 19:00	Neither	Major Only	Major Only
	245	28 19:00 - 20:00	Neither	Major Only	Major Only
	230	19 20:00 - 21:00	Neither	Major Only	Major Only
	218	9 21:00 - 22:00	Neither	Major Only	Major Only
	169	10 22:00 - 23:00	Neither	Neither	Neither
	74	17 23:00 - 0:00	Neither	Neither	Neither
3525	683	Number of Hours that Meet Criteria for Both Streets	0	0	0

Multiway Stop Summary

Intersection Dixon at Crestside/CrestRidge

85th Percentile Speed <=40

Number of Correctable Accidents 0

Traffic Signal Justified No

Date of Study 2/19/2014

Meets Guidance A - Signal Justified
If yes, provide further documentation

No

Meets Guidance B - Accidents
Must be 5 or more correctable
accidents. Have other measures
been considered?

No

Meets Guidance C - Minimum Volumes

Yes

Total combined volume for major street
averages at least 300 vehicles per hour
for 8 hours

AND

Total combined volume for minor street
averages at least 200 units per hour
for the **same** 8 hours with an average
delay of 30 seconds per vehicle during
the highest hour

Yes

Does 85th percentile speed exceed
40 mph?

No

If yes, volumes for major and minor
streets are 70% of above totals
(210 major; 140 minor)

No

Meets Guidance D - Combination
Where no single criterion is satisfied
but, 80% of Guidance B and 80% of
total values of C are met. This does not
include reduction of values base on
speed (Accidents - 4; Major - 240;
Minor - 160)

No

Volumes			Meets Criteria?		
Major	Minor	Time	100%	70%	80%
35	24	0:00 - 1:00	Neither	Neither	Neither
11	10	1:00 - 2:00	Neither	Neither	Neither
6	2	2:00 - 3:00	Neither	Neither	Neither
2	0	3:00 - 4:00	Neither	Neither	Neither
3	1	4:00 - 5:00	Neither	Neither	Neither
5	6	5:00 - 6:00	Neither	Neither	Neither
22	16	6:00 - 7:00	Neither	Neither	Neither
82	56	7:00 - 8:00	Neither	Neither	Neither
219	178	8:00 - 9:00	Neither	Minor	Minor
267	109	9:00 - 10:00	Neither	Neither	Neither
258	142	10:00 - 11:00	Neither	Minor	Neither
206	110	11:00 - 12:00	Neither	Neither	Neither
220	116	12:00 - 13:00	Neither	Neither	Neither
265	137	13:00 - 14:00	Neither	Neither	Neither
304	157	14:00 - 15:00	Neither	Minor	Neither
284	165	15:00 - 16:00	Neither	Minor	Minor
249	164	16:00 - 17:00	Neither	Minor	Minor
277	185	17:00 - 18:00	Neither	Minor	Minor
265	172	18:00 - 19:00	Neither	Minor	Minor
283	183	19:00 - 20:00	Neither	Minor	Minor
267	166	20:00 - 21:00	Neither	Minor	Minor
244	126	21:00 - 22:00	Neither	Neither	Neither
185	121	22:00 - 23:00	Neither	Neither	Neither
69	45	23:00 - 0:00	Neither	Neither	Neither
4028	2391	Number of Hours that Meet Criteria for Both Streets	0	0	0

Multiway Stop Summary

Intersection Dixon at Windridge/Dixon Park

85th Percentile Speed <=40

Number of Correctable Accidents 0

Traffic Signal Justified No

Date of Study 2/19/2014

Meets Guidance A - Signal Justified
If yes, provide further documentation

No

Meets Guidance B - Accidents
Must be 5 or more correctable
accidents. Have other measures
been considered?

No

Meets Guidance C - Minimum Volumes

No

Total combined volume for major street
averages at least 300 vehicles per hour
for 8 hours

AND

Total combined volume for minor street
averages at least 200 units per hour
for the **same** 8 hours with an average
delay of 30 seconds per vehicle during
the highest hour

No

Does 85th percentile speed exceed
40 mph?

No

If yes, volumes for major and minor
streets are 70% of above totals
(210 major; 140 minor)

No

Meets Guidance D - Combination
Where no single criterion is satisfied
but, 80% of Guidance B and 80% of
total values of C are met. This does not
include reduction of values base on
speed (Accidents - 4; Major - 240;
Minor - 160)

No

Volumes			Meets Criteria?		
Major	Minor	Time	100%	70%	80%
50	6	0:00 - 1:00	Neither	Neither	Neither
17	3	1:00 - 2:00	Neither	Neither	Neither
5	1	2:00 - 3:00	Neither	Neither	Neither
0	0	3:00 - 4:00	Neither	Neither	Neither
3	1	4:00 - 5:00	Neither	Neither	Neither
3	2	5:00 - 6:00	Neither	Neither	Neither
14	5	6:00 - 7:00	Neither	Neither	Neither
87	14	7:00 - 8:00	Neither	Neither	Neither
213	48	8:00 - 9:00	Neither	Major Only	Neither
199	88	9:00 - 10:00	Neither	Neither	Neither
243	48	10:00 - 11:00	Neither	Major Only	Major Only
197	33	11:00 - 12:00	Neither	Neither	Neither
203	41	12:00 - 13:00	Neither	Neither	Neither
272	66	13:00 - 14:00	Neither	Major Only	Neither
293	49	14:00 - 15:00	Neither	Major Only	Major Only
268	39	15:00 - 16:00	Neither	Major Only	Major Only
234	58	16:00 - 17:00	Neither	Major Only	Neither
257	72	17:00 - 18:00	Neither	Major Only	Major Only
276	77	18:00 - 19:00	Neither	Major Only	Major Only
275	73	19:00 - 20:00	Neither	Major Only	Major Only
263	46	20:00 - 21:00	Neither	Major Only	Major Only
247	39	21:00 - 22:00	Neither	Major Only	Major Only
226	27	22:00 - 23:00	Neither	Major Only	Neither
103	12	23:00 - 0:00	Neither	Neither	Neither
3948	848	Number of Hours that Meet Criteria for Both Streets	0	0	0