

AGENDA

TOWN OF FLOWER MOUND TRANSPORTATION COMMISSION MEETING

AUGUST 14, 2018

**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

The purpose of this item is to allow the public an opportunity to address the Transportation Commission on issues that are not the subject on this agenda.

To address the Commission fill out a comment form, available in the Town Hall Council Chambers on the night of the meeting, and turn it in to the Administrative Assistant prior to 6:20 p.m. Speakers are limited to 3 minutes, however this can be adjusted by the Chairman.

D. TRAFFIC ENGINEER REPORT

- Update status report related to operational issues, capital improvement projects, and TxDOT projects
- Morris speed limit
- Annual Boards and Commissions Training/Orientation
- 20th Annual Boards and Commissions Banquet – early October 2018
- 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 A member of the Transportation Commission may request an item(s) be withdrawn from the consent agenda and moved to regular agenda for discussion by making such request prior to a motion and vote on the Consent Agenda.

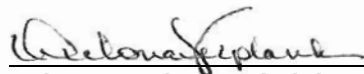
1. Consider approval of minutes from the regular meeting of the Transportation Commission held on April 10, 2018.

F. WORK SESSION ITEMS

2. Discussion regarding the exception process for residential subdivisions where the entire subdivision has not been built out.
3. Information regarding the FM 1171 Retiming Project.

G. ADJOURNMENT

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: August 10, 2018 at 5:00 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: August 14, 2018

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 April 10, 2018.

BACKGROUND INFORMATION: This agenda item is to consider approval of the minutes from the April 10, 2018 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 April 10, 2018 regular meeting of the Transportation Commission.

RECOMMENDATION: Move to approve as presented in the agenda caption.

THE FLOWER MOUND TRANSPORTATION COMMISSION REGULAR MEETING HELD ON THE 10TH DAY OF APRIL, 2018 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 Caput	Commissioner, Place 2
Ron Hogue	Commissioner, Place 3
Donald Gilmore	Commissioner, Place 5
Ed Horne	Commissioner, Place 8
Drew Larson	Commissioner, Place 9

Constituting a quorum with the following members absent:

Robert Gunter	Commissioner, Place 1
Brian Smiley	Commissioner, Place 4

(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
Tiffany Bruce	CIP Engineering Manager
Delona Verplank	Administrative Assistant

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

B. PLEDGE OF ALLEGIANCE

C. PUBLIC PARTICIPATION

Paul Maslanka, 4900 River Bend Ct, Flower Mound, TX

Mr. Maslanka spoke to the Commission regarding the continued dangers and hazards at the intersection of Skillern Road and River Hill Road at the entrance to Post Oak Park. He reminded the Commission that, on multiple occasions, he has addressed his concerns about this area with them; and asked the Commission to give their full support to Matt Hotelling as the Town works toward making improvements at this location.

D. TRAFFIC ENGINEER REPORT

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

E. CONSENT ITEMS

1. Consider approval of minutes from the regular meeting of the Transportation Commission held on March 13, 2018.

Vice Chair Reed made a motion to approve the March 13, 2018 minutes as presented. Commissioner Horne seconded the motion.

VOTE ON THE MOTION*Motion passed*

AYES: Caput, Horne, Reed, Larson, Hogue, Gilmore

NAYS: None

ABSTAIN: None

ABSENT: Gunter, Smiley

F. REGULAR ITEMS

2. Consider a recommendation regarding a Thoroughfare Plan Amendment for Morriss Road from Flower Mound Road (FM 3040) to Justin Road (FM 407) to the Town Council.

Presenter

Matt Hotelling, Traffic Engineer

Public Participation –

Bjorn Vandug, 2016 Barton Creek Land, Flower Mound – In favor of the Urban Minor Arterial-Divided designation for Morriss Road.

Mary Strickland, 3204 Springwood Road, Flower Mound – In favor of the Urban Minor Arterial-Divided designation for Morriss Road.

Jim Engel, 6110 Bayberry Street, Flower Mound – In favor of the Urban Minor Arterial-Divided designation for Morriss Road.

Commission Deliberation

Chairman Walker made a motion to recommend that Morriss Road from Flower Mound Road (FM 3040) to Justin Road (FM 407) be changed to an Urban Minor Arterial-Divided on the Thoroughfare Plan to the Town Council. Commissioner Horne seconded the motion.

VOTE ON THE MOTION*Motion passed*

AYES: Caput, Horne, Hogue, Gilmore

NAYS: Reed, Larson

ABSTAIN: None

ABSENT: Gunter, Smiley

3. Consider a recommendation regarding roadway improvement options for Morriss Road Improvement Project, primarily between Flower Mound Road (FM 3040) to Cross Timbers Road (FM 1171), to the Town Council.

Presenter

Matt Hotelling, Traffic Engineer

Public Participation –

Bjorn Vandug, 2016 Barton Creek Land, Flower Mound – In favor of the following improvements: Garden Intersection, Garden at Firewheel - 3-Way Stop, Extended School Zones, Extend SB Left Turn Lane at Forest Vista, Warning Signs at Curves, Dynamic Speed Limit Signs, North of 1171 - Eaton Crosswalk, and North of 1171 - Valley Ridge Intersection.

Mary Strickland, 3204 Springwood Road, Flower Mound – In favor of the following improvements: Garden Intersection, Garden at Firewheel - 3-Way Stop, Extended School Zones, Extend SB Left Turn Lane at Forest Vista, Warning Signs at Curves, Dynamic Speed Limit Signs, North of 1171 - Eaton Crosswalk, and North of 1171 - Valley Ridge Intersection.

Jim Engel, 6110 Bayberry Street, Flower Mound – In favor of the following improvements: Garden Intersection, Garden at Firewheel - 3-Way Stop and Warning Signs at Curves.

Tony Lawrence, 1121 Coker Drive, Flower Mound – Suggested the possibility of a roundabout at the Garden Intersection being a proposed option for the Morriss Road Improvement Project and the need for better drainage for the subterranean pedestrian walkway.

Commission Deliberation

Commissioner Larson made a motion to recommend a proposed list of options be added to the base project of the Morriss Road Improvement Project to the Town Council. Vice Chair Reed seconded the motion. The proposed list is as follows:

Priority #1 (in random order):

- Fuqua and FMS Right Turn Lane
- FM 3040 Intersection Improvements
- Garden Intersection
- Garden at Firewheel - 3-Way Stop
- Extended School Zones

Priority #2:

- North of 1171 - Valley Ridge Intersection

Priority #3 (in random order):

- Extend Southbound Left Turn Lane at Forest Vista
- Extend Southbound Left Turn Lane at Garden

Priority #4 (in random order):

- North of 1171 - Kirkpatrick Crosswalk
- North of 1171 - Eaton Crosswalk

Postpone:

- Dynamic Speed Limit Signs

Defer until more information is available:

- Exclusive Westbound Right Turn Lane at Forest Vista and Morriss

VOTE ON THE MOTION*Motion passed***AYES:** Gilmore, Hogue, Larson, Reed, Horne, Caput**NAYS:** None**ABSTAIN:** None**ABSENT:** Gunter, Smiley

4. Consider a recommendation to staff for a proposed list of Proposed Sidewalk Links locations for inclusion in the FY2018-2019 Sidewalk Links Construction Project, through the Annual Budget process.

Presenter

Matt Hotelling, Traffic Engineer

Commission Deliberation

Commissioner Gilmore made a motion to recommend to staff a proposed list of Proposed Sidewalk Links locations for inclusion in the FY2018-2019 Sidewalk Links Construction Project, through the Annual Budget process. Commissioner Caput seconded the motion. The proposed list is as follows:

- **FM407** (South side – from east of Morriss Road to Browning Drive)

VOTE ON THE MOTION*Motion passed***AYES:** Caput, Horne, Reed, Larson, Hogue, Gilmore**NAYS:** None**ABSTAIN:** None**ABSENT:** Gunter, Smiley

5. Consider a recommendation on a revision to the current FY2017-2018 Streetlight Installation project location list and to provide a list of proposed streetlight locations for installation through a FY2018-2019 Streetlight Installation Project to be added through the Annual Budget process to the Town Council.

Presenter

Tiffany Bruce, CIP Engineering Manager

Commission Deliberation

Vice Chair Reed made a motion to recommend the following revision: substitute Big Canyon Drive/Morriss Road location for the current Aberdeen Drive/Spinks Road duplicate location, to the current FY2017-2018 Streetlight Installation project location list and to recommend a proposed list of streetlight locations, FY2018-2019 Proposed List of Streetlight Locations, for installation through a FY2018-2019 Streetlight Installation Project to be added through the Annual Budget process to the Town Council. Commissioner Horne seconded the motion. The proposed list is as follows:

- Morriss Road at Lexington Avenue
- Morriss Road at Lake Bluff Drive
- Morriss Road at Ponderosa Pine Drive
- Morriss Road at Cortadera Street
- Morriss Road at Homestead Street
- Morriss Road at Kirkpatrick Lane
- Morriss Road at Waterford Drive

VOTE ON THE MOTION

Motion passed

AYES: Gilmore, Hogue, Larson, Reed, Horne, Caput

NAYS: None

ABSTAIN: None

ABSENT: Gunter, Smiley

G. ADJOURNMENT – 11:46 P.M.

TOWN OF FLOWER MOUND
TRANSPORTATION COMMISSION

Chris Reed, Vice Chairman

ATTEST:

Delona Verplank, Administrative Assistant



TRANSPORTATION COMMISSION AGENDA ITEM NO. 2

WORK SESSION ITEM

DATE: August 14, 2018

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

ITEM: **Discussion regarding the exception process for residential subdivisions where the entire subdivision has not been built out.**

BACKGROUND INFORMATION: 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 1/4 mile of a school property or 1/4 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 1. 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.

Recently, the Town has received a request for a reduction in speed limit to 25 mph for a residential neighborhood. The difference with this request is that good portion of the subdivision does not have homes built on a large percentage of the lots that are outside of the 1/4 mile boundary of the school. Therefore, it would make it impossible to contact the homeowners to get their support for the speed limit reduction. The location in question is near Argyle Middle School in the Canyon Falls area of town. Since there are other neighborhoods within Canyon Falls and potential is there for new developments as they come in, this work session is to obtain feedback from the Transportation Commission on how they would like staff to handle these requests. From the staff perspective, we want to continue the practice of changing speed limits subdivision instead of individual streets or partially within a full subdivision. The location in question is shown in Attachment 2. The buffer that is shown is the 1/4 mile boundary around the school property. The bold streets are the surrounding Thoroughfare streets that encompass this subdivision.

ATTACHMENTS:

1. Resolution 12-10
2. Vicinity Map of Canyon Falls Neighborhood in Question

RECOMMENDATION: No action is required. This item is to solicit feedback from the Transportation Commission regarding this item.

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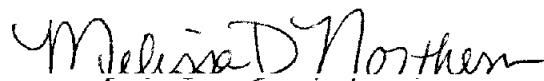
for Implementing Reduced Residential Speed Limits (the "Policy"), which Policy is attached hereto as Exhibit A and incorporated herein by reference for all purposes allowed by law, is hereby adopted as the Town's official statement regarding the eligibility criteria for consideration and the process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

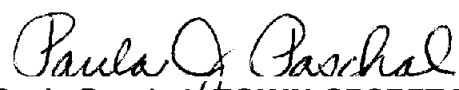
This Resolution shall take effect immediately from and after its adoption and is accordingly so resolved.

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 BRIDGES
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.

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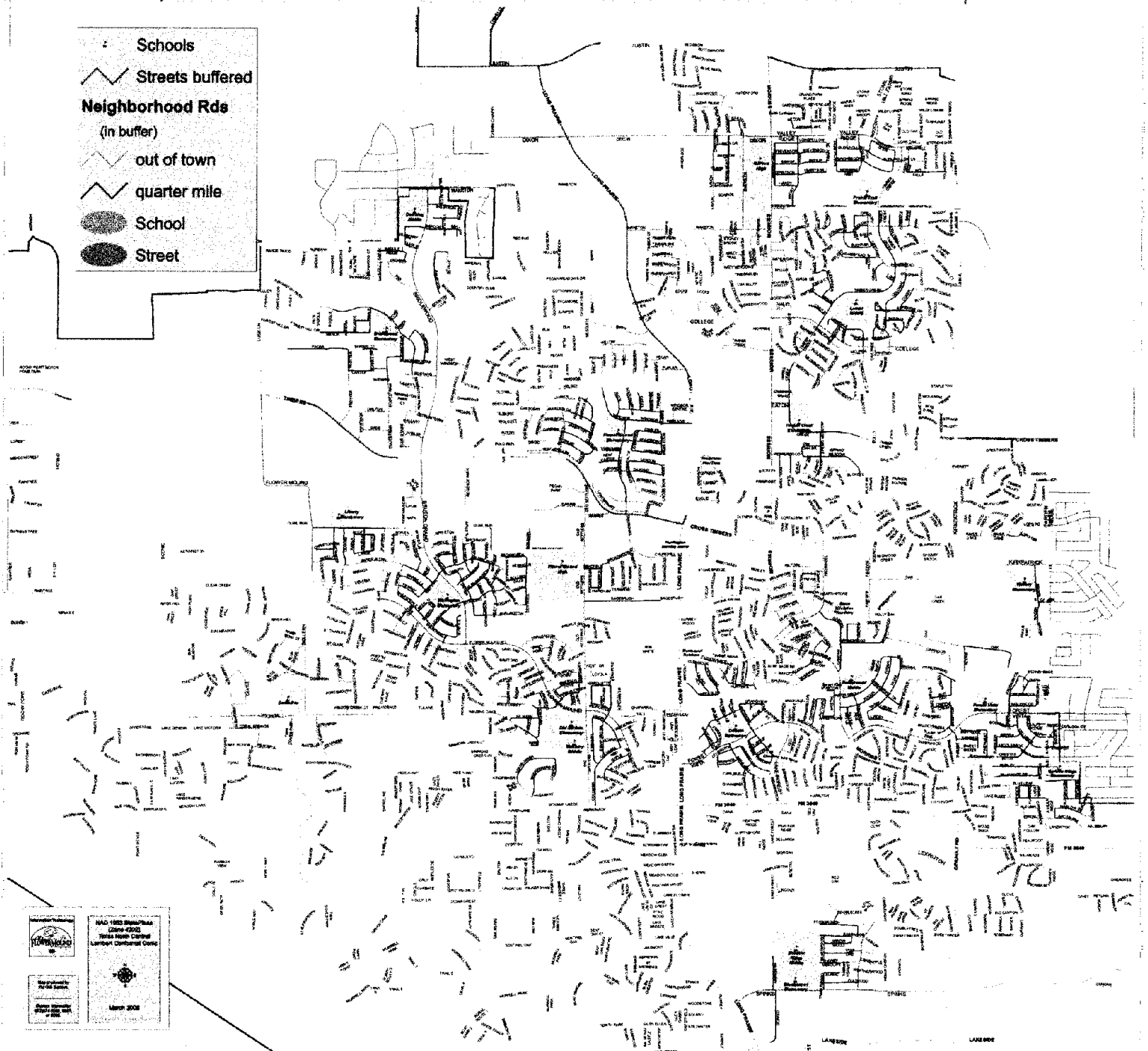
Process

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.

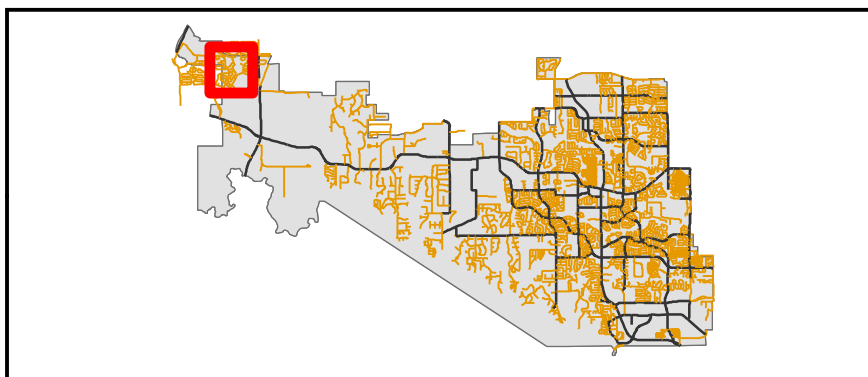
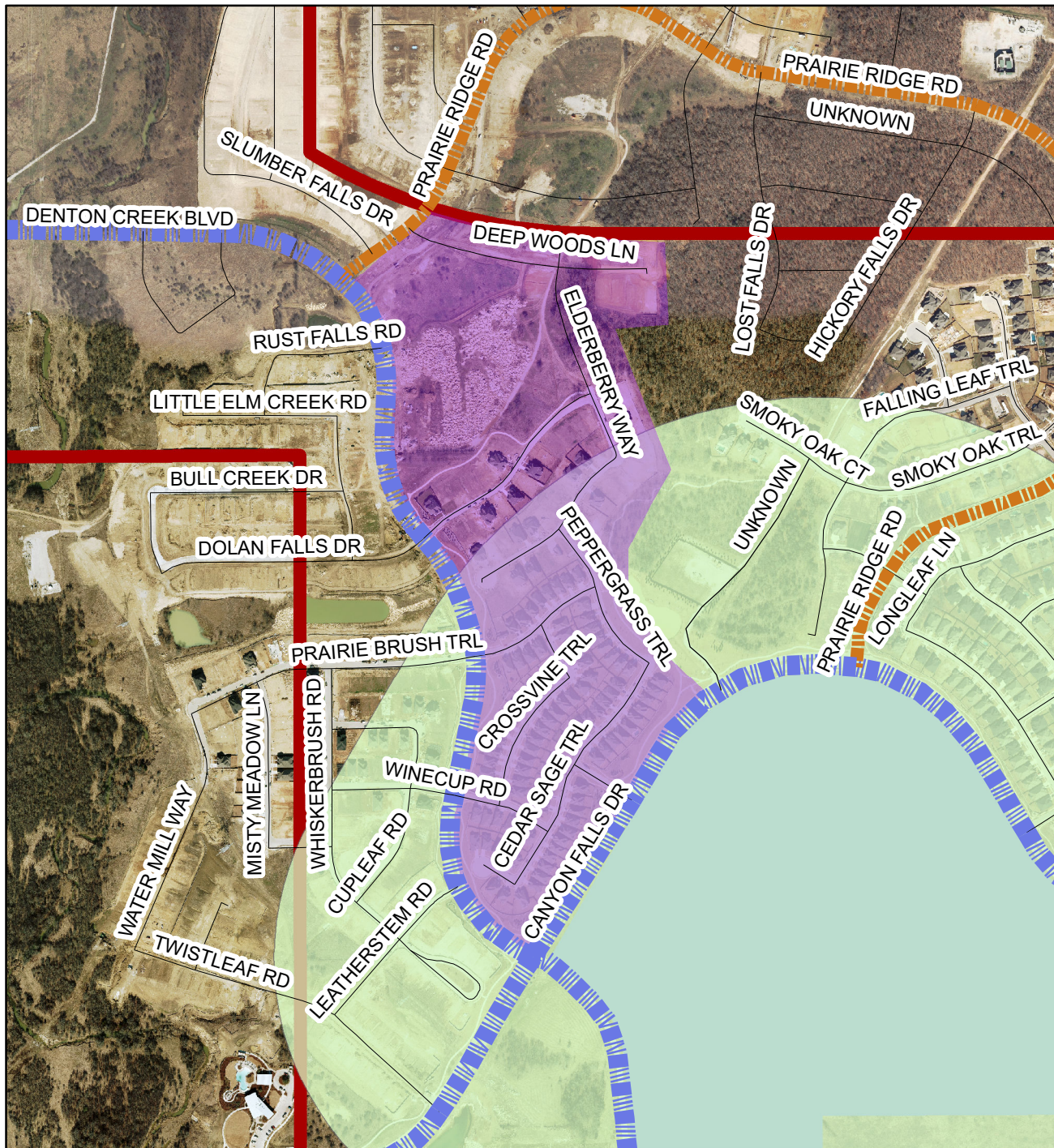
1. Neighborhood contacts staff to request 25 mph speed limits
2. Staff establishes a point of contact for the request and project
3. Staff reviews the request and determines eligibility or directs request through exception process upon request
4. Staff reviews funding eligibility
 - a. If funding available, 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
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25 mph residential speed limit eligibility coverage



OWN OF HOWARD COUNTY
TOWN SECRETARY'S OFFICE
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Legend

- Canyon Falls Neighborhood
- School Buffer 1/4 mile
- School Properties
- Town Limits



TRANSPORTATION COMMISSION AGENDA ITEM NO. 3

WORK SESSION ITEM

DATE: August 14, 2018
FROM: Matthew J. Hotelling, P.E., PTOE, Traffic Engineer
ITEM: Information regarding the FM 1171 Retiming Project.

BACKGROUND INFORMATION: As the Transportation Commission is aware of, the Town of Flower Mound along with the City of Lewisville made an application to the North Central Texas Council of Governments (NCTCOG) to retime the FM 1171 Corridor from IH 35E to Flower Mound Road/Lusk (21 total intersection). The communities were awarded this project and since all of the traffic signals were located on FM 1171, the local funding match was paid for by the Texas Department of Transportation (TxDOT) and did not cost the Town funding other than staff time. The project did have a few delays in its implementation with the most major delay being traffic counts discrepancies and having to wait for the summer to pass to obtain new counts.

As with any major retiming project, before and after travel time runs were conducted to determine the effectiveness between the two timing plans. These were done for the AM, Midday, PM and Saturday time periods. These will be discussed further at the meeting.

Various data points are collected as part of the retiming project besides just turning movement counts. Those data points include pedestrian activity, intersection geometry, existing timing plans, communications, and intersection hardware. These all are important factors in retiming a system. From this analysis, FM 2499 at FM 1171 was the controlling (master intersection) for the western zone. Whereas, FM 1171 at IH 35E Frontage Roads were the master intersection for the eastern zone. Using this data, traffic models were developed to model the existing condition prior to retiming of the project. Using this initial model, Level of Service (LOS) calculations were calculated for each time period as well as delay for each approach and intersection. This will be discussed further at the meeting.

At the end of any major retiming project, field runs are done to tweak the system under real world conditions. Models will get the system close but there is always items that can be and need to be done in the real world environment. Typically, the item that is changed the most during the implementation phase is to change was is called offsets in the system. Offsets is the time difference in relation to the master intersection that a traffic signal will turn to green. In other words, the amount of time it takes to get from one location to another is the offset in the signal timing between the two signals. Offsets have to be balanced for both directions. Therefore one may realize that may be getting to a traffic signal "too soon" but this is likely because there is progression from the other direction that is being accommodated on the back end of the traffic signal cycle to minimize overall delay in the system. Once the implementation is complete, the consultant have recommendations and conclusions and these will be discussed further at the meeting.

RECOMMENDATION: No action is required. This item is to give information to Transportation Commission regarding this item.