

AGENDA

TOWN OF FLOWER MOUND TRANSPORTATION COMMISSION MEETING

FEBRUARY 12, 2019

**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
- 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 A member of the Transportation Commission may request an item(s) be withdrawn from the consent agenda and moved to regular agenda for discussion by making such request prior to a motion and vote on the Consent Agenda.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 January 8, 2019.

F. REGULAR ITEMS

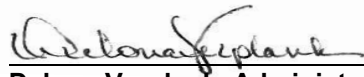
2. Exception request for the Wellington of Flower Mound Phase 8 and a portion of the Wellington of Flower Mound Phase 9 Subdivisions to allow for a permanent speed limit change to 25 mph for areas outside of the ¼ mile boundary of a school or major construction.

G. WORK SESSION ITEMS

3. Presentation and Discussion by Representatives from the North Central Texas Council of Governments in regards to Regional Activities associated with Automated Vehicles.
4. Presentation and Discussion by Representatives from Cubic/Trafficware in regards to Adaptive Signal Control and SyncroGreen.

H. 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: February 8, 2019 at 2:15 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: February 12, 2019

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

ITEM: Consider approval of the minutes from the regular meeting of the Transportation Commission held on January 8, 2019.

BACKGROUND INFORMATION: This agenda item is to consider approval of the minutes from the January 8, 2019 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 January 8, 2019 regular meeting of the Transportation Commission.

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

STHE FLOWER MOUND TRANSPORTATION COMMISSION REGULAR MEETING HELD ON THE 8TH DAY OF JANUARY, 2019 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
Donald Gilmore	Vice Chair
Drew Larson	Commissioner, Place 1
Ron Hogue	Commissioner, Place 3
Chris Reed	Commissioner, Place 6
Adam Schiestel	Commissioner, Place 8
Justin Thomason	Commissioner, Place 9

Constituting a quorum with the following members absent:

Robert Caput	Commissioner, Place 2
Ed Horne	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
Delona Verplank	Administrative Assistant
Sergeant Steve Strickland	Police Services
JP Walton	Assistant to the Town Manager

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
- Future Transportation Commission meeting dates

E. CONSENT ITEMS

1. Consider approval of minutes from the regular meeting of the Transportation Commission held on December 11, 2018.

Commissioner Reed made a motion to approve consent item 1 as presented in the agenda caption. Commissioner Hogue seconded the motion. The item, as approved by consent, is restated above.

VOTE ON THE MOTION*Motion passed*

AYES: Larson, Schiestel, Hogue, Gilmore, Reed, Thomason

NAYS: None

ABSTAIN: None

ABSENT: Caput, Horne

F. REGULER ITEMS

2. Consider a recommendation to staff regarding a no left turn restriction at the intersection of Woodhill Drive and McKamy Creek Road.

Staff Presenter

Matt Hotelling, Traffic Engineer

Spoke In Favor

Grant Turner, 2005 Tophill Drive, Flower Mound
 Jeff Martin, 3109 Woodhollow Drive, Flower Mound
 Natalie Rodgers, 1801 Woodland Boulevard, Flower Mound
 Emmitt Barina, 1901 Woodhill Drive, Flower Mound
 Mark Seidenberger, 2909 Tophill Lane, Flower Mound
 Lona Goldsworthy, 2001 Woodland Boulevard, Flower Mound
 James Tullos, 2904 Bluffview Lane, Flower Mound
 Kim Dockery, 2808 Heather Wood Drive, Flower Mound
 Rob Walker, 3102 Woodhollow Drive, Flower Mound
 Thomas Harvey, 2001 Woodhill Drive, Flower Mound
 Natasha Baker, 2920 Woodpark Drive, Flower Mound
 Jason Overstreet, 1808 Meadow Brook Lane, Flower Mound
 Scott Cote, 2821 Meadow Green Drive, Flower Mound
 Kelly Garcia, 2029 Woodland Boulevard, Flower Mound

Spoke In Opposition

Mark Roberson, 3609 Havenlake Drive, Flower Mound
 Richard Proctor, 2704 Wisdom Creek Drive, Flower Mound

In Favor But Did Not Wish To Speak

Glenda Barina, 1901 Woodhill Drive, Flower Mound
Bruce Inskeep, 1913 Woodhill Drive, Flower Mound
Michael Clark, 1821 Woodland Boulevard, Flower Mound
Stefanie Inskeep, 1913 Woodhill Drive
Jennifer Greenwood, 2013 Woodhill Drive, Flower Mound
Bruce Webb, 3122 Woodhollow Drive, Flower Mound

Commission Deliberation

Commissioner Larson made a motion to recommend to staff to keep the turn restriction in place and consider options for this intersection at a later date. Commissioner Hogue seconded the motion.

VOTE ON THE MOTION

Motion passed

AYES: Thomason, Reed, Gilmore, Hogue, Schiestel, Larson

NAYS: None

ABSTAIN: None

ABSENT: Caput, Horne

G. WORK SESSION ITEMS

3. Follow up discussion regarding Transportation Commission Vision Statement.

Presenter

Drew Larson, Transportation Commissioner – Place 1

4. Presentation and discussion related to list of potential Transportation Commission work topics for 2019.

Staff Presenter

Matt Hotelling, Traffic Engineer

H. ADJOURNMENT – 10:34 P.M.

TOWN OF FLOWER MOUND
TRANSPORTATION COMMISSION

Donald Gilmore, Vice Chairman

ATTEST:

Delona Verplank, Administrative Assistant



TRANSPORTATION COMMISSION AGENDA ITEM NO. 2

REGULAR ITEM

DATE: February 12, 2019

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

ITEM: **Exception request for the Wellington of Flower Mound Phase 8 and a portion of the Wellington of Flower Mound Phase 9 Subdivisions 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 the Appleton/Sutters Way portion of Wellington subdivision 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 streets affected by this request.

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. This has been verified with the Police Department as acceptable to them and they have confirmed that they are able to enforce the speed limit. A portion of this subdivision was done under the old practice of converting individual street by street. Therefore, the southern boundary of this section of Wellington, Sterling Parkway, has already been converted to 25 mph with supplemental speed limit signs due to its length.

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. In general, the 85th percentile speed over the week long study within the subject area ranged between 25 and 27 mph. Side streets and cul-de-sacs were not studied. These locations are very likely to have much lower 85th percentile speeds.

Staff has determined the road characteristics, shoulder condition, grade, alignment and sight distance for the streets within the Wellington subdivision. All of the streets within the Wellington portion are typical residential concrete streets and are generally straight. There are a number of 90 degree turns where two internal streets intersect. None of the streets have a shoulder, and generally have good sight distance. None of the entries into the subdivision are controlled by an all way stop. All other intersections are controlled with either one or two way stop control.

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 16 mph – 25 mph (51%) along Sutters Way and Westminster Trail. Side streets and cul-de-sacs were not studied. These locations are very likely to have much lower pace speed.

The roadside development for the Wellington subdivision in the subject area is completely residential.

The parking practices and pedestrian activity for this area are primarily related to the residential homes, and the school in the area. Pedestrian activity is primarily related to residents walking within the neighborhood and children walking to school. For all streets within the Wellington subdivision, residents park along the curb line on both sides of the street.

Research of reported crash experience for the past 12 months for the entire subdivision reveals that 1 reported accidents had occurred at the entrance to this section of the subdivision at Falstaff and Quail Run.

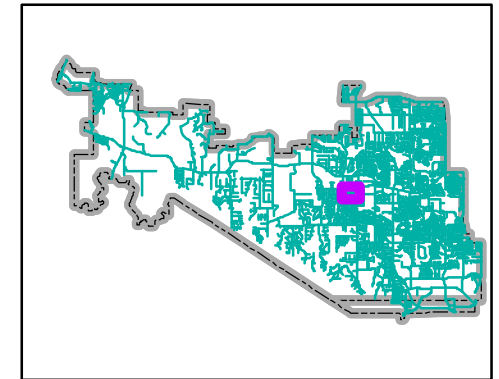
NEIGHBORHOOD SUPPORT: At previous Transportation Commission meetings, the neighborhood support has always been a question of the Commission. As such the Town has instituted a policy of receiving a 2/3 majority support for all exception cases prior to coming to the Transportation Commission for action. The Wellington of Flower Mound Phase 8 and a portion of the Wellington of Flower Mound Phase 9 Subdivisions have fallen just short of that requirement for the portion of Wellington Phase 9 with just over 58% of the neighborhood in support of the change. After receiving the survey back, it was realized that a portion of Wellington Phase 8 was not asked to be surveyed. However, since the engineering study indicates that a speed limit of 25 mph is appropriate, those portions of the subdivision were included in this request. The Wellington Homeowners Association has been made aware of this request.

ATTACHMENTS:

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

RECOMMENDATION: Move to recommend approval of the exception request for the Wellington of Flower Mound Phase 8 and a portion of the Wellington of Flower Mound Phase 9 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.

Vicinity Map - Portion of Wellington Subdivision Speed Limit Reducation Request



Vicinity Map

Project Location(s)

Legend

WellingtonSpeedReductionFeb19

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

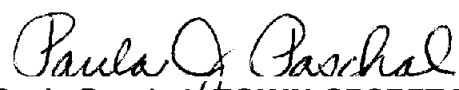
This Resolution shall take effect immediately from and after its adoption and is accordingly so resolved.

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

APPROVED:


Melissa D. Northern, MAYOR

ATTEST:


Paula Paschal, TOWN SECRETARY

APPROVED AS TO FORM AND LEGALITY:


Terrence S. Welch, TOWN ATTORNEY

TOWN OF NEW BRUNSWICK
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
TOWN SECRETARY'S OFFICE
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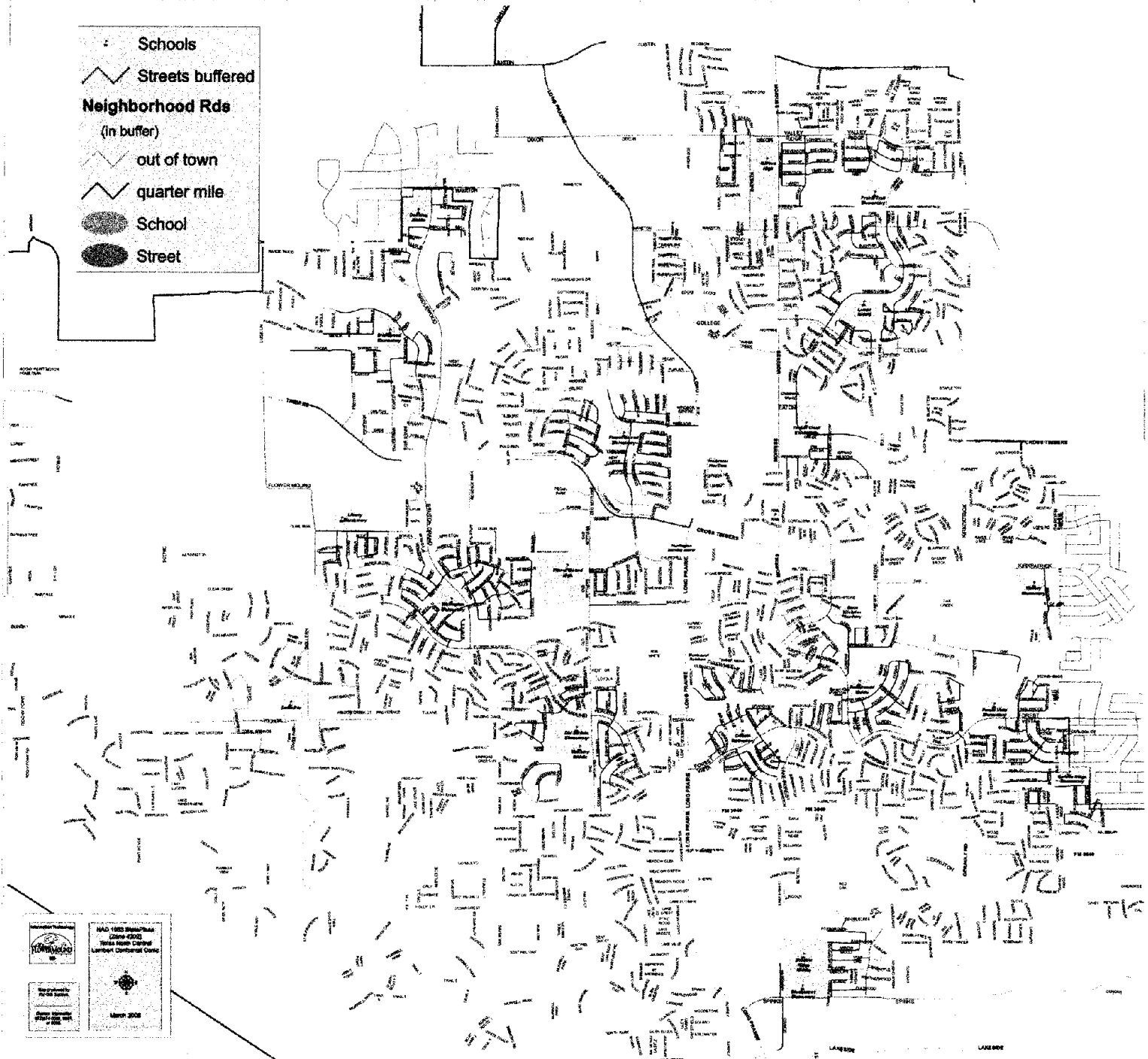
Process

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



TOWN OF HOWARD, ILLINOIS
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City	Flower Mound
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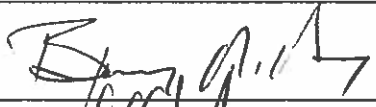
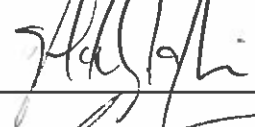
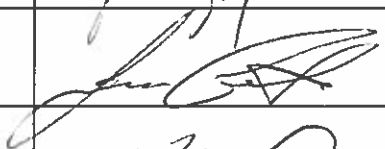
Neighborhood	Wellington
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Streets Affected	Street Name	# of Homes
	Appleton Lane	37
	Tanyard Court	21
	Birchmont Drive	17
	Sutters Way	19
	Newcomer Lane	12

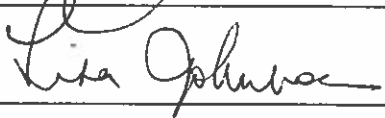
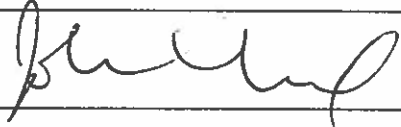
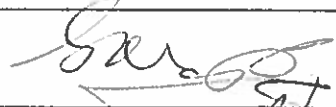
Survey Question

Are you in favor of lowering the Speed Limit to 25 MPH in our neighborhood

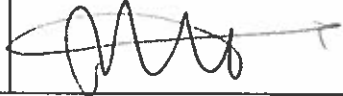
Please Print Your Name and Sign Below if you are in favor

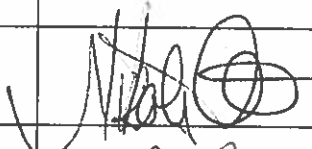
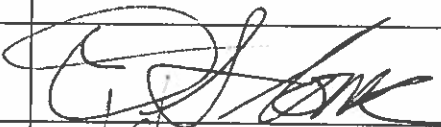
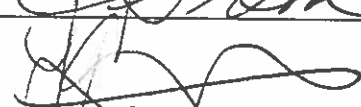
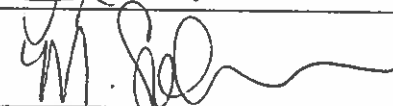
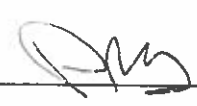
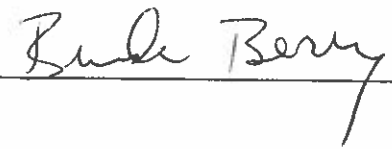
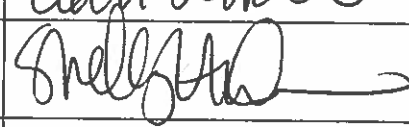
Address	Resident Name	Resident Signature
4112 Appleton Lane		
4108 Appleton Lane		
4104 Appleton Lane	Chris Gardner	
4100 Appleton Lane		
4024 Appleton Lane		
4020 Appleton Lane	Barry Haug	
4016 Appleton Lane	TADD TOBKIN	
4012 Appleton Lane	Joe Choic	
4008 Appleton Lane	DAE CHO	
4004 Appleton Lane	Chalyse Hall	Chalyse Hall
4000 Appleton Lane	Elie Tabbah	

3825 Appleton Lane	Holly Yane	Holly Yane
3821 Appleton Lane	Bel M	Brandon Macneus
3817 Appleton Lane	A Hoane	APPA RAD HOARE
3813 Appleton Lane	Sony	Naranyon S. W. W. W. W.
3809 Appleton Lane	Shannon Mackos	Shannon Mackos
3805 Appleton Lane		
3801 Appleton Lane		
3616 Tanyard Court	TONY SCHLAPP	Young J. W.
3612 Tanyard Court		Frank M.
3608 Tanyard Court		
3604 Tanyard Court		
3600 Tanyard Court	John A. M. S.	Ayha Molina
3512 Tanyard Court		
3508 Tanyard Court		
3504 Tanyard Court	Jacqueline LeClas	Jacqueline LeClas
3500 Tanyard Court		
3412 Tanyard Court	Brian Daniels	B. D.
3408 Tanyard Court		

3920 Appleton Lane	PAUL MADDAC	
3916 Appleton Lane	Lisa Johnson	
3912 Appleton Lane	Torah Rasoi	
3908 Appleton Lane	Eugene Royak	
3904 Appleton Lane	Rolando Surra	
3900 Appleton Lane		
3828 Appleton Lane	John Hildebrand	
3824 Appleton Lane		
3820 Appleton Lane	Kent H	
3816 Appleton Lane	Seshu Rayu	
3812 Appleton Lane	Robert Dressell	
3808 Appleton Lane		
3804 Appleton Lane		
3800 Appleton Lane	Ernie Padayhag	
3909 Appleton Lane	Jessica Henne	
3905 Appleton Lane		
3901 Appleton Lane		
3833 Appleton Lane		
3829 Appleton Lane		

3404 Tanyard Court		
3517 Tanyard Court	VARA PRASAD TACARI	T.N. Vara Prasad
3513 Tanyard Court	Mandy Swirczynski	msw
3509 Tanyard Court		
3505 Tanyard Court	ARVIND KUMAR	Arvind
3501 Tanyard Court		
3413 Tanyard Court	Christine Barnes	Ch. M. Barnes
3409 Tanyard Court		
3405 Tanyard Court		
3824 Birchmont Drive	J. Liu	Liangzhong Zhou
3826 Birchmont Drive		
3827 Birchmont Drive		
3828 Birchmont Drive	Jennifer Gross	Jennifer Gross
3829 Birchmont Drive	Melissa Kiser	Melissa Kiser
3830 Birchmont Drive		
3831 Birchmont Drive		
3832 Birchmont Drive		
3833 Birchmont Drive	Amy Armstrong	Amy Armstrong
3820 Birchmont Drive	TONY JANG	Dr. Jang

3800 Birchmont Drive		
3804 Birchmont Drive		
3808 Birchmont Drive		
3812 Birchmont Drive		
3816 Birchmont Drive		
3820 Birchmont Drive	<i>myth young jang</i>	

3844 Birchmont Drive	BRONSON SORHAN	
3834 Birchmont Drive		
3835 Birchmont Drive		
3836 Birchmont Drive	Nikole Ackman	
3837 Birchmont Drive	Deepti Dontham	D. Deysi
3838 Birchmont Drive		
3839 Birchmont Drive		
3840 Birchmont Drive	Kayn Riekstins	
3841 Birchmont Drive		
3520 Sutters Way	Thomas Connor	
3516 Sutters Way	James Twalen	
3514 Sutters Way	Marisa Solomon	
3510 Sutters Way		
3506 Sutters Way		
3617 Sutters Way	Narendra Paruchuri	
3613 Sutters Way	Brenda Berry	
3609 Sutters Way		
3605 Sutters Way	Clair Rivera	
3601 Sutters Way	Shelly Hamilton	
3533 Sutters Way		

3529 Sutters Way	Holly Komenda	H Komenda
3525 Sutters Way	Daniel Shidenly	Shidenly
3521 Sutters Way	Linda Heredia	Heredia
3517 Sutters Way	Shaila Joshi	Shaila
3513 Sutters Way	Mamie M	Mamie
3509 Sutters Way		
3505 Sutters Way	Charles Franke	Franke
3501 Sutters Way	BRIAN CARR	Carr
3501 Newcomer Lane	Joe Russo	Russo
3505 Newcomer Lane		
3509 Newcomer Lane	Lena Galit	Galit
3513 Newcomer Lane		
3517 Newcomer Lane		
3500 Newcomer Lane	Sam Slater	Slater
3504 Newcomer Lane		
3508 Newcomer Lane		
3512 Newcomer Lane	Betty Finley	BETTY FINLEY
3516 Newcomer Lane	Brooke Adams Eliot Adams	KAD

3520 Newcomer Lane	Shelly Sanchez	Shelly Sanchez
3524 Newcomer Lane		



TRANSPORTATION COMMISSION AGENDA ITEM NO. 3

WORK SESSION ITEM

DATE: February 12, 2019

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

ITEM: **Presentation and Discussion by Representatives from the North Central Texas Council of Governments in regards to Regional Activities associated with Automated Vehicles.**

BACKGROUND INFORMATION: Each year the Transportation Commission discusses potential work topics for the upcoming calendar year in January. This past January, the Transportation Commission request more information on what the region is doing in regards to Automated and Connected Vehicles. This work session will cover the need for better mobility in the region as congestion levels are only expected to continue to increase. This work session will also cover what are automated vehicles and the varying levels of automation and how those vehicle will impact everything from roadway safety to ultimately how land use is administered. Some discussion on expectations on timelines for these innovations to come to fruition. Finally discussion will be held on what does this mean for Flower Mound and Flower Mound's vision going forward.

Attachments:

NA

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



TRANSPORTATION COMMISSION AGENDA ITEM NO. 4

WORK SESSION ITEM

DATE: February 12, 2019

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

ITEM: **Presentation and Discussion by Representatives from Cubic/Trafficware in regards to Adaptive Signal Control and SyncroGreen.**

BACKGROUND INFORMATION: Each year the Transportation Commission discusses potential work topics for the upcoming calendar year in January. This past January, the Transportation Commission request more information regarding Adaptive Signal Control and what it could provide to Flower Mound. This work session will cover what adaptive signal control is and what it is not. As with the previous work session, the need for better mobility in the region will continue to grow as the congestion levels are only expected to continue to increase. This work session will also cover what SyncroGreen which is Cubic/Trafficware's adaptive signal control software. The Town currently has Trafficware Controllers running our traffic signals across town. Discussion will be held on where SyncroGreen has been deployed around the state and information from those deployments. Finally discussion will be held on what does this mean for Flower Mound and Flower Mound's vision going forward.

Attachments:

NA

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