

AGENDA

TOWN OF FLOWER MOUND TRANSPORTATION COMMISSION MEETING

FEBRUARY 11, 2020

**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 COMMENT

To speak to the Commission during public comment, please fill out a comment form.

- Speakers are limited to 3 minutes, however this can be adjusted by the Chair
- Please state your name and address when speaking

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

D. TRAFFIC ENGINEER REPORT

- Update status report related to operational issues, capital improvement projects, and TxDOT projects
- Future Transportation Commission meeting dates
 - May meeting date (TBD)
- Future agenda items

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 A member of the Transportation Commission may request an item(s) be withdrawn from the consent agenda and moved to regular agenda for discussion by making such request prior to a motion and vote on the Consent Agenda.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 14, 2020.

F. REGULAR ITEMS

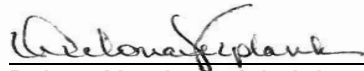
2. Exception request for Windridge Lane north of Dixon Lane to Russwood Drive to allow for a permanent speed limit change to 25 mph for areas outside of the ¼ mile boundary of a school or major construction project.

G. WORK SESSION ITEMS

3. Discussion and presentation on the process of arterial streetlight prioritization selection.

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 7, 2020 at 11:00 AM, 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 972-874-6402. Reasonable accommodations will be made to assist your needs.



TRANSPORTATION COMMISSION AGENDA ITEM NO. 1

CONSENT ITEM

DATE: February 11, 2020

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 14, 2020.

BACKGROUND INFORMATION: This agenda item is to consider approval of the minutes from the January 14, 2020 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 January 14, 2020 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 14TH DAY OF JANUARY, 2020 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:

Drew Larson	Chair
Chris Reed	Vice Chair
Robert Caput	Commissioner, Place 2
Ron Hogue	Commissioner, Place 3
Mark Roberson	Commissioner, Place 4
Donald Gilmore	Commissioner, Place 5
Justin Thomason	Commissioner, Place 7
Chris Adams	Commissioner, Place 8
Mary Kay Walker	Commissioner, Place 9

(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	Executive Assistant
JP Walton	Assistant to the Town Manager

A. CALL TO ORDER - REGULAR SESSION – 6:32 P.M.

B. PLEDGE OF ALLEGIANCE

C. PUBLIC PARTICIPATION

Speaker Name and Address

Rebekah Irizarry, Lewisville TX

Subject (as written on the form or stated)

Offered her services, as a resource, should the Transportation Commission decide to look into autonomous vehicles/ transportation as a future discussion or area of focus. (Rebekah is a student at the University of North Texas and has just completed working with another municipality in its endeavor to explore autonomous transportation.)

D. TRAFFIC ENGINEER REPORT

- DFW Connector project update
- Update status report related to operational issues, capital improvement projects, and TxDOT projects
- Traffic Signals Public Service video
- Future Transportation Commission meeting dates

E. CONSENT ITEMS

1. Consider approval of minutes from the regular meeting of the Transportation Commission held on October 8, 2019.

Vice Chair Reed made a motion to approve Consent Item 1 as presented in the agenda caption identified above. Commissioner Gilmore seconded the motion.

VOTE ON THE MOTION

Motion passed (6-0)

AYES: Thomason, Gilmore, Reed, Roberson, Hogue, Caput

NAYS: None

F. WORK SESSION ITEMS

2. Presentation and discussion related to list of potential Transportation Commission work topics for 2020.

G. ADJOURNMENT – 8:12 P.M.

TOWN OF FLOWER MOUND
TRANSPORTATION COMMISSION

DREW LARSON, CHAIR

ATTEST:

DELONA VERPLANK, EXECUTIVE ASSISTANT



TRANSPORTATION COMMISSION AGENDA ITEM NO. 2

REGULAR ITEM

DATE: February 11, 2020

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

ITEM: **Exception request for Windridge Lane north of Dixon Lane to Russwood Drive to allow for a permanent speed limit change to 25 mph for areas outside of the 1/4 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 Windridge Lane (6000 – 6100 block) north of Dixon Lane to Russwood Drive to allow for a permanent speed limit change to 25 mph for areas outside of the 1/4 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 typical 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 northern boundary of Windridge Lane, Russwood Drive, has already been converted to 25 mph. This stretch of roadway would simply be a connection to the already converted street.

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 33 and 26 mph.

Staff has determined the road characteristics, shoulder condition, grade, alignment and sight distance for the immediate area adjacent to Windridge Lane. Windridge Lane north of Dixon Lane is a typical residential concrete streets and are generally straight except at the southern section adjacent to Dixon Park which is curvilinear. None of the streets have a shoulder, and generally have good sight distance. 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 21 mph – 30 mph (77.3%) for northbound and 26 mph – 35 mph (71.0%) for southbound.

The roadside development adjacent to Windridge Lane is primarily residential. The southwest section of the Windridge Lane is Dixon Park.

The parking practices and pedestrian activity for this area are primarily related to the residential homes, and Dixon Park. There is a 10 space parking lot for Dixon Park located on Windridge Lane. Pedestrian activity is primarily related to residents walking within the neighborhood and to/from Dixon Park. Parking is allowed on both sides of Windridge Lane. The Parks Department has installed signs on the west side of Windridge Lane for Dixon Park patrons only adjacent to the park.

Research of reported crash experience between 2016 and 2019 for Windridge Lane north of Dixon Lane reveals that 1 reported accident had occurred at the intersection of Windridge Lane and Russwood Drive (does not include the Dixon Lane/Windridge Lane intersection).

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. There are 14 homes adjacent to Windridge Lane. The attached survey indicates that 9 affirmative responses in support for the speed limit change or 64%. (Attachment 3) The Waterford Park Estates HOA has been made aware of this request.

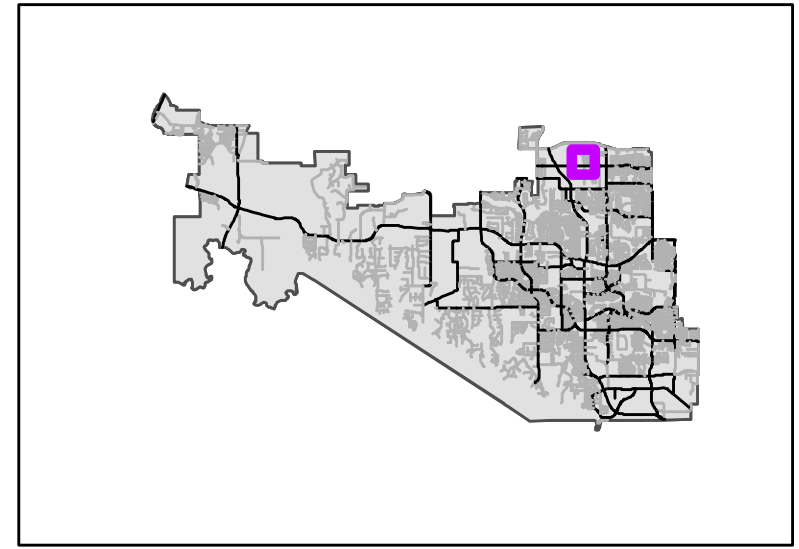
ATTACHMENTS:

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

RECOMMENDATION: Move to recommend approval of the exception request for Windridge Lane north of Dixon Lane to Russwood Drive 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 - Windridge Lane North of Dixon Lane

TRC Attachment 1



Vicinity Map

Legend

 Windridge Lane

 Town Limits

Project
Location(s)

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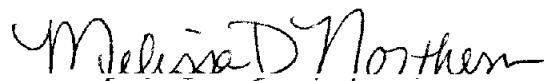
for Implementing Reduced Residential Speed Limits (the "Policy"), which Policy is attached hereto as Exhibit A and incorporated herein by reference for all purposes allowed by law, is hereby adopted as the Town's official statement regarding the eligibility criteria for consideration and the process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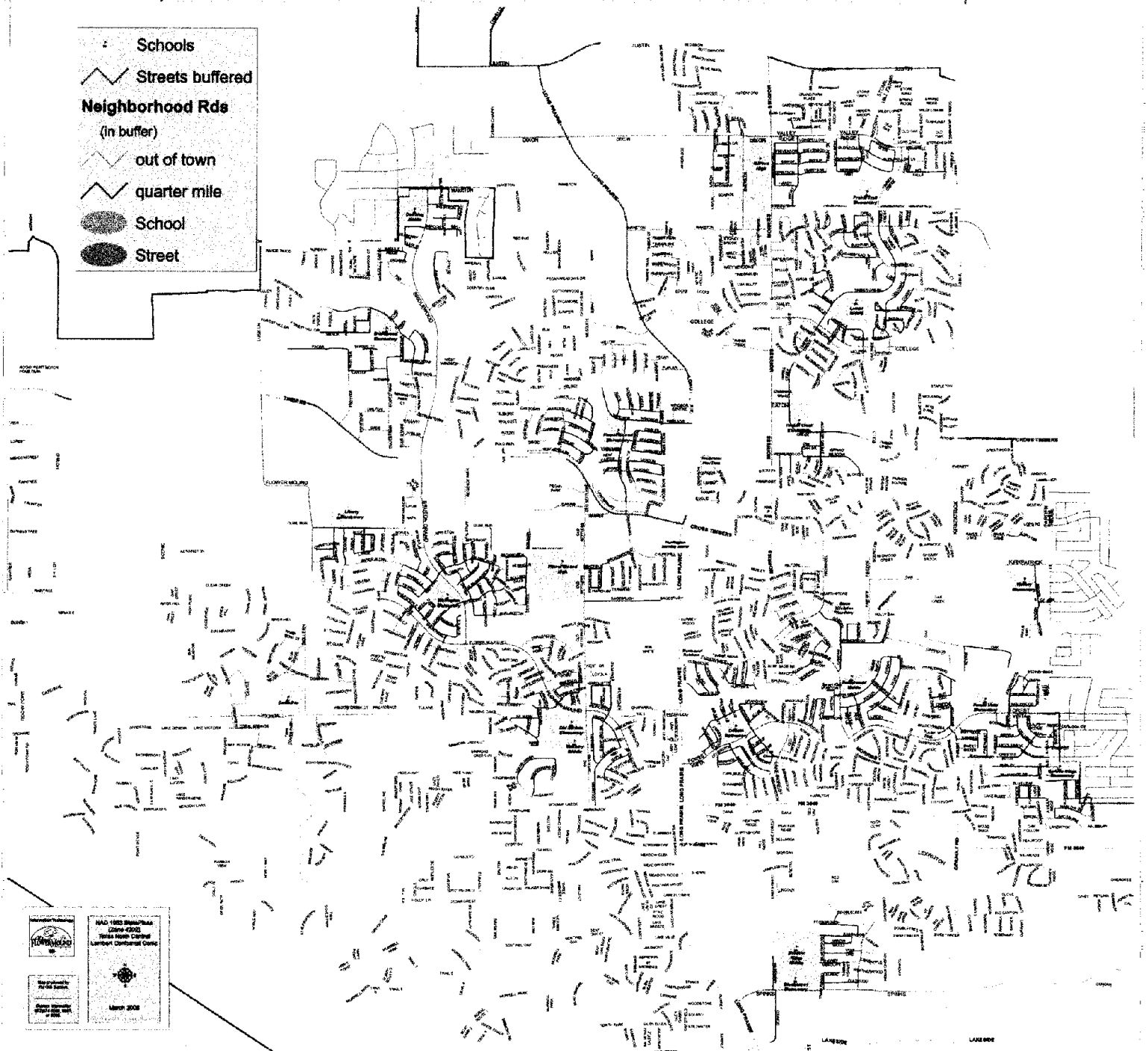
Process

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

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25 mph residential speed limit eligibility coverage



OWN OF HOWARD COUNTY
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Windridge Lane Speed Limit Reduction To 25 MPH Survey

The residents along Windridge Lane would like to lower the speed limit between Dixon Road and Russwood Drive to 25 mph. This is a safety concern for children crossing Windridge to get to the park as well as with toddlers in the parking area. The speed limit is presently 30 MPH while the rest of the neighborhood (Waterford Park Estates) is 25 MPH.

The Town of Flower Mound requires a 2/3 majority of households to be in support of the lowering of the speed limit to 25 mph. The survey results are as shown below.

Name (printed)	Address	Signature	Support	Oppose
MARK KOEBEL	6012 WINDRIDGE	Mark Koebel	✓	
Scott Boyd	6100 Windridge	J. Boyd	✓	
Kim Higgins	6108 Windridge	Kim Higgins	✓	
Tyrone Kimbrell	6117 Windridge	Tyrone Kimbrell	✓	
MANNY RODRIGUEZ	6113 WINDRIDGE	Manny Rodriguez	✓	
Jennifer Quinn	6105 Windridge	Jennifer Quinn	✓	
RAHINDER BRAICH	6104 WINDRIDGE	Rahinder Braich	✓	
Dan Siblik	6004 Windridge	Dan Siblik	✓	
Mindi Walls	6008 Windridge	Mindi Walls	✓	
NO ANSWER AT 6000 & 6121 WINDRIDGE.				
Mark				



TRANSPORTATION COMMISSION AGENDA ITEM NO. 3

WORK SESSION ITEM

DATE: February 11, 2020

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

ITEM: Discussion and Presentation on the Process of Arterial Streetlight Prioritization Selection

BACKGROUND INFORMATION: During the January 2020, Transportation Commission (TRC) meeting work topics item, the Commissioners were solicited for possible trainings over the upcoming year. One of those training requests was to learn how the location of proposed streetlights was determined for prioritizing the locations of future streetlights. This work session will be a discussion regarding how that process is conducted from selection to installation.

ATTACHMENTS:

None

RECOMMENDATION: The purpose of this item is to provide information to the Transportation Commission. No Formal Action is required.