

**AGENDA
TOWN OF FLOWER MOUND
TRANSPORTATION COMMISSION MEETING**

OCTOBER 13, 2020

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

6:30 P.M.

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

There will be limited seating in Jody Smith Hall to allow for social distancing.

Meeting participants may be asked to wait in the lobby until their name is called.

**Comments regarding any item on this agenda can be sent to the Transportation Commission by
Emailing: TRC@flower-mound.com or Calling: 972.874.6005**

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. COMMISSION MEMBER INTRODUCTIONS

- Drew Larson – Place 1
- Willie Scales – Place 2
- Ron Hogue – Place 3
- Chris Adams – Place 4
- Stephen Harris – Place 5
- Chris Reed – Place 6
- Justin Thomason – Place 7
- Brian Taylor – Place 8 (Alternate)
- Mary Kay Walker – Place 9 (Alternate)

E. ELECTIONS

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

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

G. TRAFFIC ENGINEER REPORT

- Update status report related to operational issues, capital improvement projects, and TxDOT projects
- Transportation Commission new member orientation
- Future Transportation Commission meeting dates
 - November 12, 2020 (second Thursday)
- Future agenda items

H. CONSENT ITEMS

This part of the agenda consists of non-controversial or "housekeeping" items required by law. Items may be removed from Consent by any Commissioner by making such request prior to a motion and vote.

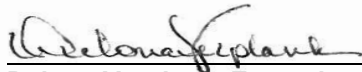
1. Minutes 9/16- Consider approval of the minutes from a regular meeting of the Transportation Commission held on September 16, 2020.

I. REGULAR ITEMS

2. Consider a recommendation to Town Council regarding converting all residential streets to a speed limit of 25 mph with exceptions for streets not currently set at the state law prima facie speed limit.

J. 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: October 9, 2020 at 12:35 PM, at least 72 hours prior to the scheduled time of said meeting.



Delona Verplank, Executive 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: October 13, 2020

FROM: Delona Verplank, Public Works Executive Assistant

ITEM: Consider approval of the minutes from the regular meeting of the Transportation Commission held on September 16, 2020.

BACKGROUND INFORMATION: This agenda item is to consider approval of the minutes from the September 16, 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 September 16, 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 16TH DAY OF SEPTEMBER, 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
Mark Roberson	Commissioner, Place 4
Donald Gilmore	Commissioner, Place 5
Chris Adams	Commissioner, Place 8
Mary Kay Walker	Commissioner, Place 9

Constituting a quorum with the following members absent:

Ron Hogue	Commissioner, Place 3
Justin Thomason	Commissioner, Place 7

(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:

Clayton Riggs	Assistant Director of Public Works
Matthew Hotelling	Traffic Engineer
Delona Verplank	Executive Assistant

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

B. PLEDGE OF ALLEGIANCE

C. PUBLIC PARTICIPATION

None

D. TRAFFIC ENGINEER REPORT

- Update status report related to operational issues, capital improvement projects, and TxDOT projects
- Future Transportation Commission meeting dates
 - October 13, 2020
 - November - TBD
- Future agenda items

E. CONSENT ITEMS

1. Consider approval of the minutes from a regular meeting of the Transportation Commission held on August 11, 2020.

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

VOTE ON THE MOTION

Motion passed (6-0)

AYES: Caput, Roberson, Reed, Gilmore, Adams, Walker

NAYS: None

ABSENT: Hogue, Thomason

F. REGULER ITEMS

2. Consider a recommendation to staff a list of proposed sidewalk links locations for inclusion in the FY2020-2021 Sidewalk Links Construction Project, through the annual budget process.

Staff Presentation

Clay Riggs, Assistant Director of Public Works

Commission Deliberation

Vice Chair Reed made a motion to recommend approval of Regular Item 1 as presented in the agenda caption identified above. Commissioner Roberson seconded the motion. The proposed sidewalk links locations list is as follows:

- Garden Road (Morris Road to Wilkerson Park)
- FM 407 (East of Browning Drive to West of Cirrus Court)
- FM 3040 (East of Garden Ridge Road to Flower Mound Korean Church)

VOTE ON THE MOTION

Motion passed (6-0)

AYES: Walker, Adams, Gilmore, Reed, Roberson, Caput

NAYS: None

ABSENT: Hogue, Thomason

3. Consider a recommendation to staff a list of proposed streetlight locations for installation through a FY2020-2021 Streetlight Installation Project to be added through the annual budget process.

Staff Presentation

Clay Riggs, Assistant Director of Public Works

Commission Deliberation

Commissioner Gilmore made a motion to recommend approval of Regular Item 2 as presented in the agenda caption identified above. Vice Chair Reed seconded the motion. The proposed streetlight locations list is as follows:

- Garden Ridge Road at Paisley Drive
- FM 2499 at Surrey Lane
- Valley Ridge Parkway at Timber Creek Road
- Old Orchard Lane at Aster Drive
- Valley Ridge Parkway at Stone Hill Farms Parkway
- Morriss Road at Broadway Avenue/8th Avenue

VOTE ON THE MOTION

Motion passed (6-0)

AYES: Caput, Roberson, Reed, Gilmore, Adams, Walker

NAYS: None

ABSENT: Hogue, Thomason

G. ADJOURNMENT – 7:23 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: October 13, 2020

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

ITEM: Consider a recommendation to Town Council regarding Converting all Residential Streets to a Speed Limit of 25 mph with Exceptions for Streets Not Currently Set at the State Law Prima Facie Speed Limit

BACKGROUND INFORMATION: During the August 2020, Transportation Commission (TRC) meeting, a work session item was brought forward for feedback and discussion regarding the potential to convert all residential streets to a speed limit of 25 mph. The general feedback from that TRC meeting was that this item was favorable for consideration as a regular item at a future TRC meeting. A video of that meeting can be found at the following link: <https://flowermoundtx.swagit.com/play/08112020-1770>, Item F3. The work session packet from the August 2020 TRC meeting can be found in Attachment 1.

If recommended, this would require a modification to the Town's existing policy on establishing 25 mph speed limits on residential streets. If recommended, this change would require final action by Town Council and require a change to the Town's Code of Ordinances.

Additional Information:

The additional information that the TRC requested for this meeting was as follows:

- Percentage of streets already converted
- Relationship of Vehicle Speed and Pedestrian Injuries
- Crash information where speed was a factor on residential streets
 - Analysis on before/after street was converted

Percentage of Streets Converted

The percentage of streets already converted is approximately 18.5% of the eligible residential streets have been converted to 25 mph. When street were being converted shortly after the state law allowed for streets to be arbitrarily set at 25 mph, the Town was converting streets one by one instead of subdivision by subdivision. As a result of converting streets one by one, some neighborhoods were done where the entrance streets were converted however, the interior streets were not. This method of conversion created streets that are implied to be converted to 25 mph but were not changed by ordinance. If those implied streets are counted in the number of converted streets the percentage climbs to approximately 22.5%. These percentages do not take into account private streets or private access aisles that have been named. A vicinity map showing both streets with speed limits of 25 mph or less along with the implied speed limit can be found in Attachment 2.

Relationship of Vehicle Speed and Pedestrian Injury

Common sense indicates that a higher rate of speed leads to a higher risk of serious injury or death. Based on the National Highway Traffic Safety Administration, the risk of death at 20 mph is about

5%. For 30 mph, the risk jumps to about 40%. For 40 mph, the risk again jumps to about 80%. For 50+ mph, the risk is nearly 100%. Therefore, lowering the speed limit to 25 mph would allow for a lower risk of serious injury or death cause by a vehicle/pedestrian collision. Another factor in the relationship to vehicle speed and pedestrian injury is the age of the pedestrian. The older the pedestrian is relates to a higher risk of serious injury or death. These risk factors are approximately double for a pedestrian that is over the age of 70 years old.

Crash information where speed was a contributing factor

The crashes reported by the Police Department were compiled from 2017 through September 2020. A vicinity map showing the location of these crashes can be found in Attachment 2. The crashes were filtered using the following contributing factors: Failure to control speed; Unsafe speed; and Speeding – over the limit. Once these crashes were compiled, the data was further filtered by removing all crashes that took place on a Thoroughfare street according to the Town's Master Thoroughfare Plan. As expected, the majority of the crashes that involved speed were located on the Thoroughfare streets and not the local residential streets. The results based on both of those filters was that there were 25 crashes that involved speed as a contributing factor on local streets. In almost every instance, speed was not the only contributing factor. Other contributing factors included: Defective or no brakes; Disregard stop sign or light; Distraction in vehicle; Driver inattention; Failure to drive in a single lane; Changed lanes when unsafe; Failed to pass to the right safely; Fatigued or asleep; Faulty evasive action; Ill; Had been drinking; Driving under the Influence – Alcohol/Drug; Road Rage; Cell/mobile device use – other; and Other. The following is an aggregate of the contributing factors for all of the crashes.

Contributing factor	Number of Times Cited
Failure to control speed	19
Unsafe speed	5
Speeding – over limit	1
Defective or no brakes	1
Disregard stop sign or light	2
Distraction in vehicle	3
Driver inattention	11
Failure to drive in a single lane	1
Changed lanes when unsafe	1
Failed to pass to the right safely	1
Fatigued or asleep	1
Faulty evasive action	2
Ill	2
Had been drinking	3
Driving under the Influence (Alcohol or Drug)	4
Road rage	1
Cell/mobile device use - other	2
Other	2

Based on these reports, 96% of the drivers were not disobeying the speed limit but were simply driving too fast for the situation. Various factors involved would not be solved by lowering the speed limit. Such factors would be: Under the influence of alcohol/drug, Fatigued or asleep, Road rage, various factors of being distracted in the vehicle or ill.

Of the 25 crashes involving speed, 16 (64%) happened on streets that have not been converted. The remaining 9 (36%) crashes were on converted streets and they all happened after the street was converted.

The injury severity was a majority of non-injury (17 (68%)), 1 (4%) possible injury, 5 (20%) non-incapacitating injury, 1 (4%) incapacitating injury and 1 (4%) fatality. The one fatality was the crash that the only contributing factor was speeding – over the limit and was a single vehicle crash. No crashes involved a pedestrian.

Exceptions

There are a number of streets and for various reason that have been set at a speed limit that is not the state law prima facie speed limit (30 mph). For example, some of these streets are lower than 25 because of the narrowness of the roadway itself coupled with large bar ditches on both side of the roadway that makes the situation unsafe to have the speed limit raised above the existing speed limit. This request for a town wide 25 mph speed limit is not intended to increase the speed limit above the existing speed limit for those streets. There is at least one street that has a speed limit higher than 30 mph. It was set at that speed with an engineering study that indicated that the higher speed limit was appropriate. Again, it is not the intent of this request to lower that speed limit down to 25 mph.

If recommended, the existing speed limit policy would change such that if a neighborhood desired to increase the speed limit back to 30 mph, the neighborhood would need to get an exception and be required to obtain the 2/3 support from the neighborhood. If such an exception is requested, it would come before the TRC for recommendation prior to going to Town Council for final action. This change in the existing speed limit policy would go forward at the same time for Council consideration of the town wide speed limit reduction.

ATTACHMENTS:

1. August 2020 Transportation Commission packet – Work Session Item 3.
2. Vicinity map of converted streets and crash locations

RECOMMENDATION: Move to recommend approval as written in the agenda caption.



TRANSPORTATION COMMISSION AGENDA ITEM NO. 3

WORK SESSION ITEM

DATE: August 11, 2020

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

ITEM: **Discussion and Feedback on Potential to Convert all Residential Streets to a Speed Limit of 25 mph**

BACKGROUND INFORMATION: During the January 2020, Transportation Commission (TRC) meeting work topics item, the Commissioners were solicited for possible work session items over the upcoming year. One of those requests was to discuss the possibility of converting the residential street across Town to a 25 mph speed limit. This item has been brought to the TRC on 3 previous occasions: March 2010, November 2014 and most recently October 2016. With the exception of the March 2010 meeting, the other two previous meeting videos can be viewed on the Town's website under "Watch Meetings" button and then clicking on the "Other Meetings Archive" link. Videos are stored in chronological order on this page. As of August 6th, these meeting were accessible at button 34 and 23 respectively. The March 2010 meeting was not recorded.

If approved, this would require a modification to the Town's existing policy on establishing 25 mph speed limits on residential streets.

For additional background for this item, the agenda item from October 2016, is attached. If a favorable consensus is reached at this meeting to change the Town's speed limit policy, a regular item will be brought back at a future date for recommendation from TRC to Town Council. This change would require a change to the Town's Code of Ordinances as well and therefore would likely skip a meeting before coming back to the Commission.

ATTACHMENTS:

1. Excerpt from October 2016 Transportation Commission packet – Work Session Item 4.

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



TRANSPORTATION COMMISSION AGENDA ITEM NO. 4

WORK SESSION ITEM

DATE: October 11, 2016

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

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

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

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

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

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

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

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

Alternatives or Options:

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

Alternative 1. Do nothing

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

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

Alternative 2. Modify buffer

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

Alternative 3. All residential streets to 25 mph

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

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

Alternative 4. Existing policy with a modified exception process

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

Attachment:

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

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

H.B. No. 87

AN ACT

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

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

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

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

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

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

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

H.B. No. 87

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

H.B. No. 87

President of the Senate

Speaker of the House

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

Chief Clerk of the House

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

Secretary of the Senate

APPROVED: _____

Date

Governor

TOWN OF FLOWER MOUND, TEXAS

RESOLUTION NO. 12-10

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

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

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

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

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

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

SECTION 1

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

SECTION 2

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

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

RESOLUTION NO. 12-10

PAGE 2

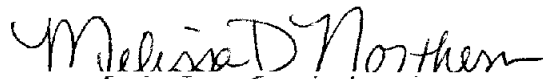
for Implementing Reduced Residential Speed Limits (the "Policy"), which Policy is attached hereto as Exhibit A and incorporated herein by reference for all purposes allowed by law, is hereby adopted as the Town's official statement regarding the eligibility criteria for consideration and the process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

Town of Flower Mound
TOWN SECRETARY'S OFFICE
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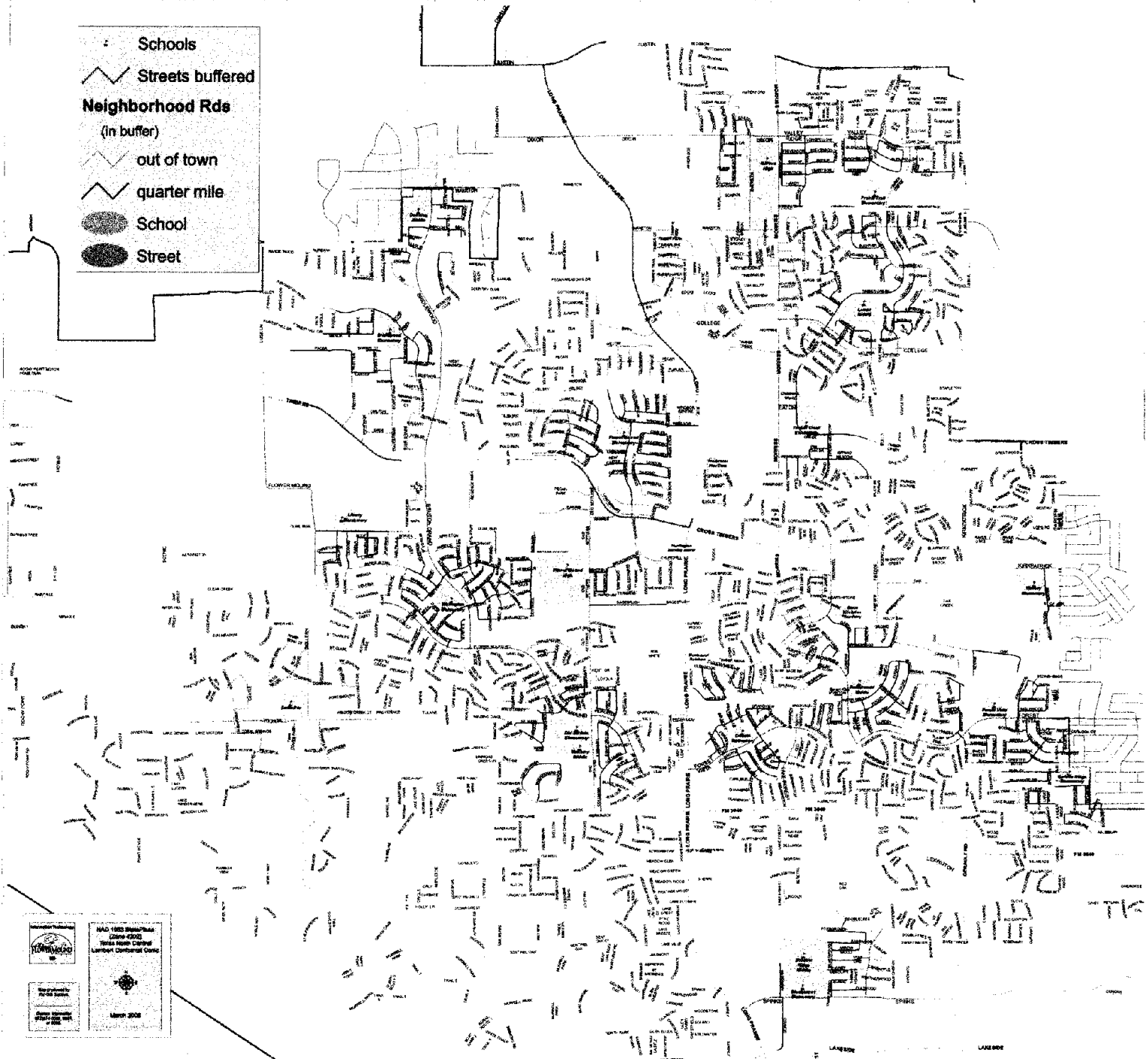
Process

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
TOWN SECRETARY'S OFFICE
OFFICIAL USE ONLY

25 mph residential speed limit eligibility coverage



TOWN OF HOWARD RECORD
TOWN SECRETARY'S OFFICE
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25 mph Residential Speed Limit Eligibility Coverage

LEGEND

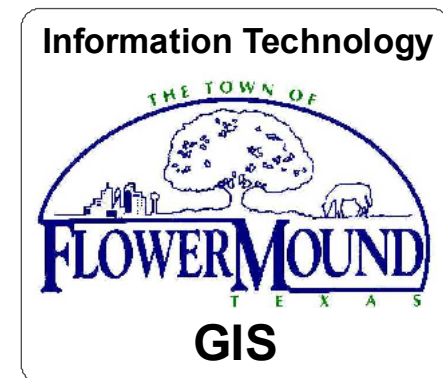
Schools

25 mph Eligible Streets

1/4 Mile

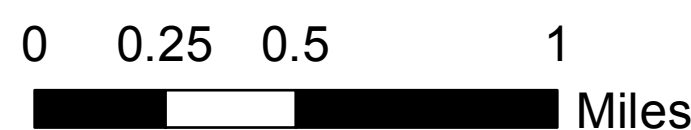
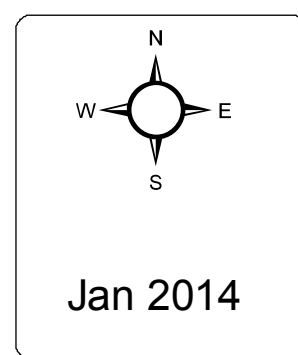
School Buffer

Construction Buffer



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

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

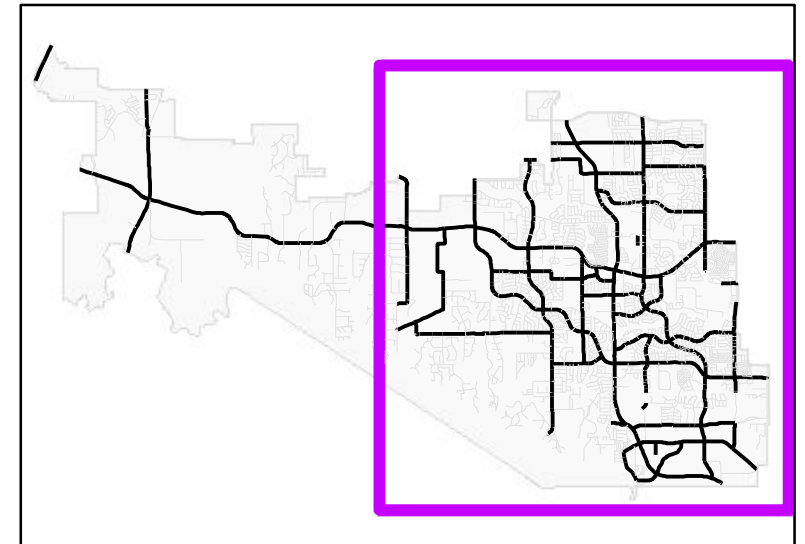
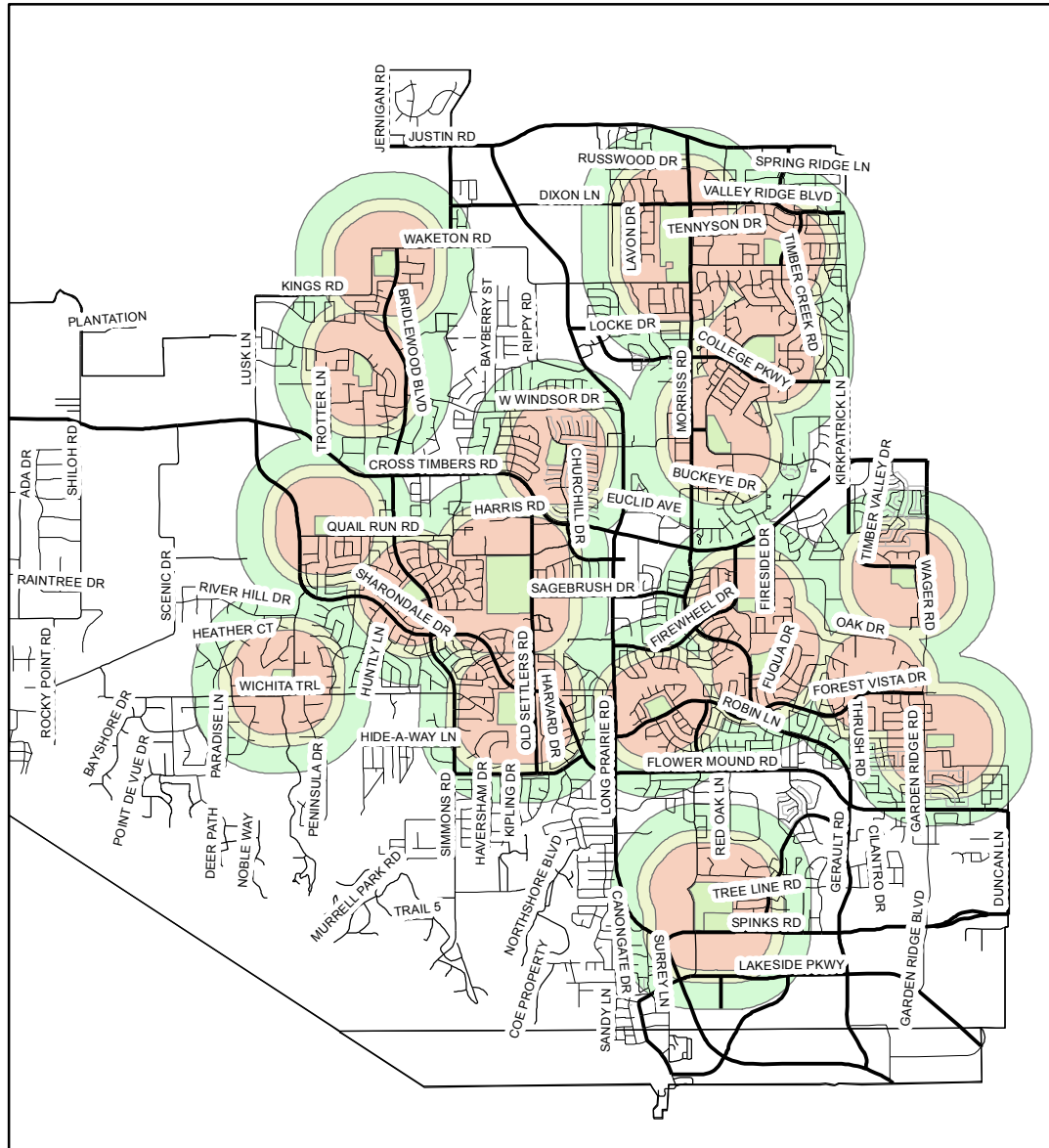


25 mph Residential Speed Limit Eligibility Coverage

25 mph Residential Speed Limit Eligibility Coverage

TRC Attachment 1 (10/13/2020)

TRC Attachment 4



Vicinity Map

Legend

- SchoolProperties
- School1_4milebuffer
- School1_3milebuffer
- School1_2milebuffer

TRANSPORTATION CODE CHAPTER 545. OPERATION AND MOVEMENT OF VEHICLES

Page 1 of 3

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

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

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

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

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

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

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

(5) outside an urban district:

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

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

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

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

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

TRANSPORTATION CODE CHAPTER 545. OPERATION AND MOVEMENT OF VEHICLES

Page 2 of 3

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

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

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

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

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

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

(4) outside an urban district:

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

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

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

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

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

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

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

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

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

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

TRANSPORTATION CODE CHAPTER 545. OPERATION AND MOVEMENT OF VEHICLES

Page 3 of 3

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

(d) In this section:

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

(A) located in this state;

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

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

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

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

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

TRANSPORTATION CODE CHAPTER 545. OPERATION AND MOVEMENT OF VEHICLES

Page 1 of 1

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

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

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

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

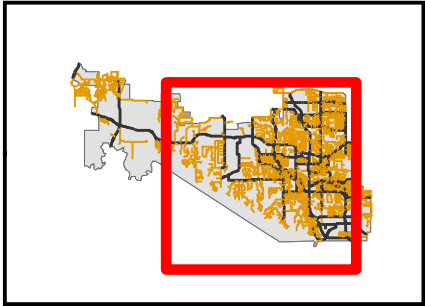
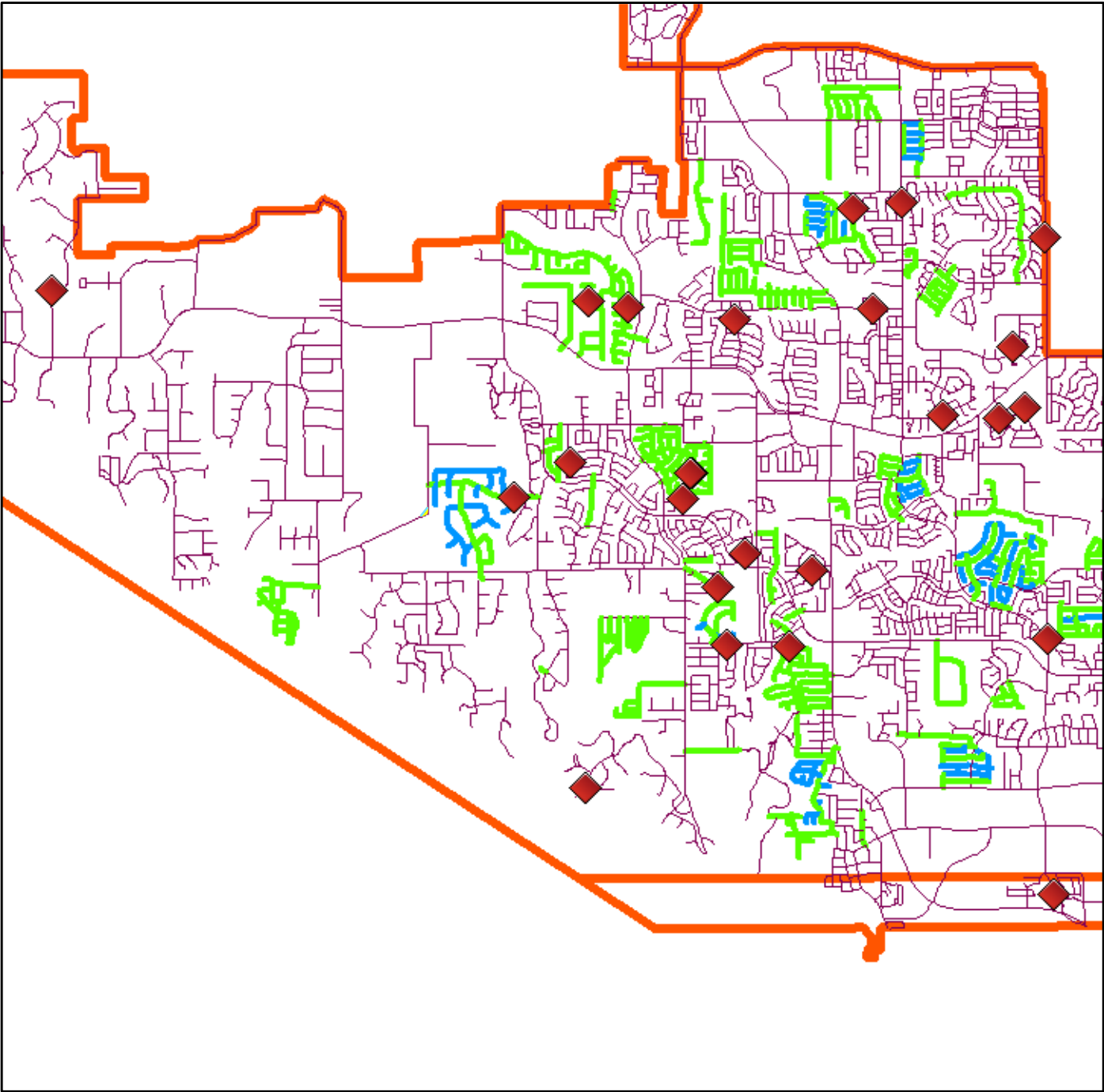
(c) A prima facie speed limit that is altered by the governing body of a municipality under Subsection (b) or (b-1) is effective when the governing body erects signs giving notice of the new limit and at all times or at other times as determined.

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

Amended by:

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

Vicinity Map - Converted streets and Crashes involving speed as a factor on local streets



Legend

-  Crash with Speed as Factor
-  All other streets
- MPH**
-  25 mph or less
-  Implied 25 mph