

AGENDA

TOWN OF FLOWER MOUND TRANSPORTATION COMMISSION MEETING

JULY 13, 2021

**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

Please silence or turn off all electronic devices in Jody Smith Hall

A. CALL REGULAR MEETING TO ORDER

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. Issues regarding daily operational or administrative matters should first be dealt with by calling Town Hall at 972-874-6000 during business hours.

D. TRAFFIC ENGINEER REPORT

- Update status report related to operational issues, capital improvement projects, and TxDOT projects
- In-House Board and Commission Training
- Future Transportation Commission meeting dates
 - August 10, 2021
- Future agenda items

E. 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.

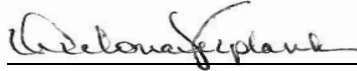
1. Minutes 6/8- Consider approval of the minutes from a regular meeting of the Transportation Commission held on June 8, 2021.

F. REGULAR ITEMS

2. Exception request for the streets within the Edgewood Subdivision 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.
3. Consider a recommendation for a permanent speed limit reduction on Riverside Drive and River Walk Drive within the River Walk Development from 30 mph to 25 mph.

G. ADJOURNMENT

I do hereby certify that the Notice of Meeting was posted on the bulletin board in Town Hall of the Town of Flower Mound, Texas, a place convenient and readily accessible to the general public at all times and said Notice was posted on the following date and time: July 9, 2021 at 3:15 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: July 13, 2021

FROM: Delona Verplank, Public Works Executive Assistant

ITEM: Consider approval of the minutes from the regular meeting of the Transportation Commission held on June 8, 2021.

BACKGROUND INFORMATION: This agenda item is to consider approval of the minutes from the June 8, 2021 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 6.8

DRAFT MOTION: Move to approve as presented in the agenda caption.

THE FLOWER MOUND TRANSPORTATION COMMISSION REGULAR MEETING HELD ON THE 8TH DAY OF JUNE, 2021 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:

Chris Reed	Vice Chair
Ron Hogue	Commissioner, Place 3
Stephen Harris	Commissioner, Place 5
Justin Thomason	Commissioner, Place 7
Brian Taylor	Commissioner, Place 8
Mary Kay Walker	Commissioner, Place 9

Constituting a quorum with the following members absent:

Drew Larson	Chair
Willie Scales	Commissioner, Place 2
Chris Adams	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:

Clay Riggs	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

- Final DFW Connector project update
- Update status report related to operational issues, capital improvement projects, and TxDOT projects
- Legislative update
- Trails and Bikeways Master Plan update

- Future Transportation Commission meeting dates
 - July 13, 2021
- Future agenda items

E. CONSENT ITEMS

1. Consider approval of minutes from the regular meeting of the Transportation Commission held on April 13, 2021.

Commissioner Taylor 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: Walker, Hogue, Reed, Harris, Thomason, Taylor

NAYES: None

ABSENT: Larson, Scales, Adams

F. REGULAR ITEMS

2. Consider a recommendation to staff for a proposed list of sidewalk links locations for inclusion in the FY2021-2022 Sidewalk Links Construction Project, through the Annual Budget process.

Staff Presentation

Clayton Riggs, Director of Public Works

Commission Deliberation

Commissioner Harris made a motion to recommend to staff a proposed list of sidewalk links locations. Commissioner Hogue seconded the motion. The proposed list of sidewalk links locations is as follows:

- Terracina Boulevard (East Side, Via Italia Drive to FM 407)
- FM 1171 (North side, Timber Creek Road to Kirkpatrick Lane)

VOTE ON THE MOTION

Motion passed (6-0)

AYES: Taylor, Thomason, Harris, Reed, Hogue, Walker

NAYES: None

ABSENT: Larson, Scales, Adams

G. WORK SESSION ITEMS

3. Roundabouts discussion to include how, where and why roundabouts are determined to be used.
4. Signage discussion and more specifically No Cell Phone signage etc.

H. ADJOURNMENT – 8:22 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: July 13, 2021

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

ITEM: **Exception request for the streets within the Edgewood Subdivision 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 the streets within the Edgewood subdivision 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 1/4 mile of a school property or 1/4 mile of a construction zone for a major or minor arterial street. On March 9, 2010, a review of this policy was brought forward to the Transportation Commission for input and recommendation to Town Council. The recommendation to Town Council was to keep the existing policy, but institute an exception process without the need for an engineering study. On June 7, 2010, Town Council amended the policy for 25 mph streets with Resolution 12-10. Resolution 12-10 is included as Attachment 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. This subdivision has two entrances; one off of Gerault Road and one off of Flower Mound Road. This request is for all streets located within the Edgewood Subdivision. There are 4 streets total within this subdivision.

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 based on the recent speed within the subject area ranged between 23 and 25 mph.

Staff has determined the road characteristics, shoulder condition, grade, alignment and sight distance for the immediate area adjacent to the study area. Subdivision streets within the Edgewood Subdivision are

typical residential streets in roadway width. The roadway is 30 feet face of curb to face of curb in width with curb and gutter. The streets generally intersect at 90 degree angles. The roadways between intersections are typically slightly curvilinear. None of the streets have a shoulder, and generally have good sight distance. All 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 14 mph – 23 mph (74.4%) for Edgewood Drive and 18 mph – 27 mph (79.3%) for Carter Circle.

The roadside development for the Edgewood subdivision is completely residential.

The parking practices and pedestrian activity for this area are primarily related to the residential homes. Pedestrian activity is typical for a residential subdivision with sidewalks along the streets. The volume of traffic on Edgewood Drive was 121 vehicles per day inclusive of both directions. The volume of traffic on Carter Circle was 241 vehicles per day inclusive of both directions.

Research of reported crash experience between 2017 and 2021 for the Edgewood subdivision reveals that 0 reported accidents had occurred throughout the subdivision area.

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 48 homes adjacent to the various affected streets. Based on the survey that was turned into the Town, 37 out of the 48 (77.1%) were in the affirmative in support for reducing the speed limit to 25 mph. The HOA has been made aware of this request and plans to have a neighborhood representative at the Commission meeting to answer questions.

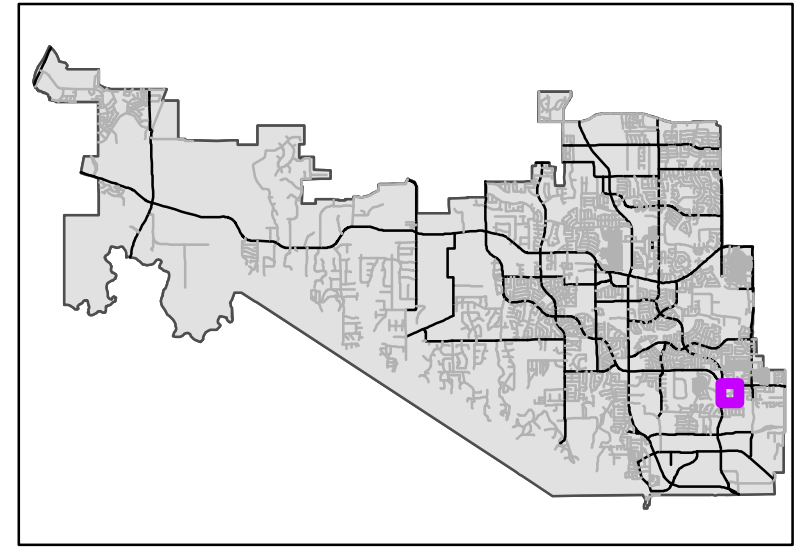
ATTACHMENTS:

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

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

Vicinity Map - Edgewood Subdivision

TRC Attachment 1



Vicinity Map

Legend

-  Edgewood Subdivision
-  School 1/4 mile buffer

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
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

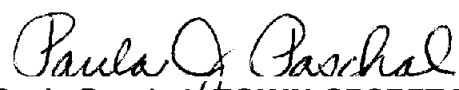
This Resolution shall take effect immediately from and after its adoption and is accordingly so resolved.

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 BRITAIN
TOWN SECRETARY'S OFFICE
JUN 10 2010

EXHIBIT A**Policy for Implementing Reduced Residential Speed Limits****Purpose and Need**

This policy sets forth the process and eligibility criteria for the implementation of reduced speed limits on certain residential streets. This process focuses these implementations on areas near schools and major roadway construction zones. The policy also establishes an exception process should a particular street not conform to the eligibility criteria.

Introduction and Background

During the 79th Texas Legislature, House Bill 87 was signed into legislation providing authority to municipalities to alter speed limits on residential streets. This law allows municipalities to reduce the speed limit on streets with a width of 35' or less and where parking is not prohibited on one or both sides of the roadway. Further, a municipality would need to declare that the prima facie speed limit on that road is either unsafe or unreasonable. This law does not lower the basic prima facie speed limit which is currently 30 mph.

Responsibility

This policy will be implemented by the Town Manager or designee. Exception requests will be considered by the Transportation Commission for recommendation to the Town Council. Exception requests recommended by the Transportation Commission will be accompanied by an engineering study completed by the Town at the Town's cost. All reductions of neighborhood speed limits will require the approval of the Town Council.

Eligibility

For a street to be eligible for a reduction in speed limit to 25 mph, the street must be less than 35 feet in width, cannot have vehicle parking restrictions on either side of the street, and must meet one of the following location criteria:

- Located within one-quarter mile of a school site as depicted in the attached graphic
- Located within one-quarter mile of a construction zone associated with a major or minor arterial as defined on the Town of Flower Mound Thoroughfare Plan

Exceptions

Streets that do not meet the eligibility criteria can be considered on a case by case basis through the exception process. The request for an exception will include an engineering study to be completed by the Town, will be considered for recommendation by the Transportation Commission, and will be considered for adoption by the Town Council.

Implementation

Requests for reduced speed limits will be reviewed by Town staff for eligibility, or considered for an exception as described above. If the application is determined to meet the requirements, or an exception is recommended by the Transportation Commission, funding availability will be evaluated to determine if the speed limit signs can be installed during the current fiscal year. If funding is available, the request will be presented to the Town Council for consideration. If funding is not available, the neighborhood can choose to fund the cost of the sign materials and hardware or street(s) will be placed on a list of eligible streets to be included in a budget decision package during the next budget process.

Sign Design and Placement

All speed limit signs will meet the requirements contained in the Texas Manual on Uniform Traffic Control Devices. The placement of the speed limit signs will be reviewed determined by staff and coordinated with neighborhood representatives. Typical installations will only include one sign at each end of the neighborhood street, but mid-block signs will be considered on a case-by-case basis.

Town of Flower Mound
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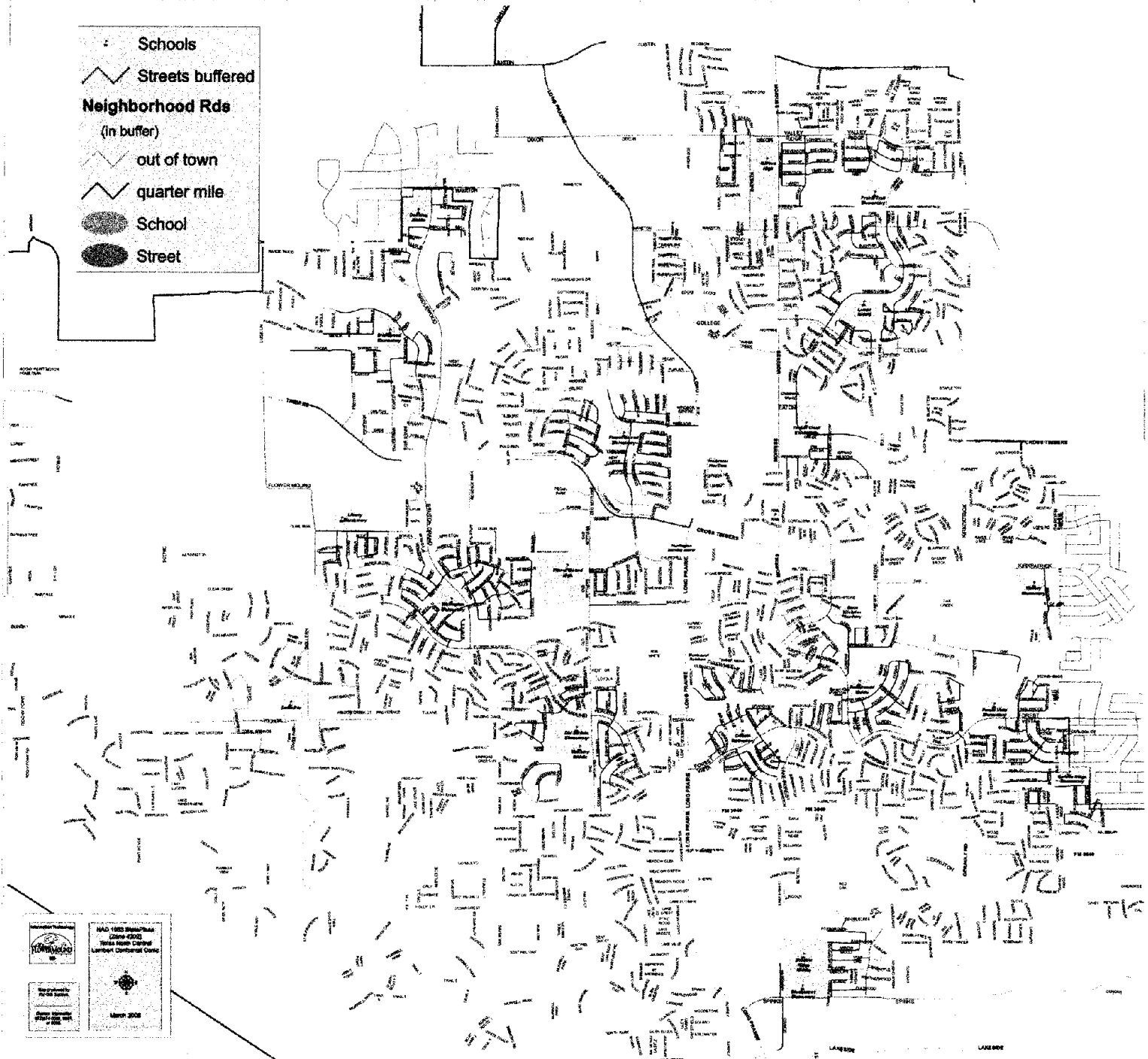
Process

The following provides a summary of the Process for Implementing Reduced Residential Speed Limits. The process is intended to be collaborative in nature, with the neighborhood representatives being stakeholders in the project.

1. Neighborhood contacts staff to request 25 mph speed limits
2. Staff establishes a point of contact for the request and project
3. Staff reviews the request and determines eligibility or directs request through exception process upon request
4. Staff reviews funding eligibility
 - a. If funding available, request is presented to Town Council
 - b. If funding not available:
 - i. Neighborhood funds cost of signs and hardware and request is presented to Town Council
 - ii. Staff submits request as a decision package during next budget process
5. Staff collects speed data prior to installation
6. Staff presents the request to the Town Council for required determination and action
7. If the Town Council declares a lower speed limit of not less than 25 mph for the roadway in question, Staff installs signs posting the speed limit at 25 mph
8. Staff collects speed data on a regular basis to determine effectiveness

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



TOWN OF HOWARD, ILLINOIS
TOWN SECRETARY'S OFFICE
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TRANSPORTATION COMMISSION AGENDA ITEM NO. 3

REGULAR ITEM

DATE: July 13, 2021

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

ITEM: **Consider a recommendation for a permanent speed limit reduction on Riverside Drive and River Walk Drive within the River Walk Development from 30 mph to 25 mph.**

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 a speed limit reduction on Riverside Drive and River Walk Drive within the River Walk Development from 30 mph to 25 mph.

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 based on the recent speed within the subject area was 29 mph on both streets.

Staff has determined the road characteristics, shoulder condition, grade, alignment and sight distance for the immediate area adjacent to the study area. Subdivision streets within the River Walk Development vary in roadway width. The two streets in question are 4 lane roadways with a range of width between 20 feet and 22 feet. For the majority of these two streets, they are a one-way couplet surrounding the restaurant row, wedding chapel and front of the hotel. They are curb and gutter streets. The streets generally intersect at 90 degree angles. The exception is the southern end of the one-way couplet, where the streets intersect with northbound being free flow and the intersecting streets being required to yield to northbound traffic. The roadways between intersections are typically slightly curvilinear. None of the streets have a shoulder, and generally have good sight distance. All intersections are controlled with either one- or two-way stop control with the exception of the southern end of the couplet which is yield controlled.

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 20 mph – 29 mph (62.2%) for Riverside Drive and 20 mph – 29 mph (63.9%) for River Walk Drive.

The roadside development for the River Walk development is mixed use. In the area immediately surrounding these two streets is a mix of commercial property, townhome, single family dwellings and multi-family dwelling units.

The parking practices and pedestrian activity for this area is a mix of pedestrians related to the commercial properties and residential units. Pedestrian activity is also likely from outside of the immediate area that want to walk along the river, the waterfall and generated from the wedding chapel. Pedestrian activity is higher than a typical residential subdivision. Pedestrian traffic is only expected to increase as more

commercial properties come online in the near future. There has been a proposed farmers market, amphitheater and other commercial related business that will drive up the pedestrian activity in this area. The volume of traffic on Riverside Drive was just over 1,000 vehicles per day inclusive of both directions and only expected to increase as more development comes online. The volume of traffic on River Walk Drive was approximately 1,200 vehicles per day inclusive of both directions. This traffic is expected to increase as well as more development comes online.

Research of reported crash experience between 2017 and 2021 for this area of the River Walk development reveals that 3 reported accidents had occurred throughout the subdivision area. One of those reported accidents was pedestrian related.

NEIGHBORHOOD SUPPORT: Over the last several months, the Town has received a number of inquiries about this location and requests to make the area safer for pedestrians as they walk around the commercial area of the River Walk. Various residents have been informed of this item tonight and are expected to attend. The River Walk developers have been notified of this item as well.

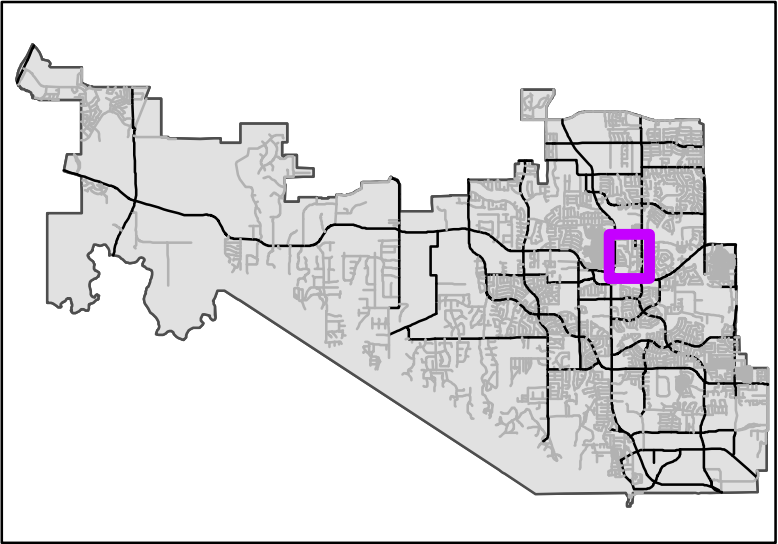
OPTIONS: The primary area of concentration for this agenda item is within the one-way couplet area of the River Walk. The southern end of River Walk Drive does extend to Cross Timbers Rd (FM 1171). The undeveloped area in this area of the River Walk is expected to be similar in nature to the area surrounding the one-way couplet. The area south of Olympia Drive is not expected to change from the current gas station on the west and the commercial office building on the east. This area is approximately 400 feet from Olympia Drive to Cross Timbers Road. This area could reasonably be left at 30 mph with a change of speed at Olympia Drive to the slower 25 mph as one enters into the higher intensity of the River Walk Development itself. Staff is recommending that the entire length be 25 mph with the understanding that the speed limit signs would be placed closer to Olympia and the net result would be the same.

ATTACHMENTS:

1. Vicinity Map of Affected Streets

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

Vicinity Map - Riverside Drive and River Walk Drive



Vicinity Map

Legend

Option

-  Main Focus
-  Yes

Project
Location(s)