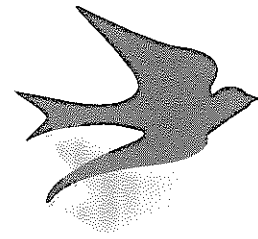


MINUTES
TRANSPORTATION BOARD

OCTOBER 26, 2010

LEWISVILLE

Deep Roots. Broad Wings. Bright Future.



Item No. 1 Call to Order and Announce a Quorum is Present

Vice-Chairman Jim Gallegos called the Lewisville Transportation Board meeting to order at 6:50 p.m. and announced that a quorum was present with the following members in attendance:

Jim Gallegos, Karen Boenker, Alvin Turner, Bill Price and James Davis

Members absent: Rodney Russell, and T. J. Gilmore

Staff Present: T. S. Kumar, City Engineer, Kevin Nims, Captain Jay Powell, and Judy Sparkman.

Item No. 2 – Minutes

A motion was made by James Davis and seconded by Alvin Turner to approve the minutes of the April 20, 2010 meeting as submitted. The motion passed with all members voting aye.

Item No. 3 – Visitors/Citizens Forum

At this time, Vice-chairman Jim Gallegos invited any visitor/citizen who wanted to speak to the Board regarding items not on the agenda to come forward, stating that no formal action can be taken on these items at this meeting. There were no visitors with new business to present.

Item No. 4 – Consideration of a Request by Fopin, L.P. to Amend the City Thoroughfare Plan and Discuss the Alignment of Holford’s Prairie Road at Midway Road; and Recommendation of the Amendment to the City Council

This item was presented by the City Engineer, T. S. Kumar, P.E. Kumar told the Board he had been with the City for over 24 years and was very familiar with this area. He showed the Thoroughfare Plans from 1986, 1987, 1988, and 1999. He said that in 1986 Holford’s Prairie was outside the city limits. It was annexed in 1987, which is shown on the 1987 Thoroughfare Plan. He said the 1988 thoroughfare map is a schematic only and is not meant as a design – it shows no particular alignment. He said the 1999 thoroughfare map shows how we can manage bigger roadways. The Holford’s Prairie dogleg intersection has always been there. Kumar said that the City has extended water and sewer to that area, and most properties have hooked onto the system. The next infrastructure improvements to the area will be to construct Midway Road from Huffines to FM 544. This project is on the approved Denton County TRIP-08 Bond projects list and will be built in a couple of years when the bond sale occurs and funds made available. Kumar said other property owners in the area have already put up money for future street improvements along their property, including most recently, the Metro Auto Auction.

Kumar also reviewed the ordinances that affect roadway design. He said we do not allow jogs in street intersections, but have allowed the existing condition to go until now. Any new construction will be subject to the current ordinances. He then showed Exhibit "A" (the preferred alignment), which will conform to the city standards. Kumar showed Exhibit "B" proposed by the developer. He said it skirts around the intersection and does not conform to the ordinance.

Kumar said that we now have funds to build Corporate Drive on the south side of these properties, and there will be a lot happening in the area within the next few years. He said that his job is to make sure we build infrastructure that is safe and good for the long term, therefore his recommendation is to deny the request for the developer's proposed alignment.

James Gallegos asked if citizens have the option to speak to the City council on this issue. Kumar said yes. Jim asked if Exhibit "A" was preferred due to the angle of the road. Kumar said the Exhibit "A" provides for a 90 degree intersection as required by ordinance.

Bill Foose, who resides at 3129 Hanover in Dallas, spoke to the Board as the developer for this property. Bill said this issue warrants further study and he believes there should be some give and take from other property owners. He feels the design shown in Exhibit "A" is not fair and equitable because it impacts only his property. Jim Davis asked Kumar to address issues brought up by Bill. Kumar said he does not know what further studies can be done. There is not a lot of flexibility on this.

Jim Gallegos asked if the jog presents additional hazards. Kumar said that jogs do not make a smooth operation at an intersection. Signal operation is also difficult at this type of intersection, and this intersection will eventually need a signal. Midway will be a two-lane undivided collector street, similar to Railroad Street, which is currently under construction.

Karen Boenker said she understands that this has been a problem since it was built, but she doesn't believe we should burden one landowner more than anyone else. Kumar said that only people who live there use it now, but in ten or less years when Corporate is built, it will become a major roadway and generate a lot of traffic. James Davis said that Karen expressed his same concerns.

Bill Price said safety is the main concern and he agreed with Kumar.

Alvin Turner said he understands the need for safety but is still undecided about the dogleg.

Jim Gallegos said there appears to be a consensus, but if we went back 20 years we would still have the same standards. He said we don't want to recommend something that would be hazardous.

Kevin and Kumar showed how Midway would have to be aligned in order to get the 90 degree angle.

Bill Price made a motion to recommend to the City Council to accept Exhibit "A" as presented by staff. Alvin Turner seconded. The motion passed with a vote of three ayes and two nays. James Davis said Exhibit "A" alignment impacts the southwest corner property too negatively.

Karen Boenker believes Exhibit "A" alignment impacts one land owner and the roadway could be skewed farther north as a compromise.

Item No. 5 Consideration of Establishing a Maximum Speed Limit on Valley Parkway from Round Grove Road to State Highway 121 Business

This item was presented by Kevin Nims. He said this is a recently built four-lane divided roadway largely undeveloped, however rapid growth is expected. The speed survey revealed 42 mph as the 85th percentile. Staff is recommending the speed limit be set at 40 mph.

James Davis said that he drives it and feels good about a 40 mph speed limit. Bill Price agreed.

Jim Gallegos asked if the Board could vote as a consensus on the speed limit items. Kevin agreed.

Item No. 6 Consideration of Establishing a Maximum Speed Limit on Spinks Road from Duncan Lane to Edmonds Lane

Kevin Nims said that Spinks Road was built with Valley Parkway. Kumar said that funds for the Spinks and Valley Parkway projects came from public and private (City and County) at a cost of \$10 million to build. Kevin said the 85th percentile was 40 mph and therefore the recommendation is 40 mph for Spinks Road also.

James Davis asked if signals were planned in the design. Kevin said that signals are not planned, but a study will be performed at a later date.

Item No. 7 Consideration of Establishing a Maximum Speed Limit on College Street from Railroad Street to Valley Ridge Boulevard

Kevin Nims said that paving improvements on College Street from Valley Ridge Boulevard to Mill require setting of a new speed limit. This roadway will take traffic coming from the east from Valley Ridge Boulevard to Mill Street until Valley Ridge Boulevard is extended north to Mill (currently in design). The recommendation is to set the speed limit at 35 mph, which is the 85th percentile.

A motion to accept the recommended speed limits for Items 5 through 7 as presented and forward the recommendation to City Council was made by Karen Boenker and seconded by Bill Davis. The vote was all ayes and the motion passed.

Item No. 8 Consideration of Establishing New Times of Operation for the School Speed Zones surrounding Central Elementary

Jim Gallegos asked if the next two items could be considered in one motion. Kevin Nims said they are two separate issues and it would be better to consider them separately.

Kevin Nims presented this item, showing the layout of streets around former Delay Middle School (now an administration office and housing some special education students who are all bussed to the school). Delay Middle and Central Elementary schools shared school zones with lengthened times because of they are so close to each other. There is a need to reduce these times to serve Central Elementary.

Jim Davis asked if the school has been consulted. Kevin said he spoke with Superintendent Buck.

Karen Boenker made a motion to accept the recommended changes to the school zone times as presented and forward the recommendation to City Council. The motion was seconded by Bill Davis. The vote was all ayes and the motion passed.

Item No. 9 Consideration of Reducing Existing School Speed Zones on Purnell Street and Mill Street

Kevin said as in Item 8, the closing of Delay Middle School warrants a change in order to reduce the delay experienced by drivers without compromising the safety of the student pedestrians attending Central Elementary. Staff recommends changing the school zone limits on Purnell Street as follows: from 200 feet west of Fox Avenue to 200 feet east of Charles Street. And, the school zone on Mill Street should be from 200 feet north of High School Drive to 200 feet south of High School Drive.

Alvin Turner asked if the school zone would remain at McKenzie. Kevin said the southern extent of the school zone will remain south of McKenzie for those students coming from that area crossing at High School Drive.

Karen Boenker said that the busses drop the students off on the Purnell side of the campus. Kevin said these students are well-supervised and the students are directed straight into the building.

A motion to accept the recommended school speed zones as presented and forward the recommendation to City Council was made by Alvin Turner and seconded by Karen Boenker. The vote was all ayes and the motion passed.

Item No. 10 Consideration of Establishing A School Speed Zone on Lake Park Road

Kevin Nims presented this item, saying that due to the closing of Delay Middle School, a mid-block crossing is needed for students crossing Lake Park Road from the apartments on the south side in order to reach the new school located on Savage Street. Kevin said a crosswalk has been marked and signed but a school speed zone needs to be established.

James Davis made a motion to recommend to the City Council that a school speed zone be established on Lake Park Road as presented. Bill Price seconded and the motion passed with a vote of four ayes and one nay. Karen Boenker said the school zone is too long. Additional discussion clarified that the length was 250 feet before and 250 feet after the crosswalk.

Item No. 11 Consideration of Prohibiting U-Turns on Southbound Valley Parkway at Timbercreek Drive

Kevin Nims said that the Lillie J. Jackson Early Childhood Learning Center on the southeast corner of Bellaire and Valley Parkway is now at maximum capacity, serving three, four, and five-year olds, who are mostly driven to school by their parents. Vehicles are making u-turns where there are cars queued up on Valley Parkway waiting to reach the school. There is not enough room for most turns. The traffic is also causing problems with vehicles leaving Timbercreek Drive trying to turn onto Valley Parkway. For safety reasons staff recommends no u-turns on southbound Valley Parkway at Timbercreek Drive.

A motion to accept staff recommendation for no u-turns on Valley Parkway as presented and forward the recommendation to City Council was made by Jim Davis and seconded by Bill Price. The vote was four ayes and one nay. The motion passed. Karen Boenker voted nay. She indicated that she didn't understand why prohibiting u-turns at Timbercreek and not at the next median opening would help. She felt they should have to turn at Corporate.

Item No. 12 Consideration of Prohibiting U-Turns and Left Turns on Eastbound Main Street at Railroad Street

Kevin Nims said there is no left-turn lane on Main Street at Railroad Street so turning vehicles will be stopped in the driving lane and cars may back up to the railroad track. Traffic signals have been installed by DCTA.

James asked if the preferred entrance to the Old Town Rail Station is from College Street. Kumar said it is and there will be signage directing vehicles to the parking area off of College. Karen asked if the driveway will connect through to College. Kumar said yes.

A motion was made by James Davis to approve the no left-turns and no u-turns on Main Street at Railroad Street, and to make the recommendation to City Council. The motion was seconded by Karen Boenker. The vote was all ayes and the motion passed.

Item No. 13 Report on Grant Projects

Kevin Nims presented reports on two new VIVDS projects, which will start construction on November 9 and the DCTA traffic signal projects, which are nearing completion.

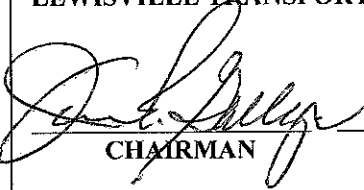
Item No. 14 Adjournment

A motion was made by Karen Boenker, seconded by Bill Price to adjourn the meeting. All member voted aye. The meeting adjourned at 8:30 p.m.

Minutes respectfully submitted,



Judy Sparkman, Engineering Secretary

THESE MINUTES APPROVED BY THE LEWISVILLE TRANSPORTATION BOARD.	
	3-1-2011
CHAIRMAN	DATE