

AGENDA ITEM 25

Hold public hearing on regulatory signage on Bridgewater Blvd.

Judge Doerfler opened the public hearing on Brightwater Boulevard at 10:40 a.m.

As the notice of hearing was not posted, the public hearing will be reposted and another hearing conducted. Dale Rye, First Assistant County Attorney stated that anyone who had come to address the court on this item could still speak about it.

The following persons addressed the court on this item:

Karen Calobrisi
Jean Cochran, President, Fern Bluff MUD
Monroe Garner

Judge Doerfler closed the public hearing on Brightwater Boulevard at 10:57 a.m.

< Attachment >

Joe M. England, P.E.
County Engineer



3151 Southeast Inner Loop, Suite B
Georgetown, Texas 78626
Telephone (512) 930-3330
Fax (512) 930-3335

Williamson County
Unified Road System

To: Williamson County Commissioners' Court
From: Joe M. England P.E., County Engineer
Date: November 13, 2000
Subject: Proposed Speed Limit on Brightwater Blvd.

According to the 1980 edition of the Texas Manual on Uniform Traffic Control Devices there are six factors that should form the basis of an engineering and traffic investigation for determining the proper numerical value for a speed zone. The factors are as follows:

1. Road surface characteristics, shoulder condition, grade, alignment and sight distance.
2. The 85% speed and pace speed.
3. Roadside development and culture, and roadside friction.
4. Safe speed for curves or hazardous locations within the zone.
5. Parking practices and pedestrian activity.
6. Reported accident experience for a recent 12-month period.

Upon my field investigation, I found that the section of Brightwater Blvd. from Great Oaks to Wyoming Springs consist of an urban street design within an urban environment with a posted speed limit of 45 MPH.

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The section of Brightwater Blvd. from from Great Oaks to Wyoming Springs consist of 120 feet of right-of-way (ROW), 2-24 feet of pavement as measured from lip of gutter to lip of gutter with a 14 foot grass median. This road was constructed within the past five years therefore the road surface characteristics are in good condition. The grade is rolling with slight horizontal curves thus producing good sight distance.

Near Wyoming Springs there is a MUD park that has on-site parking. The remaining development and culture adjacent to this road is mainly single-family lots, none of which has driveways to this road. Roadside friction is limited to intersecting streets. The intersection of Brightwater Blvd. and Fern Bluff is controlled by a multi-way stop sign.

The safe speed for curves on this road is 50 MPH. **The road was designed and sealed by a registered professional engineer to meet the Williamson County subdivision regulations that required this arterial street be built to a design speed of 50 MPH and was posted at 45 MPH.** There are no hazardous locations on this road.

Because of its urban design as an arterial street, the road is striped for two lanes in each direction leaving no room for on-street parking. Pedestrian activity is conveyed along sidewalks on both sides of Brightwater Blvd. As compared to the majority of Great Oaks, these sidewalks are much further from the edge of the pavement. A significant number of children cross this road to go to school. After meeting with representatives of the school district the decision was made to cross at the intersection of Brightwater and Fern Bluff where the children are protected by the multi-way stop sign.

To this date, I have no accident information for the last 12-month period that would dictate any certain speed limit.

A speed study was conducted from September 13 to September 14, 2000. The result of this study shows a combined 85% speed of 42 MPH and a combined pace speed of 31 to 40 MPH.

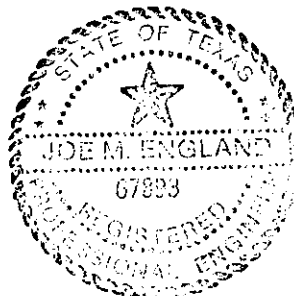
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Of the 1253 vehicles counted, less than 1% were exceeding the safe design speed while 95% were traveling at or less than the posted speed limit. If the speed limit was reduced to 40 MPH, those exceeding the speed limit would increase to 25%. If the speed limit was reduced to 35 MPH, those exceeding the speed limit would increase to 65%.

Even though Brightwater Blvd. has less direct driveways and more ROW than both O'Conner Blvd. and Great Oaks Drive, if the court desires to post the same speed limit of 40 MPH as it has done on the other arterials in the area (Great Oaks, O'Conner, and Wyoming Springs), then it could possibly be justified.

As a result of the attached count and the issue stated above, it is my professional opinion that there is no need to change the current speed limit and the posting of 45 MPH is proper for the section of Brightwater Blvd.



Joe M England
11/14/00

Weather :
 Counted by:
 Board # :
 Other :

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 JAMAR Technologies, Inc.

Site Code : 000000000666
 Start Date: 09/13/00
 File I.D. : BRIGHTSP

BRIGHTWATER

		A to B, C to D														Page : 1
Begin		0-	16-	21-	26-	31-	36-	41-	46-	51-	56-	61-	66-	71-	76-	
Time	Total	15	20	25	30	35	40	45	50	55	60	65	70	75	999	
12:00 09/13	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
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10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
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05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	110	0	1	2	4	31	38	32	2	0	0	0	0	0	0	0
07:00	58	0	0	0	5	14	23	14	2	0	0	0	0	0	0	0
08:00	56	0	0	0	3	10	28	14	1	0	0	0	0	0	0	0
09:00	53	0	0	1	2	10	28	11	1	0	0	0	0	0	0	0
10:00	18	0	0	0	0	5	9	3	0	1	0	0	0	0	0	0
11:00	6	0	0	1	0	1	4	0	0	0	0	0	0	0	0	0
Day Totals	301	*	1	4	14	71	130	74	6	1	*	*	*	*	*	*
12:00 09/14	3	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0
01:00	3	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0
02:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
03:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
04:00	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
05:00	9	0	0	0	0	3	2	4	0	0	0	0	0	0	0	0
06:00	43	0	0	0	2	10	19	10	1	1	0	0	0	0	0	0
07:00	126	0	0	3	8	25	48	30	10	2	0	0	0	0	0	0
08:00	106	0	2	3	5	19	41	20	12	4	0	0	0	0	0	0
09:00	52	0	0	4	4	13	23	7	1	0	0	0	0	0	0	0
10:00	45	0	2	3	3	10	19	7	1	0	0	0	0	0	0	0
11:00	60	0	2	5	6	24	12	8	3	0	0	0	0	0	0	0
12:00 pm	66	0	0	2	13	18	26	6	1	0	0	0	0	0	0	0
01:00	52	0	0	1	11	10	21	6	3	0	0	0	0	0	0	0
02:00	77	0	2	5	8	22	24	11	5	0	0	0	0	0	0	0
03:00	83	0	0	5	10	14	30	22	0	2	0	0	0	0	0	0
04:00	98	0	2	0	11	25	36	19	4	1	0	0	0	0	0	0
05:00	126	0	1	1	8	30	53	26	6	0	0	1	0	0	0	0
Grand Total	1253	0	12	36	103	295	485	256	54	11	0	1	0	0	0	0

Weather :
 Counted by:
 Board # :
 Other :

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Begin		0-	16-	21-	26-	31-	36-	41-	46-	51-	56-	61-	66-	71- 76-
Time	Total	15	20	25	30	35	40	45	50	55	60	65	70	75 999

Speed Statistics.

15th Percentile Speed : 31 MPH
 Median Speed (50th percentile): 36 MPH
 Average Speed - All Vehicles : 37 MPH
 85th Percentile Speed : 42 MPH
 95th Percentile Speed : 45 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number of Vehicles in Pace : 780
 Percent of Vehicles in Pace : 62.20%
 Number of Vehicles > 45 MPH : 66
 Percent of Vehicles > 45 MPH: 5.26%

October 9, 2000

Karen Calobrisi
7121 Black Rock Bend
Round Rock, TX 78681
512-310-9540

Mr. Joseph England, Williamson County Engineer
Williamson County Unified Road System
3151 S.E. Interloop, Ste. B
Georgetown, TX 78626

Dear Mr. England,

In the hectic pace of daily living perhaps one of the things we tend to forget as parents is that we are charged with the important task of protecting the lives of our children. Inherent in that duty, since we all belong to a community, is the safety of all children as well.

Joe, as you know from our telephone conversations during the summer, I am a resident of the Stone Canyon housing development in Williamson County. My family moved into our new home at 7121 Black Rock Bend in May 2000. Something that I noticed immediately, which has frankly caused me growing concern, is the 45 MPH (forty-five mile an hour), speed limit posted along Brightwater Boulevard, the main thoroughfare in our community.

I realize that as a county engineer you envision and implement ways in which traffic will flow more smoothly on our roadways. I understand the kinds of decisions that you must make to facilitate movement throughout our community. At the same time though, as a parent, I perceive my neighborhood as families with small children, thousands of children, and I am concerned for their general safety. I believe that the speed limit posted along Brightwater Boulevard is excessive in light of safety issues, and its viability needs scrutiny.

Please consider the following points regarding this situation:

- Brightwater Boulevard travels through a strictly residential area. There are no businesses of any sort accessing Brightwater Boulevard. As a matter of fact, an elementary school, Fern Bluff Elementary, and a community center with a playground and a swimming pool have direct access to Brightwater Boulevard and to motorists traveling at 45 MPH.
- As I drive through comparable neighborhoods in our area, such as The Oaklands, Cat Hollow and Brushy Creek, I cannot find any speed limits posted in excess of 40-mph, and those streets posted with 40-mph lead to or contain businesses and have intersections with major roadways such as FM620.

- As Brightwater Boulevard eventually connects with Route 3406, it will be used as a short cut between I35 and FM620. Undoubtedly, the number of vehicles on Brightwater Boulevard will increase. With the increased number of vehicles, traffic accidents, especially speed-related accidents, are likely to occur.
- Contrary to information that you may have received from Round Rock Independent School District, some of the 742 children attending Fern Bluff Elementary School must use Brightwater Boulevard to make their way to and from school either on foot or on bikes. Fern Bluff Elementary School does not provide any busing for the children whom live in the surrounding neighborhoods of Fern Bluff, Stone Canyon and The Oaklands. My son, Thomas, who is in fifth grade, is one of the children who must ride his bike on Brightwater Boulevard each day to go to school.

Based on the above-mentioned points, I am compelled to take action to insure greater safety not only for my children, but also for all of the children of our community. It is my intention to enlist the aid of the Home Owners Association of Stone Canyon to initiate a petition drive with the purpose of reducing the speed limit on Brightwater Boulevard.

Joe, you have my sincere thanks for your efforts to inform and assure me that safety issues have been adequately addressed in the design of Brightwater Boulevard. Despite this, I think that we are allowing our children to encounter undue risk as they travel as pedestrians or on their bicycles on this road. I think that a reduced speed limit will bring about greater safety for all of the residents of our community.

I look forward to working with you in the spirit of cooperation on this important issue.

Sincerely

Karen Calobrisi

cc: Mr. David Hays

We, the undersigned residents of Stone Canyon and Fern Bluff communities petition Williamson County in order to reduce the SPEED LIMIT on BRIGHTWATER BOULEVARD from 45 mph to **35 mph** to provide a safe environment for our children.

NAME _(please print)	ADDRESS	SIGNATURE
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AGENDA ITEM 26

Consider approving regulatory signage on Bridgewater Blvd.

This item was tabled until further notice.

COMMISSIONERS COURT ADJOURNED TO EXECUTIVE SESSION AT 11:25 A.M. ON TUESDAY, NOVEMBER 14, 2000

AGENDA ITEM 27

Discuss land acquisition/ Parkland/Georgetown property (EXECUTIVE SESSION REQUESTED as per VTCA 551.072 pertaining to real property)

COMMISSIONERS COURT RECONVENED FROM EXECUTIVE SESSION AT 11:42 A.M. ON TUESDAY, NOVEMBER 14, 2000.

No action was taken in executive session.

AGENDA ITEM 28

Discuss and take appropriate action on real estate matters: Parkland/Georgetown property.

Moved: **Judge Doerfler**

Seconded: **Commissioner Hays**

Motion: To authorize Commissioner Heiligenstein to negotiate on two pieces of property in Williamson County.

Vote: **5 - 0**

AGENDA ITEM 29

Comments from commissioners.

Commissioner Heiligenstein mentioned CUC meetings coming up next week.

COMMISSIONERS' COURT ADJOURNED AT 11:45 A.M. ON TUESDAY, NOVEMBER 14, 2000.