

AGENDA

TOWN OF FLOWER MOUND TRANSPORTATION COMMISSION MEETING

04/12/2022

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

6:30 P.M.

An agenda information packet is available online at <http://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
- Additional time limits will be provided to members of the public that need to address the Transportation Commission through a translator
- 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 MANAGER REPORT

- Update status report related to operational issues, capital improvement projects, and TxDOT projects
- Council Update- June 6, 2022
- Future Transportation Commission meeting dates
 - May 10, 2022
- 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 03/08- Consider approval of the minutes from a regular meeting of the Transportation Commission held on March 8, 2022.

F. REGULAR ITEMS

2. Consider a recommendation for a permanent speed limit change on Morriss Road between Flower Mound Road (FM 3040) to Cross Timbers Road (FM 1171) from 35 mph to 40 mph to Town Council.

G. WORK SESSION ITEMS

3. Capital Improvement Projects Review for Streets, Street Reconstruction and Traffic Signals for FY 22-23.
4. Work session item to discuss the Neighborhood Traffic Management Program (NTMP).

H. ADJOURNMENT

I do hereby certify that the Notice of Meeting was posted on the bulletin board in Town Hall of the Town of Flower Mound, Texas, a place convenient and readily accessible to the general public at all times and said Notice was also posted on the Town's website in accordance with GC Section 551.056 on the following date and time: April 8, 2022 at 11:30 AM, at least 72 hours prior to the scheduled time of said meeting.

Namrata Katharotiya

Namrata Katharotiya, Administrative Secretary

The Flower Mound Town Hall and Jody Smith Hall are wheelchair accessible. Requests for accommodations or interpretive services must be made at least 48 hours prior to this meeting by contacting Namrata Katharotiya at 972-874-6436.



TRANSPORTATION COMMISSION AGENDA ITEM NO. 1

CONSENT ITEM

DATE: April 12, 2022

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

ITEM: Consider approval of the minutes from the regular meeting of the Transportation Commission held on March 8, 2022.

BACKGROUND INFORMATION: This agenda item is to consider approval of the minutes from the March 8, 2022 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 03.08.22

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

THE FLOWER MOUND TRANSPORTATION COMMISSION REGULAR MEETING HELD ON THE 8TH DAY OF MARCH 2022 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	Chair
Bjorn Vandug	Commissioner, Place 1
Ron Hogue	Commissioner, Place 3
Scott Jostes	Commissioner, Place 4
Cheryl Moore	Commissioner, Place 5
Charlie Landry	Commissioner, Place 7
Michelle Jackson	Commissioner, Place 8
Louis Viscusi	Commissioner, Place 9

(Places 8 and 9 of the Commission do not vote on items unless they sit in place of one of the regular members; Places 1-7.)

Brian Taylor	Vice Chair
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With the following members of the Town staff participating:

Matthew Hotelling	Sr. Engineering Transportation Manager
Delona Verplank	Executive Assistant
Namrata Katharotiya	Administrative Secretary

A. CALL TO ORDER - REGULAR SESSION – 6:31 P.M.

B. PLEDGE OF ALLEGIANCE

C. PUBLIC PARTICIPATION

None

D. TRAFFIC MANAGER REPORT

- Preparing for Emerging Transportation Technologies
- Update status report related to operational issues, capital improvement projects, and TxDOT projects
- Future Transportation Commission meeting dates
 - April 12, 2022
- Joint Work Session
 - Parks Board meeting – April 7, 2022 (6:30 PM)
- Future agenda items
 - NTMP training

E. CONSENT ITEMS

1. Consider approval of minutes from the regular meeting of the Transportation Commission held on January 11, 2022.

Commissioner Moore made a motion to approve consent item 1 as presented in the agenda caption. Commissioner Landry seconded the motion.

VOTE ON THE MOTION

Motion passed (6-0-0)

AYES: Vandug, Hogue, Jostes, Moore, Landry, Jackson

NAYES: None

ABSTAIN: None

ABSENT: Taylor

F. REGULAR ITEMS

2. Consider a recommendation for a proposed street name change for the Section of Roadway known as Boat Ramp on the eastern end of Lake Ridge Road to Lake Ridge Drive to the Town Council.

Staff Presentation

Matthew Hotelling, Sr. Engineering Transportation Manager

Commission Deliberation

Commissioner Moore made a motion to approve item 2 as presented in the agenda caption. Commissioner Vandug seconded the motion.

VOTE ON THE MOTION

Motion passed (6-0-0)

AYES: Jackson, Landry, Moore, Jostes, Hogue, Vandug

NAYES: None

ABSTAIN: None

ABSENT: Taylor

3. Consider a recommendation for a proposed street name change for Bridgewater Avenue to Williamson Avenue for the 200 - 300 block to the Town Council.

Staff Presentation

Matthew Hotelling, Sr. Engineering Transportation Manager

Spoke In Favor:

None

Spoke In Opposition:

Tamara Moore, Paragon Property Management (on the behalf of the Southgate Homeowners Association)

Commission Deliberation

Commissioner Moore moved to postpone item 3 to May 10, 2022. Commissioner Hogue seconded the motion.

VOTE ON THE MOTION

Motion passed (6-0-0)

AYES: Vandug, Hogue, Jostes, Moore, Landry, Jackson

NAYES: None

ABSTAIN: None

ABSENT: Taylor

H. ADJOURNMENT – 7:58 P.M.

TOWN OF FLOWER MOUND
TRANSPORTATION COMMISSION

CHRIS REED, CHAIR

ATTEST:

NAMRATA KATHAROTIYA, ADMINISTRATIVE SECRETARY



TRANSPORTATION COMMISSION AGENDA ITEM NO. 2

REGULAR ITEM

DATE: April 12, 2022

FROM: Matthew J. Hotelling, P.E., PTOE, ADAC, Senior Engineering Transportation Manager

ITEM: Consider a recommendation for a permanent speed limit change on Morriss Road between Flower Mound Road (FM 3040) to Cross Timbers Road (FM 1171) from 35 mph to 40 mph to Town Council.

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 change on Morriss Road between FM 3040 and FM 1171.

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

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. A recent speed study was conducted in March of 2022. The following table is a result of that speed study for the 85th percentile speed at the respective locations along this section of Morriss Road.

85th percentile speed from 2022 speed study

Location	Northbound (mph)	Southbound (mph)
Lake Bluff	43	53
Golden Arrow	43	38
Timber Meadow	38	38
Milford	48	53

In comparison, these were the 85th percentile speeds from the 2018 agenda item.

Location	Northbound (mph)	Southbound (mph)
Lake Bluff	43	44
Golden Arrow	43	44
Timber Meadow	41	41
Milford	40	42

Roadside Characteristics, etc.

Staff has determined the road characteristics, shoulder condition, grade, alignment and sight distance for the streets along Morriss Road. The roadway in this section of Morriss is generally built with 11 foot wide lanes, arterial concrete street and is curvilinear. It does not have a shoulder, and generally has good sight distance.

The Fuqua Drive intersection meets the minimum standards for visibility at both 35 mph and 40 mph, however, with the current lower speed limit, the sight visibility would be improved. No intersections within this section of Morriss Road are controlled by an all way stop condition. Including both Flower Mound Road (FM 3040) and Cross Timbers (FM 1171), 6 intersections are controlled by traffic signals. Two reduced speed school zones are located within this stretch of Morriss Road

Pace Speed

The pace speed is the 10 mph range of speed which the largest majority of drivers are driving. A recent speed study was conducted in March of 2022. The following table is a result of that speed study for the Pace Speed at the respective locations along this section of Morriss Road.

Pace Speed from the 2022 speed study

Location	Northbound (mph)	% in pace	Southbound (mph)	% in pace
Lake Bluff	34 – 43	61.4	47 – 56	62.7
Golden Arrow	29 – 38	79.0	29 – 38	87.5
Timber Meadow	29 – 38	80.5	29 – 38	87.1
Milford	39 – 48	74.5	47 – 56	66.3

In comparison, these were the Pace Speed from the 2018 agenda item

Location	Northbound (mph)	% in pace	Southbound (mph)	% in pace
Lake Bluff	36 – 45	90.6	37 – 46	87.1
Golden Arrow	36 – 45	88.8	36 – 45	87.2
Timber Meadow	34 – 43	90.4	34 – 43	96.8
Milford	33 – 42	95.2	33 – 42	87.2

Roadside Development

The roadside development for Morriss Road between Lake Bluff Drive and approximately 650 feet south of Cross Timbers Road (FM 1171) is primarily residential. Outside of these two limits, the roadside development changes to primarily commercial/institutional. The exception would be in the vicinity of Garden Road with the Forestwood Middle School and the adjacent commercial/institutional development on the west side of Morriss Road across from the school and the northwest corner of Morriss Road and Forest Vista with an institutional use.

Parking and Pedestrian Activity

Regarding parking practices and pedestrian activity, pedestrian activity for this area is primarily related to the residential homes and the school. Parking practices is off street parking and illegal to park within Morriss Road itself.

Crash History

Research of reported crash experience for the past 12 months (February 2021 through February 2022) for only the area outside of the commercial areas (south of Town Hall to Lake Bluff), reveals that 13 reported accidents have occurred. Of those 13 accidents, 2 cause factors involving speed were reported. Accidents took place primarily at intersections. Other cause factors involved were: disregarding stop and go signal (ran red light), driver inattention/distraction/texting, failing to yield ROW, faulty evasive action, followed too closely, failed to drive in a single lane, failed to pass to the left safely, Other (officer narrative) and driving under the influence of alcohol.

In comparison, the research for crashes 12 months prior to when the speed limit reduction was originally presented to the Transportation Commission (February 2018) for the same area, there were 22 reported

accidents that occurred. Of those 22 accidents, 5 cause factors involving speed were reported. Accidents took place primarily at intersections. Other cause factors involved were: changing lanes when unsafe, disregarding stop and go signal, driver inattention/distraction/texting, failing to yield ROW, impaired visibility, faulty evasive action and driving under the influence of alcohol.

Natural Break Points

The natural break points for the speed limits along Morriss Road, if not consistent throughout the corridor, would be where the land use changes. If the speed limit is to remain status quo; staff recommends that the location of the 35 mph section remain from approximately 650 feet south of Cross Timbers Road (FM 1171) to Lake Bluff Drive.

FISCAL IMPACT: N/A

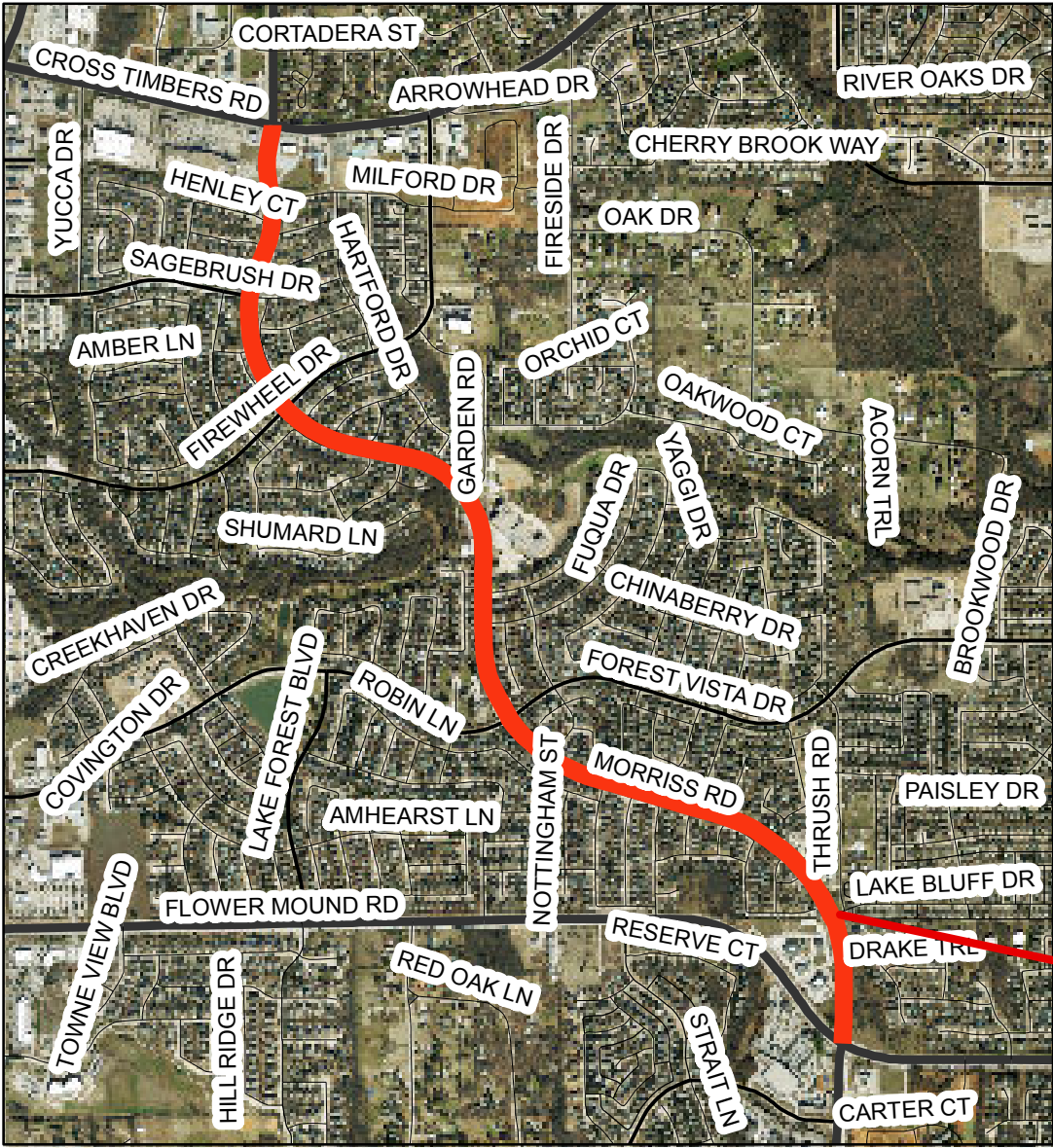
LEGAL REVIEW: N/A

ATTACHMENTS:

1. Vicinity Map of Morriss Road.

DRAFT RECOMMENDATIONS: Move to approve as written in the agenda caption.

Vicinity Map - Morriss Rd



Vicinity Map

Legend

 MorrissRd

Project
Location(s)



TRANSPORTATION COMMISSION AGENDA ITEM NO. 3

WORK SESSION ITEM

DATE: April 12, 2022
FROM: Matthew J. Hotelling, P.E., PTOE, ADAC, Traffic Engineer
ITEM: **Capital Improvement Projects Review for Streets, Street Reconstruction and Traffic Signals for FY 22-23.**

BACKGROUND INFORMATION: During the January 2022, Transportation Commission (TRC) meeting work topics item, the Commissioners expressed a desire to have greater input and review of the Capital Improvement Project (CIP) program for Streets, Streets Reconstruction and Signals. The CIP group is beginning their compilation of the upcoming FY 22-23 budget year process. This item will provide a chance for TRC to provide feedback to staff on the projects for FY 22-23. The input from the TRC will be used to help select projects for the upcoming year or possibly push projects out into future years. Attached to this agenda item are the current (FY 21-22 Amendment 3) CIP for Streets, Street Reconstruction and Traffic Signals. Street reconstruction projects are based on the street rating system that the TRC heard back in October 2016. The Town currently has a project underway for a new round of data collection for the street rating system. Once this project is complete, a TRC agenda work session item will be put together to share the results with the Commission. Other projects that are funded by Impact Fees may not move due to their connection to the Impact Fee Schedule

The Streets, Street Reconstruction, and Traffic Signal Projects Five Year CIP identify funding sources and schedules for the construction. The Five Year CIP is revisited and modified as needed as part of the Town's yearly budget process.

Streets projects are projects that the Town builds as new roadways. Currently slated for FY 22/23 is the construction of Aberdeen Drive Phase II, the construction of remaining sections Denton Creek Boulevard (I35 to Prairie Ridge Rd), the construction of the Denton Creek Boulevard Bridge, design of the Greenway Rural Arterial connector, design of Kirkpatrick Phase III, design of the Lakeside Capacity improvements, and the construction of Stonecrest Road. Other improvements that currently have decision packages for Town Council to decide upon are the sidewalk links and street light priorities. The TRC is schedule to hear both of those priority items at next month's commission meeting. A couple of items that were originally scheduled for this FY will move to next year or beyond due to being tied to Denton County funding. Those items include the construction of the intersection improvements at FM 2499/FM 3040 and construction of the intersection improvements at FM 2499/FM 407. This is the same scenario with the Lakeside Parkway Capacity Improvements and the Shiloh Road Improvements. As staff continues to review locations of need, additional projects may be added at a later date. If projects are added or moved, an updated CIP Streets listing will be sent to the Commissioners.

Street Reconstruction projects are projects that take an existing roadway that has begun to fail or is rated low in the Pavement Management Index and brings them up to like-new condition. These projects are paid for by the 1/4 cent sales tax for Streets. The 1/4 cent sales tax must be voted on every 4 years. The last renewal was approved in November of 2019. This funding source has proven itself invaluable to keeping our older streets maintained and has save multiple millions of dollars from needing to be spent out of the general fund to fix these streets. Current projects listed on the Street Reconstruction List for FY 22/23 include Lakeside Parkway Panel replacements and design of Timber Creek Road (5000 Timber Creek to Homestead). There are projects that are slated for FY 21/22 that will likely be finishing design or beginning construction that will continue into FY 22/23. Like Streets projects, staff will continue to look at locations that may have progressed quicker than predicted with the Pavement Management Index and may prioritize other locations at a later date. If projects are added or moved, an update CIP Streets Reconstruction listing will be sent to the Commissioners. As previously mentioned, the Town currently has a project underway that will reevaluate the condition of Town streets and likely produce a new listing of streets that need to be reconstructed. Again, the results of this project will be brought to the Commission at a later date.

Last year, it was brought to the TRC that the Town was recommending two intersections to be designed/constructed in FY 21/22. Those two locations were FM 1171 at Canyon Falls; and Garden Ridge Blvd at Forest Vista Drive. Those two locations are currently under design along with a reconstruction project at FM 2499/Firewheel intersection. Due to the very long lead times of the purchase of equipment, these projects will continue on into the FY 22/23. One critical piece of equipment is currently taking at least 8 – 9 months to receive. That piece of equipment has been ordered for these new signals but that puts construction not until the end of this calendar year at the earliest. There are other locations shown on the attached CIP sheet for traffic signals in FY 22/23. However, FM 2499 at Northshore; and Garden Ridge at Kirkpatrick are planned to be moved into future years on the CIP. Garden Ridge and Kirkpatrick will follow the Kirkpatrick III schedule. With the average cost of approximately \$400,000 a piece, two traffic signals is typically all that will be funded in any one fiscal year. It is anticipated that this cost will be higher before construction is complete. The material for these traffic signals has seen an increase between 10 and 60 percent. There are two other projects on the signal CIP project listing: Traffic signal preemption upgrade and Traffic Detection Rehabilitation. Those projects can be discussed further at the meeting if the TRC is interested in those projects.

Any feedback from TRC will be given to the Assistant Director of Engineering - CIP to be distributed to the appropriate staff person to use as part of the decision making process for project for the FY 22-23 CIP.

ATTACHMENTS:

1. Excerpt FY 21-22 CIP Sheets for Streets, Street Reconstruction and Traffic Signals Amendment 3

DRAFT MOTION: The purpose of this item is to provide information to the Transportation Commission and the elicit feedback in the form of consensus ideas on the CIP projects. No Formal Action is required.

TOWN OF FLOWER MOUND
SUMMARY OF FIVE YEAR CIP PLAN
FY 2021-2022 Amendment 3
2/7/2022

	STREET PROJECTS	PRIOR FISCAL YEARS	CONSTRUCTION SCHEDULE						TOTAL PROJECT COSTS	OTHER SOURCES	ISSUED DEBT GO's & CO's	NEW DEBT	DEBT SCHEDULE						
			2021- 2022	2022- 2023	2023- 2024	2024- 2025	2025- 2026	2026- 2031					2021- 2022	2022- 2023	2023- 2024	2024- 2025	2025- 2026	2026- 2031	
	Aberdeen Drive Phase II (2 additional Lanes FM 2499 to 700 ft. North of Spinks) **	-	836,000	1,264,000	-	-	-	-	2,100,000	2,100,000	0,1,5	-	-	-	-	-	-	-	-
	ADA Transition Plan and Implementation **	1,448,000	150,000	150,000	150,000	150,000	150,000	-	2,198,000	463,000	2,4	1,135,000	600,000	-	150,000	150,000	150,000	150,000	-
	Bruton Orand Boulevard at FM 1171 Right Turn Lane (Northbound)	550,000	-	-	-	-	-	-	550,000	170,000	2,4	380,000	-	-	-	-	-	-	-
	Cowboy Lane **	-	-	-	-	-	-	433,337	433,337	193,337	3	-	240,000	-	-	-	-	-	240,000
	Denton Creek Boulevard (I-35W to FM 1171) **	-	-	4,323,000	-	-	-	22,392,000	26,715,000	24,201,000	0	-	2,514,000	-	2,514,000	-	-	-	-
	Denton Creek Boulevard Bridge (Graham Branch crossing) **	310,000	-	6,747,000	-	-	-	-	7,057,000	1,650,000	0,1	-	5,407,000	-	5,407,000	-	-	-	-
	Engineering Standards	50,000	-	-	-	-	-	-	50,000	50,000	4	-	-	-	-	-	-	-	-
	FM 1171 at FM 2499 Westbound Right Turn Lane **	308,331	-	-	-	-	-	-	308,331	308,331	7	-	-	-	-	-	-	-	-
	FM 2499 at FM 3040 Intersection Improvements **	450,000	2,550,000	-	-	-	-	-	3,000,000	3,000,000	0,2	-	-	-	-	-	-	-	-
	FM 2499 at FM 407 Intersection Improvements **	-	300,000	-	-	-	-	-	300,000	300,000	2	-	-	-	-	-	-	-	-
	FM 2499 at Waketon Road Intersection Improvements **	1,900,000	-	-	-	-	-	-	1,900,000	1,300,000	7,8	600,000	-	-	-	-	-	-	-
	FM 2499 Roadway, Traffic Signal, and Drainage **	8,200,000	-	-	-	-	-	-	8,200,000	7,000,000	1	1,200,000	-	-	-	-	-	-	-
	Garden Ridge Road Through Lane (at FM 3040) **	610,000	-	-	-	-	-	-	610,000	610,000	0,4	-	-	-	-	-	-	-	-
	Greenway Rural Arterial Connector 1 (US 377 to FM 1171) **	-	-	-	-	-	-	22,005,000	22,005,000	11,005,000	0	-	11,000,000	-	-	-	-	-	11,000,000
	Kirkpatrick Lane Phase III (South of FM 1171) **	-	-	800,000	7,918,000	-	-	-	8,718,000	5,025,000	0,1	-	3,693,000	-	-	3,693,000	-	-	-
	Lakeside Parkway Capacity Improvements **	-	-	540,000	8,000,000	-	-	-	8,540,000	8,540,000	0,1,3	-	-	-	-	-	-	-	-
	Lusk Lane / Red Rock Lane East-West Connector	-	-	-	-	-	-	14,401,000	14,401,000	2,300,000	0,2	-	12,101,000	-	-	-	-	-	12,101,000
	Peters Colony Road Roundabout **	1,110,000	-	-	-	-	-	-	1,110,000	1,110,000	2,4	-	-	-	-	-	-	-	-
	Retaining Wall at the Mound	-	300,000	-	-	-	-	-	300,000	300,000	4	-	-	-	-	-	-	-	-
	Rippy Road (Waketon to FM 2499)**	5,350,000	-	-	-	-	-	-	5,350,000	4,931,000	2,4,7	419,000	-	-	-	-	-	-	-
	Roadway Amenities	773,083	90,000	90,000	90,000	90,000	90,000	-	1,223,083	758,083	2,4	105,000	360,000	-	90,000	90,000	90,000	90,000	-
	Rural Connector (Dunham Road to Greenway Rural Arterial Connector 1)	-	-	-	-	-	-	9,933,000	9,933,000	4,000,000	0	-	5,933,000	-	-	-	-	-	5,933,000
	Shiloh Road Improvements (North of FM 1171) **	-	-	505,000	-	-	-	6,100,000	6,605,000	505,000	1	-	6,100,000	-	-	-	-	-	6,100,000
	Sidewalk Links **	1,411,000	150,000	-	-	-	-	-	1,561,000	1,561,000	2,4	-	-	-	-	-	-	-	-
	Stonecrest Road (FM 1171 to Canyon Falls Boulevard)	-	-	8,574,000	-	-	-	-	8,574,000	74,000	0	-	8,500,000	-	-	-	-	-	8,500,000
	Street Light Improvements	230,000	115,000	-	-	-	-	-	345,000	345,000	4	-	-	-	-	-	-	-	-
	Urban Collector Loop (Stonecrest Road to FM 1171)	-	-	-	-	-	-	15,572,000	15,572,000	8,572,000	0	-	7,000,000	-	-	-	-	-	7,000,000
	Urban Minor Arterial with Bike Lane 1 (US 377 to Denton Creek Boulevard)	-	-	-	-	-	-	4,444,000	4,444,000	2,444,000	0	-	2,000,000	-	-	-	-	-	2,000,000
	Urban Minor Arterial with Bike Lane 2 (Denton Creek Boulevard to West Town Limit)	-	-	-	-	-	-	3,512,000	3,512,000	1,512,000	0	-	2,000,000	-	-	-	-	-	2,000,000
	US 377 Overpass at FM 1171 (Rock Cladding)	350,000	-	-	-	-	-	-	350,000	350,000	4	-	-	-	-	-	-	-	-
	Waketon Road **	8,466,905	-	-	-	-	-	-	8,466,905	8,236,905	1,3,5,7	230,000	-	-	-	-	-	-	-
	Waketon/College Connector **	-	-	-	-	-	-	1,353,000	1,353,000	553,000	0	-	800,000	-	-	-	-	-	800,000
	Walsingham Drive (Scenic / Flower Mound Road Connector)	-	2,000,000	-	-	-	-	-	2,000,000	2,000,000	0,2	-	-	-	-	-	-	-	-
	SUBTOTAL	\$ 31,517,319	\$ 6,491,000	\$ 22,993,000	\$ 16,158,000	\$ 240,000	\$ 240,000	\$ 100,145,337	\$ 177,784,656	\$ 105,467,656		\$ 4,069,000	\$ 68,248,000	\$ -	\$ 8,161,000	\$ 3,933,000	\$ 240,000	\$ 240,000	\$ 55,674,000

*General Obligation Bonds
** Project Includes ADA Improvements

- Other Sources
- 0. Impact Fees
 - 1. Grant and Interlocal Funds
 - 2. Other Sources (Proj. Sav.,Fund Bal.,380,Interest Inc.)
 - 3. Escrow
 - 4. Decision Package
 - 5. Developer Agreement(s)
 - 6. Park Development Fund
 - 7. Tax Increment Reinvestment Zone (TIRZ)
 - 8. Dedicated Sales Tax
 - 9. SH 121 Regional Toll Revenue (RTR)

TOWN OF FLOWER MOUND
SUMMARY OF FIVE YEAR CIP PLAN
FY 2021-2022 Amendment 3
2/7/2022

	SIGNAL PROJECTS	PRIOR FISCAL YEARS	CONSTRUCTION SCHEDULE						TOTAL PROJECT COSTS	OTHER SOURCES	ISSUED DEBT GO's & CO's	NEW DEBT	DEBT SCHEDULE					
			2021- 2022	2022- 2023	2023- 2024	2024- 2025	2025- 2026	2026- 2031					2021- 2022	2022- 2023	2023- 2024	2024- 2025	2025- 2026	2026- 2031
	Bruton Orand Boulevard at Kenwood Drive **	-	-	-	-	-	-	400,000	400,000	400,000	0,4	-	-	-	-	-	-	-
	Bruton Orand Boulevard at Quail Run Road**	-	-	-	-	-	-	400,000	400,000	400,000	0,4	-	-	-	-	-	-	-
	College Parkway at Timber Creek **	-	-	-	-	-	-	400,000	400,000	400,000	0,4	-	-	-	-	-	-	-
	FM 1171 at Canyon Falls Drive **	-	450,000	-	-	-	-	-	450,000	450,000	0,1	-	-	-	-	-	-	-
	FM 2499 at Northshore Boulevard **	-	-	400,000	-	-	-	-	400,000	400,000	4	-	-	-	-	-	-	-
	Garden Ridge Boulevard at Forest Vista Drive **	-	375,000	-	-	-	-	-	375,000	375,000	0,1	-	-	-	-	-	-	-
	Garden Ridge Boulevard at Kirkpatrick Lane **	-	-	400,000	-	-	-	-	400,000	400,000	0,4	-	-	-	-	-	-	-
	Gerault Road at Old Gerault Road **	-	-	-	-	-	-	400,000	400,000	400,000	0,4	-	-	-	-	-	-	-
	Lakeside Parkway at Silveron Boulevard **	-	-	-	-	-	-	400,000	400,000	400,000	0,4,5	-	-	-	-	-	-	-
	Morriss Road at Eaton **	-	-	-	400,000	-	-	-	400,000	400,000	4	-	-	-	-	-	-	-
	Peters Colony Road at Churchill Drive**	-	-	-	-	-	-	400,000	400,000	400,000	0,4	-	-	-	-	-	-	-
	Signal Rehabilitation - FM2499 at Firewheel Drive	-	200,000	-	-	-	-	-	200,000	200,000	4	-	-	-	-	-	-	-
	Traffic Detection Rehabilitation **	900,000	150,000	150,000	150,000	150,000	150,000	-	1,650,000	425,000	2,4	625,000	600,000	-	150,000	150,000	150,000	150,000
	Traffic Signal Preemption Upgrade	-	-	-	-	-	-	350,000	350,000	350,000	4	-	-	-	-	-	-	-
	US 377 at Canyon Falls Drive **	730,000	-	-	-	-	-	-	730,000	730,000	0,1,2,4,9	-	-	-	-	-	-	-
	SUBTOTAL	\$ 1,630,000	\$ 1,175,000	\$ 950,000	\$ 550,000	\$ 150,000	\$ 150,000	\$ 2,750,000	\$ 7,355,000	\$ 6,130,000		\$ 625,000	\$ 600,000	\$ -	\$ 150,000	\$ 150,000	\$ 150,000	\$ -

*General Obligation Bonds
** Project Includes ADA Improvements

- Other Sources**
0. Impact Fees
1. Grant and Interlocal Funds
2. Other Sources (Proj. Sav.,Fund Bal.,380,Interest Inc.)
3. Escrow
4. Decision Package
5. Developer Agreement(s)
6. Park Development Fund
7. Tax Increment Reinvestment Zone (TIRZ)
8. Dedicated Sales Tax
9. SH 121 Regional Toll Revenue (RTR)

TOWN OF FLOWER MOUND
SUMMARY OF FIVE YEAR CIP PLAN
FY 2021-2022 Amendment 3
2/7/2022

	STREET RECONSTRUCTION PROJECTS	PRIOR FISCAL YEARS	CONSTRUCTION SCHEDULE						TOTAL PROJECT COSTS	OTHER SOURCES	ISSUED DEBT GO's & CO's	NEW DEBT	DEBT SCHEDULE					
			2021- 2022	2022- 2023	2023- 2024	2024- 2025	2025- 2026	2026- 2031					2021- 2022	2022- 2023	2023- 2024	2024- 2025	2025- 2026	2026- 2031
	Blue Ridge Trail Reconstruction (Branchwood Trail to Country Meadows Drive)	1,010,000	-	-	-	-	-	-	1,010,000	1,010,000	8	-	-	-	-	-	-	-
	Colonial Drive Reconstruction Phase II (Whitney Lane to Homestead Drive)	1,880,000	-	-	-	-	-	-	1,880,000	1,880,000	8	-	-	-	-	-	-	-
	Edgefield Trail Reconstruction (Wood Creek Drive to Timber Valley Drive)	1,410,000	-	-	-	-	-	-	1,410,000	1,410,000	8	-	-	-	-	-	-	-
	Flower Mound Road Reconstruction Phase II (Old Settlers Road to Bruton Orand Boulevard) **	-	-	-	-	-	-	2,344,000	2,344,000	2,344,000	8	-	-	-	-	-	-	-
	Forest Vista Drive Reconstruction Phase II (Morriss Road to Chancellor Drive) **	2,735,000	-	-	-	-	-	-	2,735,000	2,735,000	8	-	-	-	-	-	-	-
	Grady Court Reconstruction (Homestead Street to Cul-de-sac)	675,000	-	-	-	-	-	-	675,000	675,000	8	-	-	-	-	-	-	-
	Lakeside Parkway Panel Replacements (FM 2499 to Town Limits)	-	-	2,500,000	-	-	-	-	2,500,000	2,500,000	8	-	-	-	-	-	-	-
	Lopo Road Reconstruction	-	940,000	-	-	-	-	-	940,000	940,000	8	-	-	-	-	-	-	-
	Marcus Drive Reconstruction (Christy Court to Colony Street)	-	-	-	-	-	1,170,000	-	1,170,000	1,170,000	8	-	-	-	-	-	-	-
	Melody Court Reconstruction	-	300,000	-	-	-	-	-	300,000	300,000	2	-	-	-	-	-	-	-
	Old Gerault Road Reconstruction	370,000	300,000	-	-	-	-	1,200,000	1,870,000	670,000	2,8	1,200,000	-	-	-	-	-	1,200,000
	Pavement Analysis	150,000	-	-	-	-	-	-	150,000	150,000	8	-	-	-	-	-	-	-
	Timber Creek Road at College Parkway Intersection Reconstruction **	-	600,000	-	-	-	-	-	600,000	600,000	2,8	-	-	-	-	-	-	-
	Timber Creek Road Reconstruction Phase II (5000 Timbercreek Road to Homestead Street) **	-	-	250,000	2,000,000	-	-	-	2,250,000	2,250,000	8	-	-	-	-	-	-	-
	Timber Creek Road Reconstruction Phase III (Homestead Street to Kirkpatrick Lane) **	-	-	-	300,000	2,925,000	-	-	3,225,000	3,225,000	8	-	-	-	-	-	-	-
	Timber Creek Road Reconstruction Phase IV (Timber Creek Bridge to Eaton) **	-	-	-	-	-	-	3,600,000	3,600,000	3,600,000	8	-	-	-	-	-	-	-
	Wood Creek Circle Reconstruction (Wood Creek Drive to Cul-de-Sac) **	500,000	-	-	-	-	-	-	500,000	500,000	8	-	-	-	-	-	-	-
	SUBTOTAL	\$ 8,730,000	\$ 2,140,000	\$ 2,750,000	\$ 2,300,000	\$ 2,925,000	\$ 1,170,000	\$ 7,144,000	\$ 27,159,000	\$ 25,959,000		\$ -	\$ 1,200,000	\$ -	\$ -	\$ -	\$ -	\$ 1,200,000

*General Obligation Bonds
** Project Includes ADA Improvements

- Other Sources
- 0. Impact Fees
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TRANSPORTATION COMMISSION AGENDA ITEM NO. 4

WORK SESSION ITEM

DATE: April 12, 2022
FROM: Matthew J. Hotelling, P.E., PTOE, ADAC, Traffic Engineer
ITEM: **Work session item to discuss the Neighborhood Traffic Management Program (NTMP).**

BACKGROUND INFORMATION: During the January 2022, Transportation Commission (TRC) meeting work topics item, the Commissioners was presented with a possible training items throughout the year. Between January and this meeting, the Town Council has asked for the TRC to have a training on the Neighborhood Traffic Management Program (NTMP). This training will discuss the history of the NTMP and the steps for various type of actions within the NTMP.

As a refresher from the TRC Orientation, the NTMP is located in the material handouts that were provided for the commission. The NTMP can be accessed through the flash drive provided to each commissioner.

ATTACHMENTS: NA

DRAFT MOTION: The purpose of this item is to provide information to the Transportation Commission.