

Transportation Commission



March 12, 2024
Town Hall
2121 Cross Timbers Road
Flower Mound, TX 75028

6:30 p.m.

AGENDA

A. CALL TO ORDER

B. PLEDGE OF ALLEGIANCE TO THE AMERICAN FLAG

C. PUBLIC COMMENT

The purpose of this item is to allow the public an opportunity to address the Board/Commission regarding any item on this agenda that is not a "Public Hearing." Issues regarding daily operational or administrative matters should first be dealt with by calling Town Hall at 972- 874-6000 during business hours. To speak to the Board/Commission during public comment, please fill out a comment form, which is located in the lobby of Town Hall.

In accordance with the Texas Open Meetings Act, the Board/Commission is restricted from discussing or acting on items not listed on the agenda.

- Speakers are limited to 3 minutes; a tone will sound at 30 seconds left and when time has expired, and times may be adjusted by the Chair depending on the number of speakers.
- Speakers must address their comments to the Board/Commission.
- Please state your name and address when speaking.

D. ASSISTANT DIRECTOR REPORT

1. Update status report related to operational issues, capital improvement projects and TxDOT projects
2. Future Transportation Commission meeting dates
3. Future Agenda Items
4. Transportation Commission Update Report at the May 16 work session

E. CONSENT ITEM(S)

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. Consider approval of the minutes from January 9, 2 - Consider approval of the minutes from January 9, 2024.

F. REGULAR ITEM(S)

1. Public Hearing to consider a request for a Master - Public Hearing to consider a request for a Master Plan Amendment (MPA23-0008 – Scenic Drive) to amend Section 7.0, Thoroughfare Plan, to consider three options for the classification of Scenic Drive and provide feedback on various elements.

G. ADJOURN

I do hereby certify that the Notice of Meeting was posted on the bulletin board at the Town Hall for the Town of Flower Mound, Texas, in 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: March 8, 2024, at 5:30p.m., at least 72 hours prior to the scheduled time of said meeting.

Tina Wells, Administrative Secretary

The Flower Mound Town Hall and Jody Smith Hall are wheelchair accessible. Requests for accommodation or interpretive services must be made 48 hours prior to this meeting by contacting Town Hall at 972.874.6000. Additional time limits will be provided for members of the public that need to address the Town Council through a translator.

Transportation Commission



January 9, 2024
Town Hall
2121 Cross Timbers Road
Flower Mound, TX 75028

6:30 p.m.

DRAFT MINUTES

A. CALL TO ORDER

Chair Reed called the regular meeting to order at 06:30 PM.

The Transportation Commission met in a regular meeting with the following members present:

Chris Reed, Chair, Place 6
Bjorn Vandug, Place 1
Jason Huse, Place 4
Erica Mulder, Place 5
Charlie Landry, Place 7
Bob Morreira, Place 8,

with the following member(s) absent:

Michelle Jackson, Vice Chair, Place 2
Ron Hogue, Place 3
John Corbett, Alt Place 9

constituting a quorum with the following members of the Town Staff participating:

Matthew Hotelling, Sr. Engineering Transportation Manager
Thomas Peppers, Graduate Traffic Engineer
Tina Wells, Administrative Secretary

B. PLEDGE OF ALLEGIANCE TO THE AMERICAN FLAG

Chair Reed led the pledge.

C. PUBLIC COMMENT

The purpose of this item is to allow the public an opportunity to address the Board/Commission regarding any item on this agenda that is not a "Public Hearing." Issues regarding daily operational or administrative matters should first be dealt with by calling Town Hall at 972- 874-6000 during business hours. To speak to the Board/Commission during public comment, please fill out a comment form, which is located in the lobby of Town Hall.

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- Speakers are limited to 3 minutes; a tone will sound at 30 seconds left and when time has expired, and times may be adjusted by the Chair depending on the number of speakers.
- Speakers must address their comments to the Board/Commission.
- Please state your name and address when speaking.

None Present

D. ASSISTANT DIRECTOR REPORT

1. Update status report related to operational issues, capital improvement projects and TxDOT projects
2. Future Transportation Commission meeting dates
3. Future Agenda Items
4. Thoroughfare Plan Update

E. CONSENT ITEM(S)

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. Consider approval of the minutes from December 12, - Consider approval of the minutes from December 12, 2023.

ACTION:	Charles Landry moved to approve E.1. as presented in the agenda caption. Bjorn Vandug seconded the motion.
AYES:	Bjorn Vandug, Charles Landry, Jason Huse, Robert Morreira, Erica Mulder
NAYS:	None
ABSTAIN:	None
RESULT:	5 : 0

F. WORK SESSION

1. Discussion and feedback concerning Rolling Oaks Drive and Sterling Parkway.

Names listed below don't necessarily reflect the order in which each person spoke and all addresses are located in Flower Mound unless otherwise indicated.

	Speaker name and address	Subject (as written on the form)
1.	Stephanie Dellaria, 3601 Rolling Oaks Drive	Discussion and feedback concerning Rolling Oaks & Sterling Parkway. Signed petition entered into record.
2.	Patrick Gahan, 3221 Kiley Lane	Discussion and feedback concerning Rolling Oaks & Sterling Parkway

** Indicates person did not wish to speak*

2. Presentation and Discussion related to Potential Transportation Commission Work Topics for 2024

G. ADJOURN

Chair Reed adjourned the meeting at 7:55 p.m. on Tuesday, January 9, 2024, Motion made by Commissioner Huse and all were in favor.



TRANSPORTATION COMMISSION AGENDA F.1. REGULAR ITEM(S)

DATE: March 12, 2024
FROM: Matthew Hotelling, Assistant Director of Public Works/Transportation
ITEM: **Public Hearing to consider a request for a Master Plan Amendment (MPA23-0008 – Scenic Drive) to amend Section 7.0, Thoroughfare Plan, to consider three options for the classification of Scenic Drive and provide feedback on various elements.**

BACKGROUND: On March 4, 2024, Town Council remanded the Scenic Drive Master Thoroughfare Plan Amendment back to the Transportation Commission (TRC). The purpose of this item is to give the TRC additional options for Scenic Drive that were not presented at the December 12, 2023, Transportation Commission. Other items of interest for the TRC to provide feedback and recommendation will also be presented at this meeting.

Options for Thoroughfare Designation for Scenic Drive

Option1. Local Residential Collector - Scenic. The Local Residential Collector - Scenic (LRC-S) is a new classification that is identical to the existing Local Residential Estate except that the parkway section of the roadway would change from a paving, drainage and utility easement (PDUE) to standard right of way (ROW). The cross section of LRC-S is a section that would only apply to Scenic Drive. The cross section would be a 60 foot total ROW section. The pavement cross section is 26 feet which would consist of 2 - 13 foot vehicular travel lanes and no shoulder. This is the minimum width of a fire lane where fire hydrants are located. The parkway on each side of the roadway would be 17 feet in width. The purpose of the conversion of the PDUE to standard ROW would allow for the Town to maintain the bar ditch section of the roadway instead of the associated homeowners association (HOA) or individual landowners. This cross section has the smallest pavement footprint of the options being presented. Therefore, the smallest footprint has the largest potential of saving existing trees alongside the existing roadway. Depending on drainage patterns, this pavement section may be able to be shifted from centerline to accommodate both planned hike and bike trail (H&BT) or to avoid possible tree removal. Based on the proposed Smith Tract traffic impact analysis (TIA), the volume of vehicles along Scenic Drive will be less than 200 vehicles per day (vpd). The majority of this traffic is generated by the proposed Smith Tract Development. Attached is the latest proposed Smith Tract concept. This total does not take into account any future traffic generated by the trail head situated near the intersection of Scenic Drive and Wichita Trail. Based on these volumes, a LRC-S will more than accommodate this traffic. It is recommended that if this option is chosen that the Parks Trails and Bikeways plan be updated to reflect the changes. It should be noted that Scenic Drive south of the proposed Smith Tract Development to Wichita Trail is not on the 10 year Capital Improvement Plan (CIP) to be reconstructed. It is anticipated that any maintenance of Scenic Drive would be maintained to existing limits and materials.

Option 2. Rural Collector Modified - Scenic. The Rural Collector Modified - Scenic (RCM-S) is a modification of an existing classification of Rural Collector. The RCM-S is a 62 foot ROW section. It would consist of 17 foot parkways like the LRC-S, two 4 foot bike lanes, and two 10 foot vehicular travel lanes. The pavement cross section is a total of 28 feet in width. Like the LCR-S, the bar

ditches would be maintained by the Town instead of the HOAs or individual landowners. This pavement cross section is the second smallest pavement footprint of the options being presented. This cross section has a slightly larger pavement section that may affect additional trees. This cross section has the smallest vehicular travel lane width of all options. This may have two affects on traffic. The smaller vehicular lane has the potential to be the lowest vehicular speed. However, the narrower width, especially for larger vehicles such as horse trailers or landscape trailers, has the tightest passing clearance. Larger vehicles such as these would likely shy away from each other if met along the roadway and briefly enter into the bike lane. As with the LCR-S, this cross section could be shifted within the ROW to both accommodate planned H&BT and to avoid possible tree removal. Theoretically, the smaller travel lane will have slightly less vehicular traffic capacity, but like the LCR-S, the amount of vehicular traffic will more than accommodate this traffic. One item that could be considered with this option would be to widen the travel lane from 10 feet to 11 feet to accommodate a larger vehicle such as a horse trailer. This change, however, would increase the ROW from 62 feet to 64 feet. The TIA recommended keeping a Rural Collector classification, not for vehicular traffic, but for bike connectivity. The combined Recommendations Map from the Trails and Bikeways Plan is attached for reference. The proposed Smith Tract Development proposes to include the 12 foot H&BT through their property from their entrance at Scenic on the northeastern edge of the property to a connection with Scenic near the proposed trailhead on the southern edge of the property. The proposed Smith Tract Development is attached. The proposed Smith Tract Development is subject to change. In the past, a modified cross section has not required a Master Plan Amendment. However, due to the fact that the stretch of Scenic Drive from the Smith Tract Development entrance to Wichita Trail is not on the 10 year horizon on the CIP, a footnote on the Thoroughfare Plan or change in the text of the Master Transportation Plan itself would be recommended.

Option 3. Status quo. Rural Collector. The last option is to keep the existing Rural Collector (RC) classification. The current Thoroughfare Plan is attached. The Rural collector cross section is 80 foot ROW. The parkway was 23 foot feet in width, two 5 foot bike lanes, and two 12 foot vehicular travel lanes. The pavement cross section is a total of 34 feet in width. Like the LCR-S and the RCM-S, the bar ditches would be maintained by the Town instead of the HOAs or individual landowners. This pavement cross section is the largest pavement footprint of the options being presented. This cross section has the highest potential of affecting trees along the roadway. This cross section has the vehicular travel lane width that is between the other two options. The typical vehicular lane will likely have a typical effect on vehicular speeds. The typical width will accommodate larger vehicles such as horse trailers or landscape trailers. Larger vehicles will have additional buffer space between oncoming vehicles and bike lanes in this configuration. Unlike the other two options, this cross section will have the least ability to be shifted from centerline and accommodation of the H&BT and tree avoidance is more difficult. Again, the TIA recommended keeping a Rural Collector classification, not for vehicular traffic, but for bike connectivity. The combined Recommendations Map from the Trails and Bikeways Plan is attached for reference. The proposed Smith Tract Development proposes to include the 12 foot H&BT through their property from their entrance at Scenic on the northeastern edge of the property to a connection with Scenic near the proposed trailhead on the southern edge of the property. The proposed Smith Tract Development is attached. The proposed Smith Tract Development is subject to change. As with all of the previous options, Scenic Drive from the proposed Smith Tract Development to Wichita Trail is not on the 10 year CIP.

Other Information.

Other information that will be discussed at the meeting include crash history; reports of speeding; Town maintenance (pavement and signage); trip generation of the proposed Smith Tract Development; types of bike and trail users; and amount and location of trees (including specimen

trees) affected by future road improvements. Some additional information from the Trails and Bikeways Master Plan include that Shared Use (unmarked bike/vehicle) Lanes are 14' in width and bike lanes are 5' in width. Also, where there is a paved off-street trail (H&BT) the width is 12'. However, it could be 10' if the existing ROW is constrained.

BOARD REVIEW/CITIZEN FEEDBACK: There was citizen feedback at both the August 7, 2023, meeting and the March 4, 2024, meeting of Town Council. The majority of the concerns were in regard to the number of trees along this corridor and the possible impact to the additional pavement. In 2016, the majority of the concerns were the loss of the bike lane.

ALTERNATIVES: Leave as is, modify the current cross section of the current classification or change the classification of Scenic Drive.

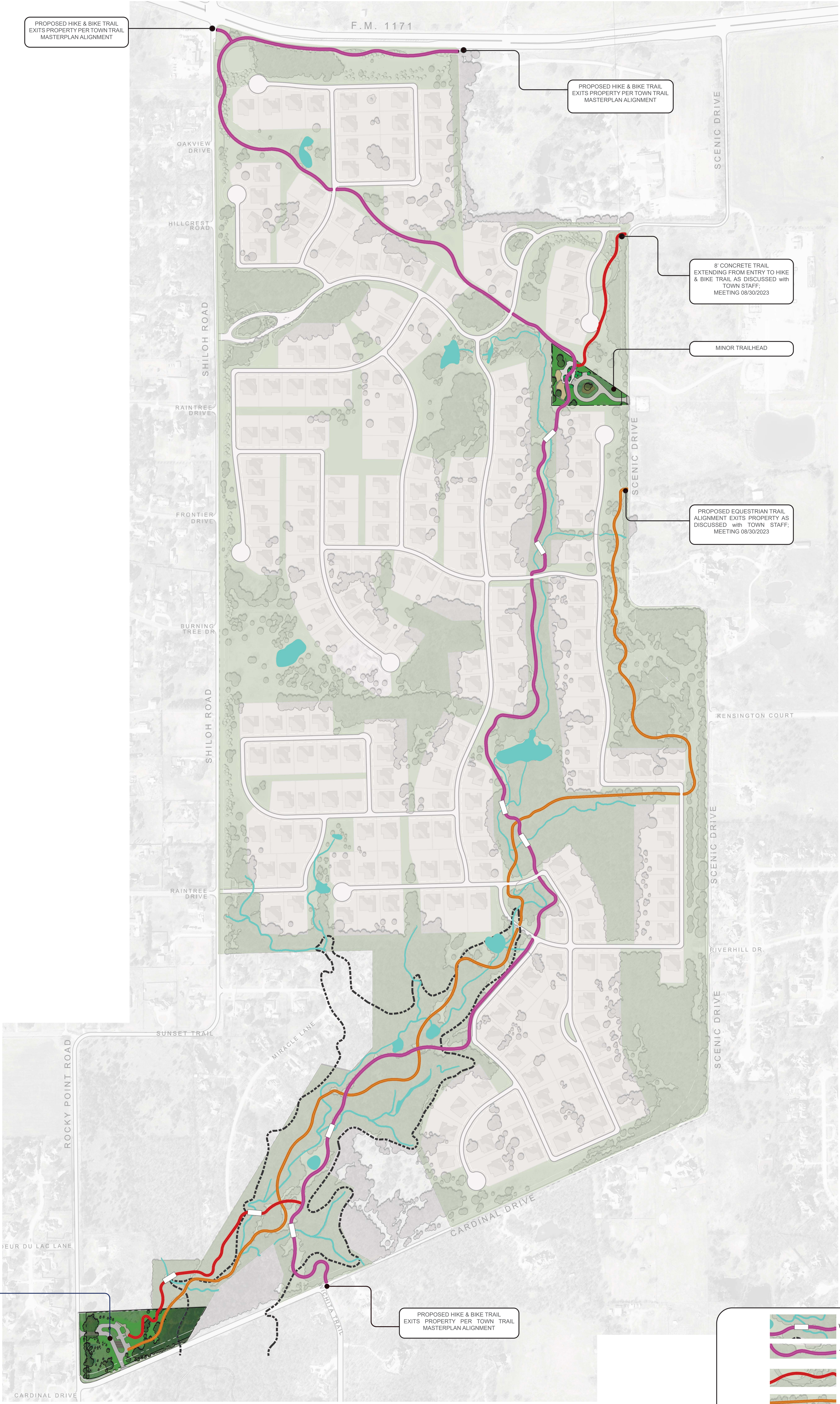
FISCAL IMPACT: N/A

LEGAL REVIEW: N/A

ATTACHMENTS:

1. PROPOSED Smith Tract Conceptual Landscape Masterplan-Trail Focus
2. CombinedTrailsMap - Flower Mound Trails and Bikeways Master Plan
3. Thoroughfare Plan - 02-05-2024

DRAFT MOTION: Recommend Option _____ with modifications or without modifications to Planning and Zoning and Town Council.



PROPOSED HIKE & BIKE TRAIL
EXITS PROPERTY PER TOWN TRAIL
MASTERPLAN ALIGNMENT

PROPOSED HIKE & BIKE TRAIL
EXITS PROPERTY PER TOWN TRAIL
MASTERPLAN ALIGNMENT

8' CONCRETE TRAIL
EXTENDING FROM ENTRY TO HIKE
& BIKE TRAIL AS DISCUSSED WITH
TOWN STAFF;
MEETING 08/30/2023

MINOR TRAILHEAD

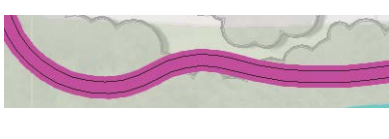
PROPOSED EQUESTRIAN TRAIL
ALIGNMENT EXITS PROPERTY AS
DISCUSSED WITH TOWN STAFF;
MEETING 08/30/2023

MULTI-USE TRAILHEAD
FOR EQUESTRIAN +
HIKE & BIKE TRAIL

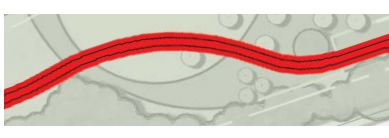
PROPOSED HIKE & BIKE TRAIL
EXITS PROPERTY PER TOWN TRAIL
MASTERPLAN ALIGNMENT



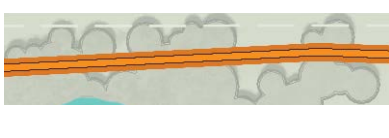
WATER CROSSING



12' CONCRETE TRAIL

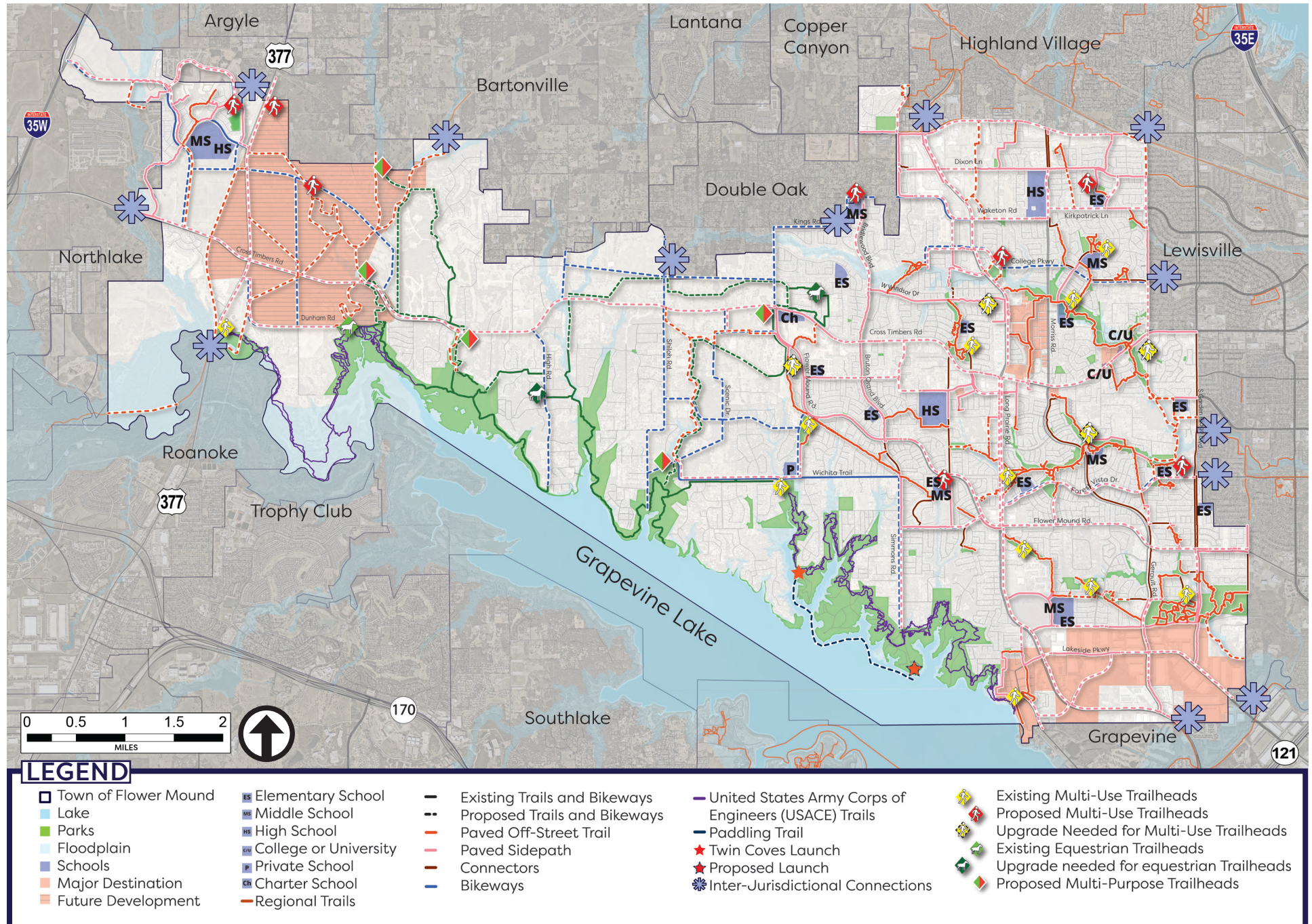


8' CONCRETE TRAIL



EQUESTRIAN TRAIL

FIGURE 4.2: COMBINED RECOMMENDATIONS MAP



**TOWN OF FLOWER MOUND
THOROUGHFARE PLAN**



0 1,500 3,000 6,000
Scale in Feet

KimleyHorn

February 5, 2024

Functional Street Classifications

- Roundabout
- Diamond Interchange
- Grade Separation
- Major Arterial
- Greenway Urban Arterial
- Greenway Rural Arterial
- Urban Minor Arterial w/Bike Lane
- Urban Minor Arterial w/On-Street Parking
- Urban Minor Arterial
- Urban Minor Arterial Undivided
- Urban Collector
- Rural Collector
- Service Road
- MU - Arterial
- MU - Collector
- MU - Couplet
- MU - Dam Road

