

Transportation Commission



April 9, 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 issue, 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 Town Council work session
5. Distracted Driving Awareness Month and National Work Zone Awareness Week

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 03/12 - Consider approval of the minutes from March 12, 2024.

F. REGULAR ITEM(S)

1. FY 24-25 Street Light Priority - Consider a recommendation to staff regarding the list of proposed streetlight locations for installation through the FY2024-2025 streetlight installation program as part of the annual budget process.

G. WORK SESSION

1. Capital Improvement Project Review for Streets and Street Reconstruction for FY 24-25
2. Capital Improvement Project Review for Signals for FY 24-25

H. 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: April 5, 2024, at 5:00p.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



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

6:30 p.m.

DRAFT MINUTES

A. CALL TO ORDER

Chair Chris Reed called the regular meeting to order at 06:37 PM

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

Chris Reed, Chair, Place 6
Michelle Jackson, Vice Chair, Place 2
Ron Hogue, Place 3
Jason Huse, Place 4
Erica Mulder, Place 5
Charlie Landry, Place 7
Bob Morreira, Place 8, Alternate
John Corbett, Place 9

with the following member(s) absent:

Bjorn Vandug, Place 1

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

Matthew Hotelling, Sr. Engineering Transportation Manager
Clayton Riggs, Director of Public Works
Tina Wells, Administrative Secretary

B. PLEDGE OF ALLEGIANCE TO THE AMERICAN FLAG

Chair Reed led the pledge.

C. PUBLIC COMMENT

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- 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. 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.

ACTION:	Ron Hogue moved to approve E.1. as presented in the agenda caption. Jason Huse seconded the motion.
AYES:	Charles Landry, John Corbett, Marie Jackson, Ron Hogue, Jason Huse, Erica Mulder
NAYS:	None
ABSTAIN:	None
RESULT:	6 : 0

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.

Staff Presenter

Matt Hotelling, Assistant Director of Public Works/Transportation & Clay Riggs, Director of Public Works, gave a combined presentation outlining the options for discussion, answering questions as needed.

Chair Reed opened the Public Hearing Comments at 07:37 PM.

Public Discussion - Item 1. Regular Item - Request for Master Plan Amendment (MPA23-0008-Scenic Drive) to amend Section 7.0, Thoroughfare Plan.

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.

	SUPPORT	OPPOSITION	QUESTIONS OR COMMENTS ONLY
1.	Steve Dixon, 4604 Wisdom Creek Ct / Owns Property at 2701 Scenic Drive		Support of Option 1 in Agenda Regular Item 1

** Indicates person did not wish to speak*

Chair Reed closed the Public Hearing Comments at 07:45 PM.

Options for Thoroughfare Designation for Scenic Drive

Option 1. 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 a 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 for 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. The 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 purposed 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 purposed Smith Tract

Developement. Attached in the Agenda Packet is the latest proposed Smith Tract concept. This total does not take intoaccount any future traffic generated by the trail head situated near the intersection of Scenic Drive and Wichita Trail. Based on the 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 Developement 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 Ruaral Collector Modified - Scenic (RCM-S) is a modification of an existing classification of Rural Collector. The RCM-S is a 62 foot RO section. It would consist of 17 foot parkways like the LRC-S, two 4 foot bike lanes, and two 10 foot vehiculartravel 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. The 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 led vehicular traffic capacity, but like the LCR-S, the amount of vehicular traffic will more than accommodate thistraffic. One item that could be considered with this option would be to widen the travel lane from 10 feet to 11 feet to accommodate the 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 classificationnot 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 Developement 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 south edge of the property. The proposed Smith Tract Developement is attached. The proposed Smith Tract Developement is subject to change. In the past, a modified cross section has not required a Master Paln Amendment. However, due to the fact that the stretch of Scenic Drive from the Smith Tract Developement entrance to Wichita Trail is not on the 10 year horizon on the Clp, sa 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 Paln is

attached. the Rural collector cross section is 80 foot ROW. The parkway is 23 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 the individual landowners. This pavement cross section is the largest pavement footprint of the options being presented. This cross 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 the 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 proposed to include the 12 foot H&BT through their property from the entrance at Scenic on the northeastern edge of the property to the 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 Witchita Trail is not on the 10 year CIP.

ACTION:

Erica Mulder moved to approve F.1 Option 1 Local Residential Collector - Scenic **with Modification to be an 8' hike and bike trail (H&BT) verses a 12' hike and bike trail (H&BT) at the northern section of Scenic Drive.** 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 a 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 for 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. The 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)-(See **modification above**) 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 in the Agenda Packet 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 the 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. Second made by Marie Jackson.

AYES:	Charles Landry, John Corbett, Marie Jackson, Ron Hogue, Jason Huse, Erica Mulder
NAYS:	None
ABSTAIN:	None
RESULT:	6 : 0

G. ADJOURN

Chair Reed requested a motion to adjourn. Motion made by Commissioner Corbett, all in favor. Meeting adjourned at 08:20 PM.



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

DATE: April 9, 2024
FROM: Thomas Peppers, Graduate Traffic Engineer II
ITEM: **Consider a recommendation to staff regarding the list of proposed streetlight locations for installation through the FY2024-2025 streetlight installation program as part of the annual budget process.**

BACKGROUND:

As part of the Road Safety Enhancement Program, the need for better visibility on roadways at night was identified as a priority. To address this, staff was tasked with presenting potential locations where streetlights could be installed to improve lighting and visibility at night. The Town's current design standards require that streetlights be installed at all intersections, cul-de-sacs, significant curves in the roadway, and at mid-block locations where the block length or streetlight spacing is greater than six hundred feet (600'). Additionally, although not required by the design standards, it is recommended that streetlights be installed at pedestrian crossings and median openings to enhance visibility and safety for both pedestrians and motorists.

To ensure that streetlights are installed where they are needed the most and that resources are allocated effectively, the recommended streetlight locations for the upcoming FY2024-2025 budget year have been categorized into four priority levels. The priority level for each location was assigned based on the following methodology:

- Level one priority – This is the highest priority level and is assigned to locations identified as safety concerns or requested by residents.
- Level two priority – Assigned to intersections and cul-de-sacs that meet eligibility requirements but have not been requested by a resident.
- Level three priority – Assigned to intersections and cul-de-sacs in residential subdivisions that meet eligibility requirements but have not been requested by a resident and are less than two hundred feet (200') from an existing streetlight. This level also includes midblock locations within a residential subdivision where the distance between existing streetlights is over eight hundred feet (800').
- Level four priority -This is the lowest priority level and is designated for all other midblock locations in residential subdivisions that meet eligibility requirements but have not been requested by a resident.

The current fiscal year has allocated \$75,000.00 for streetlight installation projects, which include locations that have been previously requested by residents and council members. Staff is seeking a recommendation from the Transportation Commission on the list of streetlight locations to be installed in the FY2024-2025 budget year with a proposed expenditure of \$115,000.00.

BOARD REVIEW/CITIZEN FEEDBACK: Residents have requested seven out of the eighteen proposed streetlights.

ALTERNATIVES: Modify the order in which the proposed streetlights are recommended to be installed.

FISCAL IMPACT: None

LEGAL REVIEW: N/A

ATTACHMENTS:

1. FY17-24 Current List of Streetlights
2. FY24-25 Proposed List of Streetlights

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

FY2017 Through FY2023 Current List of Streetlight Locations	
Location	Status
Gerault at Big Canyon	Complete
Morriss Road at Forestwood Middle School	Complete
Forest Vista at Garden Ridge	Complete
Forest Vista at Forest Vista Elementary	Complete
Aberdeen Drive at Shadow Ridge Middle School	Complete
Spinks Road at Bluebonnet Elementary School	Complete
One Place at Timber Creek Drive	Complete
Morriss Road at Lexington	Complete
Morriss Road at Lake Bluff Drive	Complete
Morriss Road at Ponderosa Pine Drive	Complete
Morriss Road at Cortadera Street	Complete
Morriss Road at Homestead Street	Complete
Morriss Road at Kirkpatrick Lane	Complete
Morriss Road at Waterford Drive	Complete
Flower Mound Road at Native Oak	Complete
Flower Mound Road at Mark Twain	Canceled
US 377 at Dunham	Complete
Gerault at Carter Circle	Complete
Gerault at Sweet Water	Complete
FM 1171 at Scenic	Complete
Morris Road at Eaton	Complete
Dixon at Chinn Chapel	Complete
Dixon at Eastglen (MHS)	Complete
Sunset Trail at Shiloh Road	Complete
Wichita Trail at Skillern Road	Complete
Valley Ridge Parkway at Timber Creek Road	Complete
Old Orchard Lane at Aster Drive	Complete
Garden Ridge at Paisley	Complete
FM 2499 at Surrey Lane	Complete
Valley Ridge Parkway at Stone Hill Farms	Complete
Morriss Road at Broadway Avenue	Complete
Buckeye Drive at Azelea Court (Resident Request)	Complete
Chinn Chapel Road at Legends Path (HOA Request)	Complete
Stonecrest Road at Sunrise Circle (Resident Request)	Complete
High Meadow at Meadow Lark (Accident Driven)	Complete
West Windsor at Glenwick (Resident Request)	Complete
Rembert Drive (Resident Request)	Complete
Waketon at Marquis Apartment Complex (Resident Request)	In Progress

FY2024-2025

Proposed List of Streetlight Locations

Katina Drive at Stone Bridge Drive (Resident Request)

Patriot Way at Old Gerault Road (Resident Request)

Via Italia Drive at Sorrento Lane (Resident Request)

Palermo Trail Midblock - Two Locations (Resident Request)

Willow Run Drive Midblock - Two Locations (Resident Request)

Lexington Avenue at Eleven11 Lexington Apartment Complex (Safety Driven)

Bruton Orand Boulevard School Crossing Near Wellington Elem. (Safety Driven)

Garden Ridge Boulevard School Crossing Near Vickery Elem. (Safety Driven)

Morriss Road Midblock School Crossing Near MHS (Safety Driven)

Garden Ridge Boulevard Pedestrian Crossing Near Hound Mound (Safety Driven)

Flower Mound Road Pedestrian Crossing at Clearpoint Drive (Safety Driven)

Flower Mound Road Pedestrian Crossing Near Post Oak Park (Safety Driven)

College Parkway Midblock Crossing (Safety Driven)

Acropolis Drive at Olympia Drive (Recommended By Staff)

Churchill Drive at Yucca Drive (Recommended By Staff)

Navajo Bluffs Court (Recommended By Staff)



TRANSPORTATION COMMISSION AGENDA G.1. WORK SESSION

DATE: April 9, 2024
FROM: Matthew Hotelling, Assistant Director of Public Works/Transportation
ITEM: **Capital Improvement Project Review for Streets and Street Reconstruction for FY 24-25**

BACKGROUND: During the January 2024, Transportation Commission (TRC) meeting work topics item, the Commissioners expressed a desire to have input and review the Capital Improvement Project (CIP) program for Streets and Street Reconstruction. The CIP group is beginning their compilation of the upcoming FY 24-25 budget year process. This item will provide a chance for TRC to provide feedback to staff on the projects for FY 24-25. 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 is the current (FY 23-24 Amendment 2) CIP for Streets and Street Reconstruction. Street reconstruction projects are based on the most current street rating system that the Town has performed approximately every 5 years. Projects that are funded by Impact Fees may not move due to their connection to the Impact Fee Schedule.

The Streets and Street Reconstruction Projects Five Year CIP identifies 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. Continuing projects from this fiscal year are the construction of Aberdeen Drive Phase II; the construction of the Denton Creek Boulevard Bridge; ADA Transition Plan and Implementation; Engineering Standards Update; FM 2499 at FM 3040; FM 2499 at FM 407; Lakeside Parkway Capacity Improvement Project; Rippy Road Phase II; Scenic Drive (Walsingham to FM 1171); US 377 Overpass at FM 1171 (Rock Cladding) and Roadway Amenities. Other improvements that currently have decision packages for Town Council to decide upon are the sidewalk links and street light priorities. The TRC is scheduled to hear the sidewalk links priority items at next month's commission meeting. Projects either scheduled for design or construction starting in FY 24/25 are: design/construction of Dixon Lane at FM 2499 intersection improvement project; Impact Fee Study; and Walsingham Drive (Scenic / Flower Mound Road Connector. As staff continues to review locations of need, therefore, 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 reconstruct 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 2023. Therefore, November of 2027 should be the next renewal for this funding. This funding source has proven itself invaluable to keeping our older streets maintained and has saved multiple millions of dollars from needing to be spent out of the general fund to reconstruct these streets. Current projects listed on the Street Reconstruction List for FY 24/25 include Bordeaux Way; Flower Mound Road Panel Replacement (Long Prairie to Quail Run); Hillside Lane; and Lakeside Parkway Panel replacements (FM 2499 to

Town Limits). Those existing projects that have started but will continue past their initial construction year will be updated as part of the Assistant Director's Report. Like Streets projects, staff will continue to look at locations that may have progressed quicker than predicted by the Pavement Management Index and may prioritize other locations at a later date. If projects are added or moved, an updated CIP Streets Reconstruction listing will be sent to the Commissioners. New projects being considered for next year include: Prospect Drive Panel Replacement; Timber Valley Drive and Fairfield Lane Reconstruction and Wichita Trail Reconstruction (Cardinal Drive and High Meadow).

BOARD REVIEW/CITIZEN FEEDBACK: Purpose of this item is to solicit feedback from the TRC.

ALTERNATIVES: N/A

FISCAL IMPACT: N/A

None

LEGAL REVIEW: N/A

ATTACHMENTS:

1. CIP 2023-24 Amendment 2 Streets and Street Reconstruction

DRAFT MOTION: Discuss and provide staff with direction.

TOWN OF FLOWER MOUND
SUMMARY OF FIVE YEAR CIP PLAN
FY 2023-2024 AMENDMENT 2
1/16/2024

	STREET PROJECTS	PRIOR FISCAL YEARS							TOTAL PROJECT COSTS	OTHER SOURCES	ISSUED DEBT GO's & CO's	NEW DEBT						
			2023- 2024	2024- 2025	2025- 2026	2026- 2027	2027- 2028	2028- 2033					2023- 2024	2024- 2025	2025- 2026	2026- 2027	2027- 2028	2028- 2033
	Aberdeen Drive Phase II (2 additional Lanes FM 2499 to 700 ft. North of Spinks) **	1,376,000	-	-	-	-	-	-	1,376,000	1,376,000	0,1,2	-	-	-	-	-	-	-
	ADA Transition Plan and Implementation **	1,598,000	-	150,000	150,000	150,000	150,000	-	2,198,000	450,000	2,5	1,148,000	600,000	-	150,000	150,000	150,000	-
	Cowboy Lane **	-	-	-	-	-	-	433,337	433,337	193,337	3	-	240,000	-	-	-	-	240,000
	Denton Creek Boulevard (I-35W to FM 1171) **	-	-	-	-	-	-	31,038,000	31,038,000	26,477,022	0	-	4,560,978	-	-	-	-	4,560,978
	Denton Creek Boulevard Bridge (Graham Branch crossing) **	7,057,000	-	-	-	-	-	-	7,057,000	7,057,000	0,1,2	-	-	-	-	-	-	-
	Dixon Lane at 2499 Intersection Improvement **	-	-	560,000	-	-	-	-	560,000	-	-	-	560,000	-	560,000	-	-	-
	FM 1171 at FM 2499 Westbound Right Turn Lane **	358,331	-	-	-	-	-	-	358,331	358,331	7	-	-	-	-	-	-	-
	FM 2499 at FM 3040 Intersection Improvements **	3,000,000	-	-	-	-	-	-	3,000,000	3,000,000	0,2	-	-	-	-	-	-	-
	FM 2499 at FM 407 Intersection Improvements **	300,000	-	-	-	-	-	-	300,000	300,000	2	-	-	-	-	-	-	-
	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
	Karnes Road **	830,000	-	-	-	-	-	-	830,000	830,000	7	-	-	-	-	-	-	-
	Kirkpatrick Lane Phase III (South of FM 1171) **	-	-	12,418,000	-	-	-	-	12,418,000	12,418,000	0,1	-	-	-	-	-	-	-
	Lakeside Parkway Capacity Improvements **	1,160,000	9,950,000	-	-	-	-	-	11,110,000	11,110,000	0,1,2	-	-	-	-	-	-	-
	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
	Retaining Wall at the Mound **	375,000	-	-	-	-	-	-	375,000	375,000	2	-	-	-	-	-	-	-
	Rippy Road (Waketon to FM 2499)**	8,500,000	-	-	-	-	-	-	8,500,000	8,500,000	7	-	-	-	-	-	-	-
	Roadway Amenities	953,083	90,000	90,000	90,000	90,000	90,000	-	1,403,083	758,083	2,4	285,000	360,000	-	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
	Scenic Road (Walsingham Drive to FM 1171)	-	400,000	2,000,000	-	-	-	-	2,400,000	-	-	-	2,400,000	400,000	2,000,000	-	-	-
	Sidewalk Links **	1,711,000	150,000	150,000	150,000	150,000	150,000	-	2,461,000	1,861,000	2,4	-	600,000	-	150,000	150,000	150,000	-
	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	420,000	75,000	-	-	-	-	-	495,000	495,000	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/College Connector **	-	-	-	-	-	-	1,353,000	1,353,000	553,000	0	-	800,000	-	-	-	-	800,000
	Walsingham Drive (Scenic / Flower Mound Road Connector)	-	-	2,300,000	-	-	-	-	2,300,000	560,000	0	-	1,740,000	-	1,740,000	-	-	-
	SUBTOTAL	\$ 27,988,414	\$ 10,665,000	\$ 17,668,000	\$ 390,000	\$ 390,000	\$ 390,000	\$111,265,337	\$ 168,756,751	\$ 106,928,773		\$ 1,433,000	\$ 60,394,978	\$ 400,000	\$ 4,690,000	\$ 390,000	\$ 390,000	\$ 54,134,978

*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 2023-2024 AMENDMENT 2
1/16/2024**

	STREET RECONSTRUCTION PROJECTS	PRIOR FISCAL YEARS							TOTAL PROJECT COSTS	OTHER SOURCES	ISSUED DEBT GO's & CO's	NEW DEBT						
			2023-2024	2024-2025	2025-2026	2026-2027	2027-2028	2028-2033					2023-2024	2024-2025	2025-2026	2026-2027	2027-2028	2028-2033
	Amhearnst Lane Reconstruction (Bershire Drive and Lake Forest Boulevard)	-	-	-	1,250,000	-	-	-	1,250,000	1,250,000	8	-	-	-	-	-	-	
	Bennington Avenue and Bentley Drive Reconstruction	-	-	-	-	-	1,900,000	-	1,900,000	1,900,000	8	-	-	-	-	-	-	
	Bluestem Street and Buckthorn Court Reconstruction	-	-	-	-	-	-	1,120,000	1,120,000	1,120,000	8	-	-	-	-	-	-	
	Bordeaux Way Reconstruction	-	950,000	-	-	-	-	-	950,000	950,000	8	-	-	-	-	-	-	
	Buckner Court Reconstruction	-	-	-	-	800,000	-	-	800,000	800,000	8	-	-	-	-	-	-	
	Coker Drive Panel Replacement	-	-	-	-	1,200,000	-	-	1,200,000	1,200,000	8	-	-	-	-	-	-	
	Covington Drive and Warrington Avenue Reconstruction	-	-	-	-	1,630,000	-	-	1,630,000	1,630,000	8	-	-	-	-	-	-	
	Danley Court Reconstruction	-	-	-	-	900,000	-	-	900,000	900,000	8	-	-	-	-	-	-	
	Dickens Lane Reconstruction (Commonwealth Drive to Crossbow Lane)	-	-	-	600,000	-	-	-	600,000	600,000	8	-	-	-	-	-	-	
	Flower Mound Road Panel Replacement (Long Prairie to Quail Run Road)	-	3,300,000	600,000	-	-	-	-	3,900,000	3,900,000	8	-	-	-	-	-	-	
	Hallford Court Reconstruction	-	-	800,000	-	-	-	-	800,000	800,000	2,8	-	-	-	-	-	-	
	Harvard Drive Panel Replacement	-	-	-	1,200,000	-	-	-	1,200,000	1,200,000	8	-	-	-	-	-	-	
	Hillside Lane Reconstruction	1,500,000	-	-	-	-	-	-	1,500,000	1,500,000	8	-	-	-	-	-	-	
	Kales Lane and Dresage Lane Reconstruction	-	-	-	-	-	1,480,000	-	1,480,000	1,480,000	8	-	-	-	-	-	-	
	Lakeside Parkway Panel Replacements (FM 2499 to Town Limits)	-	3,190,000	-	-	-	-	-	3,190,000	3,190,000	8	-	-	-	-	-	-	
	Marcus Court Cul-de-sac Reconstruction	-	-	-	275,000	-	-	-	275,000	275,000	8	-	-	-	-	-	-	
	Marcus Drive Reconstruction (Christie Court to Colony Street)	-	-	-	1,300,000	-	-	-	1,300,000	1,300,000	8	-	-	-	-	-	-	
	Morriss Road Panel Reconstruction	-	-	-	-	-	-	3,000,000	3,000,000	3,000,000	8	-	-	-	-	-	-	
	Old Gerault Road Reconstruction	670,000	-	-	-	-	1,320,000	-	1,990,000	1,990,000	2,8	-	-	-	-	-	-	
	Pedernales Falls Drive Reconstruction	-	-	-	-	-	-	710,000	710,000	710,000	8	-	-	-	-	-	-	
	Prospect Drive Panel Replacement	-	-	650,000	-	-	-	-	650,000	650,000	8	-	-	-	-	-	-	
	Timber Creek Road Panel Replacement (John Court to Kirkpatrick Lane)	1,000,000	-	-	-	-	-	-	1,000,000	1,000,000	8	-	-	-	-	-	-	
	Timber Valley Drive and Fairfield Lane Reconstruction	-	-	3,300,000	-	-	-	-	3,300,000	3,300,000	8	-	-	-	-	-	-	
	Wichita Trail Reconstruction (Cardinal Drive and High Meadow)	-	-	2,400,000	-	-	-	-	2,400,000	2,400,000	8	-	-	-	-	-	-	
	SUBTOTAL	\$ 3,170,000	\$ 7,440,000	\$ 7,750,000	\$ 4,625,000	\$ 4,530,000	\$ 4,700,000	\$ 4,830,000	\$ 37,045,000	\$ 37,045,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	

*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.)
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TRANSPORTATION COMMISSION AGENDA G.2. WORK SESSION

DATE: April 9, 2024
FROM: Matthew Hotelling, Assistant Director of Public Works/Transportation
ITEM: **Capital Improvement Project Review for Signals for FY 24-25**

BACKGROUND: During the January 2024, Transportation Commission (TRC) meeting work topics item, the Commissioners expressed a desire to have input and review the Capital Improvement Project (CIP) program for Signals. The CIP group is beginning their compilation of the upcoming FY 24-25 budget year process. This item will provide a chance for TRC to provide feedback to staff on the projects for FY 24-25. 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 is the current (FY 23-24 Amendment 2) CIP for Signals.

The Signals Projects Five Year CIP identifies 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.

Signal projects are projects that the Town builds either new traffic signals or large capital expenditures to maintain traffic signals. Continuing projects from this fiscal year are the construction of a new traffic signal at: FM 1171 at Canyon Falls Drive; Garden Ridge Blvd at Forest Vista Dr; and partial reconstruction of FM 2499 at Firewheel Dr. The ongoing projects for next year include the Traffic Signal Detection Rehabilitation and the Traffic Signal Preemption Upgrade (year 3 of 5). The Traffic Signal Detection

Rehabilitation project will continue past the five year timeframe as signal detection systems reach their end of useful life. The Traffic Signal Preemption Upgrade project will end after this initial five-year project schedule and will be part of typical maintenance replacement at that point. No new traffic signals are being proposed for next fiscal year. One location, FM 1171 at Parker Square/Luther, has been identified as one that needs to be reconstructed. None of the other traffic signals shown on the CIP project listing are scheduled to move forward into next fiscal year. New CIP projects that have been submitted as a decision package are: Smart Traffic Signals to Connected Vehicle Upgrade; FM 407 TxDOT Signal Equipment; and a continuation project for additional Traffic Signal Analytics Cameras. Three projects are associated with the Lakeside Capacity Improvement project, which include: new traffic signals at Lakeside Parkway and Enterprise and at Lakeside Parkway and Silveron Boulevard and a Pedestrian Hybrid Beacon between Gerault and Garden Ridge.

BOARD REVIEW/CITIZEN FEEDBACK: Purpose of this item is to solicit feedback from the TRC.

ALTERNATIVES: N/A

FISCAL IMPACT: None

LEGAL REVIEW: N/A

ATTACHMENTS:

1. CIP 2023-24 Amendment 2 Signals

DRAFT MOTION: Discuss and provide staff with direction.

TOWN OF FLOWER MOUND
SUMMARY OF FIVE YEAR CIP PLAN
FY 2023-2024 AMENDMENT 2
1/16/2024

	SIGNAL PROJECTS	PRIOR FISCAL YEARS							TOTAL PROJECT COSTS	OTHER SOURCES	ISSUED DEBT GO's & CO's	NEW DEBT						
			2023- 2024	2024- 2025	2025- 2026	2026- 2027	2027- 2028	2028- 2033					2023- 2024	2024- 2025	2025- 2026	2026- 2027	2027- 2028	2028- 2033
	Adaptive Traffic Signal Upgrade	1,000,000	-	-	1,300,000	-	-	2,600,000	4,900,000	1,000,000	4,7	-	3,900,000	-	-	1,300,000	-	2,600,000
	Bruton Orand Boulevard at Kenwood Drive **	-	-	-	-	-	-	500,000	500,000	500,000	0,4	-	-	-	-	-	-	-
	Bruton Orand Boulevard at Quail Run Road**	-	-	-	-	-	-	500,000	500,000	500,000	0,4	-	-	-	-	-	-	-
	Denton Creek Boulevard (I-35 W)	-	-	-	-	-	-	1,000,000	1,000,000	500,000	1	-	500,000	-	-	-	-	500,000
	FM 1171 at Canyon Falls Drive **	450,000	-	-	-	-	-	-	450,000	450,000	0,1	-	-	-	-	-	-	-
	FM 2499 at Northshore Boulevard **	-	-	-	-	500,000	-	-	500,000	500,000	4	-	-	-	-	-	-	-
	Garden Ridge Boulevard at Forest Vista Drive **	530,000	-	-	-	-	-	-	530,000	530,000	0,1	-	-	-	-	-	-	-
	Garden Ridge Boulevard at Kirkpatrick Lane **	-	-	500,000	-	-	-	-	500,000	500,000	0,4	-	-	-	-	-	-	-
	Gerault Road at Old Gerault Road **	-	-	-	-	-	-	500,000	500,000	500,000	0,4	-	-	-	-	-	-	-
	Lakeside Parkway at Silveron Boulevard **	-	-	-	-	-	-	500,000	500,000	500,000	0,4,5	-	-	-	-	-	-	-
	Morriss Road at Eaton **	-	-	-	-	-	500,000	-	500,000	500,000	4	-	-	-	-	-	-	-
	Peters Colony Road at Churchill Drive**	-	-	-	-	-	-	500,000	500,000	500,000	0,4	-	-	-	-	-	-	-
	Signal Rehabilitation - FM2499 at Firewheel Drive	360,000	-	-	-	-	-	-	360,000	360,000	4	-	-	-	-	-	-	-
	Traffic Detection Rehabilitation **	1,215,000	190,000	190,000	190,000	190,000	190,000	-	2,165,000	780,000	2,4	625,000	760,000	-	190,000	190,000	190,000	-
	Traffic Signal Preemption Upgrade	82,500	88,500	88,500	88,500	59,000	-	-	407,000	171,000	4	-	236,000	-	88,500	88,500	59,000	-
	Traffic Signal Analytics Cameras	-	300,000	-	-	-	-	-	300,000	300,000	1	-	-	-	-	-	-	-
	US 377 at Canyon Falls Drive **	730,000	-	-	300,000	-	-	-	1,030,000	1,030,000	0,1,2,4,9	-	-	-	-	-	-	-
	SUBTOTAL	\$ 4,367,500	\$ 578,500	\$ 778,500	\$ 1,878,500	\$ 749,000	\$ 690,000	\$ 6,100,000	\$ 15,142,000	\$ 9,121,000		\$ 625,000	\$ 5,396,000	\$ -	\$ 278,500	\$ 1,578,500	\$ 249,000	\$ 3,100,000

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- Other Sources
- 0. Impact Fees
 - 1. Grant and Interlocal Funds
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 - 3. Escrow
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