

Transportation Commission



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

6:30 p.m.

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

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.

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.