

AGENDA

TOWN OF FLOWER MOUND TRANSPORTATION COMMISSION MEETING

JUNE 8, 2021

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

6:30 P.M.

An agenda information packet is available online at 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
- 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 ENGINEER REPORT

- Final DFW Connector project update
- Update status report related to operational issues, capital improvement projects, and TxDOT projects
- Legislative update

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- Trails and Bikeways Master Plan update
- Future Transportation Commission meeting dates
 - July 13, 2021
- 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 4/13- Consider approval of the minutes from a regular meeting of the Transportation Commission held on April 13, 2021.

F. REGULAR ITEMS

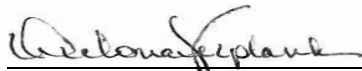
2. Consider a recommendation to staff for a proposed list of sidewalk links locations for inclusion in the FY2021-2022 Sidewalk Links Construction Project, through the Annual Budget process

G. WORK SESSION ITEMS

3. Roundabouts discussion to include how, where and why roundabouts are determined to be used.
4. Signage discussion and more specifically No Cell Phone signage etc.

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 posted on the following date and time: June 4, 2021 at 4:30 PM, at least 72 hours prior to the scheduled time of said meeting.



Delona Verplank, Executive Assistant

The Flower Mound Town Hall and Council Chambers are wheelchair accessible. Requests for accommodations or interpretive services must be made at least 48 hours prior to this meeting by contacting Delona Verplank at 972-874-6402. Reasonable accommodations will be made to assist your needs.



TRANSPORTATION COMMISSION AGENDA ITEM NO. 1

CONSENT ITEM

DATE: June 8, 2021

FROM: Delona Verplank, Public Works Executive Assistant

ITEM: Consider approval of the minutes from the regular meeting of the Transportation Commission held on April 13, 2021.

BACKGROUND INFORMATION: This agenda item is to consider approval of the minutes from the April 13, 2021 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 4.13

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

THE FLOWER MOUND TRANSPORTATION COMMISSION REGULAR MEETING HELD ON THE 13TH DAY OF APRIL, 2021 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 | Vice Chair |
| Ron Hogue | Commissioner, Place 3 |
| Chris Adams | Commissioner, Place 4 |
| Stephen Harris | Commissioner, Place 5 |
| Brian Taylor | Commissioner, Place 8 |
| Mary Kay Walker | Commissioner, Place 9 |

Constituting a quorum with the following members absent:

| | |
|-----------------|-----------------------|
| Drew Larson | Chair |
| Willie Scales | Commissioner, Place 2 |
| Justin Thomason | Commissioner, Place 7 |

(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.)

With the following members of the Town staff participating:

| | |
|-------------------|--------------------------|
| Clay Riggs | Director of Public Works |
| Matthew Hotelling | Traffic Engineer |
| Delona Verplank | Executive Assistant |

A. CALL TO ORDER - REGULAR SESSION – 6:30 P.M.

B. PLEDGE OF ALLEGIANCE

C. PUBLIC PARTICIPATION

None

D. TRAFFIC ENGINEER REPORT

- Update status report related to operational issues, capital improvement projects, and TxDOT projects
- Furst Ranch Worksession
- Future Transportation Commission meeting dates
 - May 11, 2021
- Future agenda items

E. CONSENT ITEMS

- 1. Consider approval of minutes from the regular meeting of the Transportation Commission held on January 12, 2021.

Commissioner Harris made a motion to approve Consent Item 1 as presented in the agenda caption identified above. Commissioner Adams seconded the motion.

VOTE ON THE MOTION

Motion passed (6-0)

AYES: Hogue, Adams, Reed, Harris, Walker, Taylor

NAYES: None

ABSENT: Larson, Scales, Thomason

F. REGULAR ITEMS

- 2. Nominate a Transportation Commission Member to serve on the Parks Steering Committee for Ad Hoc Steering Committee for the Trails and Bikeways Master Plan.

Staff Presentation

Matthew Hotelling, Traffic Engineer

Commission Deliberation

Commissioner Adams made a motion to nominate Commissioner Harris to serve as a committee member of the Steering Committee for the Trails and Bikeways Master Plan. Commissioner Taylor seconded the motion.

VOTE ON THE MOTION

Motion passed (6-0)

AYES: Taylor, Walker, Harris, Reed, Adams, Hogue

NAYES: None

ABSENT: Larson, Scales, Thomason

G. WORK SESSION ITEMS

- 3. Capital Improvement Projects Review for Streets, Street Reconstruction and Traffic Signals for FY 21-22.
- 4. Discussion to pause the Sidewalk Gap Prioritization and Streetlight Prioritization for FY 21-22 and resume in FY 22-23.

H. **ADJOURNMENT – 7:47 P.M.**

TOWN OF FLOWER MOUND
TRANSPORTATION COMMISSION

DREW LARSON, CHAIR

ATTEST:

DELONA VERPLANK, EXECUTIVE ASSISTANT

DRAFT



TRANSPORTATION COMMISSION AGENDA ITEM NO. 2

REGULAR ITEM

DATE: June 8, 2021

FROM: Clay Riggs, PE, CFM, Director of Public Works

ITEM: Consider a recommendation to staff for a proposed list of sidewalk links locations for inclusion in the FY2021-2022 Sidewalk Links Construction Project, through the Annual Budget process.

BACKGROUND INFORMATION: Through various years several different projects were programmed to address some of the sidewalk gaps that have existed up to now. These projects consisted of the 1997 Bond Election; 2004 Council Communication; Town Construction Projects; Annual Sidewalk Program; Sidewalk Links Projects and Private Development.

Currently, funding for trail construction and maintenance is paid through park development funds and 4B sales tax revenue. The park development funds and the 4B sales tax money are used for infrastructure improvements at park locations and for trails.

General funds are used by Public Works to provide maintenance of existing sidewalks along arterial and collector streets by replacement of approximately 1,000 linear feet annually, at a cost of approximately \$25,000.00.

The annual sidewalk program allows a resident to reimburse the Town for sidewalk replacement along their property and a repayment option over a 12-month period. The program allows for residents to take advantage of lower construction prices offered as part of a Town contract. As a self-supporting account, the Neighborhood Improvement Fund is dependent upon the revenues generated by the resident's reimbursements to generate the revenue to cover the following year's cost of operation.

During previous years, the Transportation Commission has recommended to staff a proposed list of Proposed Sidewalk Links locations with a proposed expenditure of \$150,000.00. The proposed locations were based on, but not limited to the following factors:

- Must be alongside an arterial/collector street
- Must be adjoining a developed property
- Locations have been repeatedly requested by residents
- Locations identified by the Transportation Commission at past meetings.
- Project costs
- Non-trail segment
- Proximity to school locations

Similar to last year's proposal, staff is seeking a recommendation from the Transportation Commission for a proposed list of sidewalk links to include in the FY21-22 budget year with a proposed expenditure of \$150,000.00. Attachment 1 contains an updated list of sidewalk link locations currently under review. Budget costs have been updated to reflect current construction costs and field conditions.

As in previous years, projects should be selected based on the above list of factors.

ATTACHMENTS:

1. FY2021-2022 Remaining Sidewalk Links List

DRAFT MOTION: Move to recommend to staff a proposed list of sidewalk links locations. The proposed list is as follows: _____.

- Major Challenges
- Minor-Neutral Scope
- Viable Routes

| Location | Length (ft) | Width (ft) | # of Ramps | Estimated Construction Cost | Status |
|---|----------------|---------------|---------------|-----------------------------------|-------------------------------------|
| <u>FM 1171</u> | | | | | |
| North side, East of Riverwalk Drive | 620 | 6 | 2 | \$ 43,033.00 | Waiting on Westbound Turn Lane |
| North side, East of Morris to Firewheel | 1365 | 8 | 2 | \$ 370,046.38 | ROW & Utility Conflicts |
| North side, Firewheel Drive to Eads Street | 750 | 8 | 2 | \$ 90,900.00 | No signalized crossing at Firewheel |
| North side, Timber Creek Rd to Kirkpatrick Ln | 530 | 6 | 0 | \$ 63,764.20 | Retaining wall required |
| South side, Karns Rd to Churchill Dr. | 460 | 6 | 0 | \$ 59,809.00 | CLA - Development (Abandonment) |

| | | | | | |
|--|------|---|---|---------------|---|
| <u>FM 407</u> | | | | | |
| South side, East of Morris to Browning Drive | 1000 | 8 | 6 | \$ 121,758.00 | Start Construction this year |
| South side, Tom Thumb Drive to Morris | 840 | 8 | 6 | \$ 102,277.00 | Start Construction this year |
| South side, East of Browning to west of Cirrus Ct (\$5,440.53 escrow available) | 500 | 8 | 5 | \$ 73,920.00 | Start Construction this year |
| South side, West of Stone Hill Farms Pkwy | 320 | 8 | 0 | \$ 39,265.60 | Recommended (Stone Hill Farms Retail) |
| South side, Stone Hills Farms Pkwy to west of Town limits | 1350 | 8 | 1 | \$ 174,834.00 | (Stone Hill Farms East II Addition built 550 ft) |

| | | | | | |
|--|-----|---|---|---------------|------------------------------|
| <u>FM 3040</u> | | | | | |
| North side, West of Tealwood Blvd, Adjacent to Tealwood Oaks | 800 | 8 | 1 | \$ 133,679.00 | ADA challenges |
| North side, East of Tealwood Blvd, Adjacent to Tealwood Oaks | 850 | 8 | 1 | \$ 141,875.50 | ADA challenges |
| North side, East of Garden Ridge to Flower Mound Korean Church, Adjacent to Willow Ridge Estates | 750 | 8 | 0 | \$ 151,320.00 | Start Construction this year |
| North side, West of Duncan to Duncan | 500 | 8 | 0 | \$ 65,010.00 | (Goddard School Addition) |

- Major Challenges
- Minor-Neutral Scope
- Viable Routes

| Location | Length (ft) | Width (ft) | # of Ramps | Estimated Construction Cost | Status |
|--|----------------|---------------|---------------|-----------------------------------|-------------------------------------|
| <u>Churchill Drive</u> | | | | | |
| West side, 1st driveway south of FM 1171 to FM 1171 | 185 | 8 | 0 | \$ 26,917.50 | CLA - Development (Abandonment) |
| <u>Garden Road</u> | | | | | |
| East side, Morriss Road to Wilkerson Park | 244 | 4 | 0 | \$ 10,000.00 | Construction will start this summer |
| <u>Simmons Road</u> | | | | | |
| West side, Hillsdale Dr. to Wichita Trail | 465 | 5 | 1 | \$ 46,352.00 | (Red Hawk Addition) |
| West Side, Hide A Way Lane to North of Simmons Creek | 800 | 5 | 3 | \$ 71,460.00 | Retaining wall & railing required |
| West side, Hide A Way Lane to McKamy Creek | 950 | 5 | 7 | \$ 109,830.00 | Retaining wall & railing required |
| <u>Strait Lane</u> | | | | | |
| West side, FM 3040 to Rick Cliff Lane | 530 | 4 | 0 | \$ 25,599.00 | Challenges with Cemetary screening |
| <u>Tarracina Blvd</u> | | | | | |
| East Side, Via Italia to FM 407 | 850 | 4 | 0 | \$ 110,000.00 | Animal Adoption Center |
| <u>Waketon Road</u> | | | | | |
| North side, Marcus High School west to end of residences | 1928 | 4 | 0 | \$ 575,122.40 | Requires CIP improvements |
| South side, Timber Way west to apartment driveway/bus stop | 725 | 4 | 2 | \$ 249,350.00 | Requires CIP improvements |



TRANSPORTATION COMMISSION AGENDA ITEM NO. 3

WORK SESSION ITEM

DATE: June 8, 2021

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

ITEM: **Work session item to discuss roundabouts. Discussion to include how, where and why roundabouts are to be used.**

BACKGROUND INFORMATION: During the January 2021, Transportation Commission (TRC) meeting work topics item, the Commissioners expressed a desire to have a training regarding roundabouts. This training will discuss the differences between modern roundabouts and traffic circles. During the January work topics discussion, the TRC also expressed desire to learn more about how roundabouts are determined to be a good fit for a location, where roundabouts are located and why roundabouts are used. These items will be discussed at this meeting.

Below is a brief history on how the United States started down the path of the modern roundabout.

From the National Cooperative Highway Research Program (NCHRP) report 264, the first proposed one way rotary intersection was in 1903 for Columbus Circle in New York City by William Phelps Eno. Other rotary intersections prior to 1903 were two way traffic and were done as an architectural feature. This rotary was implemented in November of 1904.

There were no rules in for the right of way for the rotary. It was determined that the north/south direction had right of way over the east/west direction. Other places around the country such as "first in" had the right of way. Of course, traffic was very light and car speeds in general were low so this conflict did not have a large impact on the traveling public.

In 1913, Wisconsin adopted the "yield to right" rule which meant that the entering traffic had the right of way. This works until volumes of traffic become high enough to a point where the circle becomes jammed. Mr. Eno proposed "yield to left" rule in 1929 but was rejected by the traffic engineering community. The jamming problem was "fixed" by creating larger circles with large radii, longer weaving areas, greater storage spaces for cars and kept the yield to right rule. However as more cars and higher speeds were obtained, the jamming problem returned. Therefore rotary intersection fell out of favor in the 1950's.

The work on the roundabout design began in Great Britain as the rotary existed since the mid 1920's. The term roundabout was officially adopted in Great Britain in 1926. In the 1950's traffic engineers in Great Britain began to challenge the notion of large radii and higher speeds were detrimental to capacity of the roundabout. In Great Britain there was no yield to right rules but instead was the requirement to exercise due care which works to a point. When roundabouts became congested, traffic engineers posted what amounts to yield on entry signs as the modern roundabout currently do with priority being given to the circle. This change increased capacity by 10 percent and reduced delay by 40 percent. The yield on entry was officially adopted in 1966. During the 1970's and 1980's roundabouts expanded outside of Great Britain to other European countries and other countries such as Australia, New Zealand, South Africa and Israel.

In March 1990, the first two modern roundabouts were built in Summerlin, Nevada. Roundabouts have gained momentum in the United States because of the higher capacity that yield on entry provides, the safety benefit that they provide and reduced delay. The city of Carmel, Indiana, has more than 60 roundabouts. The United States has around 3,500 modern

roundabouts not counting small neighborhood traffic calming circles or large rotaries or traffic circles. The Town of Flower Mound currently has 2 modern roundabouts on Lakeside Parkway with the third traffic circle currently being reconstructed. There are 2 modern roundabouts on West Windsor west of the Senior Center. There is 1 modern roundabout on Chinn Chapel at Dixon with another one planned for Chinn Chapel at Waketon with the Waketon Project. There is 1 modern roundabout at College Parkway and Jacob Lugo with an additional modern roundabout planned in the middle of the Hawks Hill Development along Jacob Lugo. The most recent modern roundabout built is at the intersection of Peters Colony/Quail Run and Auburn.

ATTACHMENTS: NA

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



TRANSPORTATION COMMISSION AGENDA ITEM NO. 4

WORK SESSION ITEM

DATE: June 8, 2021

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

ITEM: **Work session item to discuss signage and more specifically No Cell Phone signage etc.**

BACKGROUND INFORMATION: During the January 2021, Transportation Commission (TRC) meeting work topics item, the Commissioners expressed a desire to have a training regarding signage. This training will discuss the different types of signage, how signs are made, and general discussion on their use. The TRC indicated that two particular types of signs were of interest. Those types of signs are No Cell Phone usage signs and wildlife signage. Both of these signs types will be discussed at this meeting.

As a refresher from the TRC Orientation, all signs in the public rights of way are governed by the Federal Manual on Uniform Traffic Control Devices (MUTCD). The most current MUTCD is the 2009 version. The Federal Highway Administration (FHWA) has recently publicized a Notice of Proposed Amendments (NPA). More information on the NPA can be found on the FHWA website <https://mutcd.fhwa.dot.gov/>. More specifically in Texas, traffic signs are governed by the Texas Manual on Uniform Traffic Control Devices (TMUTCD). The most current TMUTCD is the 2011 version revision 2. Out of the 906 pages of the TMUTCD, 344 pages are devoted to signs. These pages do not include signs that are used for items such as Work Zone Traffic Control.

The TMUTCD has guidelines for when and where signs can be installed. The TMUTCD has guidance for regulatory signs such as stop signs and speed limit signs. It also has information on Warning, Guide (Local and Freeway), Tollway, Service, Recreational/Cultural Interest Area, School, Bike, and Railroad related signs. One of the most important areas of signage covered by the TMUTCD are Work Zone Traffic Control signs. The No Cell Phone and the Wildlife signage would fall under the categories of regulatory and warning signs respectively.

ATTACHMENTS: NA

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