



City of Denton
MINUTES
MOBILITY COMMITTEE MEETING
OF THE DENTON CITY COUNCIL

City Hall
215 E. McKinney Street
Denton, Texas
www.cityofdenton.com

Tuesday, March 20, 2019

9:00 A.M.

City Council Work Session Room

After determining that a quorum of the Mobility Committee of the Denton City Council was present, the Mobility Committee thereafter convened into an Open Meeting on Wednesday, March 20, 2019 at 9:00 a.m. in the City Council Work Session Room 215 E. McKinney, Denton, Texas.

Committee Members: Council Member John Ryan, Council Member Keely Briggs and Council Member Paul Meltzer

Staff Present: Mario Canizares, ACM; Pritam Deshmukh, Deputy City Engineer/City Traffic Engineer; Robin Davis, Program Manager; Trey Lansford, Deputy City Attorney; Becky Owens, Technician; Marc Oliphant, Bicycle & Pedestrian Coordinator; and Kathryn Welch, Management Analyst

REGULAR MEETING

A. MC19-017 Consider approval of the Mobility Committee meeting minutes of February 12, 2019.

CM Briggs motioned for approval, CM Meltzer seconded Vote 3-0 Approved.

B. MC19-018 Receive a report and hold a discussion regarding updates from the Denton County Transportation Authority (DCTA).

Nicole Recker, Vice President of Marketing and Communications for DCTA provided a brief update of some of the things DCTA has planned. Locally the Thin Line Film Festival is coming up. DCTA is providing a free ride program from April 10th to the 13th on the A-Train and connect bus service to help with parking mitigation and use transit to get to the various locations. Similar to what they did last year for the Arts and Jazz festival they are providing a shuttle service. They are identifying north locations for the park and ride service with a planned 30 minute headway service for the three day event as well as complimentary A-Train service. In addition, they are working with the City for the publication of information to show case how individuals can use their existing routes to and from Quaker Town Park to other early voting locations. DCTA is in the process of the August 2019 service changes. They are looking at increasing the mid-day A-Train frequency. Using survey feedback, changes will be launched with the start of school in August. Looking ahead, additional service changes are planned in January of 2020 primarily looking at the Denton Connect bus service in ways to institute on demand zones in the area for more real-time service. From more of a regional and agency perspective, they are meeting all of the deadlines of positive train control which is the EATC System used as the safety mechanism along the A-Train as a federally mandated initiative. DCTA is the first in Texas to be fully operating that PTC Revenue Service system on their entire line.

Nationwide they are in the top one third of agencies meeting the federal mandate. They are slated for the FRA to certify the PTC system. Lastly they will be hosting transportation forums late summer this year as an opportunity to gather stakeholders and decision makers within the entire region along the I-35E corridor to talk about mobility solutions and economic development opportunities. They will

ensure the City is included in those invitations and has an opportunity for a speaker to represent the city on that panel.

CM Meltzer as for the press release information for all of the noted activities be shared with the city to be included with the Friday Reports. Mario Canizares added DCTA works closely with the city's public communications office for co-marketing and advertising of the events and services.

CM Briggs requested additional comments on the upcoming Trails Opening Day activities. Nicole Recker noted Saturday, April 13th is the National Opening Trails Day. DCTA is partnering with the City of Denton, Corinth, Highland Village, Lake Dallas and Lewisville to host that opening day on the rail trail. The twenty-one (21) miles that runs from Denton all the way to Trinity Mills is almost complete and the remaining segments are under construction. All of the cities will have representation out on the trail. They are working to get the word out to let people know about this amenity and access to the A-Train stations. The information should be available to share with the City very soon.

Diana Leggett who resides at 1019 Aileen Street and running for City Council District 3 noted she is block walking her district and was happy to be present today with DCTA. Having grown up in a city with rapid and multi-modal transportation services. People in her neighborhood are not happy with DCTA and they want to be. They want to be more involved with what is going on at Rayzor Ranch and she feels it would be simple to change some routes for the UNT Discovery bus and Route 7. This is around the University, Ector, Malone and Bonnie Brae area. The parks are being upgraded and there are so many new amenities at Rayzor Ranch residents feel like that can't access them, particularly those that have limited transportation. She would like to see DCTA incorporate these ideas into their future plans.

Mario Canizares complimented Nicole and her team with reference to a conference call last Friday with the Arts and Jazz Festival coordinators about the remote parking at Med Park and the train service. We are continuing to enhance that service and further exploring the addition of northern service options.

CM Briggs asked if we were marketing the events in other cities along with the available train service to bring people into the city. Nicole Recker confirmed that DCTA does partner with the festival to communicate working with the Denton CBB to promote the event. In her experience working with the CBB, they do promote beyond just Denton. DCTA specifically leverage their partnership with DART to advertise regional events to draw people in that are not from the area through combined communications.

C. MC19-019 Receive an updated report and hold a discussion regarding the North Central Texas Council of Government's (NCTCOG) Policy Bundle Program.

Katherine Welch with City Capital Projects provided and update on the status of the Policy Bundle Program which was previously presented to the committee. The application for the March 15 early deadline has been submitted including the currently satisfied policy documentation. Between now and the final submittal date of April 15, we may receive feedback from COG to let us know if we are missing anything or if they need clarification or additional information. Announcements will be made in July/August for the grants. The next or earliest Transportation Improvement Program (TIP) modification project submittal which these credits can be applied to will be in November. Additional details were provided to describe the transportation development credits and process to use the credits.

John Polster added that you do not have to go through the exercise to get your policies re-validated if you do not use all of your credits but you do have to request annually to get those credits back for new or other projects. COG is very strict on what you can and cannot use them on.

A list of policies that we are not meeting or that we could be doing more on was share for presentation in the future to receive input from the committee. Pritam Deshmukh responded to CM Meltzer's question about the items on the list being beneficial stating there are several. Parking issues and parking management would be a good starting point. Employee trip reduction will be a good partnership with DCTA not only for our employees but also for businesses with employees and customers traveling into Denton. We are trying to reach the Traffic Incentive Management goal by having a central command center for the traffic and we manage incidents better with fire and police. These are all good for the city and we will work to achieve them. Some of these are easier to achieve in smaller steps Some have a greater burden due to required studies, plans and back-up to implement them. The employee trip reduction and the wrong way driving are pretty straight forward. CM Briggs commented the vehicle travel has increased emissions in our area significantly after several years of reduction. Focusing on the trip reduction will help with the policy credits, the city in general and getting more cars off the roads. Nicole Recker added DCTA has discount programs available and is willing to work with the city on this item. John Polster gave examples of a broad spectrum things you can do in addition to the DCTA ride discounts. CM Meltzer recommended safety issues be given priority and then convenience items.

- D. MC19-020** Receive a report and hold a discussion about current Transportation Alternatives Set-Aside (TASA), Safe Routes to School (SRTS) and Congestion Mitigation and Air Quality (CMAQ) city grants.

Marc Oliphant provided a grant summary for programs previously received with a schedule update. After meeting with TxDOT it is possible these grants bay be delayed even further due to FHWA processing deadlines.

CM Briggs commented that it has been a really long time since some of these were initiated. These are about safety and it is not a want project but a need project. John Polster offered to attend the next TxDOT meeting to help with the schedule of events. There was an additional discussion about the Pecan Creek area and a previous agreement with the neighborhood by the city about the type of sidewalk and the trees in the area. Pritam Deshmukh commented the City has reached out to the resident contact and Marc Oliphant had a good discussion with them. There are some challenges engineering wise. The agreement itself only talks about sidewalk more specifically a pedestrian path and there is a discrepancy. A meeting is planned with the community working with PIO to review the agreement and there understanding of what was promised when the zoning took place and was incorporated with the city. There are certain requirements to qualify for the grant programs.

- E. MC19-021** Receive a report, hold a discussion, and provide staff direction regarding options for accommodating bicycle lanes on Hickory Street while retaining parking for local businesses.

CM Meltzer in the interest of transparency wanted to explain his actions during the previous meeting when he gave staff direction to go and negotiate with UNT and acknowledged he made a mistake in doing so. He did not think about his wife being a professor at the University in regards to this item and the options being discussed. He praised the City staff and the community in working so hard with each other and communicating for a resolution before excusing himself and leaving the room for this item to be discussed.

Marc Oliphant presented an update on this ongoing item leading to an exciting point in the development of the project. Recently we had narrowed down the options to numbers two (2) and three (3). Option 3 was previously preferred by members of the Mobility Committee because it would

preserve parking on Hickory and allow the bicycle traffic to move through the area. The City Manager and Assistant City Manager recently met with UNT to discuss this option. UNT wants to see the design plan and tree preservation plan before taking it to the Board of Regents in August for consideration. It is still a possibility but will add to the amount of money and time before it could be done. Marc's focus is on Option 2 for changes to Avenue A and Mulberry and a map images were referenced for the proposed plans and coordination with others including the bus routes. Stakeholder groups were identified with their primary concerns and staff responses. Audience guest were recognized as representatives of some of those groups. This has by far been the best received option and not just that it doesn't have negatives to it but for a number of stakeholders it is actually positive. Overall this is looking like a very promising option to the City.

Questions about the bike traffic plan were shared and it was noted there are several options and the details had not all been worked out. The Welch improvements will go to one lane in each direction with a bike lane on the outside.

The loading zone in this area were also reviewed along with the additional parking spaces as part of Option 2 including enforcement of the time limitations on the parking. There is not a current agreement with UNT for the new area but we are open to options.

If this option is selected, it will include the two foot buffer and the options for different types of separators previously presented and discussed. The intersection upgrades at Hickory and Fry are not part of the current Hickory street design plan but some minor changes may be incorporated.

The one way street direction was also questioned with the signal at Hickory. The direction for traffic flow consideration was based on the current parking configuration. Changing this would have made this a much larger design project. There are enhancements planned for this intersection including the signal heads, signage, striping and possibly increasing the corner clip to Avenue A. The traffic flow changes were also reviewed with the map as a reference and the how the changes can be improved.

Kim McKibben the owner of the building and business at 1306 West Hickory Street has been involved with this project from the very beginning. The project was initially stopped by a council member and sent back to the Oak Gateway Plan where they worked for about a year and a half on how to resolve multiple issues in this area related to parking, bicycles and all these types of things. The plan was put on hold as some of the traffic calming things originally came from. As the representative for most of the business owners, she made several points:

- The traffic plan being looked at in this plan was discussed by several of the businesses in the area. If you function in the area every day, this is how you move through it. There may not be logic in the reasons for it to be this way but there are functional reasons.
- She is still in favor of the UNT plan that would preserve the Hickory Street parking and this option to be pursued. Specifically to connect the Sycamore project for the bike lane to take it down that direction.
- If you are going to put the bike lanes there, there must be a physical barrier. The plastic bollards will not work in the business area.

In the last meeting held at Voertman's, there was a lot of discussion about the loading zones. She felt the 8 spots for Jimmy John's was excessive and there are other people there that currently use that. She believes Jimmy John's only has two (2) delivery trucks and suggest the City rethink that. Giving them 50% of the parking you are creating is not going to help our customer base. She ask that we reconsider the number of loading zone spaces being planned on Avenue A. There are four loading zones in the Fry Street overlay district and they pay \$178 per year for those loading zones. If you are going to designate two for Jimmy John's, they too should have to pay that.

She feels that enforcement once again is a major issue. The inter-local agreement with UNT is out of date and needs to be looked at.

Charles Browning a resident at 2324 Georgetown Drive spoke in support of Option 2. He has loved this option since 2015 when he first saw it. He believes it is the most viable and safe and really happy the way the community has come together and worked. There been several different people with different agendas. This new Avenue A eliminates a lot of the safety issues. The new plan eliminates one of the most common cyclist motorist accidents called the right hook. At Hickory bicycle traffic will be going straight with the cars on the left. If cars are turning right onto Avenue A, a lot of the time people do not look for bicycles and they turn right into a forward moving bicycle. He is also happy to see that the parking is preserved. He cannot really advocate it any better than City staff has. Against Option 3 where the parking is preserved on the south side of Hickory, he feels that is a bad and unsafe because motorist are not used to sharing the road with bicycles and it is also more expensive. If there is a row of cars that bicycles are hidden behind and all of the sudden at Avenue A they reappear and have to merge back into traffic is not safe. Hopefully we will get a bike lane there soon. Negotiating with UNT, though it seems they do not really want to, will delay this even longer. Again he is in support of Option 2 without delay.

Sonia Vazquez a resident of 603 Mulberry Street which is just a few blocks from where everything is happening. She travels through this area on her bicycle and in her car. She is in support of Option 2 which seems to be the best and safest way. She likes the design and how Pritam and the community has come together in planning. Her only request going forward with the plan is that it is planned and designed with vehicle traffic flow in mind, focusing more on pedestrians and the people going to all of the businesses. Based on the surveys, information and observations a lot of the traffic going to these businesses and in this area is heavily pedestrian traffic. Even the map images today show a lot of people crossing through the Hickory intersection as well as the cyclist going through. She has noticed there are only two (2) ADA spots in this area and they are near Crooked Crust. There are no spots on or in the area of the Hickory businesses. These type spaces need to be increased to be friendlier with our ADA groups. The university has a big group of students with these needs and we need to be more aware and accommodating. She would like to see the focus more on the people crossing the streets and how to make is safer or better for them to get to and from the university as well as traveling through the area.

CM Ryan having heard the business community is good with the proposed one way, gives him piece of mind and seeing the bicycle safety not allowing the right turn. His only outstanding concern would be DCTA being able to make the right turn onto Welch as it was brought up in the past as an issue. Pritam Deshmukh added that the approach on Welch is to be increased with the new design plan. CM Ryan asked for confirmation there is nothing that precludes the City from deciding to move forward with Option 2 while continuing to look at Option 3 with the University that we could even keep the existing parking and add the new parking for that area recognizing there is a timing issue there as well. Mario Canizares added for clarity what is being suggested is that we pursue both options. CM Briggs commented she is okay with letting go of the UNT option and the bike lane being on Hickory if there is physical separators. She personally would like to see planters as something that is going to beautify the area and make it more enticing for people to stop in the businesses. She would also like to see, as Ms. Vazquez mentioned all the people walking from campus at Mulberry, that crosswalk be large and possibly art or something to jazz up the area to make people stop since we are putting more traffic that way. She would also like to see the area where the bike rack is jazzed up with something. She realizes that this is Mobility Committee and it was brought to their attention because of the bike lane. Traffic Safety Commission did what they were supposed to do and they picked the best option and this is not anything against them. Council Committee is different because we have to think of all interest thinking about everyone and not just the traffic aspects of it. She commends staff and the

community for continuing to work together until the issue could be solved. In this conversation she has been made more aware of this area and the neglect it has had. There is a lot of opportunity for the City to help the businesses in the community so we can entice other people not just students to come. Mario Canizares added too and commenting on what Ms. Vazquez said about pedestrian safety is we are looking at and have done and continue working with DME to change and provide more light for pedestrian safety in this area. It was also stated a bulb out or curb extension was planned for the corners on Hickory and Mulberry to reduce the crossing distance for pedestrians.

CM Briggs also noted the enforcement plan is a larger conversation that will need to be discussed. No matter how many spaces we add if nobody is looking into enforcement and people are camped out for 8 hours. Pritam Deshmukh commented he has talked with the UNT Transportation Director and they have been enforcing this area and data is available to show the frequency of visits and number of citations issued. Marc Oliphant stated he has heard from the business owners they would like to separate parking enforcement in the area from UNT because they don't see UNT having the same incentive to keep it turning over. This is a much bigger conversation regarding the parking district. Pritam Deshmukh confirmed this discussion would start with the Mobility Committee and then be a full discussion for Council. Mario Canizares noted the City has a quarterly meeting with UNT and this could be a topic for one of those meetings.

CM Ryan expressed an interest in keeping Option 3 open continuing negotiations with UNT, moving forward with the striping plans of Option 2, removing the parking temporarily until the sidewalk and bike lanes could be built and moved. Pritam Deshmukh noted this idea conflicts with the direction and asked for clarification of the bike lane design and moveable construction plans pending future discussions with the university. CM Briggs commented she was comfortable with Option 2 and the addition of parking on Avenue A with one way traffic with something more permanent for the cyclist and to avoid confusion for drivers maintaining the parking on the north side of Hickory to Welch. Parking was confirmed and Marc Oliphant further noted there are options to shift things using paint. There are two types of loading zones in this area. You have the larger vehicle deliveries coming in to the businesses and then there are the smaller outgoing delivery service vehicles.

CM Ryan summarized it was clear Option 2 is approved to move forward with but this may need to move on to Council to determine whether it is feasible to pursue Option 3 for the future. Mario Canizares commented this would probably need to go back to Traffic Safety to approve the associated Ordinances and reviewed the schedule for continued review of the additional work required to work with UNT. Pritam Deshmukh reiterated the direction will be to take Option 2 back to Traffic Safety with the one way street and added parking on Avenue A and then move forward to implement the bike lanes with the existing project. We can present the cost and schedule for Option 3 to the full council. The configuration and complexity of the traffic signals at this intersection were also discussed and it was questionable whether or not funds would be available to include them with this project for upgrades. Sidewalks were also questioned as part of the upgrades for ADA compliance with this project. The area in front of Voertman's was noted as being the biggest challenge for the area and options that are being considered for the design.

- F. **MC19-022** Receive a report and hold a discussion regarding Texas Department of Transportation On-System projects in the Denton area to include the 35 Express Project.

CM Meltzer returned to the room to move forward with the agenda.

John Polster presented the On-System Project Summary.

- Additional details were provided for contract status, contractor changes, work schedule and current status for the FM-2181 North South project and the MCM contractor. Community communications are also planned.
- The SWPPP is underway for US 377/Fort Worth Drive. The critical path items are at the rail road and there are issues getting comments from UPRR which are being worked. The roadway part is progressing smoothly.
- The significant lane increase improvements for the I-35E Mayhill project were presented.
- TxDOT's completion date for the I-35/Loop 288 Brinker/Mayhill project has shifted with the current percentage of work complete to date and is undefined at this time. The associated traffic changes should relieve some of the congestion at the Loop. The completion date is estimated for the year end at best.
- The IH-35E/35W Merge is planned to move the bottle neck north past 380 all the way past 77 to improve this corridor with main lanes and braided ramps. It has also been submitted to the Federal Government under an INFRA Grant request.
A request will be entered with TxDOT for maintenance of the striping on the ramp from I-35W to I-35N to improve safety.
- The IH 35 North project from 380 to the county line has an environmental clearance scheduled date of May which will allow it to be added to the wish bone project. It is critical because a part of it will be added to the wish bone project. The ultimate plan for braided ramps along with the next phase should alleviate the current problem separating the commercial and residential traffic. A report of where the sound walls are reasonable and feasible was requested along with the time line for presentation at the next meeting.
- I-35 Main lanes are on hold. TxDOT is delaying in order to focus on the schematic approval for the frontage road project.
- I-35 Frontage Roads is for the north and south frontage roads only and will set the grades for the cross streets. The new paradigm is for the interstates to be elevated and the cross streets stay at grade because it is better for development.
- US 380 East is from US 377 to the Collin County Line. The section from Loop 288 to 377 is included with a 10-ft wide path from Mayhill to the Greenbelt Corridor. The project is fully funded. This will be a super street with grade separations at five major crossings and going from four lanes to six as a free flow for the majority of the corridor.
- A public meeting has been scheduled for March 28th to let the public know what is being planned for the Loop 288 Project. The schedule is out years. Trying to get it environmentally cleared next year and it is being designed as a controlled access freeway. Right-of-way is the critical path.
- FM1515 is advancing through the regulatory process while not knowing where the funding is going to come from. The alignment is also in review. This will ultimately be a city street and TxDOT should build it to the City design standard and in the City's preferred location.
- The new alignment brings FM 1173 up to Barthold and US 77. The wishbone improvements extend up to this location and picks up the FM 1173 improvements and is included in the City's thoroughfare plan.
- FM 428 was explained and next time there will be more information.

Invitations to the TxDOT stakeholders meetings and questions should be redirected to John Polster.

G. MC19-023 Staff Reports

1. Street Construction Report – Not discussed
2. Matrix

Items 6 and 10 have been thoroughly reviewed and should be removed as they move forward to Council for presentation.

The others should be brought forward in future committee meetings as information becomes available.

Railroad quiet zones were discussed. There has been a major layoff in the UP organization and staff support has become a problem. The projects have been funded for a while and the activity has been pushed back. Safety was requested to be highlighted as future communications are scheduled along with plans to move forward.

CM Briggs requested:

- An update on the Kings Row striping in follow-up to the recent pavement improvements.
- A list of projects that can be used for TDC credits to be prioritized by this committee.
- John Polster to initiate a call as soon as possible regarding sidewalks.
- There have been discussions about complete streets. Windsor is about to be re-done and it is currently stripped with the parking on the inside and the bike lane on the outside. The section in front of Strickland we talked about switching it. She would like to have a discussion about switching it all the way so that it can be safer and the bike lane is protected against the curb if we can before Windsor is redone and planned for the striping.

CM Meltzer requested and update on DCTA's locations and plans for additional benches and shelters.


CM Ryan asked if we could contact TxDOT about the striping on Fort Worth Drive right where 377 splits off from Fort Worth Drive on the TxDOT side. The concrete pour does not match up with where the lanes are and the striping is gone.

Adjournment: 11:17

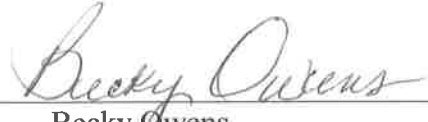
CONCLUDING ITEMS

Under Section 551.042 of the Texas Open Meetings Act, respond to inquiries from the Public Utilities Board or the public with specific factual information or recitation of policy, or accept a proposal to place the matter on the agenda for an upcoming meeting AND Under Section 551.0415 of the Texas Open Meetings Act, provide reports about items of community interest regarding which no action will be taken, to include: expressions of thanks, congratulations, or condolence; information regarding holiday schedules; an honorary or salutary recognition of a public official, public employee, or other citizen; a reminder about an upcoming event organized or sponsored by the governing body; information regarding a social, ceremonial, or community event organized or sponsored by an entity other than the governing body that was attended or is scheduled to be attended by a member of the governing body or an official or employee of the municipality; or an announcement involving an imminent threat to the public health and safety of people in the municipality that has arisen after the posting of the agenda

APPROVED



Council Member Paul Meltzer
Chair



Becky Owens
Administrative Assistant