



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

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

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**Wednesday, March 21, 2018**

**11:30am**

**City Council Work Session Room**

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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 21, 2018 at 11:34 a.m. in the City Council Work Session Room 215 E. McKinney, Denton, Texas.

**Committee Members:** Council Member Sarah Baghari, Council Member Keely Briggs and Council Member Dalton Gregory

**Staff Present:** Mark Nelson, Director of Transportation; Todd Estes, CIP Director/City Engineer; Trey Lansford, Attorney; Pritam Deshmukh, Program Engineer; Kim Mankin, Administrative Manager

**Others Present:** John Polster, ITS

**1. ITEMS FOR INDIVIDUAL CONSIDERATION**

**A. MC18-012** Consider approval of the Mobility Committee meeting minutes of February 21, 2018.

**Approved**

**B. MC18-013** Receive a report, hold a discussion and provide direction regarding Regional Transportation Council monthly reports and actions.

Mark Nelson stated he wanted to bring the RTC agenda forward for any questions and would like to highlight Mobility 2045. There is a lengthy presentation as it relates to Mobility 2045 and some of the impacts relate to Loop 288 and toll managed lanes on I-35.

Nelson showed the major roadway recommendations of the 2045 plan on a map. Loop 288 West is a staged facility in that the corridor would be established first through the environmental process then moving forward with the actual construction of one of the frontage roads, either northbound or southbound. Initially it would be one lane in each direction. After funding is established, the entire facility would be constructed.

John Polster spoke about the funding on Loop 288 West project. He stated this is about a \$200 million controlled access facility that includes grade separations. There is about \$20 - \$30 million earmarked for the frontage roads, TxDOT will look to the City to determine whether the northbound or southbound is constructed first. Nelson added that will be brought back through this Committee for a recommendation to Council.

Gregory asked if the City would have input as to where exits would be. Polster answered this is being coordinated as they are going through the process.

Briggs questioned the connections of Loop 288. Nelson answered currently it will connect on the south at I-35W and Vintage. There is some debate as to if it could ever make the connection for the

Loop to be whole (connect to I-35E). Briggs asked if there is an estimated completion date for the full road. Nelson answered no because it isn't funded.

Gregory asked for the Outer Loop to be explained further. Polster answered the Outer Loop goes from Denton County to Collin County close to Milam Road. Then goes east to Collin County, south to Rockwall County and will continue on to Kaufman County and tie into I-45 at Ennis. Gregory then asked about funding. Polster answered non-existent.

Nelson talked about the managed lanes that stop in the Hickory Creek area. There would be additional capacity as well as managed lanes up to US-380 (as a part of 35E Phase II).

There was some further discussion on the importance of Mobility 2045.

- C. **MC18-016** Receive a report, hold a discussion, and make a recommendation regarding pending action by the Regional Transportation Council regarding the advancement of the IH-635/LBJ East Project.

Chair Bagheri stated she asked for this item so if there is a vote needed from the RTC she would like input from this Committee as well as Council.

John Polster stated there has been much discussion between the Commission and RTC. The I-635 project is a tolled managed lane and has been in the plan for twenty years. It is supported by City of Dallas, Dallas County, Garland, and Mesquite. Several of the communities on the corridor have passed resolutions endorsing the project that is in the Mobility Plan as a tolled managed lane facility. There will be 14 free lanes and four tolled lanes in this corridor. The Commission has decided not to move forward with any facility that has a tolled component included based on direction from the Governor. Polster talked about Proposition 1 and 7. A listing of funding was handed out that outlines various fund categories. Category 2 is pure Federal dollars that the Metropolitan Planning Organization (MPO) has authority on where the funds go. Initially the MPO honored the State's prohibition of Prop 1 and 7 money not going on a tolled facility. The Commission reacted negatively to the proposed MPO plan to pull funding from other key projects in the region to make up the shortfall on the 635 project.

Bagheri stated that The Texas Transportation Commission (TTC) implements laws that are passed by the legislature and contested the TTC did not have the authority to create policy.

Polster went on to say that if I-635 was to be moved forward as a tolled managed lane using Federal funding, the MPO had to remove the category 12 funding that the State added. It was decided to build the main lanes with Federal funding and the tolled lanes to be paid with Category 2. This would make for two projects let separately, with two funding sources for one contractor. The MPO wanted that in writing from TxDOT. That did not happen the MPO did get a letter from the Governor, Lieutenant Governor, Senator Hall and Senator Huffines requesting the MPO make up the \$1 B shortfall elsewhere.

At the December 2017 Commission meeting, the TTC pulled LBJ East, I-35 W, I-45 Houston Grand Parkway, I-35 Austin out of the state plan. If the State and MPO do not agree on the plan, they cannot move forward. At a meeting in January there was consensus that they wanted to move this project forward and all supported the tolled managed lanes from a local government standpoint. There is a billion dollar shortfall that has to be covered before this can move forward. Between January and March the Region was to look at ways to fund this shortfall. The only way to do this is to delay other projects. One project in question is I-35E from I-635 to the Denton/Dallas County line. There was

discussion regarding how the collector and distributor lanes are not currently working at I-35 and George Bush Turnpike and how a delay impacts Denton and Denton County.

Polster stated that RTC is supposed to reflect what the local governments want, and local governments want the toll managed lanes. Polster believes that the taxpayers most impacted are in the cities along the corridor and the cities that stand to lose funds are standing firm.

Nelson added the issue is that the shortfall needs to be addressed and does the TTC have the authority to undermine the integrity of the MPO.

Briggs asked in the past how is the shortfall collected. Polster answered the reason there is a funding gap on LBJ is because of a policy decision by the Commission to remove tolled managed lanes. This created a hole. The Commission has created the hole and expects others to fill it. We have not had these situations in the past.

Briggs added as a member of this Mobility Committee she believes in local control.

Bagheri explained that there may be a vote needed at RTC. Dallas will vote to leave LBJ as is and not take funding out of other projects to cover the shortfall.

Gregory stated that the Regional Transportation Council needs to have the flexibility to get the projects completed.

Bagheri followed up by saying all three agree and need the proposed resolution supporting local control to go to Council. Nelson will take this item to Council by April 3 so staff will have all the information.

**D. MC18-014** Receive a report, hold a discussion and provide direction regarding Texas Department of Transportation On-System projects in the Denton area to include the 35Express Project.

John Polster gave this update.

FM 2181 N/S – all going well

Hwy 377/Ft. Worth Dr. – Final approval by UPRR. Let July 2018

FM 2499 Section 5 – Open with stop condition at Robinson Rd.

I-35E / Mayhill Improvements – The ultimate configuration being worked on. Polster anticipates alternative concepts for submittal to Denton County in the June 2018 timeframe.

I-35E / Brinker/ Loop 288 – Project complete December 2018. TxDOT working on getting completed in August 2018. Nelson talked about the upcoming I-35E lane switches necessary for construction.

I-35N – This is in a holding pattern because of LBJ East.

I-35W Main Lanes – Environmental, HNTB is coordinating with TxDOT to set public meeting in April 2018.

US 380/Loop 288 – The work on widening improvements on this ramp will likely begin in the April or May timeframe.

US380 East – Fully funded. Ready to Let May 2021. Environmentally Clear June 2018.

Loop 288 West – Environmental clearance work being completed.

FM1515 – LTRA is completing the sub-consultant agreements. They are coordinating with TxDOT to provide survey and subsurface utility information.

FM1830 – Utility relocations are complete, shoulders only being added. Complete August 2018.

E. **MC18-017** Receive a report, and hold a discussion regarding Pavement Art and its use as a Traffic Calming technique.

Pritam Deshmukh gave the presentation regarding Traffic Calming Art. There are some concepts that have three dimensional objects painted on the pavement. Typically drivers react based on their initial perception and slow down. Traffic calming effect is achieved by the surprise and novelty factor.

The pros for that art are that it helps slow traffic and it can be installed quickly. It is a low cost alternative and is an effective tool.

Gregory asked how much does it cost and how long does it last? Deshmukh answered the costs are from \$500 to \$2,000 and last about two years.

Briggs asked if public art funds can be used for this. Bagheri asked what are the funding mechanisms for this type of art. Nelson will look into this and will have to go through the Public Art Commission. Deshmukh answered some of the pavement markings funds can be allocated for this as well as traffic calming funds.

Gregory stated that art works for a period of time, how long would it work? Deshmukh stated that the amount of data on this is very low because there is not much street art but it could be from a couple of weeks to a couple of months.

Briggs stated the places she has seen it is in the downtown areas and it seems to work longer.

Deshmukh talked about the cons of Traffic Calming Art. It is a temporary solution with a short life span. Night time visibility/compliance issues as well as Federal Guidelines.

Briggs stated that some of the downtown roads are TxDOT, would art be allowed on these roadways. John Polster answered that it is relatively easy to get TxDOT approval for paint.

Deshmukh stated that he looked up the Federal Guidelines and the color of paint would be the issue. Bagheri clarified that if the art was approved colors there wouldn't be an issue, Deshmukh agreed.

Gregory against the street art.

Briggs in favor of street art.

Bagheri in favor of street art.

Bagheri asked that this go to full Council. She has gotten complaints about vehicles going around Children on Congress at Calhoun School. There are infrastructure needs in this area. High traffic areas would be optimal to look at this art.

Deshmukh suggested a pilot project, Bagheri agreed.

- F. **MC18-015** Staff Reports:  
1. Matrix

**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

**Briggs – Full discussion on protected bike lanes and what our plan calls for and what has changed since it was implemented. Also a list of bike accidents that have occurred in the last year.  
– Funding 80-20 split report new updates**

**Gregory – Arlington Transit Plan Report  
Update on narrow downtown streets (Wainwright)  
Art on roads/ Musical roadways**

**Adjournment: 1:14pm**

**Approved: April 18, 2018**