

MINUTES
CITY COUNCIL MOBILITY COMMITTEE
February 14, 2017

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 Tuesday, February 14, 2017 at 11:34 a.m. in the City Hall Conference Room 215 E. McKinney, Denton, Texas.

Present: Council Member Kevin Roden, Council Member Dalton Gregory and Council Member Keely Briggs

Also Present: Jon Fortune, ACM; Mark Nelson, Director of Transportation; John Davis, Director of Engineering Services; Julie Anderson, Bike Coordinator Pedestrian Coordinator; John Polster, ITS; Pritam Deshmukh, Traffic Engineer and Kim Mankin, Administrative Supervisor

1. REGULAR MEETING:

A. MC17-001 - Consider approval of the Mobility Committee meeting minutes of November 8, 2016.

Approved as circulated

B. MC17-002 - Receive a report, hold a discussion, and provide a recommendation regarding an application to North Central Texas Council of Governments' Transportation Alternatives-Set Aside program for funding of active transportation and Safe Routes to School projects.

Mark Nelson announced that Julie Anderson will present this item. He then stated that she has been selected as Vice Chair to the Bike and Pedestrian Advisory Committee which is a component of the RTC structure.

Anderson stated that NCTCOG opened up their call for projects for Transportation Alternative Set Aside. There is \$23.4 Million to award to the 12 counties in the MPO area. This is not a grant program it is a reimbursement of 80-percent of the project cost. There is money for alternative transportation and safe rides to school projects.

Gregory asked if Denton has ever applied for funding in regards to safe routes to school.

Anderson was unsure, however, Denton does have a safe routes to school plan from 2010. Nelson answered there is a project out on Ryan Road and one by Woodrow Wilson Elementary both safe routes to school. Nelson will get more information and bring it back.

Staff met to see what projects would benefit this funding and meet the criteria. The consensus was to have a sidepath on North side of Sycamore to Welch. This connects the Downtown Transit Center and UNT.

Gregory stated when we looked at Sycamore before the road wasn't wide enough and there were concerns about the right of way and utilities. Anderson answered the utilities and right of way issues are on the south side of Sycamore. Staff would like to add a bike lane and parking will probably have to be removed along the side of the First United Methodist Church.

Gregory asked for a definition of the side path. Anderson answered it is ten feet minimum, it is meant for two way traffic with pedestrians and bikes. It is adjacent to the roadway. On Welch, staff plans to administer a 'Road Diet'. There will be a new Traffic signal at Sycamore and Carroll. Cost estimates for Sycamore are \$1,017,878, with Welch at \$283,047. The City's share would be \$252,983. **Roden verified that the cost for Sycamore includes the traffic signal,** Anderson agreed that it does.

Pritam Deshmukh added currently these are all concepts, there are no designs at this point. Design is included in the costs. All alternatives will be vetted.

Roden asked if this has been submitted. Anderson answered, no but has to be submitted by Friday, February 24. **Roden then asked if UNT is partnering.** Anderson answered they had reached out to them in December to meet with Helen Bailey, Director of Facilities. They have not been able to meet at this point.

Gregory asked if it is unusual for Welch to be two lanes in each direction when it is such a short street. Pritam answered over the years the land use around it has changed from a road that would carry traffic from one destination to more of a local serving road.

Gregory then asked about the loss of parking on Sycamore by the Methodist Church, and the Live Oak Trees. Deshmukh added that is where the design will come into play and work around the trees.

Anderson then talked about the Safe Routes to School projects. The first is Ginnings Elementary school. One of the criteria is economically disadvantaged students. This school ranked third in Denton ISD. It was already called out in the Safe Routes to School plan. There is money allocated for sidewalks in this area. Deshmukh has been working on this with a cost estimate \$628,820. This would include sidewalks on both sides of Stuart Road.

Roden asked if the schools were contacted. Anderson answered staff referenced the existing safe routes to school plan from 2010 that did have input from DISD. Staff also met with Bill Knight which is the Safety Manager. We also have a letter from DISD. Anderson also stated that Council Members in this area could also write letters, which would be helpful.

Anderson then introduced the second Safe Route to School which is Lee Elementary. It ranked fourth in economically disadvantaged students for DISD. This project would link and add sidewalks, and a crosswalk. The cost estimate is \$284,337. Roden will write a letter for this project.

The overview included in the project costs was talked about which is \$2,178,078, the City's match is \$435,614.

Roden asked how does this work for reimbursement. John Davis answered it is paid from receivables and then reimbursed at a later date.

Anderson added a letter of commitment from the City Manager or Mayor is required, since there is not time for a resolution from Council. The funding resolution will be on a Council agenda by April. Nelson added that some communities have missed out because they have not had the time to get that resolution and without it you could not apply. That has now been changed to an application and a letter of commitment.

Keely asked if a resolution gets more points than a letter. Polster answered no, as long as a letter of commitment is included in the beginning and a resolution prior to the date of the selection of projects.

Roden would like to know if there are any pushback from the Mayor or City Manager so alternatives can be thought of.

Nelson added that this was agreed to by the Traffic Safety Commission as well.

Briggs asked if one can be approved and not the others. Anderson answered yes separate applications have to be submitted.

There was a motion to recommend by Committee Member Briggs and a second by Gregory 3-0 approved.

C. MC17-003 – Receive a report, hold a discussion, and provide direction regarding Oak Phase III-A bike accommodations, from Carroll Boulevard to Bonnie Brae.

Julie Anderson presented this item as well. Noreen Housewright has been working on this to get the best design.

Currently staff is at Phase IIIA (Oak, Carroll to Jagoe/Ave C). Phase IIIB will be completed after the Hickory reconstruction project. There are several issues with Oak Street. Staff is proposing bike lanes in the beginning section crossing Carroll it is a six foot bike lane with a two foot buffer. Beginning at Denton Street there would be Sharrows to Normal Street. There is no parking and a bike lane from Normal Street to Jagoe Street. There was discussion regarding the design of this street. Collector Streets need to be 37 feet, which could have a six foot bike lane, 11 foot travel lanes and a nine foot parking lane. Oak is not a good example, it has variable widths. Staff has worked to make this work.

Gregory questioned the design of the street with the vehicle lanes and bike lanes. Anderson added that with bus traffic on Oak the lanes cannot safely be any more narrow. Buses are ten and a half feet mirror to mirror. There was discussion regarding lane widths.

Nelson added that when staff worked on Hickory from the Center for Visual Arts to the Transit Center, they were down to ten and a half feet, DCTA was very concerned. **Roden fears that if bikes lanes are not complete on these streets, it will be a missed opportunity. Safety of the bike lanes are very important. It is the major connection between downtown and UNT.** Anderson also added that one of the other issues is parking along the roadway.

Gregory thinks it is very important to get this right. Anderson added she knows this has many challenges, and she and Noreen Housewright has discussed. Staff wants cyclist to feel safe. ASHTO recommends truck and bus routes to be no less that eleven feet. The Transportation Cooperative Research Board recommends bus lanes no less that twelve feet.

Option 2 is the recommendation by staff which was shown on a map. **Gregory added that 12.5 foot lanes make drivers believe they can drive faster. On Nottingham staff added stripes and added urban shoulders. Gregory would like to know if there are any studies on that street before and after the stripping, vehicles seem to be going slower. The more narrow the lane, the more comfortable the bike rider.** Anderson doesn't know of any studies.

Aaron Powell former teacher for DISD spoke. He bikes the city and never goes down Oak because people drive too fast and there is an uphill grade, which makes cyclist even slower. **Roden added that if we nail down bike and pedestrian between downtown and the universities and it captures the students and the neighborhoods as well. He would love to dig into 10 foot lanes on Oak. Have we looked at parking lanes to other side of the street and if that would change anything.** Anderson answered that has not been looked at. **Roden asked if ten foot lanes are part of the code,** Anderson agreed. **Roden asked in the areas where only a foot or two is needed, has staff looked into acquiring right of way?** Anderson stated you could but that is beyond the money that they currently have. If a street is to be reconstructed that would be a better time or acquire right of way.

Nelson optioned to go back with the Engineers and look at possibilities then come back for the next scheduled meeting.

The Committee agreed to bring this item back.

Gregory appreciates staff working positively on bike lanes, sidewalks, safe routes to school, Eagle, this is major and afraid of a missed opportunity.

D. MC17-006 – Hold a discussion regarding the Eagle Street Road Diet Project.

Councilmember Roden asked for this item to be added to the agenda.

Briggs had citizens tell her at first people were unsure of the roadway, since there have been no complaints. Nelson stated that there has been some pushback from UNT originally. During construction there was one phone call but no additional issues. Anderson added she has had nothing but positive feedback.

Roden asked as a City have we heard anything from the administration at UNT about traffic backing up. Nelson stated that early on the UNT Police Chief had some concerns. The Director of Parking and Transportation looked at it as a creative way of reducing vehicles on campus. Deshmukh stated that he has been over in that area in the mornings and there is no backups. The only complaint is from Eagle and Bernard, there is no protected arrow. Staff is looking at adding the equipment to make a protected left turn from Eagle to Bernard. This should be installed in the next three to four weeks.

Roden asked about the plans for studying Eagle. Deshmukh answered staff has received the scope of work and have authorized the consultant to move forward with going through the same study as was performed before the ‘road diet’ was complete. **Gregory asked how much that would cost, Deshmukh answered about \$9,000. Gregory asked if this can be completed without spending that much.** Fortune stated he believes this is a good opportunity to have a true study before and after. If we want to propose these in the future, this gives imperial data. Deshmukh agreed with Fortune and it will set the stage for Welch. Briggs asked about counting bikes, Anderson answered she will do that separately.

Deshmukh added that there are some cameras set up that will have information as well.

E. MC17-005 - Receive a report and hold a discussion regarding Texas Department of Transportation On-System projects in the Denton area to include the 35Express Project.

John Polster talked about these items.

FM2181 North/South – should be moved to an earlier let date before August 2017.

FM 2499 Section 5 on schedule to be complete November 2017.

US 377 – positive movement with the railroad. Improvements at the Hobson intersection will be discussed.

US380 Urban – the next major equipment will be the signal at Western.

US380 In-town – Complete date is questionable at April 2017, Polster looking for a good date.

FM426 – City has done the work the TIP MOD complete, will check for completion of the funding transfer.

Loop 288 West – Met with DME and Airport main critical path is environmental clearing by July 2018. Nelson added the District has identified this as a project they want to push.

IH35 North – There are no local funds but believe there will be discretionary funding, this is the last section between the Rio and the Red to be completed. This is a priority.

FM1515 – County has a draft RFQ ready. Move forward with termination of existing interlocal agreement.

I-35/Loop 288/Brinker – Kickoff meeting is scheduled for February 16.

F. MC17-004 – Staff Update:

1. US 380 – Side path Project
2. Traffic 101 - Stop Sign
3. Matrix

North Texas Blvd Aesthetics – \$303,000 from UNT
No park Wainwright /Prairie/Locust/Elm
Parking UNT neighbor

**Gregory - North Elm No Parking west side
No park in front of DCTA bus shelters across the city**

**Keely - Sycamore and Locust no cross walk button – Senior Park Place
Also there are three different speed limits on Mingo.**

Roden – Road Diet Oakland

CONCLUDING ITEMS

A. Under Section 551.042 of the Texas Open Meetings Act, respond to inquiries from the Committee on the Environment 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.

The meeting was adjourned by consensus at 1:56 p.m.

Approved on 3/21/17