

**MINUTES**  
**CITY COUNCIL MOBILITY COMMITTEE**  
November 10, 2015

After determining that a quorum of the Mobility Committee of the Denton City Council was present, the Committee convened into a meeting on November 10, 2015 at 11:32 a.m. in the City Council Work Session Room, 215 E. McKinney Street, Denton, Texas.

**Present:** Council Member and Chair Kevin Roden, Council Member Dalton Gregory, and Council Member Greg Johnson

**Also Present:** Jon Fortune, ACM; John Cabrales, ACM; Mark Nelson, Director of Transportation; John Davis, Director of Engineering Services; Julie Anderson, Bike Coordinator Pedestrian Coordinator; John Polster, ITS; (3) UNT Journalism Students and Kim Mankin, Administrative Supervisor.

**REGULAR MEETING**

**A. MC15-008 -**

**Consider approval of the Denton City Council Mobility Committee meeting minutes of September 14, 2015 and September 21, 2015.**

Approved as circulated

**B. MC15-009 –**

**Receive a report and hold a discussion regarding staff's plan for obligating the FY 2015-2016 Bike Fund for on-street bicycle accommodations, and provide an update to the FY 2014-2015 Bike Fund projects and costs per mile.**

Julie Anderson provided an update on this item. The fiscal year 2014-2015 projects are almost all completed. Left to complete is the Oak and Hickory project, which will be in three different phases for scheduling purposes. Phase 1 will be sharrows and a contra-flow bike lane on parts of Oakland, completion by end of this month.

For this fiscal year \$200,000 is available plus \$81,000 left from last year. Eagle Drive (North Texas to Carroll Blvd) will take approximately \$80,000. Staff put in an application with TxDOT for TAP funding for Western Blvd, \$100,000 has been set aside for that project as well. Staff waiting for update from TxDOT. That leaves \$100,000 for various bike projects.

Congress will have an upgrade to sharrows and signage. Smaller lanes will be added on Malone. The Mayhill and Bonnie Brae projects will include bike accommodations as well.

The cost breakdown for bike lanes (Oak, Hickory, Windsor and Highland)

Total 5.5 miles, \$54,000 per mile.

Sharrows and signage ranges from \$6,400 to \$18,000 per mile based on current estimates.

Johnson asked on sharrows, is there a long range plan for sharrows and long range goals.

Anderson answered the Bike Plan has all the long term goals and [www.bikewalkdenton.com](http://www.bikewalkdenton.com) includes the map.

Gregory asked if there are any hard copies of the bike plan. Anderson responded reprographics can print upon request. Gregory suggested putting hard copies at the Libraries.

Gregory stated it would be helpful to understand cost for bike accommodations. Please send out last year's projects with break down cost in detail. This is to include cost for design, materials and labor.

Gregory asked since there is \$81,000 left from last budget to the current budget how much was rolled over from the previous budget and how much was actually spent. Anderson will get that information to the Council Members. He would also like to understand why all the money that is budgeted it not being spent.

Roden stated he is very interested in the Malone and Eagle Projects. In terms of the widths of lanes will they be the same width as the current lanes. John Davis added that conceptionally it will go from four lanes to three lanes, two through lanes with a center continuous through lane. You are really reducing by one lane and converting that one lane into two bike lanes.

Nelson added that regarding Eagle Drive, there will be some coordination with UNT. John Cabrales stated that at the last quarterly meeting with the UNT President and the Mayor, the President had some concerns about the 'road dieting' of Eagle Drive because of the traffic that is currently there. They also raised concern about the bike lanes on Hickory Street because that plan calls for the removal of some on-street parking.

Gregory stated that what UNT is concerned about on Eagle Drive is similar to what people that use Windsor was concerned about as well. Gregory asked Davis what kind of things they look at to decide if a 'road diet' will work in an area. Davis responded that they look at the amount of traffic that is on the roadway and what is projected. They have looked at this information on Eagle and Malone. Polster added that if you go from a four lane divided to a two lane with a continuous left, normally that inside lane is less productive because people have to stop for people that are turning left. You can generally get the same amount with a two lane and continuous left.

Roden stated that if there is any slide away from the current plans this would need to come back to Council. Eagle Drive is all but un-crossable from a pedestrian standpoint. One benefit with the 'road diet' it will make it safer and easier to cross. The Oak, Hickory, Eagle and Malone are great projects for the community to see that progress is being made. Davis added that studies show that there are less accidents with a continuous left lane.

Gregory is curious about the criterion that is used to determine when a street would need a separate bike lane or when it is appropriate to use sharrows and the Vulnerable Road User Ordinance signage. That information will be brought back to this Committee.

Roden wanted to make sure Engineering is aware and using the information for school zones and school traffic on Malone Street as this street is reconfigured.

### **C. MC15-010**

**Receive a report, hold a discussion and provide direction regarding proposed Outer Loop**

**as demonstrated on the North Central Texas Council of Governments' preliminary Mobility 2040 Plan.**

Nelson passed out a Map of the Mobility 2040 Outer Loop. He stated that at Service Transportation Technical Committee (STTC) at the end of October NCTCOG staff brought back the Mobility 2040 Plan. This facility was sparked by the Trans Texas Corridor years ago. This plan is reviewed every five years. There is an outer loop segment from Collin County through Aubrey and southwesterly into Denton utilizing the FM428 corridor. City of Denton was good with the northerly in the original plan which had the Outer Loop going down to Loop 288 and continue over to I-35N and terminate at that point. There were concerns bringing that additional traffic down into the community. In the Mobility Plan it calls to follow FM428 west of Aubrey and as you pass by a mile or two west of the Elm Fork of the Trinity River then head due west and pick up FM3163 and utilize the corridor in that area.

Nelson added that Denton County is also in favor of the northerly route instead of the southerly route.

There has been a meeting with NCTCOG and the northerly route has been conveyed to them. They have agreed to add the route to the map.

Gregory asked what the reaction was of Aubrey. Polster answered that the County is going through a County wide thoroughfare plan. The County has not been supportive of the Outer Loop through the northern part of the County. Initially it looked like there would be a six lane arterial, local collector as opposed to a regionally significant road like an outer loop. Freese and Nichols is working on the plan. There is no other east west connector than HWY 380 currently. Currently the outer loop goes from Loop 9 in Dallas County through Kaufman County, through Rockwall County into Collin County across Collin into Denton County. The portion that is warranted is I-35 to Hwy 75, which is unfunded. A recommendation will be made to the Court for a limited access facility consistent with TxDOT's cross section for a limited access facility. That will give a 350 foot footprint so ultimately a controlled access facility can be built.

Aubrey didn't care what happened to the outer loop once it left their city limits. They were told early on that there would not be an outer loop in the thoroughfare plan and were concerned. Denton County is now making the recommendation as a limited access facility. This has been communicated to NCTCOG. Roden met with the City Administrator and the Mayor of Aubrey as they were lobbying a lot, they see this outer loop as areas for projects that this could open up for them.

Davis added with this action NCTCOG staff will include it in the draft proposed 2040 long range transportation plan. It will go to public hearings around the region.

**D. MC15-011**

**Consider recommending approval of a resolution of the City of Denton, Texas affirming its support of the Texas Department of Transportation's planned widening of FM-426, (McKinney Street) at the earliest opportunity; and providing an effective date.**

Nelson stated that NCTCOG has identified milestone projects and FM-426 is on that list. They are looking for funds and trying to advance valid projects. Those areas that have a milestone project it has been asked for a resolution or ordinance stating that the project is still valid with funding available and are advancing a feasible plan. This is being taken care of on FM426. Staff is working with TxDOT and taking the direction of taking FM426 off system and advance as a local roadway.

The ordinance has been submitted NCTCOG and there has been some changes in language suggested. That has been incorporated and changed through the legal department. This will go to Council in a week.

Polster explained once the road is taken off system and formally designated as not a TxDOT facility automatically becomes Denton since it is in this City and then a TIP amendment will take place to change the implementing agency from TxDOT to City of Denton. Once the implementing agency is City of Denton then there will be local project advance funding agreement submitted to us and that will be executed and the \$18 million will be wired.

**A recommendation to move the resolution to Council for approval was made by Gregory and seconded by Johnson. Approved 3-0.**

## **CONCLUDING ITEMS**

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

With no further business to address, the Committee adjourned at **12:18 p.m.**