



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

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

Wednesday, April 18, 2018

11:30am

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, April 18, 2018 at 11:34 a.m. in the City Council Work Session Room 215 E. McKinney, Denton, Texas.

Committee Members: Council Member Sarah Bagheri and Council Member Dalton Gregory

Staff Present: Mario Canizares, ACM; Mark Nelson, Director of Transportation; Todd Estes, CIP Director/City Engineer; and Kim Mankin, Administrative Manager

Absent: Council Member Keely Briggs

Others Present: John Polster, ITS

1. ITEMS FOR INDIVIDUAL CONSIDERATION

A. MC18-018 Consider approval of the Mobility Committee meeting minutes of March 21, 2018.

Approved

B. MC18-019 Receive a report and hold a discussion with dockless bike share operators concerning the recent bike share ordinance adopted by the City of Denton and provide staff direction.

Mark Nelson started presenting this item stating that earlier this year Council had passed an ordinance establishing a dockless bike six month pilot program. Representatives from the dockless bike share operations were invited to talk to this committee about concerns. The representatives in attendance are from SPIN, Luke Pettijohn and Lime Bike, Katie O'Brien. Others that were invited include V-bikes and OFO. OFO did submit in writing some answers to concerns and didn't attend this meeting. Some of OFO's concerns were the cap on number of bikes allowed and limited service areas since the universities already had agreements with other bike share companies.

Bagheri asked about the other bike share operators not being able to operate on campuses, our ordinance does not specify that. Mark Nelson answered that our ordinance does not prohibit operating on any of the campuses, the concern is that the universities had entered into a Memo of Understanding with a single bike share operator on their campus. They feel like it limits their market share.

Nelson went on to say that data sharing was also a concern. Staff is working with others including NCTCOG on a data sharing program. The main purpose of the data is to see where the bikes are mainly used and for future infrastructure planning.

Katie O'Brien with Lime Bikes stated they would like to partner with the City but are not planning on completing a permit application at this time. The companies concerns are similar as others right sized

fleet is important for the needs of this community as well as a good fee structure. A larger fleet would allow for the resources needed to serve Denton and make sure the bikes are re-balanced as necessary. Gregory asked what a right sized fleet look like for Denton. O'Brien answered Lime Bikes would prefer to operate here for a period of time to see many are necessary. They believe 100 bikes would be disbursed that a bike may not be where it was needed at any given time. She does not have a perfect number but would prefer to bring in the area of 500 bikes. That would allow for staff to be brought in to maintain the bikes and create a mobility tool for Denton. They also do not prefer a cap in the ordinance.

Gregory then stated that the city had thought about an RFP and get a single bike share group he asked if Lime Bikes can work with other companies or as a single vendor. O'Brien stated that Lime Bikes operates in any regulatory environment. She gave an example of how Plano handles their bikes.

Gregory then asked about the technology that Lime Bikes has to locate their bikes. O'Brien stated their GPS is very accurate within a few feet. It also monitors last ride and how long it has been idle as well as other data.

Luke Pettijohn of SPIN talked next about their bikes. SPIN has agreements with UNT and TWU, he knew that would be the bulk of ridership so he approached them first. The bikes will have branding that matches the universities. They would like the RFP approach to have one vendor for the City.

Pettijohn stated they would prefer a third party to take the data and make it anonymous as to who owns the bikes but have all the important data available to all. He isn't sure all the vendors is on the same page of virtual corrals.

Gregory verified that SPIN has a MOU with both campuses and then asked the number of bikes per campus. Pettijohn answered there are 25 bikes at TWU and 100 at UNT to start. There are places that students can ride off campus.

Mark Nelson added there is a presentation next with UNT. SPIN has it to where there will not be more than 100 bikes within the city right of ways.

Gregory asked about the technology. Pettijohn answered it is as close as GPS can get.

Bagheri is interested in a conversation of how many bikes the city can handle.

Gregory asked why Pettijohn is interested in the RFP approach. Pettijohn answered he thinks one vendor for all three (UNT/TWU/City) makes the most since for Denton. It is easier to control one company. Gregory asked what would be the right number for the City of Denton, Pettijohn responded less than 500.

The Committee Members agreed that a review of the ordinance is in order.

C. MC18-021 Receive a report, hold a discussion, and provide direction regarding University of North Texas's Bike Share Pilot Proposal.

Mark Nelson presented this item. A proposal from UNT has been provided in the back up material. Staff met with UNT regarding that proposal. The main thing they are trying to accomplish is to eliminate abandoned bikes and bike clutter on the campus.

Dr. Clark from UNT Administration, Chris Phelps Director of Transportation, and Grant Hill, Transportation Department are in attendance.

Nelson went on to say that a student may bring a bike and forget about it and ever get back to it on the campus. UNT has an agreement with SPIN that has positioned the bikes in areas of need. The bikes would be rebalanced at 7:00am in the morning.

Dr. Alan Clark then spoke and added statics 38,000 students currently and up to 45,000 in the next five years. There are 7,000 employees and 6,600 students that live on campus. In one day there was 1,000 bikes counted and chained to everything. He would like to be able to tell the students to leave their bikes at home and just use what is on campus already. There is also a loss of 1,100 parking spots which will also account for others needing transportation. There have been 500 parking spots added at the back of Apogee Stadium which will need transportation from there to on campus. He believes there will be 250 bikes by mid fall from SPIN with starting at 100 bikes.

Bagheri was surprised at the number of bikes that are impounded by UNT that are left by students. Clark stated they are auctioned in lots, they are not good enough to sell individually. Bagheri then asked what they would do in the summer with all the bikes. Clark stated they would back off on the number of bikes needed. He then proposed that UNT would help with the data that is collected from the bikes.

Gregory stated it would be good for UNT to work with the City at the student orientation to provide bike safety education.

There was discussion regarding the current ordinance and if it needs changes.

Nelson added that it would be good to outline and show what is expected of UNT and then what is required from the City for the interlocal agreement. There can be 100 bikes stationed in the city right of way.

Both Committee Members are good with taking the interlocal agreement to the full Council for discussion. It would be good to have the data for a year before decisions are made.

Bagheri stated changes she sees to the ordinance would be data, bike corralling, and bike caps.

Mario Canizares added that with the changes it would need to come back to this Committee then to Council. The information needs to be put together in an information staff report to begin with.

Gregory asked for representatives from UNT and TWU to be at the Mobility Committee Meeting to share their experiences.

D. MC18-022 Consider a resolution of the City Council of the City of Denton, Texas, appointing a Primary and Alternate Member as official voting representatives to the North Central Texas Council of Governments Regional Transportation Council (Hereinafter “RTC”); and providing an effective date.

Sarah Bagheri stated this would be to replace her since she will be leaving. Mark Nelson added that Council Member Ryan will be moved into that place since he is the alternate.

Gregory motioned to move this resolution on to Council, Bagheri seconded the motion. Vote 2-0 approved.

Nelson explained the alternates that are available for this position.

E. MC18-023 Receive a report, hold a discussion and make a recommendation to Denton City Council requesting the Denton County Transportation Authority to dedicate annual funding in the amount of \$250,000 to enhance passenger amenities.

Chair Bagheri thought this had already been brought to full Council. Canizares explained that the directive from Council was to incorporate the additional amenities. Staff decided to bring the item to this committee to take formal action so a resolution could be considered by the full Council to formalize the request.

Nelson added that \$250,000 was also for up for discussion. If that is the correct amount then it is set for Council on April 24.

Gregory would like to better understand if the \$250,000 would meet the needs. Bagheri asked DCTA the process of the amenities and how it was determined what was put in. They do not have a process, and seems a number is just picked. Nelson added that number will go to DCTA they are starting their budget process. They will go through that process, it would be \$250,000 initially and maybe less in the out years.

Gregory motioned to move this resolution on to Council, Bagheri seconded the motion. Vote 2-0 approved.

F. MC18-024 Receive a report, hold a discussion and make a recommendation regarding past and pending actions of the Regional Transportation Council.

Mark Nelson stated this item is a follow up from the last meeting regarding how to advance the I-635E project, which is a capacity project from US75 east in Dallas to I-30 in Mesquite. This adds additional main lanes and the regional plan is to add the managed tolled lanes that helps with funding.

Nelson walked through the presentation that was given at RTC meeting for April. This presentation showed several different options that were identified by RTC staff.

Option 1 is no build from US 75 to I-30. Polster pointed out that this is already has a tolled managed lane, what is being asked is to add a secondary tolled managed lane. The officials that were met with to negotiate this were not aware that there currently is a tolled managed lane in this corridor.

Nelson went on to explain Option 2 – Non-tolled express lanes from US 75 to I-30. There would be ten general purpose lanes, and four non-tolled express lanes along with the frontage roads. Polster added that these would be free to travel and would have fewer exits and entrances. There is only one express lane in the state of Texas and that is the elevated lanes on I-35 in Austin.

Nelson then talked about Option 3 – General Purpose Lanes and Frontage roads only. There would be ten general purpose lanes and an open median for future development along with the frontage roads.

Option 4 – General Purpose Lanes and Frontage Roads only, fairly similar with option 3.

Option 5 – General Purpose Lanes and Frontage Roads only. Polster stated that the reason there are similar options with different cross sections is they are different ways of funding a family of projects.

Nelson stated on Option 6 – Partial Tolled Managed Lanes. This is where it changes from US75 to Royal Lane/Miller Road there would be ten general purpose lanes, four tolled managed lanes and the frontage roads. Then from Royal Lane/Miller Road to I-30 there would be ten general purpose lanes, open median for future development and the frontage roads. Polster added that in the original assessment it called for tolled managed lanes to Royal Lane/Miller Road and express lanes on down to I-30.

Gregory asked if the portion from US75 to Royal Lane/Miller Road resemble what is west on I-635. Polster answered yes and explained further.

Option 7 & 8 - Partial Tolled Managed Lanes was explained by Polster that the funding would be different for these options.

Option 9 - Tolled Manage Lanes and Non Tolled Express Lanes. Polster explained that there would be four tolled managed lanes from US75 to Royal Lane/Miller then from Royal Lane/Miller Road to I-30 it would be open non-tolled express lanes. NCTCOG would pay for the tolled managed lanes and TXDOT would pay for the non-tolled express lanes.

Option 10 - Tolled Manage Lanes from US75 to I-30. Polster stated this is the actual alternative that RTC passed a resolution last year called 1701 that states the four lanes will be tolled all the way from US75 to I-30.

Option 11& 12 – Tolled Manage Lanes from US75 to I-30. Polster added this is the same with different funding.

Polster then stated that there is between \$355 Million in a TIFIA loan that is needed to be able to do the alternative. In order to do the TIFIA loan the Federal Government requires you to toll the facility 24 hours a day seven days a week. If the state was willing to pay the \$355 Million, the RTC could then only open the tolled managed lanes as a congestion manage tool.

There was a resolution that was going to be passed that basically says they are standing by the 1701 policy for the alternative because of air quality issues, conformity, Federal law and because of the will of the people in the corridor. That resolution was held off for unknown reasons in the beginning but later was found out that they realized there was already a tolled managed lanes operating in the corridor. The compromise was going to be one tolled manage lane. Polster then stated the reason that one doesn't work is because there are people that get into that tolled managed lane and actually drive the speed limit as the general purpose side instead of the increased speed. You can't get around them and you can't get out for a while so it depresses the use of that corridor. If you have two lanes, you can go around and drive at the higher speed. There are several people of importance that has made calls to the Chairman that have not been returned. Commission Eades met with Lt Governor Patrick regarding this item. Staff is drafting a letter with the pertinent information for the Lt Governor.

Polster believes in the meeting that RTC will have on April 19, they will affirm the resolution as originally written and believes the City of Dallas will suggest that the State of Texas is usurping Federal authority that the RTC has and the only way to resolve it is litigation.

Bagheri is worried about the \$5 Million a month project cost on the I635 project because litigation is very long and drawn out. What will happen to the 'pot' of money while this is ongoing. Polster answered the fact that the project escalates in costs, every project is that way. The bigger danger is if the State is allowed to come in and dictate what staff knows doesn't work or political reasons it will effect property taxes and other things. The safety best path forward if we can't get option 11 or 12 is the no bill and leave as is.

There was some further discussion.

G. MC18-025 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 stated that there is a meeting next week regarding utility conflicts on FM2181 that is being worked through.

-Next good news is that Union Pacific Railroad has signed the agreement, the project will let in July, and it is fully funded. There will be a public outreach along Hwy 377 for businesses and residents in the area.

-FM2499 section 5 is open, down to one lane at Robinson Rd. awaiting the installation of the signal.

-I-35/Mayhill/Brinker lanes have been changed around and the bridge has been demoed. The schedule will be worked on as they are saying December and October is the goal.

Nelson added that staff is working with TxDOT to make sure there is adequate signage regarding the ramp at Loop 288 that will be down for about five months.

- H. MC18-020 Staff Reports:**
1. Public Meeting 35W
 2. Public Meeting US380
 3. Public Meeting DCTA
 4. Administration Infrastructure Proposal
 5. New Business 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

Adjournment: 1:14pm

Approved on July 18, 2018