

MINUTES
CITY COUNCIL MOBILITY COMMITTEE
June 13, 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, June 13, 2017 11:33 a.m. in the City Hall Conference Room 215 E. McKinney, Denton, Texas.

Present: Council Member Dalton Gregory and Council Member Keely Briggs
Council Member Ryan – Visitor as alternate for TRC

Also Present: Mario Canizares, ACM; Mark Nelson, Director of Transportation; Chad Allen, Interim City Engineer; Pritam Deshmukh, Traffic Engineer; Noreen Housewright, Senior Engineer; Julie Anderson, Bike Coordinator Pedestrian Coordinator; John Polster, ITS; and Kim Mankin, Administrative Supervisor

The Committee Elected a temporary Chair. Briggs nominated Gregory, vote 2-0 approved.

At the next meeting a chair and vice chair will be elected.

1. REGULAR MEETING:

A. MC17-019 - Consider approval of the Mobility Committee meeting minutes of May 9, 2017.

Approved as circulated

B. MC17-020 - Receive a report, hold a discussion and provide direction regarding the alignment of the proposed Loop 288 West project.

Mark Nelson gave this presentation starting with looking a map of the area. The proposed alignment for Loop 288 as it approaches IH 35W along the FM 2449 corridor has encountered conflicts. On May 31, City staff, ITS, TxDOT and representatives from the CP&Y design team met the Airport to discuss the current alignment of the proposed West Loop 288. First, there is a DME transmission line that currently runs north of and parallel to FM 2449 and the proposed alignment for Loop 288 West. Second, an existing gas well located just south of FM 2449, approximately ¼-mile west of John Paine Road conflicting with the proposed alignment.

Briggs asked if the gas well and powerlines are new obstructions. Nelson answered the understanding is the gas well is new. It was not present before, but the powerline has been there. Polster added that Cole Ranch and their group has worked with staff to create an alignment that was consistent with their development. Moving the powerlines is not an option due to prohibitive costs. Moving the gas well is between \$15-30 million dollars.

Briggs asked if the gas well is producing, Polster answered yes. With the high costs, the gas well has to be avoided. There are two options, the alignment can move further into Cole Ranch which would impact DME and Cole Ranch Development or move further south. The gas well would be in between.

Gregory asked if this is in the city limits. Nelson believes it is. **Gregory asked when the gas well was permitted.** Nelson did not have that information. Polster answered longer than a couple of years but less than ten.

Polster went on to say since the gas well is inside the city limits there is a premium on wells because of some of the ordinances. This was related to Polster by TxDOT.

Gregory stated it was a difficult task finding a route for this because of avoiding gas wells. Polster stated that we cannot legally protect the corridor until it is environmentally cleared. That is why they are working with the Cole Ranch people, they can help with this, however this is outside the Cole Ranch property.

Gregory added that if the entire route was within the city limits and a permit had to be obtained for a gas well, staff could say that is where a road is going, the well will have to be moved. Polster answered he does not believe that is legal. **Briggs added after it is environmentally cleared then staff can make sure there are no problems like this.** Polster agreed and added that is why they are trying to get the loop section of 2449 cleared now. There are also some issues with site distances that will have to be worked out with other gas wells along the route. A schematic has been worked on and hopefully will be environmentally cleared by June-July. All negotiations were coordinated with Cole Ranch/Stratford and were assuming they would have frontage along a portion of Loop 288 and would work with dedication of right of way. With these issues that will not be possible. It would be good to communicate with them the new alignment and keep them in the loop since they are a large property owner that impacts this roadway.

Polster went on to say that they are working with NCTCOG about the demographics for the traffic modeling so the ramps can be justified. That is important to the city because there are a lot of tie-ins on the loop that will be needed (i.e. airport).

The area was shown on Google Maps.

Gregory reiterated that a recommendation for the alignment is requested by this item. Polster answered he does not see an alternative, I-35W has to be met at Vintage, the DME transmission line cannot be impacted and the gas well cannot be moved.

Briggs asked if we know who owns this well and has anyone talked to them. Polster answered there are so many wells, it is known how much the cost would be to move it. **Briggs asked about the other wells that would be impacted.** Polster answered they are only feet.

Gregory stated the cost of \$21-40 million is for removal. It only cost about \$4 million to drill one, why not just relocate. Polster answered they were told they would want to stay in the City of Denton and there are problems. It is basically a removal.

Briggs recommended to approve and move forward with the condition to communicate with Cole Ranch. Gregory added to let Council know either by an ISR or a work session item.

Brian Langley stated he and City Manager Todd Hileman are meeting with Cole Ranch tomorrow, they will discuss at that time. **Gregory suggested letting full Council know.**

C. MC17-023 - Receive a report, hold a discussion and provide direction regarding the procedure to assess the need and make minor updates to the Mobility Plan and associated Roadway Component Map.

Chad Allen talked about this item with a PowerPoint presentation. This item is to discuss the need to update the Mobility Plan in a minor fashion and a process to do so. Major updates are taken care of every five years.

The Mobility Plan includes the roadway component map. It is a city wide topical plan listed in the Denton Plan 2030. This pertains to specific subject area of the city's functionality. It is for the entire city and a guiding document that is used in the development of Denton's street network.

At the local level staff uses the Mobility Plan and the roadway component map to layout streets during development review. It is used to coordinate the local roadway extensions with TxDOT and is used as a starting basis when developing the capital improvement program.

At the regional level it allows to present the priority roadway projects to NCTCOG and TxDOT and Denton County when additional funding is being requested to make projects happen.

The Mobility Plan generally is the result of many decisions over many years that is constantly evolving and changing. The roadway component map that is not meant to represent a precise alignment of each of the streets. The final streets are determined during the development review process and CIP design. Oftentimes those roadways are different from original design on the map.

Gregory stated that map is viewed by the public, is there something on that map that lets the public know that it is conceptual and is not intended to be a final alignment. Allen answered there is not but that would be a good suggestion to add notes on the map.

Briggs asked if developers go to this map and look to see what the future uses of property might be, the disclaimer that states it is conceptual is necessary. Allen answered it is used by developers and is an important document. Allen agreed it would be helpful to add the note.

Allen went on to say that according to the Denton Plan 2030, the Mobility Plan should be an evolving, working document. Should provide for reasonable flexibility in making decisions. Should be kept current, but should not be subject to continuous amendment. Major updates should be made to the Mobility Plan at least every five years.

Sometimes there is a need for minor updates. When deemed necessary, minor updates to the Mobility Plan could be allowed to be incorporated through a process less extensive than is required for a major five-year update. Minor updates would include changes in alignment of streets as determined through the development and final design process. Minor updates will not: change the overall goals, objectives and policies of the mobility element, change overall connectivity, change overall land use and zoning or change street classification and use.

Gregory would like to add for minor updates City Council would be notified and give them an allotted time for feedback.

Major update current procedure includes going to the Mobility Committee, Planning and Zoning Commission, and City Council.

Proposed minor update procedure includes going to the Mobility Committee and City Council.

Pritam Deshmukh added that staff is contemplating the best way for the changes to be communicated.

Briggs stated she is good with the changes coming through this Committee first. Gregory added how minor this change is makes a difference. Allen agreed.

Allen showed a minor update on a map that included an alignment change on Mayhill. This change was not uploaded to the website so the validity was in question, that is what has prompted this agenda item. There was some discussion regarding this change.

Next steps include:

Authorizing minor update procedure that includes going to the Mobility Committee, Planning and Zoning Commission, and City Council.

Implement minor update for Mayhill includes going to the Mobility Committee and City Council.

Briggs and Gregory agreed with the major updates the procedure would continue to include the Planning and Zoning Commission. Gregory added to take this to Planning and Zoning and then to Council for complete buy in.

Deshmukh questioned that if the change is minor enough a Friday Staff Report would suffice. The Committee Members agreed, but added it is important to establish minor and major.

This same discussion will take place in Council today.

D. MC17-021 - 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.

Jon Polster gave this update.

FM2181 – Plans will be sent out June 20 with a July 2017 let date. Updates for the utilities were included.

Briggs asked about the DISD update. Polster stated that is not a major issue but is being worked on by our Traffic Engineer.

US-377 – Utility Relocate complete July 2017. The UPRR issues are being worked on diligently.

Briggs asked if Council can help, Polster answered they have been at this for nine years, and hope for a resolution soon.

2499 Section 5 – A new traffic signal has been added at State School and one at Robinson. Complete November 2017. This roadway connects at I-35 with Mayhill, the bridge relief will be taken care of as a stand-alone project.

I-35E/Loop 288/Brinker/Mayhill – Southbound to northbound U-turn will open in July at Mayhill. Utilities are being worked on at this time. Complete August 2018.

Polster updated the Brinker Texas Turnaround and how I-35 will be raised for Brinker to go underneath.

US380 Urban – The ribbon cutting was rained out. Deshmukh added that the foundation will go in this week for the poles for the Traffic Signal at Western. They will be complete in four to six weeks.

Polster added that there has been questions about right turns. On a six lane divided urban the state does not install right turn lanes to streets because the right outside lane is essentially the right turn lane.

Gregory talked about the Mayhill signal at US380 that was installed years ago. TxDOT put a warning light that a signal had been installed, that is still installed today. Should there be a light like that on Cindy Lane. Polster stated the reason for the warning light is that it is unexpected and they do not want you to run through the light. This light is the first past I-35 and it should not be needed. Deshmukh added that they will discuss with TxDOT.

US380 In town – Complete July 2017.

Briggs added it is interesting that the Denton Center does not have sidewalks. It was TxDOT that did not add that it was not Denton Center being disagreeable.

US380 East - Julie Anderson instrumental in getting the ten foot side path out to the greenbelt. It is a six lane urban divided for the portion past US377. Loop 288 to US 377 is not divided.

Loop 288 West - The proposed alignment for Loop 288 West has encountered conflicts which will alter the alignment of Loop 288 as it approaches IH 35W along the FM 2449 corridor. CP&Y has provided an alternate route that would pass south of the conflicting gas well and the DME transmission line near FM 2449 and John Payne Road. The alternative does not require any additional easements from the Cole Ranch; however, it reduces frontage along the new alignment from the development.

IH-35 North – It has been suggested to TxDOT to include City of Denton and information the County on this roadway section. Nelson added there is a public meeting in Sanger on June 22.

FM1515 – Design services will be decided on June 20.

FM1830 – Project was suspended due to utilities, it is back operational since June 11.

Polster added that the money from tolls for I-35 is being added for the second phase of I-35. More is coming in than expected.

McKinney – Allen stated that the contract is being reviewed but not executed at this time. It is our first design build contract and a little different than staff is used to. It is being negotiated at this time. The schedule is correct. **Briggs asked about sidewalks ahead of time that had been proposed.** Allen added he knows that is a very important element of the project the sidewalks on the south side to Ryan High School. They will be focused on first and hopefully constructed first.

E. MC17-024 - Staff Update:

1. IH 35 North - Proposed Improvements to IH 35 from United States Highway (US) 380
2. Matrix

Matrix changes –

5 – Deshmukh added he talked to Legal to add to park in front of DCTA shelters to Traffic Engineers authority

7 – Crosswalks Sycamore Locust – Deshmukh answered the intersection would have to be ADA compliant and upgrades would be necessary. Bike path will go through this intersection and updated at that time. Re-do would cost about \$25,000 for signals and funding would come from TA set aside fund. Access to funds would be November or December.

9 – Pecan Creek sidewalks – Housewright contract approved but not executed. September 1 design will begin when money will be available.

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.

Begin reporting RTC next meeting
Sheridan place – road work not good

The meeting was adjourned by consensus at 12:55 p.m.

Approved on 9-19-17.