



City of Denton
MINUTES
TRAFFIC SAFETY COMMISSION

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

| | | |
|--------------------------------|---------------|---------------------------------------|
| Monday, October 1, 2018 | 6:00pm | City Council Work Session Room |
|--------------------------------|---------------|---------------------------------------|

After determining that a quorum of the Traffic Safety Commission of the City of Denton, Texas is present, the Chair of the Traffic Safety Commission will thereafter convene into an open meeting on Monday, October 1, 2018 at 6:07 p.m. in the Council Work Session Room at City Hall, 215 E. McKinney Street, Denton, Texas

Commissioners: Chair, Patrice Lyke; Vice Chair, Daniel Krutka; Jim Owen, Henry Jason, Jeff King, Clay Thurmond, and Melissa Carr

Staff Members: Pritam Deshmukh, City Traffic Engineer; Stephanie Berry Deputy City Attorney; Trey Lansford, Deputy City Attorney; Becky Owens, Review Technician, and Sarah Lollar, Executive Assistant

REGULAR MEETING

A. TSC18-036 Consider the approval of the Traffic Safety Commission meeting minutes of September 17, 2018.

Clay Thurmond made a motion. Jim Owens seconded the motion

The Traffic Safety Commission Recommends approval of the minutes (7-0).

B. TSC18-037 Receive a training and hold a discussion on City Boards and Commission Training.

Pritam Deshmukh played a training video about how to run these meeting, things to watch while conducting meetings and participating on committees and boards.

Melissa Carr asked about the handbook noted in the video.

Pritam Deshmukh will inquire with the City Secretary for this material to be provided.

This item is for discussion only, no vote is needed.

C. TSC18-038 Receive a report hold a discussion and make a recommendation to City Council for approval of an Amendment for Advance Funding Agreement for Furnishing and Installing of Traffic Signal Equipment by a Municipality at the intersection of FM 2499 and Robinson Road.

Pritam Deshmukh described the agreement between the City and TxDOT to provide for funding for specific signal equipment. The equipment is bought by TxDOT and installed by their contractors. Sometimes the type and specifications of the equipment are not consistent through the contract. The City prefers to buy and provide to TxDOT our own specific type of equipment while they are going through the construction. This is similar to the agreement on the previous agenda but is now presented as an amendment for an additional signal.

Staff recommendation is for the commissioners to make a recommendation to council to approve the amendment and getting reimbursed by TxDOT for the cost of equipment already supplied by the city.

Lyke asked if this was the same intersection that was reviewed last week.

Deshmukh explained the previous week's consideration was for no right turn on red at the same intersection.

Carr (Melissa) asked for clarification about the city providing the equipment and this is to get reimbursed for that cost.

Deshmukh explained this particular instance is backwards. Typically TxDOT designs are presented and approved by TSC and Council in advance. In this case they did not anticipate this particular signal as part of the initial design, the work is completed and is now being presented as an amendment for the City to recover the cost of the signal equipment.

Lyke asked "What changed or why was this not part of the original design?"

Deshmukh responded that the City convinced them it was necessary after the initial design construction was completed and data was collected afterwards warranting the additional signal.

Jason asked, "Who issued the change order request?"

Deshmukh responded the State requested the amendment by the City.

Jim Owen made a motion. Henry Jason seconded the motion

The Traffic Safety Commission Recommends approval of the amendment to the agreement (7-0).

D. TSC18-039 Receive a report, hold discussion regarding neighborhood traffic management measures – Traffic Calming in the City of Denton.

Deshmukh shared a presentation that was given to City Council on September 25, 2018. This was given in response to Council's request to understand how we are dealing with neighborhood speeding concerns and addressing cut through traffic in neighborhoods as Denton continues to grow.

Lyke asked if the 85% of vehicles are above the posted speed limit, how the speed limit is determined. Deshmukh replied it is a National standard through engineering studies and data collection studies that Traffic Engineers have come to the conclusion depending on the clues and environment.

Lyke asked if there was a way to have a more graduated look at that in some neighborhoods in Denton. Deshmukh replied, yes that is when we go to the next engineering steps to look at how we influence people to be more aware, slow down.

Deshmukh noted we were experiencing this situation from neighborhoods off of FM 2181. In review of TxDOT projects in coordination with City capital projects we try to identify neighborhoods that will be effected on a temporary basis and what temporary engineering solutions can be used.

Krutka asked what do you think leads to the problem in the first place? Are roads built too wide, congestion from other areas? Is there anything from a planning perspective we can do differently long term and are we doing that?

Deshmukh replied the major factor is how well is the City is planned. It is a combination that development is happening at the same time the City is trying to implement the master plan. At times there is not really an overlap due to dates not being the same or coinciding. FM 2181 is a prime example as it has been in planning for many years but the neighborhood developments have come in first. As we grow the City will experience this sort of pain.

Jason asked How many streets or sites can you do at once as a study?

Deshmukh answered we can look at a total neighborhood for a study. Fulton near the high school is a good example where we focus on the entire neighborhood grid system and not just one intersection for a wholesome plan.

Lyke noted the speed hump is the most requested. Is it because people are unaware of the other options? Deshmukh confirmed it is the most widely used and what most people are familiar with.

Lyke noted the traffic circle as being the same as a roundabout with a smaller foot print. Are there other pieces that are different?

Deshmukh described the island in the middle forces people to slow down because they cannot go directly through the intersection. The roundabout was presented next showing that it channelized people with a deflector islands. More space is required for the larger turning radius allowing multiple vehicles to be in the circular area. The entry and exits are at slower speeds traveling counterclockwise.

Lyke talked about the traffic circle as the best when the intersection sees less than 3,500 trips per day and asked for an example that would fit this application.

Deshmukh stated the island is definitely better suited for smaller intersections. Some of the locations in the Fulton and Egan area would be candidates for this interim option versus redesigning the areas given right-of-way and space concerns.

Lyke also commented for both the island and circle you would need to consider bus patterns, emergency routes etc. As long as you know there is not public or school transportation where the left turn is highly restricted.

Deshmukh confirmed.

Thurmond ask if there had been any studies on the public in traffic calming with these applications.

Deshmukh confirmed yes but it is inconclusive. However in the first one to two weeks it is effective in slowing people down.

Deshmukh will be compiling all of the information into an easy to read format. Once the handbook is complete it will be presented to the committee for recommendation to council. We will be working with public communications office to get it published online, into brochures and pamphlets as well as the handbook.

Krutka asked, has there been any discussion as it seems these would be good right off the square area, in particular Locust going north and at McKinney.

Lyke asked if that was TxDOT?

Deshmukh stated that both Locust and Elm are TxDOT facilities and we are in the process of taking them over as city streets. We are looking at making them more of a complete street versus highway as original built and utilized. Measures could be implemented on both the north and south sides of the square.

Lyke questioned what happens after we get the handbook? Will the city be reaching out to the neighborhoods or will the neighborhoods need to come to the city? Then who funds the hardscaping of the city?

Deshmukh replied that we are taking smaller steps initially. Once the handbook and process is set, we will establish a process on how we accept the concerns and analyze and process them. Once we decide on what we are moving forward with, we will start with the temporary bolt down curbs as the less expensive effective and re-usable measures. Then when it is decided to go to a more permanent phase with council approval they can be made permanent and the temporary measures relocated to new areas for reuse.

Jason asked, How do we do traffic calming currently?

Deshmukh replied that we do not have this in place yet but are working to get things lined up through education and enforcement. We have to figure out what can we do and to get things addressed through engineering. It is a new start for the city.

This item is for discussion only, no vote is needed.

E. TSC18-040 Receive a report and hold discussion regarding University of North Texas (UNT) joint Traffic Study for proposed street closures within and around the UNT campus.

Deshmukh presented the UNT Traffic Study and gave a brief history on how staff began coordinating meetings with UNT in May 2018. The 2013 Campus, Transportation, Parking Master plans were discussed. Ave C between Eagle and Hickory, Highland between Welch and Ave C were identified as good streets to shut down to limit traffic that goes through campus. Discussion continued in these meetings about the implications relating to these actions. He discussed various choke points and delayed intersections that existed currently. Deshmukh gave 3 scenarios of each closure and the corresponding impacts.

Lyke commented when I am looking at existing traffic volume, did you look at the North Texas plan for light the tower that was released at 5 o'clock this morning? The buildout for across the highway is planning for baseball diamond and indoor tennis. Those roads look little and tiny.

Deshmukh, replied we were looking at that in the last UNT coordination meeting. Some of the information is now public and we have ideas on how to deal with that and discussing options to keep some of the traffic off of the smaller streets.

Lyke asked about the Closure Impacts Scenario 3, that 9,000 plus trips rerouted, mathematically that would not be 9,000 people inconvenienced. She believes this number might be a little shocking as worst case scenario.

Jason, asked how the cost will be split between the two?

Deshmukh replied if you just close the street and there is no growth in the area, this is what UNT closures would require to fix. The cost implications with growth are much higher and we are planning some of it upfront.

Carr (Melissa) stated it says interested in closing. Is the thing is that you would like to get there but trying to figure out if it is possible?

Deshmukh confirmed she was correct, this is a feasibility study.

Thurmond asked how emergency vehicles be accessing the inner campus?

Deshmukh replied this is part of the discussion we will have. Do they completely shut down with blocking everything, would there be gates or other emergency access entry locations?

Thurmond, asked about handicap access to the center as a result of moving the streets and parking further out making it more difficult?

Deshmukh stated we are working with UNT and this lost parking or access will be brought up in those discussions.

Krutka commented a lot of other campus have interior closed streets and they have come up with alternatives and solutions. He also questioned if UNT has the density in the spots where they want to do this? Most campus that have this have a lot more buildings closer together and UNT has so many parking lots scattered in between.

Deshmukh confirmed a lot of campus are going that way to be more of a walking, biking are as opposed to vehicle interaction.

Lyke noted this was discussed a little bit last week. We have to work in conjunction with UNT. The city and UNT are still running numbers and doing preliminary considerations.

This item is for discussion only, no vote is needed.

F. TSC18-041 Staff Reports Matrix Review

Deshmukh noted several items added beginning with item 9 from the last meeting.

Several items are old and tied with other projects and ongoing things in the community.

Item #3 - Old North/University issue has been resolved. Intersection north and south bound turn lanes have been implemented. There is a clear distinction of the direction of travel and turn direction.

Item #4 – Old Alton student walking without sidewalk. It is a current work zone along FM 2181 and TxDOT through DISD is working on creating a solution. They are using a parking lot south of FM 2181 and students are crossing there. PD was previously helping out and a signal has been installed at Old Alton for a pedestrian signal for safe crossing.

Item #5 – Mingo Road between Bell and Old North Road. Ongoing working with TWU on how to better use the existing concrete paths as an interim fix until Mingo is designed and built with sidewalks.

Item #6 – Fort Worth Drive at Collins – left turns onto Fort Worth Drive. Short term project related to the small area plan. Once the plan is implemented we will have an implementation and have looked at it as part of the traffic impact study. One of the mitigation is to put the left turns onto Fort Worth Drive once the funding is identified.

A lot of these are either on the way or on the list to be completed.

Thurmond commented on # 9 – Moving fencing back on Mingo

Ask to clarify would benefit pedestrian but thinking more of motorist approaching south on Ruddell approaching Mingo for turn it is difficult to see oncoming traffic without pulling out into traffic. Suggested folding this into #5 for discussion with TWU with fencing removal.

#10 – Stop is yield for bicyclists

Deshmukh had a discussion with the Bike Ped Coordinator and he will bring an item forward soon to explore options for a future agenda item.

Carr (Melissa) asked for more information from previous meeting discussion.

Deshmukh explained there is something called Idaho stop. In the state of Idaho bicyclist can actually use a stop sign as a yield sign. The rest of the states do not currently have this.

Krutka asked if there were no other states having adopted it as he thought they had.

Deshmukh confirmed the Bike Ped Coordinator will bring that forward as an agenda item.

12 – Yes we are working on that.

New items:

Lyke explained for Carr (Melissa) this is a point in the meeting, where you can bring forward to the committee any comments you have received, observations you have made or concerns you may have in the community since the commission is the eyes on the street and in the community. A lot of these can be quick fixes and should be added to the Matrix.

Carr (Melissa) noted a contact from a teacher at UNT, on Welch near the Union with the three lanes going east there is poor signage and the roads are not marked well. He has made a presentation to the Student Senate. More information is to be collected and shared at the next meeting.

Thurmond requested quarterly reports from the police department on pedestrian, bicycle and motor vehicle accidents to be reviewed for cause and consideration for anything we can do in identifying problem spots. We need the data.

Carr (Melissa) confirmed the request.

Krutka expressed concern about the alley ways between Locust and Elm for the businesses along both Walnut and Mulberry. No sidewalks on the north side of the streets. People tend to just walk in the street and wondering if there some street pavement marking could be used.

Deshmukh requested a street view property reference to these areas.

Lyke also mentioned the corner of Elm and Mulberry by the trophy shop on the south side where there is no curb as an area of concern. Is this part of the Mews? Project?

Deshmukh commented Walnut is Mulberry is not but we can look at Mulberry.

Carr (Melissa) asked for additional descriptive information on Mews project.

Lyke stated the City is looking at doing some traffic calming and work on what used to be the alley ways behind Locust and Elm Streets. Focusing on Austin and Walnut and as part of Mews. Cedar has been completely updated.

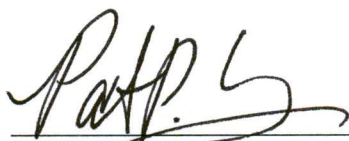
Thurmond made a motion to adjourn and Krutka seconded the motion.

Adjournment: 7:52 pm

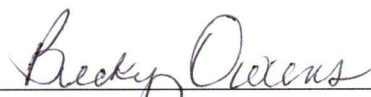
CONCLUDING ITEMS

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.

APPROVED



Patrice Lyke
Chair



Becky Owens
Administrative Assistant