



City of Denton
MINUTES
TRAFFIC SAFETY COMMISSION

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

Thursday, December 13, 2018

5:30pm

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 Thursday, December 13, 2018 at 5:33 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, Jeff King, Clay Thurmond, and Melissa Carr

Staff Members: Pritam Deshmukh, City Traffic Engineer; Stephanie Berry, Deputy City Attorney; Tracy Beck, Engineer; Becky Owens, Review Technician

REGULAR MEETING

Public member Lee Capps introduced himself as a participant in several citizenship activities as a resident at 915 W. Oak Street. After providing a handout referencing previous agenda item TSC18-0022 from the May agenda he asked for a definition of quiet zone. What is it and how quiet is it expected to be?

Pritam Deshmukh responded that quiet zone does not mean quiet or no sound quiet. According to the Federal Rail Road Administration law requires any at-grade crossing requires the Engineer to sound the horn if they see anything within 20 feet of the track. Lee Capps asked if there is no visible necessity for the horn to be sounded, will it be quiet, meaning speakers or other audible signals as described in the previous recommendations. The supplemental measures for the four locations identified do not require way side horns. It was understood that other than requirements determined by the Engineer, it would be quiet but not silent.

Gary Dickens introduced himself and requested to speak on Agenda Item TSC18-0051. Patrice Lyke suggested he wait until after the item was presented for the commission to review and hold a discussion for his presentation.

A. TSC18-047 Consider the approval of the Traffic Safety Commission meeting minutes of November 5, 2018.

Melissa Carr made a motion. Clay Thurmond seconded the motion

The Traffic Safety Commission Recommends approval of the minutes (6-0).

B. TSC18-048 Receive a report and hold a discussion regarding collaboration with Texas Woman's University (TWU) Campus Master Plan and the City's infrastructure needs with respect to the expected closure of Bell Avenue to traffic operations between Chapel Drive and Texas Street.

Pritam Deshmukh noted this meeting is normally held the first Monday of the month but was moved this month because the City was having a joint meeting with City, the Mayor and Chancellor of TWU for collaborative efforts with the University on a quarterly basis. The University would like to see if

Bell Avenue can be shut down due to the pedestrian traffic and the new housing addition to the campus as part of their overall masterplan. Pritam shared an overview presentation on the City's perspective from that meeting on the impacts, methodology, analysis and cost for mitigation options as well as interim calming measures.

Jim Owen asked if the A-Train extension to the campus could be made part of the traffic study. Pritam responded that we can and we have had conversations with DCTA but there is no substantial movement in that particular aspect. There is a conceptual alternative in TWU's masterplan. If TWU includes it in their masterplan we will include it in the study.

Melissa Carr shared a citizen concern. If the road is closed, will it be open to pedestrians and bikes? Pritam responded yes. Melissa Carr asked, if it cannot be closed, what are the plans to improve bicycle accommodations between College Street and University all the way to Windsor? Currently the bike lane ends at College Street.

Pritam Deshmukh reviewed the current design and the shared use area. The goal is to convert this area to a more bike and pedestrian friendly area and keep the traffic out eventually when the study is complete. In the interim once the roundabouts are put in, this area will be a combined flow area.

Daniel Krutka commented from his past experience in this central area of campus, the street moves very slowly because the lanes are narrow and there are lots of things to look at and be aware of. It is particularly the downhill moving out of this main area that the roundabout would be a great way to slow things down. He is not opposed if TWU decides to move forward with the street closure plans but agrees there is already a strong sense of awareness by drivers to reduce speeds in the central areas.

Patrice Lyke noted there had been a fatality accident at the bottom of the hill where the road widens and a roundabout is proposed. Daniel Krutka also noted a previous concerns had been brought forward and lighting was also a factor.

Patrice Lyke asked if his would be a roundabout or a traffic circle. Pritam Deshmukh responded the ultimate goal is for a roundabout. We have talked to TWU and Texas Street is a perfect location and the University has adequate space to convert the approaches into a roundabout. TWU is looking at completing the study by next summer. In the interim we will be working on the cost for the temporary bolt down curb option. Once people get familiar with it and used to it, it can be removed and relocated for re-use in another area.

Clay Thurman asked where the north bound traffic would divert to if the street is closed. Would that probably be Oakland? Pritam Deshmukh responded there are couple of things to consider for cut through traffic. Consideration is being given to widen Ruddell to a four lane street between University and Mingo. TWU has a major entrance to the campus off Ruddell in their ultimate master plan. Oakland might also be used as an alternate route. Clay Thurman added there will be a parking garage there and would the closure be loading that street with additional traffic. Pritam Deshmukh added the study will determine that. Oakland currently has on street parking available. If we need the capacity in the future and are diverting additional traffic what are the changes we would need there. Do we get rid of on street parking or how do we compensate for the particular problem and provide more capacity on Oakland with additional lanes?

Clay Thurman asked if there was a plan to connect the north and south segments of Ruddell. Pritam Deshmukh stated there is a CIP project currently in design.

Clay Thurman asked if Pertain would be closed when Ruddell is connected. Pritam Deshmukh noted one of the options is to connect it back into Ruddell and two crossings would be eliminated leaving only one crossing with the new Ruddell segment.

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

C. TSC18-049 Receive a report hold discussion and make recommendation to City Council for approval of ordinance to restrict on-street parking along the east side of Bernard Street from Willowwood Street and Acme Street.

Pritam Deshmukh stated there had been several concerns received from residents and Mayor Pro-tem Ryan about this particular segment illustrated on the map. Currently the majority of traffic entering this neighborhood uses this street. Currently parking is restricted on both sides of Acme because it is a very narrow street. When cars are parked on both sides of Bernard there is less than 20 feet to pass through. If cars come from opposing directions one has to back out into a driveway or open space. Willowwood is no parking on either side of the street. It has been looked at in accordance with the fire code if you have between 22 and 32 feet of street you are only allowed to park on one side. Fire code requires a minimum of 20 feet clear with a 6 foot minimum parking lane. This small segment is a perfect candidate for restricted parking. If parking is restricted the fire lane requirements are met and will alleviate the safety concerns from the neighbors. Staff is recommending commission approval and recommendation to council to restrict parking on the east side where the majority of the frontage is commercial with private on site parking.

Melissa Carr asked where would these cars go or what options are available. Pritam Deshmukh reiterated this is a highly used traffic path for the neighborhood as a main connector for the neighborhood. It only effects five to six residences. Additional on street parking is allowed to the south where the street increases in width. This is only applicable to this short segment of Bernard. All of the property owners have been notified with letters and door hangers with no feedback.

Jim Owen made a motion. Melissa Carr seconded the motion.

The Traffic Safety Commission Recommends approval of the amendment to the agreement (6-0)

D. TSC18-051 Receive a report hold discussion and make recommendation to City Council for approval of ordinance to restrict on-street parking along the west side of Hinkle Street between Windsor Drive and University Drive.

Pritam Deshmukh stated when the AIS was written, the neighborhood meeting which was held last night (December 12th) for the Hinkle Drive drainage improvement project along Hinkle and on Windsor to include re-paving the streets. A public meeting was held for this project and was combined with the new residential development going in on the south west corner of Windsor and Hinkle. Feedback was received from residents opposing the restricted parking on Hinkle. This information was unknown when the AIS was prepared and would ask the commissioners to consider this. We can hold this item for an additional review or we can withdraw any recommendation request for council to restrict parking. There have also been several concerns about the bicycle lane and pavement markings on Hinkle and the pavement is in poor condition. There have been a lot of citizen concerns about the confusion with the pavement markings with the on street parking, bike lane and multiple driving lane markings. We have looked at the current utilization of the on street parking and the usage is minimal. All except one of the residential corners have cross street frontage access parking. The whole idea was to create buffered

bike lines on both sides of the street remove parking and have two travel lanes. Given the feedback from the neighborhood meeting we are open to having additional discussions to determine if parking is required or should be allowed for staff to work in that direction.

Patrice Lyke asked for an estimate on how many people attended the neighborhood meeting. Pritam Deshmukh responded about 50-60 space was packed, well attended. Feedback was received from 4-5 meeting participants indicating the parking is needed.

Greg Dickens introduced himself as a resident living at 1201 Amherst Drive. He was opposed to the restricted on street parking of Hinkle. Both he and his cross street neighbor frequently park on Hinkle and believe if the pavement markings were clear this would not be a problem. Amherst is a very busy cross street because people use it to get off of University and currently parking is allowed and does occur on both sides of the street. His residence has a unique corner situation where there is no legal parking frontage on Amherst because of the proximity of the driveway, mail box and stop sign locations relative to the corner.

Daniel Krutka asked how far away visitors would have to park if street parking was restricted on Hinkle. Greg Dickens responded two or three house down the street or across the street in the theater lot, however that is no legal because they are not customers or patrons of the retail businesses or church.

Daniel Krutka also questioned whether the city has ever been able to negotiate with a private or commercial parking lot to allow parking as an option. Pritam Deshmukh replied that he was not aware of any agreements with private parking lots. It becomes a liability issue and safety issue.

After reviewing the street view images, Daniel Krutka asked if the swoopy corner curve was eliminated, it would allow the stop sign to be moved 5-6 feet closer to the Hinkle street edge creating potential parking space. Pritam Deshmukh responded the swoopy curve is consistent with our standards to provide the minimum turning radius for larger vehicles.

Patrice Lyke share comments entered by Gail Garber a resident at 1200 Meadow Ridge who did not want to speak but to opposing concern shared. Ms. Garber noted "Parking is used more during summer and day time than now. If reviewing now and in the evening is not a good comp to use as data that is relevant. I personally have used parking on Hinkle multiple times an all my work crews at my house use parking. Also both Good Sam and Brookdale have used the street parking in the last 2 months.

Patrice Lyke commented that she has personally spent time on her bike on Hinkle. It appears that it is two different eco systems. We have the area where the houses are and the stretch where cars speed up. There has been a cycling fatality years ago on Hinkle. She is wondering we could think in terms of bifurcating the treatment of Hinkle. On the northern part get the treatment that we are talking about with removing parking, protected bike lanes. The section next to the residential areas there would be some natural traffic calming with cars parking in the street. If you are going to follow the rules and not park in front of the stop sign then those houses would lose significant parking on the streets that they front.

Pritam Deshmukh noted yesterday's meeting included the large residential development going in on the north end. There will be residential on both sides of the north section and will change character soon and may require parking on Hinkle. The developer is putting in sidewalks on Hinkle. Setbacks would be part of the planning function. This will be NR-3 with an overlay.

Tracy Beck introduce herself as a resident in the area at 611 Magnolia. She attended the neighborhood meeting that they anticipated was going to be about the long awaited capital improvements project. There were a couple of people that were very interested in the new development. Many of the residents

saw what was originally Fireside senior has now become Fireside a new development which is traditional NR-3. It is 107 homes on approximately 30+/- acres which would be 3 homes per acre. There is onsite detention which also takes up some common area. The residents have seen two different Fireside projects. They are confused as to which one is coming in because they have the same name but are with two different developers, two totally different entities spanning a couple of years. One of the points of this development is they have one point of access on Hinkle aligning with Mimosa as proposed. The project has been approved. It has gone through plating and zoning and is under construction. The traffic study did not suggest anything significant. Because the development switched from senior to traditional development, there will be more traffic and a second access point was opened up on the north side to allow traffic to exit in the west direction back towards Rayzor and I-35 as far away from the neighbors on Hinkle as possible. The second drive is as far south as possible for anyone not going north have the least impact to all of the neighborhoods. The roadway cross sections for roadways were changed during the design phase of this development and on street parking is restricted and could overflow onto Hinkle. It was brought up in the meeting last night that Brookdale on occasion for family visitation events also overflows onto Hinkle for parking. It is possible that with the Good Sam construction activities there may be some on street parking for equipment or vehicles parking on the road but they do have sufficient parking. There are opportunities to review because of information received in the neighborhood meeting we were not aware of at the time this recommendation was initially made that citizens have helped us to understand. We are continuing to explore traffic calming options for Hinkle.

Clay Thurmond asked to clarify the main point of access is directly across from Mimosa. Tracy confirmed this is the only connection on Hinkle and there are no others to the north towards Windsor. If there are no homes fronting Hinkle, why would they need to have parking on Hinkle as an option? Tracy Beck stated there is no on street parking within the neighborhood because of the road widths and Hinkle would be an overflow option.

Daniel Krutka expressed an interest in whether or not residents would actually utilize Hinkle as an option for parking overflow and does not want to totally lose the bike lane opportunity on Hinkle. Pritam Deshmukh said that we can still accommodate both. There is an area to the north that is scheduled to be updated through a parks project that will also have a parking lot internally. The Hinkle street parking would also allow for event overflow parking within walking distance. Currently parking is only available on the west side of Hinkle but bike lanes are available on both sides. The striping is scheduled to be cleaned up or updated with the future construction plans.

Daniel Krutka questioned the possibility for two way bike lane next to each other. Pritam Deshmukh said it is a possible option but one of the issues is the expectations at driveways and intersections. They require extensive signage and education components and are much more involved.

Patrice Lyke commented this all, meaning the new construction project and parking appear to still be up in the air or an open item. Pritam Deshmukh commented based on the new comments and information we may need to pursue other options and go in a different direction and may not come back to request the restriction of parking on Hinkle.

Patrice Lyke further noted that with the new development and road way and drainage improvement plans there will be some creative ideas to really protect and maintain the bike lanes. Clay Thurmond added this would be a good option to create a demonstration project for future bicycle infrastructure. Pritam Deshmukh agreed this could be done in coordination of the storm drain and street improvement projects.

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

E. TSC18-053 Staff Reports and Matrix Review

Pritam Deshmukh requested to close some of the older items brought forward and remove them from the list and then review those to bring forward.

Remove #2 – This is almost wrapped up as reviewed in P & Z. Patrice Lyke commented it has been moved from Council. It was approved was approved by P & Z 6-0. It was scheduled to go to council on Tuesday, December 18th but has been removed from the agenda. Perhaps it will be back on the agenda in January. Pritam Deshmukh further noted they were working on several options for parking.

Remove #3 - The city has worked with TxDOT and installed a temporary signal and a pedestrian signal. We are continuing to work with the ISD, school principal and TxDOT to monitor the operations for pedestrians.

Remove #6 - This is already on a list as 2018 sidewalk package currently under design scheduled for construction in late spring or early summer.

Remove #8 - A presentation was made and discussion held to clarify why and why not.

#9 – Enforcement has been contacted. Community Services will monitor for compliance. We are working on delineating and establishing the right of ways.

#10 – We are looking at tabs or other temporary paint. The project is under design and should go to construction in the next three to four months. Winter months present some hurdles per temperature tolerances for painting. Part of this is lighting. There was a resident meeting organized by Daniel Krutka. Part of the response was regarding four intersections that were low in lighting. We are looking at a minimum of improving the intensity of the bulbs as a start and then looking at the feasibility of other locations to install new lights. A presentation of a light study for the feasibility for lighting along US 380 between I-35 and Mayhill was recently made to Council. The direction received was to move forward with design. More information will be presented at a future meeting on that design plan.

Daniel Krutka gave props to Keely Briggs, District 2 and Gerald Hudspeth District 1 for an impromptu meeting for attention after a pedestrian was involved in a hit and run accident at the Hickory and Carroll intersection. It was very constructive with a lot of ideas for planning. Two areas were identified as problematic. One is Oak to Mulberry on Carroll to slow traffic and then over by DCTA from Mulberry to McKinney.

Patrice Lyke commented that often times due to the infrastructure that pedestrians appear small in the scale of the elements and the height of the lighting. Perhaps simply bringing it down could increase the span of the projected lighting in highlighting pedestrians and cyclist.

We are continuing to work on the rest of the items and will provide progress updates as needed.

Daniel Krutka shared that some of these items do take time for the corrective measures to be implemented. With that in mind the Sushi business referenced in #7 has since gone out of business. A new reference point was named as the Upper Park Café. Pritam Deshmukh noted that we are looking at designing and implementing ADA compliant ramps. We are conducting an ADA transition plan that will include this. That plan will identify cost and prioritize highly active areas used by pedestrians to be presented to Council for funding.

Daniel Krutka asked to add another area with a very similar or same situation directly across from Dusty's on Elm. There is a short island sidewalk with no wheel chair or ADA ramps on either end.

Daniel Krutka also presented an item at the request of Council Representative Briggs. The delay for pedestrian crossing signal around the square can at times be very long with the signal light cycle timing. She asked if there might be any options to automate the crossing signal. Pritam Deshmukh acknowledged having also received this question. We are looking into ADA compliance laws. When we upgraded the intersections we made them ADA compliant. We are exploring the detection options where it can activate when an ADA or visually impaired person approaches it can activate and do the complete audio sequence and at the same time it can go into a continuous pedestrian phase and if that is compliant.

Melissa Carr inquired when you are on a bike and approach an intersection, she often waits on an automobile to trigger the signal. Is there something that can help in this situation? Pritam Deshmukh responded that a lot of the older signals do not have the latest detection systems. The new detection systems for the intersections that are being replaced or installed will detect a bike or person. They are not in pavement but more of a radar based capturing movement or motion based.

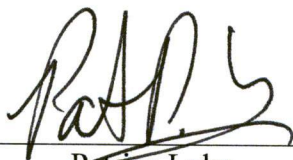
Clay Thurmond mentioned that he observed a traffic accident at Old North and University today. With this in mind he was asking for an update on the possibility of getting a report from PD to identify areas that might be reviewed by this commission for improvement considerations. Pritam Deshmukh replied the police reports are scanned in making the difficulty to search for details on locations and potential causes. He has requested a report for areas with higher incidents. The information received to date did not include any comments or data on the cause or type of accident. Therefore it is difficult to review and assess for a solution if we don't know what the cause or type of accidents that are occurring. They are having difficulty setting up a report or data extraction. Once it is available data will be provided for locations with high volumes with the focus being on pedestrian and bicycle incidents.

Adjournment: 6:52 pm by Patrice Lyke

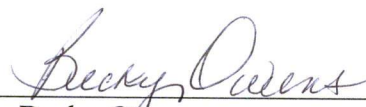
CONCLUDING ITEMS

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

A handwritten signature in black ink, appearing to read 'Patrice Lyke', written over a horizontal line.

Patrice Lyke
Chair

A handwritten signature in black ink, appearing to read 'Becky Owens', written over a horizontal line.

Becky Owens
Administrative Assistant