



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

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

Tuesday, April 9, 2019

09:00 AM

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 Tuesday, April 9, 2019 at 9:01 AM in the City Council Work Session Room 215 E. McKinney, Denton, Texas.

Committee Members: Council Member John Ryan, Council Member Keely Briggs and Council Member Paul Meltzer

Staff Present: Mario Canizares, ACM; Todd Estes, Engineering Director/City Engineer; Pritam Deshmukh, Deputy City Engineer/City Traffic Engineer; Tracy Beck, Senior Engineer; Trey Lansford, Deputy City Attorney; Becky Owens, Administrative Assistant; and Marc Oliphant, Bicycle & Pedestrian Coordinator

REGULAR MEETING

- A. MC19-024** Consider approval of the Mobility Committee meeting minutes of March 20, 2019.

CM Briggs motioned, CM Ryan seconded Vote 3-0. Approved

- C. MC19-026** Receive a report and hold a discussion about pedestrian and bicycle connectivity at major crossings of Interstate 35E.

Marc Oliphant spoke about crossing and possibilities to get north and south across I-35 in town. As you may know, I-35 functions in many ways to divide the City in the north south direction. There are about eight (8) primary crossings which were highlighted on a presentation map. A matrix of those crossings was shared to illustrate the subjective current condition rating and the future plans. Overall we have some positive things coming to improve these crossings. Examples were shown with photo references for Bonnie Brae, North Texas Blvd, and Mayhill for the various rating scale conditions.

CM Briggs commented on her personal pedestrian experience at the Mayhill intersection and sense that it was dangerous to cross. She was glad to hear this was planned to be updated.

CM Ryan asked about the plan for Bonnie Brae and a concern about the allowable area under the bridge.

Pritam Deshmukh commented we would not be doing anything under the bridge but would be upgrading the signals on both sides. Bonnie Brae is going to be widened right up to the approach where it ends. We can work with TxDOT to get it widened to have a five (5) foot path on both sides under the bridge.

CM Meltzer asked about the good rating provided for Fort Worth Drive and in follow-up to a question he received from a member of the community about how you would cross at that location.

Marc Oliphant responded there is quite a spectrum here from nothing to the best at North Texas Blvd. You can see that we do have ramps but not all of them connect or continue to a sidewalk. We do have striping, Ped-head and the new tac-tile ramps. The sidewalks are on the inside where cars are slowing to make the U-turn and is somewhat protected.

Susie Rumohr a resident at 1700 Crescent share comments from Eric Pruitt. She has encouraged him to email them to staff as well. Currently if you are on the south side of I-35 on McCormick it is reasonably comfortable to cross on a bicycle because it is two lanes but when you cross to the north side you are instantly in a four lane road with no bike lane accommodation. Eric was curious if there were any plans to update the safety there. He pointed out there would eventually be ADA accommodations to the south. Together they would like to know if the plan will just be ADA crossings or if we will be making these crossing inviting and feel safe to cross. She would point out Teasley specifically because of the park and the fairly dense neighborhoods there especially improvements that would attach to the rail trail. That is the best way for people to get up to the square, TWU or UNT because if they can get across I-35 to get to the rail trail they should be good as gold. So what can we do to make it comfortable or inviting to cross I-35? She also share Eric's question about Brinker and noted that it is currently under construction. Eric was curious to see if Buc-ees would allow some type of bike infrastructure come through part of their property. Specifically he was picturing it getting somehow under at Brinker and connecting to Windriver. She question the future plans to separate the A-Train from Brinker and was informed that was incorrect by Pritam Deshmukh. Basically how can we make it feel safer and possibly looking in the long term at how other cities get people across interstate highways? Her personal experience in Arkansas was through tunnels but was not sure that would work in Denton.

Marc Oliphant mentioned we will be embarking on our Mobility Plan very soon which will be comprehensive covering both bicycle and pedestrian. For this presentation the focus was on those nodes at the interstate. He has heard from a lot of residents about a desire for better connections for cyclist, how to safely transit from the south side of I-25E to the north. South of I-35 we do not have the cycling infrastructure that we have on the north side. We want to work on that and fix that also.

We need to find funding source for the improvements at Teasley. Pritam Deshmukh added currently there is not a project to widen Teasley at I-35 or add facilities. We did go after the highway safety improvement program funding for the intersections on both sides of I-35. We have received funding starting 2020 and are currently in design that will add pedestrian infrastructure, detection and upgrading the signals to improve pedestrian and bicycle safety.

Marc Oliphant also commented that we can talk with the Development Services office about participation from Buc-ees's for connectivity to Windriver.

CM Meltzer asked for clarification of the no current plans wording. Pritam Deshmukh clarified noting Marc was identifying the projects we currently have and what type of funding we have. We are talking about for the next two to four years. No current plan does not mean that we would not ever have a plan. It will be in the Mobility Plan and it is a matter when we fund it and convert it to a project. So Marc is speaking about plans and actual projects for these other intersections. Particularly at McCormick we do not have a project to widen or put any more infrastructure. We will look at it from a bicycle standpoint and include it in our bike plan.

CM Briggs questioned, since we are expanding Mayhill, would now be the time to start the conversations with TxDOT about the protected sidewalks being included with the turn-around and lane increases as part of the upgrades planned.

Pritam Deshmukh confirmed yes. It will be fully widened including wider sidewalks under the bridge. The bridge is going to its ultimate configuration with 12 lanes under the bridge with bike and pedestrian infrastructure including the Texas U-turns. It is currently in design and this is the time we can make additional comments.

CM Briggs further noted there is a park on the south side of I-35 at Mayhill and since the City passed the resolution for a 10 minute walk to a park and there is a park on Teasley as well with a lot of apartment complexes on the opposite side of I-35 the quicker we can add connectivity from one side of the highway to the other it would be really nice to have the access to these parks. She also thought with TxDOT handling Teasley and realizing there have been some issues there and may be a lot longer than we thought that it would come all the way through and down. Now that is not the case.

Marc Oliphant added comments on the tunnel comment. Cities tend to shy away from tunnels because during the night they can become places people congregate, there are no eyes directly on them and crime can be a potential issue. There are also pedestrian flyovers as a possibility like that near the UNT stadium. This would be something we could explore as part of the Mobility Plan.

Pritam Deshmukh stated we will be bringing it to Council in early May for a full contract for the consultant to get started with a full timeline of 12 months. We are however pressing for them to be complete by the end of this year to coordinate with our original time frame.

CM Ryan commented on the Mayhill project and the date has continued to be pushed out.

John Polster responded the reason Mayhill moved is that all of the south bound frontage road between Mayhill and Loop 288 were all being built with the various iterations. The north bound frontage road between Mayhill and Loop 288 was overlooked. It has been added to the Mayhill project adding additional right of way, scope and time.

B. MC19-025 Receive a report and hold a discussion regarding updates from the Denton County Transportation Authority (DCTA).

Sara Bagheri began with a long term update. The Cotton Belt extension and the connection that it will make to the DFW Airport. Corinth is a second long term plan of potentially having a station there. They have some funding limitations and are talking about doing a TERS along the entire part of the I-35 corridor and using that to fund their part of DCTA. This is very preliminary and is dependent on multiple things. With this station they could potentially purchase a second track as an option and would increase the number of times the train could run. This is the entire reason we cannot run on Sundays.

Legislation came out of committee favorably on both sides. A vote is needed as a consent item. If it is a majority vote it should go into effect immediately.

Ridership is down at UNT do to enrollment issues but it up on the fixed routes. Overall it is down because of the decline in UNT enrollment.

She is wanting to follow-up with DCTA on the bus shelter standards. The City is currently in discussion with DCTA for one at Old North and University and the other at McKinney across from the Fountains. There is no sidewalk at the Old North and University location and there is no money for a sidewalk from TxDOT. There will only be a shelter on a pad there. The one at the Fountains does have sidewalks and an urban location and should have more access. Apparently the City does not meet the DCTA requirements standards for more shelters based on boarding counts. She will talk

with DCTA's Program Services about how the requirement compares to other cities and other service providers as a standard.

CM Ryan asked about how the boarding count is measured per stop and if it were per day or an average per day or time period. Nicole Recker commented it is currently 15 boardings a day for a bench and 25 for a shelter with the infrastructure being available. They typically look at a week average knowing there is different ridership on different days. Stops where UNT stop where there is a cross with an existing Denton Connect schedule they are counting both sets of riders.

CM Briggs restated her question was about the stop in front of Kroger on University Drive. She has seen lots of people there but is not aware of a shelter. Sara Bagheri noted she would have the same question on the opposite of the street near Wells Fargo Bank. Nicole Recker confirmed they could bring that up as appoint for review internally.

CM Meltzer inquired about the typical boardings at the major fixed route stops in Denton. Nicole Recker replied that she would need to check with operations and follow-up.

Sara Bagheri also noted for transit to work you need a mass. To the extent that you can put density around your popular fixed routes, it will improve all manner of the improvements and infrastructure there. The idea of having transit overlay districts near the bus routes can really help the entire improvement scenarios in these high traffic corridor areas.

CM Meltzer recalled a citizen coming to speak at a previous meeting and talked about altering a couple of the routes to give access to transit dependent people to the new things at Rayzor Ranch.

Nicole Recker replied that they did reach out to that citizen and they were talking about an area just north of Rayzor Ranch. There is some accessibility issues of putting a large bus on the roads. The in's and the outs that are protected by a light at Rayzor Ranch are pretty limited. The entrance to the parking lot to go in and out is pretty tight to take a lengthy bus through. They are meeting with that citizen to hear more about what they are looking for. Their team hopes to be working with the City of Denton to talk about what their future plans for expanding the light protected entrances and exits of that area.

CM Briggs thought of the new road that is pretty wide however it is not protected by a light.

Pritam Deshmukh added that the conversation is about Heritage Trail at University. We have collected the data and submitted a warrants study for requesting a traffic signal to TxDOT. TxDOT is currently reviewing it. Once that is complete we will go through design phase and we do have money identified through the Rayzor development that can be used towards that signal. We are on track to making that happen.

CM Briggs further noted there are a couple of apartment complexes developing there that will add to the traffic and hopefully add to the number of people that will ride the bus.

Pritam Deshmukh confirmed the traffic generated by these apartments was taken into account and why TxDOT is taking a little longer to review it.

CM Meltzer requested a status report on the bi-lingual enunciators to call out stops and help visually impaired riders.

Nicole Recker replied that she would have to get an update on the actual system. Currently they do work with all of the social service agencies and all of the human services agencies to ensure that

regardless of the language spoken, that they understand how to board a bus and then how to communicate with the driver. They have language cards and have additional cards in specific languages that read I would like to go (location). So if someone is uncomfortable trying to speak English or unaware of how to communicate with the driver they can use these cards to let the driver know where they need to go. As far as technology on board, she would need to request an update.

Mario Canizares shared that at the end of this month we will have the Arts and Jazz Festival. Staff has been working with DCTA not only to continue to enhance the shuttle from Med Park but we have added an additional location for parking for people in different parts of the community.

Nicole Recker shared last year shuttle service was provided between Med Park and Quaker Town Park to help mitigate some of the parking constraints. The shuttle was and was very successful last year. This year they are offering on Friday, Saturday and Sunday two (2) shuttle busses that will operate out of Med Park to Quaker Town Park on a thirty (30) minute frequency. On Saturday and Sunday they will be offering two (2) shuttle busses on a thirty (3) minute from Presbyterian Hospital Denton to Quaker Town Park. They are hoping to see good ridership as she was remembering about 2,400 riders that took advantage of the shuttle. In conjunction with that they are also offering a free ride promotion for people that may want to take the train up from the south to Med Park and transfer to the shuttle for the event. They have a free ride on the train as well as the Connect services to get to the Thin Line event.

CM Meltzer asked for a reminder about the shuttles on Election Day from the Civic Center to the other polling locations.

Nicole Recker stated the Civic Center will be closed the Saturday of Arts and Jazz Festival. They are offering a free ride promotion from Quaker Town Park to two of the other three locations they serve. They have developed special flyers with instructions on exactly how to use the system to get to either one of those locations and how to get back to Quaker Town Park and they can ride for free. This is open to the public and anyone can ride for free with the code word that has been published on the special flyer.

Sara Bagheri shared DCTA is having a Rails to Trails event this Saturday to promote the trail. There will be a passenger satisfaction survey starting today and running for about a week online at the DCTA website. There are Citizen Advisory Committee Meetings. The Denton one is scheduled for tomorrow evening at 6:00 to 7:00 pm at the DCTA Center. There is also a Social Services Roundtable scheduled for May 2nd at Serve Denton. It is widely promoted and the last one was very successful. There will also be free rides on May 17th Bike to Work Day.

- D. MC19-027** Receive a report and hold a discussion about the current traffic calming efforts throughout the city.

Pritam Deshmukh talked about the City's traffic calming efforts. A presentation was made to Council last fall on the types of traffic calming and what is traffic calming and the steps involved. Working through these we get to a point where engineering is needed and the actual physical structures to slow people down. Progress on the Lakeview Ranch was provided with a recent development project that has been approved at the end of Lakeview where it changes to Trinity. As part of this the developer agreed to provide or install traffic calming devices on Lakeview. The City has fronted the money for our part and addressing the speeding concerns on Lakeview where people are often found to be speeding through the area. As part of our review and assessment, we came up with different options such as landscape, pavement markings, adding speed cushions and traffic circles for speed reduction through this area. The HOA was not receptive to the landscaping option. The cost for the project is

approximately \$75,000 and we are in the design phase now for the traffic circles and the speed cushions have been ordered. We will start with the pavement markings this month and the speed cushions in May followed by the traffic circles in June.

CM Briggs asked since the HOA was not in favor of the extra landscaping does that mean they have approved of what has been presented here.

Pritam Deshmukh confirmed that we have talked with them and it has been vetted, the locations for the improvements, met with the residents in the field and multiple meetings with them. The main concern is how to accommodate longer trailers in the circles. Once the design is complete, we will have another meeting with them to share the plan and designs for each of the intersections for approval from the community. There is a temporary roundabout within the Service Center they can come and check out. These will be much smaller because the foot print of the intersection is much smaller and they are concerned about how tight it is. As part of the design we have to add some pavement shoulders to that for turning radius accommodations to meet all of their needs.

CM Ryan questioned these as being referred to as traffic circles versus roundabouts and asked for an explanation of the difference.

Pritam Deshmukh shared photo references to show the differences. Traffic circles are much smaller and more neighborhood oriented. It is just to slow people down at the intersection where people may be walking or crossing. Some of them do include landscaping but do not have approach islands as such to make them go a certain way. Roundabouts have approach islands and are angled to direct you to go a certain way.

CM Briggs noticed that today's presentation are for Lakeview and Thistle Hill. When the neighborhood meeting was held for Fireside it was talked about having this at Mimosa and Hinkle and that is not listed as a neighborhood or street.

Pritam Deshmukh commented there was a drainage project for Windsor and Hinkle that would include paving and as part of that the neighborhood meeting was held and Fireside is coming in at the same time. The roundabout was folded into that project and is currently in design to be constructed with the Windsor and Hinkle project. At some point we will have to come forward with a change order for the roundabout for the contractor to construct it. There will be a roundabout at Mimosa and Hinkle but there will be another traffic circle somewhere in the vicinity but we have not gotten there yet. We want to make sure the traffic circle is in place first. The roundabout will be part of a Capital Project.

Pritam Deshmukh shared a community meeting was held for Thistle Hill. We are still working with the HOA President on similar concerns about speeding through the neighborhood. They have locations agreed upon by the community and confirmed by the residents were the speed cushions are planned to be installed.

CM Briggs asked what the process was by which this neighborhood was able to get 4 speed cushions. This is an issue in other neighborhoods as well.

Pritam Deshmukh responded the important thing was speed data collection. There was definite acceleration between the noted connection points. The neighborhood residents were on board with the drastic change proposal because the rate of acceleration in the short distances is really high and hits the safety issue higher than actual speeds. The actions were in direct response to the request from the HOA to the City for help. We began with additional pavement markings as a quick fix in the corners or bend areas.

CM Briggs asked for a neighborhood such as hers where there is not an HOA, would this request go to City Council Person or what would the process be for a majority of residents on a street who have had issues.

Pritam Deshmukh replied they individually they should contact Traffic Engineering. We can set up the community meeting to understand the issues and what the need might be. We will also communicate with PD and review the data for speeding concerns. There are several other areas within the City that have had issues that we are currently tracking. Mockingbird is one that has higher speeders with a lower limit where we will be initiating the community meeting and taking the next steps.

CM Ryan noted one of the major concerns is this is the only way through between Ryan Road and Hickory Creek between Country Club and Teasley. The southern portion is Riverpass which does not have any houses facing the street but has a perimeter fence for the neighborhood next to Riverpass. While we are still concerned about speeding, it is not as big of a safety concern as when you are weaving through the Thistle Hill neighborhood in front of houses. They have had children at play signs up and been working on different ways to slow traffic for several years.

Pritam Deshmukh added it is part of a larger issue we are seeing. There are no connectors or collectors between Ryan Road and Hickory Creek that do not have homes. This will continue to be a problem as some of the other parcels develop. We are thinking of maybe adding a collector street. There only one area but it has a lot of preserved land space.

CM Meltzer asked if there is a systematic way to determine where some of this street calming might be needed where you don't have an organized HOA. It is not just the squeakiest wheel kind of issue. Is there criteria where we proactively identify the need?

Pritam Deshmukh responded we do not have a traffic calming policy per se. When we receive a concern about speeding and neighborhood speeding issues, currently the first step is to collect data to determine whether it is actual speeding or just the perception of speeding.

Todd Estes added there is a way to get there but we are still trying to bite off so many chunks. The nucleus of this comes with the Mobility Plan and Master Thoroughfare Plan. It sounds like we are taking on the big streets first but the reality is there is not a cohesive plan throughout the city that actually draws traffic to where we need them to be to make the neighborhoods safer. People are looking for alternative routes that go through the neighborhoods. The first step is to improve the overall network to get them out of the neighborhoods and on the streets where they really want to be. Then we can start attacking individual neighborhoods with the types of traffic calming measures we should have in place to mitigate that. In the meantime we can look at what our neighborhood street reconstruction program looks like going forward. Instead of taking low OCI streets, we are taking the approach of our lowest OCI streets are in neighborhoods and addressing the entire neighborhood at one time.

- F. **MC19-029** Receive a report and hold a discussion about bike lanes included in the design of West Windsor St. from Hinkle Drive to US-77 and East Windsor St. from North Locust St. to Old North Road.

Marc Oliphant shared a presentation on the reconstruction plans for Windsor Street. Two sections were shown on a map. The first is from Hinkle over to US 77. It will be repaired and striped back to its current design with 6 foot bike lanes on both sides up against the curb, 11 foot travel lane in each direction and a 10 foot center median used for turning both directions with no changes in this section.

Windsor is an interesting road. It accords in and out a little bit. We do not have a consistent width along its entire length. Some of it does have excellent width and in the bike and ped realm is a valuable asset. There is currently an issue in front of Strickland Middle School in the afternoon with parents waiting to pick up their children blocking the bike lanes. Our proposal is to create a parking protected bike lane on the side of the Middle School so bicycle traffic can still travel through there. We are also planning to have the vertical delineator post as a way to remind the cars not to encroach on the bike lanes. We will have 11 foot lanes in each direction and a 10 foot center median used for turning both directions. There is enough space to have these buffers with a 5 foot bike lanes. Pape-Dawson, the design company, has submitted 30% plans. We have marked them up with our preferred layout with the bicycle lanes for them to incorporate. In front of Wilson Elementary School is a transition area where it goes from narrow to wider. In the area to the east after it has widened, the plan is for an 8 foot parking lane on the opposite side of the street from the school, 5 foot bike lane, 11 foot travel lane, 10 foot center turn lane, with the same travel and bike with parking in the opposite direction. We are keeping our eye on the design for Wilson Elementary School. The ISD has plans to build a new school on the play area and demolish the old one. In those new plans there are approximately 80 spaces where parents will be able to line up in queue to pick up their children that are off of the roadway. This should be an advantage to keep people from blocking lanes or traffic.

Susie Rumohr a citizen who lives at 1700 Crescent St spoke in support of this agenda item. She asked for clarification in the presentation about the delineator post in front of Strickland Middle School if they would also happen on the opposite side of the street. She noted that if there is an evening event parents often time park in the bike lane. It has been an issue of approximately 20 cars in a row. She also asked for consideration of the bike lane in front of Wilson Elementary School with the understanding this is a smaller width area to imagine how far an opening car door would extend into the bike lane. She asked if there might be anyway to keep the cars just a little further away. On the opposite side of the street she asked if it would be possible to move the bike lane to the outside nearest the curb and moving the parked car lane to the inside next to the travel lane for safety.

CM Briggs confirmed she asked for this to come up ahead of time so it could be discussed. Here are some other things that also concern her on Windsor and she appreciates the switch for Strickland and Wilson because that is a concern. When we think about it, Windsor is a very long road and a heavily used pedestrian and bicycle road. It is also a route to school for all the kids to get to Wilson and Strickland. Now that we have Windsor Oaks on the east end of Windsor developing, all of those kids are coming up Windsor. It is an opportunity for us to make sure that we do this right and the pedestrians are safe especially the kids. Her wish list is that we continue towards the curb all the way further down eastward through the neighborhood. There is a section between Churchill and Dunes where there is absolutely no sidewalk. There is sidewalk from Sherman down to Churchill then it stops and the kids are pushed into the street. There are cars parked against the curb and the kids have to walk right next to traffic. Traffic is going really fast because it is a long straight shot with absolutely no stops in between. So if we could have it striped for a bike lane and parking it would be pretty consistent all the way down. There is a bike lane at Windsor and Locust and she is curious if we are going to fix this for safety.

The next thing and she was not sure if this would be the time to as we are repaving Windsor to talk about the eagle or hawk signal at Bell and Windsor to make sure the kids can safely cross. Would this need to be something we do underground?

Todd Estes commented that before we would even go vertical with the hawk signal, we would definitely be putting in conduit and that is part of this to put that in place.

CM Briggs said she thinks she request this every year it a traffic study at Nottingham and Windsor. Traffic Count for a four way stop there to get some sort of calm there in between the storm. It might

not be this year but eventually we would need to get that. Again with that section of missing sidewalk if would it be good timing for us think about that in the future as well.

Marc Oliphant responded to the citizen comments about delineator post on the opposite side. He thinks this is a possibility. The advantage of being next to the middle school is that you have long distances between driveways. This is a long stretch of road and where it is wide enough we are planning to do a lot. We can look at the delineator posts on the opposite side but may be challenging due to the number of drive ways.

Near Windsor on the opposite side from the school, we are hesitant to switch the bike lane and parking lane because it is residential on that side of the street and the residents who live there may not feel comfortable or will object to having their vehicles out from the curb and next to the traffic.

Todd Estes also shared his concern in a residential neighborhood and showing parking lined and striped on the street and then you switch and put the bicycle lanes closer to the house or curb is the visibility of the person trying to back out of the driveway is also hindered. It increases the likelihood of vehicle on vehicle collisions and people not seeing each other. It is a careful balance they are trying to go through as they are designing this roadway. Most of the residential streets were not set up to where you would give adequate vision to the driver, pedestrian and cyclist all in one place. That's why you typically don't have a lot of parking out there delineated. In residential neighborhoods you park out on the street at your own risk. The intent is to get you off the roadway. He really has a concern when there is that much distance between the two at how far a driver can see any and all people coming and going. At least when you have the parked cars next to the back of curb they can edge all the way out to the end of that parked car which gives them a better chance of seeing somebody moving back and forth. When you have a parked car and a bicycle lane on one side and the travel lanes on the other, you are looking for two modes of transportation moving back and forth at the same time. You are not really focused on what should be going on. It is a very difficult scenario. When you try to take a roadway like Windsor and put all these components together, it is a careful balancing act. At some point the question has to come up, do you really go down the pathway of providing delineated parking out there. That is what we are trying to balance here is the safety of all modes of transportation. You have homeowners and their likelihood of being able to see what is going on around them is greatly diminished. A lot of it depends on how parked that area is. Some of these roads we show them parked, they are not parked all that frequently but some are. He asked why we are so focused on delineating parking when we should not be.

This is a roadway project that was in the 2014 bond program to reconstruct the road. We can reconfigure striping fairly easily and we have plenty of time to do that and we can continue to have this discussion. If you want to increase the width of the pavement as Marc just talked about having more width to do certain things, that takes more time and there was not money in that budget to go do that. Very similar to adding additional sidewalk segments. Yes we agree they need to be there but it is not clear on how far we can stretch these dollars for something other than what they were intended, which was the roadway reconstruction. We can look at it but we are limited on what we can do here.

Pritam Deshmukh added that we are limited on the dollars as Todd has mentioned. It is not that it will not be on our long term plan so our bike and pedestrian master plan will include segments along Windsor for sidewalks. We currently do not know what kind of right-of-way we have and it has not been engineered. We are not aware of the hidden costs. Sometimes people think it is just a little sidewalk but it gets complicated when it gets into people's front yards and utility issues and the fact this whole neighborhood has never had a sidewalk. The segment between Churchill and Dune does not have enough width. As Todd mentioned we are going from one curb to another and not going to be expanding that as part of this particular bond project. We have about 43 feet of curb to curb width

which can accommodate 2 drive lanes and 2 parking lanes and maybe 2 or 3 feet on either side. It is very difficult to squeeze all of the infrastructure within the confines of this particular project.

CM Briggs added there are times where the bike lane just disappears and goes straight into a parking lane. So it is not consistent and confusing. There is not a sidewalk there and you are pushed into the parking lane. If we did a pedestrian count on this street it would be extremely high. It is used a lot by the whole neighborhood. She is not talking about expanding the street. She would like to make sure that whatever we do, we do it right because it is an opportunity for us to do the striping correctly. If we need to have a talk about parking then we can do that. She clarified her comment about the sidewalk is that it is a safe route to schools thing that maybe we could apply for funding for because it is a direct path from a neighborhood to a school.

Pritam Deshmukh agreed and noted we are looking at sidewalk locations for funding.

CM Ryan commented as we talk about traffic calming, we talk about if you narrow the lanes it is a calming. This has 11 feet for the drive lane and 8 feet for the parking lane. Most cars when parked in an 8 foot there is not much room to get out and we are creating a safety issue for the person who either has to step out into the bike lane or step out into the drive lane. He asked what for a reason we would not think about maybe going to a 10 foot drive lane and a 9 foot parking lane to increase safety.

Pritam Deshmukh pointed out the classification for this street is primary arterial. It is one of the main streets that connects east to west. Having that narrow of a lane will really impede traffic which may then lead onto other streets in the neighborhood. There are consequences that people will find alternative routes if we squeeze them here. It is a give and take and he recognized CM Ryan was trying to give more space for parking but he was unsure if that particular segment was that heavily parked and the parking demand may not be as high.

CM Ryan further noted it may not be heavily parked but it is heavy with residential homes that face the street.

CM Briggs stated that we have been told the smaller the lane and smaller the driving area the more it is likely to reduce speeding. That is a big issue here especially between Nottingham and Old North. Going around that curve there are not many signs to indicate the speed limit. If we had a narrower drive it would make sense that people would start to slow down using the philosophy we have applied in the city in other areas.

Pritam Deshmukh acknowledge that we would definitely look into that.

The next steps proposed by Todd Estes for this item was to let us go back and do a little more thinking on the lane configuration. The construction of the roadway will continue to go forward with Pape-Dawson to rebuild the roadway within its confines with what we have. We can come back with some alternatives on where we configure the lanes. He felt that a further conversation, potentially a series of public meetings that would illustrate the issue to the residents out there how much of this on street parking do you really feel like you need to have. Pritam Deshmukh is not advocating that we want to build high speed roadways but the reality is as CM Briggs commented is that people are driving there. They do because that's where homes have come, people are there, going back and forth and looking for alternative pathways throughout the town but we don't have them. Lack of planning years ago and now we are trying to catch up with it. Those avenues are not there and people are using them where they can find them. What should be a fairly confined residential large collector street is not being used that way. The conversation at some point has to be had is what do you intend for this roadway? We need feedback in order to provide the best options. Todd Estes' point of view is to have one or

two public meetings to get feedback on the lane configurations and then come back with some better information.

CM Meltzer was curious if we find out from that process there is much demand at all for it to be parked. Not every street has parking.

Marc Oliphant added the planning process for Wilson Elementary and Strickland to be rebuilt will have an impact and will change the dynamic here.

G. MC19-030 Staff Reports

Mario Canizares spoke about the item with the safety concerns with Oak and Fry street to highlight some of the things that have been done by the departments within the organization. Some things that were identified were poor lighting in the Fry Street area and Hickory Street. A drive around was done with DME along with Planning to identify some of those where the lights were very dim. DME has gone in and replaced a lot of the high pressure sodium lights with LED. This has really brightened up the area changing it from 250 watts to 400. Poor sidewalk conditions were also identified along Fry Street. Staff has provided an update that these should be replaced by the end of May. On April 16th staff will be coming to the whole Council to discuss the pedestrian path through UNT that was on last month's Mobility Committee agenda along with the one-way traffic direction on Mulberry and Avenue A. Direction will be requested from Council on whether to pursue the UNT option, the one-way option or potentially both. The last thing coming in the near future will be the additional parking on Fry street that has been discussed previously as the other options come to light. With direction from Council we can continue this on the Matrix if desired.

E. MC19-028 Receive a report and hold a discussion regarding Texas Department of Transportation On-System projects in the Denton area to include the 35 Express Project.

John Polster shared an update.

- On 2181 the Surety has agreed to move forward with picking a firm from the original bidders. Anticipate selection of a new contractor from the list of original bidders by April 11. A pre-construction meeting will be scheduled after selection and approval of the new contractor.
- Fort Worth Drive main issue is that we cannot get UP to respond. A conference call is being set up for this along with the quiet zones.
- Mayhill road ultimate configuration was presented and will be the major north south arterial in this part of Denton with and ultimate 6 lanes from FM 2499 to US 380.
- Brinker construction complete date was highlighted and is still undefined. By May or June the underpass should be temporarily established for movement into the Buc-ees' facility and should take a lot of the pressure off Loop 288.
- The I-35 Merge has been submitted for clear lanes funding at the state level and an Infra-grant at the federal level. If we do not receive either of those, we will fall back to a \$150M project where we add a second lane from I-35 W onto I-35. Then we will build the frontage roads between the wishbone and US380 on the north and south bound side which will include braided ramps. This should minimize the conflicts that occur south of US380 but moves the traffic problem north of 380. This is why we are working to get the additional funding to get it all the way up to US 77.

- I-35 North once the project is cleared in May which is about when we should hear about the clear lanes and the Infra-grant, we can build this at the same time as the project from the south. The public hearing was held April 4th at the Sanger High School.
- I-35 Main Lanes from the county line up to the wish bone is on hold because of the I-35W Frontage Road project.
- TxDOT has Jacobs on contract for the frontage road projects including design from where we leave off at Hwy 114. HNTB is waiting for the design to be complete because there are cross streets in this area. We are flipping the grade to take the interstate over and the cross streets under. Once Jacobs finishes the design it will be turned over to HNTB to incorporate into the ultimate and put the main lane design back into it.
- US 380 east goes all the way out to the Collin County Line. We are in the process of acquiring right-of-way with a February 2021 Ready to Let Date. This date can move up if the utilities are moved and we get the right-of-way quicker because the project is fully funded.
- Loop 288 had a public meeting on March 28 at McMath Middle School. The intent is to build the inside frontage road so all of the development inside the Loop can build out to the existing frontage road in its permanent location. It is pretty far out due to the number of gas wells and transmission lines that will have to be moved.
- FM 1515 has proposed design elements from the City to be considered. A meeting was held last week to discuss some alternatives and we are still working through those.
- FM 1173 is another reason to take the I-35 project up to US 77 because we are working to realign FM 1173 to be consistent with the cities thoroughfare plan to tie into US 77. Garber is on contract and we are looking at September 2020 for an environmental clearance. Once this gets into the system additional details will become available.
- FM 428 is all the way from Loop 288 to basically the outer loop. A meeting is planned with Michael Morris to go over the project to see what he can do. If we get him to say yes, the local match will be on the state level as opposed to the City having to participate. If it works out we will not have to put any money into it.

CM Briggs noted that the City has already contacted TxDOT and there is a plan for the underpass at Loop 288 and I-35 where there are big giant swimming pools. They keep getting fixed and then they are broken the next day. She asked John Polster if he had any information to share as an update or if there was a plan to re-do that whole section.

John Polster replied there is ultimately with the completion of the OHL job. The facility underneath the old pavement is concrete and the additional outer layers are popping off. TxDOT has been milling it to get down to a more sturdy foundation as a temporary fix while they are in construction. He did not know what the latest update would be.

Todd Estes added TxDOT did mill it once more over the weekend and we did have rain again. Anytime you mill that type of material you are basically chopping up the top layer and re-compacting it. That is part of the problem as it is a low spot and where the drainage goes. They are doing a temporary fix and will have to come back and do it again. The contractor does have other alternatives but once it is within the realm of the contractor working on the job, it is the contractor's responsibility to maintain it. There are multiple ways they can do that. You can keep coming back and putting it back in, you can put something in that is a little more permanent but would be their prerogative once they start taking over the project.

John Polster commented this is OHL and their prerogative is not to do anything. This project was supposed to be complete by August of 2018. The TxDOT Maintenance Denton Office is sensitive about this. We meet with them every two to three weeks and this is an issue we talk about. They are trying but about the only thing they can do is go back and mill it each time.

Mario Canizares added knowing that this is an issue along with some of the issues with FM 2181 sidewalks is again a district issue. The local office handles the routine maintenance but we really need to work with the district office for help with the various contractors. We will work with John to make the connection to address this ongoing issue. Our local folks are great and we have a good relationship with them. So it is not them it is really working at the district level to try and get some relief that way. We are working on a variety of angles including our state representation.

2. Matrix

#1 & 2 – We have touch on these which is part of what Windsor was. Do you want additional information and want this back as a full blown agenda item to understand what protected bike lanes are or is this something we can remove from the matrix or use it when we come back with more information on Windsor?

CM Meltzer noted he would like to see how this fits into the bigger mobility plan.

CM Briggs commented for her it was about Windsor. She would like to see this integrated into the bike and pedestrian updated plan.

#8 – The striping is complete and this can be removed from the matrix.

#3 – There is a sidewalk that has been fixed.

CM Briggs noted here reason for bringing this up was because she saw people jutting across the street from the busy driveway way on the Academy side. They were not going to the light to cross and coming back down to the bus stop. The concern is that it is already very congested right there where people are going fast and trying to turn in or out and you have people trying to cross in the middle of the road where the bus stop is. There may not be a solution because it is a behavior thing but she just wanted to bring it to our attention.

Pritam Deshmukh commented that as part of the Bonnie Brae project and the high school going up on the north side we are looking at the Academy intersection for trip generation and is there enough for a signal or something of that sort that would provide interconnectivity between west side retail and the east side bus stop and businesses and we can report back on that.

CM Meltzer requested to add when appropriate to hear an update on the rouge curb painting areas. He had a conversation with the City Manager at the same time we are addressing the graffiti what the right sort of curb painting should be in those areas where he replied this was on hold while some data was being gathered.

CM Briggs commended staffs hard work for downtown connectivity for pedestrians.

She requested to add no right turns on red from Hickory to Elm.

It was also brought to her attention the streets going east of the square are two way and when you go west they are one way. She asked for a map of this and a discussion of why it is this way and the possibility of switching it back to two way or the same on both sides.

Mario Canizares responded there is a work session scheduled for next Tuesday and all of those issues and more are all being brought for discussion.

CM Briggs further noted it has been her experience to see trucks going the wrong way on Elm from Fort Worth Drive across Eagle. This may be because Eagle is closed down in that area and they are just confused but thought may additional signage would be helpful.

Todd Estes added that we are in discussion with TxDOT as part of the turn back for this segment is no longer state controlled. As the City goes forward when we have control of the roadway we can reconfigure a lot of that in a different way.

CM Briggs asked if it would be possible to do a road diet on Carroll from 6 lanes to 4 lanes so we can put a bike lane for connectivity in one of those lanes from University to Eagle. Because we have had the on lane down on one side for construction and there has not been that much of an issue.

1. Street Construction Report

CM Ryan commented in February they were at the Forrestridge HOA meeting and there was talk about a neighborhood meeting regarding Forrestridge in April and he has not seen anything scheduled yet and he is receiving a lot of questions.

Todd Estes responded there are two segments of Forrestridge. One is all concrete and where we are doing concrete panel replacement. Then you have the segment where the long median exist that is all asphalt. It is two very different programs enacted in the same area. The panels are there because it is part of the natural course of maintenance on a roadway where we are seeing failures and doing replacement of those particular pieces. The actual project is removing that median potentially. We are still going through that analysis and then reconstructing that roadway from where the concrete stops all the way north to Hobson.

CM Ryan further noted because they have not had the neighborhood meeting is what is causing the confusion. People have not been alerted unless they have been scheduled and he is unaware.

Pritam Deshmukh shared there is a Survey Monkey survey out there with different options to just gather information. After we get that data we can go back and have the community meeting. That way it is not just the people in the neighborhood but also people that go further south on Forrestridge to get feedback on the requirements and request from the community on what they want. This is being handled by PIO and Pritam will provide more information.

Adjournment: 10:56 AM

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 blue ink, appearing to read "Paul Meltzer", written over a horizontal line.

Council Member Paul Meltzer
Chair

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

Becky Owens
Administrative Assistant