



**City of Denton**  
**MINUTES**  
**TRAFFIC SAFETY COMMISSION**

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

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**Monday, June 3, 2019**

**5:30pm**

**City Council Work Session Room**

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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, June 3, 2019 at 5:30 p.m. in the Council Work Session Room at City Hall, 215 E. McKinney Street, Denton, Texas

**Commissioners:** Chair, Patrice Lyke; Jim Owen, Jeff King, Clay Thurmond, and Melissa Carr

**Staff Members:** Todd Estes, Director of Capital Projects/City Engineer; Brian Jahn, City Traffic Engineer; Robin Davis, Project Manager; Pam Alummoottil, Traffic Engineer; Marc Oliphant, Bike and Pedestrian Coordinator; Trey Lansford, Deputy City Attorney; and Becky Owens, Administrative Assistant

**REGULAR MEETING**

- A. TSC19-023** Consider the approval of the Traffic Safety Commission meeting minutes of April 1, 2019.

Jim Owen made a motion to approve with a correction that he was not absent and excused. Melissa Carr seconded the motion.

The Traffic Safety Commission Recommends approval of the minutes (4-0).

- B. TSC19-024** Receive a report and hold a discussion and provide staff direction regarding bicycle and pedestrian crossings of US 380.

Marc Oliphant made a presentation of ten (10) crossing within the center beltway of town from west to east. We generally have better infrastructure to the west and less good to the east. The intersections reviewed were: Town Center Trail, Bonnie Brae, Malone, Fulton, Alice, Carroll, Elm/Locust, Bell, Ruddell, Nottingham and Old North.

Mobility Plan has also just kicked off and many of these may be included in that planning where improvements can be made.

Melissa Carr asked a question as a cyclist who has ridden some of these but not all. Sometimes you have to push the button to get across because the light is really geared towards cars and as a cyclist you have to book-it to get across. When you move over to push the button you lose your place in line to get ahead before the light changes. She is looking to find out if there is a way to get a button more closely located to the bike lane or what options might be available.

It was noted by staff that a lot of the older signals are tripped by loops and bikes do not have the mass to trigger those. We are converting a lot of our older signals to video and radar detection. It is still a little harder to pick up cyclist unless they are there in mass. We can look at some alternatives. There is technology out there to detect cyclist specifically. A lot of it is key to having the bike box at the front



and to extend the green. There are some opportunities we have as well as obligations that we have. Some of the older signals are probably not to current standards where the push buttons have to be within a certain distance from the ramp. There are some other techniques such as using a pedestal that is closer so you don't have to lose your place in line. The bike detection that a lot of cities are moving towards might be a better solution. This is where you paint the bike box and then that sensor knows where to look to see if there is a bike waiting. That also assumes that the cyclist knows the bike box is for them and to queue up in there to get detected or it is going to detect the vehicles and not extend the green for the cyclist.

Clay Thurman added he has noticed at Fulton people with carts heading east bound that cut down the ramp and go into traffic to cross. He understands there are issues with right-of-way to implement solutions. On Ruddell he has not experienced that big of a problem but notes it is a weird angled intersection as driver, pedestrian and cyclist. On Down Ruddell there is no sidewalk and he has seen several people in motorized wheel chairs from the assisted living center going down Lattimore across Pertain and down Mingo and up Ruddell.

Todd Estes commented that some of those will be resolved when we take Ruddell under construction. As a capital project Ruddell and Mingo are both under study right now for vehicles, pedestrians, and cyclist. In a future bond program we would be realigning Ruddell as a four lane roadway with a median and sidewalks on both sides and bicycle connectivity. It would also turn where it is not skewed coming across Mingo but be perpendicular. Pertain and Willis would be disconnected from the railroad crossing. It is just a matter of time getting the funding to make that happen. In the interim we can continue to work with TWU to see if there may be some other things we can do in this area as far as sidewalks and accommodations.

Clay Thurman further noted that care might also be needed further down at the Mingo Mockingbird intersection as well. Todd Estes this would be included with the Mingo and Ruddell projects.

Patrice Lyke always has a concern about the 380 and Malone crossing. It may take a couple of years before it becomes a non-issue because Newton Rayzor is one block away and it serves all of the children in the neighborhood to the north of US 380. Newton Rayzor is planned in the next five years to move over to where Denton High School baseball field is.

- C. TSC19-025** Receive a report, hold discussion about the planned roadway updates for Parkway Street/Oakland Street from Carroll Boulevard to Withers Street.

Pam Alummoottil presented the future plans for Parkway Street/Oakland Street from Carroll Boulevard to Withers Street as a two part project. The first part is the traffic analysis and then to potentially convert the four-lane street into a three-lane street with bike lanes in this primarily residential area.

Mary Anderson a resident at 924 W. Oak and works at TWU spoke in opposition to this proposal to remove the traffic signals at Locust and Elm on Parkway replacing them with stop signs. She expressed her concern for the high volume of traffic during the school year, congestion and the potential for accidents if the signals are removed and the ability for a cyclist to safely cross. She also asked about the timing of when the traffic study/analysis was conducted.

- D. TSC19-026** Receive a report, hold a discussion and make a recommendation to City Council for prohibiting on-street parking on the north side of Gregg Street between Fulton Street and Denton Street.



Pam Alummoottil presented the staff request and recommendation to restrict on-street parking in follow-up to resident concerns east of Fulton Street to Denton Street on the north side of the street due to accessibility issues for residents and City fleet and emergency vehicles.

Brian Morrison a resident at 305 Mounts Avenue entered a comment card in support of this staff recommendation. His written comment was read by Patrice Lyke to the Commission: "Since Gregg Street is so narrow, we have needed one-sided parking for some time. The north side is the correct side for no-parking as there are many more driveways and intersections on that side of the street."

Vicki Morrison a resident at 305 Mounts Avenue entered a comment card in support of the restriction. Her written comment was read by Patrice Lyke to the Commission: "UNT students park on both sides of Gregg Street making it very difficult to go in/out of my driveway. (I live on the corner of Mounts and Gregg with the driveway on Gregg Street. Gregg Street is too narrow for more than one side parking and the north side is best."

Mary Anderson a resident at 924 W. Oak Street spoke in support of the restriction. She attended the big meeting that was held on safety and traffic in this area and was very glad to see people responding to this. She noted that it is very dangerous to travel on Gregg Street all together. She was a little disappointed that the restriction was being planned for the north side of the street and highlighted the location of her driveway on Gregg Street on the map displayed during the presentation. She commented that people normally park so close to her driveway she cannot see to get out and often calls in effort to get cars towed. Her drive is very close to the intersection of Amarillo and there is often a garbage dumpster right near that corner at the edge of the street. She feels there are less available spaces on the south side. The right markers will need to be put in place and be enforced. She again would prefer to restrict the parking on the south side of the street and agrees 100% it needs to be restricted. The city code does require that each address provide a certain number of spaces. Although the residents on the north side are typically students there are always an excessive number of cars parked and there garbage cans are usually in the way as well. She specially requested that they clearly don't care because they are not here to speak and she was so please remove it from the south side instead. The residents on Oak have already lost the parking in front of their homes and now they can't use the rear area near the garages without enforcement and PD is improving enforcement but they are limited in the number of officers assigned.

Donna Morris a resident at 918 W. Oak Street spoke in support of the restriction. She commented that school was not in session when the aerial reference photo was taken because when school is in session there are no spaces anywhere. She also asked if when the restriction was made, would the spaces be marked off to show where parking is allowed like has been done on Oak Street to also control the number of cars that can park. She also said a bicycle lane should not be allowed and asked that it be done right away.

Bob Crouch a resident at 2609 Brookfield Lane and the owner of the properties at 912 and 912 1/2 Gregg and the house that faces the corner of Greg and Amarillo spoke in support of the restriction. He has talked with both the police and fire departments for many years and supports the no parking on the north side of the street. The driveways on Gregg are blocked a lot of the time by parked cars. There is a major problem on trash days and cannot image how the driver of the trash truck maneuvers the street.

Melissa Carr made a motion to move forward with staff recommendation to restrict the parking on the north side of Gregg Street and Jim Owens seconded. Approved 5-0.

- E. **TSC19-027** Receive a report, hold a discussion and make a recommendation to City Council for prohibiting on street parking on Jagoe Street at the northeast corner of Jagoe Street and West Oak Street.



Pam Alummoottil shared a map confirming a request from the Police Department based on an existing ordinance to restrict parking near a controlled roadway and a driveway. This will improve safety, turning radius and visibility.

Clay Thurman asked if it was already an ordinance, why we need permission to put up a sign.

Clay Thurman made a motion to move forward with a recommendation to City Council and Jeff King seconded. Approved 5-0.

**F. TSC19-028 Staff Reports**

Todd Estes noted the attendance information for boards, committees and commissions has been included in the back-up to the agenda for review. There will be an item coming forward in the next meeting for discussion pertaining to this information. We asked that you please take a look at it in review.

The street construction report is include from last week so you can see the closures.

Jim Owen asked why the one block on Eagle construction had to be extended another month. Todd Estes commented there were multiple franchise utility conflicts that were not known at the time construction started. They have been resolved and we will be back on schedule as quickly as we can.

An update on the Matrix will be provided next month. No new items were added.

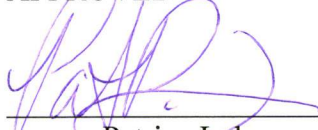
Brian Jahn is our new City Traffic Engineer and will be taking over as the staff liaison.

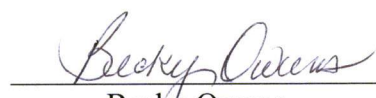
**Adjournment: 6:20 PM**

**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

  
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Patrice Lyke  
Chair

  
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Becky Owens  
Administrative Assistant