



City of Denton

City Hall
215 E. McKinney St.
Denton, Texas 76201
www.cityofdenton.com

Meeting Agenda Mobility Committee

Tuesday, June 11, 2019

9:00 AM

Work Session Room

After determining that a quorum is present, the Mobility Committee of the City of Denton, Texas will convene in a Regular Meeting on Tuesday, June 11, 2019 at 9:00 a.m. in the Council Work Session Room at City Hall, 215 E. McKinney Street, Denton, Texas at which the following items will be considered:

1. ITEMS FOR INDIVIDUAL CONSIDERATION

- A. [MC19-032](#) Consider the approval of the Mobility Committee meeting minutes of April 9, 2019.
Attachments: [Exhibit 1 - Draft Minutes](#)
- B. [MC19-033](#) Receive a report, hold a discussion, and give staff direction regarding the Connected Citizens Program and Waze mobile application.
Attachments: [Exhibit 1 - Agenda Information Sheet](#)
[Exhibit 2 - Presentation](#)
- C. [MC19-034](#) Receive a report and hold a discussion regarding updates from the Denton County Transportation Authority (DCTA).
Attachments: [Exhibit 1 - Agenda Information Sheet](#)
- D. [MC19-035](#) Receive a report about the planned roadway updates for Parkway Street/Oakland Street from Carroll Boulevard to Withers Street.
Attachments: [Exhibit 1 – Agenda Information Sheet](#)
- E. [MC19-036](#) Receive a report, hold a discussion, and provide staff direction regarding bicycle and pedestrian crossings of US 380.
Attachments: [Exhibit-1 - Agenda Information Sheet](#)
[Exhibit 2 - Presentation](#)
- F. [MC19-037](#) Receive a report and hold a discussion regarding updates on the Forrestridge neighborhood street improvement projects.
Attachments: [Exhibit 1 - Agenda Information Sheet](#)
[Exhibit 2 - Presentation](#)
- G. [MC19-038](#) Receive an updated report and hold a discussion regarding the North Central Texas Council of Government's (NCTCOG) Policy Bundle Program.
Attachments: [Exhibit 1 - Agenda Information Sheet](#)
[Exhibit 2 - Presentation](#)
- H. [MC19-039](#) Receive a report and hold a discussion regarding the parking enforcement on the city streets around the University of North Texas from University Transportation Services.

Attachments: [Exhibit 1 - Agenda Information Sheet](#)

- I. [MC19-040](#) Receive a report and hold a discussion regarding Texas Department of Transportation On-System projects in the Denton area.

Attachments: [Exhibit 1 - Agenda Information Sheet](#)

[Exhibit 2 - TxDOT On-System Report](#)

- J. [MC19-041](#) Staff Reports

1. Street Construction Report
2. Matrix

Attachments: [Exhibit 1 - Street Construction Report](#)

[Exhibit 2 - Matrix](#)

2. CONCLUDING ITEMS

A. Under Section 551.042 of the Texas Open Meetings Act, respond to inquiries from the Mobility Committee 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.

CERTIFICATE

I certify that the above notice of meeting was posted on the bulletin board at the City Hall of the City of Denton, Texas, on the _____ day of _____, 2019 at _____ o'clock (a.m.) (p.m.)

CITY SECRETARY

NOTE: THE COUNCIL WORK SESSION ROOM AT CITY HALL IS HANDICAP-ACCESSIBLE IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT. THE CITY WILL PROVIDE SIGN LANGUAGE INTERPRETERS FOR THE HEARING IMPAIRED IF REQUESTED AT LEAST 48 HOURS IN ADVANCE OF THE SCHEDULED MEETING. PLEASE CALL THE CITY SECRETARY'S OFFICE AT 940/349-8309 OR USE TELECOMMUNICATIONS DEVICES FOR THE DEAF (TDD) BY CALLING 1-800-RELAY-TX SO THAT A SIGN LANGUAGE INTERPRETER CAN BE SCHEDULED THROUGH THE CITY SECRETARY'S OFFICE.



City of Denton

City Hall
215 E. McKinney St.
Denton, Texas 76201
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Legislation Text

File #: MC19-032, **Version:** 1

AGENDA CAPTION

Consider the approval of the Mobility Committee meeting minutes of April 9, 2019.



City of Denton
DRAFT 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 Tax Increment Reinvestment Zone (TIRZ) 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.



City of Denton

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Legislation Text

File #: MC19-033, **Version:** 1

AGENDA CAPTION

Receive a report, hold a discussion, and give staff direction regarding the Connected Citizens Program and Waze mobile application.



City of Denton

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

AGENDA INFORMATION SHEET

DEPARTMENT: Public Affairs / IGR

CM/ DCM/ ACM: Sara Hensley, Assistant City Manager

DATE: June 11, 2019

SUBJECT

In February 2019, staff announced a data-sharing partnership with Waze through it's Connected Citizens Program to help Denton drivers navigate traffic. Staff has continued to work to monitor and improve this tool to better inform residents of important information regarding construction and traffic impacts.

The following are some brief updates that staff will provide to the Committee:

- **Daily Construction and Closure Reporting-** Capital Projects staff report planned closure data into the Waze App that alerts users of the latest closures from construction and improvement projects that can impact their commutes through the City. Staff also provides closure information for most City events in the app including local commencements, festivals, concerts, etc.
- **Two-Way Road Information Sharing-** The Waze app provides users a platform to take a more active role by sharing road reports on unforeseen obstacles like accidents, downed signal lights, stalled vehicles, and other hazards along their commute. This unique feature empowers users and provides a greater ability to avoid road closures and congestion. In addition to City reported construction and road closure data, Waze users are provided one of the most thorough overviews of current road conditions available.
- **Emergency Help Features-** In the event an emergency arises, the Waze app allows users to call 911 directly from the menu options within the app. Emergency request will be dispatched to the City's police, ambulance, or fire department.
- **Continued Improvements** - Staff from the Tech Services, Capital Projects, Engineering, and Public Affairs departments continue to work on expanding the benefits and capabilities of the Waze Connected Citizens Program partnership. Current initiatives being explored include:
 - **Road Closure Alert Updates-** The City maintains open communication regarding projects that will impact traffic with all surrounding entities, such as TxDOT, Atmos Energy, Frontier Communications, etc., but at this time do not report to Waze on their behalf. Staff is working to determine ways to include and ensure consistent closure information and updates for surrounding entities so the integrity of the data in the Waze app is maintained. Staff is also exploring providing information to organizations to create their own accounts and provide traffic information to residents and community members.

- **Data-Driven Infrastructure Planning and Management-** The City is learning how the data and insights into locations with frequent congestion or hazards can improve infrastructure planning.
- **Emergency Help Features-** The City's Police Department is working on new processes and systems to update Waze with accident and crash data that can alert motorists of potential delays in their commutes throughout the City. PD is also exploring monitoring user data to develop criteria to dispatch to user-reported incidents when necessary.
- **Promotion and Education-** As new features of the Waze app are released, staff will continue to promote and provide updates to residents and community members. Consistent and increased engagement of the app results in a greater level of data that can improve mobility in Denton. The latest features include:
 - Carpool abilities
 - Voice personalization
 - Location of nearby parking
 - Speed limits on road

BACKGROUND

1. Agenda Information Sheet

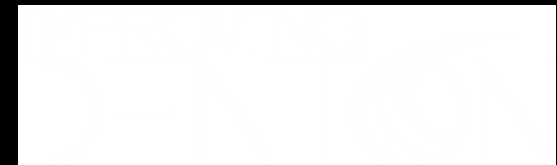
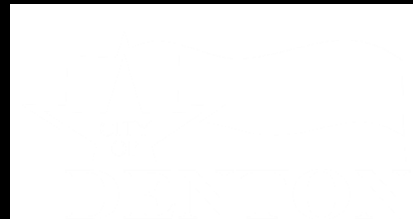
Respectfully submitted:
Stephanie Yates
Marketing and Outreach Coordinator

Haley Salazar
Assistant Director of Business Services



Waze Connected Citizens Program

June 11, 2019



Objectives

- Overview of Waze Connected Citizens Program
- Review benefits of Waze features
- Review current and future initiatives to evolve as a communication tool

Waze

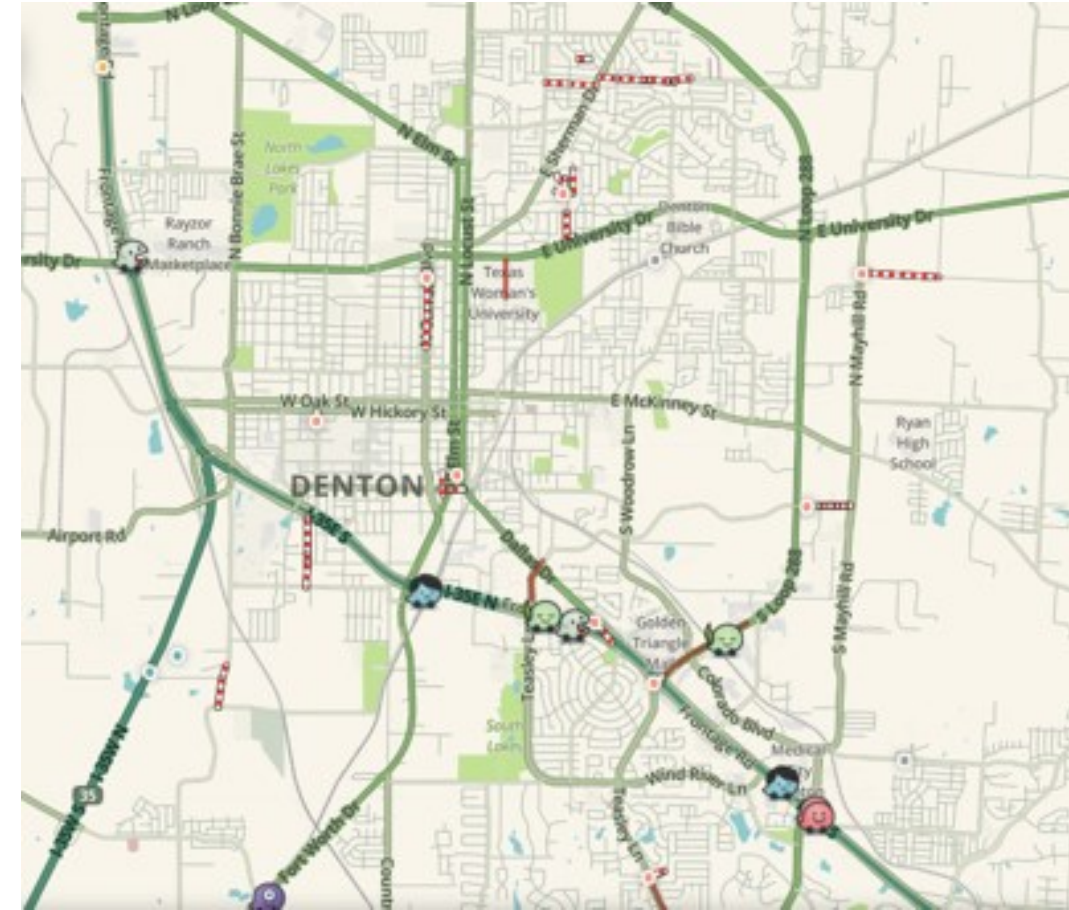
- February 2019, The City announced a data-sharing partnership with Waze through the Connected Citizens Program to help Denton drivers navigate traffic. Through a number of communication methods, residents and community members were informed about the program, and encouraged to join the Waze community
 - [Press release](#)
 - [DTV Video](#)
 - [Social Media Campaign](#)
 - [City of Denton news feature](#)
 - [City of Denton new webpage](#)
 - [Local publication features](#)
- Staff has continued to monitor Waze to refine and improve this tool to better reach residents with important information regarding construction and traffic impacts

Key Features

- Waze has generated several initiatives to support its goal of informing and engaging residents and community members:
 - Daily Construction and Closure Reporting
 - Two-Way Road Information Sharing
 - Emergency Help Features

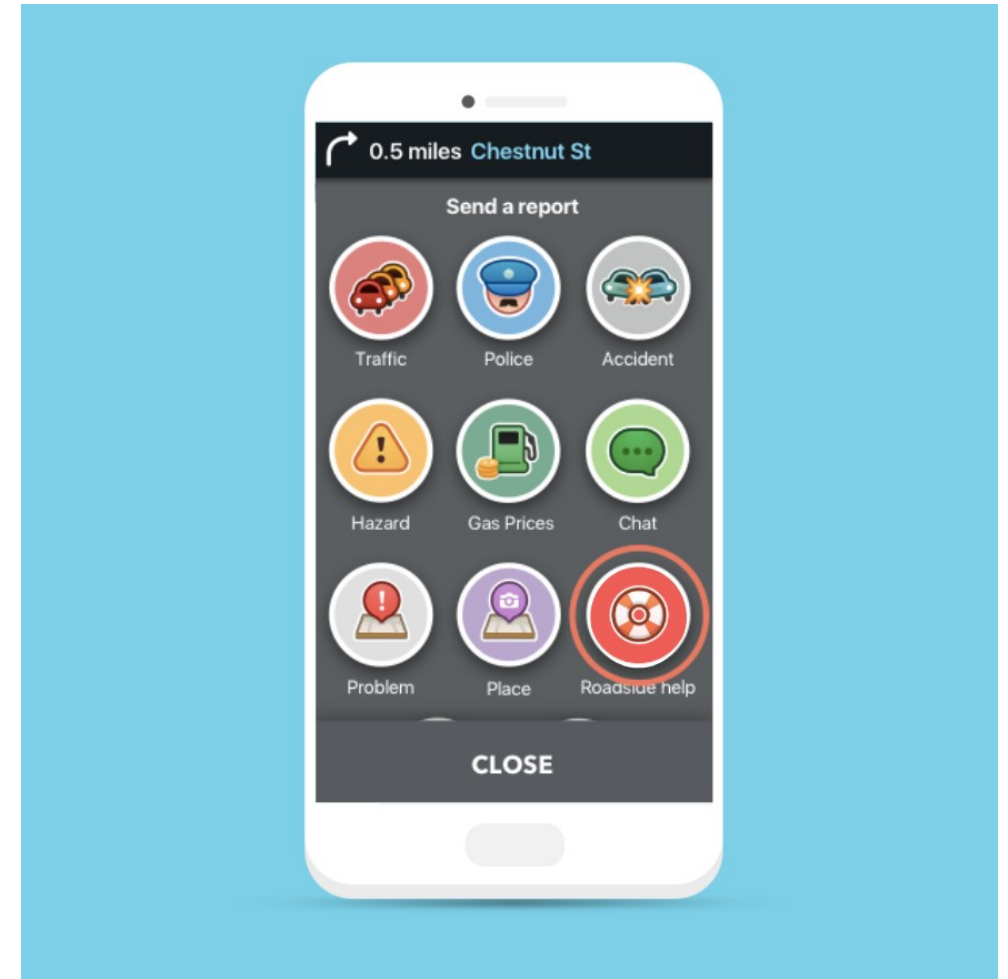
Daily Construction and Closure Reporting

- Capital Projects Department staff report planned closure data into the Waze app
 - Construction and improvement projects
 - Capital Projects, road and utility projects, recreation and public safety projects, etc.
 - Planned City events
 - Commencements, festivals, concerts, etc.
 - Select surrounding franchise utilities and entities
 - TxDOT, UPRR, Atmos, etc.



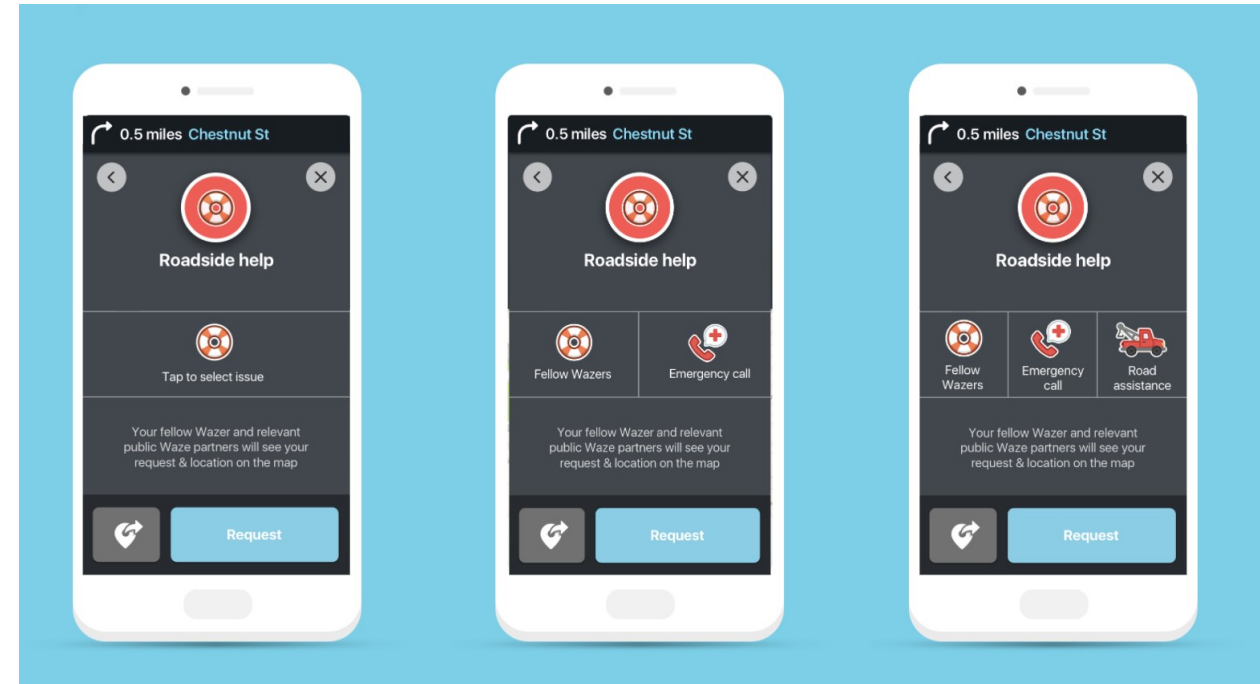
Two-Way Road Sharing Information

- Waze users have the ability to submit reports of unforeseen obstacles during their commute through the app such as:
 - Downed signal lights
 - Stalled vehicles
 - Vehicle accidents
- Through the Waze Partner Portal, City staff have access to request closure, reporting, and traffic view data shared by Waze users



Emergency Help

- Emergency requests can be submitted directly through the Waze app and are routed to the City's:
 - Police department
 - Ambulance dispatch
 - Fire department



Continued Improvements

- Staff continues to work on expanding the benefits and capabilities of the Waze Connected Citizens Program partnership. Current initiatives being explored include:
 - Road Closure Alert Updates
 - Data-Driven Infrastructure Planning and Management
 - Emergency Help Features
 - Promotion and Education

Questions?



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Legislation Text

File #: MC19-034, **Version:** 1

AGENDA CAPTION

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



City of Denton

City Hall
215 E. McKinney Street
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www.cityofdenton.com

AGENDA INFORMATION SHEET

DEPARTMENT: Capital Projects

CM/ DCM/ ACM: Mario Canizares

DATE: June 11, 2019

SUBJECT

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

BACKGROUND

The City of Denton representative for the DCTA Board of Directors will be providing an update to the committee. This briefing will provide the Mobility Committee the opportunity to ask questions and conduct a discussion regarding DCTA. Nicole Recker, Vice President of Marketing & Administration, DCTA, will facilitate this agenda item.

EXHIBITS

1. Agenda Information Sheet

Respectfully submitted:
Pritam Deshmukh, P.E.
City Traffic Engineer

Prepared by:
Becky Owens
Administrative Assistant IV



City of Denton

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Legislation Text

File #: MC19-035, **Version:** 1

AGENDA CAPTION

Receive a report about the planned roadway updates for Parkway Street/Oakland Street from Carroll Boulevard to Withers Street.



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AGENDA INFORMATION SHEET

DEPARTMENT: Capital Projects

CM/ DCM/ ACM: Mario Canizares

DATE: June 11, 2019

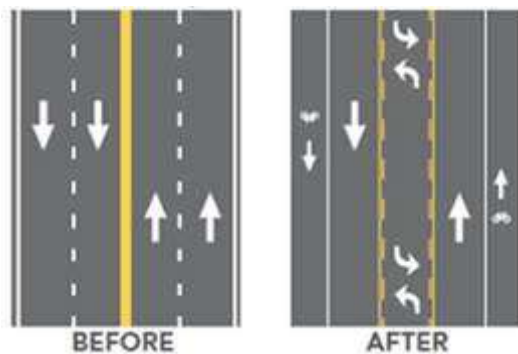
SUBJECT

Receive a report about the planned roadway updates for Parkway Street/Oakland Street from Carroll Boulevard to Withers Street.

BACKGROUND

Staff is currently working on the traffic analysis of the Parkway Street/Oakland Street corridor from Carroll Boulevard to Withers Street. This traffic analysis includes a signal warrants study for the intersection of Parkway Street/Elm Street and Parkway Street/Locust Street. The study is the first step in implementing a road diet along Parkway/Oakland Street between Carroll Boulevard and Withers Street.

It is proposed to convert the existing four-lane street into a three-lane street with bike lanes (see illustration below). The proposed road diet will also include conversion of the traffic signals at Parkway Street/Elm Street and Parkway Street/Locust Street to two-way stop-controlled intersections. Additionally, at the intersection of Oakland Street/Congress Street, the elimination of two vehicular travel lanes and addition of a Two-Way Left-Turn Lane (TWLTL) will considerably improve safety for vehicles as well as pedestrians.



Staff is currently working on the first step of the road diet project which involves conducting a traffic signal warrant study and getting it approved through TxDOT. Once this step is completed, staff will design and implement the project.

ESTIMATED SCHEDULE OF PROJECT

It is anticipated that the project will be implemented in the next six months.

EXHIBITS

1. Agenda Information Sheet

Respectfully submitted:
Pamela Alummoottil, P.E.
Traffic Engineer



City of Denton

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Legislation Text

File #: MC19-036, **Version:** 1

AGENDA CAPTION

Receive a report, hold a discussion, and provide staff direction regarding bicycle and pedestrian crossings of US 380.



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AGENDA INFORMATION SHEET

DEPARTMENT: Capital Projects

CM/ DCM/ ACM: Mario Canizares

DATE: June 11, 2019

SUBJECT

Receive a report, hold a discussion, and provide staff direction regarding bicycle and pedestrian crossings of US 380.

BACKGROUND

Major roadways can act as barriers to bicycle and pedestrian movement in the city. US 380 (University) is a major east-west thoroughfare through the city. It can act as a barrier to north/south travel for non-motorized modes.

The major crossings identified are (west to east):

- Town Center Trail
- Bonnie Brae
- Malone
- Fulton
- Carroll
- Elm and Locust
- Bell
- Ruddell
- Nottingham
- Old North

The western crossings tend to have more complete amenities (crosswalks, ped signals, buttons, connecting sidewalks) than the eastern crossings. Some projects are in place which will improve the crossings. The mobility plan will also address ways to upgrade and improve these crossings.

EXHIBITS

1. Exhibit 1 - AIS
2. Exhibit 2 - Presentation

Respectfully submitted:
Pritam Deshmukh, P.E.
City Traffic Engineer

Prepared by:
Marc Oliphant, AICP

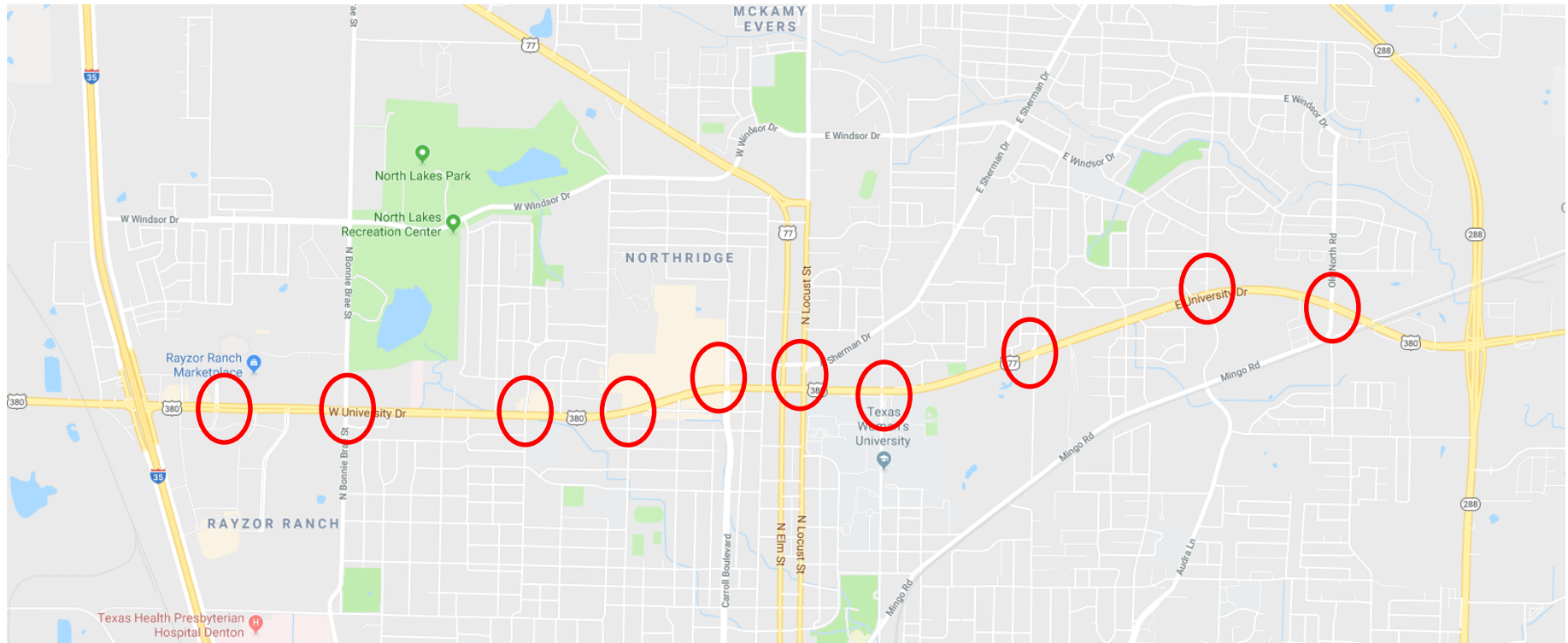
Bicycle & Pedestrian Coordinator

US 380 / University Crossings

Capital Projects, Traffic Engineering

June 11, 2019

US 380 Crossings



Crossings

CROSSING
Town Center Tr.
Bonnie Brae
Malone
Fulton
Carroll
Elm/Locust
Bell
Ruddell
Nottingham
Old North

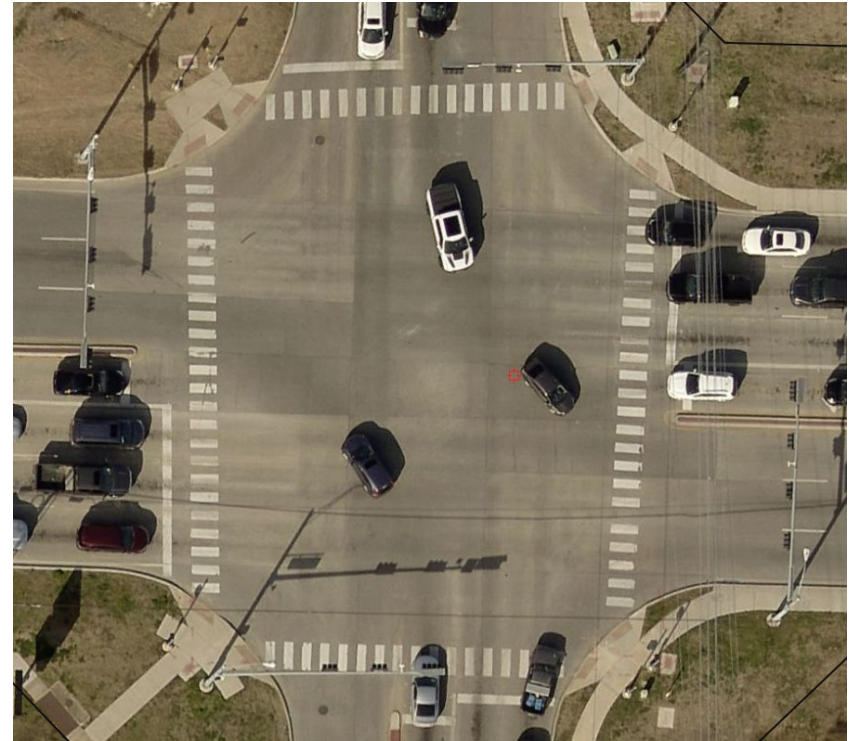
Town Center Trail

- Ramps, crosswalks, push-buttons, and ped-head signals are all in place
- Only Concern: long crossing distances without refuge islands. 120'-140'



Bonnie Brae

- Ramps, crosswalks, push-buttons, and ped-head signals are all in place
- Future TxDOT project will bring a 10' path adjacent.



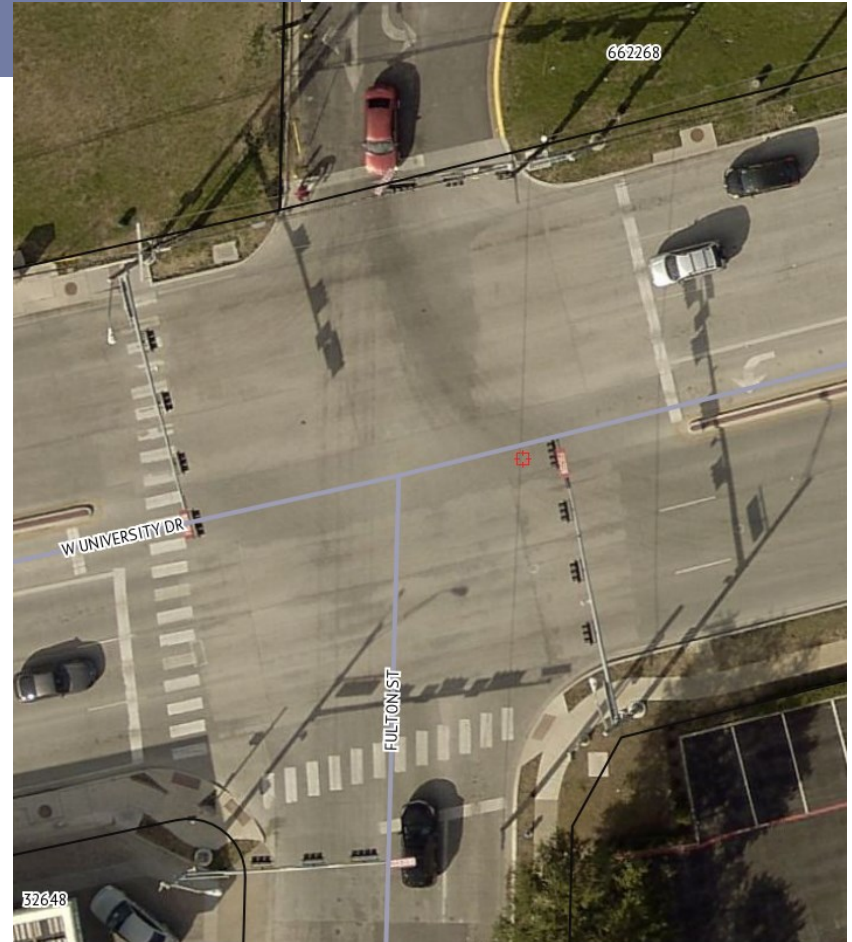
Malone

- Ramps, crosswalks, push-buttons, and ped-head signals are all in place
- Bike Lane on Malone on the South Side of University but not on North Side



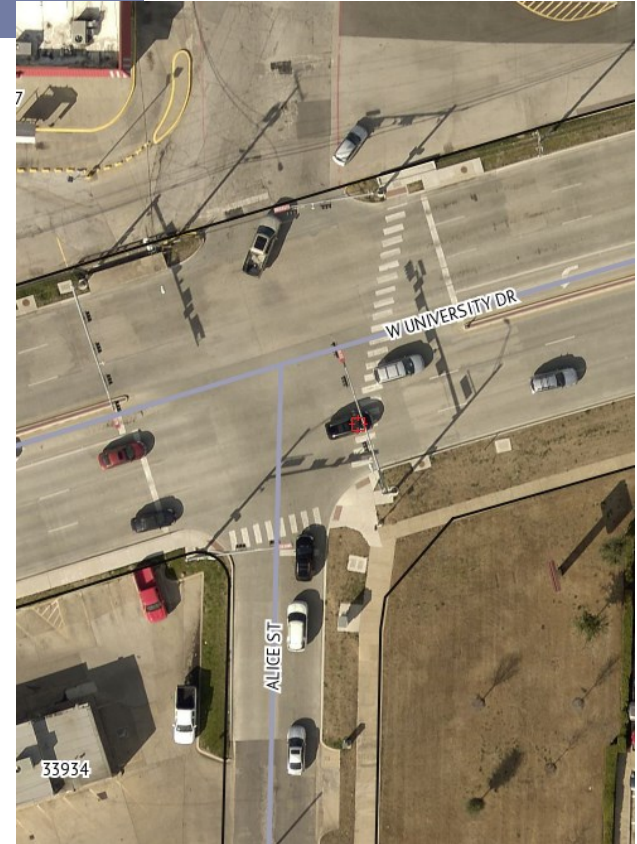
Fulton

- Partial ramps, 2/4 crosswalks, push-buttons
- Limited sidewalk connection on the north side.



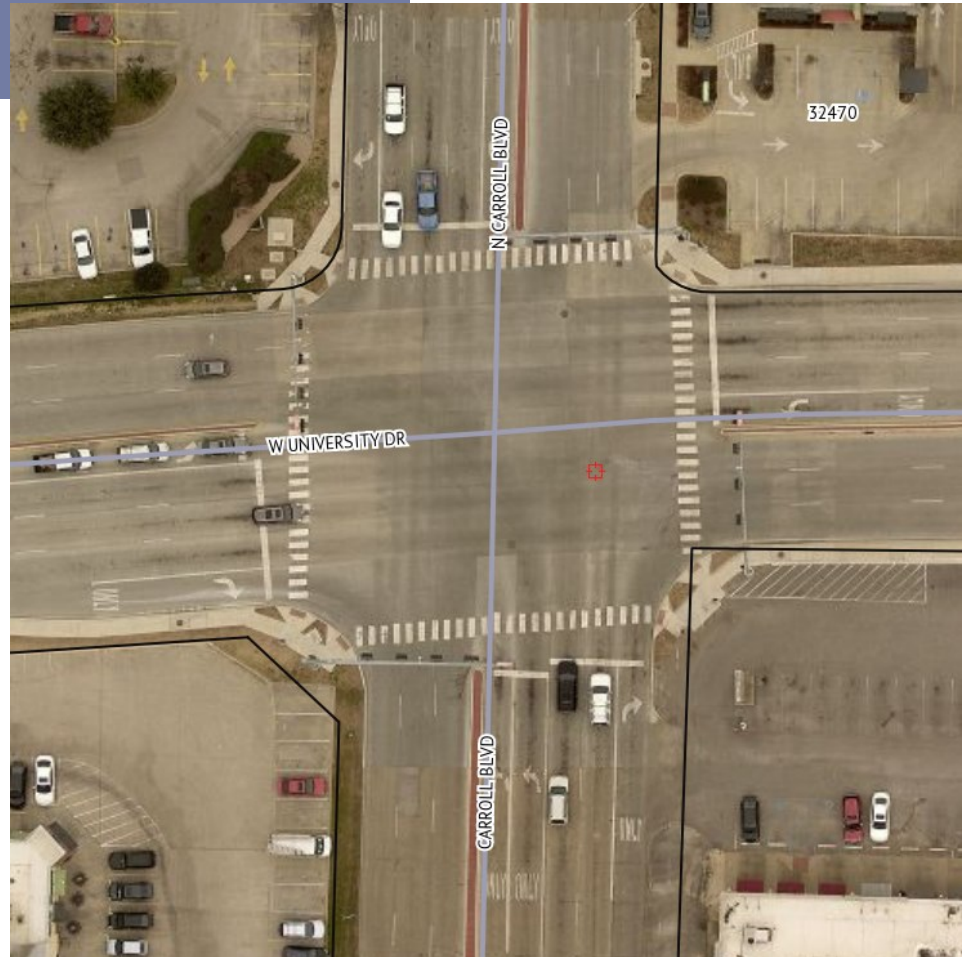
Alice

- Partial ramps ramps, 2/4 crosswalks, some push-buttons, and ped-head signals in place
- Limited sidewalk connections to/from the area.



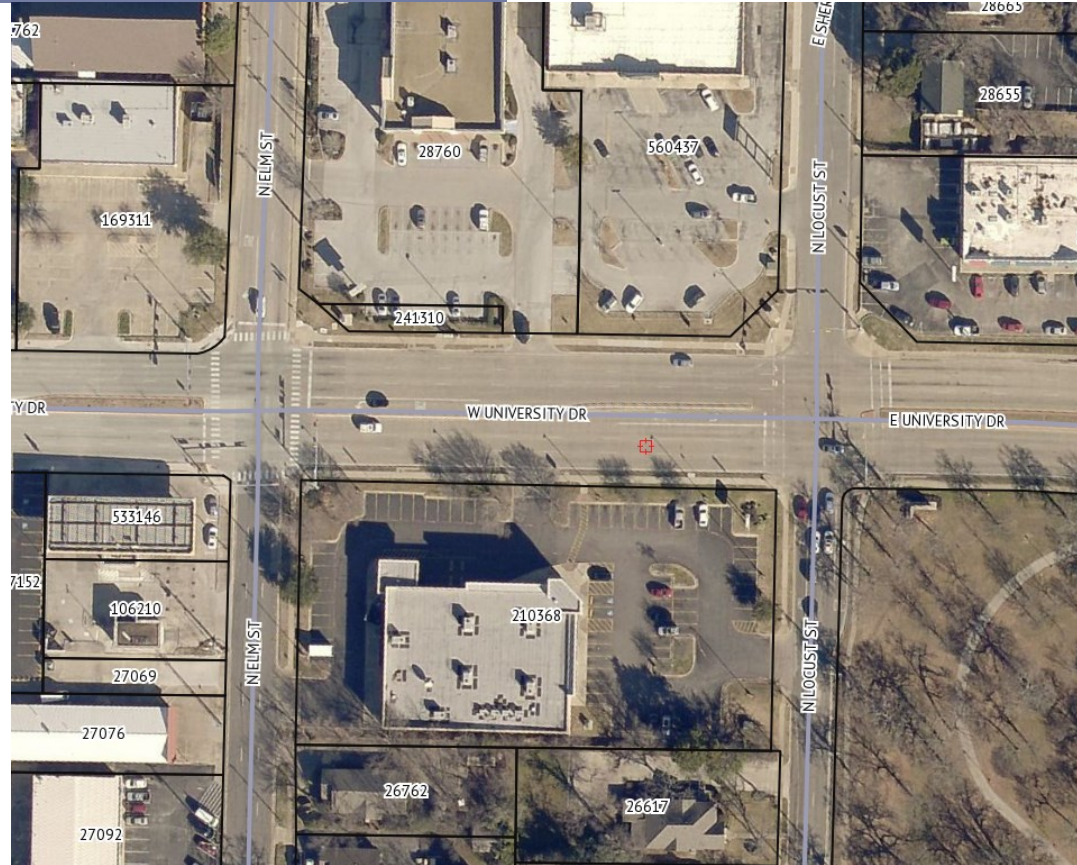
Carroll

- Ramps, crosswalks, push-buttons, and ped-head signals are all in place
- Missing sidewalk connections
- Not a safe road for bicycles



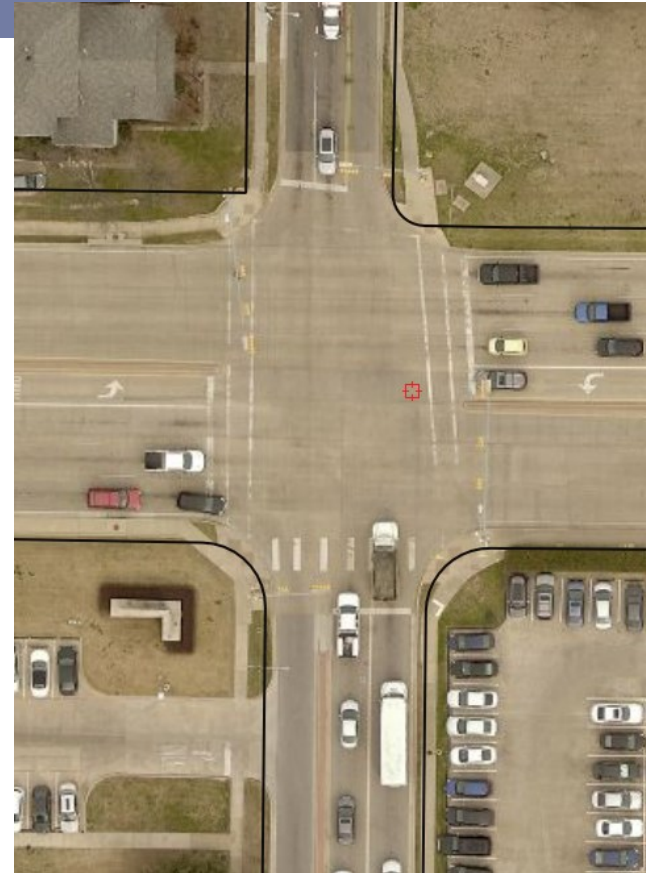
Elm/Locust

- Elm has ramps, crosswalks, push-buttons, and ped-head signals in place
- Locust cross walk marking area fading.
- Good sidewalk connections to/from the area.
- Elm and Locust are much more bike friendly than Carroll



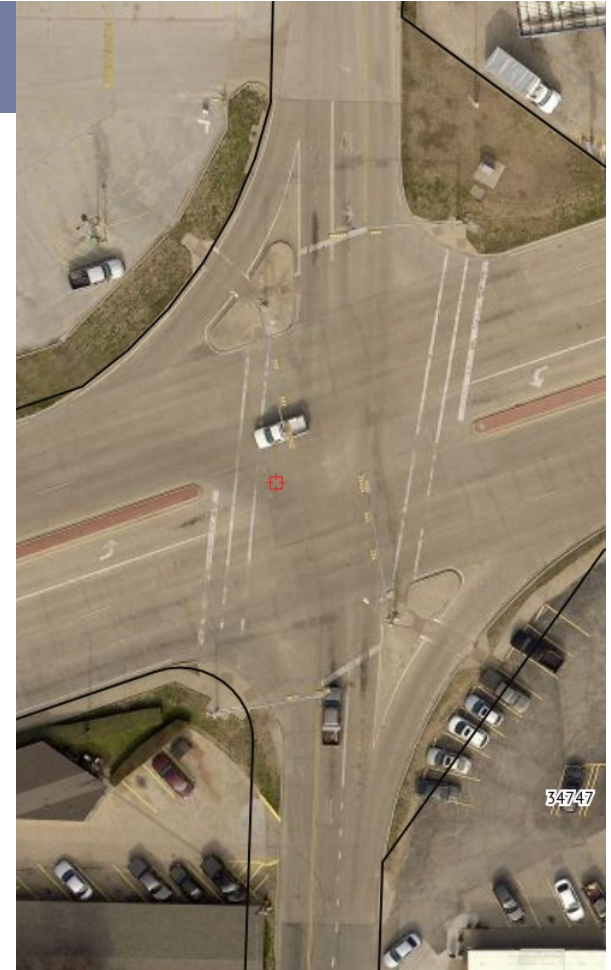
Bell

- Ramps are good.
- Crosswalks could use new paint. Push-buttons and ped-head signals in place
- Bell is very bike/ped friendly south of University.



Ruddell

- Ramps in place
- Crosswalks could use repainting
- Push-buttons, and ped-head signals in place
- Missing sidewalk connections to/from the area



Nottingham

- Ramps in place.
- Crosswalks sub-standard
- Push-buttons and ped-head signals in place
- NO connecting sidewalks on the north side of the intersection.

MC19-036 6/11/19

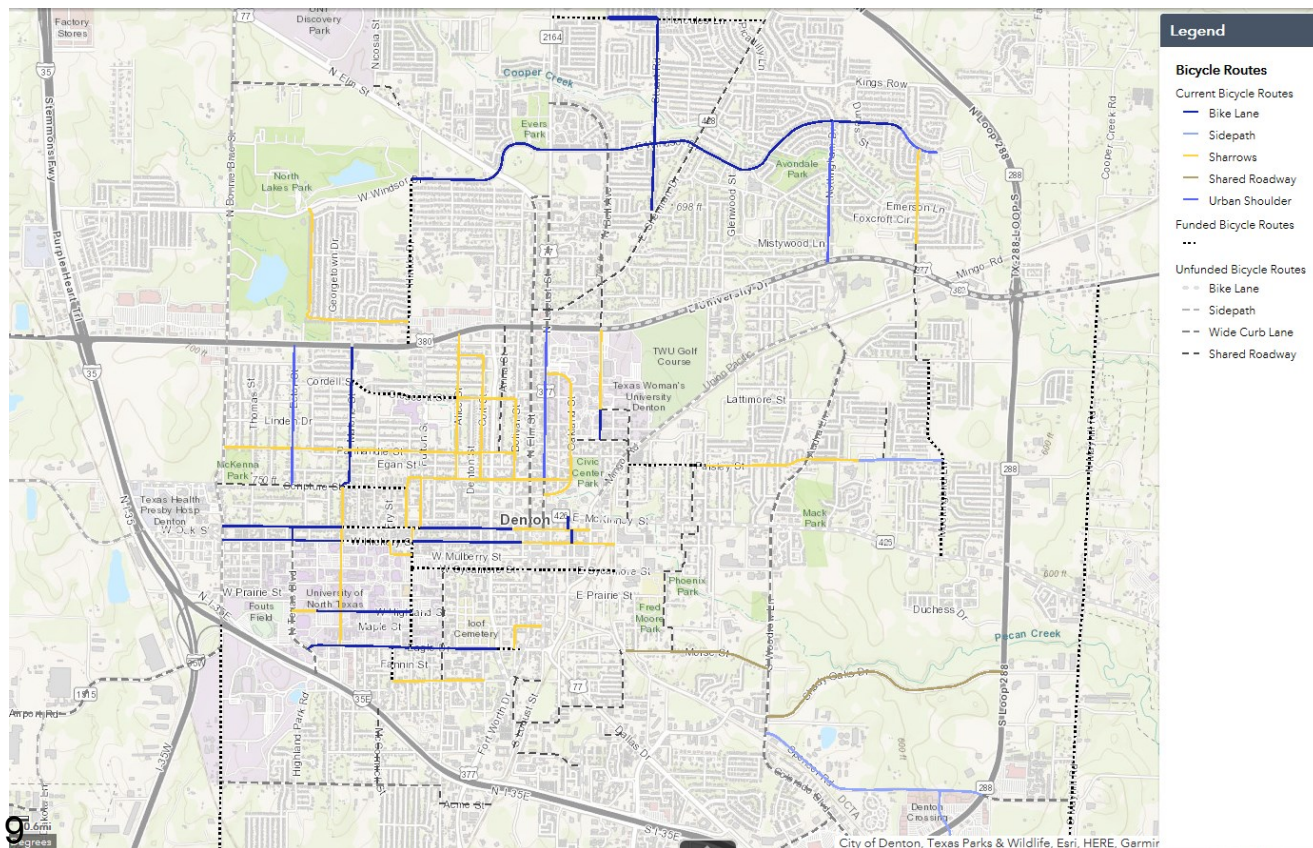


Old North

- Ramps in place. No connecting sidewalks.
- One marked crosswalk
- Push-buttons and ped-head signals (3/4) in place
- Old North is bicycle friendly on the north side of University. Less so on the south side.



Bicycle System Overview





City of Denton

City Hall
215 E. McKinney St.
Denton, Texas 76201
www.cityofdenton.com

Legislation Text

File #: MC19-037, **Version:** 1

AGENDA CAPTION

Receive a report and hold a discussion regarding updates on the Forrestridge neighborhood street improvement projects.



City of Denton

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

AGENDA INFORMATION SHEET

DEPARTMENT: Capital Projects

CM/ DCM/ ACM: Mario Canizares

DATE: June 11, 2019

SUBJECT

Receive a report and hold a discussion regarding updates on the Forrestridge Drive street improvement project.

BACKGROUND

As part of the City's street reconstruction program that is funded through the 2012/2014 bond funds, City crews will be reconstructing the segment of Forrestridge Drive between Hobson Lane and Timbergreen Circle. Currently, staff is working on reconstructing Highview Circle in the same neighborhood and will begin working on Forrestridge Drive by mid-July. The project entails full depth removal and replacement of existing pavement along Forrestridge Drive with the limits of the project. Late last year, staff was contacted by residents regarding safety concerns for vehicles trying to make a U-turn at the median openings. Also, in one of the regularly scheduled HOA meetings for this neighborhood, City staff was invited to understand resident concerns. At this meeting, residents expressed the desire to eliminate the medians along Forrestridge Drive between Highview Circle and Timbergreen Circle.

Based on the concerns and request from residents, staff conducted online survey to understand resident/citizen desire to keep or eliminate the existing median. Subsequently, the results of the survey were presented to the residents in a community meeting on May 9th and majority of the residents agreed that removal of the median and installation of Bike/Pedestrian path on the east side of Forrestridge Drive was a good solution of this street segment. The attached presentation shows the options that were presented in the survey and discussed at the community meeting.

The City plans on implementing the proposed changes to Forrestridge Drive as part of the overall street reconstruction project. As such, staff has engaged the services of a consultant to develop the engineering design which is scheduled to be completed by mid-July so that construction can begin immediately afterwards, and we can maintain the current street reconstruction schedule.

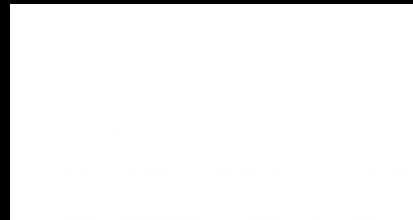
EXHIBITS

1. Agenda Information Sheet
2. Presentation

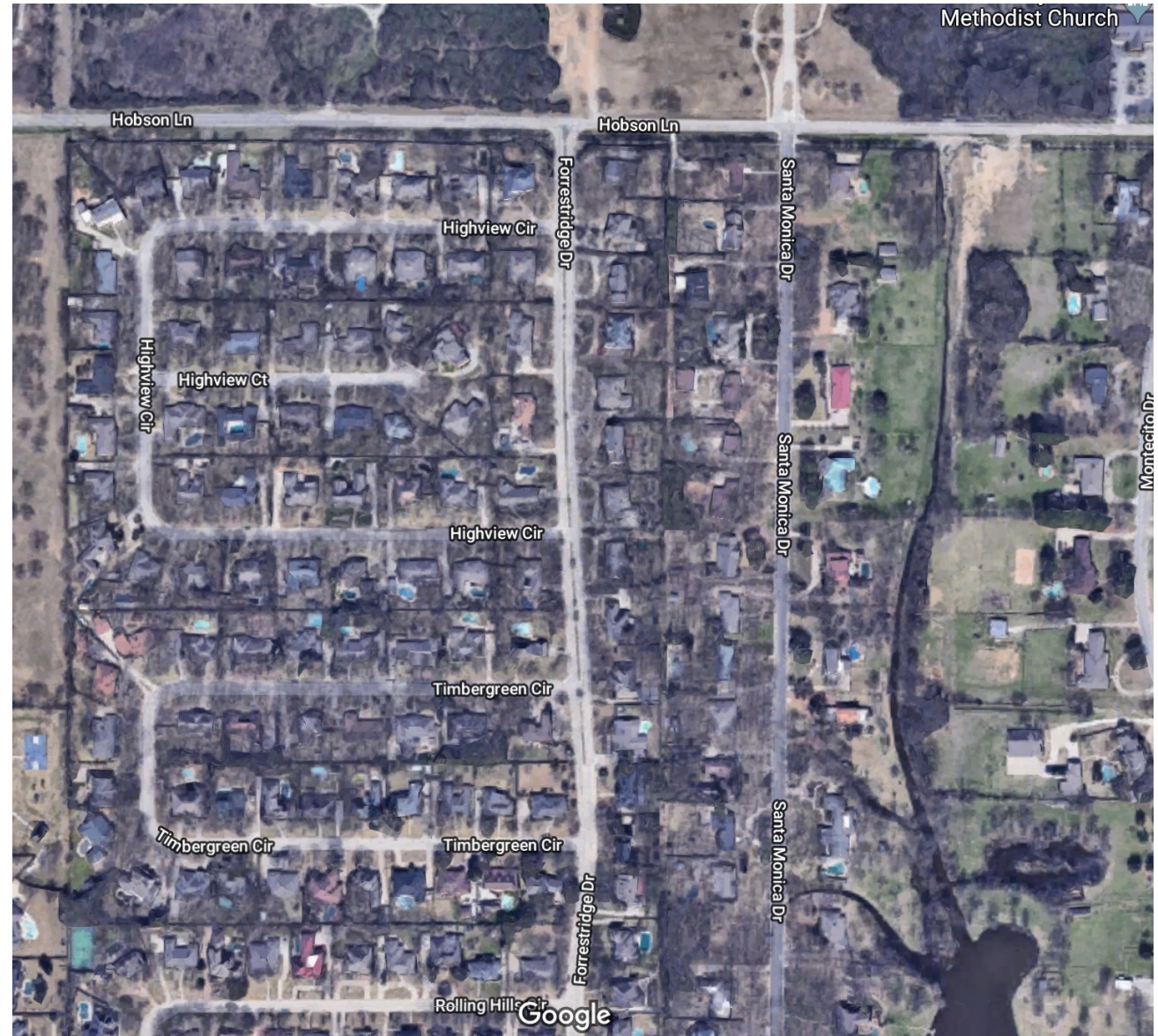
Prepared by:
Pritam Deshmukh, P.E.
Deputy City Engineer



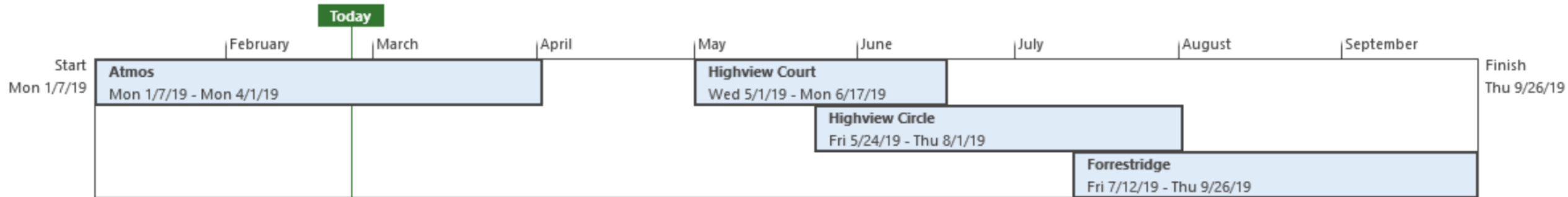
Forrestridge Reconstruction



Location

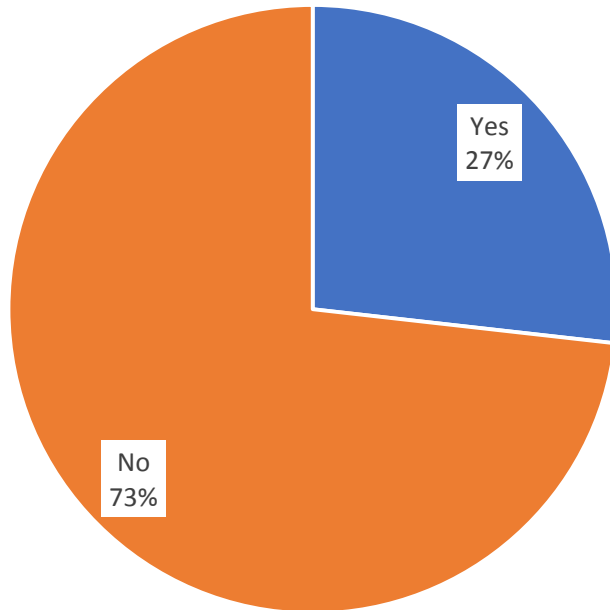


Current Schedule

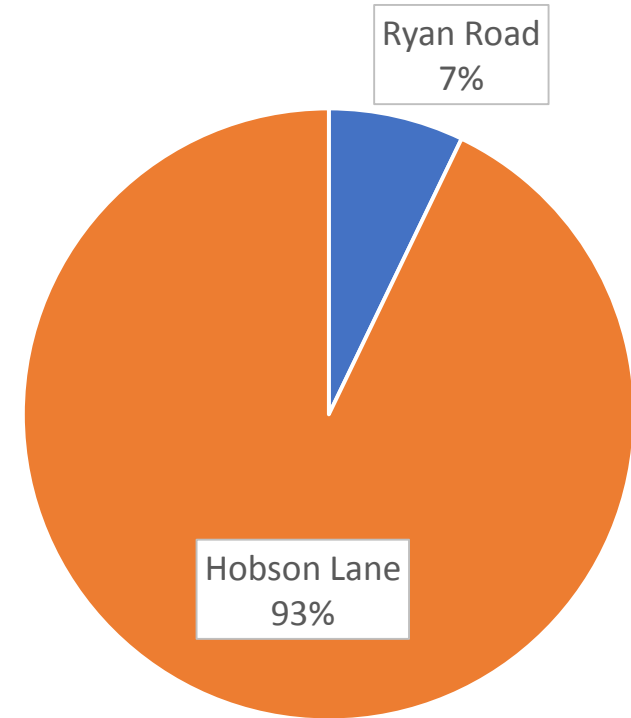


Survey

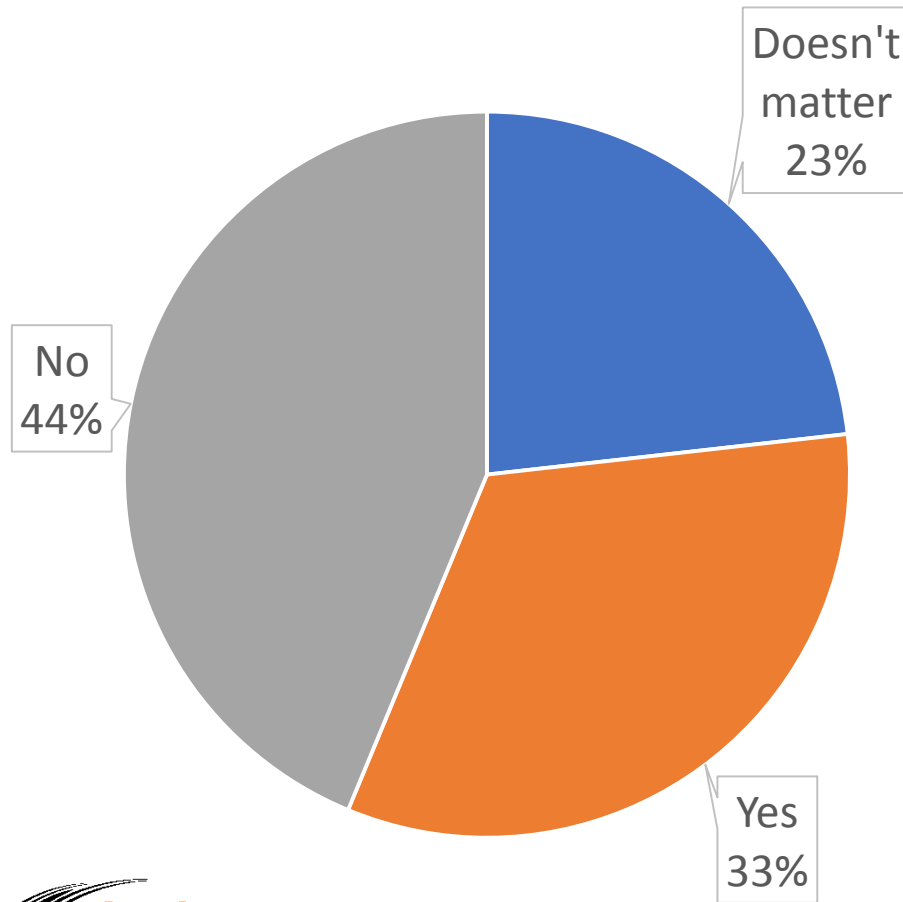
Do you live along Forrestridge Drive?



Do you use Hobson Ln or Ryan Rd when leaving the neighborhood?



Would you like the median removed?

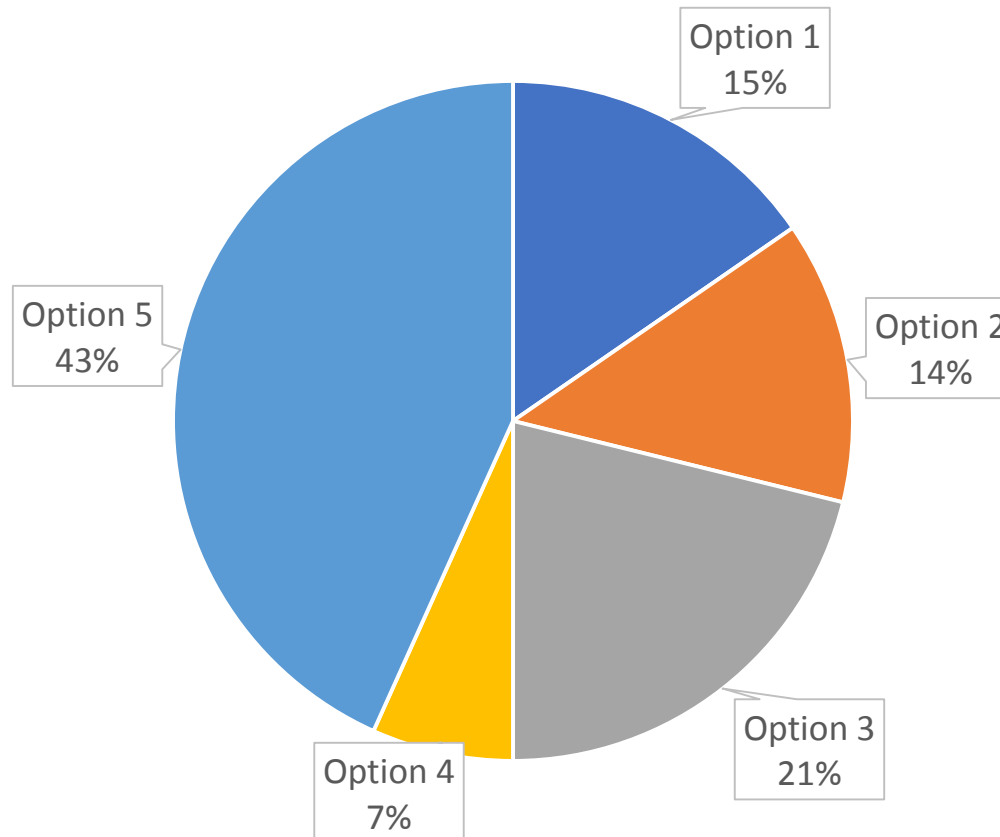


1. Out of the 23% percent that doesn't matter
 1. 4% did not pick a street layout
 2. 1% picked an option to keep the median
 3. 18% picked a no median option

Keep median = 45%

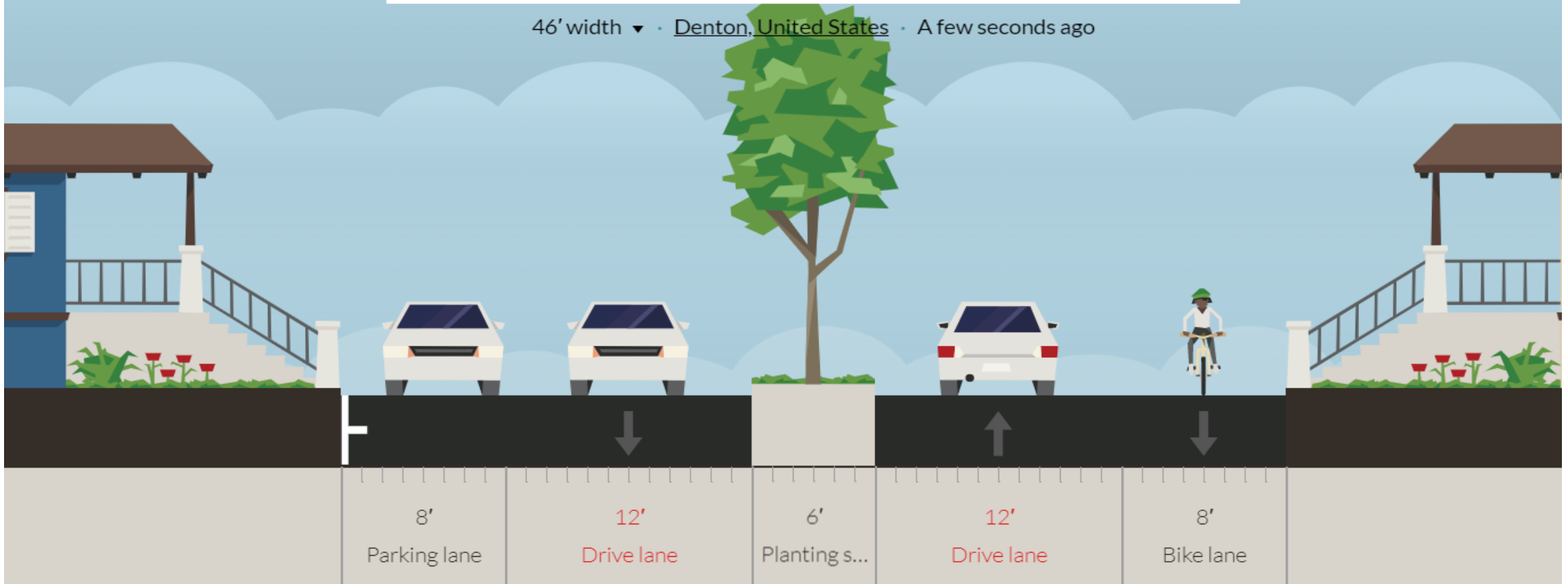
Remove median = 51%

Please choose your preferred street layout



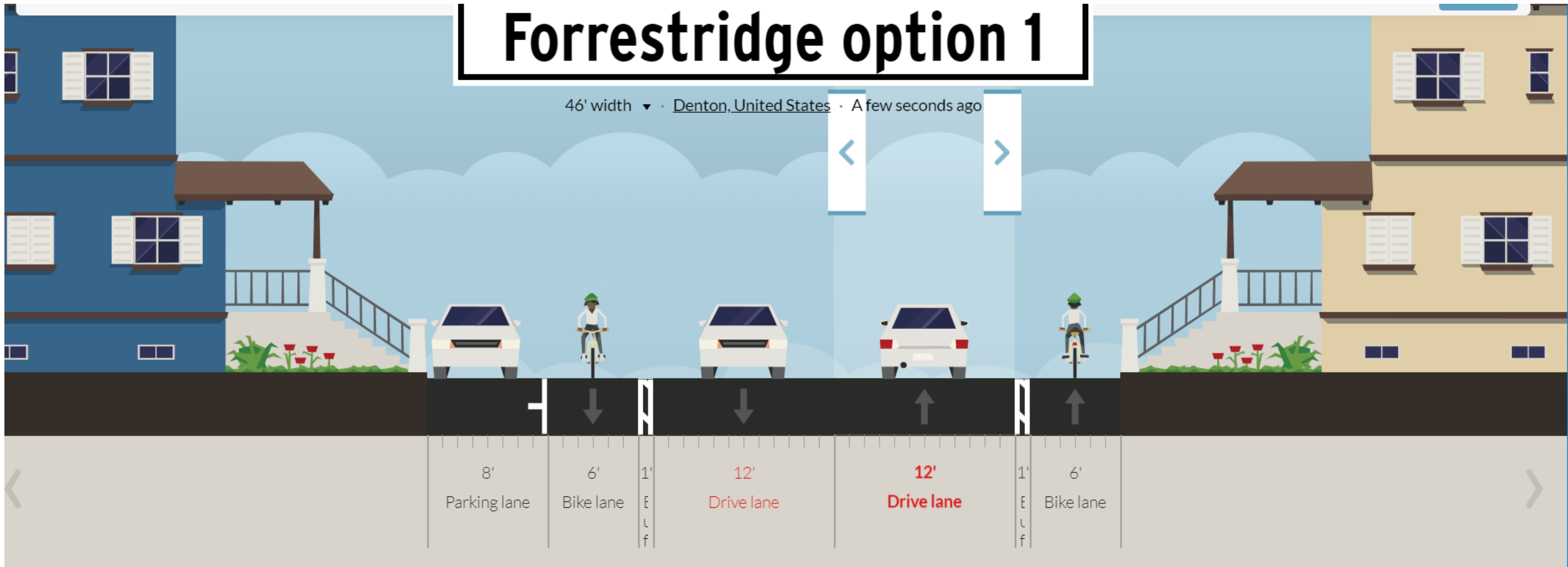
Existing Condition Forrestridge (remix)

46' width ▼ · [Denton, United States](#) · A few seconds ago



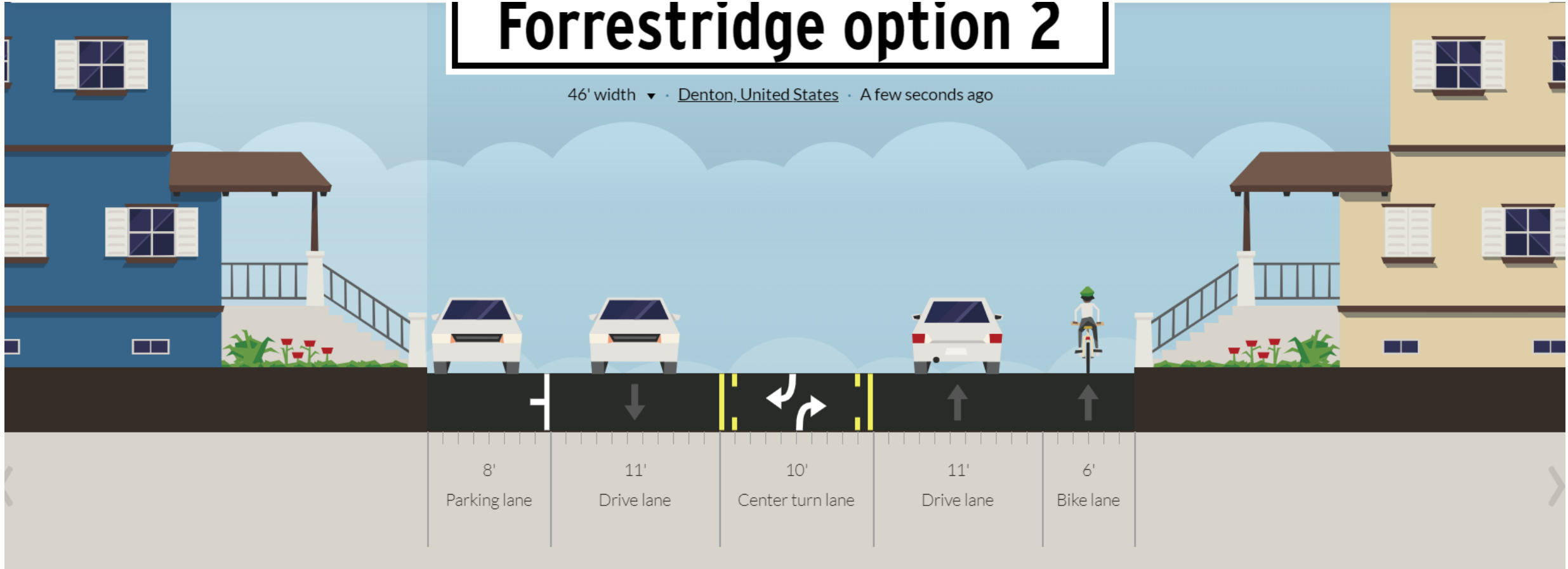
Forrestridge option 1

46' width · [Denton, United States](#) · A few seconds ago



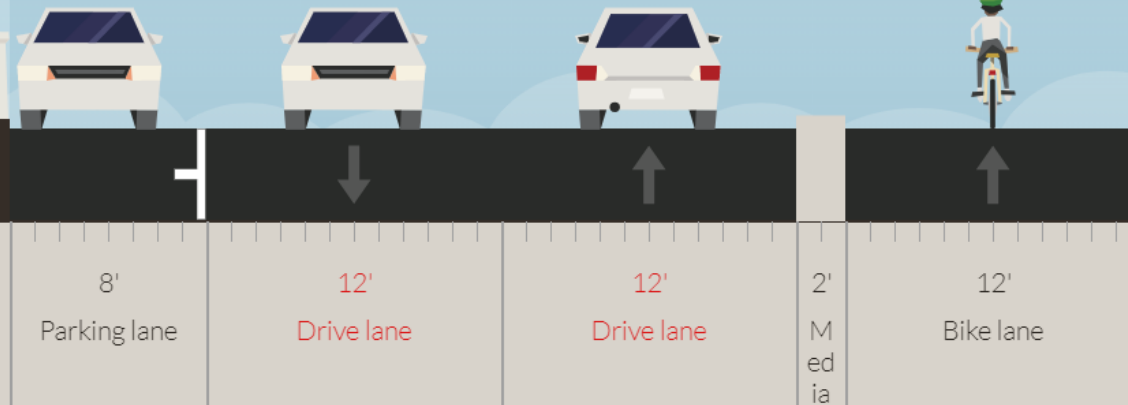
Forrestridge option 2

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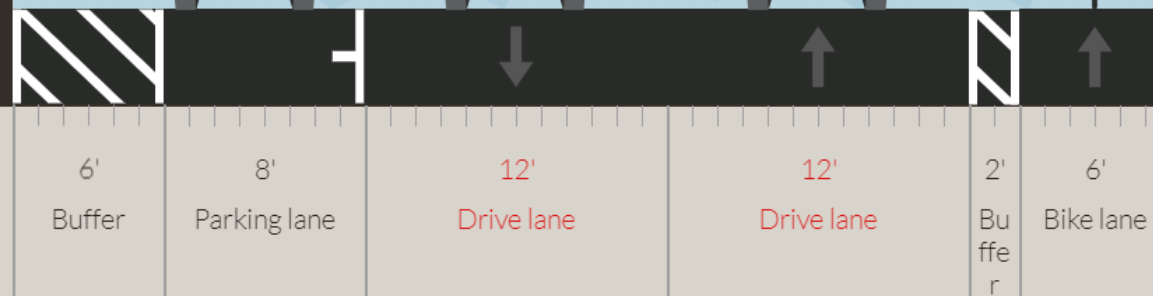
Forrestridge option 3

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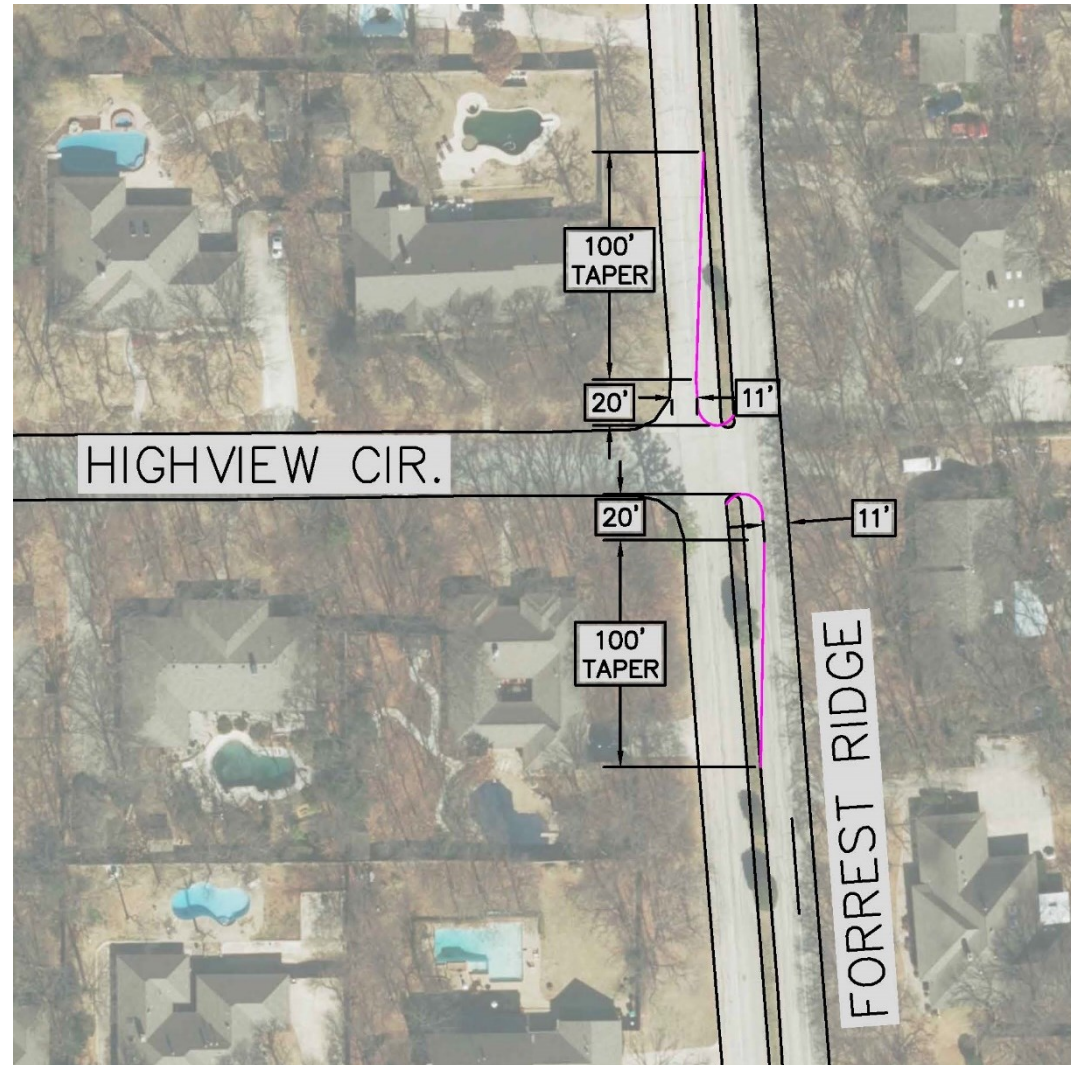


Forrestridge option 4

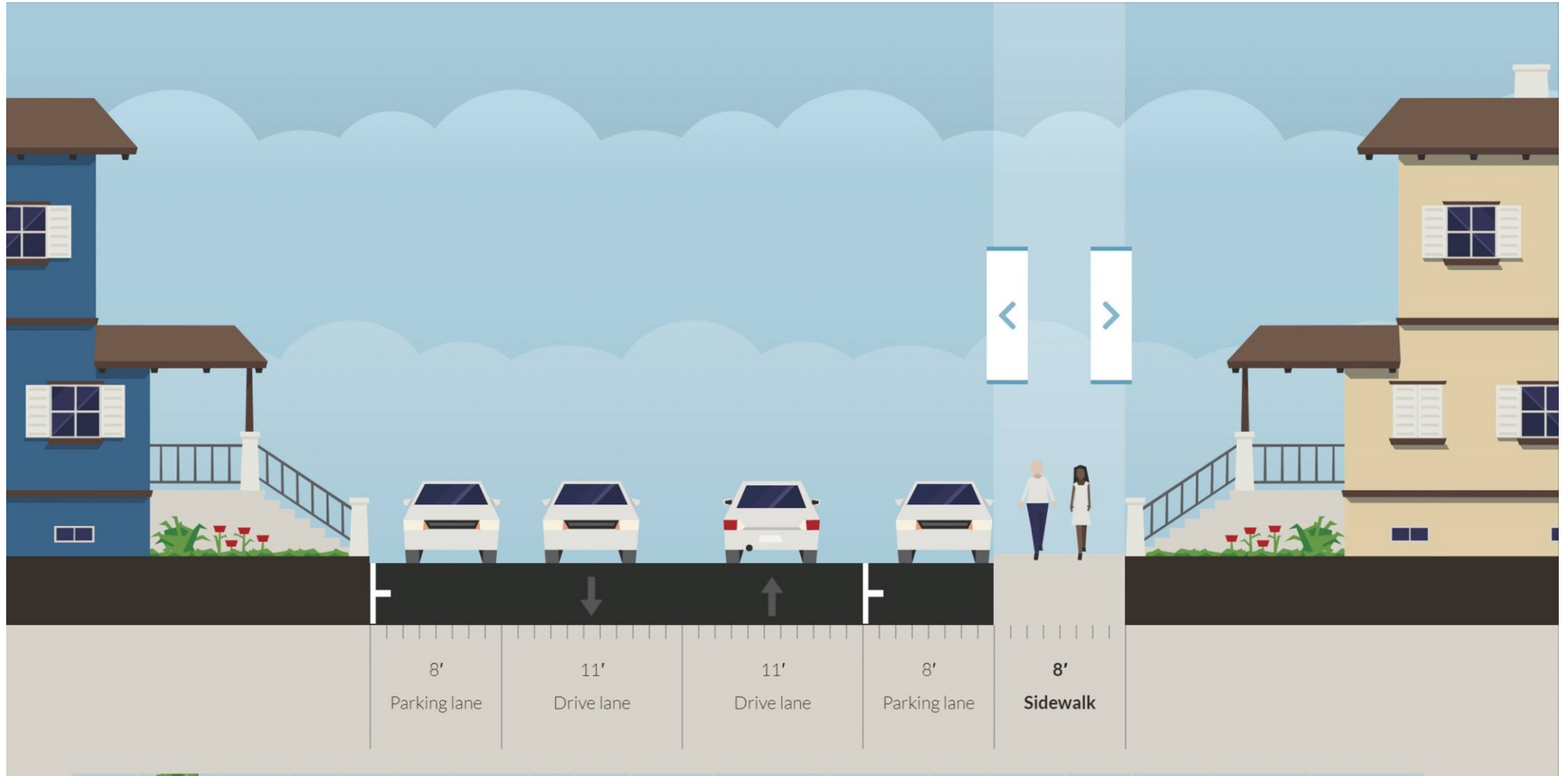
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Option 5



Recommended Option



Next Steps

- Staff to move forward with removal of median based on results of Survey.
- Implement the recommended Option (protected bike/pedestrian lane on East side)
- Construction begins July 2019

Questions?



City of Denton

City Hall
215 E. McKinney St.
Denton, Texas 76201
www.cityofdenton.com

Legislation Text

File #: MC19-038, **Version:** 1

AGENDA CAPTION

Receive an updated report and hold a discussion regarding the North Central Texas Council of Government's (NCTCOG) Policy Bundle Program.



City of Denton

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

AGENDA INFORMATION SHEET

DEPARTMENT: Transportation

CM/ DCM/ ACM: Mario Canizares

DATE: June 11, 2019

SUBJECT

Receive an updated report and hold a discussion regarding the North Central Texas Council of Government's (NCTCOG) Policy Bundle Program.

BACKGROUND

The North Central Texas Council of Governments (NCTCOG) has created the Policy Bundle Program to encourage the development of alternative, strategic solutions for the region's largest transportation related issues. By voluntarily adopting 50 percent of NCTCOG recommended policies, participating agencies will receive an offset of local funds in federal transportation projects in the form of Transportation Development Credits (TDCs). City staff submitted the final application on April 15, 2019. NCTCOG will be informing entities of application approval in July 2019.

At the March 2019 Mobility Committee meeting, staff received direction to discuss in more detail the policies that the City is not currently meeting as well as steps the City can take to adopt the recommended policies. One of the policies that the City is not currently meeting is "Employer Trip Reduction". NCTCOG recommends that cities work with their major employers and commuters to promote Employer Trip Reduction programs and alternative commute strategies.

NCTCOG recommends that Cities provide alternative commute/trip reduction programs for both its own agency employees as well as provide recommendations and information to employers that are located in or relocating to the City's jurisdiction. Components of an alternative commute/trip reduction program include agencies allowing telecommuting and flexible work schedules, subsidizing transit passes for employees, and encouraging carpooling, biking, and walking to work.

NCTCOG also recommends that Cities and private employers use a platform called TryParkingIt.com to track commuter and employee participation in the alternative commute/trip reduction programs. The site consists of ride-matching services for both carpool and vanpool, along with biking, walking, and transit partner matching, and the ability to log commutes for reporting purposes and rewards. The site portal can be customized to the organization and only viewed by company employees. NCTCOG staff provides all information and training regarding the implementation of the platform.

A more in depth report on NCTCOG's employer trip reduction strategies can be found at the following link:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Manage/TDM/ETRManual.pdf>

RECOMMENDATIONS

1. Create and provide informational material regarding alternative commute/trip reduction strategies to both City employees and businesses located in the City of Denton
2. Work with NCTCOG to learn more about TryParkingIt.Com's implementation process for the City of Denton

APPLICATION SCHEDULE

-March 15, 2019 – Early application deadline; NCTCOG staff will review application and provide comments if application is incomplete
-April 15, 2019 – Final application deadline
-July 2019 – NCTCOG grants Transportation Development Credits
-August 2019 – Submit new transportation project to NCTCOG during the Transportation Improvement Program (TIP) modification process in order to receive TDCs

PRIOR ACTION/REVIEW

-Initial status report (MC18-043) provided to Mobility Committee on November 13, 2018.

-Updated status report (MC19-003) provided to Mobility Committee on January 8, 2019.

-Application status report (MC19-019) provided to Mobility Committee on March 20, 2019.

STRATEGIC PLAN RELATIONSHIP

The City of Denton's Strategic Plan is an action-oriented road map that will help the City achieve its vision. The foundation for the plan is the five long-term Key Focus Areas (KFA): Organizational Excellence; Public Infrastructure; Economic Development; Safe, Livable, and Family-Friendly Community; and Sustainability and Environmental Stewardship. While individual items may support multiple KFAs, this specific City Council agenda item contributes most directly to the following KFA and goal:

Related Key Focus Area: **Public Infrastructure**
Related Goal: **1.6 Collaborate with local, regional, state, and federal partners**

EXHIBITS

1. Agenda Information Sheet
2. Presentation

Respectfully submitted:
Pritam Deshmukh, P.E.
City Traffic Engineer

Respectfully prepared by:
Kathryn Welch
Management Analyst

MTP Policy Bundle Update

Transportation

June 11, 2019

Overview of Policy Bundle

- ▶ If an entity voluntarily adopts at least 50% of NCTCOG's recommended transportation policies (10/21), they will receive Transportation Development Credits (TDCs)
- ▶ City submitted application in April 2019
- ▶ Notification of application approval will be in July 2019



**North Central Texas
Council of Governments**

Employer Trip Reduction

- Policy Recommendation: Cities should work with their major employers and commuters to promote Employer Trip Reduction programs and alternative commute strategies



NCTCOG's Recommended Strategies

- ▶ Promote telecommuting/flexible work schedules
- ▶ Subsidize transit passes for employees
- ▶ Encourage carpooling, biking, walking to work
- ▶ Utilize TryParkIt.com



TryParkingIt.Com

- ▶ Website provides:
 - ▶ Rides matching services
 - ▶ Biking/Walking/Transit partner matching
 - ▶ Ability to log commutes for reporting and rewards



Rideshare. Record. Reward.

Recommendations

- ▶ Create/provide informational material for City staff and external employers
- ▶ Work with NCTCOG to learn more about TryParkingIt.com's implementation process



Schedule

- ▶ **March 15, 2019:** Early application deadline
- ▶ **April 15, 2019:** Final application deadline
- ▶ **July/August 2019** – NCTCOG grants TDCs
- ▶ **November 2019** – Submit new transportation project to NCTCOG during TIP modification process



**North Central Texas
Council of Governments**

Future Mobility Committee Topics

- ▶ Wrong Way Driving
- ▶ Railroad Safety
- ▶ Traffic Incident Management
- ▶ Traffic Integration
- ▶ Parking Management

Questions?

▶ Staff Contacts

- ▶ Kathryn Welch: Kathryn.Welch@cityofdenton.com
- ▶ Pritam Deshmukh: Pritam.Deshmukh@cityofdenton.com



City of Denton

City Hall
215 E. McKinney St.
Denton, Texas 76201
www.cityofdenton.com

Legislation Text

File #: MC19-039, **Version:** 1

AGENDA CAPTION

Receive a report and hold a discussion regarding the parking enforcement on the city streets around the University of North Texas from University Transportation Services.



City of Denton

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

AGENDA INFORMATION SHEET

DEPARTMENT: Capital Projects

CM/ DCM/ ACM: Mario Canizares

DATE: June 11, 2019

SUBJECT

Receive a report and hold a discussion regarding the parking enforcement on the city streets around the University of North Texas from University Transportation Services.

BACKGROUND

The University of North Texas will be presenting information on parking and enforcement for the public streets around the university. This briefing will provide the Mobility Committee the opportunity to ask questions and conduct a discussion regarding parking facilities, citizen concerns and enforcement by the University. Christopher Phelps, Senior Director of Transportation Services, UNT will facilitate this agenda item.

EXHIBITS

1. Agenda Information Sheet

Respectfully submitted:
Pritam Deshmukh, P.E.
Deputy City Engineer

Prepared by:
Becky Owens
Administrative Assistant IV



City of Denton

City Hall
215 E. McKinney St.
Denton, Texas 76201
www.cityofdenton.com

Legislation Text

File #: MC19-040, **Version:** 1

AGENDA CAPTION

Receive a report and hold a discussion regarding Texas Department of Transportation On-System projects in the Denton area.



City of Denton

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

AGENDA INFORMATION SHEET

DEPARTMENT: Capital Projects

CM/ DCM/ ACM: Mario Canizares

DATE: June 11, 2019

SUBJECT

Receive a report and hold a discussion regarding Texas Department of Transportation On-System projects in the Denton area.

BACKGROUND

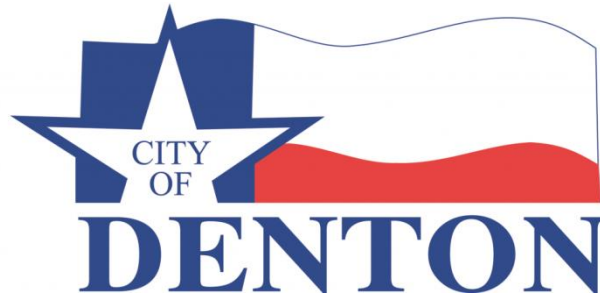
The Texas Department of Transportation (TxDOT) On-System Report has been attached as Exhibit 2 for your review. This report is updated by ITS staff on a monthly basis and provides current status regarding on-system projects that may impact mobility in the Denton Area. John Polster, ITS will facilitate the discussion on this report.

EXHIBITS

1. Agenda Information Sheet
2. TxDOT On-System Report for City of Denton

Respectfully submitted:
Pritam Deshmukh, P.E.
City Traffic Engineer

Prepared by:
Becky Owens
Administrative Assistant IV



City of Denton On-system Project Status Report

Prepared by ITS

June 2019

PROJECTS

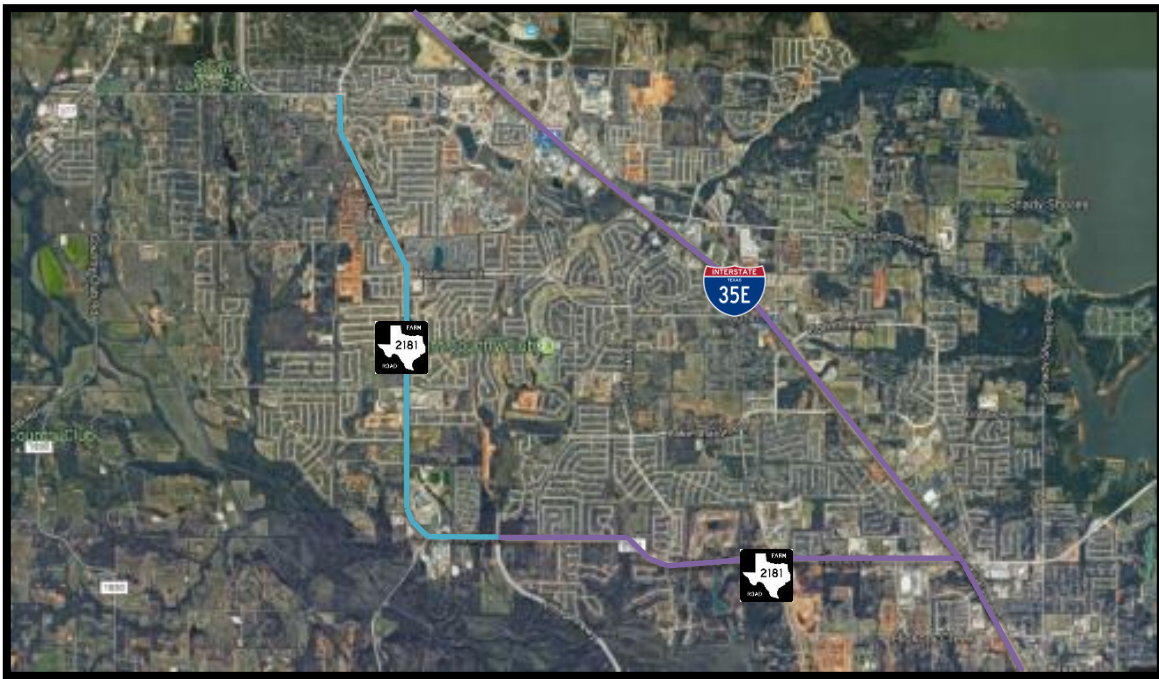
- Project Summary page 2
- FM 2181 North-South page 3
- US 377/Fort Worth Drive page 4
- I-35E/Mayhill Improvements page 6
- I-35/Loop 288/Brinker/Mayhill page 7
- I-35/35E/35W Merge page 9
- I-35 North (US 380 to FM 3002) page 10
- I-35W Main Lanes page 11
- I-35W Frontage Roads page 12
- US 380 East page 13
- Loop 288 page 14
- FM 1515 page 15
- FM 1173 page 16
- FM 428 page 17

ON-SYSTEM PROJECT SUMMARY

PROJECT	LET DATE	CONTRACTOR/ ENGINEER	CONSTRUCTION COST
FM 2181 North-South	07/11/2017	MCM Defaulted	\$37,641,150
US 377/Ft Worth Drive	07/10/2018	SEMA	\$43,621,757
I-35E/Mayhill	12/01/2019	LTRA	\$53,400,000
I-35E/Loop 288/Brinker	09/22/2016	OHL	\$33,251,961
I-35/35E/35W Merge	09/01/2022	AECOM	\$242,000,000
I-35 North	09/01/2022	HDR	\$784,649,092
I-35W Main Lanes	TBD	HNTB	\$441,000,000
I-35W Frontage Roads	12/01/2023	Jacobs	\$295,978,469
US 380 East	05/01/2021	TransSystems/ White Oak	\$121,650,415
Loop 288 West	04/01/2026	CP&Y	\$258,000,000 (\$40M frontage road only)
FM 1515	12/01/2022	LTRA	\$32,000,000
FM 1173	TBD	Garver	\$44,461,376
FM 428	TBD	*	*
TOTAL			\$2,387,654,220

FM 2181 North-South

CSJ:	2054-02-015	Schematic Approval:	December 15, 2005
Project Description:	Widen from two-lane to six-lane divided roadway	Environmental Clearance:	January 28, 2008
Limits:	From City of Denton/Corinth City limits to Lillian Miller	ROW Acquisition Completed:	January 25, 2013
		Utility Relocations Complete:	November 2017
Construction Cost:	\$37,641,150	100% Plans:	May 22, 2017
Firm:	MCM Terminated – in discussions for replacement	Let Date:	July 11, 2017
Project Manager:	Angel Karr, Jay Loomis	Construction Complete:	*

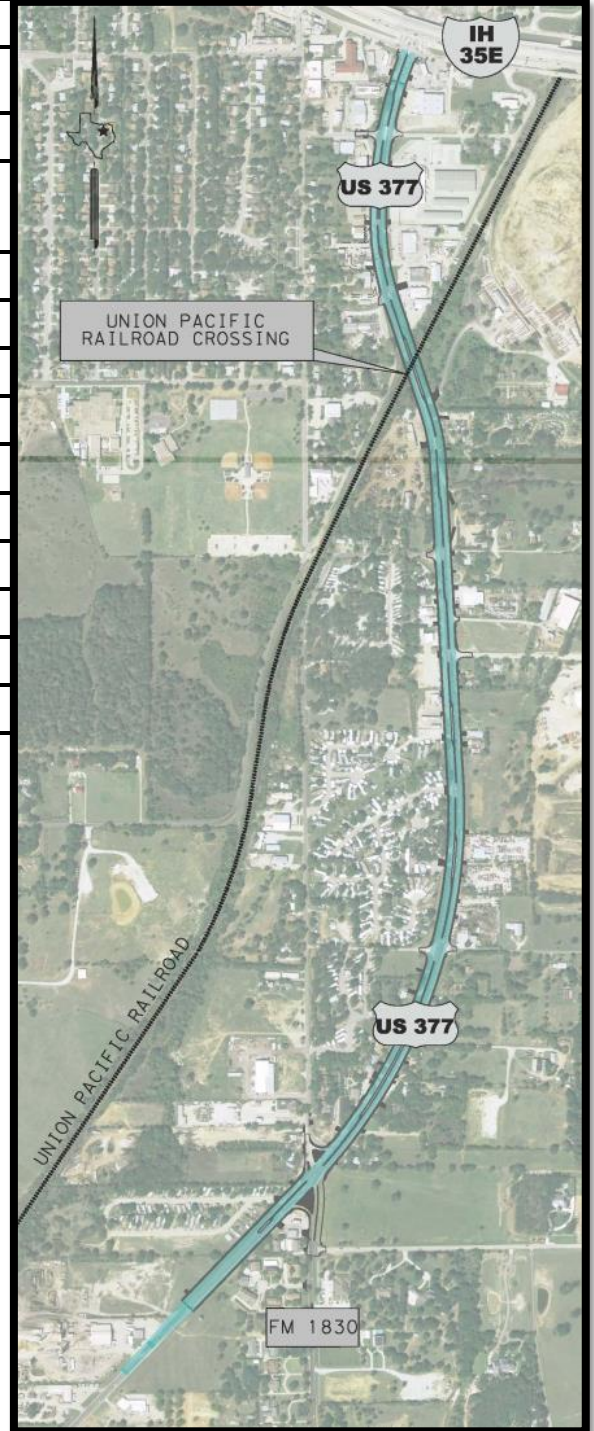


Current Activity:

- Construction:** MCM was defaulted on January 24, 2019. Utility subcontractor hired by surety to fill excavation areas. Barricades and environmental protection controls to be maintained. A pre-construction meeting will be scheduled after selection and approval of new contractor. **No new contractor has been hired; no schedule or timeline has been provided.**

US 377/Fort Worth Drive

CSJ:	0081-04-025; 0081-04-035
Limits:	From IH-35E to 0.26 miles south of FM 1830
Construction Cost:	\$43,621,757
Project Description:	Project will widen US 377 from a two-lane rural roadway to a six-lane urban section and replace existing UPRR bridge
Firm:	Lochner
Schematic Approved:	July 2009
Environmental Clearance:	April 25, 2012
ROW Acquisition Completed:	December 2017
Utility Relocations Complete:	January 2019
100% Plans:	May 17, 2018
Let Date:	July 10, 2018
Construction Start:	January 2, 2019
Construction Completion:	November 2020
Project Manager:	Angel Karr



Current Activity:

- **Environmental:** Environmental re-evaluation was provided on January 31, 2018.
- **UPRR:** UPRR provided final acceptance of plans with additional comments on March 1, 2018. UPRR provided final approval for Exhibit A on March 2, 2018. UPRR provided a partially executed agreement to TxDOT on March 27, 2018. Final agreement executed by TxDOT on April 9, 2018.
- **PS&E:** Final plans were submitted to Austin on May 17, 2018.
- **Utility Coordination (UC):** With the exception of the City of Denton utility relocations, whose relocation plans are incorporated in the construction contract, utility relocations are complete.
- **Construction:** The project let on July 10, 2018, with A+B bidding. The project was awarded to Sema Construction. The maximum number of days allowed was 632. Sema's "B" portion of the bid was 575 days. [See TxDOT construction report.](#)

TxDOT Monthly Project Report

Date of report: June 3, 2019

Report prepared by: Angel Karr, Consor Engineers

Project: **NH 1802 (372)**

Control: **0081-04-025**

Highway: **US 377**

Limits: From: IH 35E

To: South to FM 1830

Contractor: **SEMA Construction, Inc.**

TxDOT Project Manager: Angel Karr (Consor Engineers) Phone: (512) 293-3631

Contractor's Superintendent: Sam Reynolds

Phone: (682) 277-9918

Date Work Began: January 2, 2019

Anticipated Completion Date: November 14, 2020

Current Activities:

Current activities include: Continue sanitary sewer and waterline and sanitary sewer bores project wide. Continue storm sewer work on north end of the project. Continue embankment for shoofly on UPRR ROW. Continue sub-ballast construction on UPRR ROW for shoofly. Traffic on Phase I detour paving. Embankment on northbound lanes between I-35E and bridge.

Narrative description of last month's activities: Installing City of Denton utilities project wide. Installing storm sewer. Installed embankment and subballast on UPRR shoofly. Roadway excavation at FM 1830.

Narrative description of activities planned for next month: Continue with City of Denton utility work. Continue storm sewer installation. Complete sub-ballast construction. Begin temporary shoring for shoofly. Excavation, cement treatment, asphalt paving on northbound US 377 north of UPRR bridge. Install temporary traffic signals at Daniels Street and FM 1830. Asphalt paving on previously installed sewer and water lines north of UPRR bridge.

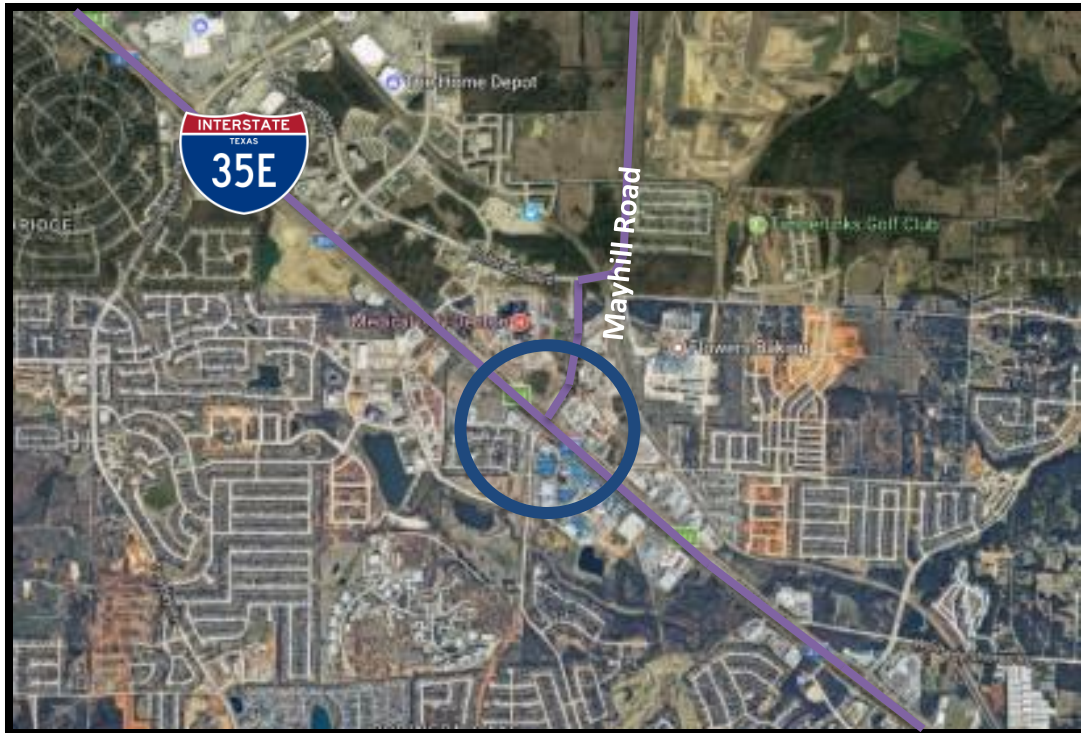
Traffic issues: None.

Item(s) of work currently controlling project completion: Storm sewer line B3 through trailer park has multiple utility and constructability issues. City of Denton looking into options for mitigating utility conflicts and constructability.

Other items of significance: Existing asphalt pavement on US 377 near I-35E is significantly thicker than shown in plans. Working with SEMA on a solution. Utility relocations in trailer park ditch for storm sewer line B3 are ongoing.

I-35E/Mayhill

CSJ:	0196-01-109	Schematic Approval:	February 2011
Limits:	IH-35E intersection with Mayhill	Environmental Clearance:	January 31, 2012
Description:	Reconstruct interchange at Mayhill and IH-35E and existing 4-lane frontage roads	ROW Acquisition Completed:	October 2019
Estimated Construction Cost:	\$53,400,000	Utility Relocations Complete:	November 2020
Firm:	LTRA	100% Plans:	February 2020
TxDOT Project Manager:	Don Vo	Ready to Let Date:	November 2020



Current Activity:

- **PS&E:** The 30% package was submitted on October 31, 2018. TxDOT has completed the review of the 30% plans.
- LTRA continues preparing 60% design. Anticipate the submittal of the 60% plans in October 2019.
- **ROW:** There are 39 total parcels for the current Mayhill limits under appraisal. There are 7 parcels in negotiations, 18 parcels in appraisal, 10 parcels in ED, 4 parcels closed.

I-35E/Loop 288/Brinker/Mayhill

CSJ:	0196-01-106	Schematic Approval:	February 2011
Limits:	IH-35E intersections with Brinker, Mayhill, and South Loop 288	Environmental Clearance:	May 13, 2016
Description:	Construct grade separation along IH 35E at Brinker and intersection improvements at Mayhill and South Loop 288	ROW Acquisition Completed:	July 2016
		Utility Relocations Complete:	December 2017
Construction Cost:	\$33,251,961	100% Plans:	August 5, 2016
Firm:	OHL	Let Date:	September 22, 2016
TxDOT Project Manager:	Branden Barnett	Construction Complete:	*



Current Activity:

- **Construction:** This project was awarded to OHL on September 22, 2016. The contract allows for 442 working days and 17 months of barricades.
- Anticipate the opening of the Brinker underpass in summer 2019.
- Project is currently in Phase 2, Step 1 traffic configuration. Next switch to Phase 2, Step 2 is expected to occur in the mid-July/August 2019 timeframe.
- See attached TxDOT construction report.
- **City participation:** Funding \$2.1 million for local match on Brinker underpass.

TxDOT Monthly Project Report

Date of report: May 30, 2019

Report prepared by: Branden Barnett

Project: **STP 2017(083)MM**

Control: **0196-01-106**

Highway: **IH 35E**

Limits: From: State School Rd/Mayhill Rd (FM 2499)
To: SL 288

Contractor: **OHL**

TxDOT Project manager: Branden Barnett

Phone: (214) 392-1791

Contractor's Project Manager: Kalin Johnson

Contractor's Superintendent: Rick Clifton

Date Work Began: March 6, 2017

Anticipated Completion Date: *

Current Activities:

Current activities include: Embankment southbound main lanes, bridge abutments/caps Loop 288/Brinker Bridge, construction of 4QJB01 (southbound frontage road). Construction of MSE walls at Brinker bridge and Loop 288 bridge. Set beams on Brinker bridge and drainage along Loop 288/southbound frontage road.

Narrative description of last month's activities: Embankment southbound main lanes. Construction of MSE walls at Brinker Bridge.

Narrative description of activities planned for next month: Wall R4-38 and entrance ramp, Loop 288 bridge beams, construction of MSE walls, and placing Brinker bridge deck.

Traffic issues: High volumes of traffic.

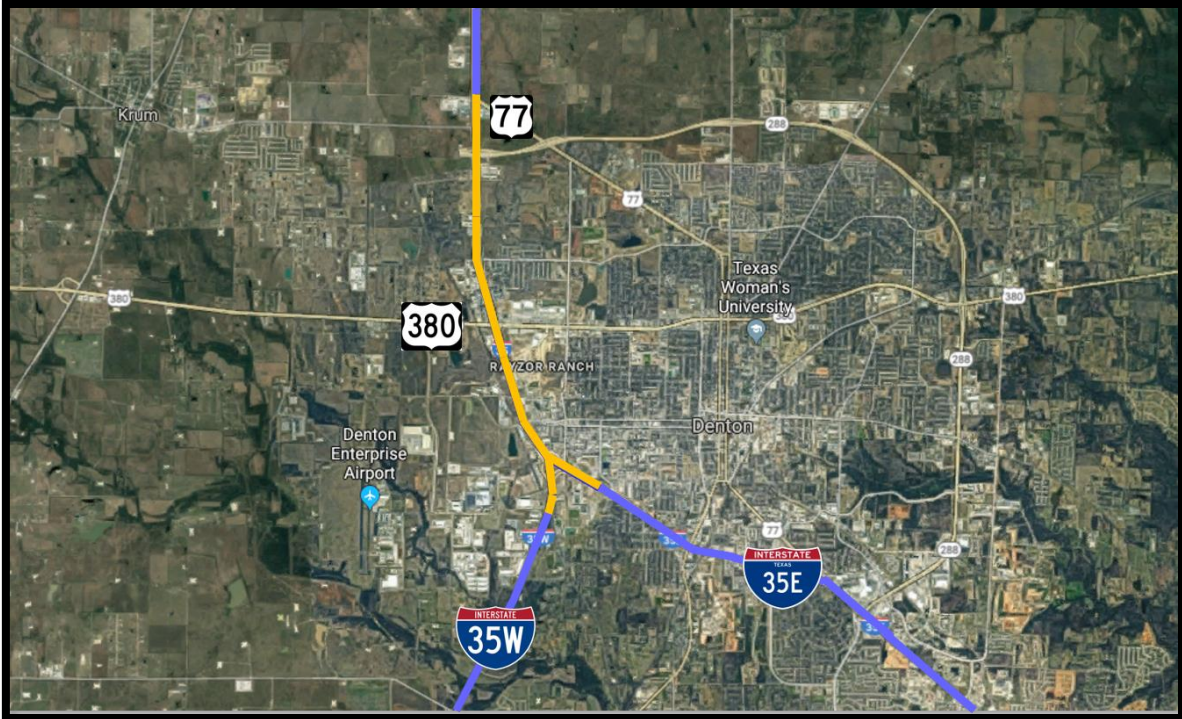
Plans for changes in traffic patterns: Southbound frontage road lane closure for drainage construction activities. Weekend closure of Loop 288 underpass at IH-35E to place beams; closure not yet scheduled, but anticipated to occur in June.

Item(s) of work currently controlling project completion: Construction of Brinker bridge, Loop 288 bridge, and southbound main lanes.

Other items of significance: None

I-35E/35W Merge

CSJ:	0195-03-090	Schematic Approval:	August 2011
Limits:	From IH-35W to US 77	Environmental Clearance:	June 2017
Description:	Reconstruct interchange and existing frontage roads	ROW Acquisition Completed:	July 2020
Estimated Construction Cost:	\$242,000,000	Utility Relocations Complete:	July 2021
Firm:	AECOM	100% Plans:	May 2021
TxDOT Project Manager:	Monica Perez	Let Date:	January 2023

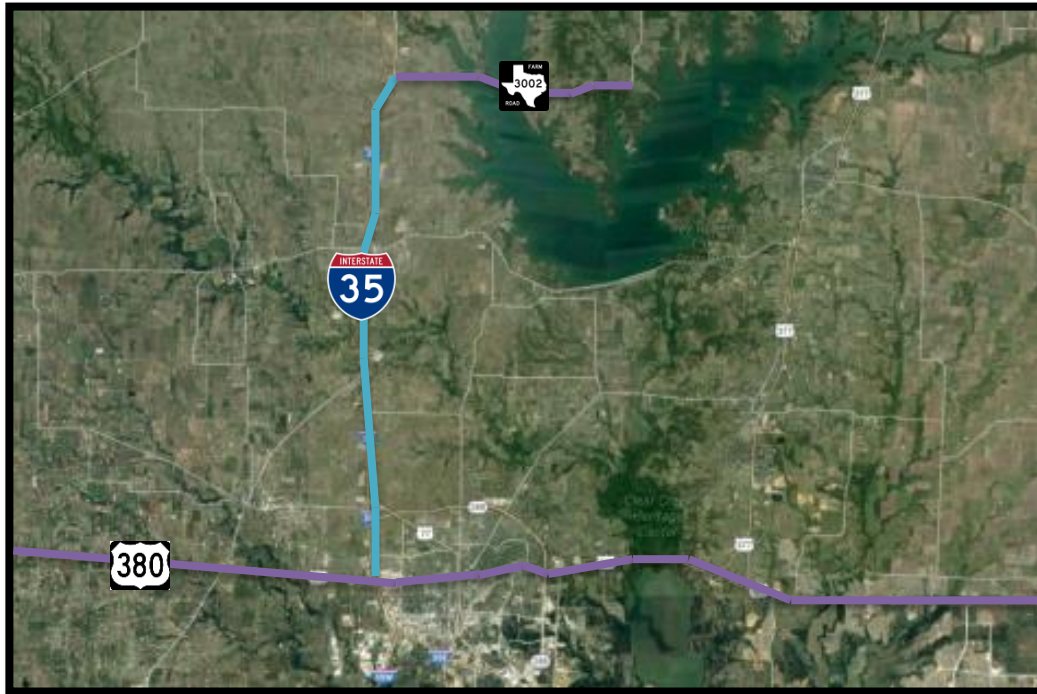


Current Activity:

- **Preliminary Design:** AECOM will develop design alternatives before PS&E development.
- Negotiations for geotechnical services underway.
- ITS and TxDOT met on February 28, 2019, to discuss the project.
- **Consultant has prepared preliminary exhibits.**
- ITS and TxDOT met to discuss the project on April 30, 2019.
- **PS&E:** Scheduled to begin in early September 2019.
- **ROW:** **Preliminary parcel count is 44, though this could change with scope of work.**

I-35 North

CSJ:	0195-03-087; 0195-02-074; 0195-01-116	Schematic Approval:	January 31, 2019
Limits:	From US 380 to FM 3002 (Cooke County)	Environmental Approval:	June 2019
Est. Const. Cost:	\$757.7M	ROW Acquisition Complete:	September 2020
Description:	Widen existing freeway from four lanes to six lanes with continuous frontage roads	Utility Relocations Complete:	September 2022
Firm & Key Contact:	HDR, Jason Richter	100% Plans:	November 2021
TxDOT Project Manager:	Nelson Underwood	Ready to Let Date:	September 2022



Current Activity:

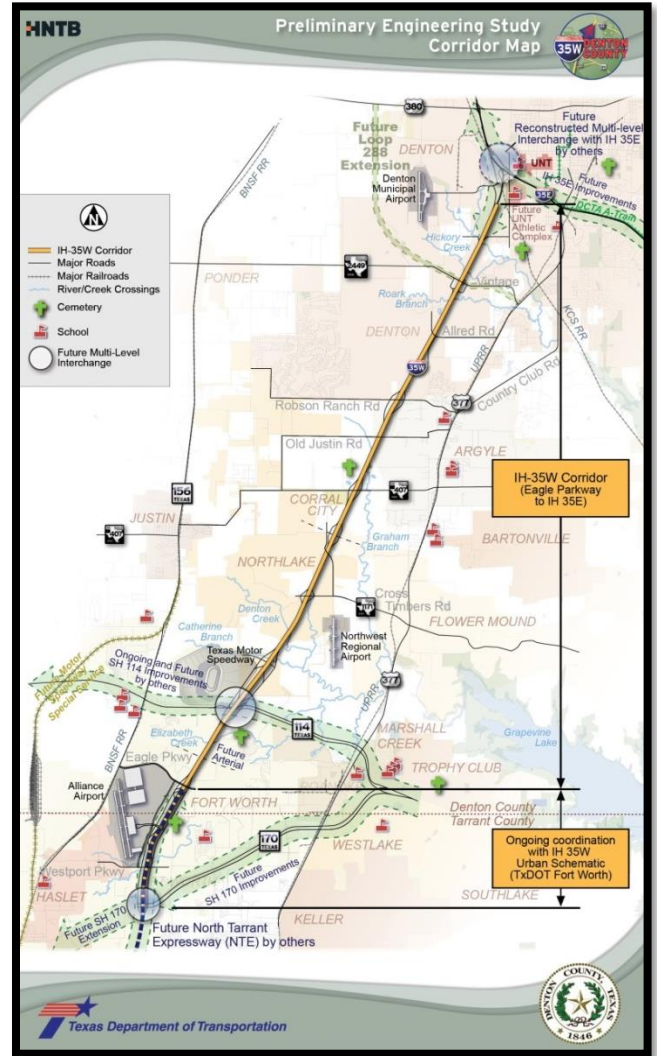
- **Schematic:** The schematic was approved by the District on January 31, 2019.
- **Environmental:** Environmental efforts continue. Public hearing was held on April 4, 2019, at 6:00 p.m. at Sanger Public High School. There were 164 in attendance. Comment period ended on April 19, 2019. Awaiting environmental clearance.
- **Other:** Project is currently funded only for planning. Additional funding will need to be identified for right-of-way acquisition, utility relocation, final PS&E, and construction. A portion of this project has been included in the Clear Lanes application for the I-35/35E/35W project.

I-35W Main Lanes

CSJ:	0081-13-050	Schematic Approval:	May 2020
Limits:	From SH 170 (Alliance Boulevard) to IH-35E	Environmental Clearance:	*
Estimated Construction Cost:	\$441,000,000	ROW Acquisition Completion:	*
Description:	Widen 4-lane rural to 6-lane urban freeway with ramp relocation	Utility Relocations Completion:	*
Firm & Key Contact:	HNTB, Nicole Carillo	100% Plans:	*
TxDOT Project Manager:	Nelson Underwood	Ready to Let Date:	*

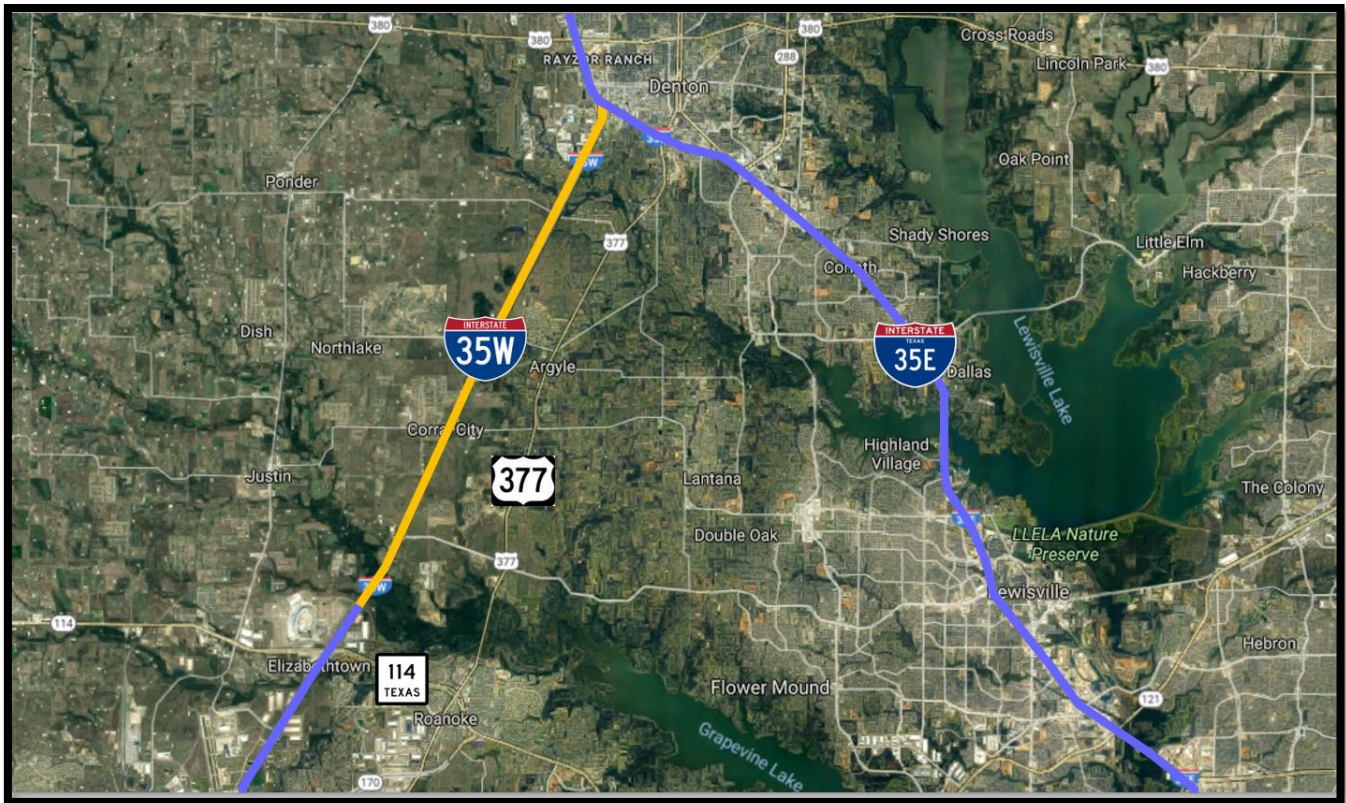
Current Activities:

- **Environmental:** Public meeting held April 19, 2018. Public meeting summary was approved by TxDOT. Anticipate completion of environmental constraints report in March 2020.
- **Schematic:** Jacobs made the 60% schematic submittal for the frontage roads project on January 16, 2019. HNTB received the files from Jacobs and began updating the main lane schematic.
- HNTB met with TxDOT and Jacobs on March 5, 2019, to discuss main lanes project and to coordinate on frontage road project. TxDOT is reviewing the possibility of delaying the main lanes project in order to focus on the schematic approval for the frontage road project.
- HNTB is awaiting traffic from TP&P, which is expected in June 2019.
- HNTB submitted the 60% schematic for main lanes project on April 12, 2019, for use at the VE study.
- VE study for frontage road and main lanes project was held April 22-25, 2019. VE presentation was made on April 25, 2019. The team has compiled the VE report; anticipate submittal of same in June 2019. Report will then require District approval.
- Both frontage road and main lane projects are coordinating design to accelerate the frontage road project.
- Main lane project is on hold until frontage road project receives schematic approval, expected in July 2019.
- **Utilities:** SUE work has been completed and provided to consultants.



I-35W Frontage Roads

CSJ:	0081-13-065	Schematic Approval:	July 2019
Limits:	From Dale Earnhardt Way to I-35E/35W split	Environmental Clearance:	March 2020
		ROW Acquisition Complete:	March 2022
Estimated Construction Cost:	\$295,978,469	Utility Relocations Complete:	September 2023
Project Description:	Construct frontage roads	100% Plans:	June 2022
Firm:	Jacobs, Will Barresi	Ready to Let Date:	September 2023
TxDOT Contact:	Nelson Underwood	TxDOT Connect Let Date:	September 2025

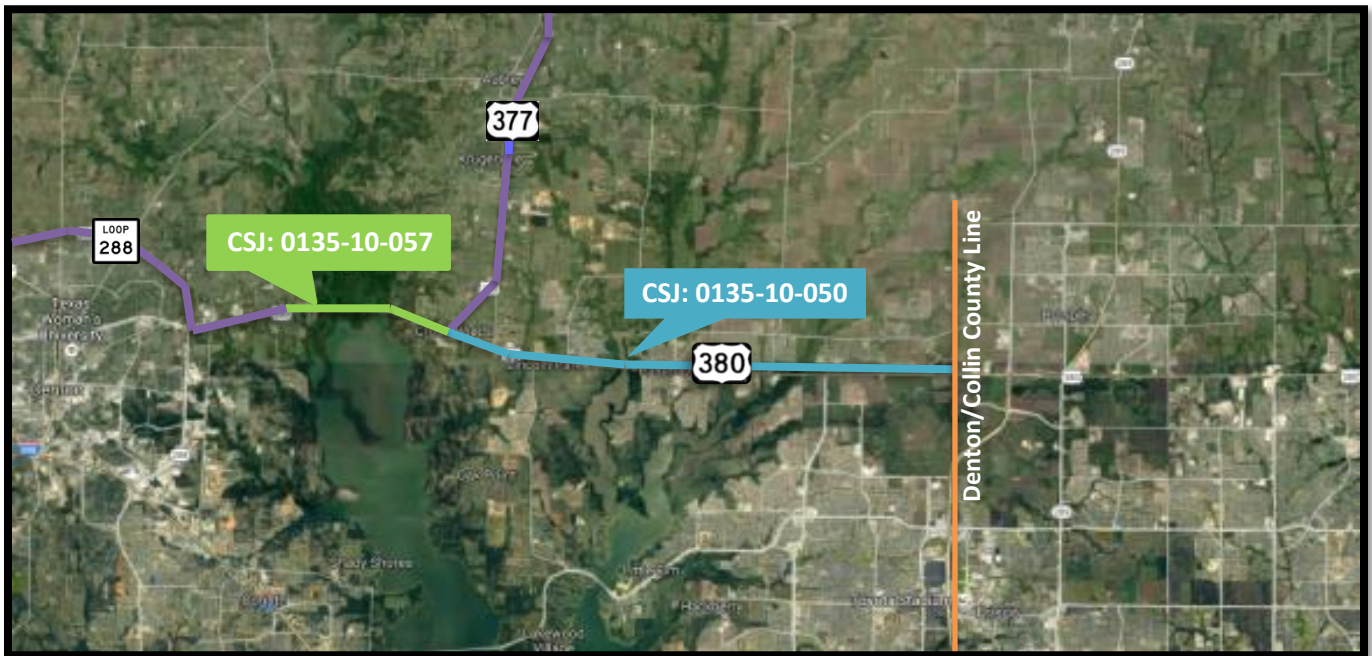


Current Activity:

- **Utilities:** SUE work has been completed and provided to consultants.
- **Schematic:** TxDOT held a conference call with TPP regarding traffic; traffic is proceeding.
- The submittal of 60% schematic was made on January 16, 2019. TxDOT has reviewed and returned the 60% schematic comments to Jacobs.
- VE study for frontage road and main lanes project was April 22-25, 2019. VE presentation was made on April 25, 2019. The team has compiled the VE report; anticipate submittal of same in June 2019. Report will then require District approval.
- **Public involvement:** Public meeting was held on May 16, 2019, at Argyle Middle School. There were 54 in attendance.

US 380 East

CSJ:	0135-10-050; 0135-10-057	Schematic Approval:	April 24, 2017
Limits:	0135-10-050: from US 377 to Collin County line 0135-10-057: from Loop 288 to US 377	Environmental Clearance:	June 29, 2018
Description:	Widen existing roadway from 4/6-lane to 6-lane divided with intersection improvements	ROW Acquisition Complete:	February 2020
Est. Construction Cost:	\$121,650,415	Utility Relocations Complete:	February 2021
Firm:	TranSystems and White Oak Engineers	100% Plans:	December 2019
TxDOT Project Managers:	Stephen Endres, Don Vo, Emmanuel Navarro	Ready to Let Date:	February 2021



Current Activity:

- **PS&E, CSJ: 0135-10-057 (Loop 288 to US 377):** TxDOT design team completed work on 95% plans and submitted for review on May 20, 2019.
- **PS&E, CSJ: 0135-10-050 (US 377 to County Line):** Consultant continues work on 95% plans. Estimated timeline for submittal is July 2019.
- **ROW:** For CSJ: 0135-10-057, there are 24 parcels for acquisition; 10 have been acquired; 4 are in negotiations; 10 are in ED. For CSJ: 0135-10-050, there are 104 parcels for acquisition; 64 have been acquired; and 40 are in ED.
- **Utilities:** Utility coordination meeting held on June 6, 2019. TxDOT has requested that utilities have relocation plans completed in July 2019.
- **Funding:** For CSJ -050, there are \$47.1 million in Proposition 1 funds and \$14 million in STP-MM funds; for CSJ -057, there are \$13 million in Proposition 1 funds. US 380 has been listed as a project on the 10-year plan with an additional \$28.6 million. NCTCOG has agreed to cost share the addition of a 10-ft wide side path from Mayhill to the Greenbelt Corridor. City council approved a LPAFA on September 12, 2017, for the 10-foot sidewalk component from Mayhill to the Greenbelt in the amount of \$848,874.75.
- **City participation:** City is funding 20% local match of NCTCOG funding.

Loop 288

CSJ:	2250-00-013 (from I-35 to US 380) / 2250-00-014 (from US 380 to I-35W)	Schematic Approval:	September 2019
Limits:	From I-35 to I-35W	Environmental Clearance:	April 2020
Estimated Construction Cost:	Frontage road only: \$40M -013 (including frontage roads): \$108M; -014 (including frontage roads): \$150M	ROW Acquisition Complete:	December 2024
Description:	Construct controlled access freeway	Utility Relocations Complete:	April 2026
Firm & Key Contact:	CP&Y, Tom Cochill, Andrea Klocinski	100% Plans:	June 2021
TxDOT Project Manager:	Nelson Underwood	Ready to Let Date:	April 2026

Current Status:

- **Environmental:** CP&Y developed ICI analysis and report. Environmental study has begun. Public meeting was held on March 28, 2019.
- **Schematic:** The 60% schematic was submitted to TxDOT for review on August 20, 2018. City of Denton received 60% schematic for review on August 24, 2018. Awaiting City of Denton comments on 60% schematic. The 60% review comments were received from TxDOT on September 28, 2018. Comment review meeting held on October 12, 2018.
- The 90% submittal is tentatively set for June 2019.
- Value engineering study held the week of October 29, 2018. TxDOT provided preliminary VE recommendations on March 29, 2019. Received final results of Value Engineering recommendations on May 9, 2019.
- Schematics revised to match MTP. Public meeting and 90% submittal and later show both frontage roads with the ultimate Loop 288 main lanes ghosted.
- **Construction:** The northbound frontage road will be constructed first.



FM 1515

CSJ:	1951-01-011	Schematic Approval:	September 2019
Limits:	From Bonnie Brae to Masch Branch Road	Environmental Approval:	December 2020
Est. Const. Cost:	\$32,000,000	ROW Acquisition Completed:	January 2022
Description:	Widen existing 2-lane rural section to a six-lane divided urban roadway	Utility Relocations Completed:	December 2022
Firm & Key Contact:	LTRA, Tyler Martin	100% Plans:	November 2021
TxDOT Project Manager:	Charles Tapp	Ready to Let Date:	December 2022



Current Activity:

- **Schematic:** LTRA made 60% submittal to TxDOT on December 21, 2018. TxDOT completed review of schematic and provided 60% plan comments to LTRA.
- Meeting with City of Denton, LTRA, TxDOT, and ITS to discuss comments on the schematic was held on April 4, 2019. Meeting with City of Denton, TxDOT, LTRA, and ITS was held on May 14, 2019, to discuss round-a-bout at Western and addressing Bonnie Brae connectivity.
- Traffic projection memo resubmitted to TxDOT addressing preliminary comments. Awaiting final approval of traffic projections.
- **Environmental:** LTRA submitted the Scope Development Tool to TxDOT for review. LTRA coordinated the environmental document type for the project: Categorical Exclusion.
- Public hearing is expected to be held in July 2020.
- LTRA is coordinating with TxDOT to schedule a public meeting near end of July 2019. ROW footprint has been set for the project, kicking off the environmental documentation process. Effort is underway on multiple environmental technical reports.

FM 1173

CSJ:	1059-01-047	Schematic Approval:	August 2019
Limits:	From IH-35E to FM 156	Environmental Clearance:	July 2020
Description:	Feasibility study to widen to 4/6-lane divided urban road	ROW Acquisition Completed:	*
Construction Cost:	\$44,461,376	Utility Relocations Complete:	*
Firm & Key Contact:	Garver, Nandita Kaundinya	100% Plans:	*
TxDOT PM:	Nelson Underwood	Ready to Let Date:	*

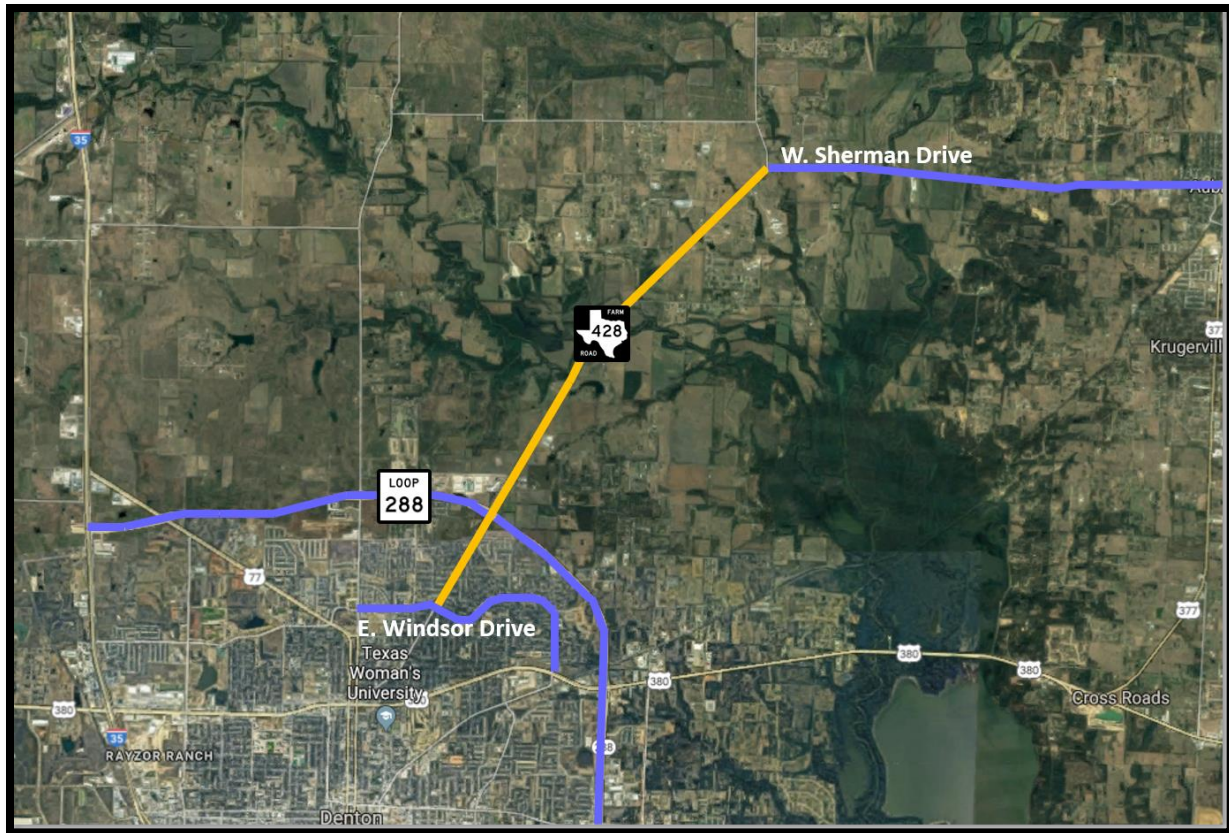


Current Activity:

- **Planning:** Traffic methodology has been revised and sent back to TTI for concurrence. Hydraulic report has been revised and sent back to the District for concurrence. Awaiting Hydraulic group review.
- **Garver has submitted final concept schematic for approval.**
- **Environmental:** Public meeting held on May 8, 2018, at Krum High School. MTP 2045 has been approved by FHWA; therefore, project is now in conformity, and environmental approval can proceed. Per Denton County's request, an EA with environmental studies and additional public involvement for a public hearing have been added to consultant team's scope of work. TxDOT is in the process of authorizing the additional work.
- **Utilities:** SUE work from TxDOT has been ordered and is now ongoing.
- **ROW:** Garver has received the apparent ROW files. Garver has refined alignments in front of the Dollar General and Sonic to reduce ROW impacts.
- **Other:** County sent letter to TxDOT regarding regionally significant, locally funded priority.

FM 428

CSJ:	*	Schematic Approval:	*
Limits:	from E. Windsor Drive to W. Sherman Drive/proposed Outer Loop	Environmental Clearance:	*
Description:	*	ROW Acquisition Completed:	*
Construction Cost:	*	Utility Relocations Complete:	*
Firm:	*	100% Plans:	*
Key Contact:	Pritam Deshmukh	Ready to Let Date:	*



Current Activity:

- **Corridor Study:** HDR prepared the corridor study and submitted to the city on January 24, 2019. The study evaluated traffic impacts along the corridor with respect to impact of growth in and around the city and provided build and no-build options.
- Michael Morris is interested in partnering – limited access facility.



City of Denton

City Hall
215 E. McKinney St.
Denton, Texas 76201
www.cityofdenton.com

Legislation Text

File #: MC19-041, **Version:** 1

AGENDA CAPTION

Staff Reports

1. Street Construction Report
2. Matrix



Construction Projects Report

Week of June 3 - June 9, 2019

For general inquiries and questions, please contact the Project Management Office at (940) 349-8989



Street/Intersection	From	To	Date of Construction	Date of Completion	Brief Description of Construction	Department	Letters	Other Communication	Department Contact:	Updated Information / Notes
CURRENT PROJECTS See Yellow Highlighted for Major Closures										
Acorn Bend Rd.	Field Bend	Cule de Sac	6/3/19	6/28/19	Street Panel and Sidewalk Repair (Temporary Lane Closures)	Streets	5/14/19		(940) 349-7160	Start date extended from 5/28/19
Bell Ave.	Intersection of	McKinney	5/28/19	7/5/19	Intersection Improvements (Northbound right turn lane, temporary lane closure)	Engineering	2/22/19	Website & Letters	(940) 349-8910	
Blagg Rd.	Mayhill	Geesling	3/18/19	10/31/19	Mayhill Project Bridge (Road Closure)	Engineering		Website & Nextdoor Notification	(940) 208-4318	
Bonnie Brae St.	University	Linden	6/3/19	6/14/19	Private Development (Temporary Lane Closure)	Engineering			(940) 349-8910	New Project
Bonnie Brae St.	Roselawn	North of Vintage	7/1/17	7/1/19	Street Widening (No Street Closures)	Engineering	6/14/18		(940) 349-8910	Part of Bonnie Brae Ph. I Capital Project
Bonnie Brae St.	Highland Park	Willowwood	5/13/19	6/19/19	Water Main Replacement North South Water Main Ph. II (Street Closure)	Engineering		Website, Nextdoor Notification	(940) 349-8910	Part of North South Water Main Ph. II Capital Project (Bonnie Brae from Roselawn to I35E)
Daisy Dr.	Boxwood	Sweet Gum	4/29/19	6/14/19	Concrete Panel Repair (One Way Lane Closure)	Streets	4/15/19		(940) 349-7160	
Dallas Dr.	Intersection of	Teasley	11/12/18	6/14/19	Turn Lane Upgrade (Temporary Lane Closure)	Streets	11/5/18		(940) 349-7160	
Eagle Dr.	Elm	Carroll	1/31/19	6/28/19	Eagle Drainage Improvements (Street Closure)	Engineering			(940) 268-9726	Part of Eagle Dr. Dainage Capital Project

Street/Intersection	From	To	Date of Construction	Date of Completion	Brief Description of Construction	Department	Letters	Other Communication	Department Contact:	Updated Information / Notes
Edgewood Pl.	Northwood Terrace	Crestwood	5/9/19	7/6/19	Wastewater and Water Main Replacement (Temporary, Intermittent Road Closure)	Wastewater and water	5/2/19		(940) 349-7300	
Forrestridge Dr.	Highview Cr.	Highview Cr.	5/20/19	6/7/19	Atmos Utility Relocations (Westbound Lane Closure)	Atmos		Community Meeting	(940) 293-7039	
Hann St.	Locust	Austin	5/6/19	6/10/19	Water Line Improvements (Street Closure)	PWI	4/11/19		(940) 268-9726	
Hercules Ln.	Sherman	Stuart	3/25/19	7/26/19	Water Main Replacement (Temporary Lane Closure)	Water	3/4/19		(940) 349-7167	
Heritage Tr.	South of University	Linden	3/28/19	6/18/19	Turn Lane Installation (One lane both directions closed)	PWI		Website	(940) 268-9842	
Hickory St.	Ave B	Fry	6/3/19	8/3/19	Street Reconstruction (Street Closure)	Streets	5/30/19	Wesbsite, Nextdoor Notification	(940) 349-7160	New Project; Street Repairs to follow on Hickroy from Fry to Carroll
Hickory St.	Intersection of	Fry	6/3/19	6/18/19	Wastewater Main Replacement (Street Closure)	Wastewater	5/30/19	Wesbsite, Nextdoor Notification	(940) 349-7300	New Project
Highland St.	Carroll	IOOF	5/20/19	7/15/19	Highland Street Fence (Intermittent Closures)	Parks		Website	(940) 349-7464	
Highview Ct.	Highview Cr.	Dead End	4/29/19	6/14/19	Street Reconstruction (Street Closure)	Streets	4/18/19		(940) 349-7160	Extended Completion from 6/7/19
Highview Cir.	Forrest Ridge	Forrest Ridge	5/20/19	6/21/19	Street Reconstruction (Street Closure)	Streets	5/6/19		(940) 349-7160	
Hinkle Dr.	US 380	Headlee	5/23/19	9/1/19	Street and Drainage Improvements Magnolia Drainage Ph. II (Street Closure)	Engineering	11/13/18		(940) 349-8910	Part of Magnolia Drainage Capital Project (Hinkle from University to Windsor and Windsor from Hinkle to Elm)
Johnson St.	E. Collins	E. Daugherty	5/29/19	7/15/19	Water Main Replacement (Temporary Street Closure will open at 6:00 pm daily)	Water	5/6/10		(940) 349-7167	

Street/Intersection	From	To	Date of Construction	Date of Completion	Brief Description of Construction	Department	Letters	Other Communication	Department Contact:	Updated Information / Notes
Kendoph Ln.	Underwood	Willowwood	5/20/19	6/24/19	Street Resurfacing, Curb and Gutter (Street Closure)	Streets	5/6/19	Website, Nextdoor Notification	(940) 349-7160	
Kerley St.	Duncan	Shady Oaks	4/25/19	8/17/19	Wastewater Main Replacement (Street Closure)	Wastewater		Website, Nextdoor Notification	(940) 349-7300	Streets Repairs to follow 8/5/19-1/9/20
Kings Row	Yellowstone	Sherman	5/6/19	6/28/19	Street Reconstruction (Temporary Lane Closure)	Streets	12/7/18		(940) 349-7160	
Kings Row	Yellowstone	Stuart	4/15/19	8/16/19	Street Reconstruction (Temporary Lane Closure)	Streets	4/9/19	Website, Nextdoor Notification	(940) 349-7160	
Longfellow Ln.	Intersection of	Brightwood Terrace	6/3/19	6/21/19	Valley Gutter Installation (Temporary Lane Closures)	Streets	5/15/19		(940) 349-7160	New Project
Mayhill Rd.	US 380	Edwards	9/1/17	2/1/20	Street Widening (Temporary Lane Closures)	Engineering	1/3/18, 1/24/18	Door Hangers	(940) 208-4318	
E. McKinney St.	Grissom	S. Fork	3/11/19	7/1/19	Storm Drain Installation and Street Widening (Temporary Lane Closure)	Engineering	3/7/19		(940) 349-8910	
Mills Rd.	Intersection of	Mayhill	6/3/19	8/1/19	Storm Drain Inlet and Repave (Full Closure)	Engineering	5/15/19	Website , Nextdoor Notification	(940) 208-4318	New Project
Mercedes Rd.	Oakwood	Willowwood	5/15/19	6/17/19	Street Construction (Street Closure)	Streets	4/23/19		(940) 349-7160	Completion date extended from 6/12/19
Myrtle St.	Eagle	Maple	1/31/19	6/28/19	Eagle Drainage Improvements (Street Closure)	Engineering	8/21/18	Contacted DCTA	(940) 349-8910	Part of Eagle Dr. Drainage Capital Project
Northwood Terrace	Cul de sac	Edgewood Place	5/9/19	7/6/19	Wastewater and Water Main Replacement (Temporary, Intermittent Road Closure)	Wastewater and water	5/2/19		(940) 349-7300	
Paco Tr.	Ruddell	Cul de sac	5/6/19	6/14/19	Sidewalk Repair (Lane Closure)	Streets	4/26/19		(940) 349-7167	Completion extended from 6/7/19
Peak St.	Greenlee	Fannin	5/15/19	6/17/19	Street Construction (Street Closure)	Streets	4/23/19		(940) 349-7160	Completion date extended from 6/12/19
Pennsylvania Dr.	Intersection of	Hollyhill	5/28/18	6/14/19	Valley Gutter Installation (Temporary Lane Closures)	Streets	5/15/19		(940) 349-7160	

Street/Intersection	From	To	Date of Construction	Date of Completion	Brief Description of Construction	Department	Letters	Other Communication	Department Contact:	Updated Information / Notes
Sherman Dr.	Monterey	Stuart	5/7/19	7/12/19	Wastewater Main Replacement <i>(Temporary Lane Closure)</i>	Wastewater		Website	(940) 349-7167	
Stuart Rd.	Long	Keystone	1/30/19	6/30/19	Street Reconstruction <i>(Street Closure)</i>	CM Construction		Nextdoor Notification	(940) 231-9963	
Teal Dr.	Poinsettia	Cyrus	6/4/19	6/21/19	Sidewalk Repair <i>(Temporary Lane Closure)</i>	Streets	5/14/19		(940) 349-7160	Start date extended from 5/28/19
University Dr. (US 380)	1200 ft west of Mayhill	1200 ft east of Mayhill	6/3/19	6/14/19	Street Repair <i>(Temporary Lane Closures)</i>	TxDOT			(940) 387-1414	New Project
US 377 (Ft. Worth Dr.)	IH 35E	0.26 mi south of FM 1830	12/3/18	12/12/20	Street Widening <i>(Temporary Lane Closures during non-peak traffic)</i>	TxDOT	9/25/18	Public Meeting 10/8	(940) 387-1414	

Street/Intersection	From	To	Date of Construction	Date of Completion	Brief Description of Construction	Department	Letters	Other Communication	Department Contact:	Updated Information / Notes
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COMPLETED PROJECTS										
Atlas Dr.	Redstone	Hercules	3/25/19	5/31/19	Water Main Replacement (Temporary Lane Closures)	Water	12/17/18	Website & Letters	(940) 349-7167	New Completion
Crestwood Pl.	Liveoak	Edgewood	4/1/19	5/7/19	Street Resurfacing, Curb and Gutter (Street Closure)	Streets	3/21/19		(940) 349-7160	
Crestoak Pl.	Liveoak	Oakridge	4/1/19	5/7/19	Street Resurfacing, Curb and Gutter (Street Closure)	Streets	3/21/19		(940) 349-7160	
Hickory St.	Industrial	Bell	5/7/19	5/8/19	Private Construction (Street Closure)	Engineering			(940) 349-8910	
Kings Row	Calvert	Dunes	4/4/19	5/8/19	Wastewater Main Replacement (Temporary Road Closure)	Wastewater		Website, Nextdoor Notification	(940) 349-7300	
McKinney St.	South Fork	Grissom	5/29/19	5/31/19	Street Widening McKinney Street Widening Project (Full Closure)	Engineering	5/29/10			New Completion
Michial St.	McCormick	Knight	5/6/19	5/16/19	Street Construction (Street Closure)	Streets	4/23/19		(940) 349-7160	
Morse St.	Intersection of	Mayhill	4/18/19	5/16/19	Waterline Improvements (Intersection Closure)	PWI		Website, Businesses & DCTA Contacted	(940) 208-4318	
Neff St.	Greenlee	Collins	5/15/19	5/24/19	Street Construction (Street Closure)	Streets	4/23/19		(940) 349-7160	New Completion
North Texas Blvd.	Chestnut	Stella	4/29/19	5/15/19	Curb Repairs (Temporary Lane Closure)	Streets		Website, Businesses & DCTA Contacted	(940) 349-7160	
Nottingham Dr.	Kings Row	Stratford	4/4/19	5/8/19	Wastewater Main Replacement (Temporary Road Closure)	Wastewater		Website, Nextdoor Notification	(940) 349-7300	
Oakridge St.	Edgewood	Crestoak	4/1/19	5/7/19	Street Resurfacing, Curb and Gutter (Street Closure)	Streets	3/21/19		(940) 349-7167	
Ranchman Blvd.	Intersection of	FM 2181	1/4/19	5/16/19	FM 2181 Road Widening (Road Closure on Ranchman to the east and west of FM 2181)	TxDOT		Nextdoor Notification, Electronic Signs	(940) 349-8910	

Street/Intersection	From	To	Date of Construction	Date of Completion	Brief Description of Construction	Department	Letters	Other Communication	Department Contact:	Updated Information / Notes
Sheraton Pl.	Sheraton	Buckingham	3/18/19	5/10/19	Street Reconstruction <i>(Street Closure)</i>	Streets	3/11/19		(940) 349-7160	
Sheraton Rd.	Sun Valley	Hercules	3/25/19	5/24/19	Street Reconstruction <i>(Street Closure)</i>	Streets		Website	(940) 349-7160	New Completion
Smoketree Tr.	Boxwood	Plumbago	4/29/19	5/30/19	Concrete Panel Repair <i>(Temporary Lane Closure)</i>	Streets	4/16/19		(940) 349-7160	New Completion
Yellowstone Pl.	Kings Row	Monterey	1/28/19	5/20/19	Street Reconstruction <i>(Temproary Block Closures)</i>	Streets	1/23/19		(940) 349-7160	

Street/Intersection	From	To	Date of Construction	Date of Completion	Brief Description of Construction	Department	Letters	Other Communication	Department Contact:	Updated Information / Notes
UPCOMING PROJECTS										
Bonnie Brae St.	Intersection of	Scripture	6/11/19	8/18/19	Roundabout Bonnie Brae Ph. IV <i>(Intersection Closure)</i>	Engineering			(940) 349-8910	Part of Bonnie Brae Ph. IV Capital Project (I35E to Scripture); Completion extended from 8/3/19
FM 2181	City of Denton/Corinth City limits	Lillian Miller	TBD	TBD	Street Widening	TxDOT			(940)-387-1414	TxDOT Project - currently on hold
Hickory Creek Rd.	Teasley	Riverpass	TBD	TBD	Street Widening <i>(Temporary Lane Closures)</i>	Engineering	11/26/18		(940) 349-8910	
Massey St.	Hwy 377	200' West	TBD	TBD	Street Boring <i>(Street Closure)</i>	TxDot		Email Notifications	(940) 387-1414	
Mistywood Ln.	Rockwood	Jamestown	7/17/19	11/11/19	Water Main Replacement, Street Repairs <i>(Intermittent Street Closure)</i>	Water	12/17/18		Water (940) 349-7167	
Panhandle St.	Carroll	Bolivar	TBD	TBD	Street Resurfacing, Curb and Gutter <i>(Temporary Lane Closures)</i>	Streets	4/9/18	Door Hangers	(940) 349-7160	
PEC 4 - Engineering					Installing Underground Box Culvert	Engineering	11/13/18		(940) 349-8910	
Roselawn Dr.	Bonnie Brae	Kansas City Southern RR	TBD	TBD	Drainage and Roadway Construction <i>(Bonnie Brae Phase 1 One Lane traffic control)</i>	Engineering	N/A		(940) 349-8910	
Rockwood Ln.	Royal	Mistywood	10/28/19	TBD	Street Repairs <i>(Road Closure)</i>	Streets	11/23/18	Door Hangers	(940) 349-7160	
Royal Ln.	Royal	Rockwood	10/28/19	TBD	Street Reconstruction <i>(Road Closure)</i>	Streets	11/23/18		(940) 349-7160	
Shady Oaks Dr.	Teasley	Woodrow	TBD	TBD	Base Repairs <i>(Temporary Lane Closure)</i>	Streets	Electronic Signs	Meet with business owners	(940) 349-7160	
Stuart Rd.	Windsor	Kings Row	TBD	TBD	Concrete Curb and Gutter Repair <i>(Temporary Lane Closures)</i>	Streets			(940) 349-7160	

Street/Intersection	From	To	Date of Construction	Date of Completion	Brief Description of Construction	Department	Letters	Other Communication	Department Contact:	Updated Information / Notes
Thomas St.	Panhandle	Oak	TBD	TBD	Streets Construction	Streets			(940) 349-7160	
Vintage Blvd.	US 377	I35W	10/1/19	10/1/21	Street Widening (Bonnie Brae Phase 2)	Engineering			(940) 349-8910	

Item #	DATE REQUESTED	REQUESTOR	ITEM	MOBILITY UPDTATED	UPDATE DESCRIPTON/AGENDA ITEM	PROPOSE TO REMOVE
1	01/29/19	Briggs	US 380/Bonnie Brae/Torchy's Bus Stop	04/09/19	Unsafe crossing from Academy drive to bus stop on east side of Bonnie Brae	
2	01/29/19	Ryan	Oak and Avenue C Signal - no ped signal for walking against traffic so peds must look in reverse to know when light changes.	04/09/19	This intersection is part of a larger Signal Improvement Project currently out for RFP's. Contractor should be selected in 5 to 8 weeks.	
3	02/12/19	Briggs	Consider adding a goal or adopting a goal that has been adopted by other cities known as Vision Zero.	04/09/19	Engineering is currently researching - conference held in Austin last week, awaiting updated information.	
6	03/20/19	Briggs	A list of projects that can be used for TDC credits to be prioritized by this committee	04/09/19	CIP & Traffic Engineering are researching possible candidate projects	
7	03/20/19	Briggs	John Polster to be on a call regarding sidewalks			
8	03/20/19	Briggs	Windsor complete streets bike lane and striping plan (consider narrower lanes and sidewalk plan)	04/09/19		
9	03/20/19	Meltzer	DCTA's plans for additional benches and shelters Update with boarding count information.	04/09/19	Pending update or additional information to be presented	
10	03/20/19	Ryan	Striping on Fort Worth Drive right where 377 splits off from Fort Worth Drive on the TxDOT side	04/09/19	Spoke with Mike at TxDot- New striping contract has been awarded and this area has been identified as one of the areas to be refreshed. No timeline at this time.	
12	04/09/19	Meltzer	Curb painting versus graffiti			
13	04/09/19	Briggs	Possible no right on red turns on Hickory at Elm			
14	04/09/19	Briggs	One Way versus two way streets on the east and west sides of the square on Hickory and Oak.		Map was requested with info on why it is this way. Scheduled for work session on Tuesday 4/16	
15	04/09/19	Briggs	Additional signage to help prevent wrong way on Elm back to the north from Eagle (construction related)		Related to TxDOT turn back. Possible reconfiguration in the future.	

Item #	DATE REQUESTED	REQUESTOR	ITEM	MOBILITY UPDTATED	UPDATE DESCRIPTON/AGENDA ITEM	PROPOSE TO REMOVE
16	04/09/19	Briggs	Possible road diet on Carroll reducing it from 6 lanes to 4 with full bike lane in each direction between University and Eagle.			
17	04/09/19		Windsor Street Update			