



City of Denton

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

Meeting Agenda Mobility Committee

Wednesday, August 27, 2025

10:00 AM

Council 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 Wednesday, August 27, 2025 at 10:00 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. CITIZEN COMMENTS ON AGENDA ITEMS

This section of the agenda allows citizens to speak on any individual consideration item on the agenda. Individuals are only able to comment one time per agenda item. Each speaker will be given a total of three (3) minutes per agenda item. A Request to Speak Card must be completed and returned to the Staff Liaison before the Committee considers the item.

2. ITEMS FOR INDIVIDUAL CONSIDERATION

- A. [MC25-039](#) Consider approval of the minutes of July 30, 2025.

Attachments: [Exhibit 1 - Minutes](#)

- B. [MC25-027](#) Receive a report and hold a discussion regarding the City of Denton Bus Recommendation.

[Estimated Presentation Time: 30 minutes]

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

[Exhibit 2 - Presentation](#)

- C. [MC25-040](#) Staff Memorandum
Reeves Elementary Student Routes and Intersection
Quarterly Construction and TRiP Report
Guidelines for Crosswalk Stop and Yield Signs
Parking in Evers Parkway Area
Understanding Stroads
Semi-Annual Transportation Services Report
Transportation Services Future City Council Items

Attachments: [Exhibit 1 - Staff Memorandum](#)

[Exhibit 2 - Quarterly Construction Report Schedule](#)

[Exhibit 3 - DCTA TRiP Funding Project Status](#)

[Exhibit 4 - How To Mitigate Stroads From Occuring](#)

[Exhibit 5 - Semi-Annual Transportation Services Report](#)

- D. [MC25-041](#) Receive a report, hold a discussion, and give staff direction regarding future meeting topics.

Attachments: [Exhibit 1 - Agenda Information Sheet Future Items](#)
 [Exhibit 2 - Future Items Matrix](#)

3. 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 salutory 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 official website (<https://tx-denton.civicplus.com/242/Public-Meetings-Agendas>) and bulletin board at City Hall, 215 E. McKinney Street, Denton, Texas, on August 22, 2025, in advance of the 72-hour posting deadline, as applicable, and in accordance with Chapter 551 of the Texas Government Code.

OFFICE OF THE CITY SECRETARY

NOTE: THE CITY OF DENTON'S DESIGNATED PUBLIC MEETING FACILITIES ARE ACCESSIBLE IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT. THE CITY WILL PROVIDE ACCOMMODATION, SUCH AS 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 REASONABLE ACCOMMODATION CAN BE ARRANGED.



City of Denton

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Legislation Text

File #: MC25-039, **Version:** 1

AGENDA CAPTION

Consider approval of the minutes of July 30, 2025.



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

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

Wednesday, July 30, 2025

10:00 AM

City Council Chambers

After determining that a quorum was present, the Mobility Committee of the City of Denton, Texas convened in a Regular Meeting on Wednesday, July 30, 2025, at 10:00 AM in the City Council Work Session Room, 215 E. McKinney St., Denton, Texas.

Committee Members: Chair, Council Member Byrd, Council Member Holland, Lauren Penn, and Jane Zygiel participated in the meeting. Vice-Chair, Council Member Beck was absent.

REGULAR MEETING

1. Public Comment Section

No citizens requested to speak.

2. Individual Consideration

A. MC25-030 Consider approval of the minutes of June 25, 2025.

Council Member Holland motioned to approve the minutes as presented. Seconded by Chair, Council Member Byrd. Motion carried.

Ayes: (4) Chair, Council Member Byrd, Council Member Holland, Lauren Penn, and Jane Zygiel.

Nays: (0)

Absent: (1) Vice Chair, Council Member Beck

B. MC25-031 Receive a report and hold a discussion regarding the City of Denton Transportation/Mobility Project Status Report.

John Polster, shared updates regarding the City of Denton Transportation/Mobility Project Status Report, and discussion followed. No direction was provided as the item was for informational purposes only.

C. MC25-033 Staff Memorandum

1. Streamline Recommendation for Safety Implementation
2. Potential Sponsorship with Local Businesses

No direction was provided as the item was for informational purposes only.

D. MC25-038 Receive a report, hold a discussion, and give staff direction regarding future meeting topics.

Council Member Holland motioned to approve the Future Items Matrix. Seconded by Lauren Penn. Motion carried.

Ayes: (4) Chair, Council Member Byrd, Council Member Holland, Lauren Penn, and Jane Zygiel

Nays: (0)

Absent: (1) Vice-Chair, Council Member Beck

CONCLUDING ITEMS

Future Items to Bring Forward:

1. Citywide Parking Study
2. Growing the Bike Bus Programs
3. Sidepath Work Plan Update
4. Evaluation of Stroads
5. Bike Funds Project Criteria
6. City of Denton Bus Recommendations
7. Nette Schultz Elementary School Intersection
8. Guidelines for Crosswalk Stop and Yield Signs
9. Best Practices on Bollard Implementation
10. Evers Parkway Area Parking
11. Reeves Elementary Intersection and Student Routes
12. US 377 School Zoning and Student Route
13. Bollard Sponsorship Visual Examples
14. Sidewalk Temperature Report
15. Quarterly Construction and TRiP Report
16. Semiannual Transportation Services Report
17. Quarterly Transportation/Mobility Project Status Report
18. Annual Total Lane Miles

A. 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.

Adjournment: 10:51 AM

APPROVED

Council Member Byrd
Chair

Jazmyn Robles
Management Analyst

Approved on: _____



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Legislation Text

File #: MC25-027, **Version:** 1

AGENDA CAPTION

Receive a report and hold a discussion regarding the City of Denton Bus Recommendation.

[Estimated Presentation Time: 30 minutes]



City of Denton

City Hall
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AGENDA INFORMATION SHEET

DEPARTMENT: Development Services

DCM: Cassey Ogden

DATE: August 27, 2025

SUBJECT

Receive a report and hold a discussion regarding the City of Denton Bus Recommendations.

BACKGROUND

Staff will present the Transit Planning process, including the recommendations for improvements to the existing Denton Bus network.

EXHIBITS

Exhibit 1 – Agenda Information Sheet

Exhibit 2 – Presentation

Respectfully submitted:
Farhan Butt, Ph.D., P.E., M. ASCE
Deputy Director, Transportation Services Division

Mobility Committee

City of Denton Bus Recommendations

Farhan Butt, Ph.D., P.E., M. ASCE
Transportation Services Division
August 27, 2025
MC25-027



Outline

1. Transit Planning Primer
2. Overview of DCTA Strategic Service Plan
3. Overview of Transit Service in Denton
4. Recommendations
5. Qs and As

Transit Planning Primer – Ridership or Coverage

▪ Ridership or Coverage?

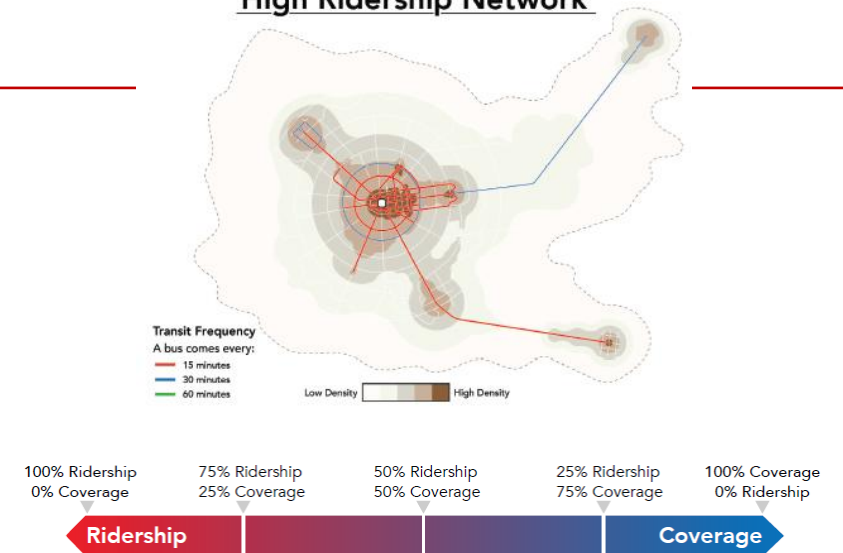
Ridership means attracting as many riders as possible.

- Compete more effectively with cars, allowing more people to travel on busy roads.
- Collect more fare revenue, increasing the share of the budget paid for by fares
- Provide the most valuable and frequent services to the most significant number of people.

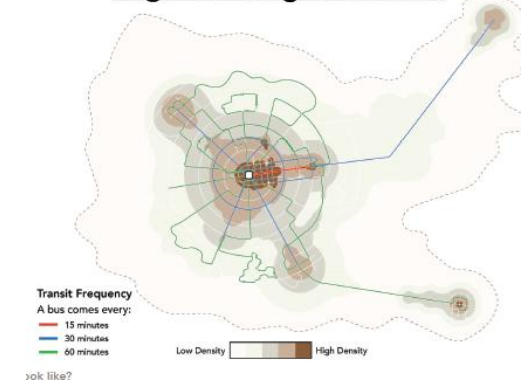
Coverage means being available in as many places as possible.

- Access for people without other travel options. This can include low income people, elderly people, and disabled people, among others.
- Providing some service to everyone who pays taxes to support UTA.
- Support for lower-density development, such as new low-density suburbs around the edge of the region

High Ridership Network

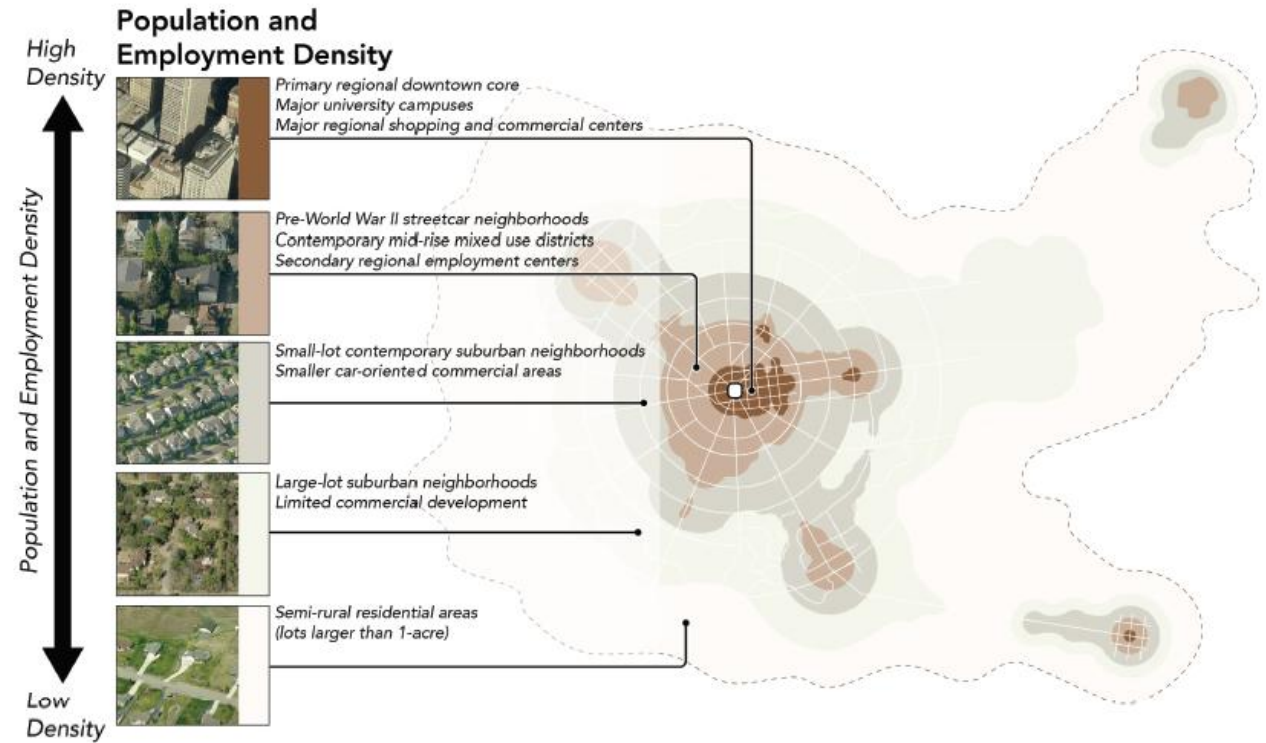


High Coverage Network

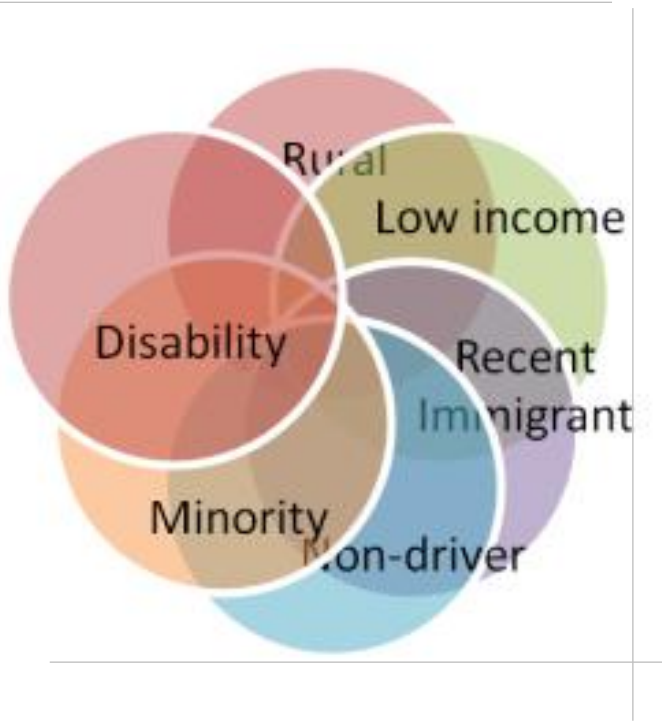


Transit Planning Primer – Density or Equity?

Density



Equity



Fair Share
External Cost
Inclusivity
Affordability
Social Justice

Overview of DCTA Strategic Service Plan

Bus & Mobility Services Facts



- **Connect Bus**, serving the city of Denton
- **UNT Campus Shuttle**, serving the University of North Texas and the city of Denton
- **North Texas Xpress**, an express route connecting Denton and North Fort Worth

43 Vehicles in Fleet		• 3 Connect Routes • 15 UNT Routes		• 11 Bus Shelters (DCTA); 6 (UNT) • 80 Bus Stops
34,373 Average Weekly Boardings	148,950 Average Monthly Boardings	218,600 Connect FY 2024 Ridership	1,568,797 UNT Shuttle FY 2024 Ridership	1,787,397 Total Bus FY 2024 Ridership

A-train Facts



Five A-train Stations					21 Miles of Track
 DDTC	 MedPark	 HV/LL	 Old Town	 Hebron	 19 Miles of A-train Rail Trail
11 Trains in Fleet					• Weekdays Every Half-Hour • Saturdays Every Hour
911 Average Weekday Boardings	563 Average Saturday Boardings	5,030 Average Weekly Boardings	21,797 Average Monthly Boardings	261,563 Total FY 2024 Ridership	

Source: [Operating & Capital Budget – 2025](#) [Hyperlink]

Overview of DCTA Strategic Service Plan – Mobility as a Service (On Demand)




Paratransit Services – Mobility for disabled persons, elderly (65 and over), and customers with ADA needs [Denton, Lewisville, and Highland Village]

Demand Response – Appointment-based Paratransit service for elderly or disabled residents of Frisco and portions of Plano, Allen, and Fairview

Lyft Partnerships – Appointment-based Paratransit service for elderly or disabled residents of Frisco and portions of Plano, Allen, and Fairview)



16,526 Average Weekly Boardings	71,923 Average Monthly Boardings	863,104 GoZone FY 2024 Ridership
80 Vehicles in Fleet	Average Wait Times (Goal: < 24 Minutes) <ul style="list-style-type: none">21.8 Minutes: Denton Zone20.8 Minutes: Lewisville/Highland Village Zone	
<div>GoZone Milestones<ul style="list-style-type: none">GoZone surpassed one million completed rides in its first 18 months of serviceGoZone is one of the most widely-used services of its kind in the United StatesGoZone has become DCTA's second most utilized transit mode by passengers</div> <div></div>		
GoZone has made transportation accessible to many more people in our community		
83% of GoZone riders use it for essential trips such as healthcare, grocery stores, school, or work	62% of GoZone riders report their annual income as less than \$25,000	73% of GoZone riders also use other DCTA services
		75% of GoZone riders do not own a personal vehicle

Source: [Operating & Capital Budget – 2025](#) [Hyperlink]

Overview of DCTA Transit Service in Denton – Transit 2.0 Context

The NCTCOG Transit 2.0 initiative aims to enhance and modernize the public transportation network in the North Central Texas region.

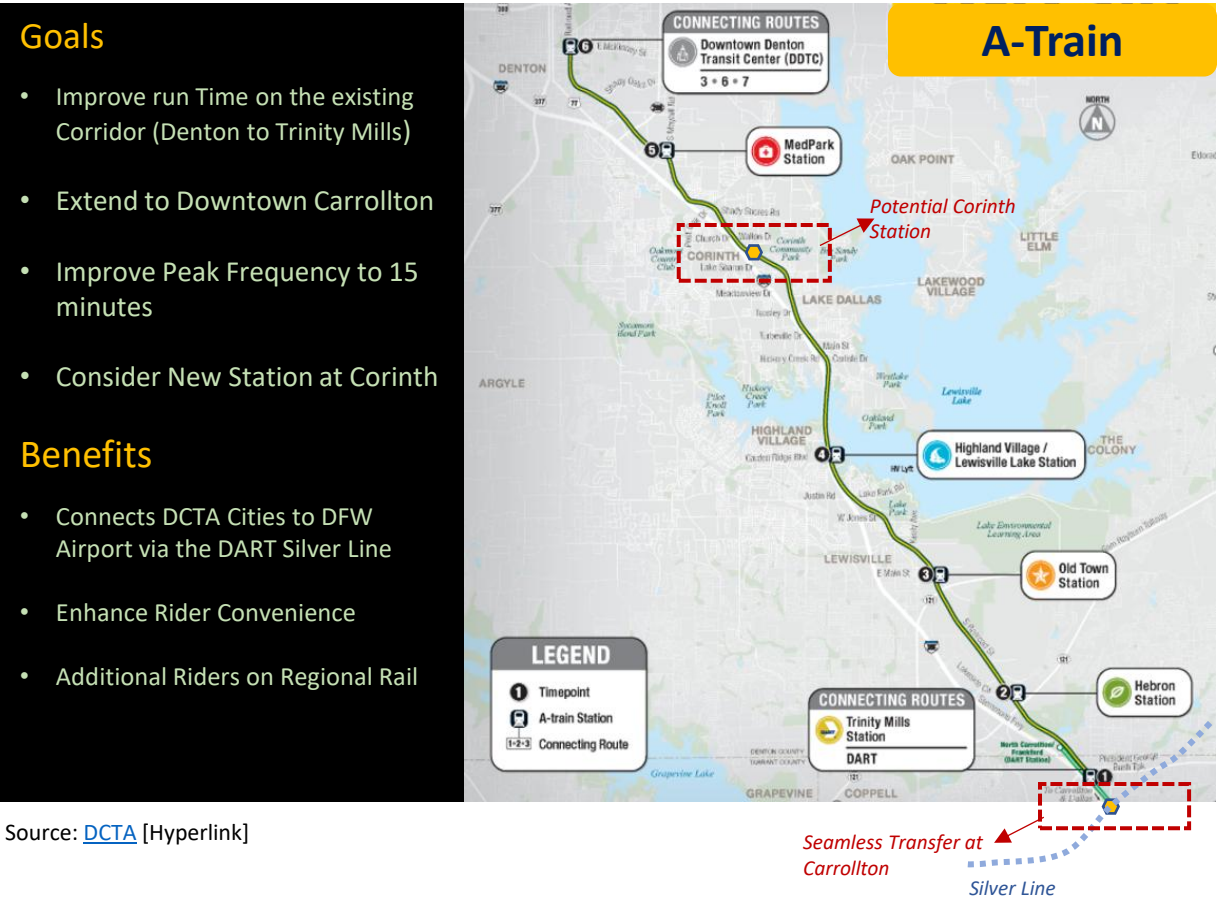
Key components of the initiative include

- **Planning Studies** - The initiative encourages participation in studies to explore innovative options, such as commuter rail services and high-speed rail concepts.
- **Densities** - Land use planning for Higher Densities
- **Equity** - Transportation Disadvantage Communities Centric Service Planning
- **Integrated Services** - Integration of Multimodal Services to all modes of travel



Overview of DCTA Transit Service in Denton

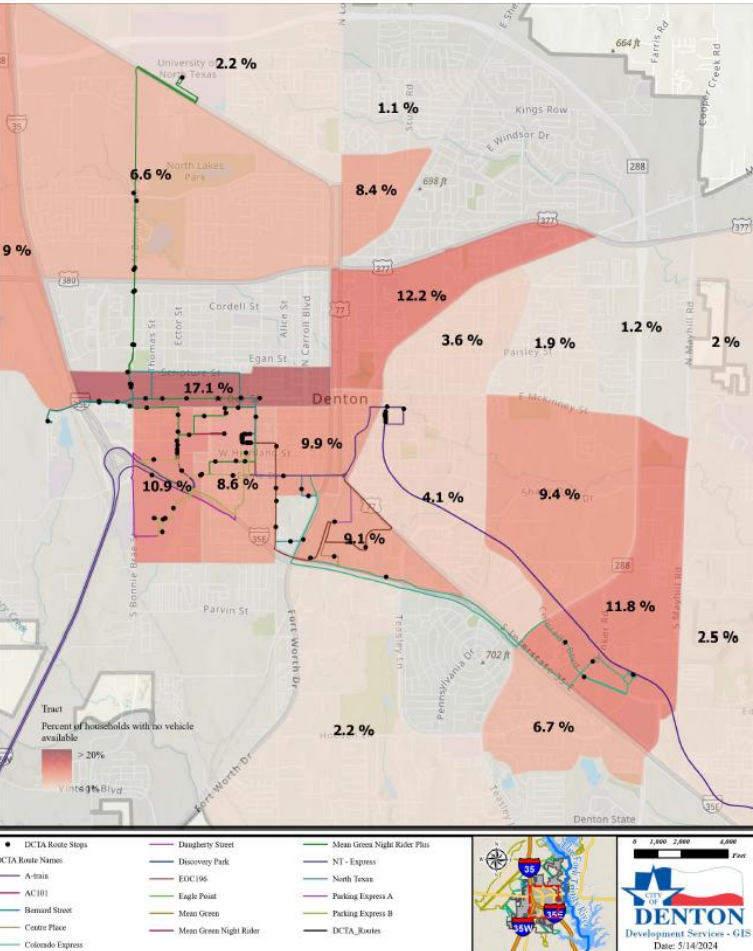
- **New Corinth Station**—DCTA is considering adding a Corinth Station to the A-train line to enhance regional connectivity and multimodal access for residents of Corinth.
- **Seamless Transfer between A-Train and Silver Line** – DCTA plans to enhance the A-Train and Silver Line transfer in Carrollton by relocating the A-Train station from an above-grade to an at-grade level, facilitating seamless transfers for riders heading to Dallas-Fort Worth International Airport.
- **Increased Frequency of A-Train**—During peak hours, the A-train runs every 30 minutes. DCTA plans to improve this to every 15 minutes, reducing transfer times and attracting more riders.



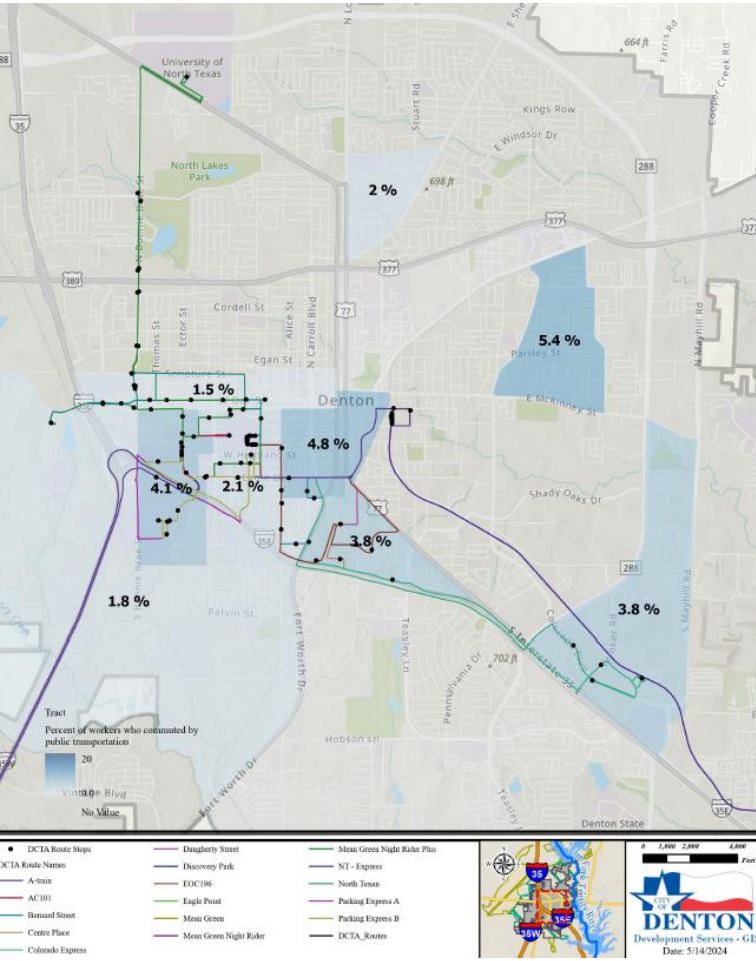
Source: [DCTA](#) [Hyperlink]

Overview of Transit Service in Denton – Future Service Considerations

Percent of Households with No Vehicles by Census Tract



Percent of Households that use Public Transportation by Census Tract



Source: Transportation Services, City of Denton



Recommendations

Short Term

- **Bus Rapid Transit Premium Service** on selected routes (Connecting to Universities and Downtown), **Transit 2.0 Alignment [High Returns]**
- **Enhancing Mobility** on Demand Service to Equity-Centric Areas, **Transit 2.0 Alignment [High Returns]**
- **Denton Specific Transit 2.0 Study by DCTA** - Conduct a study to assess the impacts and needs, **Transit 2.0 Alignment [High Returns]**

Mid Term

- Enhance the background bus network and feeders to major modes of travel
- Express bus service with morning and evening peak service only
- Services linking Denton to major Cities in Dallas and Fort Worth for work trips
- Participate in studies exploring Commuter Rail Service and High-Speed Rail concepts

Long Term

- Extension of Light Rail spurs (to downtown or major attractions and other Cities)
- Land Use Planning for Higher Densities and Transit-Oriented Developments

Questions

Farhan Butt, Ph.D., P.E., M. ASCE

Deputy Director

Transportation Services Division



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Legislation Text

File #: MC25-040, Version: 1

AGENDA CAPTION

Staff Memorandum

- Reeves Elementary Student Routes and Intersection
- Quarterly Construction and TRiP Report
- Guidelines for Crosswalk Stop and Yield Signs
- Parking in Evers Parkway Area
- Understanding Stroads
- Semi-Annual Transportation Services Report
- Transportation Services Future City Council Items



MEMORANDUM

DATE: August 27, 2025
TO: Mobility Committee
FROM: Cassey Ogden, Deputy City Manager
SUBJECT: Committee Requested Project Updates

This memo provides information and updates from staff relating to updates to the Committee on items of interest discussed in past meetings. The following is a listing and brief staff response to the matters brought forward.

Reeves Elementary Student Routes and Intersection:

During the June Mobility meeting, Committee Member Penn inquired about the student routes to Reeves Elementary. Riney Road in front of Reeves Elementary was opened on August 12 for the first day of school. Sidewalks and temporary paths were also constructed for students to access the school. On August 20 Riney Road was opened to east/west traffic to Bonnie Brae. Staff anticipates the remainder of sidewalk infrastructure to be complete on Riney Road by the end of August.

Quarterly Construction and TRiP Report:

Exhibit 2 – Quarterly Construction Report Schedule contains a calendar overview of the listed projects.

- **Bonnie Brae 3 (Roselawn to I35)**– Is currently in construction. Anticipated completion date is Q4 of 2026.
- **Bonnie Brae 4B (I35 to Scripture)**– Is currently at 90% design. The project will be brought to 100% design and complete utility/ROW acquisition. Once Bonnie Brae 3 nears completion, the project will move to the construction phase pending available funding.
- **Bonnie Brae 5 (Scripture to US 380)**– Funding for Bonnie Brae Phase 5 was reallocated by City Council on December 17. In lieu of the full reconstruction, a mill overlay will be performed to extend the useful life of the roadway. The project will once again be added to a future CIP plan.
- **Bonnie Brae 6 (US 380 to US 77)** – A Notice to Proceed was issued in February 2025 and the contractor has begun to mobilize and prepare the right of way for construction. Construction is estimated to be completed in Q1 2027.
- **Riney Road East** – Is currently at 100% design. Construction is tentatively anticipated to begin in Q1 of 2026 and will have a one-year construction timeline.
- **Westgate Road Phase 1** – Is currently under construction and is anticipated to be complete in April 2026.
- **Neighborhood 5B** – Is currently in the design phase. Construction is tentatively anticipated

OUR CORE VALUES

Inclusion • Collaboration • Quality Service • Strategic Focus • Fiscal Responsibility

to begin in Q3 of 2026 and will have a two-year construction timeline. This project will be packaged with the Oakland Drainage project, approved in the 2023 Bond package, and delivered using the CMAR project delivery method.

- **McKinney Sidewalks** – Is currently at 90% design. Right of way and sidewalk easement acquisition is underway. Staff anticipates the project to begin bidding in Q3 2025.
- **Ryan Road** – Is currently at 60% design. The project will be brought to 100% design followed by utility/ROW acquisition. Once Hickory Creek 3 nears completion and construction funding is identified, the project will move to the construction phase will have a 2-year construction timeline.
- **Hickory Creek 3** – A change order to remobilize the contractor was approved by City Council on May 6. The contractor has remobilized, and the anticipated completion date is Q4 of 2026.

Guidelines for Crosswalk Stop and Yield Signs:

During the April Mobility meeting, the committee inquired on when it is appropriate to use crosswalk stops versus yield signs. The Manual on Uniform Traffic Control Devices (MUTCD) section 2B.11 states, Yield (STOP) Here to Pedestrians signs shall be used if yield lines are used in advance of a marked crosswalk that crosses an uncontrolled multi-lane approach. If Yield lines and “Yield Here to Pedestrians” signs are used in advance of a crosswalk that crosses an uncontrolled multi-lane approach, they should be placed 20 to 50 feet in advance of the nearest crosswalk line, and parking should be prohibited in the area between the yield line and the crosswalk. If Stop Here for Pedestrians signs are used instead of Yield Here to Pedestrians signs, stop lines shall be used instead of yield lines. Typically, Yield to Pedestrians is used at Mid-block crossings and STOP here to pedestrians at Intersections.

Parking in Evers Parkway Area:

Transportation staff received safety evaluation notification near the Evers Park Elementary School. Staff audited the location and are working on restricting parking along the western side of Evers Parkway (from Gardenvue Street to W Windsor Street), adjacent to Evers Park Elementary School, and along both sides of Gardenvue Street between Brooke Street and Evers Parkway, for the safety of school children. Parking restriction will only be applicable during the school drop-off (7:30 to 8:30 AM) and pick-up (2:30 to 3:30 PM) hours; and school days/weekdays only.

Understanding Stroads:

A “Stroad” refers to a type of thoroughfare that incorporates characteristics of both streets and roads. Predominantly found in the United States and Canada, Stroads feature wide arterial lanes designed for thorough traffic while simultaneously offering access to strip malls, drive-thrus, and various automobile-centric businesses, akin to traditional shopping streets. Urban planners often criticize Stroads due to concerns regarding safety and inefficiency. Streets typically function as destinations, providing safe access to shops and residences at manageable traffic speeds. In contrast, roads facilitate high-speed connections, effectively accommodating substantial traffic

volumes. Stroads, by attempting to fulfill both roles, often result in an expensive, inefficient, and potentially hazardous compromise. Exhibit 4 – How to Mitigate Stroads From Occurring, goes into detail on different strategies that can be used by cities.

Semi-Annual Transportation Services Report:

The Semi-Annual Transportation Services Report details the divisions' key initiatives, status updates, completed phases, milestones achieved, and future goals. This report includes:

- ADA Transition Plan and Implementation
- Road Safety and Human Factors
- Transportation Development Reviews
- Multimodal Transportation Planning
- Traffic Operations
- Transportation CIP Prioritization
- Special Projects
- Regional and National Stakeholder Coordination [NCTCOG, TXDOT, DCTA, Denton County, USDOT, US Access Board, TRB]
- Transportation Related Grants
- Council Members, CMO, and Citizen Requests on Transportation

Transportation Services Future Council Items:

- Mobility Plan Amendment: MPA24-0003 Eagle Dr, Avenue A, and Welch St will be presented to the Council on September 16.
 - Summary: A City-initiated Comprehensive Plan Amendment to modify the Thoroughfare Map of the 2022 Mobility Plan, including but not limited to modifications to the functional classification of Eagle Drive between North Texas Blvd to South Carroll Blvd, Welch Street between Eagle Drive to West Oak Street, and Avenue A between Highway I-35E to Eagle Drive from Secondary Arterial to Collector. The general area of change is located south and east of the University of North Texas. on August 13, 2025, the Planning and Zoning Commission voted 5-0 to recommend approval of the request.

EXHIBITS

Exhibit 1 – Staff Memorandum

Exhibit 2 – Quarterly Construction Report Schedule

Exhibit 3 – DCTA TRiP Funding Project Status

Exhibit 4 – How To Mitigate Stroads From Occurring

Exhibit 5 – Semi-Annual Transportation Services Report

Project Name	Total Estimated Cost	CY 2024				CY 2025				CY 2026				CY 2027					
		Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4		
		FY 23-24				FY 24-25				FY 25-26				FY 26-27					
		Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4			
Bonnie Brae Phase 3	\$ 38,000,000.00	Construction																	
Bonnie Brae Phase 4B	\$ 16,000,000.00		Design								On Hold				Construction				
Bonnie Brae Phase 5	\$ 18,000,000.00					Design				On Hold									
Bonnie Brae Phase 6	\$ 32,700,000.00	Design				Construction													
Riney Road East	\$ 6,000,000.00					Design				Construction									
Westgate Road Reconstruction	\$ 10,250,000.00	Design								Construction									
NBHD 5B/Oakland	\$ 6,411,969.00	CMAR Preconstruction												Construction					
McKinney Sidewalks	\$ 5,000,000.00		Design								Construction								
Ryan Road	\$ 13,000,000.00			Design								Construction				Construction			
Hickory Creek 3	\$ 66,000,000.00	Construction																	

CITY OF DENTON - DCTA TRIP FUNDING PROJECTS STATUS

2021 - PROJECTS Execution Date 12/6/2021		Project Manager	Scope	TRiP Authorized		TRiP Billed	TRiP Recvd	Remaining TRiP Balance	Project Status	Est. Construction Start	Est. Construction Completion	Reimbursement Status	Billing Status	Notes			
D1	All-Way Crossing/Downtown Square Improvements	Robin Davis	All-way crossings and signal improvements at the four intersections around the Downtown Denton Courthouse Square	\$	68,210.00	\$	68,210.00	\$	-	Complete	Complete	Complete	Complete	Request #3 (final) submitted 7/26/2024; Payment received	COMPLETE		
D2	A-Train to UNT Bike & Ped Path (Sycamore Sidepath TASA)	Robin Davis	Construct an off-street bicycle and pedestrian path on Sycamore between Downtown Denton Transit Center and Welch Street	\$	1,626,865.00	\$	309,690.00	\$	309,690.00	\$	1,317,175.00	Construction	Q4-2025	Q4-2026	In Progress	Request #1 submitted 7/29/2024; Payment received Request #2 submitted 8/21/2024; Payment received Request #3 submitted 6/13/2025; Payment received Request #4 estimated FY '26	D2, D4, D14 are all combined into one sidewalk project; SRTS federally funded; anticipate beginning construction upon completion of D4
D3	Bell Sidewalk	Robin Davis	735 foot, 5 foot wide sidewalk on the east side of Bell Avenue between Hickory Street and Sycamore Street	\$	98,357.00	\$	98,357.00	\$	98,357.00	\$	-	Complete	Complete	Complete	Complete	COMPLETE	COMPLETE
D4	Ginnings Alexander SRTS	Robin Davis	Sidewalks to Ginnings Elementary and Alexander Elementary Schools	\$	505,861.00	\$	294,074.00	\$	294,074.00	\$	211,787.00	Construction	Q2-2025	Q2-2026	In Progress	Request #1 submitted 7/29/2024; Payment received Request #2 submitted 8/21/2024; Payment received Request #3 submitted 7/11/2025; Payment received Request #4 estimated FY '26	D2, D4, D14 are all combined into one sidewalk project; SRTS federally funded; anticipate completing sidewalk gaps closest to schools first
D5	Medpark Sidepath	Robin Davis	Sidewalks along Medpark Drive to fill in existing sidewalks gaps that lead to the Medpark Transit Center Station	\$	81,412.00	\$	81,412.00	\$	81,412.00	\$	-	Complete	Complete	Complete	Complete	COMPLETE	COMPLETE
D6	Nette Shultz Pecan Creek SRTS	Robin Davis	Sidewalks to Nette Shultz Elementary and Pecan Creek Elementary Schools	\$	137,292.00	\$	137,292.00	\$	137,292.00	\$	-	Construction	Q1-2025	Q1-2026	Complete	COMPLETE	COMPLETE
Total 2021				\$	2,517,997.00	\$	989,035.00	\$	989,035.00	\$	1,528,962.00						

2022 - PROJECTS Execution Date 6/6/2023		Project Manager	Scope	TRiP Authorized		TRiP Billed	TRiP Recvd	Remaining TRiP Balance	Project Status	Estimated Construction Start	Estimated Construction Completion	Reimbursement Status	Billing Status	Notes		
D7	Mayhill Road Extension Phase 2	Tracy Beck	Widen an existing road from two lanes to a four-lane divided facility and add a bridge for over the A-train line.	\$	592,500.00	\$	592,500.00	\$	-	Complete	Complete	Complete	Complete	COMPLETE	COMPLETE	
D8	SED A-Street Bundle	Scott Fettig	Upgrade 23 roadway segments associated with the Southeast Denton Neighborhood Rehabilitation Program	\$	82,500.00	\$	82,500.00	\$	-	Complete	Complete	Complete	Complete	COMPLETE	COMPLETE	
D9	SED B-Street Bundle	Scott Fettig	Improve 49 roadway segments associated with the Southeast Denton Neighborhood Rehabilitation Program	\$	228,750.00	\$	228,750.00	\$	-	Complete	Complete	Complete	Complete	COMPLETE	COMPLETE	
D10	Downtown UPRR QZ Pedestrian Improvements	Robin Davis	Median and sidewalk improvements at four Union Pacific Railroad crossings as required to become Quiet Zone compliant	\$	568,578.00	\$	348,098.46	\$	220,479.54	Final Design	Q1-2026	Q4-2026	In Progress	Request #1 submitted 1/13/2025; Payment received Request #2 submitted 4/11/2025; Payment received Request #3 estimated FY '26	Waiting for UPRR to complete design; anticipate advertising for bids Q3 2025.	
D11	Loop 288 Sidewalks	Robin Davis	Complete sidewalk gaps along Loop 288 thereby enabling continuous pedestrian connectivity	\$	360,000.00	\$	360,000.00	\$	-	Complete	Complete	Complete	Complete	COMPLETE	COMPLETE	
D12	Downtown Sidewalks, Industrial, Mulberry, Piner & Russell (2018 Sidewalks) INCLUDING McKinney, Austin & Carroll Blvd	Robin Davis	Improving pedestrian safety and providing connectivity by completing sidewalk gaps along seven downtown Denton streets	\$	1,089,750.00	\$	-	\$	-	1,089,750.00	Construction	Q3-2025	Q4-2025	Reimbursement requests estimated FY '26.	Anticipate beginning construction upon completion of D11. Reimbursement request #1 estimated FY '26.	
D13	Morse Street-On Street Trail	Megan Davidson	Design and construct an on-street multi-use trail between Woodrow Lane and the DCTA Rail Trail	\$	152,500.00	\$	-	\$	-	152,500.00	Planning	TBD		Reimbursement requests estimated FY '26.	Staff is working through the planning phase.	
D14	A-Train to UNT Bike & Ped Path (Sycamore Sidepath TASA)	Robin Davis	Construct a 10 foot pedestrian sidepath along Sycamore Street from the Downtown Denton Transit Center to the UNT campus area at Welch Street and a bicycle lane along Welch Street between Eagle and Hickory Streets	\$	88,490.00	\$	-	\$	-	88,490.00	Construction	Q2-2025	Q2-2026	Close out funds from D2 prior to submitting requests for D14; estimated FY '26	D2, D4, D14 are all combined into one sidewalk project; SRTS federally funded; anticipate beginning construction upon completion of D4	
D15	All-Way Crossing/Downtown Square Improvements	Robin Davis	Complete the construction of four all-way/diagonal crosswalks and signal improvements at four downtown Denton Intersections	\$	817,510.00	\$	333,561.46	\$	333,561.46	483,948.54	Complete	Complete	Complete	Complete	COMPLETE	COMPLETE; Remaining funds to be reallocated to UPRR Quiet Zone, 2025 Call for Projects
Total 2022				\$	3,980,578.00	\$	1,945,409.92	\$	1,945,409.92	\$	2,035,168.08					

CITY OF DENTON - DCTA TRIP FUNDING PROJECTS STATUS

2023 - PROJECTS Execution Date 4/26/2024		Project Manager	Scope	TRiP Authorized		TRiP Billed	TRiP Recvd	Remaining TRiP Balance	Status	Estimated Construction Start	Estimated Construction Completion	Reimbursement Status	Billing Status	Notes			
D16	Shady Oaks DCTA Crossing Quiet Zone Improvements	Robin Davis	Adding quad gates at the Shady Oaks DCTA track crossing for the creation of a Quiet Zone Corridor through the City	\$	75,000.00	\$	-	\$	-	\$	75,000.00	Final Design	Q4-2025	Q4-2026	Reimbursement request estimated FY '26.	Will be completed during D10.	
D17	Katy Trail Extension	Tracy Beck	Improvements required for the closure of the at grade DCTA Rail Crossing on Mayhill (near Edwards) including 10 foot sidewalks and pedestrian signal upgrades	\$	514,560.00	\$	-	\$	-	\$	514,560.00	Final Design	Q3-2025	Q4-2025	In Progress	Reimbursement requests estimated FY '26	A scope change was submitted for the project in 2024. Working through options for bike/pedestrian improvements.
D18	Bonnie Brae PH 3-UNT Sidepaths Improvements	Robin Davis	Street and pedestrian improvements between I-35 and Willowwood Street bettering access & service to DCTA University Routes and 10 foot sidepath on both sides of Bonnie Brae through the entire UNT campus area.	\$	5,000,000.00	\$	-	\$	-	\$	5,000,000.00	Construction	Oct 2023	Q2-2026	In Progress	Reimbursement requests estimated FY '26.	Paving improvements in front of stadium in progress. Sidepaths estimated to begin Q4 2025.
Total 2023				\$	5,589,560.00	\$	-	\$	-	\$	5,589,560.00						

2024 - PROJECTS Execution Date 3/26/2025		Project Manager	Scope	TRiP Authorized		TRiP Billed	TRiP Recvd	Remaining TRiP Balance	Status	Estimated Construction Start	Estimated Construction Completion	Reimbursement Status	Billing Status	Notes			
D19	McKinney Street Multimodal Improvements	Dante Hale	Feasibility study, design, and construction of multimodal enhancements incorporating mixed use paths and/or bike lanes along McKinney Street, from Carroll Blvd. to Woodrow Lane	\$	1,519,060.00	\$	-	\$	-	\$	1,519,060.00	Planning	Q1-2027	Q3-2027	Reimbursement requests estimated FY '26.	Staff is working with Procurement; consultant for initial study has been selected.	
D20	Woodrow Street Multimodal Improvements	Megan Davidson	Feasibility study, design, and construction of multimodal enhancements incorporating mixed use paths and/or bike lanes along Woodrow Lane, between East McKinney Street and Spencer Road	\$	850,000.00	\$	-	\$	-	\$	850,000.00	Planning	Q3-2027	Q4-2027	Reimbursement requests estimated FY '26.	Staff is working with Procurement; consultant for initial study has been selected.	
D21	Morse Street/Woodrow Signal Improvements	Transportation Services	Feasibility study, design, and construction for the installation of traffic and pedestrian signals at the Morse Street and Woodrow Lane Intersection	\$	850,000.00	\$	40,000.00	\$	40,000.00	\$	810,000.00	Design 100%	Q4-2025	Q3-2026	In Progress	Request #1 submitted 6/2/2025. Payment received. Remaining reimbursement requests estimated FY '26.	Design completion estimated August 2025. Construction completion estimated December 2025.
D22	Riney Road Sidepath and Safety Improvements	Jesus Perez	Construction of a temporary 5 foot sidepath and feasibility study to determine additional safety enhancement options at the intersections of Bonnie Brae and Riney Road/Bronco Way.	\$	750,000.00	\$	252,753.92	\$	252,753.92	\$	497,246.08	Final Design	Q1-2026	Q3-2026	In Progress	Request #1 submitted 5/20/2025. Payment received. Remaining reimbursement requests estimated FY '26.	Project will be constructed with the larger Riney Road improvements. Project to be bid in Q3 2025.
D23	Sidewalk Connectivity and Shelter Pad Allowances	Transportation Services	Support the DCTA managed design and construction of ADA concrete landing and shelter pads and sidewalk connections in high priority locations along Connect Routes 3, 6 and 7	\$	1,000,000.00	\$	-	\$	-	\$	1,000,000.00	Planning	TBD	TBD	Reimbursement requests estimated FY '26.	DCTA to schedule a joint discussion to select preferred stops for improvement.	
Total 2024				\$	4,969,060.00	\$	292,753.92	\$	292,753.92	\$	4,676,306.08						

How to mitigate Stroads from Occurring?

A "Stroad" refers to a type of thoroughfare that incorporates characteristics of both streets and roads. Predominantly found in the United States and Canada, Stroads feature wide arterial lanes designed for through traffic while simultaneously offering access to strip malls, drive-throughs, and various automobile-centric businesses, akin to traditional shopping streets. Urban planners often criticize Stroads due to concerns regarding safety and inefficiency. Streets typically function as destinations, providing safe access to shops and residences at manageable traffic speeds. In contrast, roads facilitate high-speed connections, effectively accommodating substantial traffic volumes. Stroads, by attempting to fulfill both roles, often result in an expensive, inefficient, and potentially hazardous compromise.

Cities can mitigate the evolution of Stroads on their roads and streets by applying the following elements in their Transportation Planning strategy:

1. Implement strong urban planning principles

- **Prioritize people over cars:** Create roadways that prioritize comfort and safety for walkers, cyclists, and users of public transportation.
- **Promote Higher Density Development:** Encourage higher-density, mixed-use development on pedestrian-friendly streets, rather than extending development along fast-moving roadways.
- **Innovate mixed-use development:** Develop a mixed-use approach to land planning that integrates various destinations, including shops, residences, and parks, all within walking or biking distance.

2. Revisit traffic calming techniques

- **Channelization and Road Diets:** Reduce the number of vehicle lanes or narrow their width to accommodate bike lanes, wider sidewalks, or street parking.
- **Traffic Flow and Speed Management:** Implement measures such as narrow travel lanes and roundabouts, when possible, to reduce vehicle speed and improve safety.
- **Abridged Crossings:** Expand sidewalks at intersections (also known as curb extensions or "bulb-outs") to reduce the distance pedestrians must cross and enhance visibility.

OUR CORE VALUES

Integrity • Fiscal Responsibility • Inclusion • Transparency • Outstanding Customer Service

- **Crosswalks and Pedestrian refuge:** Create vibrant and easily identifiable pedestrian crossings, complete with safe refuge islands right in the heart of bustling streets. Ensuring the safety of walkers while navigating through busy areas not only enhances accessibility but also fosters a sense of community and care.

3. Focus on pedestrian and cyclist infrastructure

- **Bicycle Access:** Implement exclusive bike lanes to significantly enhance safety and actively promote cycling.
- **Multiuse Paths:** Sidewalks and multiuse paths must be designed wide enough to handle high foot traffic and other active modes, and micromobility users, particularly in commercial areas, while also providing ample space for amenities.
- **General Active Transportation and Pedestrian Amenities:** Incorporating features such as benches, street trees, street art, bicycle racks, and proper lighting is essential to create attractive and inviting spaces that draw people in and enhance the community experience.
- **Multimodal Accessibility:** Locate and inclusively redesign bus stops and Go Zones to ensure easy and safe access for pedestrians and public transport users. It is essential to prioritize first and last-mile amenities and provisions for optimal connectivity.

4. Rethink parking requirements

- **Revisit, Reduce or Eliminate Parking Minimums:** Promote dense development and reduce reliance on cars by considering the reduction or elimination of minimum parking space requirements. This approach can foster more sustainable and accessible urban environments.
- **Effective Parking Management:** When parking is necessary, consider strategies such as on-street parking or off-street parking that is out of sight to prioritize pedestrian and cycling environments.

5. Implement Complete Streets policies

- **Adopt Complete Streets Policies:** Introduce and adopt policies that promote the design and construction of streets that prioritize safety and accessibility for everyone, including pedestrians, cyclists, motorists, and transit users. This approach fosters a more inclusive and balanced transportation network.

- **Context-Sensitive Designs and Implementations:** Customize solutions to meet the specific requirements of each street and community, considering factors such as land use, traffic volume, and community feedback.

6. Community Engagement

- **Stakeholder inclusion in decision-making:** Involve business owners and residents actively in the planning process to ensure that the plans are aligned with the values and needs of the community. Collaborate with diverse groups and stakeholders, including businesses, community organizations, and interest groups, to create comprehensive and effective solutions.

7. Phased and Gradual improvements

- **Street Transformations** - When undertaking street transformation, it's essential to concentrate on smaller, more manageable projects that can deliver immediate benefits. This approach enables cities to achieve tangible improvements in the short term, thereby building support and enthusiasm among stakeholders and the community. By successfully completing these smaller initiatives, Cities can generate momentum that will pave the way for more extensive changes in the future.
- **Manageable Processes** - Prioritizing these manageable projects not only makes the overall process less overwhelming but also enables you to demonstrate the value of transformation incrementally, thereby fostering a more sustainable and supportive environment for larger, long-term projects down the road.
- **Test beds and Pilot projects:** Implement test traffic calming or design changes using temporary materials before committing to permanent alterations. This approach enables effective adjustments based on valuable community feedback.

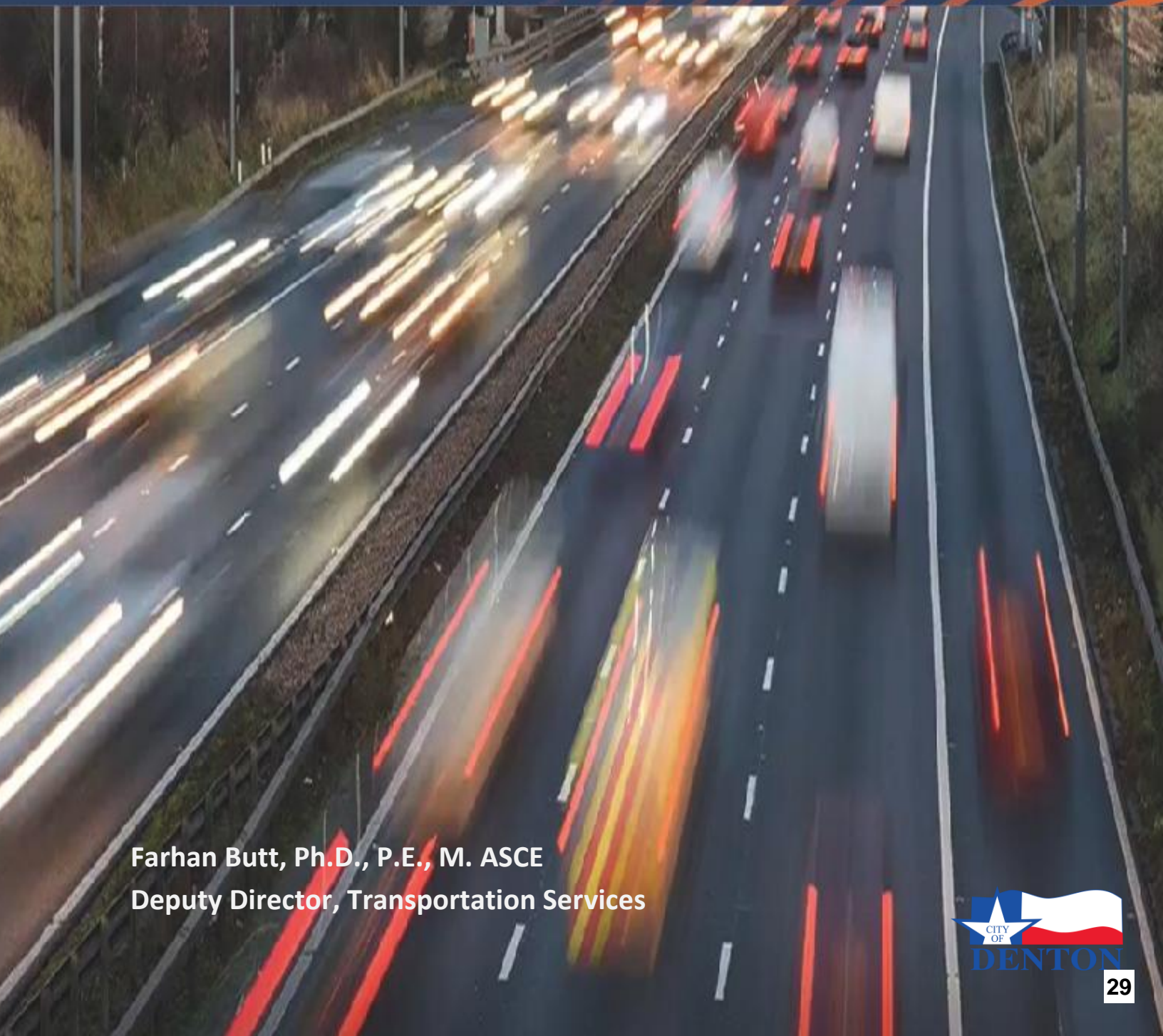
By adopting these transformative strategies and placing a greater emphasis on the needs of people and the characteristics of the environment rather than solely focusing on vehicle traffic, cities can pave the way for the development of lively, secure, and pleasurable streets. This approach not only enhances the urban experience but also helps to avert the growth of Stroads, which compromise both safety and efficiency in our communities.

Respectfully Submitted,

Farhan Butt, Ph.D., P.E., M. ASCE
Deputy Director, Transportation Services

2025 Semi -Annual Report

Transportation Services Division



Farhan Butt, Ph.D., P.E., M. ASCE
Deputy Director, Transportation Services



P R E F A C E

Transport is vital for healthy communities, driving economic development, accessibility, and sustainability. In Denton, the Transportation Services Division is committed to integrating various transportation modes—such as public transit, cycling, walking, and personal vehicles—to establish a cohesive network that fosters sustainable choices, minimizes congestion, and improves residents' quality of life.

Our top priority is road safety. We design and plan transportation systems with a focus on protecting all users, especially vulnerable groups like pedestrians and cyclists. Through comprehensive data analysis and community involvement, we pinpoint and address risks, implement effective traffic control strategies, and promote safe driving practices, all to ensure that every journey is secure.



Source: Adobe In Design Photo Stock

Our commitment to accessibility, in line with the Americans with Disabilities Act (ADA), underscores our dedication to transportation equity. We aim for a society where individuals with disabilities can easily access vital services and fully engage in their communities. Our initiatives focus on establishing accessible infrastructure, enhancing public transit options, and supporting community programs that promote inclusive mobility.

The transportation development review process plays a crucial role in shaping Denton's future by ensuring that new projects align with community objectives and consider their impact on infrastructure, environmental sustainability, and public safety. We encourage collaboration with community members to gather diverse perspectives that inform our planning, leading to development projects that benefit neighborhoods and stimulate economic growth.

Effective traffic operations are key to providing a smooth transportation experience. We utilize advanced technologies and best practices to enhance traffic flow, minimize delays, and improve overall operations. By employing intelligent transportation systems and analyzing real-time data, we can adapt to changing conditions and create a more user-friendly environment for all travelers.

We are dedicated to innovations such as connected vehicles, vehicle-to-everything (V2X) communications, and shared mobility services as part of Denton's transition to smart mobility. Our goal is to develop safer, more efficient, and environmentally friendly transportation solutions for the future.

In collaboration with regional stakeholders, partner government agencies, community members, and residents, the Transportation Services Division is focused on creating a transportation system that addresses current challenges while laying the groundwork for an inclusive and dynamic future.

Farhan Butt, Ph.D., P.E., M. ASCE
Deputy Director, Transportation Services Division



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A C R O N Y M S

AADT	Average Annual Daily Traffic
ADA	Americans with Disabilities Act
AIS	Agenda Information Sheet
APBP	Association of Pedestrian and Bicycle Professionals
ATP	Active Transportation Plan
BPAC	Bicycle Pedestrian Advisory Committee
CIP	Capital Improvement Program
CMO	City Manager's Office
CPRG	Climate Pollution Reduction Grant
CRIS	Crash Records Information System by the Texas Department of Transportation
CRISI	Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program
CTC	Circuit Trail Conservancy
DCM	Design Criteria Manual
DCRC	Development Code Review Committee
DCTA	Denton County Transit Authority
DME	Denton Municipal Electric
DSC	Development Services Department
EPA	Environmental Protection Agency
FAST	Fixing America's Surface Transportation
GIS	Geographic Information Systems
ITE	Institute of Transportation Engineers
KH	Kimley-Horn
MaaS	Mobility as a Service
NAAQS	National Ambient Air Quality Standards
NCTCOG	North Central Texas Council of Government

PCAP	Priority Climate Action Plan
PSA	Professional Services Agreement
QA	Quality Assurance
QC	Quality Check
PROWAG	Public Right of Way Accessibility Guidelines
RTC	Regional Transportation Council
RFQ	Request for Qualification
STTC	Surface Transportation Technical Advisory Committee
SS4A	Safe Streets and Roads for All
TCP	Traffic Control Plan
TIP	Transportation Improvement Program
TMUTCD	Texas Manual on Uniform Traffic Control Devices
TRIP	Transportation Reinvestment Program
TXDOT	Texas Department of Transportation
TXSHARE	TexShare Cooperating Purchasing program
UNT	University of North Texas
VHT	Vehicle Hours Traveled
VMT	Vehicle Miles traveled
WZDx	Work Zone Data Exchange



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Executive Summary [Updated Items or New Items]

The Transportation Services Division within the Department of Development Services is consolidating all transportation services offered by the City of Denton. The Division is focused on several key transportation avenues and provides services in the following program areas:



DEVELOPMENT REVIEWS - Transportation-related development reviews and variances

- | | | |
|---|--|------------|
| | • Transportation development review process continues daily | Continuous |
| | • Variance approval process continues daily | Continuous |
| | • HR Green Training/Discussion on Development Review | Continuous |
| | • TXDOT biweekly meeting | Continuous |
|  | • Train Rakib and Sahar for the Denton Specific Review Process | Completed |
|  | • Draft transportation development review process SOPs | Completed |
|  | • Transportation Criteria Manual Updates | Completed |



ADA TRANSITION PLAN AND IMPLEMENTATION - ADA transition planning, implementation, project management, and ADA-linked Council members, CMO, and Citizen requests. The following aspects of ADA are the key focal areas for Implementation:

- | | | |
|---|--|-------------------|
| | • In-person meetings with Tier 1 ADA-linked Departments | [100%] Completed |
| | • ADA Challenges and Assessment | [100%] Completed |
| | • ADA Annual Work Plan Development | [100%] Completed |
| | • <u>ADA Transition Plan Geocoding in GIS Application for all Tier 1 Departments</u> | [100%] Completed |
| | • Establish ADA Departmental Liaisons Committee | [100%] Completed |
| | • USDOT/TXDOT Sub Recipient Surveys 1 and 2 | [100%] Completed |
|  | • Annual ADA Implementation Effort Kick-Off | [100%] Completed |
|  | • Start Developing City of Denton ADA Standards | [30%] in Progress |
|  | • Formalize the Coordinated ADA Consultation Process for ADA Implementation (Field + Project Managers) | [100%] Completed |
|  | • Mitigate Citywide USDOT/TXDOT Subrecipient Insufficiencies | [30%] in Progress |
|  | • Multiple ADA Implementation Projects [Citywide] | [100%] Completed |
|  | • ADA Assistance to Parks and Recreation Department for Summer Camp 2025 | [100%] Completed |
|  | • ADA Assistance to Facilities Department for ADA Accessible Parking Implementation | [100%] Completed |
|  | • ADA Assistance to Libraries Department | [100%] Complete |
|  | • ADA Assistance on Denton 311 Inquiries | Continuous |

ROAD SAFETY AND HUMAN FACTORS – This includes road safety and human factors linkages to transportation, as well as requests from Council members, the CMO, and citizens related to Road Safety. The following aspects are the prime focus areas:

-  • Crash data analytics software application [50%] in Progress
- Vision Zero phase II – Implementation plan PSA [100%] Completed
- Vision Zero Phase II – Project Kick-Off [July 2024] [100%] Complete
- Establish the First City of Denton Vision Zero Task Force [100%] Completed
- East Windsor and Old North Road Safety Report [100%] Completed
- Denton Safe Routes to School [New Initiative]
 - i. Rayzor Ranch Calhoun Middle School [100%] Completed
 - ii. Alexander Elementary [100%] Completed
 - iii. McMath Middle School [50%] in Progress
 - iv. Evers Elementary No Parking Ordinance [100%] Completed
 - v. UNT No Parking Ordinance [100%] Completed
-  • Denton High Injury Network Development for fatalities and Serious incapacitating injuries [100%] Completed
- Respond to Citizen requests on Road Safety Issues Continuous
- Denton 311 Road Safety Requests Continuous
- Market-focused road safety studies Continuous

CAPITAL IMPROVEMENT PROGRAM SUPPORT - CIP prioritization and needs assessment

-  • Semi-Annual Capital Improvement Advisory Committee Report on Denton Roadway Impact Fees Process and Status [100%] Completed
-  • Applied for Transportation Reinvestment Program [TRIP 2025] Grant for US\$3.75 million [100%] Completed
- Prioritization of Sidewalks and Bike Lanes [90%] in Progress
- Draft Recalibrated Sidewalk Criteria [95%] in Progress
- Working with Capital projects to highlight ADA projects implemented [90%] in Progress
- Coordination Meetings with ITS (John Polster) Continuous
- Streamlining of NCTCOG's TA and RTR Funded Projects Continuous

TRAFFIC OPERATIONS - Traffic operations, coordination, data collection, and analytics

- Traffic Operations, Variance Approvals, TCPs Continuous
- Funding/grant applications for Highway Safety Improvement
 - 1) Program [HSIP] 2024 – Submitted funding requests for over \$10M [100%] Completed
 - 2) Program [HSIP] 2025 – Submitted funding requests for over \$10M [100%] Completed
 - 3) Day-to-Day Citizen Requests Continuous

MULTIMODAL TRANSPORTATION PLANNING

- Denton-DCTA Temporary Use Bus Stop Agreement [100%] Complete
- Denton-DCTA ILA Third Amendment – Currently under review

By DCTA Legal Department

[90%] in Progress

- Sidewalk Work Plan Project Prioritization in Tiers 1, 2, and 3 -Prioritization Process Development

[90%] in Progress

- Transportation-equity-centric and Mobility on Demand Centric Sidewalk Prioritization

[90%] in Progress

MOBILITY PLAN UPDATES AND ORDINANCES

- Planning Study – Denton Transportation Strategy 2050 [20%] in Progress
- NCTCOG Demographic Data Projections Updates [100%] Complete
- Mobility Plan Amendments Continuous
 - a. Eagle Drive, A. Avenue, and Welch Street [100%] Complete
 - b. Hummingbird Mobility Plan Amendment [100%] Complete
 - c. Underwood, Amyx Road Mobility Plan Amendment [100%] Complete
 - d. UNT No Parking Ordinance [100%] Complete
 - e. Alexander Elementary No Parking Ordinance [100%] Complete

SPECIAL PROJECTS - Reviews and project support for developments of regional impacts, such as:

- Hunter and Cole Ranch Continuous
- Loop 288 and Outer Loop Continuous
- Highway Safety Improvement Program [HSIP] Continuous
- **Several Denton-wide ADA and Road Safety Implementations** Continuous
- Downtown Denton Parking Study [100%] Complete
- Embassy Suites-Hilton, Golf Cart Ordinance [100%] Complete
- SS4A-Comprehensive Safety Action Plan [25%] in Progress

REGIONAL STAKEHOLDER ENGAGEMENT

- TxDOT Biweekly Projects and Development Reviews Coordination Continuous
- TxDOT On System Projects Coordination [Quarterly] Continuous
- Loop 288 Coordination Meeting [Monthly] Continuous
- Outer loop Coordination Meeting Continuous
- Denton-DCTA Biweekly Coordination Continuous
- Denton-ITS Coordination Continuous
- UNT and TWU Coordination Continuous
- NCTCOG Coordination
 - a. Regional Transportation Council Support (RTC) Continuous
 - b. Surface Transportation Technical Advisory Committee (STTC) Continuous
 - c. Bicycle Pedestrian Advisory Committee (BPAC) Continuous
 - d. Road Safety Advisory Committee (RSAC) Continuous
 - e. NCTCOG's Transit 2.0 Initiative Consultation Continuous

CMO, COUNCIL, PUBLIC INQUIRIES, [TRAFFIC, SAFETY, AND ADA]

Continuous

SELECTED 2025 IMPLEMENTATION PROJECTS [OCTOBER 2024 – AUGUST 2025]

▪ Road Safety, ADA, and Traffic Operations Implementations

The Transportation Services Division (TSD) team oversees Road Safety, ADA, and Traffic Operations implementations. In particular, the design, redesign, optimization, installation, and maintenance of all traffic operations equipment, including traffic signals, cabinets, sensors, and any other accessories. In addition, TSD staff is also responsible for installing striping and signage per the Texas Manual of Uniform Traffic Control Devices (TMUTCD) and other applicable Federal and State standards. The Traffic Operations team follows a rigorous work plan and successfully addresses hundreds of road safety mitigations, traffic controls, and operations inquiries every year. Some of the key traffic operations initiatives are discussed as follows:

New In-House Traffic Signals Construction Initiative, Safety, and ADA Compliance Improvements

This initiative aims to utilize in-house staff capacity and skills to construct traffic signals, which will significantly reduce construction costs and increase monetary savings for the City of Denton. An additional benefit of building the signals internally is the professional development opportunity to develop new staff skills and save considerable time on project implementation. Through this initiative, the Transportation Services department plans to save between \$750,000 and \$1 million in external costs, including contractor fees for takeoffs, signal construction, and other related program management expenses. Below is a list of key in-house signal construction projects:

- **Teasley at Sundown**

Completion Date: Feb-05-2025

Cost Savings to the City: \$120,000

Goal: To manage the increased traffic from the Sundown Ranch development and improve the efficiency and safety of the traffic flow at the Teasley Lane and Sundown Boulevard intersection, the traffic operations team installed a new traffic signal in-house. This upgrade aims to reduce congestion during peak hours and facilitate smoother transitions for both vehicles and pedestrians. Community feedback was taken into consideration to ensure that the new signal meets the needs of residents and enhances overall traffic safety in the area. Ongoing monitoring will be conducted to assess the signal's performance and make any necessary adjustments over time.



Exhibit 1: Teasley Ln at Sundown Blvd Intersection (Before Installation of the Traffic Signal)



Exhibit 2: Teasley Ln at Sundown Blvd Intersection (Before Installation)



Push Button
Pedestrian Signal
integrated in
Traffic Signal
timings

Full ADA Access
Compliance and
connectivity to
sidewalks on all
4 legs of the
intersection

Pedestrian
Crosswalk
Striping

Exhibit 3 – Part A: Teasley Ln at Sundown Blvd Intersection (After Installation)

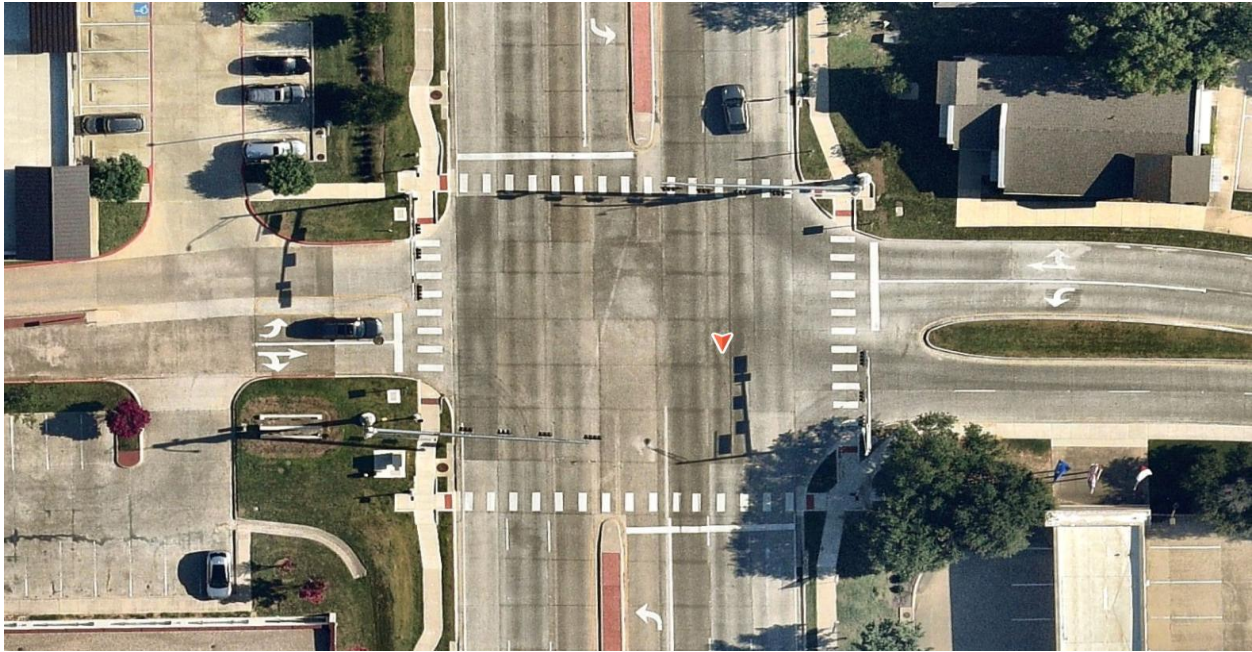


Exhibit 4 – Part B: Teasley Ln at Sundown Blvd – View of Intersection Improvements (After Installation)

- **Teasley Ln at Cedar Creek**

Completion Date: Oct-24-2022

Cost Savings to the City: \$120,000

Goal: The goal of the improvement at the Cedar Creek intersection on Teasley Lane was to enhance traffic operations in combination with road safety and ADA improvements. The traffic lights have been upgraded from a span wire system to standing poles, significantly increasing visibility and response times. This project also involved the complete restriping of the intersection, ensuring more precise lane markings, as well as the installation of connecting sidewalks that promote accessibility for all users. Additionally, the incorporation of new crosswalks and push buttons for pedestrians aims to facilitate safer crossings, thereby fostering a more pedestrian-friendly environment in the area.



Exhibit 5: Teasley Ln at Cedar Creek Intersection (Before Installation)



Push Button
Pedestrian Signal
integrated in
Traffic Signal
timings

Full ADA Access
Compliance and
connectivity to
sidewalks on all
4 legs of the
intersection

Pedestrian
Crosswalk
Striping

Exhibit 6 – Part A: Teasley Ln at Cedar Creek Intersection (After Installation)

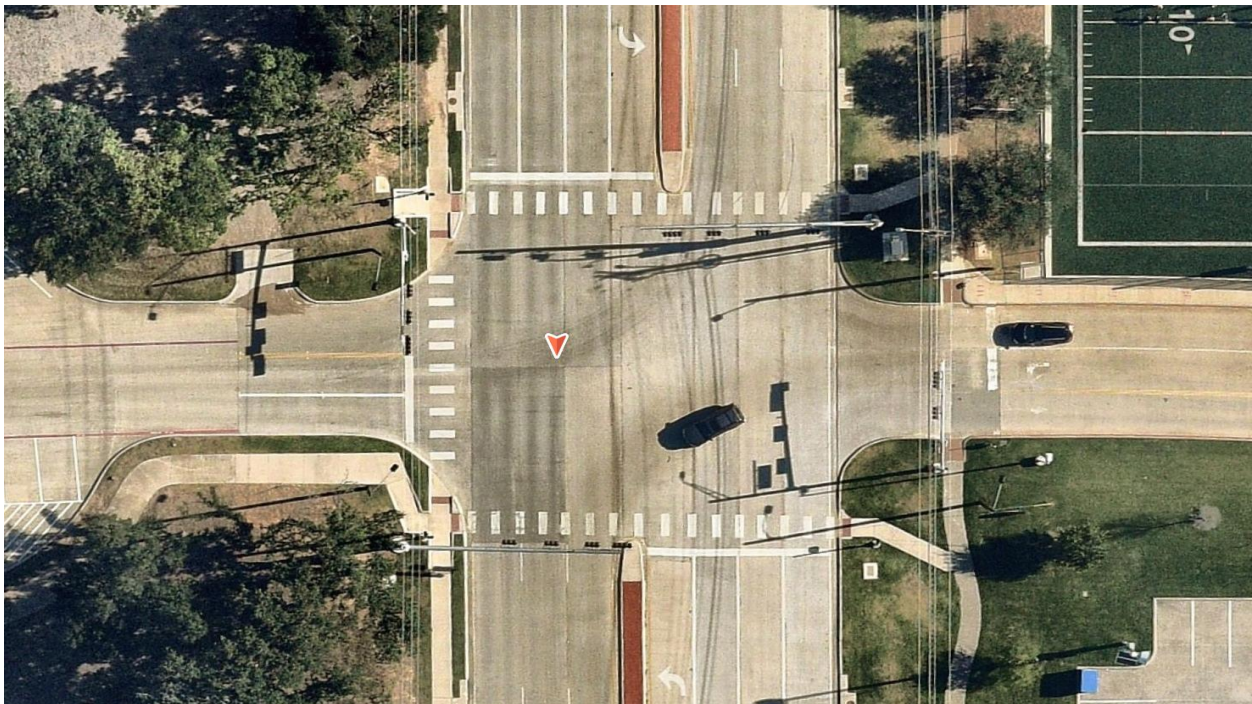


Exhibit 7 – Part B: Teasley Ln at Cedar Creek – Clear View of Intersection (After Installation)

- **E Hickory St at S Bell Ave**

Completion Date: Jul-07-2025

Cost Savings to the City: \$100,000

Goal: The old analog traffic signal was replaced with a modern electronic system that includes push-button pedestrian signal integration into the signal timings and full road safety and ADA compliance. Enhancements also improved pedestrian safety through sidewalk connectivity to crosswalks. The Transportation Services Team is focused on optimizing the traffic control network. As part of this effort, the traffic signal at the E Hickory St and S Bell Ave intersection was reconstructed in-house over several months, overcoming weather challenges. The upgraded signal became operational on July 7, 2025. This upgrade not only enhances traffic flow but also significantly reduces the risk of accidents at the busy intersection. Community feedback has been overwhelmingly positive, highlighting the importance of safe pedestrian access in urban areas.



Exhibit 8: E Hickory St at S Bell Ave Intersection (Before Installation)

Push Button
Pedestrian Signal
integrated in
Traffic Signal
timings

Full ADA Access
Compliance and
connectivity to
sidewalks on
both sides of
Hickory and S
Bell

Pedestrian
Crosswalk
Striping



Exhibit 9: E Hickory St at S Bell Ave Intersection (After Installation)

- **Duchess Dr at Loop 288**

Completion Date: Jun-12-2025

Savings to the City: \$150,000

Goal: To enhance traffic operations and safety at the intersection of Duchess Drive and Loop 288, the Operations team installed a new traffic signal at this previously stop-controlled junction. This improvement streamlines traffic movement and supports safer access for the surrounding residential area and connects with the City of Denton Trail system. Additionally, the new signal is equipped with pedestrian countdown timers, promoting safer crossings for walkers and cyclists. Overall, this upgrade represents a significant advancement in the city's commitment to improving transportation infrastructure and ensuring the well-being of all road users.

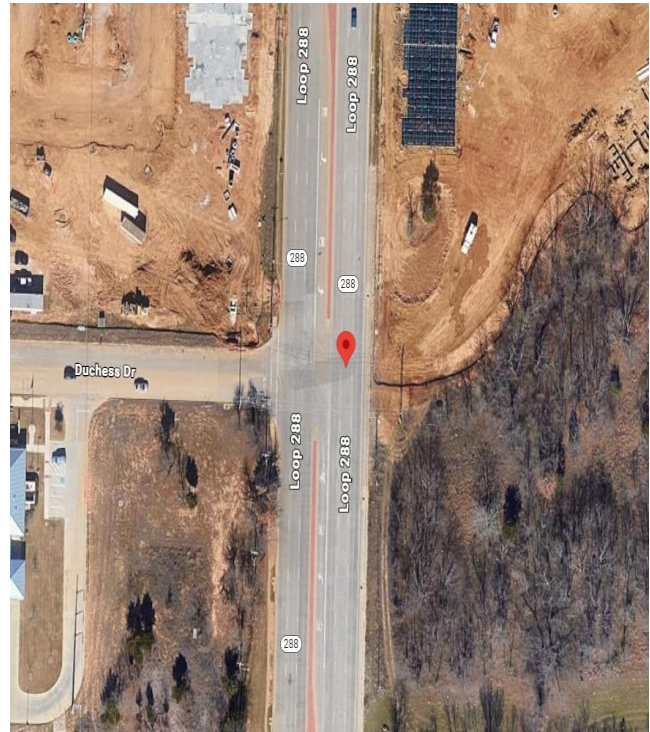
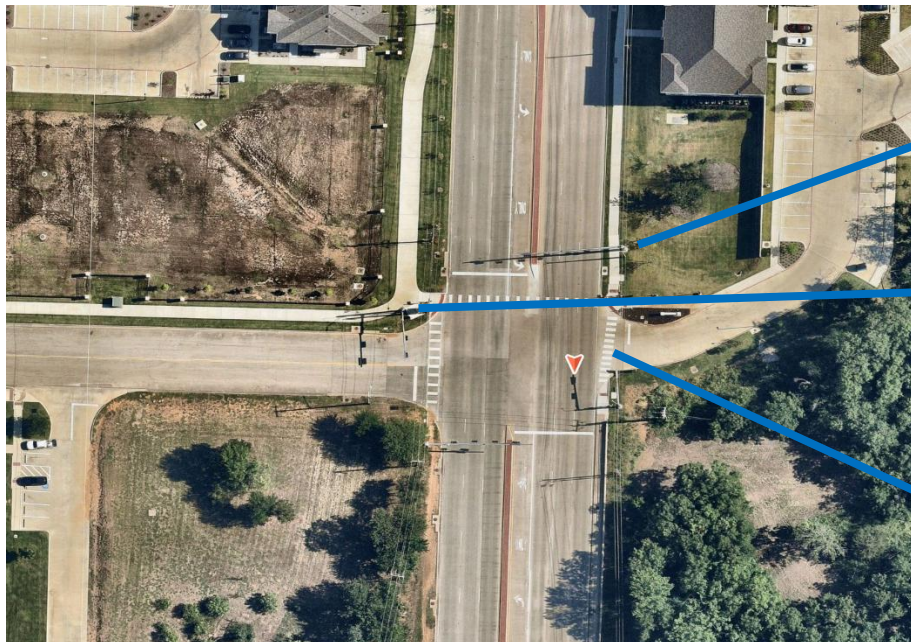


Exhibit 10: Duchess at Loop 288 (Before Installation)



Push Button
Pedestrian Signal
integrated to Traffic
Signal timings

Full ADA Access
Compliance and
connectivity to
sidewalks and
trail on 3 legs of
the intersection

Pedestrian
Crosswalk
Striping and Trail
Connectivity

Exhibit 11 - Part A: Duchess at Loop 288 (After Installation)

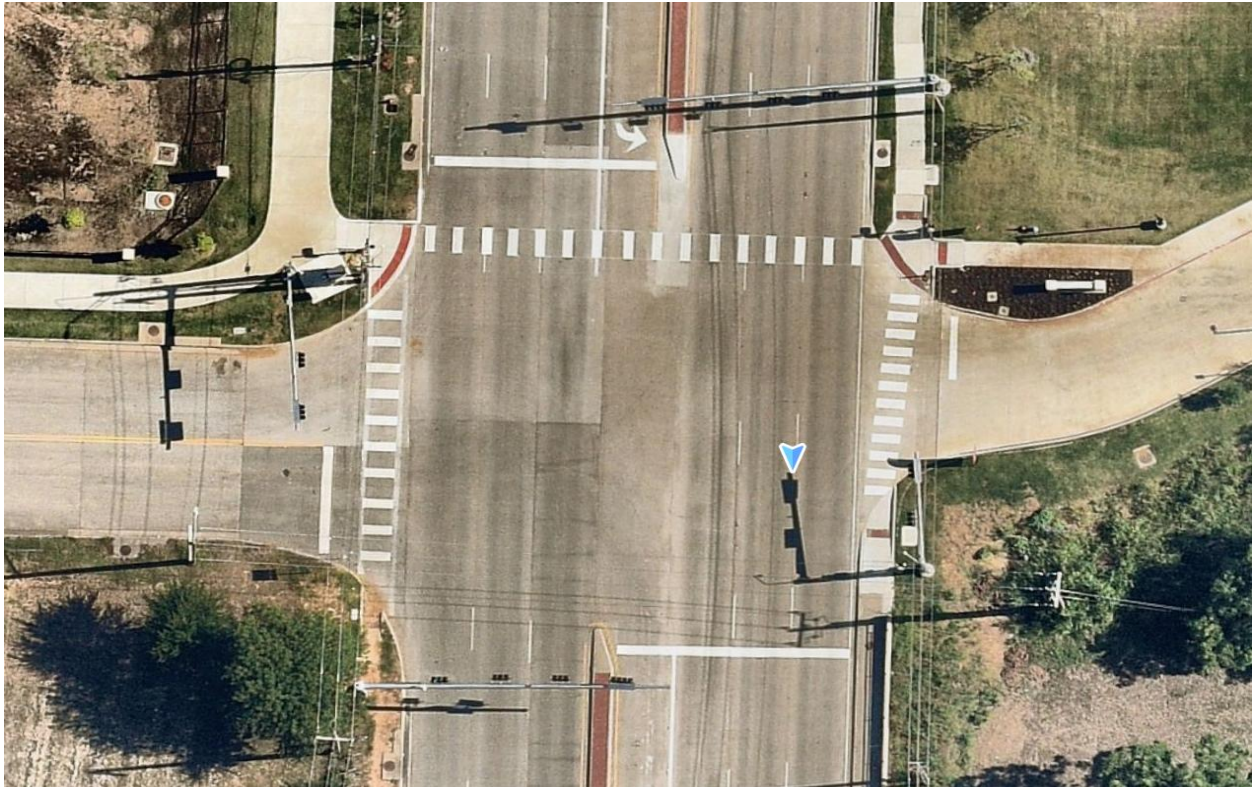


Exhibit 12 - Part B: Duchess at Loop 288 – Clear View of Intersection Improvements (After Installation)

- **Discovery Drive at US 77**

Completion Date: Jul-17-2025

Savings to the City: \$125,000

[As Part of HSIP, coordinated with TxDOT]

Goal: The operations team supervised the installation of the new traffic signal on Discovery Dr at US-77. The installation included Road Safety Enhancements for all modes of traffic, including pedestrians, and intersection design improvements for full ADA Compliance. New signage was also added to improve visibility and guide drivers effectively through the intersection. Additionally, dedicated crosswalks were implemented to facilitate safer pedestrian movement. The project aimed to reduce congestion and enhance the overall safety of the area for everyone using the road.

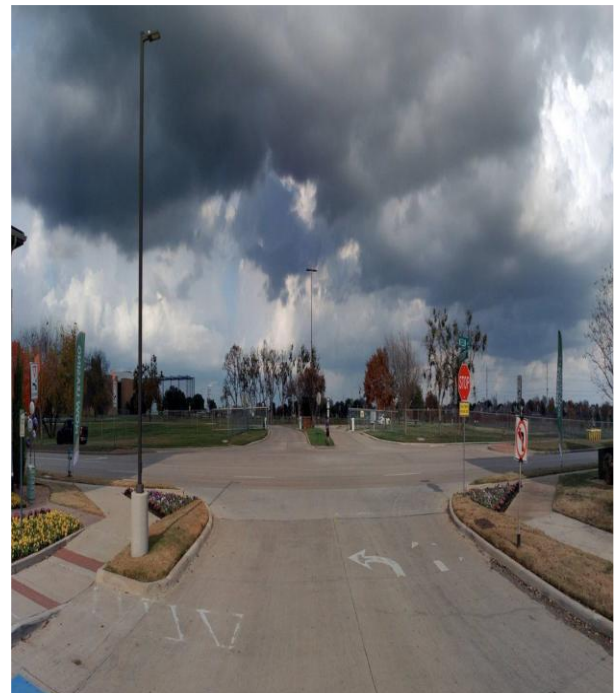


Exhibit 13: Discovery Dr at US-77 (Before Installation)



Exhibit 14: Discovery Dr at US-77 (After Installation)

- **Hickory Creek at Montecito**

Expected Completion Date: Aug 2025:

Savings to the City: \$125,000

Goal: A new traffic signal is being installed at the intersection of Hickory Creek Road and Montecito Drive. This currently stop-controlled intersection is undergoing improvement to add a latest signal to handle increased traffic into Hickory Creek and to provide a safe pedestrian crossing. The addition of the traffic signal aims to improve overall traffic flow and reduce congestion during peak hours. It will also feature dedicated pedestrian crossing signals to enhance safety for those on foot. Residents can expect implementation to be completed by the end of August 2025, ensuring a smoother commute for everyone. Additionally, signage will be updated to guide drivers and pedestrians through the improved and revised intersection layout effectively.



Exhibit 15: Hickory Creek at Montecito (Before)



Exhibit 16: Hickory Creek at Montecito (After Installation)

- **New Signage and Sidewalk Improvements Highlights:**

1. **E Hickory St (between Welch St and Fry St) Completion Date: Jul-10-2025:**

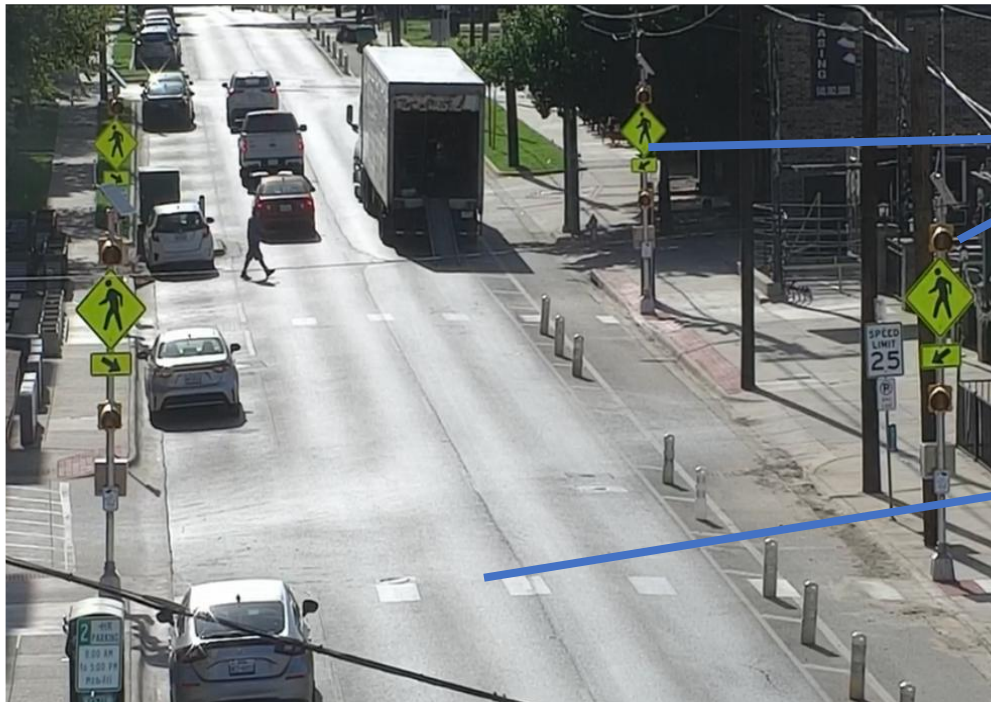
Two midblock pedestrian crossings were added on E Hickory Street for safe and convenient access, especially for college students. They feature ADA-compliant ramps powered by solar panels, activated by a push button, with Amber flashing lights and automated flood lights that turn on when pedestrians step onto the crossing.



Exhibit 17 – Part A: Hickory St-Welch St (Before and After Installation)



Exhibit 18 – Part B: Hickory St-Welch St (Aerial View Before Installation)



Two Rectangular
Rapid Flashing
Beacons (RRFBs)
Installed at
Pedestrian Crossings

For better visibility
of pedestrians,
Sensor Based Solar
Flood Lights
installed that
switch-on on both
locations as soon as
Pedestrians step on
either of the cross
walks.

Exhibit 19– Part B: Hickory St-Welch St (Aerial View Before Installation)

Audit Notes: High Pedestrian Traffic, including College Students

2. Western and Jim Christal - Completion Date: May-26-2025:

Considering the concerns expressed by the Denton Police Department, a thorough examination of traffic crash history reports was conducted, alongside an extensive audit of road safety and traffic operations. This comprehensive analysis highlighted the need for immediate action to improve safety at the intersection. As a result, the decision was made to implement an All-Way stop upgrade at this location. This measure is intended to serve as an interim solution for calming traffic speeds and enhancing overall safety until the planned installation of a new traffic signal can be completed. This short-term improvement of the Way Stop Sign control is expected to significantly reduce potential accidents and improve the flow of traffic in the meantime.



Exhibit 20: Western at Jim Christal (Before Installation)



Exhibit 21: Western at Jim Christal (After Installation)

3. Sundown at Clubhouse, Lake Country, Completion Date: Apr-29-2025:

In response to the requests and concerns expressed by local citizens regarding safety around the trail access points on Sundown Blvd, the Transportation Services team has taken decisive action by installing an All-Way stop at both intersections leading to and from the trail. This proactive initiative is designed to significantly enhance pedestrian visibility and mitigate the risk of accidents in this heavily trafficked area. The installation of these stop signs was a carefully considered measure, aimed at ensuring that traffic flows smoothly while placing the highest priority on the safety of all trail users, including pedestrians and cyclists. By creating a more organized approach to traffic management, we hope to foster a safer environment for everyone who frequents the trail.



Exhibit 22: Sundown at Clubhouse (Before)



Exhibit 23 : Sundown at Clubhouse (After Installation)

4. Additional Project Highlights:

- Pine Hills at Alder Brook Dr- here to corner, no parking on Pine Hills – Completion date: Jul-01-2025.
- All-Way stop on W Windsor at North Lakes Park - Completion date: Jun-24-2025.
- Sign-move in front of the NE corner pole for WB US 380 - Completion date: Jun-25-2025.
- No parking markings/sign on E Windsor at Hanover (Nette Shultz ES) - Completion date: Jun-24-2025.
- All-Way stop on Hanover Dr at Emerson Ln (Nette Schultz ES) - Completion date: Jun-24-2025.
- Pedestrian and supplementary signs on Denton Airport / Spartan Drive - Completion date: Jul-09-2025.
- Static School Zone for N Bonnie Brae Immaculate Conception - Completion date: Jul-09-2025.

- **Design and ADA Improvements Highlight**

The Transportation Services team serves a supervisory role when responding to citizens' requests and applying ADA improvements to city streets, working closely with a CIP-approved contractor to perform ADA compliance upgrades as per designs provided by the city traffic engineer. Some of the key ADA and Design improvement projects are shared below:

1. E Oak and N Austin streets intersection:

This included a comprehensive reconstruction of the intersection, incorporating ADA-compliant ramps, new sidewalk enhancements, and a redesign to ensure safe pedestrian crossings with an all-way stop—the project aimed to improve accessibility for all users, including those with mobility challenges. In addition to the pedestrian upgrades, increased signage and improved lighting were installed to enhance visibility. Overall, the reconstruction was intended to create a safer, more welcoming environment for both pedestrians and drivers alike.

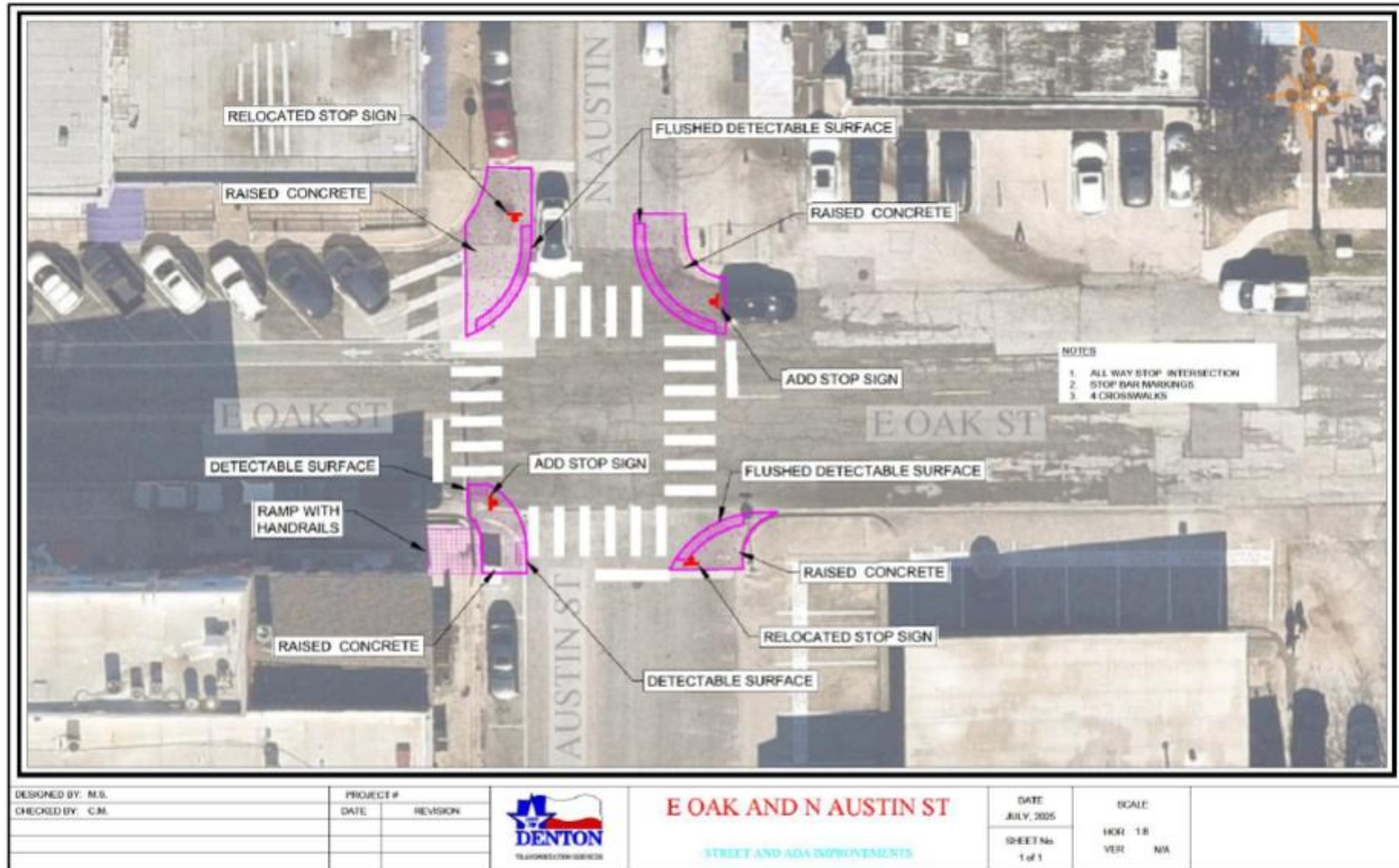


Exhibit 24: E Oak and N Austin St intersection (Initial Design)



Exhibit 25: E Oak and N Austin St intersection (SW corner – Before Installation)



Exhibit 26: E Oak and N Austin St intersection (SW corner – Before Installation)



Exhibit 27: E Oak and N Austin St intersection (NE corner – Before Installation)



Exhibit 28: E Oak and N Austin St intersection (NE corner – After Installation)



Exhibit 29: E Oak and N Austin St intersection (SE corner - Before)

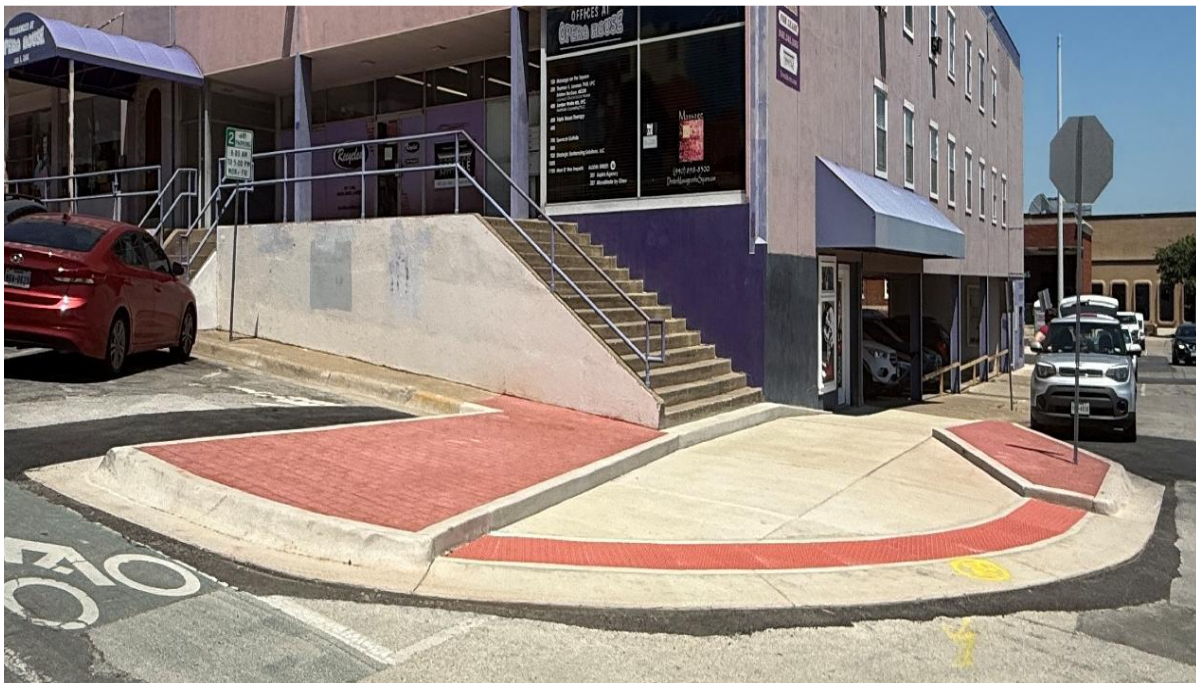


Exhibit 30: E Oak and N Austin St intersection (SE corner – After Installation)



Exhibit 31: E Oak and N Austin St intersection (NW corner - Before)



Exhibit 32: E Oak and N Austin St intersection (NW corner – After Installation)

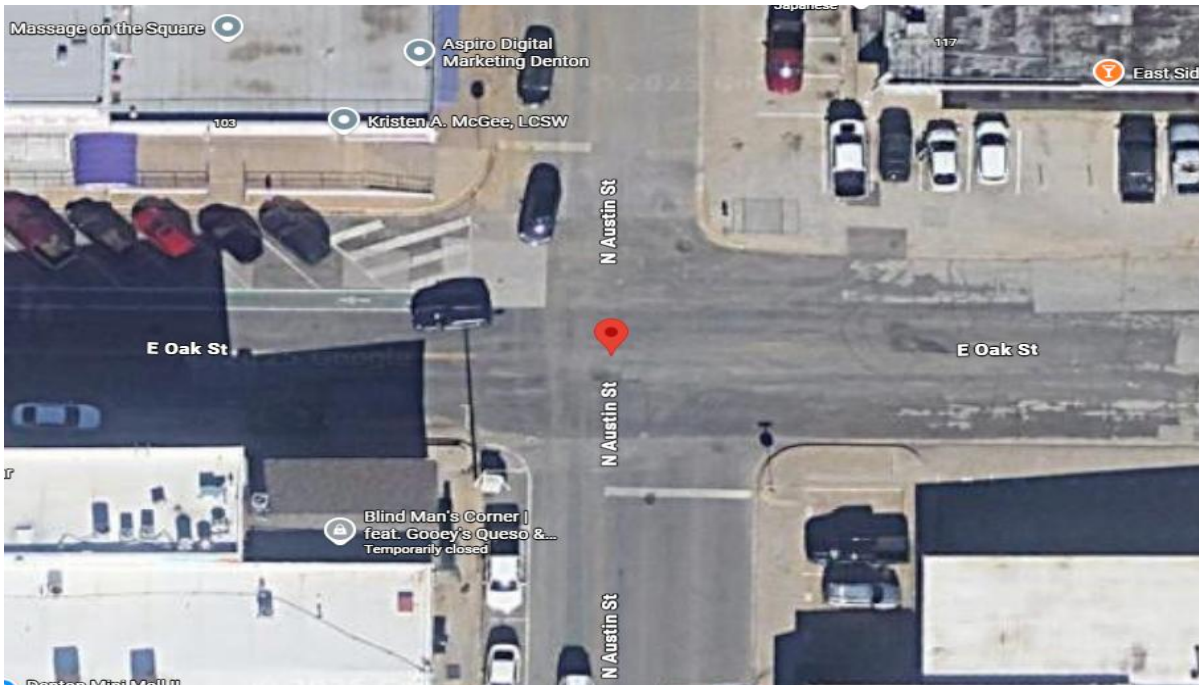


Exhibit 33: Aerial View of E Oak and N Austin St intersection (Before)



Exhibit 34: Aerial View of E Oak and N Austin St intersection (Construction Near Completion)

2. Congress St Improvements - Congress St has seen important improvements at intersections and pedestrian crossings with new signage. These updates enhance safety by warning drivers of upcoming intersections and oncoming traffic. New pedestrian crossing signs and indicators have also been installed to improve visibility and safety for pedestrians.



Exhibit 35: W Congress Street Improvements

3. N Bell Ave sidewalk at McKinney St - In response to citizen requests, the new sidewalk on N Bell Ave provides a safe walking path from the shopping center to a crosswalk, discouraging dangerous street crossings at that curve with limited visibility.



Exhibit 36: N Bell Ave Sidewalk

2. Oak and Welch ADA and Pedestrian Safety Improvements [Requester: Citizen]

Mr. Greg Paulus, along with other concerned citizens such as Mr. Tom Judd, Mr. Jacob Moses, and Mr. David Michaelson, reached out to Transportation Services to express their worries about unsafe pedestrian crossings at the intersection of Oak and Welch. Their primary concern was the safety of university students crossing Oak Street amidst relatively high-speed traffic. In response, staff met with the concerned citizens and conducted a thorough road safety audit. The findings from this audit indicate an urgent need for safety improvements in this area. The following ADA-compliant and road safety enhancements were recommended:

- Install the pedestrian lights on the intersection's far side (western side).
- Modify/add ADA ramps and new curbs on either side.
- For the Hickory /Welch intersection, Transportation Services is already hiring a design consultant to design the intersection with crosswalk treatment similar to the square; this will be fully implemented by August 2025

Exhibit 37 presents the layout of road safety and ADA Improvements on the Oak and Welch Street Intersection. The Transportation Services will implement the proposed improvements before the close of business on January 30, 2025.



Exhibit 37: Oak and Welch St Intersection Before Installation

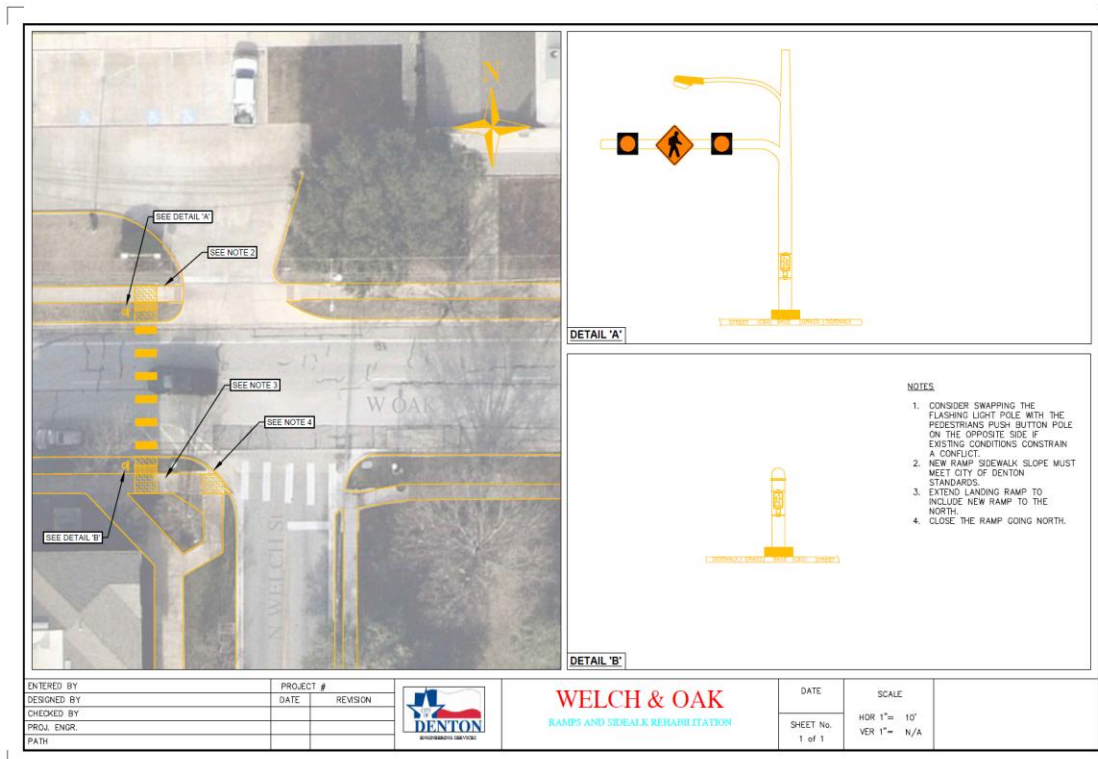


Exhibit 38: Layout of Road Safety and ADA Improvements on Oak and Welch Street



Exhibit 39: Road Safety and ADA Improvements on Oak and Welch Street

▪ **Road Safety and ADA Improvements at the Mayhill and Edwards Road Intersection [Requester: Citizen]**

Background: On November 11, 2024, Suzie Swim contacted Transportation Services about safety and ADA issues at the Mayhill and Edward Road intersection. Her primary concern was that the pedestrian crossing connects the DCTA Rail Trail and the Mayhill Sidepath, both part of NCTCOG's Regional Veloweb. It also serves as the direct link between mobile homes and the rail trail. The current state of this crossing poses significant dangers for several reasons. There is no marked crosswalk between the ramps on either side, no traffic control measures, and no means for pedestrians to obtain the right-of-way safely. This situation is particularly hazardous due to the curve in the road and the presence of multiple lanes of traffic. As shown in Exhibit 40 below, pedestrians may find it challenging to keep track of the traffic coming from all directions, particularly the freight movements, making it difficult to cross safely. Similarly, drivers may not notice or expect someone walking or biking across the roadway in this area.



Exhibit 40: Freight Truck Turning Movement at Mayhill and Edwards

Action Items: Following the Comprehensive audit of this location, staff implemented the following improvements (in compliance with TMUTCD) as shown in Exhibit 36 and Exhibit 37:

- a) Add striping for pedestrian crossings between ADA-compliant curb ramps, including detectable surfaces.
- b) Install "Yield to Pedestrian" signs in both directions, allowing adequate stopping time for drivers.
- c) Add cautionary signs before the "Yield to Pedestrian" signs to alert drivers to upcoming crossings, with potential LED signs after a 3-month assessment.

The enhancements will improve safety and functionality. Exhibit 36 depicts the road safety improvements made at this location based on the audit findings.



ENTERED BY	PROJECT #		DATE	REVISION	DATE	SCALE	
DESIGNED BY	DATE				DEC 2024	HOR 1"= 40'	
CHECKED BY					SHEET No.	VER 1"= N/A	
PROJ. ENGR.					1 of 1		
PATH							

MAYHILL RD
CROSSWALK & SIGNS

Exhibit 41: Layout of Road Safety and ADA Improvements on Mayhill and Edwards



Exhibit 42: Layout of Road Safety and ADA Improvements on Mayhill and Edwards Road

■ McCormick Street Neighborhood Road Safety and Traffic Safety Improvements

Background: On July 02, 2025, at 6:00 PM, Transportation Services staff met with the McCormick Street neighborhood community in a community engagement meeting. The meeting aimed to address the residents' concerns and outline the planned improvements to road safety and traffic operations as short-term mitigation measures for the neighborhood. Most concerns raised by the community members were linked to road safety, particularly regarding pedestrian safety for children walking to the elementary school in the neighborhood. Staff presented a short-term road safety and traffic operations improvement plan for the neighborhood to be completed before August 18, 2025. The short-term improvements include the following:

- All-way Stop Signs at Parvin St. and McCormick St
- All-way Stop Signs at Dudley St. and McCormick
- All-way Stop Signs at Parvin and Mercedes Rd
- Expand the School zone from 300 ft to 500 ft, as highlighted in the green circle in Exhibit 38
- Assess the locations of posted speed signs

The existing stop signs are marked with Green Arrows in Exhibit 38. The green inscribed circle represents the existing school zone; the lighter shade of green circle shows the expanded school zone. After further audit, the staff decided to extend the school zone to the intersection of McCormick and Parvin with a radius of 100 ft. All improvements listed above have been implemented to date.

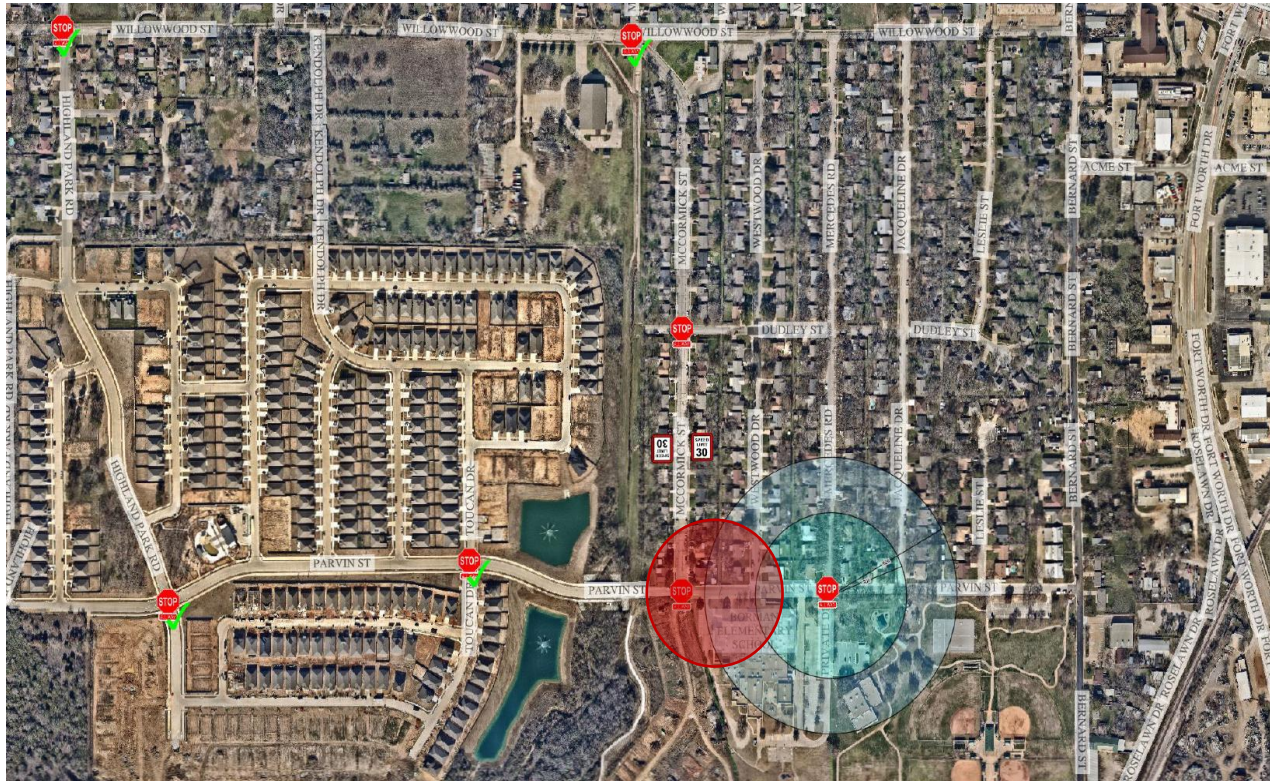


Exhibit 43: McCormick Street Neighborhood Road Safety Improvements

The Future considerations included:

- Community feedback via Mayor Pro Tem Rumohr and data-driven assessments
- If warranted, stop signs for North-South flow on Westwood Dr. and Jacqueline Dr.
- All-way Stop Signs at Parvin and Bernard St.

For more information, please refer to the PDF of the staff presentation for the McCormick St neighborhood meeting attached in **Appendix F**

■ Eagle and Kendolph Avenue

On October 12, 2024, Transportation Services received a Citizen's concern regarding the unsafe pedestrian crossing at the Eagle Drive and Kendolph Drive intersection. The Citizen requested that a crosswalk be added to the north side of the intersection on Kendolph Drive and Eagle Drive, as there is no close ADA accessibility for anyone coming from the south side of the intersection to get to the main campus. The closest south-to-north crosswalk is at Eagle and N Texas or Eagle and Avenue C.

Action Items: Staff conducted a comprehensive road Safety Audit of this location and concluded that an ADA-compliant crosswalk with static pedestrian crossing has been added in compliance with MUTCD, as illustrated in Exhibit 39 [parts a, b, and c]

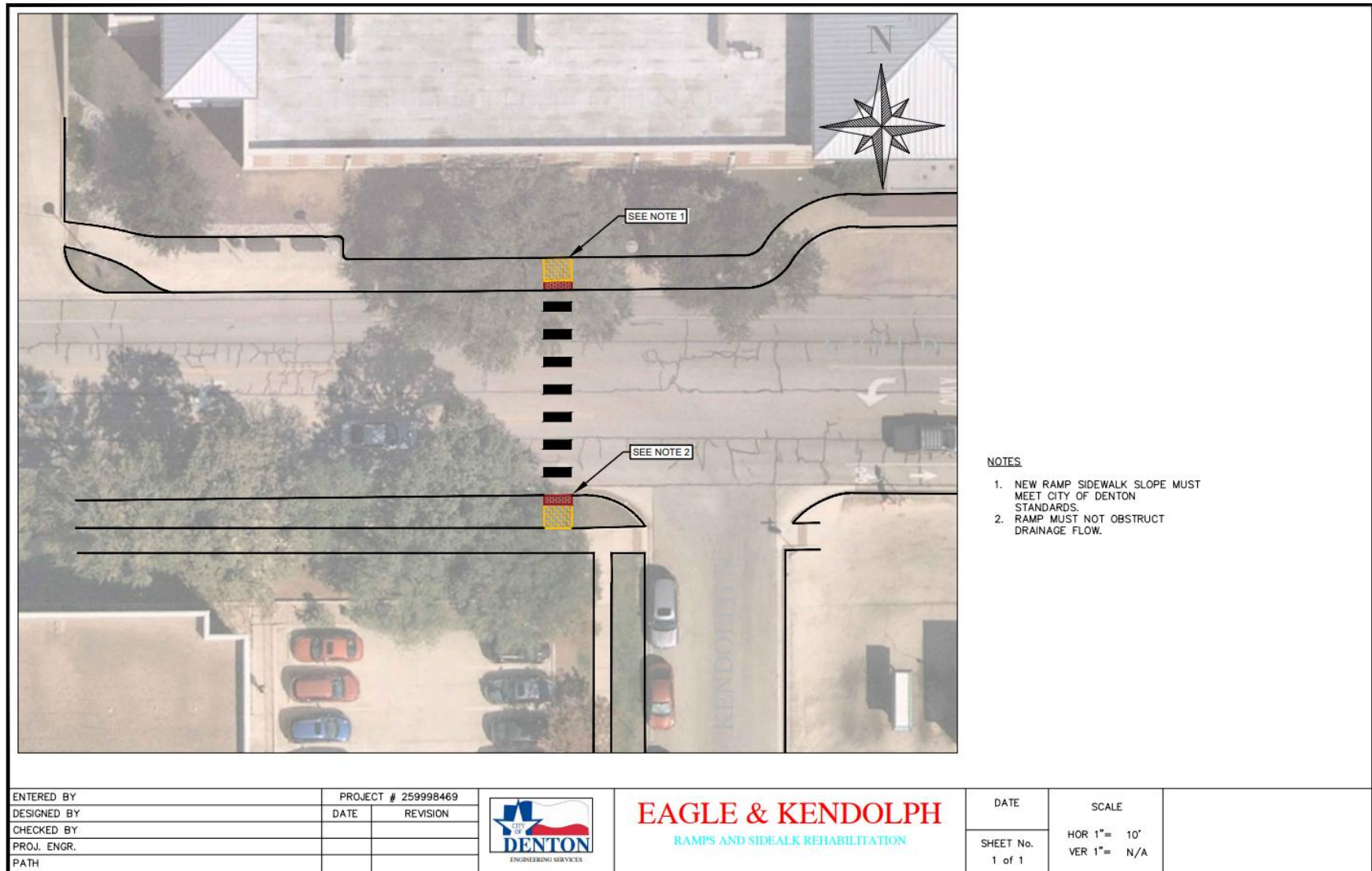


Exhibit 44 [Part a]: Layout of Road Safety and ADA Improvements on Kendolph Drive and Eagle Road



Exhibit 45 [Part b]: Road Safety and ADA Improvements on Kendolph Drive and Eagle Road [Before]



Exhibit 46 [Part c]: Road Safety and ADA Improvements on Kendolph Drive and Eagle Road [During Construction]

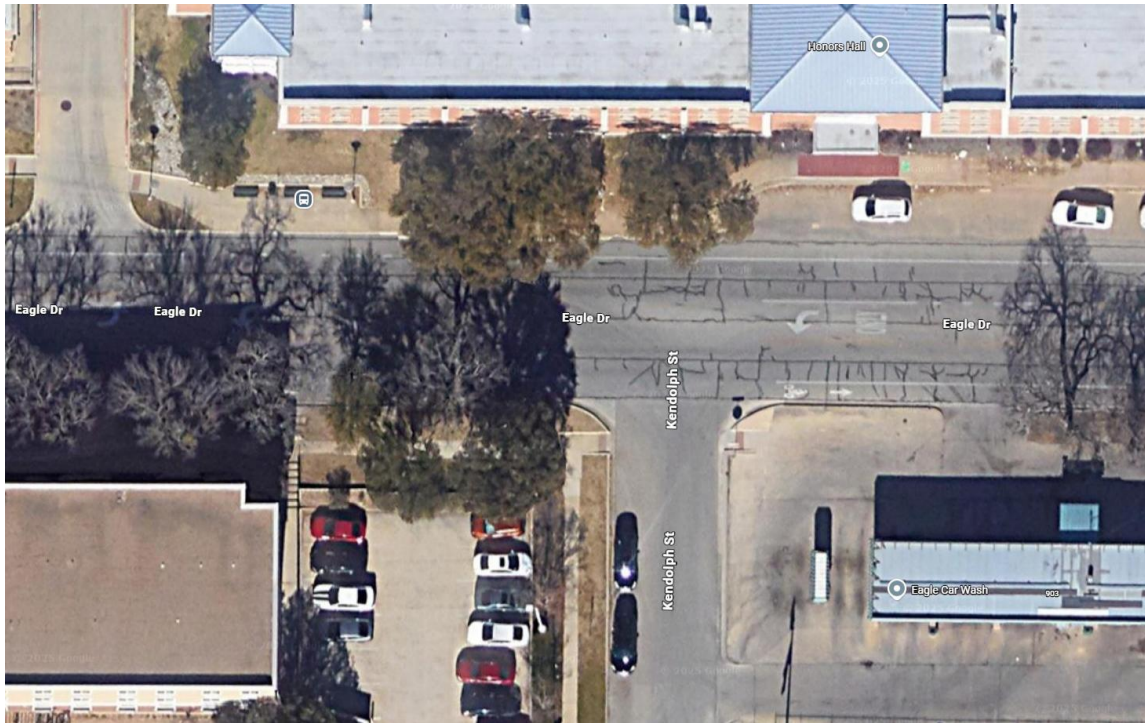


Exhibit 47 [Part d]: Road Safety and ADA Improvements on Kendolph Drive and Eagle Road
[Before Arial Image]

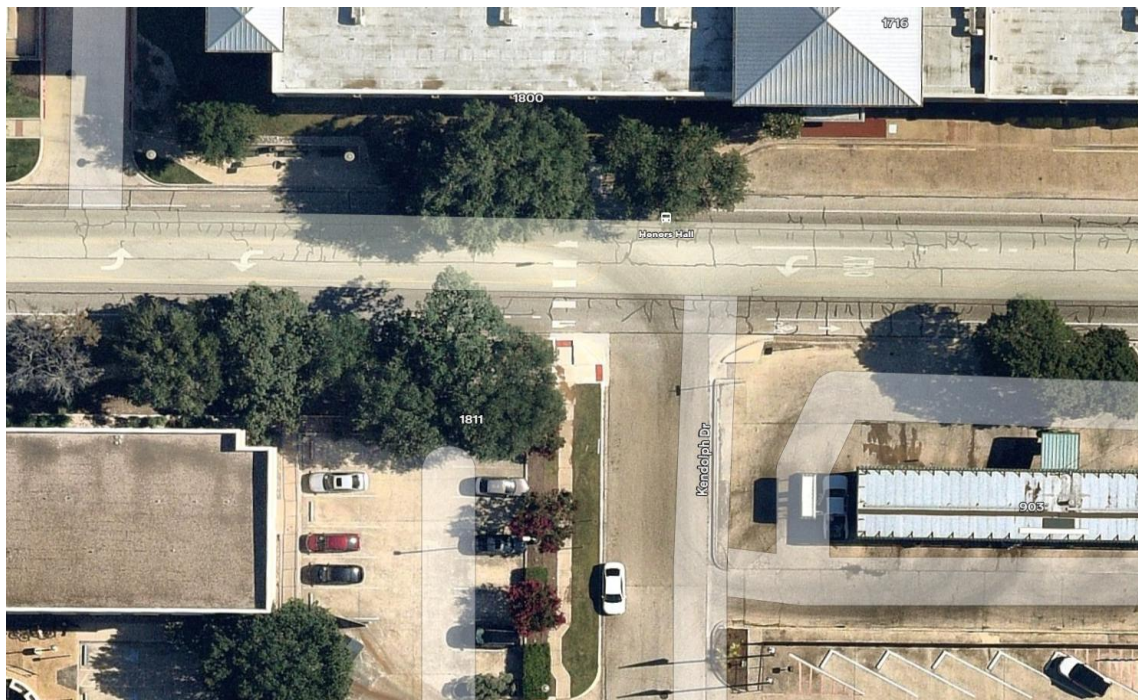


Exhibit 48 [Part e]: Road Safety and ADA Improvements on Kendolph Drive and Eagle Road
[After Arial Image]

STAFF SPOTLIGHT

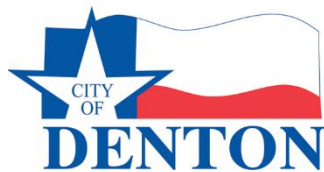
Business Services, Development Services Department

Cathy Welborn

Administrative Analyst III
Business Services Division,
Development Service Department

Cathy Welborn serves as an Administrative Assistant III in the Development Services Department, where she provides vital support to staff, the Planning and Zoning Commission, and the Health & Building Standards Commission. She also handles open records requests, Laserfiche projects, and invoice payments for Development Services. Cathy plays a key role in the success of the Transportation Services Division by securing the timely processing of the time-sensitive project documents from the City Manager's Office, assisting with Planning and Zoning cases, and ensuring the efficient processing of invoices and travel requests. Her dedication and attention to detail make her an invaluable asset to the team.

Cathy recently provided invaluable assistance to the Transportation Services Division by obtaining timely signatures from the City Manager's Office. This support was crucial when the U.S. Department of Transportation requested a last-minute change to our multimillion-dollar grant application. Without Cathy's prompt intervention, the submission of this significant grant would have been delayed. We greatly appreciate her dedication and timely help.



Business Services, Development Services Department

Justin Stackhouse, MPA

Administrative Analyst
Business Services Division,
Development Service Department

Justin Stackhouse is an Administrative Analyst with the Development Services Department, where he supports application systems, conducts data research and visualization, drives process improvements, and prepares public-facing communications. He joined the city to pursue his interests in municipal finance, land development, transportation, and local governance. Justin has played a key role in supporting the Transportation Services Division by designing a streamlined process to track and respond to requests from residents, Council Members, and internal staff. This initiative has been essential for ensuring timely and effective responses to inquiries related to safety and transportation improvements. In addition to his core responsibilities, Justin serves on the Vision Zero Task Force and is actively involved in the road safety audit project in collaboration with the North Central Texas Council of Governments, contributing to regional efforts to enhance roadway safety.

Justin earned a bachelor's degree in business management from Kansas State University and a master's degree in public administration from the University of North Texas.



Mohammad Shalbak, M.Sc., M.B.A.
Transportation Planner,
Transportation Services Division
Development Services Department

Mohammad Shalbak is a Transportation Planner with the Transportation Services Division, where he leads initiatives that enhance public safety, mobility, and traffic operations. With a bachelor's in electrical engineering, a master's in data sciences, and an MBA, he brings a multidisciplinary approach to municipal transportation planning. Mohammad also serves as a project and program manager for several high-impact efforts. He oversees the School Crossing Guard Program, implementing structured operations and accountability systems to ensure safe and responsive service. He leads Denton's Work Zone Data Exchange initiative, advancing regional data coordination, and provides analytical support for the CIAC Semi-Annual Report, focusing on impact fee reporting and data visualization. His contributions to traffic operations tracking help drive informed decision-making and timely service delivery.

Mohammad is known for his collaborative style, attention to detail, and commitment to continuous improvement, helping strengthen transparency, stakeholder engagement, and performance across Denton's transportation programs.













Devon Thetford
Traffic Signal Technician, Traffic Operations
Transportation Services Division









Devon has quickly established himself as a skilled Traffic Signal Technician. He consistently demonstrates his abilities in programming, troubleshooting, repairs, and the installation of traffic signals. Devon has achieved his IMSA Level 1 certification in traffic signal operation and repair, as well as certifications in IMSA cabinet troubleshooting, bucket truck operation, and digger derrick operation.





Recently, Devin took the initiative, as the most senior technician, to lead the team in building in-house signals. Devon has done an excellent job and has become an asset to both our team and the City of Denton.

- EXTERNAL FUNDING AND GRANTS APPLICATIONS - THE TRANSPORTATION SERVICES HAVE APPLIED FOR over 15 external funding opportunities totaling over \$98.5 million in FY 2023-24 (**of which \$28.6 million has been awarded, and \$32.6 is under review**). Some of the key funding applications are listed in the table as follows:



Grant /Funding	Agency / Sponsor	City Department	Funding Amount	Description of the Grant
 TRIP [Applied in Q1]		Transportation Services Division No Local Match Required [Agreement Executed]	\$4.6 million New Update: [Awarded by DCTA Board in Sep 2024]	<p>The Denton County Transportation Authority (DCTA) offers financial assistance through TRIP to member cities for projects that support public transit and align with DCTA's Long-Range Service Plan Goals. The current member cities are Denton, Highland Village, and Lewisville.</p> <p>DCTA has allocated a budget of \$4.6 million for the City of Denton in FY 2024 and approved all proposed projects.</p>
 SS4A [Applied in Q2]	USDOT 	Transportation Services Division [20% Local Match Required] [Agreement Stage with FHWA]	\$ 0.74 million [Awarded]	<p>The Bipartisan Infrastructure Law (BIL) established the Safe Streets and Roads for All (SS4A) discretionary program and allocated \$5 billion in funds over five years from 2022 to 2026. The SS4A program provides grants to support regional, local, and Tribal initiatives to prevent roadway deaths and serious injuries.</p> <p>Over \$3 billion is still available for future funding rounds. The SS4A program aligns with the U.S. DOT National Roadway Safety Strategy and its goal of zero roadway deaths. SS4A has distributed \$1.7 billion in Federal funding to over 1,000 communities across all 50 states.</p>

 HSIP 2022-24 [Processed and applied in Q3]	 Highway Safety Improvement Program [HSIP]	Transportation Services Division FY 2022-24 Approved [Agreement Executed, and the project is in Design Stage]	8.86 million [Awarded to the City of Denton Proposed Projects]	The HSIP, managed by TxDOT and mandated federally, aims to reduce traffic fatalities and serious injuries on public roads. It follows the Strategic Highway Safety Plan (SHSP), which identifies focus areas and strategies to address traffic safety concerns in Texas. Exhibits A1-A4 show the total funding awarded to the City of Denton by fiscal year, funded and let dates from 2022 to 2024. CSJ - Control Section Job UTP - Unified Transportation Plan
  HSIP 2025 [Applied in Q4]	 Highway Safety Improvement Program	Transportation Services Division	\$1.45 million [Awarded to the City of Denton] No Local Match Required. The Project is 100% Funded by TXDOT.	The HSIP, managed by TxDOT and mandated federally, aims to reduce traffic fatalities and serious injuries on public roads. It follows the Strategic Highway Safety Plan (SHSP), which identifies focus areas and strategies to address traffic safety concerns in Texas. Exhibit A1 (part b) displays the Total Funding for Transportation Services Applied for the City of Denton Projects for the Fiscal Year 2025.
 WZDX [Applied in Q4]	NCTCOG	Transportation Services	\$0.3 million [Awarded to the City of Denton] [Currently in Agreement Stage]	The North Central Texas Council of Governments (NCTCOG) has launched a funding opportunity for Work Zones Data Automation projects, offering the City a three-year free subscription to evaluate its effectiveness. In pursuit of this valuable funding, the Transportation Services Division has applied for a \$300,000 grant to support the project's implementation and assessment.

   <p>Transportation Alternative – Set Aside – Urban Core [Applied in Q4]</p>	<p>NCTCOG</p>	<p>Transportation Services</p> <p>[In Agreement Stage with NCTCOG]</p>	<p>\$7.6 million [Awarded to the City of Denton] [20% Local Match Required]</p>	<p>The North Central Texas Council of Governments administers the 2025 Transportation Alternatives (TA) Program for urbanized areas in North Central Texas on behalf of TXDOT. Approximately \$50 million in federal funds are available for eligible projects in Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise counties. Eligible projects include Safe Routes to School, Shared-Use Paths, On-street Bikeways, Sidewalks, and Bicycle Safety Countermeasures.</p>
   <p>Transportation Alternative – Set Aside – Rural [Applied and Under Review by the TXDOT]</p>		<p>Transportation Services</p> <p>Application cleared the first round of technical evaluations by TXDOT</p> <p>Award Expected in October 2025</p>	<p>\$15.6 million [20% Local Match Required]</p>	<p>TxDOT administers TA funds for locally sponsored bicycle and pedestrian infrastructure projects in communities across the state. In large, urbanized areas with over 200,000 residents, TA funds are distributed directly to Metropolitan Planning Organizations (MPOs) to administer according to their needs. MPOs and TxDOT are responsible for selecting projects independently of one another.</p>
 <p>Transportation Improvement Program [TRIP 2025]</p>	<p>NCTCOG</p>	<p>Transportation Services</p> <p>[In Agreement Stage with NCTCOG]</p>	<p>\$5.0 million Awarded [Awarded to the City of Denton] [20% Local Match Required]</p>	<p>Within metropolitan areas across the country, regional transportation projects are tracked through Transportation Improvement Programs. The Transportation Improvement Program (TIP) is a staged, multi-year program of projects within the Dallas-Fort Worth area, approved for funding by federal, state, and local sources. Every two years, the North Central Texas Council of Governments (NCTCOG), in cooperation with the Texas Department of Transportation (TxDOT), local governments, and transportation agencies, develops a new TIP.</p>

 <p>NEW ITEM UNDER REVIEW</p> <p>SS4A 2025 Applied in June 2025</p>	<p>USDOT</p> 	<p>Transportation Services Division</p> <p>[20% Local Match Required]</p> <p>[In Review, Award by the mid of September 2025]</p> <p>Staff Confidence [95% Approval Expected]</p>	<p>\$ 1.2 million [Including 20% Match]</p>	<p>The Bipartisan Infrastructure Law (BIL) established the Safe Streets and Roads for All (SS4A) discretionary program and allocated \$5 billion in funds over five years from 2022 to 2026. The SS4A program provides grants to support regional, local, and Tribal initiatives to prevent roadway deaths and serious injuries.</p> <p>Over \$3 billion is still available for future funding rounds. The SS4A program aligns with the U.S. DOT National Roadway Safety Strategy and its goal of zero roadway deaths. SS4A has distributed \$1.7 billion in Federal funding to over 1,000 communities across all 50 states.</p>
 <p>NEW ITEM UNDER REVIEW</p> <p>TRIP [Applied in Q1]</p>		<p>Transportation Services Division</p> <p>[In Review Stage]</p> <p>Staff Confidence [95% Approval Expected]</p>	<p>\$3.8 million [No Local Match Required]</p>	<p>The Denton County Transportation Authority (DCTA) offers financial assistance through TRIP to member cities for projects that support public transit and align with DCTA's Long-Range Service Plan Goals. The current member cities are Denton, Highland Village, and Lewisville.</p> <p>DCTA has allocated a budget of \$4.24 million for the City of Denton in FY 2024 and approved all proposed projects.</p>



<div data-bbox="191 346 316 420">NEW ITEM</div> <div data-bbox="203 436 389 510">UNDER REVIEW</div> <p>Regional Infrastructure Accelerators Program –</p> <p>Scalable Advanced Air Mobility in the Dallas-Fort Worth Region - Implementation Plan for Denton's Vertiport Traffic Flow Management System</p>	<div data-bbox="414 556 592 693">  <p>Bureau</p> </div> <div data-bbox="430 787 576 934">  <p>USDOT</p> </div>	<p>Transportation Services Division</p> <p>[In Review Stage]</p> <p>Staff Confidence [80% Approval Expected]</p> <p>Please refer to Appendix G for the full proposal document.</p>	<p>\$2.0 million</p> <p>[No Local Match Required]</p>	<p>The Bureau issued a Notice of Funding Opportunity (NOFO) for up to \$20 million in no-match grants for the Regional Infrastructure Accelerators Program (RIA). The program funds technical resources, planning, and project development to expedite regional transportation infrastructure through innovative financing and delivery methods, including public-private partnerships. Complete applications were due through Grants.gov by June 25, 2025, at 11:59 p.m. EST. Please check back for the award announcements. For any questions, please contact RIA@dot.gov.</p> <p>Authorized in the 2015 Fixing America's Surface Transportation Act (FAST), the Regional Infrastructure Accelerators (RIA) Program assists entities in developing improved infrastructure priorities and financing strategies for the accelerated development of a project that is likely eligible for U.S. Department of Transportation credit assistance.</p>
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Total Funding Approved by TXDOT for the City of Denton Proposed HSIP Projects			
Fiscal Year Funded	Amount Approved	Associated Design Costs to Be Paid by the City	% of TXDOT Awarded
2022	\$2,446,070	\$298,000	12%
2023	\$2,859,978	\$400,000	14%
2024	\$3,551,330	\$271,000	8%
Total [3 Years]	\$8,857,378	\$969,000	11%

Table 1 [Part A]: Fiscal Year (FY) 2022-24 Total Funding Approved by TXDOT for City of Denton Proposed HSIP Projects

	Total Funding Applied for the City of Denton Proposed HSIP Projects 2025				
	No.	Fiscal Year	Project Description	Amount Applied	Associated Design Costs to Be Paid by the City
				\$	\$
AWARDED	1	2025	FM 1830 (Country club) at Hobson Lane	\$702,190.00	\$84,262.80
	2	2025	FM 2499 at Lake Sharon Drive	\$914,471.00	\$109,736.52
	3	2025	FM 2499 at Pine Hills Lane	\$749,781.00	\$89,973.72
AWARDED	4	2025	US 77 at Rio Grande	\$788,429.00	\$94,611.48
	5	2025	US 377 at Lindsey Street	\$786,589.00	\$94,390.68
	6	2025	FM 428 at Long Road	\$596,546.00	\$71,585.52
	7	2025	Loop 288 Systemic corridor upgrades	\$426,665.00	\$51,199.80
	8	2025	US 380 at Mesa Drive	\$164,666.00	\$19,759.92
	9	2025	US 380 Systemic corridor upgrades	\$584,766.00	\$70,171.92
	10	2025	Woodrow at Shady Oaks Drive*	\$763,063.00	\$91,567.56
			Total	\$6,477,166.00	\$777,260

Table 2 [Part B]: Fiscal Year (FY) 2025 Total Funding Applied for City of Denton Proposed HSIP Projects

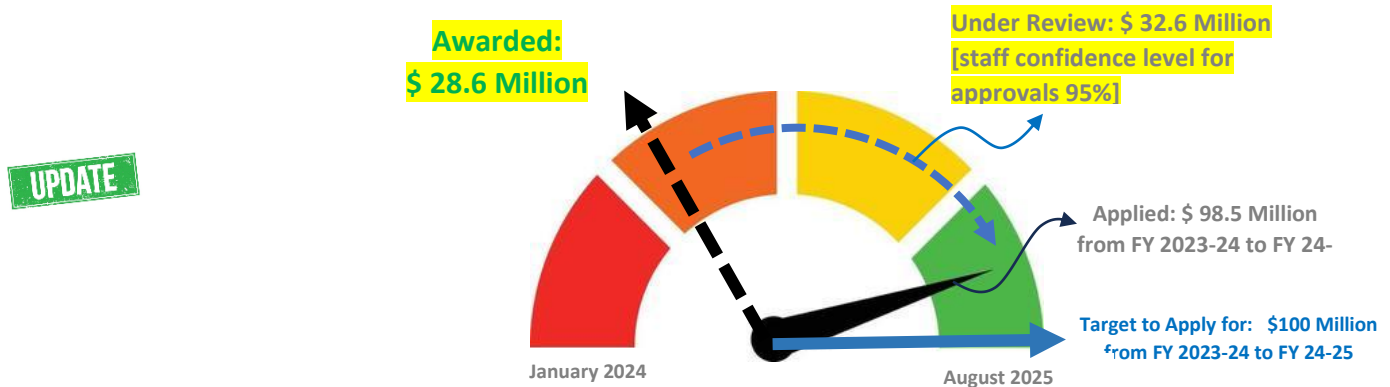


Exhibit 49 part c]: Grant Funding Milestones Target, Applied, and Awarded

NEWS FLASH FROM TRANSPORTATION SERVICES



City of Denton to Chair NCTCOG's Transit 2.0 Sub-committee

In the August 2025 Regional Transportation Council (RTC) meeting, the City of Denton's RTC representative and RTC Secretary, Council Member Jill Jester, was nominated to chair the Transit 2.0 subcommittee. The RTC members subsequently voted to approve her nomination. This is excellent news for the City of Denton, as it will lead the efforts to expand the Transit 2.0 initiative throughout the Dallas-Fort Worth region, in collaboration with other members of the Transit 2.0 subcommittee and RTC members. Jester's leadership is expected to bring innovative solutions to public transportation challenges and enhance connectivity between communities. The initiative aims to address increasing transit demands while promoting sustainable travel options. With a focus on inclusivity and accessibility, the Transit 2.0 subcommittee is poised to transform the region's public transit landscape.

Earlier in the RTC meeting of June 2025, Council Member Jill Jester was elected as the 2025-2026 Secretary of the Regional Transportation Council ("RTC")

The exhibit below shows RTC Secretary, City of Denton Council Member Jill Jester, new Chair, Rick Bailey (right) (Johnson County Commissioner), and new Vice Chair, Stephen Mason (left) (Mayor of Cedar Hill).



Exhibit 50: RTC Leadership (2025)

APA Conference Paper Accepted: Heart of the City: How Safer Streets Bring Joy to All

Transportation Services staff member Dr. Sahar Esfandiyar's paper titled "Heart of the City: How Safer Streets Bring Joy to All" has been accepted by the American Planning Association (APA) for presentation at their Annual Conference, which will be held in College Station in October. This important work highlights the impact of urban design on community well-being, emphasizing the need for safer, more accessible streets. Dr. Esfandiyar's research draws on case studies from the City of Denton's ongoing Vision Zero Phase II – Implementation Plan and Comprehensive Safety Action Planning, showcasing innovative strategies that promote joy and inclusivity in public spaces.

NCTCOG's Advisory Group for a Multiyear Youth Safety Project for the DFW region

NCTCOG has contracted with Meadows Health Policy Institute to develop a Youth Safety Program for the DFW region. As part of this effort, NCTCOG has organized an Advisory Committee to help guide this project and provide professional feedback. Transportation Services Staff, Farhan Butt, has been invited to serve on the advisory group of this project. The committee aims to bring together diverse perspectives to address youth safety issues effectively. Participants will contribute their expertise and insights to ensure the program meets the specific needs of the community. This collaborative approach is vital to creating a comprehensive and sustainable solution for enhancing youth safety in the region. The advisory panel includes the following:

- 1. Natalie Bettger**
Senior Program Manager, Congestion Management and Systems Operation, NCTCOG
- 2. Theresa Poer**
Director, Transportation Operations, Texas Department of Transportation
- 3. Farhan Butt**
Deputy Director of Transportation Services, City of Denton, Texas
- 4. Chad Marbut**
Assistant City Manager, City of Weatherford, Texas
- 5. Yang Ouyang**
Senior Traffic Engineering Manager, North Texas Tollway Authority, Texas
- 6. Chris Flanigan**
Director of Engineering, City of Allen, Texas
- 7. Dr. Robert Severance**
Southwestern Adventist University, Texas

Speaking Opportunity at 14th Annual Institute of Transportation Engineers Joint Meeting

The ITE Texas Chapter hosted its 14th Annual Joint Meeting on August 1, 2025, at the Ruth Jackson Center in Grand Prairie, Texas. This event brought together industry experts to participate in a variety of practice panels and speaking sessions, fostering valuable discussions and technical insights. Notably, Transportation Services staff member Farhan Butt was invited to speak during one of the Ignite Sessions, where he addressed the topics of Effective Communication and Stakeholder Engagement.

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PROFESSIONAL DEVELOPMENT HOURS
Keep for your records

Attended	PDH	Description
	1.0	Ethics Larry Stone, PE, RPIS
	2.0	IGNITE Session Communication and Coordination
	1.0	Lunch/Keynote Speaker Jackie Nolasco - NCTCOG
	2.0	Afternoon Session Applying LIDAR to Safety-Centric Traffic Signal Systems Flipped Left Diamond Interchange (FLDI) TxDOT RDM Update



Greater Dallas and Fort Worth Sections

**14th Annual
Joint Meeting**

August 1, 2025

Ruth Jackson Center, Grand Prairie, TX

IGNITE SESSION: COMMUNICATION AND COORDINATION

- **Marc Jacobson, P.E., PTOE | ITE Texas District Director**
ITE International Update
- **Brandon Tiner, P.E. | City of Dallas**
Citizen Communication & Public Outreach
- **Adrian Pearmine, P.E. | STV**
Taking Safe Streets for All (SS4A) to the Digital Level
- **Farhan Butt PhD, P.E. | City of Denton**
Effective Communication and Stakeholder Engagement
- **Amber B. Raley | University of Texas at Arlington**
OERTransport: Advancing Transportation Planning Through Open Education
- **Brian Moen, P.E. | City of Frisco**
Telling Your Story
- **Kenna Mitchell | TxDOT Dallas District**
Crisis Communication
- **Tom Hartmann, P.E., PTOE, IMSA TS II | Kimley-Horn**
Communicating the Benefits of Coordination
- **Sean P. Merrell, P.E., PTOE, RAS | BGE**
Creative Ways to Access TxDOT CRIS Data
- **Kathrin Tellez, AICP, PTP, RSP2B | Fehr and Peers**
Cross Collaboration in Safety Action Plans

Denton's First Intelligent Transportation Systems (ITS) Master Plan

Transportation Services is excited to launch the City of Denton's first-ever Intelligent Transportation Systems (ITS) Master Plan initiative. Our staff has been brainstorming this initiative over the past six months, researching the best practices from other cities in the Dallas-Fort Worth (DFW) area. The decision to initiate the Denton ITS Master Plan is based on the recently adopted demographics by the North Central Texas Council of Governments (NCTCOG), which are also crucial inputs for the regional travel demand forecasting models. These regional models help NCTCOG make informed transportation investment decisions for the entire DFW region. The newly adopted NCTCOG demographics data indicate that the population and employment in the City of Denton may double by 2050. Additionally, there is an anticipated significant shift in economic development activity toward Denton County.

The Denton ITS Masterplan aims to prioritize the investments needed for Intelligent Transportation Systems (ITS) to address future traffic demands in the city of Denton. This plan will focus on selecting the appropriate traffic technologies and will assess the necessary investments in infrastructure based on anticipated future needs. Additionally, it will explore the transitions to smart mobility required to ensure a more efficient transportation system.

As a next step, the Transportation Services staff is considering applying for one of the following **USDOT Grant Opportunities with No Local Match Required for up to \$1.0 million in funding**:

1. Technical Assistance Grants can be used for –

- Asset Scans: Conduct assessments of multiple existing assets.
- Advancing a Program of Existing Assets: Conduct pre-construction tasks that consider innovative financing and delivery to achieve project goals.
- For Technical Assistance Grants, two or more existing assets must be bundled together for joint analysis.

2. Expert Services Grants can be used for –

- Exploring opportunities to leverage public and private funding or alternative approaches to project delivery or procurement of an asset or group of assets.
- For Expert Services Grants, more than one asset may be developed if the proposed activities pertain to specific projects and are not programmatic in scope.

Chandra Muruganandham will be leading this initiative with Mohammad Shalbak serving as the Assistant Project Manager.

Road Safety and Safe Streets for All Grant Awards [2024 and 2025 SS4A]**2024 SS4A Award [\$740,000 Awarded by USDOT] [In Agreement Stage with FHWA]**

As part of this project, the City of Denton will:

The City of Denton has made a formal commitment to eliminate roadway fatalities and serious injuries by establishing a definitive target date. To facilitate this objective, a dedicated Vision Zero Task Force will be formed to oversee the execution and assessment of the initiatives outlined in the Safety Action Plan. A thorough safety analysis will be conducted to evaluate existing conditions and historical crash trends within the city, focusing on aspects such as location, severity, contributing factors, and crash types across different road users. This analysis will prioritize the representation of underserved communities and will inform the development of a High-Injury Network, highlighting areas within the roadway system that demand targeted intervention.

Public engagement is essential to this initiative, and the city will actively involve community members and stakeholders through a project website, surveys, and public event pop-ups. Feedback gathered will be integrated into the action plan to ensure the community's perspectives are acknowledged. Additionally, coordination with regional planning organizations will be essential, as no comprehensive safety action plans currently exist at a larger jurisdictional level to which Denton belongs. The evaluation of policy changes will prioritize incorporating new guidelines and strategies, and a ranked list of projects will be developed, detailing costs, urgency, and implementation timelines. A supplemental planning analysis will also address the connectivity of Windsor Drive across Loop 288 to support a comprehensive approach to enhancing road safety in Denton.

2025 SS4A Award [\$1.0 million award announcement expected in October 2025]

As part of this project, the city will be required to have the components outlined above. This includes a written product that connects to and enhances an Action Plan. Final products shall be made publicly available. As part of this project, the City of Denton will

1. Complete the City of Denton ADA Transition Plan Update
2. Complete the Denton Mobility Plan Update as it relates to safety.
3. Complete the Denton Active Transportation Component of the Mobility Plan
4. Implement the Safe Routes to School Improvements Plan for 10 schools in the City of Denton
5. Implement a Comprehensive Transportation Planning Dashboard for the City of Denton
6. Research and obtain funding to design and construct a safe public realm.

Dr. Sahar Esfandyari will be the lead Project Manager for the 2024 SS4A and 2025 SS4A initiatives, with Mohammad Shalbak serving as the Assistant Project Manager



Work Zone Data Exchange Program [US \$299, 800]

The Transportation Services is aiming to implement the Work Zone Data Exchange Program (WZDx) developed by the U.S. Department of Transportation (USDOT). This program provides a standardized specification that allows infrastructure owners and operators to share harmonized, machine-readable work zone data to the Texas 511 Data exchange. By doing so, it promotes safer and more efficient travel by supplying near real-time information such as road closures, speed restrictions, and the locations of devices to navigation systems and both human and automated vehicles. In February 2025, the North Central Texas Council of Governments (NCTCOG) awarded the City of Denton a \$299,800 grant for implementing the Work Zone Data Exchange Program. The WZDx Agreement is an Interlocal Cooperation Agreement between the City of Denton and NCTCOG for the program's implementation. This project will be initiated by mid-November 2025 as soon as the agreement between the City of Denton and NCTCOG is signed.

Mohammad Shalbak will be the lead Project Manager for the Work Zone Data Exchange Program.

■ SELECTED INITIATIVES UPDATES

1. VISION ZERO PHASE II – IMPLEMENTATION PLAN

Status: Ongoing 

During the Vision Zero Phase I planning, Denton evaluated its safety programs across departments to align with the Vision Zero framework. This assessment prioritized safety citywide and prepared for future safety projects. While achieving Vision Zero is complex and varies by region, best practices generally include ten core elements focusing on Leadership and Commitment, Safe Roadways and Speeds, and a Data-Driven Approach with Transparency and Accountability. Stakeholder input from meetings, workshops, and surveys shaped practical actions to develop city policies and projects aimed at reducing severe crashes.

Vision Zero Phase II Project Progress – The project focuses on creating an Implementation Plan for Vision Zero, with the City of Denton aiming to eliminate all traffic fatalities and severe injuries by 2040, particularly for cyclists and pedestrians. This initiative strives to enhance safety, health, and equity for all residents. The Transportation Services Division has partnered with Kimley Horn as a consultant to carry out this study, which started in early August. The project will ultimately deliver prioritized interventions for the City of Denton's Vision Zero strategy.

Vision Zero Task Force—Establishing a Denton Vision Zero Task Force was one of the essential milestones of the Vision Zero Phase II project. The task force serves as the policy development body of Denton Vision Zero and includes voting members from several internal and external stakeholders. In consultation with the City leadership, the project team established a Vision Zero (VZ) task force, and the team held a successful task force kick-off meeting on January 15th. Table 3 [parts a, b, and c] illustrates the final list of VZ Task Force members. For more information on the Denton Vision Zero Task Force, please refer to [APPENDIX C](#).

Recap of Denton Vision Zero Task Force Meeting Held in January 2025

- On January 15th, the City of Denton initiated the Vision Zero Action Plan. The meeting began with Deputy Director of Transportation Services, Farhan Butt, initiating the meeting, followed by Assistant City Manager Cassey Ogden welcoming the Task Force and providing a recap of why Vision Zero is crucial for Denton. Development Services Director Scott McDonald then gave a brief history of Vision Zero in the city. Deputy Director of Development Services Tina Figgins followed with an overview of the self-assessment conducted during the first phase of Vision Zero.



Exhibit 51: Vision Zero Kick-Off Meeting, January 15, 2025

- Project Manager Sahar Esfandyari introduced the Kimley-Horn Consulting Team, who facilitated the rest of the meeting. The meeting started with an introduction and an icebreaker question: "What does a safer roadway network mean to you?"
- Jeff Whitacre presented an overview of Vision Zero based on the best national practices. Raul Orozco expanded on the Vision Zero Assessment described by Tina Firgens, highlighting safety trends in Denton, including 74 fatalities and 354 serious injuries from 2019 to 2023. Raul emphasized that speeding was the leading contributing factor to fatalities in Denton (36.8%), followed by failure to drive in a single lane (23.5%).
- Raul then reviewed the project schedule and timeline for the Task Force. After a short break, Jeff Whitacre led a SWOT analysis to help the city understand its strengths, weaknesses, opportunities, and threats. Many of the weaknesses were noted as areas of opportunity.

- The Task Force was divided into four groups and developed a draft mission statement, which was presented at the end of the meeting. They also discussed Vision Zero targets and recommended following TxDOT's goals of a 50% reduction by 2035 and 100% by 2050, with intermediate targets to be identified.



Exhibit 52: Vision Zero Task Force Meeting, March 2025

- The meeting concluded with homework: the Kimley-Horn team will combine the mission statements and send them to the Task Force for review via a survey. The Task Force will also start identifying high-crash locations to discuss in March.

UPDATE

2. ONGOING VISION ZERO PROGRAM MANAGEMENT ELEMENTS

Dr. Sahar Esfandyari, as Project Manager, coordinates technical analysis, public engagement, and stakeholder collaboration for data-driven, community-informed progress.

- ***Ongoing Stakeholder Collaboration***
The Vision Zero Task Force meets bi-monthly at the Development Services Building in Denton to share updates, review data, and plan future strategies while coordinating with City departments, NCTCOG, TxDOT, and community partners to align priorities with safety projects
- ***High Injury Network*** - One of the significant achievements has been the development of Denton's High Injury Network (HIN), identifying priority corridors and intersections with the highest concentrations of severe crashes. This work is guiding targeted safety interventions and measures to shape the forthcoming Vision Zero Action Plan.

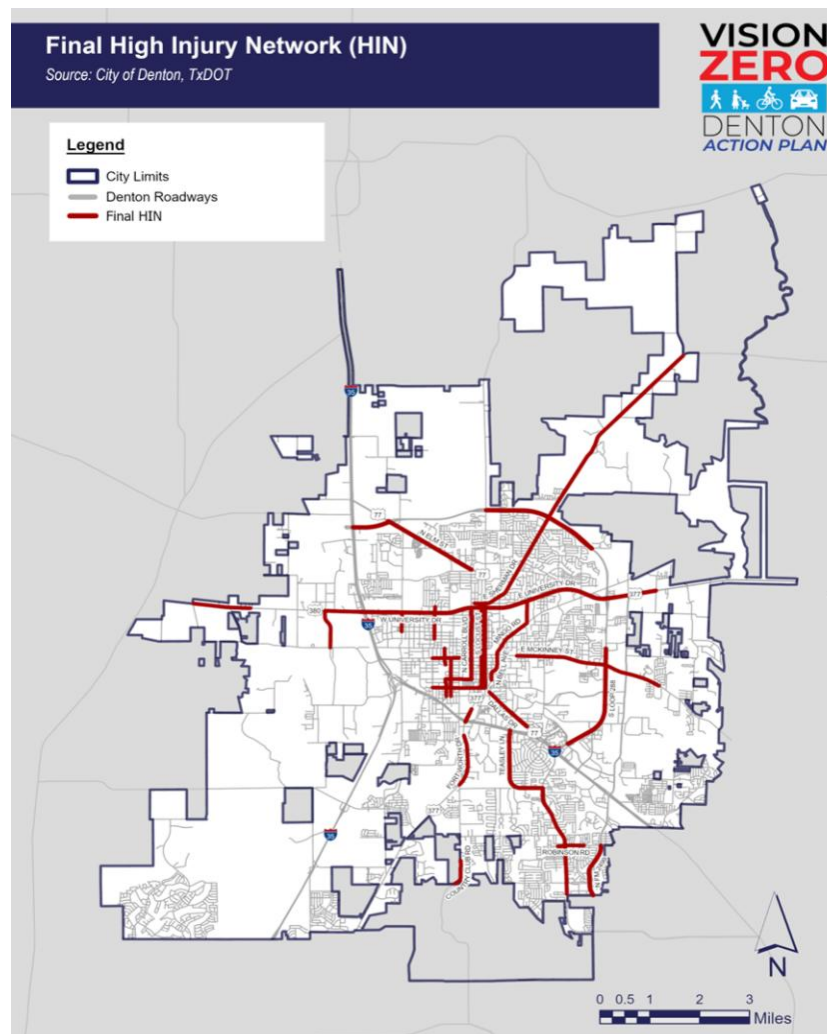


Exhibit 53: Denton Final High Injury Network
[Vision Zero Phase II – Implementation Plan]

- **2024 Safe Streets and Roads for All (SS4A) Grant Award by the USDOT**

The FHWA and USDOT awarded over \$740,000 in federal funding for the 2024 Safe Streets and Roads for All (SS4A) grant to support Vision Zero initiatives and safety analysis. This funding will play a crucial role in enhancing infrastructure and implementing safety measures designed to reduce traffic-related fatalities and injuries. The Transportation Services Team is eager to initiate the project once the agreement between the City of Denton and USDOT is finalized. Community engagement will be a key component of the initiative, ensuring that local voices are heard and considered in the planning and execution phases. By prioritizing safety and collaboration, the city aims to create a more secure environment for all road users.

For more information on the 2024 SS4A Award, please visit the [2024 SS4A Award Fact Sheet](#) [Hyperlink].

- ***Community Engagement Milestones***

- May 10, 2025 – “Touch a Truck” Pop-Up Event: Highly attended, provided educational materials, and gathered public input on safety concerns.
- July 24, 2025 – Public Workshop at the Civic Center: Successful, interactive event to discuss the Vision Zero program, present initial HIN findings, and collect community feedback. Attendees engaged in lively discussions and provided valuable insights, helping to shape the future of the Vision Zero initiative.
- The event fostered a sense of community collaboration, emphasizing the importance of local voices in creating safer streets.



Exhibit 54: Vision Zero Public Workshop, July 2025

- iv. Fall 2025 – Planned Events: Next pop-up and public workshop will share survey results, HIN details, and proposed safety measures.

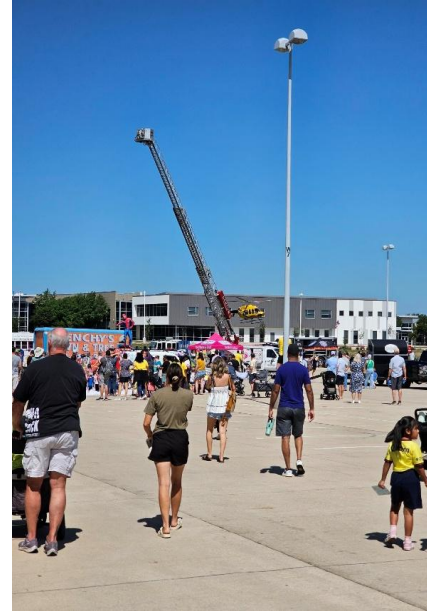


Exhibit 55: Vision Zero Pop Up event, May 10, 2025

- ***Key Steps and Actions Completed***
 1. Developed High Injury Network using crash data analysis.
 2. Proposed measures to promote safety in Denton
 3. Conducted public survey and interactive map outreach.
 4. Held two major community engagement events (May and July).
 5. Facilitated bi-monthly Vision Zero Task Force meetings.
 6. Review of policies related to speed management, crosswalks, and roadway design.
 7. Secured SS4A federal funding to advance Vision Zero projects.



Vision Zero Task Force Members						
UPDATE	Agency	Type of Committee	Voting Status	Agency Type	Primary	Secondary
1	City Council Member	Policy	Yes	Public	CM Byrd/CM Jester	CM McGee
2	P&Z Member	Policy	Yes	Public	Eric Pruitt	Margie Ellis, Chair
3	Mobility Committee	Policy	Yes	Public	Suzanne Rumohr	Kristine Bray
4	TxDOT Denton District Office	Policy	Yes	Partnering Entity	Kareem Doucette	Matthew Mestre
5	Police Department	Policy	Yes	City	Jerred or Brian	Chief
6	Our Daily Bread & Children's Advocacy Center	Policy	Yes	Equity	Judy Patman	TBD
7	DCTA Staff	Policy	Yes	Partnering Entity	Steve Shaumburg	Maurice Bell, Chief Operations Officer
8	NAACP	Policy	Yes	Equity	TBD	TBD
9	League of United Latin American Citizens Denton LULAC Council	Policy	Yes	Equity	TBD	TBD
10	AARP	Policy	Yes	Equity	TBD	TBD
11	Transportation Services	Policy	Yes	City	Farhan Butt	Chandra
12	Development Services	Policy	Yes	City	Tina Firgins	Hayley Zagurski

Table 3 [Part A]: Denton Vision Zero Task Force Voting Members

<div> <div>UPDATE</div> <div>Vision Zero Task Force Members</div> </div>						
No.	Agency	Type of Committee	Voting Status	Agency Type	Primary	Secondary
1	Denton County Staff	Policy	No	Partnering Entity	Tina Massey, Director Transportation & Engineering	Stephen Belknap, Dir. Of Development Services
2	NCTCOG	Policy	No	Partnering Entity	TBD	
3	AAA	Policy	Yes	Equity		
4	UNT Representative	Policy	No	Partnering Entity	Director of Transportation	Dr. David H. Coursey, Assoc. Prof. Pub Affairs & Planning
5	TWU Representative	Policy	No	Partnering Entity	Alex Thomas,	
6	Denton Chamber of Commerce	Policy	No	Partnering Entity	Director	Brad Andrus, Denton Chamber of Commerce Board
7	United Way	Policy	No	Equity	TBD	TBD
8	College Student	Policy	No	Equity	TBD	TBD
9	Denton County Health Department/Healthy Communities Coalition	Policy	No	Partnering Entity	Jenica Bates, Program Director	TBD

Table 4 [Park B]: Denton Vision Zero Task Force Voting Members

UPDATE

Technical Committee Members					
No.	Agency	Type of Committee	Agency Type	Primary	Secondary
1	Private Sector	Technical	Consulting	Thomas Fletcher, Kimley-Horn	Lee Ramsey or Brad Andrus
2	Planning	Technical	City	Hayley Zagurski	Angie Manglaris
3	Capital Projects	Technical	City	Trevor	Seth
4	CIP Project Managers	Technical	City	TBD	TBD
5	Streets	Technical	City	Daniel Kremer	Stephen Gay
6	Transportation Services	Technical	City	Farhan Butt	Chandra Muruganandham
7	Traffic Engineering and Operations	Technical	City	Chandra Muruganandham	Farhan Butt
8	Police Department	Technical	City	Jason Nalley, Bike Program Coordinator	
9	DCTA Staff	Technical	City	Steve Swanburg	TBD
10	Transportation Services	Technical	City	Greg Scott	Sahar Esfandiyari
11	EMS/Fire	Technical	City	Brad Lahart, EMS Battalion Chief	
12	Denton ISD	Technical	Partnering Entity	Mary Martin, Director of Safety and Security	Dr. Sheryl Alden, Director Transportation
13	Parks & Recreation	Technical	City	Ziad Kharrat	Gary Packan
14	TXDOT	Technical	State	TBD	TBD
15	Denton County	Technical	County	Tina Massey	Stephen Belknap

Table 5 [Part C]: Denton Vision Zero Task Force Voting Members

Vision Zero Policy Development Framework – The Vision Zero recommendations would require city-wide policy development for various safety improvements, including (but not limited to) Posted Speed changes, geometric design changes, parking restrictions, functional classification-linked changes, and human factors integration into the traffic operations. The project team is crafting a draft policy development framework, which will be shared with the City leadership for final approval. Exhibit 56 [part d] illustrates the draft policy development framework for Denton Vision Zero. The process is still in the works and will be finalized after consultation with the CMO.

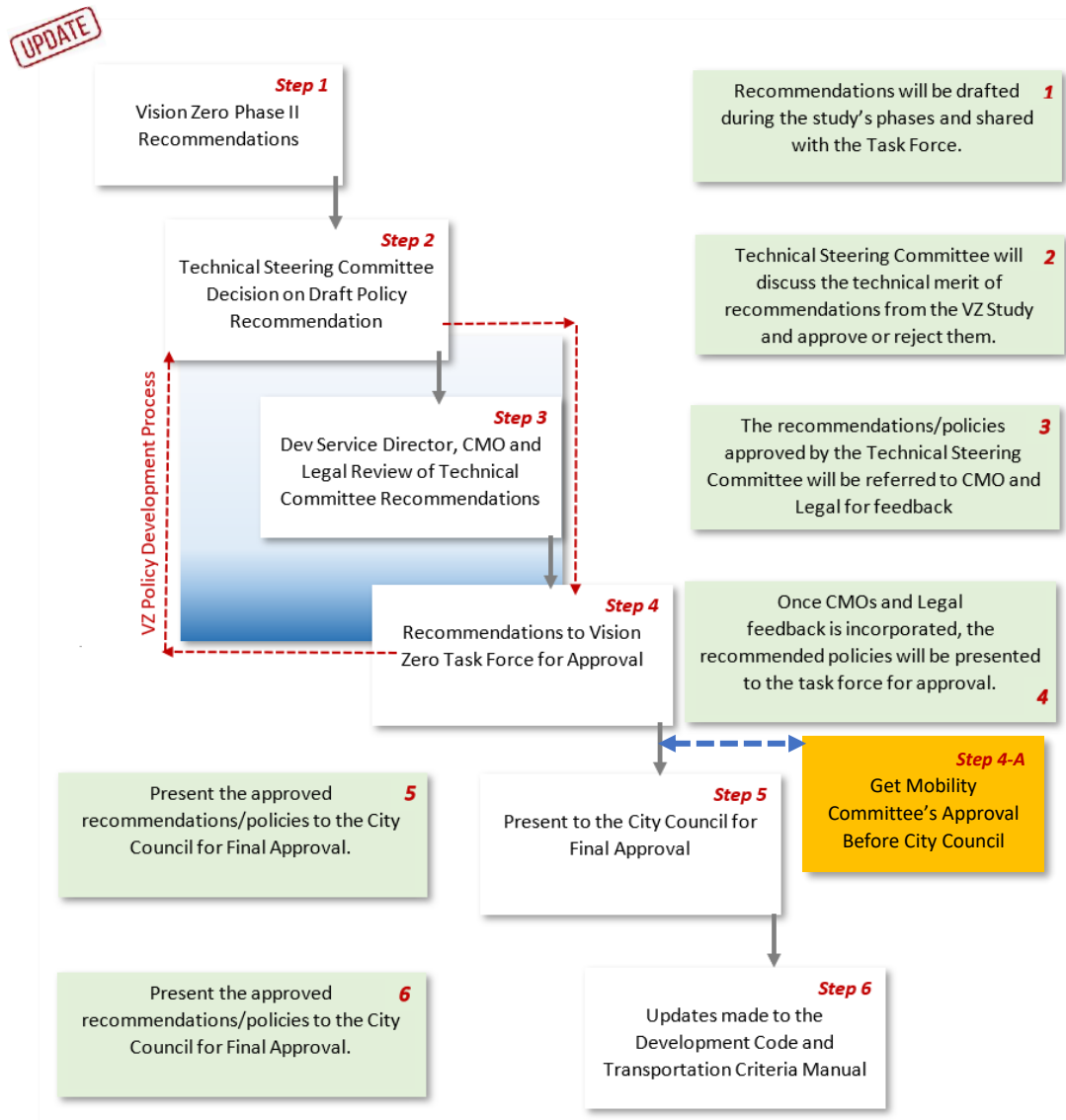


Exhibit 56 [Part D]: Draft Denton Policy Development Framework

Safe Streets and Roads for All (SS4A) Grant - Safety Action Plan

Status: Ongoing



The USDOT has awarded the city of Denton a \$720,000 SS4A grant to develop a Comprehensive Safety Action plan to enhance road safety on the city's roadways. Staff is working with USDOT and Denton Legal Department to finalize the agreement. For more information on the SS4A grant application, please refer to **APPENDIX D1-D3**.

3. ADA TRANSITION PLAN



The Transportation Services has made it a top priority to address the barriers outlined in the Denton ADA Transition Plan. To kick off the ADA transition planning process, the first step was to evaluate the extent of ADA challenges faced by each department. This involved outlining the ADA standards and policies specific to each department, working with departments to create the City's initial ADA work plan, establishing a citywide ADA liaison group for improved coordination, collaborating with external stakeholders to ensure that the City of Denton achieves "Green Status" for ADA Compliance, and ultimately developing a unified framework to address day-to-day ADA inquiries promptly. With these components in mind, we divided the ADA effort into three distinct phases, which are:

- ***Phase 1 Assessment of ADA Challenges*** – Staff conducted in-person meetings with Department Directors to assess their challenges, needs, and accomplishments. This stage also identified Tier 1 ADA departments of the City, which are directly linked to ADA transition planning and implementation. The departments include:
 - a. Transportation Services Division
 - b. Parks and Recreation Department
 - c. Streets Department
 - d. Capital Improvement Program
 - e. Facilities Department
- ***Phase 2 Needs Assessment and Prioritization*** - Staff collected data to prioritize ADA projects from each department, based on needs and regardless of funding availability, including cost estimates.
- ***Phase 3 Annual Work Plan and Initiate Project Delivery***—Staff is collaborating with each Tier 1 department to update the annual ADA work plan for FY 24-25; the work plan project list will be included in the 2025 Q1 report. One of the key components of ADA Phase 3 is establishing the citywide ADA Liaison group and developing the ADA Transition Plan Dashboard. The Denton Departmental ADA Liaison group was established through decisive consultation with the Department Directors, who are key in nominating all Liaisons.

Table 6 shows the City of Denton Departmental ADA Liaisons, and a presentation on milestones in the ADA initiative is available in Appendix B.



UPDATE

No.	Name	Department	Email
1	Butt, Farhan	Transportation Services	farhan.butt@cityofdenton.com
2	Alexander, Matthew D.	Engineering	matthew.alexander@cityofdenton.com
3	Andrews, James	Traffic Operation	james.andrews@cityofdenton.com
4	Atkinson, Leia	Community Services	leia.atkinson@cityofdenton.com
5	Avatapalli, Shaila	HR Green	shaila.avatapalli@cityofdenton.com
6	Boerner, Brian	Solid Waste	brian.boerner@cityofdenton.com
7	Cowan, Carlotta	City Manager Office	carlotta.cowan@cityofdenton.com
8	Dromgoole, Ryan	Business GIS Analyst-Engineering	ryan.dromgoole@cityofdenton.com
9	Esfandiyari, Sahar	Transportation Services	sahar.esfandiyari@cityofdenton.com
10	Hale, Dante	CIP	dante.hale@cityofdenton.com
11	Hambright, Misty	Risk Management	misty.hambright@cityofdenton.com
12	Harris, Tiffany	Risk Management	tiffany.harris@cityofdenton.com
13	Kharrat, Ziad	Park & Rec	ziad.kharrat@cityofdenton.com
14	Partida, Jasmine	Open Records	jasmine.partida@cityofdenton.com
15	Muruganandham, Chandrakant	Transportation Services	chandrakanth.muruganandham@cityofdenton.com
16	Patterson, Chase	Airport	chase.patterson@cityofdenton.com
17	Scott, Greg	Transportation, Bike and Ped	greg.scott@cityofdenton.com
18	Sizemore, Stacy A.	Library	stacy.sizemore@cityofdenton.com
19	Stackhouse, Justin	Development Services, Admin	justin.stackhouse@cityofdenton.com
20	Sternbeck, Dustin	Marketing and Communication	Sternbeck, Dustin

Table 6 : City of Denton Departmental ADA Liaisons

- a. ***USDOT-TXDOT ADA Insufficiency Mitigation Workshop - Denton ADA Compliance Status*** - As part of the statewide compliance assessment process, USDOT, in collaboration with TXDOT, provided the local jurisdictions with three ADA compliance survey instruments. Of the three, two surveys must be duly filled out by the staff and submitted to TXDOT on time. Consequently, based on the responses, the City of Denton was awarded the Green Compliance Status for three years. The USDOT/TXDOT urged the staff to address some ADA insufficiencies within the next three years. For more information on the Ada insufficiencies cited by the USDOT, please refer to **APPENDIX E**.

The ADA Workshop - The staff is coordinating with multiple City Departments linked to the cited ADA insufficiencies and has initiated mitigating those in line with USDOT, TXDOT, and US Access Board guidelines. As a first step to this process, staff arranged an “Insufficiency Mitigation Workshop” where USDOT and TXDOT SMEs and Legal experts were present to address any questions the departmental ADA Liaisons raised. The two-hour online workshop was quite educational. The staff members could make notes and network with the USDOT and TXDOT staff.

- b. ***The Insufficiency/Barrier Removal Timeline*** - Transportation Services aims to address all the cited insufficiencies within a year by the end of FY 2025-26. This learning channel with USDOT and TXDOT is still open, and we plan to hold a mid-term workshop by November 2025 to share the progress made on the cited insufficiencies.

- c. ***Citywide ADA and Road Safety Implementations***

As part of the ADA Tier 1 departments' work plans tied to the ADA Transition Plan, and Transportation Services' short-term priorities based on the Community inquiries, staff have been proactively completing ADA and Road Safety implementations as a priority. A selected list of ADA and Road Safety implementations has been shared in the “Selected Implementation Projects Section of this report, along with before and after pictures of the implementation sites. Transportation Services is committed to removing all ADA barriers identified in the Denton ADA transition plan and is looking for long-term and sustainable funding opportunities to develop a structured program for the removal of ADA barriers in prioritized phases.

4. DEMOGRAPHIC DATA UPDATE AND TRANSIT 2.0



The North Central Texas Council of Governments (NCTCOG) is updating its demographic data sets to include information for the base year 2019 and projections for intermediate years up to 2050. These data sets play a critical role in NCTCOG's aggregate regional travel demand forecast model, which is a guiding tool for making decisions regarding regional transportation investments.

Additionally, NCTCOG has initiated Transit 2.0, a collaborative review effort involving cities, counties, and regional stakeholders to envision the future of multimodal transportation systems in the Dallas-Fort Worth Metroplex area. The review aims to collect feedback on areas where the

travel demand forecast model and the demographic growth projections process may not accurately reflect changes since 2019, the base year for these forecasts. As a result, NCTCOG requests input from local jurisdictions regarding any new data updates, and our staff is actively engaged in this initiative. The Transportation Services team initiated a collaborative project involving multiple departments to review the demographic growth projections and estimates provided by NCTCOG. The goal was to ensure that all future developments in the city were accurately accounted for. This comprehensive effort primarily focused on addressing the following aspects:

- Base Data and County-Level Forecast Targets
- Preliminary Demographics
- Estimated Traffic Congestion Levels
- Demand Flow – Paths of Least Resistance
- Local Review Process
- Updated Traffic Analysis Zone boundaries

The NCTCOG recently updated the 2050 demographic projections based on the city's feedback. The Transportation Services Division has also drafted a presentation focusing on the NCTCOG Demographic Data highlights. For more details, please see **Appendix C1 and C2**. The demographic data was updated and submitted to NCTCOG earlier than the timeline set by the NCTCOG. The process of updating the NCTCOG demographics is complete, and the NCTCOG regional travel demand models are using finalized data for regional travel demand forecast and the regional infrastructure investment decisions.

Additionally, in the June RTC meeting, Council Member Jill Jester from the City of Denton was elected as the secretary of the RTC. During the recent August RTC meeting, she was also nominated and later elected by the RTC to chair the subcommittee on Transit 2.0 planning for the DFW region. This is excellent news, as the City of Denton will now play a key role in facilitating the future planning of the Transit 2.0 initiative in the DFW region. Staff will keep City leadership informed of any new developments in this context.

UPDATE

5. Denton safe routes to school initiative



Road safety is a top priority for city leadership and council members. The Transportation Services Division has launched the Safe Routes to Schools Initiative to ensure the safety of students. Staff conduct safety and traffic operations audits in school zones, meet with school officials to gather feedback, and coordinate with the Denton Independent School District (DISD). Based on the findings, improvements to road safety and traffic operations are made in the school zones. So far, the staff has made improvements at three school sites.

1. Nette Shultz Elementary School
2. Calhoun Middle School
3. New Campus of Newton Rayzor Elementary
4. Alexander Elementary [Ongoing]
5. McMath Middle School [Ongoing]



Transportation Services received positive feedback about the initiative from citizens, parents, school officials, and DISD officials. A blog about the Denton Safe Routes to School initiative was published. Please refer to **Appendix D** for more information on the Safe Routes to School initiative.

Additionally, the federally funded 2025 Safe Streets and Roads for All [SS4A] program provides funding for two main types of grants. The City of Denton applied for the supplemental planning portion of the Planning and Demonstration Grant. This grant will be used to develop an update to the ADA Transition Plan, the Mobility and Active Transportation Plan, a Safe Routes to School Plan for 10 Schools in Denton, and a Comprehensive Transportation Dashboard. The City of Denton Transportation Services is seeking \$960,000 through the 2025 SS4A grant program. As part of this project, the city will be required to have the components outlined above. This includes a written product that connects to and enhances an Action Plan. Final products shall be made publicly available. As part of this project, the City of Denton will

1. Complete the City of Denton ADA Transition Plan Update
2. Complete the Denton Mobility Plan Update as it relates to safety.
3. Complete the Denton Active Transportation Component of the Mobility Plan
4. Implement the Safe Routes to School Improvements Plan for 10 schools in the City of Denton
5. Implement a Comprehensive Transportation Planning Dashboard for the City of Denton
6. Research and obtain funding to design and construct a safe public realm.

The Transportation Services staff will complete the grant application and submit it to the USDOT on June 16, 2025. If awarded, the grant program requires a 20% local match. The \$192,000 match is budgeted in the Transportation Services Operating Fund for fiscal year 2025-26 (To be initiated after October 2025).

6. Denton-DCTA ILA Agreement – Temporary Use and Third Amendment



The CITY and DCTA have had an Interlocal Cooperation Agreement since February 5, 2013, allowing DCTA to use certain City property for bus shelters and related amenities. This agreement has been amended twice to update insurance requirements. Now, the CITY and DCTA aim to make a third amendment to include an additional street-use right-of-way location.

The CITY and DCTA have agreed to review the Original Agreement to ensure compliance with the City of Denton Right of Way Use License before allowing DCTA to build and operate bus shelters. In the meantime, they will sign a Limited-Use Agreement for current and proposed DCTA street-use locations for up to 180 days or until the Third Amendment is finalized.

The Transportation Services team assisted the City Manager's Office, Legal Department, and Development Services Department in modifying the Original Agreement for the Temporary Use Agreement. Following approval by the City Council, the staff is working with the City Manager's Office, Legal, Development Services, CIP, and DCTA to outline the third amendment to the original agreement. Please find the fully executed Temporary Use Agreement in **APPENDIX F**.

7. Transportation Criteria Manual Update



Staff are currently evaluating the Transportation Criteria Manual to identify any areas that need to be updated to bring the City's transportation criteria and standards up to date. This involves reviewing any significant updates needed based on past experiences during the development review process and addressing any recurring issues raised by applicants. The evaluation and update process is expected to be completed by mid-September 2025. Once the updated criteria manual reaches the draft-final stage, it will be shared with other departments and the City Leadership for feedback.

8. Work Zone Data Exchange Program



The USDOT's Work Zone Data Exchange (WZDx) program aims to standardize work zone data reporting by public agencies and contractors, improving safety for human and automated vehicles. The Texas Department of Transportation (TxDOT) is a leader in implementing WZDx. NCTCOG completed a TXSHARE procurement for WZDx services, establishing contracts with five vendors accessible at Roadway Workzone Data Reporting Services (txshare.org). This process meets federal requirements, allowing public agencies across the Dallas-Fort Worth area and nationwide to use these contracts without starting a new procurement process.

Work Zone Data Exchange Project Highlights

NCTCOG Funding Awarded:	\$ 300,000
Project Status:	In Agreement Stage
Expected Project Initiation:	October 1, 2025
Project Duration:	3 Years from Initiation

Background:

In March 2022, NCTCOG issued a Request for Proposals (RFP) for Roadway Work Zone Data Reporting Services. Work zones are essential for roadway maintenance and upgrades but often lead to altered traffic patterns and increased risks of crashes and injuries.

To address the need for accurate and real-time reporting, TXSHARE awarded contracts to five vendors: Blynscy, iCone, Mixon-Hill, NavJoy, and OneNetwork. These vendors can offer their services to any public sector entity in the U.S. participating in the TXSHARE Program. In 2023, the NCTCOG Regional Transportation Council approved the Work Zone Data Exchange Project and released a Call for Projects.


How This Project Benefits the City of Denton:

In Denton, various city departments update weekly PDF catalogs to inform contractors and citizens about work zones. However, scattered information creates inefficiencies, leading to DCTA's concerns about delays affecting bus routes and passenger notifications. Recently, the City discovered a significant downtown work zone just one night before it began, hindering timely community communication and increasing safety risks.

The proposed WZDx project aims to standardize and provide real-time work zone data to the Texas 511 Work Zone Data Exchange, enabling all road users in Denton to access crucial updates through traffic mapping applications.

Selection of the Vendor from NCTCOG's pre-qualified list

Transportation Services, in collaboration with other City Departments, scheduled demonstration meetings with the prequalified vendors from NCTCOG. NavJoy was selected as the preferred vendor; staff applied for \$300,000 in funding from NCTCOG for the WZDx project, for which no local match was required from the City. The project duration will be three years from the execution of the agreement. The project schedule released by NCTCOG is shared in Table 7 below. We anticipate the awards will be announced by the end of January 2025 in the STTC meeting.



Date	Action
August 23, 2024	STTC (Action) – Request Approval of Call for Projects Criteria
September 12, 2024	RTC (Action) – Request Approval of Call for Projects Criteria
September 16, 2024	Open Call for Projects (60 days)
September 17, 2024	First Call for Projects Vendor Workshop @10:00 am (Hybrid)
October 8, 2024	Second Call for Projects Vendor Workshop @ 10:00 am (Hybrid)
November 15, 2024	Applications Due
Nov. 18, 2024 – Jan. 3, 2025	Evaluate Submitted Proposals
January 2025	STTC (Action) – Approval of Selected Projects
January 2025	Public Comment Period Begins
February 2025	RTC (Action) – Approval of Selected Projects

Source: North Central Texas Council of Governments

Table 7: NCTCOG's Schedule for WZDx Project Funding Awards

9. Sidewalk and Bike Lanes Criteria Update and Prioritization



Transportation Services is actively engaged in updating the Sidewalk and Bike Lane project prioritization. The City of Denton has already developed a sidewalk work plan as a GIS thematic layer. To ensure that the sidewalk work plan and bike lane prioritization process consider the impacts of crashes resulting in fatalities and incapacitating severe injuries, we are considering various factors such as area types (downtown, urban core, suburban, or rural settings), walkability index, roadway speeds, and proximity to pedestrian attractors such as schools, colleges/universities, and hazardous walking conditions on pedestrian corridors. Staff has already fine-tuned the updated criteria and have shortlisted 29 prioritized projects. Once finalized, the staff plan to present it to the city leadership and the Mobility committee for feedback. For more information on shortlisted projects, please refer to **APPENDIX G**.

10. Regional Stakeholders Meeting [NCTCOG, TXDOT Coordination, DCTA, and USDOT] -



Transportation Services is actively involved in regional stakeholder collaboration meetings with the following stakeholders.

- **NCTCOG for the following**
 - Regional Transportation Council [RTC] – *Staff Support to CM Jill Jester*
 - Surface Transportation Technical Advisory Committee Meeting [STTC]
 - Road Safety Advisory Committee Meeting [RSAC]
 - Bicycle Pedestrian Advisory Committee Meeting [BPAC]
 - Transit 2.0 Planning Discussions for 2050
 - Coordination for Federal and State funding opportunities
- **TXDOT**
 - Bi-weekly meetings with TXDOT for technical discussions on projects
 - Loop 288 Stakeholder Meetings
 - On System Task Force Meeting
 - Bi-weekly Coordination meeting with ITS
 - ADA Sub-recipient Compliance Surveys Coordination
 - Coordination for HSIP Funding and Project Selection
- **Denton County Transit Authority**
 - Bi-weekly Denton-DCTA Coordination meeting
 - Coordination for prospective funding opportunities
 - TRiP funding coordination
- **Denton County**
 - Outer Loop Coordination Meeting
 - Technical coordination on other projects
- **USDOT and US Access Board**
 - Coordination with FHWA on Awarded and Future Grants
 - Coordination with FTA for Public Transit Standards and grants
 - Coordination with the US Access Board for ADA standards clarification

11. Streamlining Transportation Development Review Process

Transportation Services and HR Green Staff hold biweekly meetings to collaboratively address any intricate technical issues that require input from Transportation Services Staff. These meetings also serve as a valuable platform to enhance the efficiency of ongoing processes and coordination related to transportation development reviews.

12. Denton Transportation Strategy 2050



Transportation Services is in the process of outlining the scope of the Denton Transportation Strategy 2050 study. The study is scheduled to commence by the end of 2025. It will be a comprehensive guide for updating the Mobility Plan, incorporating the Active Transportation

Element, outlining the 2050 demographic growth channelization strategy, and shaping the City of Denton Strategy for Transit 2.0. Given that NCTCOG and TXDOT, the two primary regional entities in the Dallas Fort Worth area, are already strategizing for 2050 as a pivotal year for growth, the Denton Transportation Strategy 2050 aims to align the city's transportation planning strategy with regional efforts. The initial draft will be presented to the City's leadership for input before finalization.

13. City of Denton – Cole Ranch and Landmark Transportation Impact Study



This Transportation Impact Study involves updating the City of Denton's previous Travel Demand Model (TDM) study conducted by HDR Engineering Inc., dated March 9th, 2020. The initial study focused on updating the socio-economic data for the proposed Cole and Landmark (Hunter) developments within the development area study limits, only in the City of Denton's 2040 TDM, and included a corresponding high-level traffic analysis. A supplemental scope was added to evaluate the phased construction plans and the traffic utilization of the proposed development roadways. The Scope of services for this supplemental study will encompass the same study area and Traffic Analysis Zones (TAZs) as the original study, utilizing the City of Denton's 2040 TDM. It is to be noted that no updates have been made to the TDM since 2016.

This study will update socio-economic information for the future year model 2040 and extrapolate to 2050 to assess roadway impact, utilization/costs for the study area. The TransCAD 7.0 software application will be used for TDM analysis. The city staff will provide the latest land-use information and roadway network updates within the study area. The approved scope of work will be used to prepare a Technical Memo that documents HDR's findings and recommendations for submission to the city.



14. Craver Ranch

The TSD staff is providing technical support for this important project, focusing on all transportation-related aspects. This includes updating the demographic database, assessing land use, guidance on developing and updating the travel demand forecast model, and conducting any necessary traffic impact assessment studies for the development review process. This work is also essential for finalizing the operating agreements.

15. School Crossing Guards Program

On July 14, the Transportation Services Division (TSD) received an email from the City Manager's office regarding the transition of the Crossing Guard program. The email instructed TSD staff to evaluate the Crossing Guards program and collaborate with the Denton Police Department (PD) to streamline the program. The City of Denton is shifting the management and evaluation of crossing guards from the PD to TSD. This change aims to enhance the assessment of crossing guard needs, focusing on future planning and budgeting, while enabling the PD to concentrate on training the crossing guards.

The TSD is actively researching best practices for crossing guard programs in various cities across the Dallas-Fort Worth region and the United States. By examining these practices, TSD aims to develop a more effective and efficient model tailored to the specific needs of our community. This proactive approach acknowledges the importance of pedestrian safety for our students and seeks to enhance the overall process for assigning and funding the crossing guard program.

To ensure a smooth transition, TSD staff has scheduled a virtual meeting via Teams with representatives from the PD and the Denton Independent School District (DISD) on Wednesday, July 30th at 1:15 PM. The purpose of this meeting is to discuss the new framework for assigning crossing guards and to establish a streamlined process that guarantees the timely deployment of guards before the upcoming school year.

As part of this initiative, TSD staff aims to implement short-term measures and solutions by the first week of August 2025. This timeline is essential to ensure that crossing guards are in place before the start of the DISD school year, thereby promoting a safe environment for students as they travel to and from school. Through this transition, the City of Denton is committed to enhancing the safety of its schools and effectively addressing community needs by improving the management of crossing guard assignments.

Immediate Actions:

1. There was a meeting held on Wednesday, July 30th, 2025, involving TSD, PD, and DISD. The meeting provided an opportunity for collaboration and discussion among all parties.
2. Immediate short-term measures were implemented on Friday, August 8, 2025, before the new DISD school year began on Tuesday, August 12, 2025. These measures included traffic safety enhancements and the optimization of school guard assignments at all locations.
3. The TSD will continue to coordinate with PD and DISD monthly to continuously improve the DISD Crossing Guards program and provide periodic updates and evaluation summaries to the CMO.

TRANSPORTATION SERVICES DIVISION INTRODUCTION

The Transportation Services Team comprises experienced professional staff with diverse Transportation Engineering and Planning backgrounds. The staff's professional experiences include, but are not limited to, the following key areas:

1. **Multimodal Planning** - Multimodal Transportation Planning, including bike/pedestrian/shared mobility, coordination with federal, state, and local agencies, Mobility as a Service (MaaS), public engagement, and applying for federal, state, and local grants.
2. **ADA Transition Coordination** - Americans with Disabilities Act (ADA) Title II Interpretation, ADA Final Rule Interpretations, and ADA Department-Specific Communication Policies. Design Standards, ADA Transition Plans, ADA Annual Work Plans, Department-Specific Training, Mitigation of Citizen Requests, ADA Transition Plan Updates, and National and Regional Stakeholder ADA Coordination are crucial. This coordination includes interaction with organizations such as the US Access Board, US Department of Transportation (US DOT), US Department of Justice, Texas Department of Transportation (TxDOT), City of Denton Legal Department, and ADA Interest Groups and forums.
3. **Road Safety and Human Factors Linkages** - This includes Road Safety and Human Factors Linkages, Vision Zero Planning and Implementation, Citywide Safety Action Plans, Crash Data Mining and Data Synthesis, Statistical Applications for Data Analytics, Federal and State Planning and Implementation Grant Applications, Safe Routes to School (SRTS) Grants, and more. It also includes the Highway Safety Improvement Program (HSIP) Project Selection.
4. **Traffic Operations and Management** – Traffic Signal installation, programming, and maintenance; Street Signage installation, maintenance, and repair; Roadway striping and repair; Road Safety and Traffic operations audits, inventory and asset management, HSIP Selection and Full Coordination with TxDOT, TxDOT traffic operations coordination, Interlocal agreements on traffic operations, Traffic operation Design and Maintenance costs and appraisals, Assistance in traffic impact assessments during the development reviews and mobility plan amendments, Citizen and Council member requests
5. **Mobility Plan and Transportation Strategy 2050** - Mobility Plan Updates, Public Engagement Process for Plan Updates, Planning and Zoning Commission support on Transportation Engineering and Planning issues, Comprehensive Plans, Area Plans support, Downtown Master Plan Support, Downtown and Citywide Parking Studies, Transportation Strategy 2050
6. **Transportation Development Reviews** - Provide consultant support for the transportation development review process; coordinate with developers and project owners; inform the development review process of the City's standards if a development introduces innovative ideas not included in the Development Codes and Criteria Manual.
7. **Regional Stakeholder Coordination** – Coordinate with regional stakeholders such as NCTCOG, TxDOT, DCTA, Denton County, and other State and Federal agencies on matters concerning the City of Denton, including new and ongoing initiatives, regional stakeholder meetings, grants, and funding processes, and regional policy development process

Scott Wilson. B. Eng.

Senior Traffic Engineering Tech

Senior Traffic Engineering Technician with over 30 years of experience within the City of Denton Traffic Operations.

Professional Interests

- Traffic Operations and Management
- Capital Improvement Programs
- Automated Traffic Management Systems
- MUTCD Applications
- Crash Data Analytics
- ArcGIS Mapping and AutoCAD 3D
- Emergency Management and Operations

Education

- BS Electronics Engineering
The University of North Texas
Denton, Texas
- Journeyman License - Electrical
Texas Department of Licensing and Regulation
- Field and Bench Certifications
International Municipal Signal Association

Projects in the City of Denton

- Citywide Parking Study, Assistant Project Manager
- Denton 311 – Transportation Services
- Traffic Control Plans – Initial Reviews
- Traffic Flow Characteristics Data Collection
- Crossings Guard Program Streamlining – Team Member
- Comprehensive Road Safety and Traffic Operations Audits
- Assistance in submitting Grant Funding Opportunities



FY 2024-25 Achievements

- Assistant Project Manager, Citywide Parking Study
- Team Lead, Denton 311 Response on Transportation Services Inquiries
- First Reviewer, Traffic Control Plans
- Team members, Crossing Guards Program
- Team Member, Comprehensive Road Safety and Traffic Operations Audits
- Team Lead, Traffic Flow Characteristics Data Collections [Traffic Flow and Speed studies]
- Facilitate the Transportation Services Team in ongoing projects for data collection and research for analysis

Mohammad Shalbak, B. Eng., M.Sc., M.B.A.

Transportation Planner

Professional Interests

- Engineering Design and Construction Drawings
- Geographic Information Systems
- Data Visualization Techniques
- Project Management
- Telecommunication, Signal controls
- Road Safety and Human Factors
- Big Data Integrations and Statistical Modeling
- Python grafted data fusions
- Computer programming and Data Fusions Data Synthesis

Education

- Master's in data science
The College of Health and Sciences
Eastern University, St. Davis, PA, USA
- Master of Business Administration
Concordia University, Austin, Texas, USA
- B.Sc. Electrical Engineering and MBA
Al Balqa' Applied University, Amman, Jordan

Projects in the City of Denton

- Project Manager, Work Zone Data Exchange Program
- Project Manager for School Crossing Guards Program
- Project Manager for Denton Downtown Parking Testbed
- Assistant Project Manager, Traffic Operations and Integrations
- FM 1515 Utilities Relocation
- Neighborhood 7B and Masch Branch Bridge
- Traffic Flow and Crash Data Synthesis and Automation
- Coordination with CIP and Engineering Projects
- Geographic Information Systems Applications and Support
- Team Lead, AutoCAD and other design applications support
- Mobility Plan Amendment – Traffic Operations and Analysis



UPDATE

FY 2024-25 Achievements

- Project Manager for Denton School Crossing Guards Streamlining Program
- Project Manager for Downtown Parking Monitoring and Enforcement Test Lab
- Project Manager for the Denton Work Zone Data Exchange Program
- Project Manager for Denton Transportation Data Concurrency Management System and Data Integration
- CAD Support in Engineering and Transportation Services Projects
- Data mining support in transportation analysis and traffic characteristics data analytics
- Denton 311 Request Tracking and Department ADA Gap Project Implementations

Rakibul Alam, Ph.D.

Principal Transportation Planner

Professional Interests and Current Role

- All Aspects of Transportation Development Reviews
- All aspects of Roadway User Fees Assessments
- Project Manager, Transportation Criteria Manual Update
- Transportation Engineering Design and Standards
- Transportation Development Reviews
- Big Data Integrations and Statistical Modeling
- Intelligent Transportation Systems
- Traffic Operations and Road Safety
- Data Analysis, GIS, and Visualizations
- Travel Demand Model Applications

Education

- Doctor of Philosophy (Ph.D.),
Civil and Environmental Engineering
Florida International University, Miami, USA
- Master of Science (M.Sc.)
Civil and Environmental Engineering
Florida International University, Miami, USA

Selected Publications

1. Alam, M. R., Sadri, A. M., Jin, X. (2021). Identifying Public Perceptions Toward Emerging Transportation Trends through Social Media-Based Interactions. *Future Transportation [QI Journal]*, 1(3), 794-813.
2. Alam, M. R., Sadri A. M., Examining the Communication Pattern of Transportation and Transit Agencies on Twitter: A Longitudinal Study in the Emergence of COVID-19 on Twitter. *Journal of Transportation Research Record [QI Journal]*, 2023, Washington D.C., USA
3. Alam, M. R., Sadri A. M. (2021, Jan). Examining the Communication Pattern of Transportation and Transit Agencies on Twitter: A Longitudinal Study in the Emergence of COVID-19 on Twitter. Presented at Transportation Research Board, 2022, Washington D.C.

Appointments

- Scientific Manuscript Reviewer, Transportation Research Part C [Ranked Q1], International Journal of Emerging Technologies, ELSEVIER



FY 2024-25 Achievements

UPDATE

Team Lead, Denton Transportation Development Review Process

- First Contact, For Coordination with HR Green on Technical aspects of all aspects of Development Reviews

- Coordination with external stakeholders, including applicants, developers, and public agencies

- Project Manager for Transportation Criteria Manual and Denton Development Code Updates

- First Reviewer, Roadway Impact Fees Assessment; expected to lead the Denton Roadway Impact Fee Assessments in FY 2025-26.

Sahar Esfandyari, Ph.D., AICP

Senior Transportation Planner

Professional Interests and Current Role

- Transportation Planning
- Urban Planning and Public Policy
- Road Safety and Human Factors
- Public and Stakeholder Engagement
- Process Development and Project Management
- Master Plans, Mobility Plans, and Comprehensive Plans
- Interlocal Agreements and Public Ordinances
- Data Analysis and Visualization
- Transportation Development Reviews [Planning Focus]

Education:

- Doctor of Philosophy (Ph.D.),
Urban Planning
University of Texas, Arlington, USA
- Master of Science (M.Sc.)
Urban Management
Allameh Tabataba'i University [ATU], Tehran, Iran

Selected Publications:

1. Impact of Crime Incidents on Light Rail Ridership, 2018, ACSP Conference
2. Comparing the Economic Outcomes of TOD Stations, 2018, ACSP Conference
3. Relationship between Modern Streetcar and Job Densities, 2017, WSSA Conference
4. Travel Demand Analysis for Arlington Bus Route, 2016
5. Social Entrepreneurship as A Tool to Upgrade Informal Settlements, 2013
6. Denton Vision Zero Phase II Implementation Plan – Accepted for APA Conference 2025

Appointments

- Member of the American Planning Association
- LEED Green Associate, U.S. Green Building Council
- **Adjunct Assistant Professor**, Landscape Architecture College of Architecture, Planning, and Public Affairs, University of Texas at Arlington, Arlington, Texas



UPDATE

FY 2024-25 Achievements

- Team Lead Mobility Plan Amendments, including Research Analysis, drafting AISs, Ordinances, and technical presentations to the Mobility Committee, P and Z Commission, and the City Council
- Project manager for Transportation Services linked to Legal Instruments, Ordinances, Interlocal agreements, and federal and state grant funding agreements such as SS4A grants.
- Project Manager for Vision Zero Phase II, leading the VZ Taskforce coordination and the assigned project elements, and SS4A Funded Projects.
- Coordinating with the ADA Liaison group and assisting as the facilitator for ADA process development with external agencies such as TXDOT, USDOT, and US Access Board.

UPDATE

James Andrews

Traffic Operations Manager

Professional Interests

- Emergency Management
- Intelligent Transportation Systems
- Transportation and Shared Mobility
- PROWAG/ADA Implementations
- Traffic Project Implementations [MUTCD Guidelines]
- Building and Leading High Performing Operational Teams
- Project Management for Transportation Systems

Technical Certifications:

- IMSA Transportation Systems Designer
- IMSA Transportation Systems Operator
- IMSA Traffic Signal Inspector
- IMSA Level II Signal Technician
- IMSA Level II Signs and Markings Technician

James has over 30 years of professional experience in traffic operations. He supervises the traffic operations field staff and manages all traffic operations and road safety-related implementation projects at the City of Denton. Some of the key responsibilities include:

- Implementations on Safe Routes to School Initiative
- Optimization and coordination of 150 Signalized intersections
- Striping and road markings
- Installation and maintenance of Signages
- Traffic operations coordination on Special Events
- Traffic operations coordination during Emergencies and Disasters
- Sourcing and maintaining the inventory of Traffic Operations Assets



UPDATE

FY 2024-25 Achievements

- Project Manager, in-house Signal Construction Initiative, helping City of Denton save \$750,000 annually. Delivered efficiently on the Transportation Services' cost-cutting and capacity-building initiative of "build and design in-house" by delivering multiple signal installation projects on or before the timeline.
- Team Lead on the APWA certification process for the traffic operations team on behalf of the Transportation Services division.
- Prompt service on requested on-road safety improvements, restriping jobs, signal retiming, signage improvements, installation, and running smooth traffic operations for the city
- Performed several traffic operations and safety audits for Transportation Services' initiative of Safe Routes to School and efficiently delivered two projects with all required improvements.

Chandra Muruganandham, P.E., PTOE

Senior Transportation Engineer/City Traffic Engineer

Professional Interests:

- Traffic and Transportation Engineering
- Traffic Operations and Systems Management
- Intelligent Transportation Systems
- Transportation Development Reviews
- Traffic Impact Assessments and Corridor Studies
- ADA Transition Plans, Design, and Implementation
- Transportation Planning and Mobility Plan Amendments
- Smart Mobility Transitions and Applications
- Road Safety, Complete Streets, and Human Factors
- TxDOT Highway Safety Improvement Programs [HSIP]
- Stakeholder Engagement and Team Building
- Highway Capacity, AASHTO, and TMUTCD Standards
- Safe Routes to Schools and Neighborhood Safety

Education:

- Master of Science (M. Sc.),
Civil and Environmental Engineering
The University of Texas, Arlington, USA
- Bachelor of Science (BS)
Civil Engineering
Bharathiar University, Coimbatore, Tamil Nadu, India

Grants/Funding Awarded

- HSIP funding from TXDOT
- Safe Streets and Roads for All grants
- Transportation Alternative Grants
- Participating as a Team Member in Several Local and State Multimodal Planning Grants

Appointments

- **Professional Traffic Operations Engineer**
Institute of Transportation Engineers

→ **Vice President [02/2024 – 01/2027]**

Institute of Transportation Engineers
Greater Fort Worth Section

The Institute of Transportation Engineers (ITE) is an international educational and scientific association of transportation professionals responsible for meeting mobility and safety needs. ITE facilitates the application of technology and scientific principles to research, planning, functional design, implementation, operation, policy development, and management for any mode of ground transportation



UPDATE

FY 2024-25 Achievements

- Leading the Traffic Operations as City Traffic Engineer.
- Managing Smart Mobility Transition by providing a strategic vision for phased smart mobility integration with traffic operation.
- Manage the Full-Cycle Program Management for HSIP Analysis, Coordination, and Funding application, which brought millions of dollars to the City of Denton for Road Safety Improvements.
- Lead the technical Coordination on the Design of Regional Projects with TXDOT, the Legal Department
- Providing final technical feedback as a Lead and SME on transportation-related ADA Designs, and Traffic Operations inquiries from external agencies, Citizens, CMO, and Council members
- Lead SME on the Transportation Development Review Process.
- Launched and currently managing Denton Safe Routes to School Initiative

UPDATE

Farhan Butt, Ph.D., P.E., M. ASCE

Deputy Director, Transportation Services Division

Professional Interests:

- Transportation Planning and Engineering
- ADA Transition Plans, Design, and Implementation
- Road Safety, Complete Streets, and Human Factors
- Multimodal Transportation Planning (Systems, BRTs, Light Rails, Commuter Rails, Mobility as a Service)
- Travel Demand Forecast Models Applications
- Regional Demographic Forecasting and Aggregate Analysis
- Traffic Impact Assessment, Corridor Studies, Environmental Impact Statements
- Transportation Development Review Process
- Regional Transportation Planning and Mobility Plan Amendments
- TxDOT Highway Safety Improvement Programs [HSIP]
- Stakeholder Engagement and Team Building
- Highway Capacity, AASHTO, and TMUTCD Standards and Implementation Policies
- Safe Routes to Schools and Neighborhood Safety

Education:

- Modeling and Simulation of Transportation Networks [Professional Training]
Department of Civil and Environmental Engineering
Massachusetts Institute of Technology, Cambridge, MA
- Doctor of Philosophy (Ph.D.)
Civil and Environmental Engineering
The University of Utah, Salt Lake City, Utah, USA

Doctoral Research Emphasis:

- Game theory in combined route choice and traffic control assignment algorithms
- Mathematical models in Transportation Planning and Systems Optimization
- Smart Mobility Transitions and Emerging Technologies Deployment
- Master of Science (M.Sc.)
Civil and Environmental Engineering
Brigham Young University, Provo, Utah, USA

Research Focus: Trip Assignment Models – Mathematical Optimization Methods




UPDATE

FY 2023-24 Achievements

- Led the Transportation Services Division and Traffic Operations Division under the guidance of the City Manager's Office and Department Director.
- Led and launched several major citywide initiatives, including:
- ADA Coordination and Implementation of ADA Transition Plan
- Road Safety Improvements and Vision Zero Initiative
- Traffic Operations Streamlining, Smart Mobility Transition, and 2050 Transportation Strategy
- Bicycle and Pedestrian Improvements and Prioritization, Transportation Development Reviews, Multimodal Transportation.
- Streamlined ongoing external Stakeholder Coordination with NCTCOG, TxDOT, DCTA, FHWA, FTA, US Access Board, and TRB.
- Represented the City of Denton at the STTC, RTC [As a Staff Resource to CM Jester] Land use and Planning Coordination, TxDOT Coordination, DCTA Strategic Planning Coordination, and Development of Regional Impacts.
- Applied for over \$91 Million in external grant funding, with over \$15M awarded so far.
- Deploying five technology test beds to key mobility issues Denton residents face.

Selected Book Chapters and Scientific Reports:

1. Book Chapter: Metaheuristics for Traffic Control and Optimization: Current Challenges and Prospects. Book Title: Search Algorithm–Essence of Optimization. Publisher: Intech Open Publishers. [DOI: 10.5772/intechopen.99395](https://doi.org/10.5772/intechopen.99395) [Hyperlink]. 2021
2. Book Chapter: Design and Implementation of a Traffic Sign Inventory Program for the Uinta National Forest. Book Title: Applications of Advanced Technologies in Transportation (2002). Published by American Society of Civil Engineers. [DOI: 10.1061/40632\(245\)55](https://doi.org/10.1061/40632(245)55), 2002
-  3. Book Chapter (Working): Artificial Intelligence Applications for Road Safety and Smart Mobility – Theoretical Formulations and Practice Integration. Book Title: Artificial Intelligence and Engineering Practice – Applications for Modern Computing Environments. Publisher: Intech Open Publishers. 2025
4. Scientific Report: Simplified web-based decision support method for traffic management and work zone analysis. [Report No. UT-15.09](#) [Hyperlink], Project No. 13-8384. Funded by the Utah Department of Transportation and the US Department of Transportation. 2013.

Selected Peer-Reviewed Q1 Journal Publications

1. An Integrated Fuzzy Analytic Hierarchy Process (AHP) Model for Studying Significant Factors Associated with Frequent Lane Changing. Published in Special Issue: Mathematical Analysis of Urban Spatial Networks. Journal Name: Entropy. Published by: MDPI, Switzerland. [DOI: 10.3390/e24030367](https://doi.org/10.3390/e24030367) [Hyperlink]. 2022 **[Q1 Journal]**
2. Temporal impacts of road safety interventions: A structural-shifts-based method for road accident mortality analysis. Journal Name: Accident Analysis and Prevention. Published by Elsevier [DOI: 10.1016/j.aap.2022.106767](https://doi.org/10.1016/j.aap.2022.106767) [Hyperlink]. 2022 **[Q1 Journal]**
3. Influence of seat belt use behavior and road traffic crash experience on child restraint systems: A step further. Journal Name: KSU Engineering Sciences. Published by Elsevier Science Direct, Netherlands. [DOI: 10.1016/j.jksues.2021.07.005](https://doi.org/10.1016/j.jksues.2021.07.005) [Hyperlink]. 2022 **[Q1 Journal]**.
4. Combining road safety and traffic operations: an integrated approach to implement system-wide transportation improvements. Journal Name: Transportation Research Interdisciplinary Perspectives. Published by Elsevier B.V., Netherlands. [DOI: 10.1016/j.trip.2024.101091](https://doi.org/10.1016/j.trip.2024.101091) [Hyperlink]. 2024 **[Q1 Journal]**
5. A Practical Perspective on the Benefits of Combined Traffic Assignment and Control Method. [TRIS 10-2735](#) [Hyperlink]. Publisher: Transportation Research Board, Washington D.C., USA, 2010 [Transportation Research Board 89th Annual Conference Proceedings]

Grants/Funding Awarded [At City of Denton] [Applied for Over \$120M of Federal, state, and Local Grants from the beginning of FY 2023-24 to Date for the City of Denton]

- Safe Streets and Roads for All Grant [Awarded]
- HSIP funding from TXDOT [Awarded - Continuous]
- FRA CRISI Grant Application [Submitted]
- Leading Transportation Services for Federal, State, and Local Multimodal Planning grants

Appointments

- Member, Transportation Research Board, United States National Academies of Sciences
- Member, American Society of Civil Engineers
- Member, Institute of Transportation Engineers
- **Member, Standing Committee on Access Management (ACP 60)** [April 2024 – April 2027]
Transportation Research Board, National Academy of Sciences
Washington D.C., USA
- **Member, Standing Committee on Transportation Demand Management (ABE 50)**
[April 15, 2017 – April 14, 2021]
Transportation Research Board, National Academy of Sciences
Washington D.C., USA



Transportation Research Board [TRB] is one of seven program units of the National Academies of Sciences, Engineering, and Medicine, which provides independent, objective analysis and advice to the nation and conducts other activities to solve complex transportation problems and inform national public policy decisions.

PROGRAM UPDATES

1. MEETINGS AND TIME-SENSITIVE TASKS

[CONTINUOUS]

Monday Morning TSD Staff Meeting - Transportation Services staff meetings are scheduled for Monday mornings to discuss weekly progress and next week's task list. The discussion points for staff meetings typically include:

- a. Last week's progress and timely delivery of tasks.
- b. New tasks are discussed briefly for coordination and delegated to the staff
- c. Causes for unusual delays in the previous week's assigned tasks are traced, and a mitigation process is coordinated among staff.

In-Person Traffic Operations Weekly Staff Meeting – TSD Leadership meets with the Traffic Operations Team to discuss the status of ongoing projects, day-to-day operations, management issues, and special projects.

In-Person Weekly School Crossing Guards Team Meeting – The TSD project manager for the School Crossing Guards program meets weekly with the Crossing Guards program manager, the Police Department, and DISD to discuss the program's ongoing operations, day-to-day management, and special needs. Once the program stabilizes, TSD plans to develop SOPs for the School Crossing Guards program and annual workplan documents.

TxDOT and DCTA Biweekly Coordination Meetings—Transportation Services is the primary contact for TXDOT and DCTA regarding all transportation and multimodal planning matters.

- TxDOT Biweekly Technical Meeting - Meeting with TXDOT provides a platform to discuss all technical matters that require coordination between the City of Denton and TXDOT. Due to numerous TxDOT-related inquiries during the development review process, the TxDOT monthly meeting has been changed to a bi-weekly meeting format. This change ensures that reviewers do not have to wait a month to discuss their inquiries with TxDOT. The bi-weekly meeting format with TxDOT has significantly reduced the review time, optimizing the entire development review experience for applicants, TxDOT, and the City of Denton reviewers.

1) Loop 288 Monthly Meeting

As part of the TXDOT coordination efforts, Transportation Services conducts a monthly meeting involving multiple stakeholders focused on the Loop 288 project. The purpose of this meeting is to collaboratively address and resolve any technical issues related to the Loop 288 project, particularly those concerning the City of Denton. Attendees include representatives from TXDOT, Transportation Services staff, relevant departments from the City of Denton, TXDOT designers, contractors, and consulting teams. Through these meetings, the City of Denton has successfully tackled various technical matters, such as the East Windsor Connector, in a timely and efficient way.

2) On-System Task Force Meeting

Transportation Services staff are members of TxDOT's On-system Taskforce, which meets quarterly. Staff regularly participates in TXDOT on-system task force meetings where TXDOT's on-system projects are discussed. This meeting provides a good opportunity for Transportation Services staff to provide the City's feedback on any on-system projects that impact the City of Denton's Transportation System or Land use.

3) Outerloop Project Meetings

Denton County has started evaluating the proposed Denton County Outer Loop. The Denton County Outer Loop will connect with the Collin County Outer Loop at Legacy Road in Celina and extend west to Interstate 35. The roadway will travel through Celina, Aubrey, and Denton. The Outer Loop is a regional roadway system that will eventually incorporate Denton, Collin, Rockwall, and Kaufman Counties. Denton County has developed a website to provide accurate information for interested parties. Please follow this link for additional details on the active project: [Denton County Outer Loop](#).

Transportation Services Staff represent the City of Denton at the Outerloop Loop meetings. After consulting with city leadership, the City provides its feedback to the stakeholders.

- Denton-DCTA Coordination Meeting

The Transportation Services division coordinates with DCTA through monthly meetings. Other City departments are invited to these meetings to provide updates or discuss coordination matters with DCTA. So far, over nine meetings have been conducted, with participation from the PARD, CIP, DME, and Planning departments. Upon DCTA's request, this meeting has also been switched to a biweekly format.

- Transportation Design Deviation Requests—All design review petitions filed in Q4 have been resolved, so there are no pending variance requests.

Status: Up to Date and Continuous; *No pending variances or variance review backlog*

- Denton 311 - We frequently address Denton 311 requests concerning Transportation Services. All Q4 Engage Denton requests have been resolved. Transportation Services is coordinating with Capital Projects and Engineering to streamline the Engage Denton process for efficiency and runtime.

Status: Up to Date; No pending Engage Denton Requests

- Mobility Committee—The meeting agenda items/queries are thoroughly researched, and the staff consistently prepares and presents responses to the Committee.

Status: Up to Date; No Pending Mobility Committee Items

- Day-to-Day ADA Requests - *Staff consistently handle* ADA requests from the public. This involves conducting site surveys, researching the issue, performing thorough road safety and traffic operations audits, and responding promptly. Furthermore, the Transportation Services

Division has addressed and fulfilled all public requests received in Q4. This report's executive summary details selected ADA projects recently implemented.

Status: Up to Date; No Pending ADA Requests by the Public, CMO, or Departments

Our staff frequently participates in public meetings, including those held by TxDOT, COGs, the Coordinated Land Use and Transportation Planning Task Force, DCTA, the Texas Regional and High-Speed Rail Project, and other relevant local agencies. Summaries of some of these meetings are included in the NCTCOG section of this report.

2. ADA TRANSITIONS

- **ADA and Safety-Related Citizens' Requests**

Status: *Up to Date and on-time*

The Transportation Services Staff regularly receive ADA-related requests from citizens and council members via the City Manager's office. These requests need careful professional evaluation, considering the design requirements, safety aspects, and constructability of mitigation efforts required. As part of the evaluations for these requests, the staff audits the area linked to the request for various factors, including road safety, design, street lighting, multimodal usage, and conformity to applicable standards. A memo is drafted to explain the background, observed issues, findings, and recommendations, including potential short-term and long-term mitigation measures. All public requests have been addressed so far, and the short-term recommendations are being implemented as the equipment and required material is sourced. When it comes to ADA Transition Plan, the Transportation Services Division has achieved the following milestones:

- **ADA Dashboard**—In collaboration with Business Services, Transportation Services has launched a GIS application/dashboard to track the implementation efforts of both Vision Zero and ADA-centric projects. The Business Services Team in the Development Services Department is testing the GIS application and the dashboard. Eventually, the dashboard will also track the department's annual ADA Work Plan. The ADA Dashboard is offline for the City's internal use only. Exhibit 57, shown below, illustrates the GIS-hinged ADA Dashboard interface.

ADA Dashboard – A GIS Application Conceptualized by Transportation Services

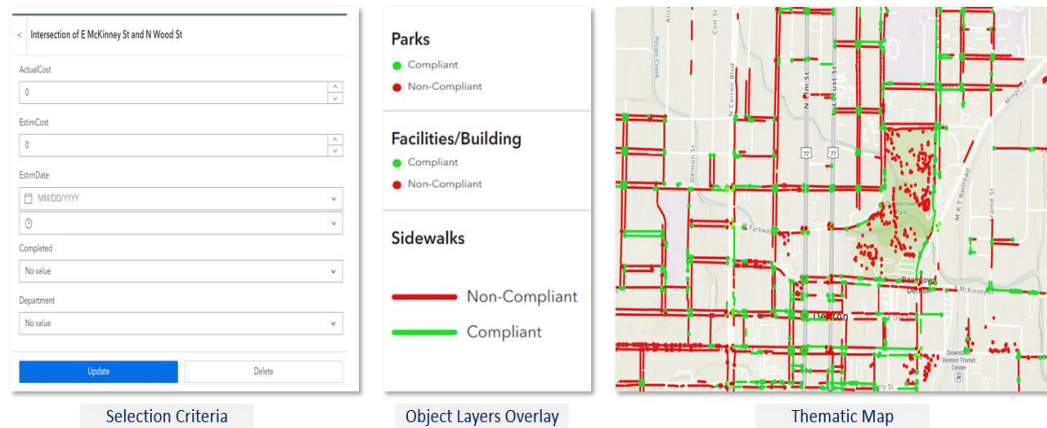


Exhibit 57 - Denton ADA Dashboard and GIS Application

- City of Denton ADA Liaison Group – One of the critical issues identified during the ADA* challenges assessment meetings with Tier 1 departments was the lack of interdepartmental coordination on ADA-related matters. Staff strategized to establish the Citywide ADA Liaison group and corresponded with each department, requesting nominees from each department who were somehow linked to ADA-related issues. The process took a lot of back and forth with various departments before we could receive nominees from the relevant departments. The City of Denton ADA Liaison group has recently been established and has 19 members from various City Departments. Table 8 shows the members of the Denton ADA Liaison group.



No.	Name	Department	E mail
1	Butt, Farhan	Transportation Services	farhan.butt@cityofdenton.com
2	Alexander, Matthew D.	Engineering	matthew.alexander@cityofdenton.com
3	Andrews, James	Traffic Operation	james.andrews@cityofdenton.com
4	Atkinson, Leia	Community Services	leia.atkinson@cityofdenton.com
5	Avatapalli, Shaila	HR Green	shaila.avatapalli@cityofdenton.com
6	Boerner, Brian	Solid Waste	brian.boerner@cityofdenton.com
7	Cowan, Carlotta	City Manager Office	carlotta.cowan@cityofdenton.com
8	Dromgoole, Ryan	Business GIS Analyst-Engineering	ryan.dromgoole@cityofdenton.com
9	Esfandyari, Sahar	Transportation Services	sahar.esfandyari@cityofdenton.com
10	Hale, Dante	CIP	dante.hale@cityofdenton.com
11	Hambright, Misty	Risk Management	misty.hambright@cityofdenton.com
12	Harris, Tiffany	Risk Management	tiffany.harris@cityofdenton.com
13	Kharat, Ziad	Park & Rec	ziad.kharat@cityofdenton.com
14	Partida, Jasmine	Open Records	jasmine.partida@cityofdenton.com
15	Muruganandham, Chandrakant	Transportation Services	chandrakanth.muruganandham@cityofdenton.com
16	Patterson, Chase	Airport	chase.patterson@cityofdenton.com
17	Scott, Greg	Transportation, Bike and Ped	greg.scott@cityofdenton.com
18	Sizemore, Stacy A.	Library	stacy.sizemore@cityofdenton.com
19	Stackhouse, Justin	Development Services, Admin	justin.stackhouse@cityofdenton.com
20	Sternbeck, Dustin	Marketing and Communication	Sternbeck, Dustin

Table 8 - City of Denton Departmental ADA Liaison Group

- Department-Specific ADA Training – Transportation Services, in collaboration with the Denton ADA Liaison Group, is drafting the training program that will constitute

generalized and department-specific ADA training. Transportation Services staff are preparing the training content with the concerned ADA Liaison departments. The scope is being drafted, and the training is expected to be facilitated in March 2025.

- *USDOT/TXDOT Subrecipient ADA Compliance Surveys*

The Federal Highway Administration (FHWA) requires all State Transportation Agencies to monitor their sub-recipients for compliance with the Americans with Disabilities Act (ADA). The Texas Department of Transportation (TxDOT) has developed an online Subrecipient Compliance Assessment Tool (SCAT) to assist with this task. All Local Government Subrecipients were required to complete the survey(s) through the online tool to determine if the ADA statutory requirements were met. As ADA Coordinator for the City of Denton, Transportation Services staff received the communication from TxDOT for the sub-recipient online surveys to be completed by the City.

Staff completed ADA Survey 1 and ADA Survey 2 before the May 29, 2024 timeline. Staff forwarded questions to the relevant departments to address the department-specific survey questions and sought their responses.

Status of Sub-recipient Survey I—After submitting Survey 1 responses, the City of Denton received the compliance status for 18 months. Exhibit 58 shows the outcome of Survey 1 responses, stating the City of Denton's green status regarding ADA compliance for the next 18 months.

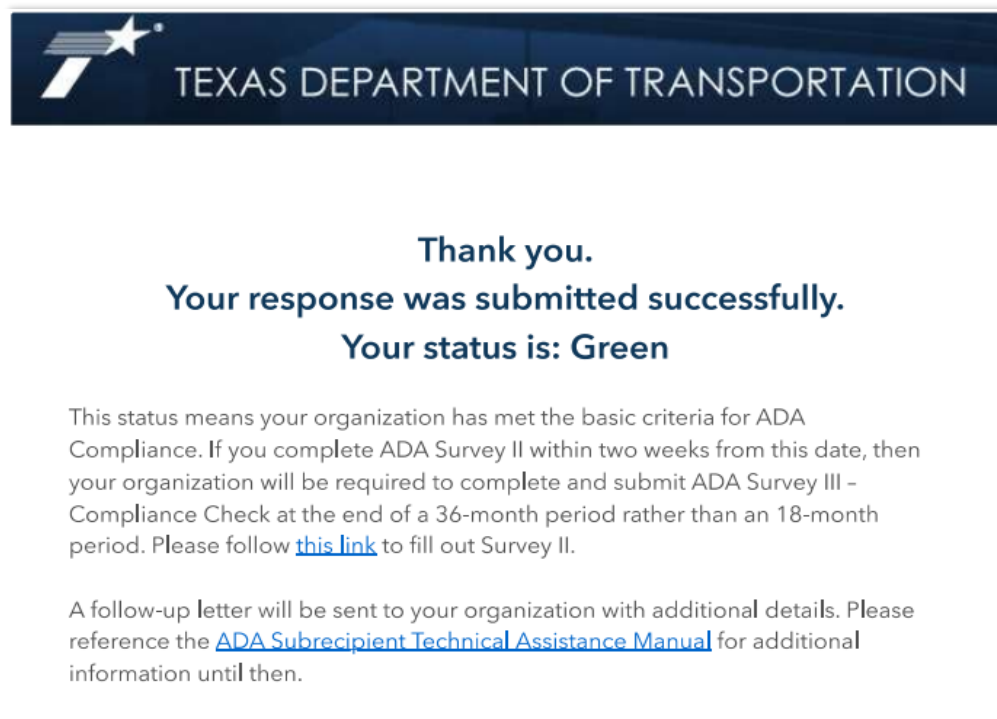


Exhibit 58 – City of Denton ADA Compliance Status Based on TXDOT Survey 1

Compiling Sub-recipient Survey II Responses—The TXDOT Sub-recipient Survey II required more detailed responses from Tier 1 ADA departments and several ADA-related departments, including Human Resources, Risk, Procurement, IT, and Marketing and Communication. The transportation services staff met with each department to gather feedback on specific questions. Each department provided direct responses and, in many cases, attached ADA-specific materials such as the City’s ADA grievance policy, ADA coordinator contact information, and ADA transition plan information. The staff also contacted the consultant "Kimley Horn" for additional feedback on specific questions regarding the ADA Transition Plan and ADA barriers. Kimley-Horn led the ADA transition plan project for the City of Denton. After compiling all the responses, the staff submitted Sub-recipient Survey II to TXDOT’s ADA Compliance survey portal before the deadline.

Status of Sub-recipient Survey II—Recently, Transportation Services received an email from TXDOT extending the compliance status by an additional 18 months (for 36 months of compliance). Although many Survey II responses from the City of Denton staff were deemed sufficient, TXDOT has identified some insufficiencies. We must provide additional material or address those insufficiencies within 36 months.

Insufficiencies Mitigation Workshop with TXDOT—The transportation services staff recently scheduled an ADA Insufficiencies Mitigation Workshop with the TXDOT-ADA Assessment group and USDOT. During this session, City of Denton staff from various departments could ask questions about their ADA insufficiencies, get advice on mitigating them, and remove the barriers. The Workshop with TXDOT and USDOT was held on October 17, 2024, from 10:00 AM to 12:00 PM. All ADA Liaison group members and other ADA-related staff members were invited to join.

Technical Workshops—Members of the ADA Liaison group must attend mandatory technical workshops before the brainstorming session with TXDOT to ensure that staff are familiar with the technical terminologies and ADA compliance requirements. Subrecipients are required to complete the Subrecipient Compliance Technical Assistance Workshop, which is available in recorded format and can be viewed anytime. The TXDOT Civil Rights Division will be notified when the City staff completes the training.

Future Course—The Transportation Services staff works diligently with several City ADA-linked departments to establish a well-coordinated Citywide ADA framework. This framework will be well-informed and up-to-date on ADA Standards and efficiently remove barriers listed in the ADA transition plan through well-thought-out ADA Work Plans. The Transportation Services staff has been actively coordinating with regional actors such as the U.S. Access Board, FHWA, USDOT assigned Regional ADA Centers, TXDOT, and NCTCOG to gain insights, formal guidance, training, and best practices information for ADA implementations. Exhibit 59 illustrates the milestones the Transportation Services division achieved regarding the ADA Transition Plan and the allocated annual budget for ADA implementations.


											
Transportation Services ADA Milestones											
<ul style="list-style-type: none"> • USDOT/TXDOT Subrecipient Compliance Surveys <ul style="list-style-type: none"> • Survey I Responses – Approved for Compliance with Green Status for 18 months <input checked="" type="checkbox"/> • Survey II Responses – Approved for an additional 18 months Green Status <input checked="" type="checkbox"/> • ADA Annual Work Plan <input checked="" type="checkbox"/> • City of Denton Departmental ADA Liaisons Group <input checked="" type="checkbox"/> • Citywide ADA Consultations on Projects [Continuous] • Day to Day Citywide ADA Requests [Continuous] • Department Specific ADA Trainings [Coming Soon] 											
<table> <tr> <th>ADA Implementation</th><th>\$ ('000)</th></tr> <tr> <td>FY 2022-23</td><td>-</td></tr> <tr> <td>FY 2023-24</td><td>1,500</td></tr> <tr> <td>FY 2024-25</td><td>1,500</td></tr> <tr> <td>FY 2025-26</td><td>1,500</td></tr> </table>	ADA Implementation	\$ ('000)	FY 2022-23	-	FY 2023-24	1,500	FY 2024-25	1,500	FY 2025-26	1,500	
ADA Implementation	\$ ('000)										
FY 2022-23	-										
FY 2023-24	1,500										
FY 2024-25	1,500										
FY 2025-26	1,500										

Exhibit 59– City of Denton ADA Milestones

Tier 1 Departmental ADA Work Plan



Implemented ADA Projects

FY 2024-25



PARKS AND RECREATION DEPARTMENT ADA WORK PLAN



Priority	Evaluation Location	Barrier Number	Barrier	Method of Completion	Est. Cost
High (4)	Jimmy Carter Park	18	The accessible route on the site has running slopes greater than 5 percent and has not been constructed as a ramp (i.e. handrails, edge protection, etc.).	Year 1 - 2023	\$ 3,375
Medium (7)	Jimmy Carter Park	19	There is no accessible route to the bench.	Year 1 - 2023	\$ 2,025
Medium (7)	Jimmy Carter Park	20	The clear floor space required at the table is greater than 2 percent.	Year 1 - 2023	\$ 2,025
Medium (7)	Jimmy Carter Park	21	The clear floor space required at the grill is greater than 2 percent.	Year 1 - 2023	\$ 2,025
High (4)	Katy Trail (Denton Rail Trail)	102	The accessible path of travel has cross slopes greater than 2 percent.	Year 1 - 2023	\$ 2,025
High (4)	Katy Trail (Denton Rail Trail)	104	The accessible path of travel has cross slopes greater than 2 percent.	Year 1 - 2023	\$ 2,025
High (4)	Lake Forest Park	60	The accessible route of travel exceeds 5 percent running slope and therefore must be considered a ramp.	Year 1 - 2023	\$ 2,025
High (4)	Martin Luther King Jr. Park	7	The accessible path of travel has cross slopes greater than 2 percent.	Year 1 - 2023	\$ 2,025
High (4)	Martin Luther King Jr. Park	8	The accessible route of travel exceeds 5 percent running slope and therefore must be considered a ramp.	Year 1 - 2023	\$ 2,025
High (4)	Martin Luther King Jr. Park	9	The accessible route of travel exceeds 5 percent running slope and therefore must be considered a ramp.	Year 1 - 2023	\$ 2,025
High (4)	Nette Shultz Park	1	The landing of the ramp has a slope greater than 2 percent.	Year 1 - 2023	\$ 3,375
High (4)	Nette Shultz Park	15	The walkway contains abrupt vertical edges over 1/4 inch.	Year 1 - 2023	\$ 2,025
High (4)	Nette Shultz Park	26	There is no accessible route to the playground.	Year 1 - 2023	\$ 2,025
High (4)	Nette Shultz Trail	24	The accessible route on the site has running slopes greater than 5 percent and has not been constructed as a ramp (i.e. handrails, edge protection, etc.).	Year 1 - 2023	\$ 2,025
High (2)	Nette Shultz Trail	25	The accessible route on the site has running slopes greater than 5 percent and has not been constructed as a ramp (i.e. handrails, edge protection, etc.).	Year 1 - 2023	\$ 3,375
High (4)	Nette Shultz Trail	33	The curb ramp exceeds the maximum running slope (parallel to the direction of travel) allowable of 8.33 percent.	Year 1 - 2023	\$ 3,375
High (4)	Nette Shultz Trail	34	The curb ramp exceeds the maximum running slope (parallel to the direction of travel) allowable of 8.33 percent.	Year 1 - 2023	\$ 3,375
High (4)	North Lakes Park	141	The accessible route on the site has running slopes greater than 5 percent and has not been constructed as a ramp (i.e. handrails, edge protection, etc.).	Year 1 - 2023	\$ 2,025
High (3)	North Lakes Park	142	The accessible route on the site has running slopes greater than 5 percent and has not been constructed as a ramp (i.e. handrails, edge protection, etc.).	Year 1 - 2023	\$ 2,025
Medium (6)	North Lakes Park	144	The walkway contains abrupt vertical edges and/or variations over 1/4 inch.	Year 1 - 2023	\$ 675
High (4)	North Lakes Park	154	The accessible route on the site has running slopes greater than 5 percent and has not been constructed as a ramp (i.e. handrails, edge protection, etc.).	Year 1 - 2023	\$ 2,025
High (4)	Owsley Park	8	The accessible route of travel exceeds 5 percent running slope and therefore must be considered a ramp.	Year 1 - 2023	\$ 2,025
High (4)	South Lakes Park	35	The accessible path of travel has cross slopes greater than 2 percent.	Year 1 - 2023	\$ 2,025
High (4)	South Lakes Park	36	The accessible path of travel has cross slopes greater than 2 percent.	Year 1 - 2023	\$ 2,025
High (4)	South Lakes Park	74	The accessible path of travel has cross slopes greater than 2 percent.	Year 1 - 2023	\$ 2,025
High (4)	South Lakes Park	75	The curb ramp exceeds the maximum running slope (parallel to the direction of travel) allowable of 8.33 percent.	Year 1 - 2023	\$ 3,375
High (4)	South Lakes Park	76	The curb ramp does not have a compliant top landing and the side flares are too steep.	Year 1 - 2023	\$ -
Medium (6)	South Lakes Park	77	The curb ramp exceeds the maximum running slope (parallel to the direction of travel) allowable of 8.33 percent.	Year 1 - 2023	\$ 3,375
Medium (6)	South Lakes Park	78	The curb ramp exceeds the maximum running slope (parallel to the direction of travel) allowable of 8.33 percent.	Year 1 - 2023	\$ 3,375

Table 9: Parks and Recreation ADA work plan 1



Year	Estimated Cost	Estimated Balance	Actual Cost	Actual Balance
Year 1 - 2023	\$ 184,478	\$ 115,523	\$ 300,000	\$ 0

Priority	Evaluation Location	Barrier Number	Barrier	Method of Completion	Est. Cost
High (2)	Avondale Park	12	The accessible route of travel contains a cross slope of 15.8 percent and a grate with openings greater than 1/2 inch.	Year 1 - 2023	\$ 3,375
High (4)	Avondale Trail	2	The accessible route on the site has running slopes greater than 5 percent and has not been constructed as a ramp (i.e. handrails, edge protection, etc.).	Year 1 - 2023	\$ 2,025
Medium (7)	Bowling Green Park	1	There is no accessible route to the picnic table.	Year 1 - 2023	\$ 1,013
Medium (7)	Bowling Green Park	2	There are no accessible tables.	Year 1 - 2023	\$ 2,025
Medium (7)	Bowling Green Park	5	The bench is not accessible because there is not adequate clear floor space.	Year 1 - 2023	\$ 743
High (4)	Bowling Green Park	16	The accessible route on the site has running slopes greater than 5 percent and has not been constructed as a ramp (i.e. handrails, edge protection, etc.).	Year 1 - 2023	\$ 2,025
High (4)	Bowling Green Park	19	The accessible route on the site has running slopes greater than 5 percent and has not been constructed as a ramp (i.e. handrails, edge protection, etc.).	Year 1 - 2023	\$ 2,025
High (4)	Bowling Green Trail	8	The accessible route on the site has running slopes greater than 5 percent and has not been constructed as a ramp (i.e. handrails, edge protection, etc.).	Year 1 - 2023	\$ 2,025
High (4)	Carl Young Park Trail	3	The accessible route has running slopes greater than 5 percent and has not been constructed as a ramp (i.e. handrails, edge protection, etc.). Cross slopes are greater than 2 percent across the width of the walk.	Year 1 - 2023	\$ 2,700
Medium (6)	Carl Young Park Trail	4	The walkway contains abrupt vertical edges and/or variations over 1/4 inch.	Year 1 - 2023	\$ 675
Medium (6)	Carl Young Park Trail	5	The walkway contains abrupt vertical edges and/or variations over 1/4 inch.	Year 1 - 2023	\$ 675
Medium (6)	Carl Young Park Trail	6	The walkway contains abrupt vertical edges and/or variations over 1/4 inch.	Year 1 - 2023	\$ 2,025
Medium (6)	Carl Young Park Trail	7	The walkway contains abrupt vertical edges and/or variations over 1/4 inch.	Year 1 - 2023	\$ 675
Medium (6)	Carl Young Park Trail	8	The concrete expansion joint is spaced greater than 1/2 inch.	Year 1 - 2023	\$ 675
Medium (6)	Carl Young Park Trail	9	The walkway contains abrupt vertical edges and/or variations over 1/4 inch.	Year 1 - 2023	\$ 675
Medium (6)	Carl Young Park Trail	10	The concrete expansion joint is spaced greater than 1/2 inch.	Year 1 - 2023	\$ 675
Medium (6)	Carl Young Park Trail	11	The walkway contains abrupt vertical edges and/or variations over 1/4 inch.	Year 1 - 2023	\$ 1,013
Medium (6)	Carl Young Park Trail	12	The walkway contains abrupt vertical edges and/or variations over 1/4 inch.	Year 1 - 2023	\$ 675
Medium (6)	Carl Young Park Trail	13	The walkway contains abrupt vertical edges and/or variations over 1/4 inch.	Year 1 - 2023	\$ 675
High (4)	Carnegie Ridge Park	2	The walkway contains changes in level greater than a 1/2 inch high that should be ramped.	Year 1 - 2023	\$ 2,025
Medium (5)	Carnegie Ridge Park	3	There is no accessible route to connect the sidewalk to the playground.	Year 1 - 2023	\$ 2,025
High (4)	Carnegie Ridge Park	4	The accessible route on the site has running slopes greater than 5 percent and has not been constructed as a ramp (i.e. handrails, edge protection, etc.).	Year 1 - 2023	\$ 3,375
High (4)	Carnegie Ridge Park	5	The accessible route on the site has running slopes greater than 5 percent and has not been constructed as a ramp (i.e. handrails, edge protection, etc.).	Year 1 - 2023	\$ 3,375
High (4)	Carnegie Ridge Park	6	The accessible path of travel has cross slopes greater than 2 percent.	Year 1 - 2023	\$ 2,025
Medium (6)	Carnegie Ridge Park	7	The accessible path of travel has cross slopes greater than 2 percent.	Year 1 - 2023	\$ 2,025
High (4)	Cooper Creek Trail	29	The accessible path of travel has cross slopes greater than 2 percent.	Year 1 - 2023	\$ 2,025

Table 10: Parks and Recreation ADA work plan 2



Priority	Evaluation Location	Barrier Number	Barrier	Method of Completion	Est. Cost
Medium (5)	Cooper Creek Trail	37	The bench is not accessible because there is not adequate clear floor space for an approach.	Year 1 - 2023	\$ 1,013
Medium (5)	Cooper Creek Trail	38	The bench is not accessible because there is not adequate clear floor space for an approach.	Year 1 - 2023	\$ 1,013
High (4)	Cross Timbers Park South	6	The accessible route of travel exceeds 5 percent running slope and therefore must be considered a ramp.	Year 1 - 2023	\$ 2,025
High (4)	Cross Timbers Park South	7	There is no accessible route to the swings.	Year 1 - 2023	\$ 2,025
High (4)	Cross Timbers Trail	8	There is no accessible route to the trail head located at the pond off of Monticito drive.	Year 1 - 2023	\$ 4,725
High (4)	Cross Timbers Trail	11	The curb ramp exceeds the maximum running slope (parallel to the direction of travel) allowable of 8.33 percent.	Year 1 - 2023	\$ 3,375
High (4)	Cross Timbers Trail	20	The walkway contains abrupt vertical edges and/or variations over a 1/2 inch.	Year 1 - 2023	\$ 2,025
Medium (6)	Evers Park Trail	1	The accessible route on the site has running slopes greater than 5 percent and has not been constructed as a ramp (i.e. handrails, edge protection, etc.).	Year 1 - 2023	\$ 2,025
High (4)	Evers Park Trail	2	The required edge protection is missing.	Year 1 - 2023	\$ 1,013
High (4)	Fred Moore Park	19	The accessible path of travel has cross slopes greater than 2 percent and expansion joints.	Year 1 - 2023	\$ 2,025
Medium (6)	Fred Moore Trail	16	The accessible path of travel has cross slopes greater than 2 percent.	Year 1 - 2023	\$ 2,025
High (4)	Fred Moore Trail	17	The accessible path of travel has cross slopes greater than 2 percent.	Year 1 - 2023	\$ 2,025
Medium (6)	Fred Moore Trail	18	The concrete expansion joint is spaced greater than 1/2 inch.	Year 1 - 2023	\$ 675
High (4)	Fred Moore Trail	20	The accessible path of travel has cross slopes greater than 2 percent.	Year 1 - 2023	\$ 2,025
Medium (6)	Fred Moore Trail	21	The walkway contains abrupt vertical edges and/or variations over 1/4 inch.	Year 1 - 2023	\$ 1,013
Medium (6)	Fred Moore Trail	22	The walkway contains abrupt vertical edges and/or variations over 1/4 inch.	Year 1 - 2023	\$ 1,013
High (4)	Fred Moore Trail	23	The accessible path of travel has cross slopes greater than 2 percent.	Year 1 - 2023	\$ 2,025
Medium (6)	Fred Moore Trail	33	The concrete expansion joint is spaced greater than 1/2 inch.	Year 1 - 2023	\$ 675
High (2)	Jimmy Carter Park	1	There is no accessible route of travel from the public way.	Year 1 - 2023	\$ 4,725
High (2)	Jimmy Carter Park	2	The accessible route of travel contains a running slope of 14.4 percent and a cross slope of 2.5 percent.	Year 1 - 2023	\$ 3,375
High (4)	Jimmy Carter Park	3	The expansion joints are spaced greater than 1/2 inch.	Year 1 - 2023	\$ 4,725
Medium (7)	Jimmy Carter Park	4	The bench is not accessible because there is not adequate clear floor space.	Year 1 - 2023	\$ 743
High (3)	Jimmy Carter Park	5	The accessible path of travel has cross slopes greater than 2 percent.	Year 1 - 2023	\$ 4,725
High (4)	Jimmy Carter Park	6	The accessible route contains a build-up of mud and debris that does not provide a stable, firm, slip-resistant surface.	Year 1 - 2023	\$ 2,025
Medium (6)	Jimmy Carter Park	7	Water accumulates on the stairs.	Year 1 - 2023	\$ 2,025
Medium (6)	Jimmy Carter Park	9	The stair risers are not tall enough.	Year 1 - 2023	\$ 2,025
High (4)	Jimmy Carter Park	10	The accessible route contains a build-up of mud and debris that does not provide a stable, firm, slip-resistant surface.	Year 1 - 2023	\$ 2,025
High (4)	Jimmy Carter Park	12	The accessible path of travel has cross slopes greater than 2 percent.	Year 1 - 2023	\$ 3,375
Medium (7)	Jimmy Carter Park	13	The bench is not accessible because there is not adequate clear floor space.	Year 1 - 2023	\$ 743
High (4)	Jimmy Carter Park	14	The accessible path of travel has cross slopes greater than 2 percent.	Year 1 - 2023	\$ 3,375
Medium (6)	Jimmy Carter Park	15	The curb ramp on the accessible route has a cross slope greater than 2 percent.	Year 1 - 2023	\$ 3,375
Medium (6)	Jimmy Carter Park	16	The landing of the ramp has a slope greater than 2 percent.	Year 1 - 2023	\$ 2,025
High (4)	Jimmy Carter Park	17	The surface at the bottom of the curb ramp exceeds a 5 percent slope immediately adjacent to the curb ramp.	Year 1 - 2023	\$ 2,025
Medium (6)	South Lakes Park	79	The transition from the curb ramp to the walk, gutter or street is not flush and free of abrupt changes in level.	Year 1 - 2023	\$ 1,013

Table 11: Parks and Recreation ADA work plan 3

FACILITIES DEPARTMENT

Building	Sidewalk, Curbs & Gutter
APT Terminal	\$45,900.00
APT Tower	
Civic Center	\$51,637.50
Fire 1	\$33,750.00
NBLB	\$52,177.50
PCRP Lab	\$28,687.50
Senior Center	\$137,430.00
Solid Waste	\$44,212.50
Task Total	\$393,795.00
Total Action Items	127 Barriers Completed

Table 12: Facilities Department ADA work plan 1

ADA Transition Report 1	Parking/Striping
Pages 3-27 & 31-37	
Combined With Terminal	
Pages 43,48-56,81-82	\$4,860.00
Pages 4-40	
Pages 22,27-32,34-35,43-44,62-78	
Pages 3-46	
Pages 7-8,72,84,108,125-126,129,133-145,147	\$4,050.00
Pages 3-37,38-43	\$675.00
	\$9,585.00
Total Action Items	21 Barriers Completed

Table 13: Facilities Department ADA work plan 2



ADA Transition Report 2	Signs
	\$4,050.00
Pages 4-5,9-12,15-17,21,25,29-37	
	\$4,050.00
	\$6,076.00
Pages 86-87,91	\$1,013.00
Pages 9-10	\$6,750.00
	\$21,939.00
Total Action Items	2 Barriers Completed

Table 14: Facilities Department ADA work plan 3

ADA Transition Report 3	Vertical Reno.
Pages 3,42	\$18,225.00
	\$9,450.00
Pages 6,41,50,59,71	\$46,912.50
Pages 4,18-20,33,98-99,107-110,121	\$6,750.00
	\$4,050.00
Pages 25,90,93-95,107,133,146	\$16,875.00
Pages 7-8,64-74	\$16,200.00
	\$118,462.50

Table 15: Facilities Department ADA work plan 4



ADA Transition Report 4	Hand rails
Pages 61-77	
Pages 18-21	
Pages 42-46,51-57,60-66,72-73,78-82,100-105,138	\$4,050.00
Pages 84-85,87-89,	
Pages 70-72	\$1,013.00
Pages 169-174,180-182,240	\$8,100.00
Pages 43-48,58-59,75-86,96-97,106-114	\$2,025.00
	\$15,188.00
Total Action Items	2 Barriers Completed

Table 16: Facilities Department ADA work plan 5



STREETS DEPARTMENT

From: Kremer, Daniel

Sent: Friday, March 29, 2024 1:49 PM

To: Butt, Farhan

Cc: Cox, Ethan ; Wilks, Jeremy S

Subject: ADA transition plan

Farhan,

Public Works will be working on the attached list of ADA ramps and sidewalks for the remainder of the 23/24 fiscal year and the 24/25 fiscal year. These locations were picked because of the proximity to our currently planned projects and will focus on marginal, poor, and very poor conditions. We will evaluate the entire area and replace other sections as needed to comply with ADA standards. Staff will continue to be responsive to Engage Denton, citizen, and council request throughout the year. Let me know if you have any questions about the data.

Thanks,

Daniel Kremer

Deputy Director of Operations

Public Works Department

(940) 349-7193

Daniel.Kremer@cityofdenton.com

ADA Associated with Upcoming Projects

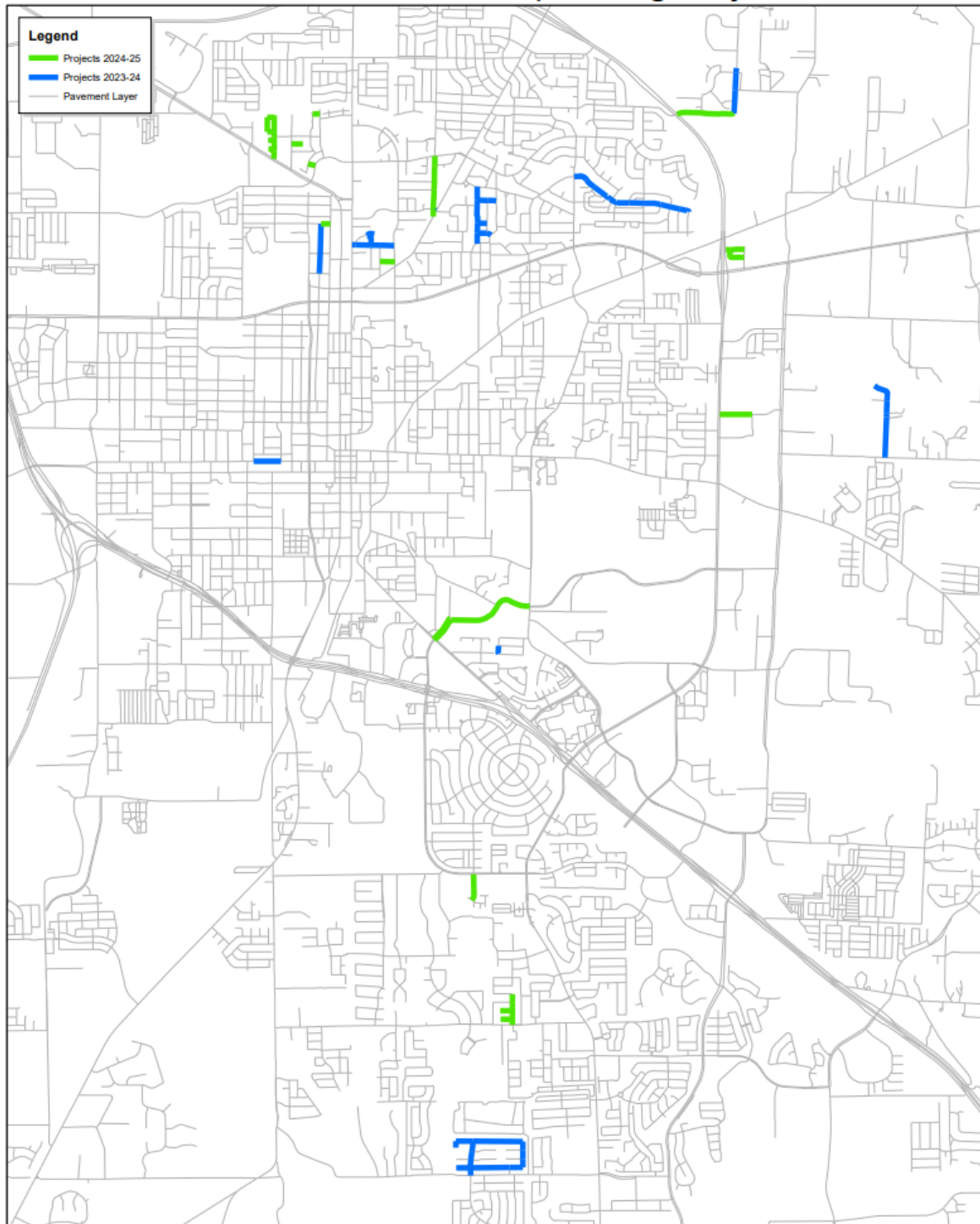


Exhibit 60: ADA Projects Implemented by the Streets Department

**Sidewalks**

Sidewalk	Street	From_	To_	Length_ft	FunCL
110291	PEACH ST	PALMER DR	BELL AV E	480.0667546	Residential
110292	PEACH ST	PALMER DR	BELL AV E	480.0667546	Residential

Table 17: Streets Department ADA Sidewalk work plan

Sidewalks Under Review [TBD]

Sidewalk_I	Street	From_	To_	Length_ft	FunCL
110401	WOODLAND ST	BROWN	CHERRYWOOD LN	537.7891901	Residential
108796	BERNARD ST	FANNIN ST	COLLINS ST W	438.5104024	Collector
108798	BERNARD ST	FANNIN ST	COLLINS ST W	438.5104024	Collector
109180	ROBERTS ST	SAULS	CHERRYWOOD	441.7979836	Residential

Table 18: Streets Department ADA Sidewalk [Under Review] work plan

Ramps

StreetName	From_	To_	Length_ft	FunCL
MOUNTS AVE	GREGG	OAK W	247.8523709	RESIDENTIAL
FARRIS RD	WHITETAIL DR	SILVER DOME RD	389.9879547	RESIDENTIAL
MONTECITO DR	VISTA VERDE RD	BUENA VISTA	280.124299	COLLECTOR
FARRIS RD	KINGS RW	WHITE TAIL DR	425.0457186	SECONDARY ARTERIAL
GLENWOOD LN	EMERSON LN	CLOVER LN	418.5150019	COLLECTOR
STUART RD	CORONADO DR	SHERMAN DR E	274.6913526	RESIDENTIAL
E SHERMAN DR	LIVEOAK	WILSONWOOD DR	1163.8105	PRIMARY ARTERIAL

Table 19: Streets Department ADA Ramps work plan

TRANSPORTATION SERVICES DIVISION

Draft SCOPE OF WORK

2025-26 BIKE FACILITY PROJECT SELECTION PROCESS

12/11/2024

GOAL: Phase in the project selection process. Transitioning from quick initial action to an adopted ongoing process balances the need for fast action with leadership buy-in and maximizes ROI.

OBJECTIVES:

- 1) Immediately launch the Q1 project program to start putting long-available funding to work.
- 2) Quickly develop and apply a pilot process for maximizing Q2-Q4 funding ROI.
- 3) Gain and apply lessons learned from 2025 to establish a **2026 and Beyond** process that optimizes the balance between quick action, leadership buy-in, and maximizing ROI.

TASKS:

1.0 LAUNCH THE Q1 PROJECT PROGRAM

- 1.1 Identify Q1 primary and backup projects from the gap inventory/observations: minimal project descriptions, not cost-constrained. (Dec.)
- 1.2 Vet Q1 primary & back-up projects list. (early Jan.)
- 1.3 Assess, select, and conceptually design final projects from lists based on constructability. (early Jan thru Mar)
- 1.4 Implementation (mid-Jan thru March)

2.0 DEVELOP AND LAUNCH THE Q2-Q4 PROJECT SELECTION PROCESS AS A PILOT

- 2.1 Start a mapping sandbox to inform project selection decision-making. (Nov., **Complete**)
- 2.2 Map Exhibit A data sets for the sandbox, as available. (Jan-Feb)
- 2.3 Solicit and record community input (Feb-Early Mar]
- 2.3 Select Q2-Q4 primary & backup projects: minimal descriptions, not cost-constrained. (Feb-Mar)
- 2.5 Select **the final project list and design concept based on constructability**, starting with primary and moving to secondary projects as needed. [Greg: Transportation Services, Capital Projects, Streets] (Mar and ongoing)
- 2.6 Procurement as needed and Implementation (Mar and ongoing)

3.0 LESSONS-LEARNED & PROCESS REFINEMENT

- 3.1 Quarterly 360° Survey [Greg: All participants]
- 3.2 lessons-learned report. (Mar and on-going)
- 3.2 Refine process. (continuous and ongoing as needed)

4.0 DEVELOP, VET, AND ADOPT A BASIC PROCESS FOR 2026 & BEYOND

- 4.1 Develop and vet a basic process for 2026 and beyond based on the 2024-25 Pilot. (Oct.-Nov. 2025)
- 4.2 Adopt the basic process as developed, vetted, and revised. (Nov-Dec. 2025)

INITIAL DATA SETS USED FOR PRIORITIZATION PROCESS

- a) Current, Funded, and Planned Trail and Bike Facilities
- b) Current Sidewalks
- c) Current Street Lighting
- d) Collector and Arterial Street Right-of-way Widths and Number of Lanes
- e) Collector and Arterial Posted Speeds
- f) Available Speed Study Data
- g) Parks, Neighborhood Schools, and Community Centers
- h) Cyclist/Pedestrian Involved Crash Locations
- i) Community Socio-economic Characteristics, including but not limited to, the following:
 - a. Zero & One-car Households
 - b. Poverty & Low-income Households
 - c. People ≤ 16 years old
- j) Basic Services i.e., Grocers, Health Care, Government Services
- k) Census tract acre, population, and household counts



DRAFT List of Transportation Services ADA/Sidewalk/Bike Lanes work plan for FY 2024-25

#	STREET	EXTENT		ADA INSUFFICIENCIES?		PROJECT	BIKE					BUS STOP	NOTES
				RAMPS	SIDEWALK	SIDEWALK	SIDEWALK	TRAIL	LANE	SHARROW	+PROTECTION		
1	Oak St.	Locust	Austin	yes	yes	no	no	no	no	no	no		Bulb-outs required, Quik-build sidewalk pilot candidate
2	Oak St.	Austin		yes	yes	no	no	no	no	no	no		Bulb-outs helpful
3	Colorado Blvd. Northside	Loop 288	Sally Beauty	no	yes	yes	as practicable as practicable	no	no	yes	limited		Severe Downhill grade.
4	Colorado Blvd. Southside	Loop 288	Hill top	yes	no	yes	as practicable	no	yes	no	limited		Severe Uphill grade
5	San Jacinto Blvd. Northside	Colorado	Frontage	yes	no	yes	No	no	no	BAS lane*	limited		Serves VA Medical Clinic, Limited ROW available. *Business Access Sharred (Bike) Lane
6	Mayhill Rd. Eastside	Colorado	Baylor Scott Driveway	no	no	no	yes	no	no	no	yes		Look at signal safety warrants and funding for signal btw hospitals
7	Mayhill Rd. Westside	Baylor Scott Driveway	EB Frontage	yes	yes	yes	no	no	no	no	no		TxDOT facilities around I-35
8	Eagle Dr. North & Southside	Elm	Caroll	yes	no	yes	yes	no	no	no	no		Sidewalk on north, Sidewalk on south
9	Eagle Dr. Northside	Caroll	Bernard	yes	no	no	yes	no	no	no	yes		NCTCOG high-risk ped corridor, Quik-build sidewalk candidate, lane narrowing/calming, bulb-outs for ramps
10	Eagle Dr. Southside	Caroll	Bernard	yes	yes	yes	no	no	no	no	no	Yes	lane narrowing at pinch-point
11	Eagle Dr. Northside	Bernard	Welch	yes	no	no	yes	no	no	no	yes	yes	NCTCOG high-risk ped corridor, Quik-build sidewalk candidate, lane narrowing/calming
12	Eagle Dr. Northside	Welch	Ave. A	yes	no	no	yes	no	no	no	yes	no	3 NCTCOG high-risk ped corridors, Quik-build sidewalk candidate, lane narrowing/calming
13	Austin St (Greenway)	Parkway	Oakland	no	no	no	yes	no	no	yes	yes	no	Pilot Greenway, assess constructed vs quick-build sidepath
14	Marshall St.	Oakland	Locust	yes	yes	no	no	yes	no	no	no	no	Pilot "Park Street". Optional Boardwalk Pilot. Flood control might be issue for boardwalks.
15	Hercules Ln.	Cooper Ck Trl.	Locust	yes	no	no	no	no	yes	no	as practicable	no	Add bike lane to connect existing system. Remove excessive DWS. Evaluate Locust intersection.
16	Hercules Ln.	Locust	Sherman	no	interim	no	interim	no	yes	no	as practicable	no	Add bike lane on south side. Add bike lane on north side from Piccadilly to Sherman. Add interim facilities for safety and comfort.
17	Stewart Rd.	Ginnings Ele. School	Abt. Selene Dr.	yes	yes	no	yes	no	yes	no	yes	no	Quick-build side-path on west. Bike lane on east. Revise/rebild ADA insufficient sidewalks/ramps
18	Stewart Rd.	Windsor	Ginnings Ele. School	yes	yes	yes	yes	no	no	no	yes	no	Quick-build side-path on west. Pilot abt. 120' Boardwalk at Cooper Ck. Bike lane on east. Revise/rebild ADA insufficient sidewalks/ramps
19	Bell Ave.	Sherman	Coronado	yes	yes	no	yes	no	yes	no	yes	no	Parking Protected Quick-build side-path on west. Bike lane on east. Improve sight dist at Sunrise Cv. Revise/rebild ADA insufficient
20	Bell Ave.	Coronado	Windsor										Parking Protected Quick-build side-path on west. Bike lane on east. Revise/rebild ADA insufficient sidewalks/ramps
21	Bell Ave.	University	Sherman										Parking Protected Quick-build side-path on west. Bike lane on east. Revise/rebild ADA insufficient sidewalks/ramps

Table 20: Transportation Services ADA/Sidewalk/Bike Lanes work plan

3. DEVELOPMENT REVIEWS

Development REVIEW Activity Summary

Reporting Period: November 1, 2024 – June 30, 2025

INTRODUCTION

Between November 1, 2024, and June 30, 2025, the City of Denton's Transportation Services Division undertook a comprehensive range of development-related activities aimed at ensuring the safe, orderly, and efficient growth of the city's transportation infrastructure. This report summarizes key review activities—including development applications, traffic control plans, roadway impact assessments, and the update of the Transportation Element of the Design Criteria Manual. With a total of 487 formal development submittals and 101 Pre-Application Conferences (PACs) reviewed, the division played a critical role in evaluating zoning compliance, civil engineering plans, traffic impact studies, and infrastructure alignment. In parallel, the Division reviewed 61 Traffic Control Plans to ensure public safety during roadway disruptions and transitioned to entirely in-house management of roadway impact fee assessments. The near finalization of Chapter 5 of the Design Criteria Manual marks another milestone in Denton's commitment to proactive and sustainable transportation planning. This report provides a data-driven overview of review activity, key trends, policy implications, and actionable recommendations to enhance coordination, streamline approvals, and support the City's long-range mobility objectives.

- **Development Reviews**

Overview

From November 1, 2024, through June 30, 2025, the Transportation Services Division reviewed 487 formal development applications, in addition to providing early-stage guidance through 101 Pre-Application Conferences (PACs). Applications covered a broad range of planning, zoning, platting, and civil infrastructure topics.

- Approved Applications: 227
- Rejected Applications: 260
- Overall Approval Rate: 47%
- Overall Rejection Rate: 53%

This approval distribution reflects the City's rigorous standards in ensuring transportation and infrastructure adequacy. The PACs served as a proactive advisory mechanism to assist applicants in aligning with City expectations before formal submittals.

Approval and Rejection Trends

- Overall Approval Rate: ~47%
- Overall Rejection Rate: ~53%
- As illustrated in Table 1, the approval rates fluctuated monthly, with the highest in March 2025 (57%) and the lowest in December 2024 (39%). A consistently high number of rejections was observed in Civil Engineering Plans, Zoning Compliance Plans, and Traffic Impact Analyses.

Month/ Year	Total Submission s	Approved	Rejected	Key Categories Reviewed	PAC
Nov-24	61	28	33	Civil Engineering Plans (15), Final Plat (8), Traffic Scoping (5)	16
Dec-24	48	21	27	Civil Engineering Plans (23), Variances (7), Zoning Compliance Plans (10), Specific Use Permits (2)	8
Jan-25	58	24	34	Civil Engineering Plans (22), Planned Development (1), Replats (4), Traffic Impact Analysis (2)	12
Feb-25	59	26	33	Civil Engineering Plans (22), Comprehensive Plan Amendment (1), Replats (4), Traffic Impact Analysis (2)	13
Mar-25	76	43	33	Civil Engineering Plans (17), Final Plat (12), Variances (8), Traffic Impact Analysis (5)	17
Apr-25	58	28	30	Civil Engineering Plans (12), Replats (8), Specific Use Permits (3), Traffic Scoping (4)	15
May-25	70	35	35	Civil Engineering Plans (20), Zoning (3), Traffic Impact Analysis (5), Variances (5)	4
Jun-25	57	22	35	Civil Engineering Plans (15), Specific Use Permits (3), Zoning Compliance Plans (13), Traffic Impact Analysis (5)	16
Total	487	227	260		101

Table 21 Summary of Development Review Activity

Category-Specific Insights

1. Civil Engineering Plans

- Total: 144 | Approved: 53 | Rejected: 91
- Civil plans showed the highest volume of rejection, with an approval rate of just 36.8%.
- This trend suggests either frequent design noncompliance or insufficient submittal quality. Enhanced coordination between engineering and development teams is recommended.

2. Plats (Final, Minor, Replat, etc.)

- Final Plats: 46 total (50% approval)
- Minor Plats: 22 total (50%)

- Replats: 23 total (65.2% approved)
- While most plat categories maintained average approval rates, Final Plats experienced an even split, indicating potential issues in conformance or procedural delays.

3. Zoning Compliance Plans

- Total: 81 | Approved: 26 | Rejected: 55
- With a 67.9% rejection rate, Zoning Compliance Plans present a significant area of concern, highlighting a need for developer education, early coordination, or more precise criteria.

4. Pre-Application Conferences (PACs)

PACs are advisory meetings where City staff offer development guidance to applicants before formal submission. With 101 Pre-App conferences in eight months, there's strong interest in new developments in Denton, focusing on feasibility, land use, infrastructure, and zoning. This indicates ongoing growth pressures and the City's proactive role in future development.

5. Traffic Impact Analyses (TIA)

- Total: 25 | Approved: 16 | Rejected: 9
- A moderate rejection rate (~36%) shows many TIAs likely fail to address the full scope or lack necessary documentation. Timely scoping meetings and standardization of methodologies may reduce this.

6. TIA Traffic Scoping

- Total: 27 | Approved: 16 | Rejected: 11
- Approval rates (59%) suggest scope clarity and assumptions are often points of contention. Early cross-agency coordination is crucial.

7. TxDOT Permits

1. Total: 25 | Approved: 14 | Rejected: 11
2. Nearly equal approvals and rejections reflect the complexity of TxDOT coordination. Strengthening interagency communication may enhance efficiency.

Notable Trends and Observations

- March 2025 recorded the highest number of submittals (93, development review- 76, PAC- 17), indicating seasonal or development cycle peaks.
- Civil Engineering Plans continue to be a bottleneck in the approval process, needing streamlined review processes or pre-submittal checklists.
- Zoning Compliance Plans and Traffic-related submittals demonstrate below-average approval rates and may benefit from more explicit guidance and enhanced training.
- Introduction of new plat types (e.g., Gas Well Development Plat, Conveyance Plat) in March-May 2025 signals a growing diversity in project types.

- **Traffic Control Plan Reviews**

Overview

Over the eight-month reporting period, the City Transportation Services Division reviewed 61 TCPs, ensuring compliance with TMUTCD guidelines, City standards, and public safety protocols during construction or temporary roadway disruptions.

The number of reviews varied month-to-month, reflecting the seasonality of development and construction activity. A significant peak occurred in April 2025, during which 18 plans were submitted, accounting for nearly 30% of all TCP activity in this period.

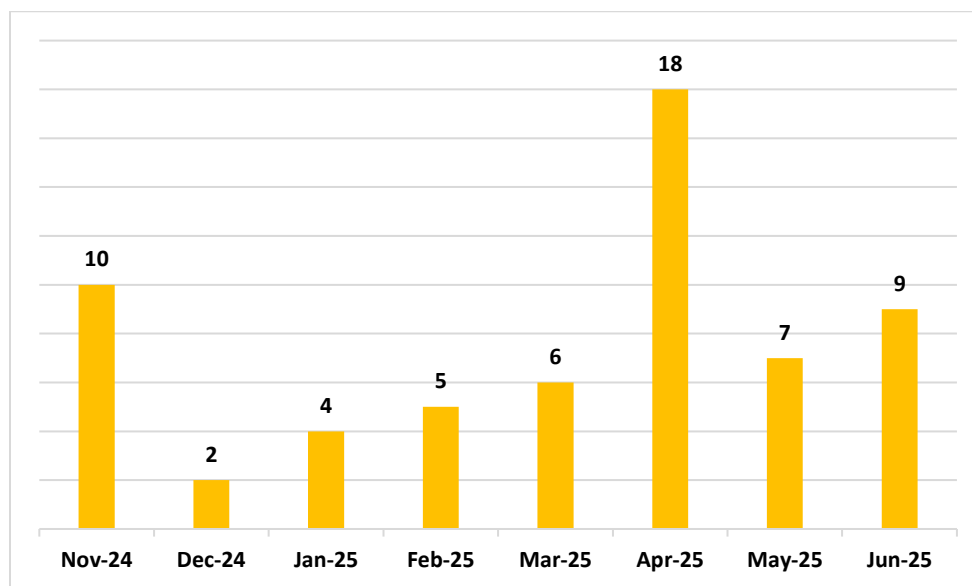


Exhibit 61: Traffic Control Plans - Monthly Distribution and Trends

Key Observations

- Activity dropped significantly in December 2024, possibly due to seasonal construction slowdowns.
- April 2025 saw a dramatic surge in TCP reviews, likely tied to spring project mobilizations.
- Steady but moderate volumes in May and June suggest consistent infrastructure or utility maintenance efforts.

Planning and Coordination Implications

- The surge in April emphasizes the need for proactive interdepartmental coordination to avoid overlapping closures and to manage congestion impacts.
- Continued submission of TCPs through the spring and summer indicates ongoing growth, increased utility coordination, and capital improvements.
-

- **Roadway Impact Fee Assessment**

Starting June 2025, the City of Denton's Transportation Division will manage Roadway Impact Fee (RIF) Assessments in-house, transitioning from HR Green, a third-party consultant. This change aims to improve efficiency, accountability, and knowledge in infrastructure planning. The program follows Chapter 395 of the Texas Local Government Code, the City's Capital Improvements Plan, and Ordinance No. 2016-189 (amended in 2024), ensuring fair fee application, transparency, and alignment with long-term infrastructure funding strategies.

Purpose of Roadway Impact Fees - The intent of roadway impact fees is to:

- Mitigate the fiscal burden of growth on existing residents and businesses.
- Ensure that new development pays its proportionate share for required roadway capacity improvements.
- Support the delivery of strategic, growth-related infrastructure in a timely and coordinated manner.
- Facilitate data-driven capital improvement planning by providing a predictable revenue stream.

June 2025 Activity Summary

Metric	Value
RIF Assessments Reviewed	5
Applications Approved	5
Total Residential Units Assessed	89 units (across 2 projects)
Total Commercial Square Footage Assessed	Approx. 52,269 SF
Estimated Total Impact Fees Assessed	\$175,861 (subject to permit issuance)

- **RIF Assessment Review Process Overview**

Each RIF review includes:

1. Verification of land use and development intensity (units, square footage).
2. Confirmation of the appropriate Service Area and Benefit Zone.
3. Calculation of fees using the City's adopted Maximum Allowable Impact Fee Schedule, adjusted as applicable for credits (e.g., construction of eligible off-site improvements).
4. Coordination with Planning, Engineering, and Building Safety for permit linkage and invoicing.

Key Observations from June 2025

- Most submittals were for single-family and multifamily residential projects, with growing interest from commercial/retail developers.
- Applicants demonstrated general awareness of the fee structure, though additional guidance is needed on credit applications and exemptions.

- Staff encountered minor inconsistencies in traffic generation data provided by applicants, which were resolved through coordination and clarification.

Challenges and Lessons Learnt

1. Interdepartmental coordination is essential: Aligning fee calculations with building permit issuance timelines requires streamlined communication.
2. Data validation: Accurate unit counts, floor area estimates, and land use classifications are critical to consistent fee assessment.

Policy Implications and Recommendations

- Formalize Internal SOPs: Create a standard operating procedure for coordinating fee assessments with permit issuance and credits.
- Expand Staff Training: Ensure all relevant departments (Building Safety, Planning, Engineering) are equipped with working knowledge of the RIF policy and fee structure.
- Track Revenue and Forecasting Impacts: Begin compiling monthly impact fee collections and projecting revenue implications for the CIP.
- Monitor for Ordinance Adjustment Needs: As more development types come under review, periodic evaluation of the fee schedule and service area boundaries will be necessary.
- **Transportation Element of Design Criteria Manual**

City Transportation Services is nearing completion of Chapter 5: Transportation Element of the City of Denton Design Criteria Manual. This chapter—initiated initially to enhance and modernize the City’s transportation design guidance—will provide critical standards for roadway design, bicycle and pedestrian infrastructure, access management, and safety considerations.

As of this reporting period, all technical content has been finalized, and the remaining task involves final formatting and document assembly. The Transportation Division staff is on track to complete and submit the final draft to the Deputy Director of the Transportation Division before August 15, 2025. Upon completion, this updated chapter will serve as a foundational resource for both public and private development projects, aligning infrastructure design with Denton's long-range mobility, safety, and multimodal transportation goals.

Conclusion

The eight-month reporting period reflects the City of Denton Transportation Services Division’s pivotal role in managing growth, enforcing transportation standards, and guiding development toward safer and more sustainable outcomes. With a 53% overall rejection rate, especially in Civil Engineering Plans and Zoning Compliance submittals, the data underscores the need for enhanced developer education, clearer design expectations, and better interdepartmental coordination. The consistent volume of PACs and traffic-related reviews highlights the City’s ongoing growth trajectory and the importance of early engagement in minimizing downstream issues. The successful in-house launch of the Roadway Impact Fee Assessment process and the near completion of the updated Transportation Design Criteria Manual further demonstrate Denton’s institutional commitment to continuous improvement and long-term infrastructure planning.



Moving forward, targeted process refinements—such as formalizing SOPs, expanding staff training, and standardizing review methodologies—will be essential to improving service delivery, expediting approvals, and ensuring that development keeps pace with the City’s evolving transportation needs.

4. Traffic Engineering, Operations, and Management

Traffic operations within the transportation services division have completed multiple projects since October 2024. Traffic operations manage pavement markings, sign installation and replacement, traffic signals maintenance, signal cabinet replacement, ADA pedestrian system replacement, and ITS (Intelligent Transportation Systems) upgrades. Recently, traffic operations in the City of Denton have expanded their capabilities to install signals in-house. The City of Denton network is in continuous update as of right now the traffic operations network includes the following:

Item	Quantity
Striping and Markings (miles)	255.32
Signs	19,242
Supports	11,002
Signalized Intersections	146

Table 22: Traffic Operations summary

The following table summarizes the activities and traffic operations handled during October 2024 until June 2025.

		Q1			Q2			Q3			
Item	Unit	2024			2025						Total
Performance Measure Month	Month	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	
Pavement Markings	LF	37,897	12,971	908	44,744	33,349	51,319	117,043	23,219	28,786	350,236
Signs	EA	151	274	474	461	388	221	312	347	319	2,947
Signal Maintenance	EA	0	12	36	23	12	8	17	20	1	129
Signal Cabinet Replacements	EA	0	0	0	0	0	12	0	0	0	12
ADA\Pedestrian system replacements	EA	0	0	1	1	0	5	2	0	0	9
ITS upgrades	EA	0	0	3	1	0	9	0	0	2	15

Table 23: Traffic Operations Metrics

5. Development Reviews Involving Traffic Operations

- TIA reviews: 12 (Various)
- Traffic Study scoping: 10 (varies from development review)
- Traffic signal design review – 2 (Robson Ranch and TWU at Bell signals)
- TxDOT coordination for FM 1173 – warehouse development
- Corbin Road Mobility Plan Amendment
- East Windsor Connector and US380 Bypass
- Hunter Ranch
- Cole Ranch development-questions/clarification with TXDOT
- TDP review: 2 (Various)

- CEP reviews – 21 (various from development assignments for March)- high-level reviews
- PAC meeting -follow up for transportation questions – 5 (Various)

6. Mobility Plan Amendments and Ordinances:

MPA24-0002 P&Z 9/23 CC 10/19

A city-initiated Comprehensive Plan Amendment to modify the Thoroughfare Plan and Thoroughfare Map of the 2022 Mobility Plan, including but not limited to modifications to the Mobility Plan to amend the functional classification of Underwood Road from Primary Arterial to Secondary Arterial between Airport Road and the future southern extension of H Lively Road and to remove a portion of future Amyx Road between C Wolfe Road and the future western extension of Loop 288. The general area of change is located west of Interstate 35W, south of Airport Road, east of C Wolfe Road, and north of Old John Paine Road in the City of Denton, Denton County, Texas.

MPA24-0004 P&Z 9/23 CC 10/19

A city-initiated Comprehensive Plan Amendment to modify the Thoroughfare Plan and Thoroughfare Map of the 2022 Mobility Plan. The amendment includes but is not limited to downgrading the current road classification of a future Hummingbird Lane section from Secondary Arterial to Collector. The proposal is generally located east of the intersection of Hummingbird Lane and North Loop 288 and extends east toward the intersection of Mills Road and North Mayhill Road in the City of Denton, Denton County, Texas.

CA 24-2348 Advance Funding Agreement (AFA) with TxDOT for 2022 HSIP CC12/3

Execute and deliver an Advance Funding Agreement for a Highway Safety Improvement On-System project, between the City of Denton and the Texas Department of Transportation (TxDOT), regarding the construction of traffic signals on US 377 at Fort Worth Drive, Eagle Drive at US 77 (Elm), and FM 428 at Kings Row; confirming expenses; and providing an effective date.

CA 24-2235 Inter local agreement - Argyle-Denton CC 12/3

Execute an Inter Local Agreement between the Town of Argyle, Texas; and the City of Denton, Texas, for the location of a traffic signal partially within the territorial limits of Argyle, Texas, to be maintained by the City of Denton in accordance with its standard policies and procedures for traffic safety.

IC 24-2141- Golf Cart CC 12/17

Amending the City of Denton Code of Ordinances Chapter 18 “Motor Vehicles and Traffic” by creating Article X “Special Regulations at Rayzor Ranch,” Establishing a twenty four-month Pilot Project to permit operation of golf carts within the southern section of Rayzor Ranch Development (south of US

380) utilizing certain roads; establishing the rules and regulations for the Pilot Project, including establishing criteria for operational requirements, permitted roads.

CA 25-234 UPRR Agreement CC 2/18

Execute a reimbursement agreement with the Union Pacific Railroad Company, A Delaware Corporation, for the purpose of preliminary engineering services to eliminate the 2 at-grade crossings at Johnson Lane and Bonnie Brae Street, and create a new at-grade crossing at Brushy Creek-Hickory Creek; providing for the expenditure of funds in the amount of seventy-five thousand dollars (\$75,000.00).

CA 25-302 INRIX Agreement CC 03/04

Execute a data use agreement with INRIX, Inc., for access to transportation related data for City of Denton. A collaborator with the North Central Texas Council of Governments (NCTCOG) to enhance its analysis and studies related to traffic and transportation issues. This contract aims to grant the City of Denton and its officially designated representatives full rights to use the traffic data in support of its internal operations aligned with its traffic management, planning, and operational responsibilities. This service and agreement are paid for by NCTCOG and will have no cost for the City of Denton.

CA ID 25-729 AFA Agreement CC 5/20

Execute and deliver an Advance Funding Agreement for a Highway Safety Improvement On-System project, between the City of Denton and the Texas Department of Transportation (TxDOT), regarding the construction of traffic signals on US 380 at Thomas J. Egan Road, US 77 at State Loop 288, and State Loop 288 at FM 2164 North Locust Street, and install traffic signal and add left turn lane at North Western Boulevard at Jim Christal Road.

CA ID 25-730 Bonnie Brae - Locust School Zone Signs CC 5/20

Change the locations, extent, and speed limits of certain parts of N. Locust and N. Bonnie Brae Street in the Vicinity of Evers Park Elementary School and Immaculate Conception School.

PH MPA25-0001 - Corbin-Underwood-Springside P&Z 6/11 CC 6/17

A City-initiated Comprehensive Plan Amendment to modify the Thoroughfare Map of the 2022 Mobility Plan, including but not limited to removing and realigning a proposed extension of Underwood Road between FM 1515 (Airport Road) and Springside Road, removing an east-west extension of future Corbin Road from Springside Road to existing north-south Corbin Road, and reclassifying portions of Corbin Road and Springside Road. The general area of change is located east of the City of Denton Airport and west of I-35 W in the City of Denton, Denton County, Texas.

PH MPA25-0002 Removal of a collector between Western and I35 P&Z 6/11 CC 6/17

A City-initiated Comprehensive Plan Amendment to modify the Thoroughfare Map of the 2022 Mobility Plan, including but not limited to removing a Future Collector between I-35 and Western Boulevard south of West University Drive (US 380). The general area of change is located west of I-35, east of Western



Boulevard, south of US 380, and north of Jim Christal Road in the City of Denton, Denton County, Texas.

CA ID 25-1034 Riney/Bronco School Zone CC 6/17

Change the locations, extent, and speed limits on certain parts of Riney Road in the vicinity of the future Reeves Elementary School.

CA ID 25-740 No Parking on Paisley CC 8/5

Prohibit parking on the north side of Paisley Street between Mack Drive and Oak Valley between 7:00 AM to 8:00 AM and 2:30 PM to 3:30 PM on School days.

CA ID 25-741 No Parking on Evers CC 8/5

Prohibiting parking on the west side of Evers Parkway between W Windsor Drive and Gardenvue Street, and on the north and south side of Gardenvue between Brook Street and Evers Parkway between 7:00 AM to 8:00 AM and 2:30 PM to 3:30 PM on school days.

CA ID 25-1222 No Parking UNT CC 8/5

Prohibiting parking on the west side of Central Avenue between Maple Street and Eagle Drive, the north side of Wilshire Street between North Texas Boulevard and Kendolph Street, and the dead-end section of south Kendolph Street. The general area of focus is located east of I-35 and south of UNT campus, City of Denton, Texas.

CA ID 25-726 No Right Turn on Red - at W University Dr and Malone 8/19

Prohibiting right turn movement at the signalized intersection of W University Drive (US 380) and Malone Street when northbound and southbound traffic faces a red signal, between 7 am to 8:30 am and 2:30 pm to 4 pm on school days.

CA ID 25-1395 - Borman School Speed Limit Signs

Change the speed limits of certain parts of McCormick Street, Westwood Drive, and Mercedes Road in the Vicinity of Borman Elementary School; providing a savings clause; providing a severability clause; providing a penalty clause; providing for publication; providing codification; and providing an effective date.

MPA24-0003 –P&Z 8/13 CC 9/16

A City-initiated Comprehensive Plan Amendment to modify the Thoroughfare Map of the 2022 Mobility Plan, including but not limited to modifications to the functional classification of Eagle Drive between North Texas Blvd to South Carroll Blvd, Welch Street between Eagle Drive to West Oak Street, and Avenue A between Highway I-35E to Eagle Drive from Secondary Arterial to Collector. The general area of change is located south and east of the University of North Texas in the City of Denton, Denton County, Texas.

Ongoing Agreements

- SS4A 2024 USDOT, FHWA and the City of Denton
- SS4A 2025 USDOT, FHWA, and the City of Denton
- WZDx NCTCOG and the City of Denton
- Bus Stations ROW ILA Agreement DCTA and the City of Denton

7. Grants Applications and External Funding

Status: On-going

- **Safe Streets and Roads for All [SA4A]**

Funding Applied: \$ 720,000

Match Required: 20% [\$120,000]

The Transportation Services Division has submitted an SS4A grant application to the U.S. Department of Transportation for the FY 2024 Safe Streets and Roads for All Grant Program. This program is funded by the Infrastructure Investment and Jobs Act (IIJA) for \$720,000. The grant aims to develop a comprehensive safety action plan and establish an effective date for Vision Zero's goal of Zero Fatalities.

The Infrastructure Investment and Jobs Act of 2021 allocated \$1 billion to the U.S. Department of Transportation (USDOT) for the fiscal year 2024 for the Safe Streets and Roads for All (SS4A) grant program. The goal of the SS4A grant program is to enhance roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries through the development, refinement, and implementation of safety action plans that focus on all users, including pedestrians, bicyclists, public transportation users, motorists, personal conveyance and micro-mobility users, and commercial operators. The USDOT has recently awarded the grant, and staff is currently working with the USDOT to prepare an agreement for the grant.

- **Highway Safety Improvement Program [HSIP]**

Under Title 23 USC, the Texas Highway Safety Improvement Program (HSIP) is a federally mandated program managed by TxDOT. The HSIP is guided by Texas' Strategic Highway Safety Plan (SHSP) and aims to reduce traffic fatalities and injuries on public roads. It uses a standardized approach to identify and address specific traffic safety concerns throughout the state. Texas' SHSP outlines the focus areas and strategies for the HSIP to achieve the state's goals of reducing fatal and serious injury crashes in Texas.

The program aims to improve highway safety on all public roads in Texas by using a data-driven, strategic, results-focused approach consistent with the Strategic Highway Safety Plan (SHSP). The Highway Safety Improvement Program (HSIP) implements the priorities identified in the SHSP to significantly reduce fatalities and serious injuries on Texas roadways, including on-system and off-system roads. The ultimate vision is to achieve zero deaths on Texas roadways, ensuring that everyone can safely reach their destinations regardless of how they travel. The plan identifies eight emphasis areas with the most significant potential for reducing fatalities and injuries: roadway and

lane departures, speed-related incidents, intersection safety, occupant protection, impaired driving, distracted driving, vulnerable road users, and post-crash care. Younger and older drivers are included in the eight emphasis areas to avoid duplication.

Projects must address one of the eight emphasis areas and logically align with the appropriate countermeasures specified in the Texas SHSP. Funds are provided for construction and operational improvements for projects on the state highway and off the system. HSIP-funded projects also need to be evaluated for cost-effectiveness. Completed projects are subject to cost/benefit analysis using three to five years of before and after crash data, average annual daily traffic for the years before and after the improvement, and actual construction costs. Planning, implementing, and evaluating HSIP projects requires partnering with all state and local stakeholders to maximize the cost-benefit of a safety improvement project. In line with the specified requirements and TxDOT's rigorous project selection criteria, the Transportation Services team meticulously performs traffic safety analyses for proposed projects. They also compile project justifications and collaborate closely with the TXDOT team before seeking HSIP funds for projects within the City of Denton. Historically, most proposed projects have focused on intersection locations with a history of severe or fatal injury crashes, identified as hotspots with multiple incidents.

Table 20 shows the total HSIP funding awarded by TXDOT to the City of Denton for its proposed projects. Transportation Services identifies intersections and other locations in the city where potential projects qualify for HSIP funding. These projects are added to the list, followed by thorough data analysis and preparing a project justification summary, which is then submitted to TXDOT with the funding application.

Total Funding Approved by TXDOT for the City of Denton Proposed HSIP Projects			
Fiscal Year Funded	Amount Approved	Associated Design Costs to Be Paid by the City	% of TXDOT Awarded
2022	\$2,446,070	\$298,000	12%
2023	\$2,859,978	\$400,000	14%
2024	\$3,551,330	\$271,000	8%
Total [3 Years]	\$8,857,378	\$969,000	11%

Table 24 Total HSIP Funding Approved Since 2022

Tables 21-23 provide an overview of the HSIP projects funded by TXDOT, organized by year. The tables also indicate the Letting for these projects, which essentially signifies the initiation of the project by TXDOT. The City is typically not required to provide matching funds for On-system Projects.



FY 23-25 Let HSIP Planning [FY 22 Funded]						
CSJ	Primary Roadway	Intersection Roadway	System	Letting FY	Local Match	Current UTP Minimum Funding Amount
0081-05-052	FM 428	Kings Row	On	2025	\$0	\$319,848
0195-02-083	US 77	Discovery Blvd	On	2023	\$0	\$534,919
0081-04-042	US 377	Carrol Blvd and Fortworth Dr	On	2025	\$0	\$570,825
0081-04-043	US 377	US 77	On	2025	\$0	\$493,846
0918-46-333 [Cancelled]	N Bonnie Brae St	W Windsor Dr	Off	2024	\$52,663	\$526,632
Total HSIP Funding Granted by USDOT/TXDOT					\$52,663	\$2,446,070

Total Required City Cost for Engineering and Match	\$298,000
Total City Cost with Buffer with 10% Over Run	\$0

Table 25: FY 23-25 Let HSIP Planning (FY 22 Funded)

FY 26 Let HSIP Planning [FY 23 Funded]						
CSJ	Primary Roadway	Intersection Roadway	System	Letting FY	Local Match	Current UTP Minimum Funding Amount
0195-02-086	US 77 [N. Elm St]	N. Elm St	On	2026	\$0	\$891,569
2250-02-026	State Loop 288	Locust	On	2026	\$0	\$784,928
0134-09-068	US 380	Thomas Jegan	On	2026	\$0	\$588,422
0918-46-342	N. Western Blvd	Jim Chrystal	Off	2026	\$59,505.9	\$595,059
Total HSIP Funding Granted by USDOT/TXDOT					\$59,505.9	\$2,859,978

Total Required City Cost for Engineering and Match	\$400,000
Total City Cost with Buffer with 10% Over Run	\$688,000

Table 26: FY 2026 Let HSIP Planning (FY 23 Funded)

FY 27 Let HSIP Planning [FY 24 Funded]						
CSJ	Primary Roadway	Intersection Roadway	System	Letting FY	Local Match	Current UTP Minimum Funding Amount
0195-02-086	FM 2181	Hobson Lane	On	2027	\$0	\$891,569
2250-02-026	US 377	Bell Avenue	On	2027	\$0	\$745,059
0134-09-068**	Eagle Dr	Ave A	Off	2027	\$0	\$614,702
CSJ Not available*	FM 1830 Curves	All the Curves on FM 1830 within City Limits	On	2025	\$0.0	\$1,300,000
Total HSIP Funding Granted					\$0.0	\$3,551,330

Total Required City Cost for Engineering and Match	\$271,000
Total City Cost with Buffer for 10% Over Run	\$498,000

** Based on USDOT and TXDOT selection criteria, the off-system project qualified for full funding with No Local Match Required.

Table 27: FY 2027 Let HSIP Planning (FY 24 Funded)

** For FM 1830, the City requested funds for a curve warning system at only one location on FM1830. TxDOT prefers the consultant's recommendation for installing curve warning systems at multiple locations. As a result, TxDOT has accelerated the project to FY25-Let and is providing funding for the design and construction of this project.*

TXDOT 2025 HSIP Proposed Denton Projects [Total Funding Request of over US\$ 10 Million]:

Transportation Services staff is currently preparing applications for FY 2025 HSIP projects. Based on road safety data analytics, staff has identified 10 HSIP projects for the following locations in the City of Denton:

- FM 1830 (Country Club Road) at US 377 (Fort Worth Drive) and Hobson Lane
- FM 2499 (Barrel Strap Road) at Pine Hills Lane
- FM 2499 (Barrel Strap Road) at Lake Sharon Drive
- US 380 (University Drive) at Cooper Creek Road
- US 380 (University Drive) at Redwood Place
- US 77 (Dallas Drive) at Rio Grande Boulevard
- US 380 Corridor Systemic traffic signal upgrades from I-35W to N Mayhill Road / Cooper Creek Rd
- Loop 288 Corridor systemic traffic signal upgrades from I-35E to I-35W

The combined funding request for the proposed FY 2025 HSIP projects would exceed \$10 million.

Transportation Reinvestment Program [TRIP] Grant

Funding Applied: \$ 4.9M [Awarded in September 2024]

Match Required: None

The [Denton County Transportation Authority \(DCTA\)](#) provides financial assistance through TRIP to member cities for projects that support transit and align with DCTA's Long-Range Service Plan Goals. The current member cities are the City of Denton, the City of Highland Village, and the City of Lewisville. DCTA has allocated a budget of \$4.9 million for the City of Denton in FY 2024. Recommended projects will be presented to the City Council on April 16th for approval. The transportation services will implement a combination of the following multimodal improvement projects illustrated in Table 24 using TRIP Funding :

- From Carroll to Loop 288, a multi-use path will be built to improve mobility for all users. This will include a combination of side paths, multi-use paths, and on-street multiuse paths.
- The North-South Woodrow Lane Project in South Denton will also involve building a multi-use path to enhance multimodal mobility for all users. This will include a combination of side paths, multi-use paths, and on-street multiuse paths.
- Additionally, the Morse Street Project from Wye Street to Woodrow Lane will include constructing a multi-use path to enhance multimodal mobility for all users. The path will feature a combination of side, multi-use, and on-street multiuse paths.

- The Riney Road Project from Bonnie Brae to North Elm Street will construct a multi-use path to improve mobility for all users. The path will include side, multi-use, and on-street-paths.
- Sidewalk and Pad Allowances for High Priority Multimodal Connectivity

DCTA TRiP FY 2024				
Project	Project Name	City of Denton Funding	TRiP Funding	Project Cost
		\$	\$	\$
A	McKinney - Carroll to Loop 288	5,250,000	1,519,060	6,769,060
B	North South Woodrow Lane - McKinney to Spencer	-	850,000	850,000
C	Morse Street - Wue to Woodrow	1,150,000	850,000	2,000,000
D	Riney Road - Bonnie Brae to North Elm	5,750,000	750,000	6,500,000
E	Sidewalk and Pad Allowances for High Priority Multimodal Connectivity		1,000,000	1,000,000
	Total	12,150,000	4,969,060	17,119,060

Table 28: TRiP Project Recommendations

Traffic Flow Characteristics Data Collection and Analytics

Denton 311

The City of Denton recently transitioned its civic engagement platform from Engage Denton to Verint 311 Case Management. These platforms are designed to empower the public to report civic issues directly to city staff for resolution and to contribute to community improvement.

Following the transition, numerous Transportation Services requests were scattered across the system and very difficult to locate. Initial keyword searches yielded minimal results due to the lack of proper configuration within the Verint system. To address this, coordinated with several 311 representatives and implemented an established department tag specifically for Transportation Services. This enhancement created a centralized folder that uncovered more than 60 outstanding requests—many over a month old and past due.

After reviewing and triaging these requests, results showed that many were unrelated to Transportation Services. Collaborated with both the 311 team and request assigners and developed a clear, specific workflow based upon department responsibilities and reallocated

these unrelated requests to the proper department contacts. This new workflow helped ensure that future requests would be properly categorized and routed.

Key updates to the workflow include:

- **Transportation Services:** Responsible for requests involving new sidewalk, missing sidewalk segments, new signs and markings, and new traffic signals.
- **Street Department:** Assigned panel replacements for existing sidewalks and any sidewalk or roadway damage.
- **CIP and Inspection Team:** Assigned requests related to construction concerns and infrastructure repairs caused by utility work.

These adjustments have significantly improved routing accuracy for Transportation and response efficiency within the new Verint 311 platform.

Citizen Requests	Engage Denton 2020-2025	311 Requests since May 2025
No Parking	39	1
New Traffic Sign	142	9
Bike Lanes	21	2
Roadway Markings	66	1
ADA Accessibility	28	1
Pedestrian Mobility	101	2
Speeding Concerns	293	4
Traffic Signals	34	6
Sidewalk Improvements	98	8
TXDOT Right of Way	11	1
Totals	833	35

Table 29: History of citizen request platforms since 2020:

Speed Studies

The City implements speed studies for many key reasons. Their deployment is to evaluate driver behavior, to set or adjust speed limits, identify safety concerns, support engineering decisions, assess the effectiveness of traffic calming devices, and to comply with legal and nationwide standards.

The speeds of vehicles, their classification, and the volume of traffic on a roadway is collected by using radar, pneumatic tubes, video footage, or manual observations. This critical data is used to reduce traffic fatalities and injuries, improve pedestrian and cyclist safety, enhance traffic efficiency and reduce congestion, and justify changes to speed zones and enforcement strategies.

History of Engineering/Transportation Speed Studies and location map since 2020:

2020	2021	2022	2023	2024	2025
37	68	36	23	8	16

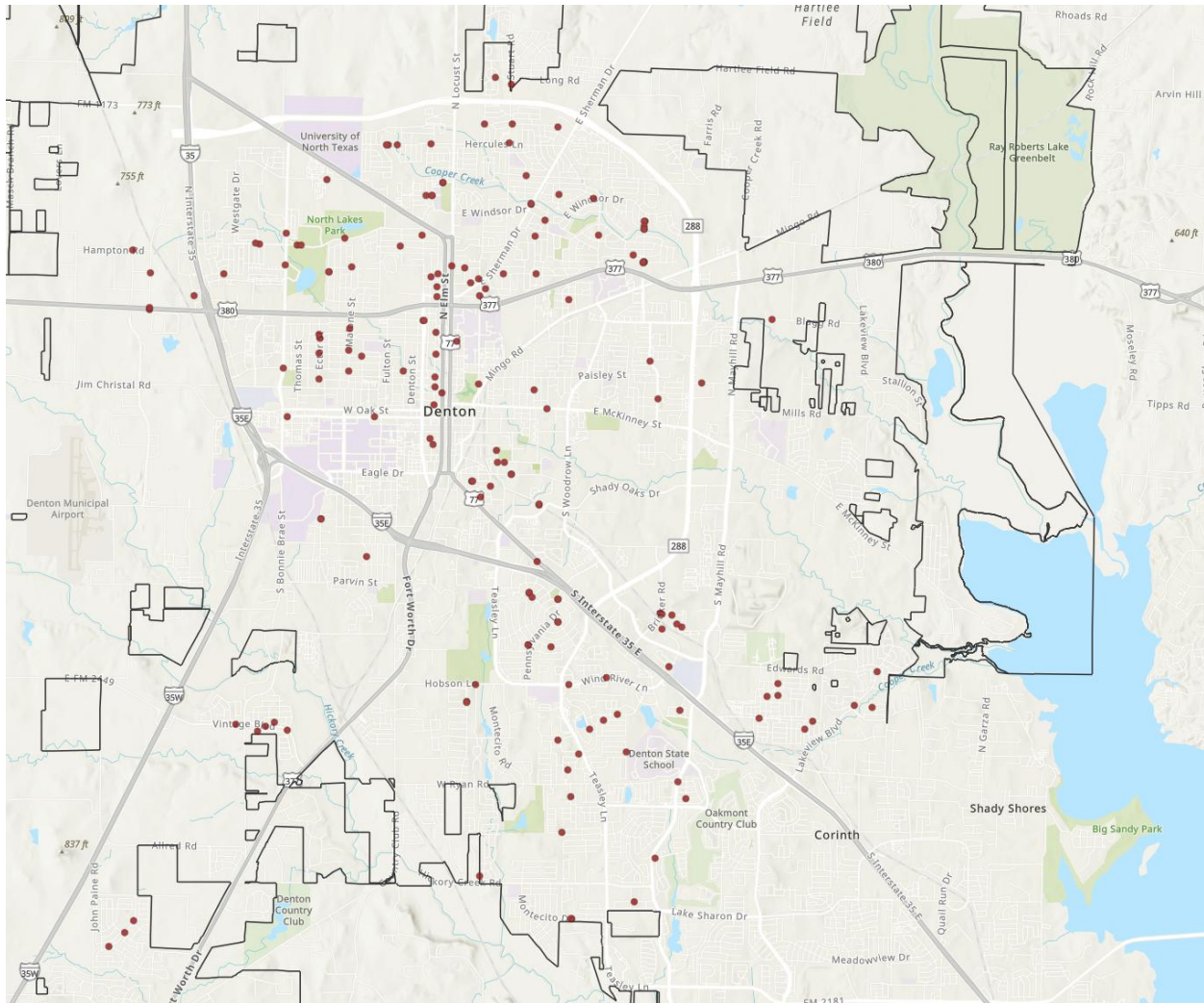


Exhibit 62: Speed studies map

Traffic Control Plans

Traffic Control Plans (TCPs) serve as essential planning tools for maintaining safety, accessibility, and operational continuity during roadway disruptions caused by construction, maintenance, or public events. These plans are developed to safeguard both workers and the traveling public while minimizing traffic delays and ensuring that transportation infrastructure continues to function efficiently.

TCPs include detailed strategies for temporary signage, barricade placement, lane closures, pedestrian and cyclist detours, and flagging operations. Their implementation ensures compliance with national and local transportation guidelines and supports coordination among city departments, contractors, law enforcement, and emergency services.

By incorporating protocols for emergency access, clearly defined detour routes, and structured work schedules, TCPs help reduce confusion and prevent incidents around active work zones. These plans also facilitate effective communication between project stakeholders and provide a structured framework for executing road closures and traffic rerouting.

In practice, TCPs are used for projects requiring sidewalk, lane, or full road closures throughout a municipality. They support operations across city departments, developers, capital improvement projects (CIPs), and public events, ensuring that traffic flow is managed with precision and public safety is prioritized.

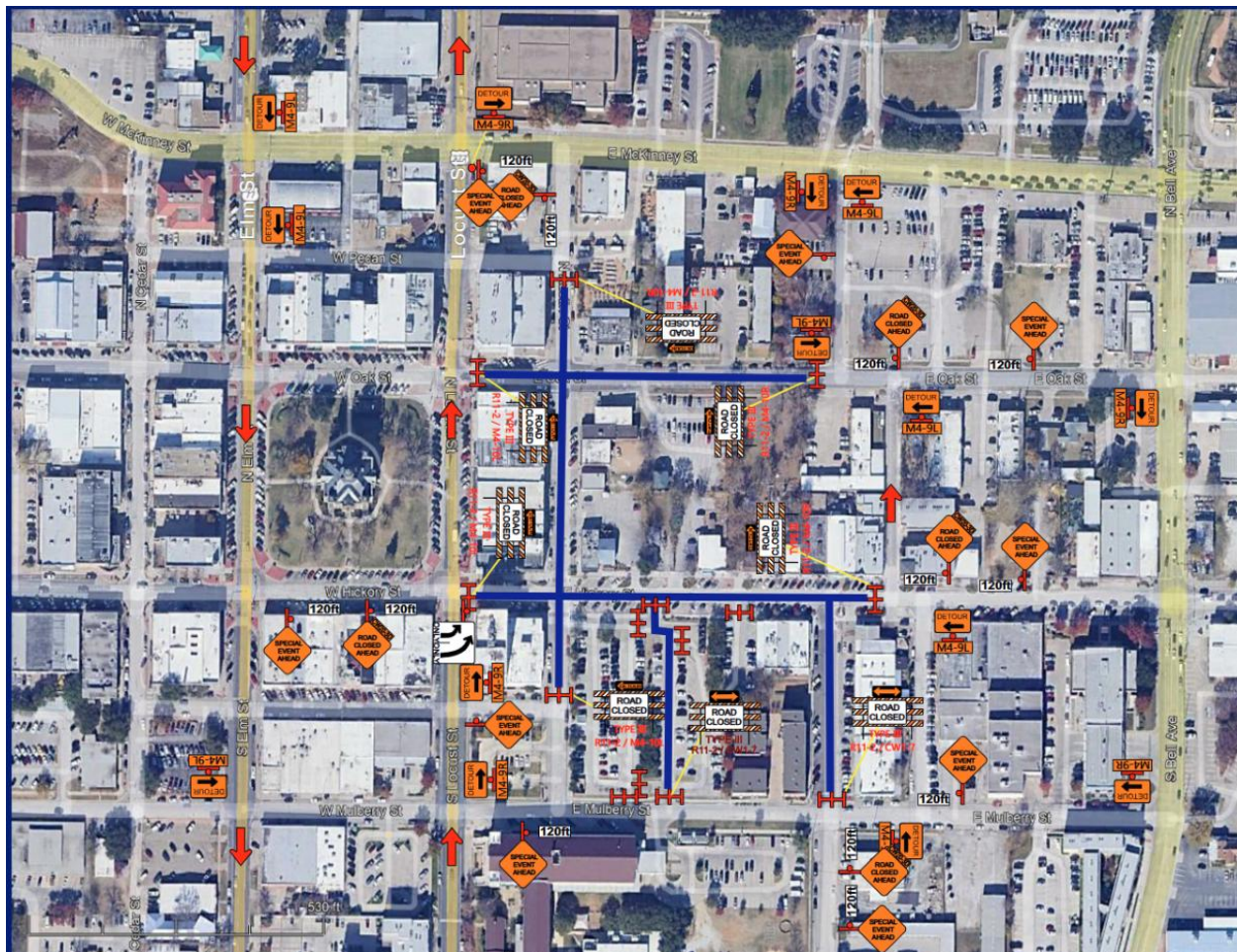


Exhibit 63: Traffic control plan sample

Special Events

Transportation Services regularly receives requests for street and sidewalk closures to accommodate a wide range of special events, including parades, festivals, bike rallies, marches, and cultural programs. These closures support activities that span music, arts, public education, and family engagement.

Denton was recently selected for two significant national events that showcased its capacity for large-scale public coordination. One event involved Denton as a filming location for an episode of a popular television series produced by a major Hollywood production company, which is now planning to return to film a second episode in the coming months. The project required coordinated approvals from both state and city agencies for stunt sequences and specialized roadway access. The second event was the American Idol parade and free concert honoring finalist Breanna Nix, which drew thousands of attendees to the downtown square. As part of the planning process, a city-approved traffic control plan was implemented to ensure safety and minimize the impact of disruption for each event. Mayor of Denton recently issued a formal letter commending city staff for their outstanding performance and swift coordination in executing the event within a limited timeframe.



[Denton Event Calendar](#) | [Live Music, Festivals & Annual Events](#)

Exhibit 64: American Idol Hometown Event for Breanna Nix

2. Surface Transportation Technical Committee Updates

Transportation Services staff represent the City of Denton at the Surface Transportation Technical Advisory Committee (STTC) meeting, which is held at the office of the North Central Texas Council of Government in Arlington. Below are the summaries of the last three STTC meetings from June to August 2024.

SAMPLE SURFACE TRANSPORTATION TECHNICAL COMMITTEE MEETING

Summary

April 25, 2025

[DRAFT - INTERNAL USE ONLY]

Key: Items highlighted in Green are of Interest to the City of Denton

The Surface Transportation Technical Committee (STTC) reviews, comments on, and prepares recommendations regarding surface transportation planning and funding transportation improvements in the Dallas-Fort Worth Metropolitan Area. The STTC comprises approximately 80 members, predominantly engineers, planners, and other technical staff from local entities. The STTC meets on the fourth Friday of each month at the North Central Texas Council of Governments [NCTCOG] office. This brief memorandum summarizes the relevant STTC meeting agenda items for the City Leadership. The STTC meeting was held virtually (via videoconference) on Friday, April 25, 2025.

1. Approval of March 28, 2025, minutes [*Action Item*]

2. Consent Agenda [*Action Items*]

2.1 Air Quality Funding Recommendations Related to the Environmental Protection Agency National Clean Diesel Funding Assistance Program

Presenter/Contact: Jason Brown, NCTCOG.

Action Summary: NCTCOG staff requested a recommendation for Regional Transportation Council approval of funding for the North Texas Diesel Emissions Reduction Project 2024 Call for Projects (CFP) utilizing Environmental Protection Agency (EPA) funds.

Action: Approved

2.2 Endorsement of Funding Recommendations to Upgrade Existing Charging Stations [*Action Item*]

Presenter/Contact: Maggie Quinn, NCTCOG

Action Summary: NCTCOG staff requested that the Regional Transportation Council (RTC) endorse funding recommendations for the North Texas Reliable Electric Vehicle Infrastructure Project.

Action: Approved

2.3 Endorsement of High Occupancy Vehicle 2/3+ Subsidy Funding for North Tarrant Express Facility [*Action Item*]

Presenter/Contact: Liza Cox, NCTCOG

Action Summary: Staff requested endorsement of funding that was approved by the Regional Transportation Council (RTC) on April 10, 2025, for \$1 million in Regional Toll Revenue (RTR)

funding for the High Occupancy Vehicle (HOV) 2/3+ Subsidy associated with the North Tarrant Express (NTE) corridor.

2.4 Endorsement of Funding for Interstate Highway 30 Canyon Project Cost Overrun

Presenter/Contact: Dylan Niles, NCTCOG

Action Summary: Staff requested Surface Transportation Technical Committee endorsement of \$196,350,870 approved by the Regional Transportation Council (RTC) to cover a cost overrun at letting on the Interstate Highway (IH) 30 Canyon project, along with the ability to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning and administrative documents as needed to incorporate the funding.

3. Safety Program – Strategic Selection of Safety Corridors [*Action Item*]

Presenter/Contact: Natalie Bettger, NCTCOG

Background: In 2022, the RTC approved \$54 million to implement a safety program to help reduce fatalities and serious injuries on the transportation system. This project within the safety program builds partnerships with law enforcement agencies to target time-of-day and day-of-week enforcement on selected corridors with high speeds. NCTCOG staff provided an overview of the program and the proposed process to select corridors to partner with law enforcement agencies to implement. Additional information is provided in [Electronic Item 3](#).

\$54 Million Regional Transportation Council Safety Program (DFW Region) FY 24-26

Category	Final
Speed Enforcement ¹	\$7 Million
Speed Education ²	\$2 Million
Bicycle/Ped Education ²	\$2 Million
Bicycle/Ped Engineering ³	\$10 Million
Freeway Operations Engineering and Intercity Connections ³	\$25 Million
Youth Safety Program	\$4 Million
Other	\$4 Million
<small> ¹ Increased Law Enforcement Presence ² Enhance Existing Education Campaigns – Drive Aware N. Texas and Look Out Texans ³ Identify through Roadway Safety Audit and Regional Safety Plans </small>	Totals
	\$54 Million

Action Summary: A recommendation for the Regional Transportation Council (RTC) approval of the strategic selection of safety corridors to reduce speed and aggressive driving will be requested.

Transportation Services Notes:

→ Transportation Services is currently in contact with NCTCOG and plans to apply for funding for this road safety initiative in collaboration with the Police Department. The staff believes these funds will help cover necessary targeted enforcement efforts in key areas known for high crash rates. We plan to apply for these funds with no local match requirements.

4. 2025 Title VI Program Updates [*Action Item*]

Presenter: Emily Beckham, NCTCOG

Background: The Federal Transit Administration requires Metropolitan Planning Organizations to update their Title VI Program every three years. The Title VI program was last updated in May 2022. Title VI is a component of the Civil Rights Act of 1964. The Title VI Program identifies actions the North Central Texas Council of Governments (NCTCOG) took to ensure nondiscrimination based on race, color, and national origin, including limited English proficiency. The Title VI Program includes information on how NCTCOG monitors its transit subrecipients for Title VI compliance. The Title VI Program update has undergone a 30-day public comment period. The Title VI Program update can be downloaded from <https://nctcog.org/TitleVI>.

Action Summary: A recommendation for Regional Transportation Council (RTC) approval of updates to the Metropolitan Planning Organization's Title VI Program, including the Title VI/Nondiscrimination Policy Statement, was requested. An updated Title VI Program will be submitted to the Federal Transit Administration no later than May 31, 2025.

Action: Approved

→ 5. 2025 Transportation Alternatives Call for Projects Funding Recommendations for the North Central Texas Region [*Action Item*]

The North Central Texas Council of Governments opened the Call for Projects for the large, urbanized areas of the North Central Texas region on October 25, 2024, and applications were due on January 17, 2025. Projects eligible under this program include constructing on-and off-road pedestrian and bicycle facilities, multi-modal connections to rail stations and schools, planning safe routes to school, and pedestrian and bicycle infrastructure that will substantially improve safety. Project scoring was based on project eligibility and a methodology for project evaluation as previously approved by the Regional Transportation Council. [Electronic Item 5.1](#) provides additional information. [Electronic Item 5.2](#) reflects project evaluations and recommended funding awards.



Exhibits 64, 65, and 66 detail the total number of applications, the requested federal funding, the recommended projects and their rankings in the Active Transportation Category, and the recommended projects and their rankings in the Safe Routes to Schools [Construction] Category.

	West Subregion (Fort Worth District)	East Subregion (Dallas District)	Total
Number of Applications Received	5	17	22
Active Transportation (18 Applications)	\$ 21,544,000	\$ 88,225,404	\$ 109,769,404
Safe Routes to School (construction) (3 Applications)	\$ 5,336,000	\$ 8,256,000	\$ 13,592,000
Safe Routes to School (planning) (1 Application)	\$ 0	\$ 400,000	\$ 400,000
Total Requested Federal Funding	\$ 26,880,000	\$ 96,881,404	\$ 123,761,404

Exhibit 65: Applications and Requested Federal Funding

Active Transportation Application Category

#	Project Sponsor	Project Name	TxDOT District	Evaluation Criteria												Project Score
				Regional Network Connectivity (20 Points)		Access to Major Destinations (20 Points)		Project Readiness and Other Factors (20 Points)		Safety and Comfort (15 Points)		Congestion Reduction (15 Points)		Equity (10 Points)		
1	Town of Addison	Westgrove Drive / Quorum Drive Bike Lanes to Silver Line / Cotton Belt Trail	Dallas	20	High	20	High	20	High	5	Low	15	High	3	Low	83
2	Dallas County	Chalk Hill Trail Phase 2	Dallas	12	Medium	17	High	20	High	6	Medium	9	Medium	10	High	74
3	City of Denton	Sycamore Trail Sidepath	Dallas	17	High	20	High	7	Medium	8	Medium	9	Medium	10	High	71
4	City of Dallas	Cotton Belt Trail (Davenport Road to Preston Green Park) & Marni Kaner Trail Extension	Dallas	20	High	12	Medium	20	High	5	Low	13	High	0	Low	70
5	City of Carrollton	T. C. Rice Trail	Dallas	20	High	12	Medium	20	High	5	Low	5	Low	6	Medium	68
6	City of Frisco	Frisco Square Regional Veloweb Connection and Cottonwood Creek Trail	Dallas	12	Medium	20	High	20	High	6	Medium	5	Low	0	Low	63
7	City of Fort Worth	McPherson-Summer Creek Safe Streets	Fort Worth	10	Medium	20	High	13	High	10	High	5	Low	3	Low	61
8	City of Crowley	Main Street Trail Extension	Fort Worth	12	Medium	17	High	10	Medium	9	Medium	9	Medium	3	Low	60
9	City of Plano	Los Rios Park Trail	Dallas	17	High	10	Medium	20	High	6	Medium	5	Low	2	Low	60
TOTAL RECOMMENDED																

Exhibit 66: Recommended Project and Ranking – Active Transportation Category

Safe Routes to School (Construction) Application Category

#	Project Sponsor	Project Name	TxDOT District	Evaluation Criteria										Project Score
				Problem Identification and Solution (25 Points)		Planning Support (20 Points)		Potential to Increase Walking and Biking (20 Points)		Equity (15 Points)		Project Readiness and Other Factors (20 Points)		
1	City of Richland Hills	Safe Routes to School - Cheney Hills Elementary	Fort Worth	23	High	10	Medium	18	High	15	High	13	Medium	79
2	City of Denton	Newton Rayzor Elementary School SRTS	Dallas	25	High	0	Low	20	High	8	Medium	17	High	70
TOTAL RECOMMENDED														
Projects Not Recommended for Funding														
3	City of Denton	Sam Houston Elementary School SRTS	Dallas	18	High	0	Low	15	High	7	Medium	19	High	59
TOTAL REQUESTS RECEIVED														

Exhibit 67: Recommended Projects and Ranking – Safe Routes to Schools [Construction] Category

Transportation Services Notes:

- For funding applications for the Active Transportation Category, out of all 18 projects from the DFW region, the City of Denton's application ranked 3rd based on NCTCOG's assessment process.
- As shown in Exhibit D, the City of Denton is the only city with two projects funded out of all 22 applications from the DFW region for both categories.
- The City of Denton was awarded \$7.6 million, excluding a 20% local match required.
- The local match will not be required until mid-2028 due to the time it takes to complete federal and state processes for the project initiation.

Project Sponsor	Project Name	Application Category	Recommended Funding Award	
			TA Funds	TDCs
City of Carrollton	T. C. Rice Trail	Active Transportation	\$ 10,000,000	272,000
City of Crowley	Main Street Trail Extension	Active Transportation	\$ 1,856,000	-
City of Dallas	Cotton Belt Trail (Davenport Road to Preston Green Park) and Marni Kaner Trail Extension	Active Transportation	\$ 6,340,000	1,238,000
City of Denton	Sycamore Trail Sidepath	Active Transportation	\$ 3,000,000	-
City of Denton	Newton Rayzor Elementary School SRTS	Safe Routes to School (Construction)	\$ 4,584,000	-
City of Fort Worth	McPherson-Summer Creek Safe Streets	Active Transportation	\$ 4,072,000	-
City of Frisco	Frisco Square Regional Veloweb Connection and Cottonwood Creek Trail	Active Transportation	\$ 4,048,000	-
City of Plano	Los Rios Park Trail	Active Transportation	\$ 4,410,000	882,000
City of Richardson	Richardson SRTS Program	Safe Routes to School (Planning)	\$ 400,000	-
City of Richland Hills	Safe Routes to School - Cheney Hills Elementary	Safe Routes to School (Construction)	\$ 4,784,000	-
Dallas County	Chalk Hill Trail Phase 2	Active Transportation	\$ 10,000,000	-
Town of Addison	Westgrove Drive / Quorum Drive Bike Lanes to Silver Line / Cotton Belt Trail	Active Transportation	\$ 6,142,664	-

Exhibit 68: Federal Funding Recommendations by NCTCOG for TA-Set Aside Project

6. Director of Transportation Report [Selected Items Only]

Presenter/Contact: Michael Morris, NCTCOG

Efforts continue to advance transportation in the region. Staff highlighted the following:

1. New North Central Texas Council of Governments Executive Director (soon to be former)
Judge Todd Little, Ellis County

7. Transit 2.0 Implementation, Dallas Area Rapid Transit Legislation and Mediation via Regional Transportation Council [*Information Item*]

Presenter/Contact: Michael Morris, NCTCOG

Summary: There is extensive activity around the three transportation authorities, DART, Trinity Metro, and Denton County Transportation Authority. [Electronic Item 7.1](#) contains the status of Transit 2.0 reports. [Electronic Item 7.2](#) contains a recent resolution from DART and highlights mediation to date. RTC action was requested for the 89th Texas Legislature to pass a local bill instructing the RTC to propose a better transit solution in a region anticipated to be 12 million people over the next two decades. [Electronic Item 7.3](#) provides additional details. Recent RTC correspondence is in [Electronic Item 7.4](#).

This item summarizes the concluding steps of the Dallas Area Rapid Transit (DART) legislation process. Judge Jenkins led a mediation process with all parties, resulting in two new DART resolutions. Some legislators wish for the mediation process to continue. In addition, the Regional Transportation Council (RTC) approved a local bill instructing the North Central Texas Council of Governments (NCTCOG) RTC to propose a new regional transit institutional approach addressing Transit 2.0 results, member city concerns, new member city wishes, and the Texas Department of Transportation (TxDOT) interests. Input from the North Texas Legislation delegation will be requested.

Transportation Services Notes:

- Transit 2.0 is a significant initiative by the NCTCOG to enhance multimodal transportation planning. This initiative addresses rapid demographic growth by aligning transportation strategies with regional land use priorities. It invests in sound multimodal infrastructure to accommodate all future mobility options.
- The Transportation Services staff generally supports the Transit 2.0 concept; however, further detailed studies are necessary. These include the Denton Transportation Strategy 2050, the Smart Mobility Transition Plan, the Active Transportation Integration within the Denton Mobility Plan, and Denton's Economic Development Strategy. Additionally, active participation in regional transportation planning efforts with USDOT, TXDOT, DCTA, and NCTCOG is required.
- The staff coordinates with regional stakeholders and will keep city leadership updated on any significant changes to the regional transportation planning process through NCTCOG or TXDOT.

8. Mobility 2050 and Conformity: Regional Transportation Council Adoption Process [*Information Item*]

Presenters/Contacts: Amy Johnson and Jenny Narvaez, NCTCOG

Summary: NCTCOG staff will request the Regional Transportation Council (RTC) to adopt Mobility 2050 and the corresponding 2025 Transportation Air Quality Conformity at the June 12 RTC meeting. Plan recommendations (found online for review at www.nctcog.org/planinprogress) were presented at the March RTC and Surface Transportation Technical Committee meetings. Federal guidelines require the Dallas-Fort Worth region to update the long-range transportation plan at least every four years. In addition, the current schedule allows the plan forecast to be maintained at least 20 years into the future.

Mobility 2050: The Metropolitan Transportation Plan for North Central Texas must demonstrate federal Transportation Conformity and be financially constrained. The updated plan will include a new financial plan, updated demographics and technical analysis, updated project recommendation listings, and robust public involvement.

The Clean Air Act requires metropolitan planning organizations to perform an air quality analysis when a new Metropolitan Transportation Plan is developed to ensure the multimodal transportation system complies with applicable Motor Vehicle Emission Budgets established for the region.

The public comment period for Mobility 2050 opened on April 7, 2025. As the mobility plan transitions from active development to a feedback stage, staff will highlight external factors that may have significant implications on plan recommendations and the air quality conformity determination schedule. Staff will also present public comments received to date, along with a brief overview and preliminary results of the federally required air quality conformity analysis.

9. Federal and State Legislative Update [*Information Item*]

Presenter/Contact: Jackie Nolasco

Summary: Transportation issues remain a priority for the United States Congress and the Texas Legislature. Staff will provide an update on the key legislative positions of the Regional Transportation Council. The 119th U.S. Congress began its first session on January 3, 2025, while the 89th Texas Legislature convened on January 14, 2025.

NCTCOG staff provided an update on federal and State legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area

Please let us know if you have any questions. The Transportation Services team is happy to discuss or elaborate on any STTC agenda items.

Farhan Butt, Ph.D., P.E., M. ASCE
Deputy Director, Transportation Services Division
Development Services Department

SAMPLE SURFACE TRANSPORTATION TECHNICAL COMMITTEE MEETING

Summary

July 25, 2025

[DRAFT - INTERNAL USE ONLY]

Key: Items highlighted in Green are of Interest to the City of Denton

The Surface Transportation Technical Committee (STTC) reviews, comments on, and prepares recommendations regarding surface transportation planning and funding transportation improvements in the Dallas-Fort Worth Metropolitan Area. The STTC comprises approximately 80 members, predominantly engineers, planners, and other technical staff from local entities. The STTC meets on the fourth Friday of each month at the North Central Texas Council of Governments [NCTCOG] office. This brief memorandum summarizes the relevant STTC meeting agenda items for the City Leadership. The STTC meeting was held at the NCTCOG office in Arlington, Texas, on Friday, July 25, 2025.

10. Approval of June 27, 2025, minutes [*Action Item - Approved*]

11. Consent Agenda [*Action Items*]

11.1 Air Quality Funding Recommendations Related to the Environmental Protection Agency
National Clean Diesel Funding Assistance Program

Presenter/Contact: Jason Brown, NCTCOG.

Action Summary: NCTCOG staff made a recommendation to the Regional Transportation Council for approval of funding recommendations for the Dallas-Fort Worth International Airport and Delta Air Lines, through the North Texas Diesel Emissions Reduction Project 2024 Call for Projects (CFP), utilizing funds from the Environmental Protection Agency (EPA).

Action: Approved

2.5 Federal Functional Classification System (FFCS) Amendments [*Action Item - Approved*]

Presenter/Contact: Brian Flood, NCTCOG

Action Summary: Inclusion in the FFCS is based on a roadway's purpose and functionality, as well as eligibility for federal funding. Amendments to the FFCS occur when roadway functions change or new roads are needed due to construction, development, or demographic trends. Currently, staff is working with TxDOT on 14 proposed amendments in the Dallas and Fort Worth areas, which involve constructing new roads and improving existing ones through collaboration with local governments and partners. Maps and tables detailing the proposed functional class changes are included in [Electronic Item 2.2](#). The Surface Transportation Technical Committee will be asked to recommend these amendments for consideration by the RTC at its August 2025 meeting.

NCTCOG staff requested a recommendation for the Regional Transportation Council (RTC) approval of 14 amendments to the currently approved Federal Functional Classification System (FFCS).

Action: Approved

Transportation Services Staff Notes: The Transportation Services Division (TSD) staff is working closely with TXDOT and NCTCOG to ensure that the Functional Classification System adopted by the City of Denton aligns with the latest updated Federal Functional Classification System (FFCS). As TSD proactively seeks federal, state, and local grants and funding opportunities, it is essential that the City's functional classification system is consistent with federal and state classifications.

2.6 Funding for McKinney Amphitheater Transportation Improvements [*Action Item*]

Presenter/Contact: Christie Gotti, NCTCOG

Action Summary: A 20,000-seat music amphitheater is being constructed in McKinney, Texas, and is scheduled to open in 2026. The City of McKinney approached the North Central Texas Council of Governments (NCTCOG) regarding potential funding for improvements to enhance access to and from the venue. After reviewing the requests, NCTCOG staff is recommending funding for selected roadway, bicycle/pedestrian, and technology improvements near the site. [Electronic Item 2.3](#) contains additional details on the proposed improvements and funding.

The NCTCOG staff submitted a recommendation to the Regional Transportation Council for approval of \$2 million in Regional Toll Revenue funding for improvements in proximity to a future amphitheater/event venue in the City of McKinney.

Transportation Services Staff Notes: While this item pertains to the City of McKinney, TSD staff aims to emphasize the potential for funding opportunities for Transportation Infrastructure Improvements through NCTCOG for major public projects in the City of Denton. By collaborating with NCTCOG, the City of McKinney successfully secured \$2 million in Regional Toll Revenue Funds (RTR Funds).

12. Disadvantaged Business Enterprise Program – Fiscal Year 2026-2028 Goal Update [*Action Item*]

Presenter/Contact: Emily Beckham, NCTCOG

Action Summary: Staff provided an overview of the proposed Disadvantaged Business Enterprise (DBE) Participation goal for Fiscal Year (FY) 2026-FY2028 for United States Department of Transportation contracting opportunities. A recommendation for approval by the Regional Transportation Council will be requested.

13. 2026 Unified Transportation Program and Regional 10-Year Plan Update [*Action Item*]

Presenter: Emily Beckham, NCTCOG

Action Summary Since December 2016, the Regional Transportation Council has annually approved a set of projects funded with Category 2 (Metropolitan Planning Organization selected) and Category 4 (Texas Department of Transportation [TxDOT] District selected) funds and

submitted for TTC consideration with Category 12 (TTC selected) funds that cover 10 years of highway projects. Since the last update in 2024, North Central Texas Council of Governments staff have coordinated with the TxDOT Dallas, Paris (Hunt County), and Fort Worth districts regarding updates to previously approved projects, as well as potential additions to the 10-Year Plan to be included in the 2026 Unified Transportation Program. [Electronic Item 4.1](#) provides additional information about the process. [Electronic Item 4.2](#) contains the proposed list of planned projects for the Regional 10-Year Plan. [Electronic Item 4.3](#) contains the 10-Year Plan projects that have been let or are currently in progress.

Action Summary: The Committee was briefed by NCTCOG staff on Category 12 funds proposed for approval by the Texas Transportation Commission (TTC). A recommendation was requested for the Regional Transportation Council's action on the proposed changes to the Regional 10-Year Plan Update.

Transportation Services Staff Notes: TSD Staff has been coordinating with TXDOT and NCTCOG regularly, representing the City of Denton in project meetings.

Action: Approved

14. Director of Transportation Report on Selected Items [*Information only*]

An overview of current transportation items was provided. Efforts continue to advance transportation in the region. The following items were highlighted:

1. Regional Transportation Council Did Not Approve: Transit 2.0 Next Steps, Policy 25-01, and Proposed Funding ([Electronic Item 5.1](#))
2. Transit 2.0 Next Steps: Receipt of Transit 2.0 Report: Creation of Regional Transportation Council Subcommittee and Focus on Transit Vision ([NCTCOG - Regional Transit 2.0](#))

Transportation Services Staff Notes:

- NCTCOG has recently adopted the demographic projections for the DFW region for the year 2050. These projections indicate that both the population and employment numbers in the DFW area are expected to more than double. Notably, Denton County is anticipated to see a significant increase, with the population and employment in the City of Denton projected to more than double as well.
- To address these changes, NCTCOG has been urging local jurisdictions within the DFW region to review land use policies that facilitate high-density growth and improve access to multimodal transportation infrastructure.
- TSD staff recommends that the City of Denton, in collaboration with DCTA and other member cities, initiate a comprehensive Transit 2.0 study. This study should focus on evaluating the necessary land-use policies and transportation investments for Transit 2.0 to address the challenges posed by drastic demographic changes.

15. Updates Regarding Metropolitan Planning Organization-Selected Funding and Texas Department of Transportation Cost Overrun Funds [Information Only]

Presenter/Contact: Christie Gotti, NCTCOG

In January 2024, the Texas Transportation Commission approved a rule change affecting MPO-selected categories, including the Congestion Mitigation and Air Quality Improvement Program (CMAQ) and the Surface Transportation Block Grant Program (STBG). This change requires TxDOT Districts to provide concurrence for all CMAQ projects and requests a larger share of CMAQ funds for projects on the State Highway System. TxDOT's draft 2026 Unified Transportation Program proposes reallocating CMAQ funds to non-MPO categories starting in Fiscal Year 2029. Staff will update on CMAQ allocations and carryover balances for all MPO-selected categories.

Additionally, the United States Department of Transportation has reallocated unobligated funds from the Transportation Infrastructure Finance and Innovation Act program to both the STBG and Transportation Alternatives Set-Aside programs, which will be discussed. Additionally, TxDOT established the COCO program, which enables districts to request funding from a TxDOT committee to cover cost overruns. This process considers the amount of funds contributed to each project by the region. A summary of COCO funds received, and regional funds committed because of this process will be provided. Finally, funding shortfalls in earlier years of the UTP have created the need to “level lettings” and slow down engineering and right-of-way acquisition expenditures, resulting in project schedule impacts that will be discussed.

[Electronic Item 6](#) contains additional details on these topics.

NCTCOG Staff briefed the Committee on the latest updates about Metropolitan Planning Organization (MPO)-selected funding categories and Texas Department of Transportation (TxDOT) Change Order and Cost Overrun (COCO) funds received for regional projects.

Transportation Services Staff Notes:

- ➡ • NCTCOG has been encouraging cities to be proactive in their project implementation projects and submit invoices for work completed in a timely fashion; in particular, the A local jurisdiction that has been awarded multimillion-dollar funding should complete the project implementation lifecycle on time, or it will risk losing the funding, as per TXDOT and USDOT's new directives.
- ➡ • TSD Staff has been actively applying for funding opportunities via NCTCOG for Transportation Planning and Infrastructure implementation projects. NCTCOG has prompted TSD staff to ensure, during several grant award meetings, that a program management framework is in place to oversee the project controls of all federal, State, and NCTCOG funding awards.
- ➡ • Staff plans to build in-house Capacity for program management and project controls, focusing on the Federal and State regulatory processes for grants awarded to Transportation Services. Staff will share the proposed program management framework with the CMO by the end of August 2025.

16. Electric Vehicle Charging Grant – Communication to Relevant Departments Within Cities, Counties, School Districts, Universities, and Other Government Agencies [*Information Item*]

Presenter/Contact: Joslyn Billings, NCTCOG

Summary: At the July 2025 RTC meeting, the council approved the North Texas Electric Vehicle Infrastructure Call for Projects as recommended by the STTC in June 2025. Key departments include public-facing ones like libraries, parks, recreation centers, planning, and city halls. STTC members should share this opportunity with relevant departments to encourage quality applications. More details are available in [Electronic Item 7](#) and <https://www.nctcog.org/trans/funds/cfps/evcharging>.

NCTCOG Staff provided information on the North Texas Electric Vehicle Infrastructure Call for Projects, maximizing project submittals

Transportation Services Staff Notes:

- The TSD staff plans to apply for electric vehicle (EV) chargers at various locations in Denton after receiving CMO approval. No local match is needed, and installations will be handled by contractors funded by the NCTCOG, which will also cover maintenance costs.
- Local jurisdictions can negotiate revenue-sharing arrangements with contractors after five years. All chargers will connect to a power supply, and the NCTCOG will share revenue to help offset power costs.

17. Facts and News

- Kyle Hoener – Transportation and Stormwater Infrastructure County Government Workshop ([Electronic Item 8.1](#))
- Camille Fountain – Summer 2025 Traffic Incident Management Executive Level Course Announcement – August 12, 2025 ([Electronic Item 8.2](#))
- Juliana Vandenberg – Air Quality Funding Opportunities (www.nctcog.org/AQfunding)
- Juliana Vandenberg – Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)

Please let us know if you have any questions. The Transportation Services team is happy to discuss or elaborate on any STTC agenda items.

Respectfully Submitted
Farhan Butt, Ph.D., P.E., M. ASCE
Deputy Director, Transportation Services Division

3. Regional Transportation Council [RTC] Meetings

Background

The Regional Transportation Council is the independent transportation policy body of the Metropolitan Planning Organization. It meets on the second Thursday of each month. The [RTC's 45 members](#) are local-elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers.



The city of Denton has one representative at the RTC. [Congratulations to CM Jill Jester for her nomination as the RTC Representative.](#) The RTC oversees the metropolitan transportation planning process. Primary activities include:

- Guiding the development of multimodal transportation plans and programs.
- Determining the allocation of federal, state, and regional transportation funds.
- Selecting and recommending projects to the Texas Transportation Commission.
- Ensuring transportation providers coordinate services.
- Ensuring the metropolitan area complies with state and federal laws and regulations.

By-Laws and Operating Procedures

- The [RTC Bylaws \(as listed on NCTCOG's website\)](#) and operating procedures are listed on the North Central Texas Council of Government's website for the RTC.

Meeting Details

*Venue: Irving Convention Center
500 West Las Colinas Boulevard
Irving, TX 75039*

The Agenda items, presentations, and partner progress reports can be accessed here.

- [Previous Meetings Information and Material](#)

NCTCOG Staff Contact: For more information on RTC, please contact

- **Toni Stehling**, Transportation Program Assistant III
Program Administration - Committee Support
(817) 608-2367, tstehling@nctcog.org

City of Denton Staff Support to CM Jill Jester

- **Farhan Butt, Ph.D., P.E., M. ASCE**
Deputy Director, Transportation Services Division
Phone: 940-349-7774; Mobile: 239-306-4725
Email: Farhan.Butt@cityofdenton.com



**SAMPLE REGIONAL TRANSPORTATION COUNCIL MEETING
NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS**

Summary

January 23, 2025

[DRAFT - INTERNAL USE ONLY]

Key: Items highlighted in Green are of Interest to the City of Denton

The Regional Transportation Council (RTC) is the independent transportation policy body of the Metropolitan Planning Organization. It meets on the second Thursday of each month. The RTC's 45 members are local-elected or appointed officials from the metropolitan area and representatives from each area's transportation provider. CM Jill Jester represents the City of Denton at the RTC; the RTC oversees the urban transportation planning process.

The RTC meets on the second Thursday of each month at the North Central Texas Council of Governments [NCTCOG] office. This brief memorandum summarizes the relevant RTC meeting agenda items for the City Leadership. The RTC meeting was held on Thursday, January 23, 2025, at the NCTCOG office in Arlington, Texas.

FULL RTC MEETING BUSINESS AGENDA

Pledge to The United States and Texas Flags

1. Opportunity for Public Comment on Today's Agenda
2. Approval of December 12, 2024 Minutes [*Action Item*] – Action: Approved
3. Consent Agenda [*Action Item*] – Action: Approved

3.1 Amtrak Heartland Flyer Funding Shortfall [*Action Item*]

Presenter and Contact: Michael Morris, NCTCOG

Background: In November 2024, staff learned that Texas' share of funding for Amtrak's Heartland Flyer Passenger service from Fort Worth to Oklahoma City has a potential funding shortfall of approximately \$72,000. Staff requested approval of up to \$100,000 in RTR funds to supplement the State's funding shortfall. The Heartland Flyer travels along Interstate Highway 35 Corridor, which is located in both Denton and Tarrant counties. This action ensures that the Amtrak Heartland Flyer passenger service will not experience any disruptions. RTC had previously approved \$700,000 for a shortfall for fiscal year 2023, which was ultimately not

needed as the TxDOT resolved the funding gap. Staff previously reported this to the RTC. The current request is for the funding shortfall for the 2024 fiscal year.

Action Summary: Staff will request Regional Transportation Council (RTC) approval of \$100,000 in Regional Toll Revenue (RTR) funds for Amtrak's Heartland Flyer passenger service from Fort Worth to Oklahoma City to ensure no disruptions. In addition, staff requested the RTC's approval to inform the Legislature that the Texas Department of Transportation (TxDOT) request for funding is inadequate.

3.2 Funding for Riverfront Boulevard Cost Overrun [*Action Item*]

Presenter and Contact: Michael Morris, NCTCOG

City of Denton
Could use
the same
approach to
tap into RTR
funds via
City/County
approaching
NCTCOG

Background: Dallas County is implementing a project along Riverfront Boulevard from Cadiz Street to Justice Center Way in the City of Dallas. The project will reconstruct the roadway to six lanes with bicycle and pedestrian accommodations and various intersection improvements. The project currently has \$38,291,442 of RTR funds and \$18,149,497 of funding from the County and City of Dallas. Bids for the project were recently opened, and there is a funding gap of approximately \$13.81 million between the available funds and the lowest bid. The County has requested funding assistance to cover a portion of this gap. This project is on the RTC's Metropolitan Planning Organization Milestone Policy list, and thus, it is of particular importance that it proceeds to construction.

Through
Council's
and John
Polster's
help, we
could
highlight our
key projects
with

Action Summary: Regional Transportation Council (RTC) approval of \$12,401,658 in Dallas County Regional Toll Revenue (RTR) funding will be requested to cover a cost overrun at letting on the Riverfront Boulevard project with local funds covering the remainder of the gap, along with the ability to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning and administrative documents as needed to incorporate the funding. In addition, the NCTCOG staff requested additional cost overruns that must be covered by Dallas County and/or the City of Dallas. NCTCOG staff requested that Dallas County and the selected construction company monitor communication on the location of utilities that may impact column placement for high-speed rail.

City of
Denton
Proposed
Strategy

Transportation Services Notes: TSD has drafted the list of key strategic projects for the City with high-level cost estimates; the list will be shared with the CMO in a separate communication. With the help of CM Jill Jester and John Polster, the City could enlist some of these projects in RTC's Metropolitan Planning Organization Milestone Policy list and prioritize them for construction funding

opportunities from NCTCOG. TSD is happy to kickstart this discussion with the department and City leadership.

4.0 Orientation to Agenda/Director of Transportation Report [*Selected Information Items*]

Presenter: Michael Morris, NCTCOG

4.1. Transit 2.0 Policy Oversight Preparation for February Action ([Electronic Item 4.1](#))

4.4. Transportation Research Board January 5, 2025, (Washington, D.C.): Integrating Operational Change into Transportation Agencies to Optimize Project Delivery (Michael Morris and Ceason Clemons)

4.8. Air Quality Funding Opportunities (www.nctcog.org/aqfunding)

4.9. Upcoming Dallas-Fort Worth Clean Cities Events (www.dfwcleancities.org/events)

4.12. Recent News Articles ([Electronic Item 4.6](#))

4.13. Recent Press Releases ([Electronic Item 4.7](#))

Transportation Services Notes:

- Transit 2.0 is crucial for the City of Denton, especially its Strategic Multimodal Transportation Planning goals. Recent updates to the 2050 demographic data, which are included in the regional travel demand forecast models by the North Central Texas Council of Governments (NCTCOG), indicate that Denton County will see more than double the growth in population and employment. Additionally, the City of Denton will double its population and employment levels by 2050. The ideas presented in Transit 2.0 will enable the City of Denton to strategically plan for land use and transportation, effectively managing the anticipated growth. TSD recommends that the City of Denton initiate proactive coordination with NCTCOG to explore potential collaboration opportunities to achieve these goals. With our representation in STTC and RTC, TSD is prepared to assist in this collaborative process with NCTCOG as directed by the city leadership.
- Farhan Butt, Deputy Director of TSD, attended the Transportation Research Board session on January 5, 2025, in Washington DC titled: Integrating Operational Change into Transportation Agencies to Optimize Project Delivery (presented by Michael Morris and Ceason Clemons)

5. Fiscal Year 2025 Rebuilding American Infrastructure with Sustainability and Equity Discretionary Grant Program [*Action Item*]

Presenter and Contact: Jeffrey Hathcock, NCTCOG

Background: In November 2024, the United States Department of Transportation (US DOT) announced the solicitation of project applications for the FY 2025 RAISE Discretionary Grant Program. The Notice of Funding Opportunity (NOFO), with information and application requirements for the \$1.5 billion program, can be accessed at <https://www.transportation.gov/RAISEgrants/raise-nofo>. Applications were due to the US DOT by January 30, 2025. Electronic Item 5 provides additional details regarding both the program and candidate projects. For regional agencies planning to submit their own candidate projects, please be aware you must complete the www.grants.gov registration process, usually requiring two-four weeks for completion, prior to submitting applications. Assuming the projected timing for application development, agency requests to receive a letter of support from the RTC should be submitted to Jackie Nolasco by Wednesday, January 15, 2025, at jnolasco@nctcog.org.

Action Summary: NCTCOG Staff requested Regional Transportation Council (RTC) approval of projects to be submitted for funding consideration through the Fiscal Year (FY) 2024 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program.

Transportation Services Notes: TSD had a Denton Downtown EV Shuttle project prepared for the RAISE Grant. Staff decided not to apply for this project after discovering that USDOT significantly dropped the RAISE Round 2 funding. We plan to apply for the RAISE grant in the next round.

6. Request Approval to Allocate Funding for Potential Litigation Related to the Dallas-Fort Worth High Speed Rail Environmental Assessment and Briefing on Correspondence from Attorneys for Hunt Realty Investment, Inc., and Hunt-Related Entities [*Action Item*]

Presenter and Contact: Ken Kirkpatrick, NCTCOG

7. Federal and State Legislative Update [*Information Item*]

Presenter and Contact: Rebekah Gongora, NCTCOG

Background: Transportation issues continue to be a focus for both the United States Congress and the Texas Legislature. Staff will provide an update on key legislative positions of the Regional Transportation Council. The 1st session of the 119th U.S. Congress convened on January 3, 2025. The 89th Texas Legislature is scheduled to convene on January 14, 2025.

Staff provided an update on federal, and State legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area.

Transportation Services Notes: TSD is carefully monitoring Federal and State legislative actions regarding transportation, air quality, and mobility issues pertaining to the City of Denton. We will provide an update to City Leadership and the City Manager's Office as soon as we have new information.

8. New 511 Dallas-Fort Worth Traveler Information System [Information only]

Presenter and Contact: Natalie Bettger, NCTCOG

Background: The 511DFW Traveler Information System was developed as a component of the Dallas Integrated Corridor Management (ICM) project in 2007, which was an initiative funded by the United States Department of Transportation to help advance the state of the practice in transportation operations and manage congestion in urban areas. The 511DFW system provides travel time and speeds, transit trip planning, and road condition information accessible via the web for the DFW region. By calling 511 or utilizing the 511DFW Mobile Apps for iOS and Android, users can connect to partner agencies providing roadside assistance, report transportation problems or link to other regional applications. The system is available in both English and Spanish. In addition, an agency user interface provides partner agencies with the ability to enter crashes and other transportation-related data as well as view historic data to assess system performance. The previous 511DFW system ended in June 2023 as North Central Texas Council of Governments went through a new procurement. On November 4, 2024, the new 511DFW Traveler Information System went live. Additional information can be found in [Electronic Item 8](#).

Staff provided an overview of the new 511 Dallas-Fort Worth (DFW) Traveler Information System highlighting the public-facing and agency user interface.

Transportation Services Notes:

- TSD recently applied for \$300,000 funding from NCTCOG to implement Work Zone Data Exchange [WZDx] program. The application for funding was approved by NCTCOG recently, and TSD plans to kick off the WZDx implementation project as soon as the official funding approval notice is received from NCTCOG. The Denton WZDx project will help City of Denton streamline and automate the Work Zone data updates to the State's central data.

- The project adds significant efficiency to the City of Denton's work zone information dissemination process, raising it from totally manual process in the form of a PDF document that is updated on weekly basis to fully automated process that is in sync with State of Texas work zone database feeding into OEM based in-cabin GPS gadgets, smart phone IOS or Android based wayfinding apps, and/or through City of Denton Web portals. TSD recently applied for \$300,000 in funding from NCTCOG to implement the Work Zone Data Exchange (WZDx) program. This application was recently approved, and TSD plans to begin the WZDx implementation project as soon as the official funding approval notice is received from NCTCOG.
- The Denton WZDx project aims to help the City of Denton streamline and automate updates to Work Zone data syncing it with the State's central database. This will ensure that all road users traveling on the roads in Denton have access to the most current information about Work Zones through in-car GPS systems, popular smartphone navigation apps, and the City's integrated website.
- This project significantly enhances the efficiency of disseminating work zone information, transforming the process from a manual system that relies on weekly updated PDF documents to a fully automated solution. This automated process will synchronize with the State of Texas work zone database, providing real-time updates to OEM in-cabin GPS devices, smartphone navigation apps for both iOS and Android, and the City of Denton's web portals.

9. Progress Reports [Information only]

Item Summary: Progress Reports are provided in the items below.

- RTC Attendance ([Electronic Item 9.1](#))
- STTC Attendance and Minutes ([Electronic Item 9.2](#))

Respectfully Prepared by

Farhan Butt, Ph.D., P.E., M. ASCE
Deputy Director, Transportation Services Division
Development Services Department

8. Miscellaneous Projects

Status: Up to Date

Apart from regular programs, the transportation services division assists with various ongoing projects and regional meetings, such as interdepartmental collaborations or inter-agency efforts. Some of the selected interdepartmental initiatives are listed as under:

- Downtown Denton Parking Occupancy and Smart Parking Pilot Project in Collaboration with Economic Development Department
- Downtown Denton EV Shuttle Circulator Pilot Project in Collaboration with Economic Development Department
- Parks and Recreation Department Module for Transportation Criteria Manual Update in Collaboration with Parks and Recreation Department

Table 18 lists some of the critical projects and conferences in which we participate regularly.

No.	Description	Participating Transportation Staff	Responsible Department
1.	ADA Related Evaluations and Technical Assessments	Greg Scott, Chandra, Farhan	Transportation Services
2.	Vision Zero, Phase II – Implementation Plan	Sahar Esfandyari, Farhan	Transportation Services
3	SS4A Grant for Comprehensive Safety Action Plan	Sahar Esfandyari, Farhan	Transportation Services
3.	Downtown Parking	Chandra, Farhan	Transportation Services
4.	Downtown Design	Chandra, Farhan	Planning, DSC
5.	Citywide Parking	Chandra, Farhan	Engineering
6.	Land Use Planning Task Force	Farhan	Transportation Services / NCTCOG
7.	TXDOT Coordination	Chandra, Farhan	Transportation Services / TXDOT
8.	Surface Transportation Technical Committee and RTC Staff Support to CM Jill Jester	Farhan	Transportation Services / NCTCOG
9.	DCTA Meetings (Multimodal Planning Related)	Greg Scott, Farhan	Transportation Services/ DCTA
10.	NCTCOG Demographic Data Update	Jacob, Charlie, Greg Scott, Farhan	Transportation Services
11.	Mobility Plan Amendments and Comprehensive Plan	Chandra, Sahar, Farhan	Transportation Services, Planning Department
12.	Mobility Committee	Transportation Staff	All Related Departments



13.	Transportation Development Reviews	Rakib, Chandra, Farhan	City of Denton
14.	Denton Transportation Strategy 2050	Greg, Chandra, Farhan	Transportation Services
15.	Sidewalk and Bike Lane Criteria Updates	Greg Scott, Farhan	Transportation Services
16.	Transportation Criteria Manual Update and DDC Updates	Rakib, Chandra, Farhan	Transportation Services, Traffic Operations, Inspections
17.	Traffic Operations	Mohammad, James, Chandra, Farhan	Transportation Services
18.	Interlocal Agreements, Ordinance, AIS, Staff Analysis Reports	Sahar, Chandra, Farhan	Transportation Services
19.	CIP Project [Planning and Prioritization]	Greg, Chandra, Farhan	Transportation Services

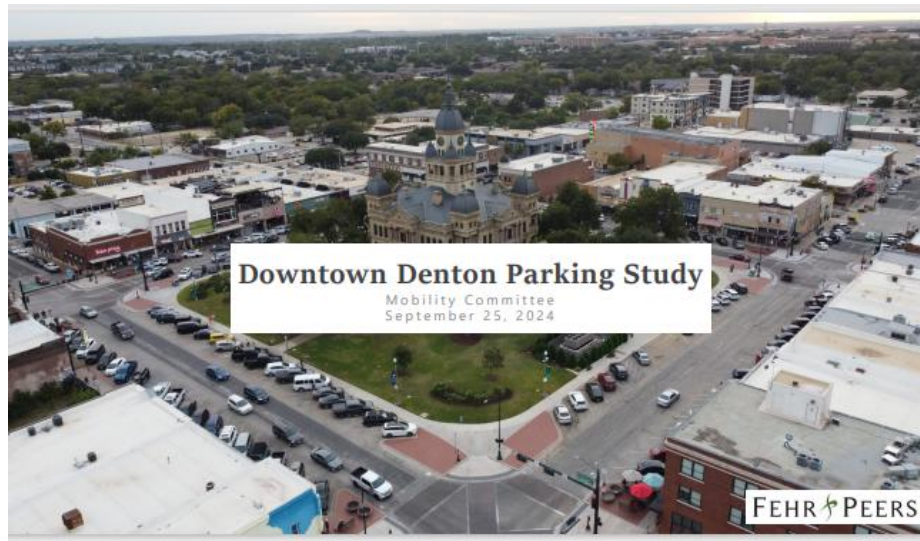
Table 30 Miscellaneous Projects

REFERENCES (HYPERLINKS)

- [ADA Transition Plans: A Guide to Best Management Practices](#), NCHRP PROJECT NUMBER 20-7 (232), Published by [THE NATIONAL ACADEMIES National Academy of Sciences National Cooperative Highway Research Program](#) (NCHRP)
- [Texas Manual on Uniform Control Devices- Revision 2, October 2014](#), Published by [Texas Department of Transportation](#)
- [Highway Capacity Manual](#), Published by Transportation Research Board, [National Academy of Sciences, USA](#)
- [Highway Safety Manual](#), 1st Edition, Published by [American Association of State Highway and Transportation Officials](#)
- [Traffic Data Collection, Analysis, and Forecasting for Mechanistic Pavement Design](#), NCHRP Report 538, published by [National Cooperative Highway Research Program](#)
- [City of Denton Design Criteria Manual](#) [Last updated October 2022]
- [CRIS – Crash Data Analysis and Statistics](#), Published by [Texas Department of Transportation](#)
- [Public Right of Way Accessibility Guidelines \[PROWAG\]](#) published by the U.S. Access Board
- [A Policy on Geometric Design of Highways and Streets, 7th Edition](#), Published by [American Association of State Highway and Transportation Officials](#) (AASHTO)



APPENDIX A - DOWNTOWN PARKING STUDY PRESENTATION



Key Findings

- Study area has approximately **2,762 publicly available city-controlled spaces**
- A parking utilization and turnover survey conducted on a weekday and weekend date in October 2023 revealed:
 - Denton's downtown has **sufficient parking supply to serve the current demand**
 - Peak parking utilization occurred on Saturday from 8:00-9:00 PM with 79% of surveyed parking spaces occupied
 - Street parking and parking lots closest to the Denton Square had the highest parking utilization
 - Parking turnover was highest
 - On street compared to off street
 - On Thursday compared to Saturday
 - In free parking lots compared to paid parking lots
- The existing study area parking supply can accommodate the identified planned multi-family housing and dining projects within the downtown

FEHR PEERS

Parking Management Toolbox Near-Term Strategies

Strategy	Cost	Time to Implement
Near-Term Strategies		
Increase and Enhance Static Signage	\$	🕒
Implement Time Limits and Restrictions	\$	🕒
Assign Parking Locations	\$	🕒
Enforce Parking	\$\$	🕒
Accommodate TNC's	\$	🕒
Adopt a Regular Schedule for Data Collection and Performance Tracking	\$\$	🕒
Update Parking Standards	\$	🕒🕒🕒

FEHR PEERS

Parking Management Toolbox

Mid-Term Strategies

Strategy	Cost	Time to Implement
Mid-Term Strategies		
Coordinate Valet Options	\$	🕒🕒
Promote Other Modes of Transportation	\$\$	🕒🕒
Implement Urban Design and Traffic Calming Strategies	\$\$	🕒🕒
Stripe and/or Restripe Parking Spaces	\$\$	🕒🕒
Increase Use of Shared Parking	\$	🕒🕒
Charge for Parking	\$\$	🕒🕒

FEHR PEERS

Parking Management Toolbox

Long-Term Strategies

Strategy	Cost	Time to Implement
Long-Term Strategies		
Add Off-Street Parking	\$\$\$	🕒🕒🕒
Provide Intelligent Signage	\$\$\$	🕒🕒🕒
Create a Uniform Parking Experience at All Publicly Available Parking	\$\$	🕒🕒🕒

FEHR PEERS

Long-Term Strategy

Off Street Parking

Off-street parking should be considered when:

- Street space is prioritized for people and active travel (transit, walk, bike) modes
- Parking supply does not meet parking demand, and there are limited ways to manage the demand
- Planned development will lead to heavy demand, and you would like to have a concentrated supply of vehicle parking
- You can mitigate the opportunity cost (i.e. what else could you develop there)

Other considerations:

- Integrate parking structure into existing look and feel of downtown area
- Provide mobility hub (i.e. bicycle parking) within parking structure
- Install signage around city to navigate visitors to parking structure
- Consider real time signage for available parking spaces across parking facilities
- Activate ground floor spaces

FEHR PEERS

155 of 199

Long-Term Strategy

Off Street Parking



Retail
El Paso, TX

(photo credit: Watry Design)

FEHR PEERS

Long-Term Strategy

Off Street Parking



Retail
Anaheim, CA



Food Hall
Riverside, CA

FEHR PEERS

Long-Term Strategy

Off Street Parking

Locate off-street parking:

- Where land is available in proximity to higher activity areas (3–5-minute walk)
- When multiple sites are available that can accommodate a parking structure, consider other factors such as traffic flow, access, parking yield, walking distance, pedestrian environment, among other factors



Existing public parking lots, potential sites structures

FEHR PEERS

APPENDIX B - DOWNTOWN PARKING MONITORING AND ENFORCEMENT TEST-BEDS

Background:

The City of Denton is committed to enhancing the parking experience in its downtown area. To effectively manage parking spaces and provide an engaging experience for residents, the Transportation Department is developing a comprehensive parking monitoring program. This program encompasses two key components: monitoring and enforcement.

The monitoring aspect will offer citizens real-time information on parking availability in downtown Denton. By utilizing an integrated platform, accessible via a website or mobile application, residents will be able to view the number of available parking spaces before heading downtown. This initiative aims to streamline the parking experience and reduce the time spent searching for parking.

From the city's perspective, the data generated by this monitoring system will be invaluable for improving public services. It will serve as a centralized data hub, enabling the city to build predictive models for transportation and community development, ultimately leading to more informed decision-making.

The enforcement component of the parking management program is crucial, particularly as the city currently lacks a formal parking enforcement strategy. Implementing an enforcement program will help mitigate illegal and unsafe parking behaviors. The city is exploring alternative enforcement solutions that require minimal manpower and funding. Additionally, this program has the potential to generate a new revenue stream for the city, further supporting its financial sustainability.

Through these initiatives, the City of Denton aims to create a more efficient, safe, and enjoyable parking experience for all residents and visitors.

Monitoring program:

The Transportation Services Division is conducting Demo sessions with several vendors of Parking Technology. So far, we have conducted the first demo with the Upciti. Their solution utilizes local sensors that can be easily installed on existing infrastructure, such as light poles. Upciti's technology can enable real-time monitoring of both parking availability and the count of vehicles and pedestrians. This capability can significantly enhance our understanding of downtown activity and improve the overall management of parking resources.

Transportation Services has followed the following 4 stages with Upciti as a vendor. All vendors will follow these four stages before a preferred vendor is selected for this pilot project.

Stage 1: Introduction

In this initial stage, Upciti has engaged with us to present their technology and offer recommendations for enhancing our downtown parking management system. Their innovative solution utilizes a single sensor that provides the City with three key data streams: smart parking availability, vehicle counts, and

pedestrian counts.

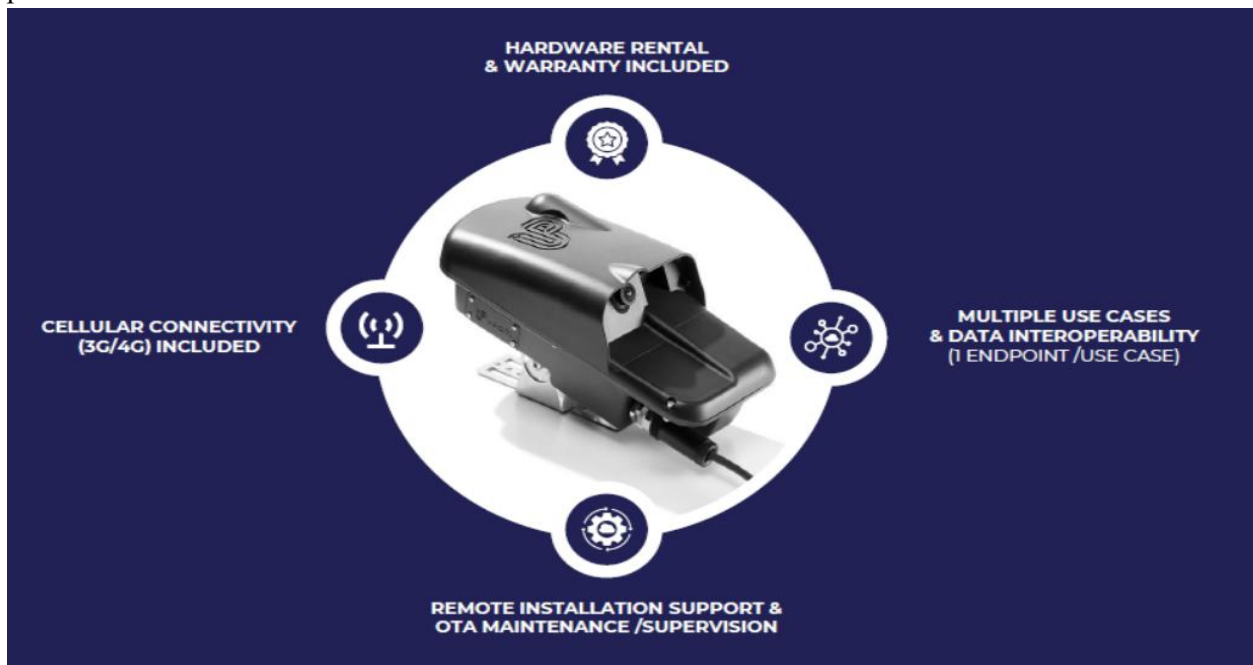
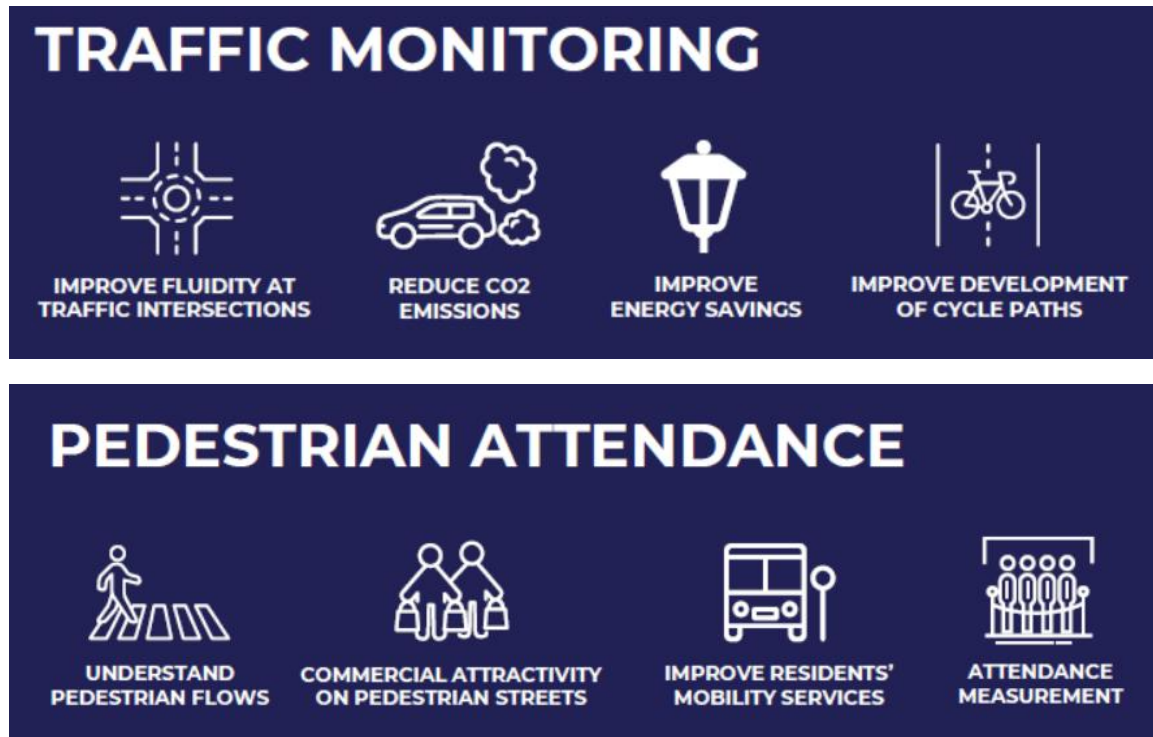


Figure 1: Upciti Sensor

It is important to note that the sensor does not function as a traditional camera. Instead, it features a low-resolution lens that prevents license plate reading or facial recognition, thereby ensuring the privacy of our citizens. Additionally, all data analysis occurs locally within the sensor, eliminating the need for recording or transmitting images.

The Transportation Department and Economic Development share common goals, which include:





Stage 2: provision mapping and sizing

The City's Transportation Department conducted a comprehensive downtown parking study to identify optimal locations for the pilot program. Following this assessment, a detailed map was provided to Upciti's sizing team to develop a model for smart parking and data collection.

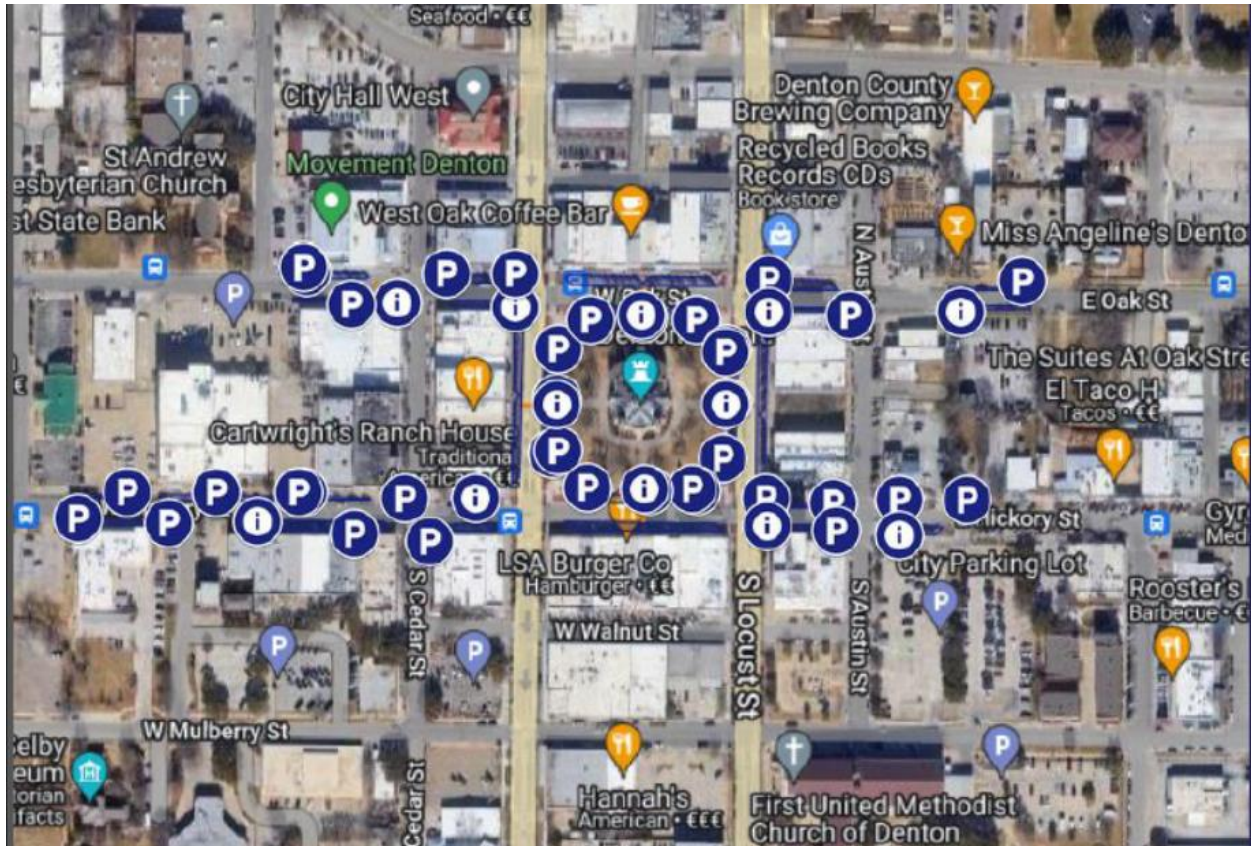


Figure 2 : Downtown parking spaces in interest

Stage 3: In-person meeting

The Upciti team presented the downtown model to the Transportation Department, addressing various concerns and exploring available options. One significant challenge identified was the need for approval from Denton Municipal Electric (DME) to install the sensors on existing lighting fixtures and to draw power from them. To address potential power supply issues, the option of utilizing solar power was proposed, although this solution may incur additional costs. However, permission to mount the sensors on DME assets remains a requirement.

The following map illustrates the suggested locations for the sensors as provided by Upciti's sizing team. This configuration will enable real-time monitoring of 280 parking spaces, all within a five-minute walk from the town square.



Stage 4: Coordination

The Transportation Department is collaborating with Economic Development to secure funding and ensure mutually beneficial outcomes for both departments and other City entities in the future. Efforts are underway to obtain feedback from DME regarding power requirements and permissions for installing the sensors on existing light fixtures.

Stage 5: Recalibration

The upcoming meeting with DME will be crucial for the Transportation Department in determining the next steps. Depending on the approval and power availability for existing DME light fixtures, the focus of the program may need to shift towards monitoring open parking spaces rather than on-street ones.

Alternatively, we may consider limiting the use of this technology to traffic counts and exploring different solutions for smart parking and monitoring.

Enforcement program:

The City of Denton currently lacks a formal parking enforcement system. To address the issue of illegal and unsafe parking behaviors, the city is exploring alternative enforcement solutions that do not require additional manpower or significant financial investment.

One promising solution has been proposed by **Municipal Parking Services (MPS)**. This approach involves the generation of detailed citations for parking violations, complete with license plate

photographs and images of the vehicle, all at no cost to the city. By utilizing this solution, Denton can enhance its enforcement capabilities while maintaining fiscal responsibility.

This program is currently in the early stages of development. We recently held an in-person meeting with Municipal Parking Services (MPS), during which we discussed several key aspects of their product.

Below are the main points of interest:

- a. **24/7 Monitoring:** The technology provides continuous enforcement capabilities, ensuring effective monitoring of selected locations at all times.
- b. **Increase safety:** for pedestrians and cyclists who use crosswalks by making sure the crosswalks and ramps stay clear of obstructing vehicles.
- c. **Solar Powered:** The device is equipped with integrated solar cells and batteries, allowing it to operate efficiently even on cloudy or rainy days.
- d. **Portable:** Its easy installation and absence of cables facilitate mobility, enabling the device to be relocated as needed.
- e. **Zero Cost:** MPS operates under a service licensing model that includes free installation and implementation, imposing no costs on the city.
- f. **Enforcement Approval:** City enforcement personnel can easily review and approve violations before issuing citations by mail, streamlining the enforcement process.



Figure 3: MPS Parking Monitor

The process:

- The Meter captures the violation.
- The report is prepared daily and sent to law enforcement personnel.
- The officer reviews and approves the violation.
- Detailed citation is issued and sent by mail to the vehicle owner.



We provide equipment, support and training at no cost to your city



APPENDIX C - DENTON VISION ZERO TASK FORCE KICK OFF MEETING PRESENTATION




VISION ZERO TASK FORCE MEETING #1

Training Room 1, 2 and 3 | Denton Development Services Building
9 – 11 AM



AGENDA

1. City Leadership Remarks
2. Introductions & Icebreaker
3. Vision Zero Overview
4. Vision Zero Assessment
5. Denton Safety Trends
6. Project Overview
- Break
7. SWOT Analysis
8. Mission Statement Exercise
9. Next Steps

Project Management Team

CITY OF DENTON	KIMLEY-HORN
FARHAN BUTT <i>Deputy Director of Transportation</i>	BRIAN SHAMBURGER <i>Project Manager</i>
TINA FIRGENS <i>Deputy Director of Development Services</i>	RAUL OROZCO JR. <i>Deputy Project Manager</i>
SAHAR ESFANDYARI <i>VZAP Project Manager/ Senior Transportation Planner</i>	JEFF WHITACRE <i>QA/QC Manager</i>
CHANDRA MURUGANANDHAM <i>Senior Traffic Engineer</i>	
CHARLIE ROSENDAHL <i>Business Services Manager</i>	

INTRODUCTIONS & ICEBREAKER

Ice Breaker: What does a safer road network mean to you?

Task Force

City Staff

Other Public Agencies

Other Private Entities

City Residents



VISION ZERO OVERVIEW

WHAT IS VISION ZERO?

TRADITIONAL APPROACH

- Traffic deaths are **INEVITABLE**
- **PERFECT** human behavior
- Prevent **COLLISIONS**
- **INDIVIDUAL** responsibility
- Saving lives is **EXPENSIVE**

VISION ZERO APPROACH

- Traffic deaths are **PREVENTABLE**
- Integrate **HUMAN FAILING** in approach
- Prevent **FATAL & SEVERE CRASHES**
- **SYSTEMS** approach
- Saving lives is **NOT EXPENSIVE**



WHY VISION ZERO?



Reduce traffic fatalities and injuries



Enhanced quality of life



Equity



Economic Benefits



Sustainable and smart urban planning



SAFE SYSTEM APPROACH



Safe road users



Safe vehicles



Safe roads



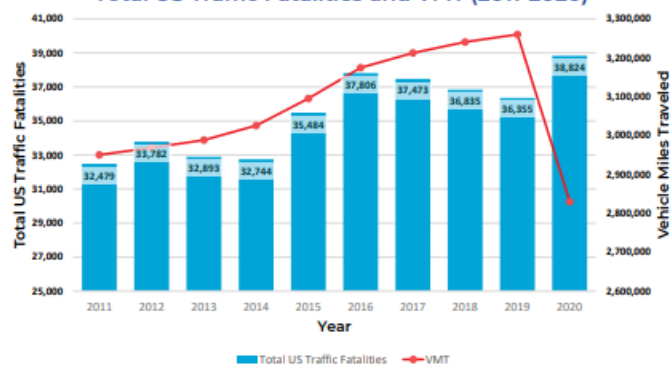
Post-crash care



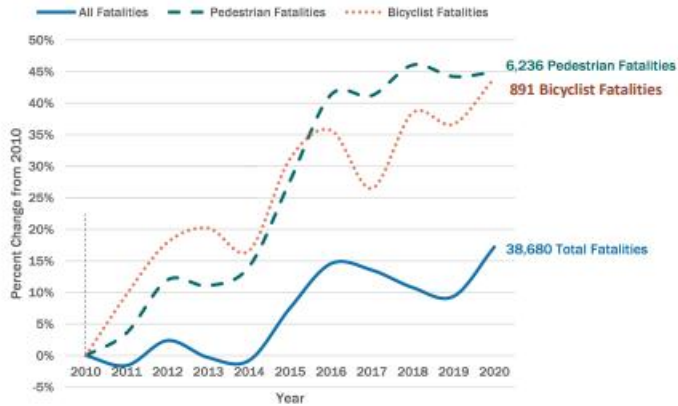
Safe speeds

THOUSANDS OF LIVES ARE LOST EACH YEAR

Total US Traffic Fatalities and VMT (2011-2020)



BICYCLISTS AND PEDESTRIANS ARE AT HIGHER RISK



VISION ZERO ASSESSMENT: PART I (DENTON VZA, 2022)

DENTON VZA 2022: STAKEHOLDERS



Source: 2022 Vision Zero: Part I, City of Denton Website.

Leadership & Commitment

Nearly 80 stakeholders were invited to participate in three engagement sessions for assessment; an introductory Webinar, a Survey, and a Workshop. :

- City of Denton
- Denton Fire Department
- Denton Police Department
- Denton Economic Development Partnership Board
- Denton Independent School District
- Denton Main Street Association
- Denton Chamber of Commerce
- Denton County
- Denton County Sheriff's Office
- Texas Department of Transportation
- Texas Health Presbyterian Hospital Denton
- Medical City Denton
- Our Daily Bread
- North Central Texas College
- North Central Texas Council of Governments
- Texas Woman's University
- University of North Texas
- REACH of Denton
- Bike Denton



Transportation Disadvantaged Census Tracts

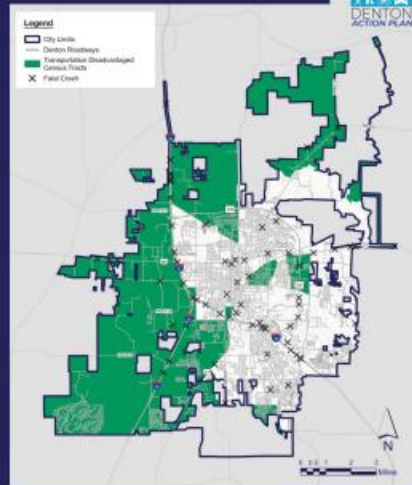
Percent Population in Transportation Disadvantaged Census Tracts



41.2 % of all fatal crashes occurred in Transportation Disadvantaged Census Tracts

Transportation Disadvantaged Census Tracts

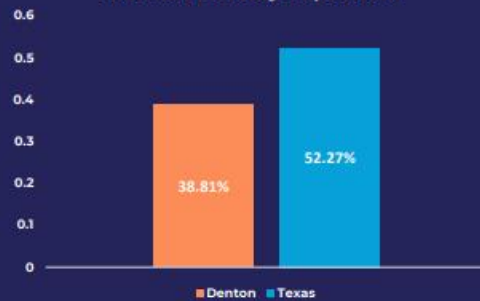
Source: City of Denton, CTR (2019 - 2020), (2020) 410



VISION
ZERO
DENTON
ACTION PLAN

Majority Minority Areas and Super Majority Areas

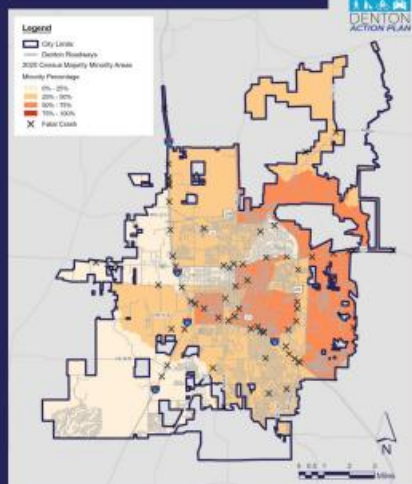
Percent Minority Population



16.2% of all fatal crashes occurred in Majority Minority Areas

2020 Census Majority Minority Areas (MMAs) and Super MMAs

Source: City of Denton, CTR (2019 - 2020), Social Vulnerability Index (SVI), Census Bureau



VISION
ZERO
DENTON
ACTION PLAN

WHY DO CRASHES HAPPEN?

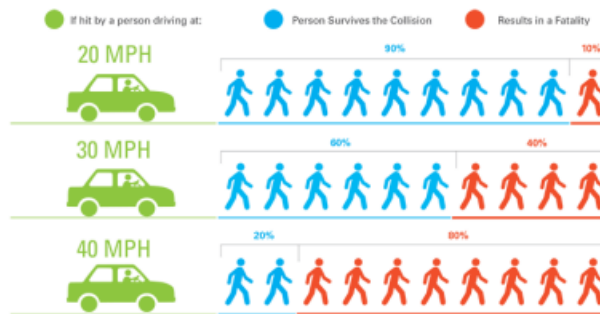
Collisions typically occur at the intersection of human errors and points of conflict, exacerbated by variations in speed.



WHAT MAKES CRASHES FATAL?

SPEED

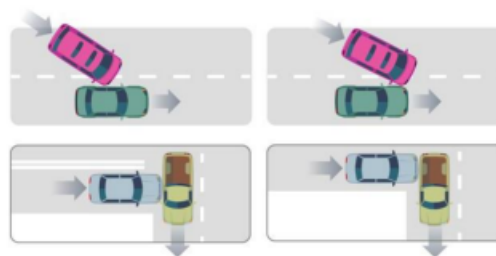
36.8% of fatal crashes listed speed as a contributing factor



WHAT MAKES CRASHES FATAL?

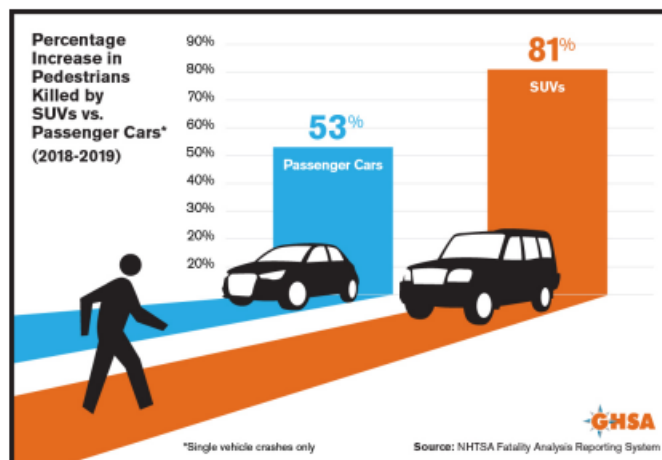
ANGLES

38.2% of fatal crashes result from lane departures and angles



WHAT MAKES CRASHES FATAL?

VEHICLE SIZE



TOP CONTRIBUTING FACTORS FOR FATALITIES IN DENTON

Source: 2019-2023 TxDOT CRIS Data



Speeding

36.8%



Failed to Drive in a Single Lane

23.5%



Pedestrians Failed to Yield to Vehicle

16.2%

HOW DO WE FIX IT?

Safe Systems = Safe Mobility



THE CITY'S EFFORTS TO DATE

- Denton Vision Zero
- Safe-Passing Ordinance
- Bike & Walk Denton – Pedestrian and Cyclist Safety Audit
- Bike Texas Advocacy Group
- League of American Bicyclists Advocacy Group
- Texas Department of Transportation Bicycle Program
- National Highway Traffic Safety Administration Bicycle and Pedestrian Program





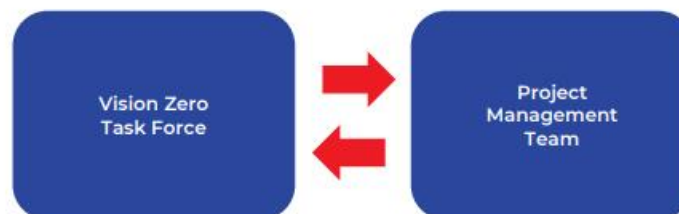
PROJECT OVERVIEW

VISION ZERO ACTION PLAN (VZAP)

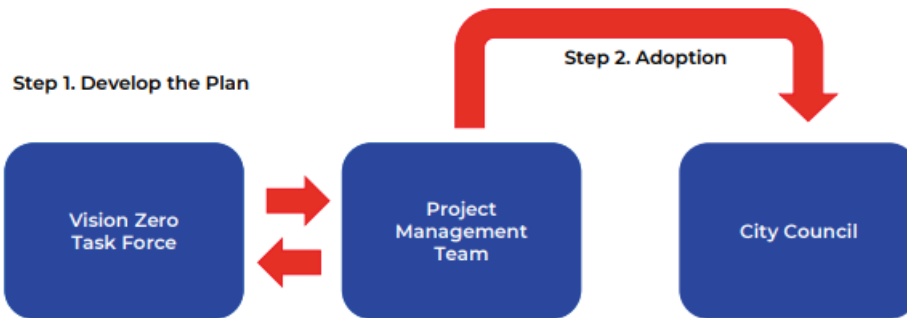


WHAT IS THE VISION ZERO TASK FORCE?

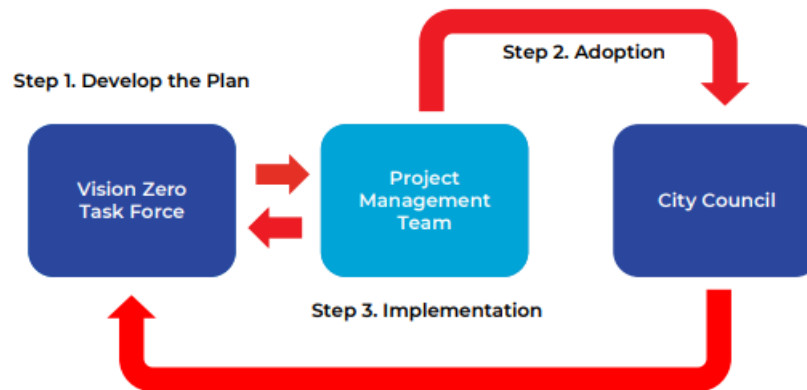
Step 1. Develop the Plan



WHAT IS THE VISION ZERO TASK FORCE?



WHAT IS THE VISION ZERO TASK FORCE?



VISION ZERO TASK FORCE MEETING TIMELINE



PROJECT OUTCOMES

High-Injury Network



Comprehensive
Safety Analysis



Engagement &
Collaboration

A High-Injury Network (HIN) is a network of roads, intersections, or other transportation infrastructure, that has a higher-than-average rate of crashes resulting in injuries or fatalities:



Kansas City HIN



San Antonio HIN

PROJECT OUTCOMES

Strategies Countermeasures



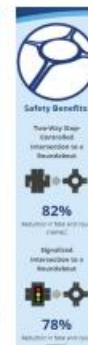
Policy & Process
Changes



Strategy & Project
Selections

Strategy Examples

- Establish a neighborhood traffic calming program
- Update design standards to address deficiencies that may contribute to roadway/lane departure crashes
- Create a Safe Routes to School Partnership Program
- Develop a campaign strategy to remind drivers to use safe driving behaviors at intersections



QUESTIONS ABOUT THE VISION ZERO ACTION PLAN?





BREAK



SWOT ANALYSIS

**VISION ZERO ACTION PLAN
POLICY FRAMEWORK**



VISION ZERO ACTION PLAN POLICY FRAMEWORK

Strengths

Weaknesses

Opportunities

Threats

When thinking about roadway safety in Denton, what strengths, weaknesses, opportunities, and threats do we recognize?



MISSION STATEMENT EXERCISE

EXAMPLE MISSION STATEMENTS



A mission statement for a VZAP should articulate the plan's **core purpose, values, and aspirations** while capturing its essence and inspiring stakeholders to align their efforts with its **overarching goals**.



"Eliminating deaths on Midland's roads by building complete streets, engaging the community, and innovating safer solutions to protect all users."



"All people deserve to live without the devastating effects of severe injuries and fatal crashes on our region's roads. The ACOG Regional Safety Action Plan aims to foster a culture of safety through policy, education, and infrastructure, creating a safer road network for everyone."

MISSION STATEMENT

PART 1

- Split into groups

Develop a draft mission statement using the SWOT analysis as inspiration

- A mission statement should reflect:
 - What is done?
 - Why should it be done?

PART 2

- What are the common themes?
- Present your group's mission statement

VISION ZERO ACTION PLAN POLICY FRAMEWORK



VISION ZERO TARGETS

TxDOT

- 50% Reduction by 2035
- 100% by 2050

Austin, TX Vision Zero Targets

- Zero deaths and serious injuries by 2025.

Kansas City, MO Vision Zero Targets

- Eliminating traffic deaths and serious injuries by 2030.

Charlotte, NC Vision Zero Targets

- Reduce crashes and eliminate traffic-related deaths and severe injuries by 2030.

Denton Vision Zero Targets?

- Recommendation of 50% by 2035 and 100% by 2050
- Which approach do you prefer?



NEXT STEPS

HOMEWORK

- Review Mission Statement via survey
- Start thinking of high crash locations (Safety)

NEXT STEPS

Question: Does the 3rd Wednesday of these months from 9-11 AM work?

March 5 2025

- **VZTF Meeting #2:** Safety Analysis (High-Injury Network)

May 14 2025

- **VZTF Meeting #3:** Equity Review & Priority Considerations

July 16 2025

- **VZTF Meeting #4:** Implementation Matrix

September 17 2025

- **VZTF Meeting #5:** Draft Recommendations

November 19 2025

- **VZTF Meeting #6:** VZAP Final Plan & Recognition of the VZTF



Project Management Team Contact Information

Farhan Butt:
Farhan.Butt@cityofdenton.com

Sahar Esfandiyari: Sahar.Esfandiyari@cityofdenton.com

Brian Shamburger:
Brian.Shamburger@kimley-horn.com

Raul Orozco Jr.:
Raul.Orozco@kimley-horn.com

THANK YOU



APPENDIX D-1

SAFE STREETS AND ROADS FOR ALL GRANT APPLICATION



City of Denton

City Hall

215 E. McKinney Street

AGENDA INFORMATION SHEET

DEPARTMENT: Development Services, Finance

ACM: Cassey Ogden

DATE: June 02, 2025

SUBJECT

Consider approval of a resolution by the City of Denton authorizing the submission of an application to the U.S. Department of Transportation FY 2025 Safe Streets and Roads for All Grant Program funded by the Infrastructure Investment and Jobs Act (IIJA) in the amount of \$960,000 to develop a comprehensive safety action plan; and providing an effective date.

STRATEGIC ALIGNMENT

This action supports Key Focus Area: Support Healthy and Safe Communities.

BACKGROUND

The Infrastructure Investment and Jobs Act 2021 authorized and appropriated \$1 billion to the U.S. Department of Transportation (USDOT) for fiscal year 2024 for the Safe Streets and Roads for All (SS4A) grant program. The purpose of the SS4A grant program is to improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries through the development, refinement, and implementation of safety action plans focused on all users, including pedestrians, bicyclists, public transportation users, motorists, personal conveyance and micromobility users, and commercial operators.

The SS4A program provides funding for two main types of grants. The City of Denton will be applying for the supplemental planning portion of the Planning and Demonstration Grant. This grant will be used to develop an update to the ADA Transition Plan, the Mobility and Active Transportation Plan, a Safe Routes to School Plan for 10 Schools in Denton, and a Comprehensive Transportation Dashboard. The City of Denton Transportation Services is seeking \$960,000 through the SS4A grant program.

As part of this project, the city will be required to have the components outlined above. This includes a written product that connects to and enhances an Action Plan. Final products shall be made publicly available. As part of this project, the City of Denton will



1. Complete the City of Denton ADA Transition Plan Update
2. Complete the Denton Mobility Plan Update as it relates to safety.
3. Complete the Denton Active Transportation Component of the Mobility Plan
4. Implement the Safe Routes to School Improvements Plan for 10 schools in the City of Denton
5. Implement a Comprehensive Transportation Planning Dashboard for the City of Denton
6. Research and obtain funding to design and construct a safe public realm.

The Transportation Services staff will complete the grant application and submit it to the USDOT on June 16, 2025. If awarded, the grant program requires a 20% local match. The \$192,000 match is budgeted in the Transportation Services Operating Fund for fiscal year 2025-26 (To be initiated after October 2025).

RECOMMENDATION

Staff recommends approval of the SS4A resolution.

FISCAL INFORMATION

Transportation Services is requesting \$960,000 in SS4A grant program funding assistance. Fiscal Year 2025-26 Transportation Services operating funds will be used to fulfill the 20% local match requirement of \$192,000.

EXHIBITS

Exhibit 1 – Agenda Information Sheet Exhibit 2 – Resolution

Respectfully submitted:

Farhan Butt, Ph.D., P.E.,
Deputy Director of Transportation Services

Jessica Williams,
Chief Financial Officer

Prepared By:
Sahar Esfandyari, Ph.D., AICP

APPENDIX D – 2 LETTERS OF SUPPORT FOR SS4A GRANT



Empowering lifelong learners to be engaged citizens who positively impact their local and global community

Norman T. Sisk
Service Center Annex
230 N. Mayhill Rd.
Denton, TX 76208
(940) 369-0200
Fax (940) 369-4973
www.dentonisd.org
(Department – Operations)

Superintendent
Dr. Susannah O'Bara

*Executive Director
Operations*
Paul Andress

Construction
Brandon Boyter

Custodial Supervisor
Arthur Montgomery

*Environmental
Safety Manager*
Billy Sprabery

*Maintenance
Supervisor*
Jay Sanchez

Utilities Specialist
Angela Alfonso

Warehouse Supervisor
James Parks

*Administrative
Assistant*
Tiffany Kinney

*Compliance
Specialist*
Steven Bonham

Grounds Supervisor
Chris Cox

Compliance
Construction
Custodial Services
Environmental Safety
Grounds
Maintenance
Utilities
Warehousing

The Honorable Sean Duffy
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Duffy:

On behalf of the Denton Independent School District, I am writing to express our strong and enthusiastic support for the City of Denton's application to the U.S. Department of Transportation's Safe Streets and Roads for All (SS4A) grant program. This funding will directly support the development of Safe Routes to School Plans for ten of our district's campuses—an initiative that addresses a critical and ongoing need to improve safety for our students, families, and school staff. The SRTS Plans will be undertaken at the following campuses: Rivera ES, Alexander ES, Borman ES, Nelson ES, Evers Park ES, Ryan ES, McNair ES, Ginnings ES, McMath MS, Strickland MS

Many of our schools are situated near high-speed roadways, intersections lacking proper pedestrian infrastructure, or areas with limited sidewalk connectivity. These conditions pose daily risks for students who walk or bike to school and create significant challenges for parents who are concerned for their children's safety. Through this grant, the City will be able to conduct focused safety assessments, gather meaningful community input, and develop data-driven strategies that make our school routes safer, more accessible, and more inclusive for all users.

Our district has long recognized that student success begins with ensuring safe and reliable access to schools. This planning effort will help reduce barriers for students who face unsafe walking conditions, support our wellness and physical activity initiatives, and promote environmental sustainability by encouraging active transportation. We are confident that these plans will result in long-term benefits not just for our students, but for the entire community.

We commend the City of Denton for its leadership in prioritizing student safety through this SS4A initiative, and we are fully committed to collaborating at every stage of the planning process. Our staff, families, and school leaders are ready to contribute data, participate in outreach, and help implement the recommendations that emerge from this critical work.

We respectfully urge your full consideration of this application and look forward to being an engaged and proactive partner in shaping a safer future for our students.

Sincerely,

Paul Andress
Executive Director of Operations
Denton Independent School District
Norman T. Sisk Service Center Annex
230 North Mayhill Road
Denton, Texas 76208
Office: 940-369-0200
pandress@dentonisd.org



The Transportation Policy Body for the North Central Texas Council of Governments
(Metropolitan Planning Organization for the Dallas-Fort Worth Region)

May 27, 2025

The Honorable Sean Duffy
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Duffy:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth area, I am pleased to support the Fiscal Year 2025 Safe Streets for All (SS4A) application submitted by the City of Denton. The RTC understands and supports that, as the applicant for the SS4A grant, the City of Denton accepts responsibility and oversight for managing the grant funds and coordinating activities and deliverables for the Denton Vision Zero Supplemental Planning Activities project.

The U.S. Department of Transportation's SS4A grant program is a funding opportunity that helps communities in the United States eliminate road crash fatalities and serious incapacitating injuries by focusing on critical road safety issues and deploying best-practice-centric mitigation strategies. As part of their Vision Zero Action Plan, Denton intends to create a Mobility/Active Transportation Plan, an Americans with Disabilities Act (ADA) Transition Plan, a Safe Routes to School Plan for ten Denton ISD schools, and a Comprehensive Transportation Dashboard to share the results and data from all of these processes with the general public. The plan will help identify tools to help improve the City of Denton's approach to roadway safety, reliable and accessible transportation for citizens, and enhance the overall quality of life of its citizens.

The SS4A grant program provides an unprecedented opportunity to enhance road safety and multimodal access and improve the quality of life of communities. The RTC looks forward to collaborating with the City of Denton and other regional stakeholders in this effort.

This project is consistent with the policies and programs of Mobility 2045: The Metropolitan Transportation Plan for North Central Texas – 2022 Update. If the project receives funds, the RTC will support its inclusion in the 2025 - 2028 Transportation Improvement Program for North Central Texas, as needed.

Again, the RTC supports the City of Denton's Vision Zero Supplemental Planning Activities project. Thank you for your time and consideration of this proposal. If you have any questions about the project, please contact Michael Morris, P.E., Director of Transportation for the North Central Texas Council of Governments at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

Clay Lewis Jenkins, Chair
Regional Transportation Council
County Judge, Dallas County

JN:kw

cc: Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments

P.O. Box 5888 • Arlington, Texas 76005-5888 • (817) 695-9240 • FAX (817) 640-3028
<http://www.nctcog.org/trans>

APPENDIX D – 3 NCTCOG'S NARRATIVE FOR SS4A GRANT

ADVANCING REGIONAL SAFETY IN THE DALLAS-FORT WORTH REGION

Background

The Regional Transportation Council (RTC) of the North Central Texas Council of Governments (NCTCOG) approved a regional safety position on December 14, 2017, which states: *“Even one death on the transportation system is unacceptable. Staff will work with our partners to develop projects, programs, and policies that assist in eliminating serious injuries and fatalities across all modes of travel.”* From this position, the regional [Pedestrian Safety Action Plan \(PSAP\)](#) and [Roadway Safety Plan \(RSP\)](#) were developed to guide transportation safety improvements across the Dallas-Fort Worth (DFW) region. The plans include a series of proven safety countermeasures, which this study will use with others, to further define the specific needs in numerous high-injury corridors. In October 2022, the RTC approved a **\$50 million** safety program and allocated \$35 million to implement safety improvements once specific projects are identified. **This Safe Streets and Roads for All (SS4A) grant application requests \$5 million in federal funds to support supplemental planning efforts to define projects, which will enhance the goals and inform future activities of the regional Safety Action Plans.**

Scope of Work

The scope of work includes three major components: Road Safety Audits (RSAs) and Safe Routes to School (SRTS) plans, in-depth data collection in high-injury roadway corridors targeted by the PSAP and RSP, and focused education, enforcement, evaluation, and electronic tool activities in these areas. The latter component will include demonstration activities. See **Figure 1** for the expected schedule. **RSAs and SRTS planning** will include prioritization of PSAP and RSP high-injury corridors, creating a list of the most critical 40 to 50 corridors within the four core counties of the DFW region to audit. RSAs will be completed according to [FHWA guidance](#). SRTS plans will be completed concurrently where schools are present along several of these high-injury corridors and will include school-specific needs and planning elements. In-depth data collection and demonstration activities will also be completed concurrently with RSAs/SRTS Plans to enhance safety recommendations.

In-depth data collection may occur prior to or concurrent with each RSA and SRTS Plan. This data collection is expected to include items such as updated traffic/user counts (all mode types), utility impact identification, lighting conditions, ADA compliance, pavement markings/signage inventory, parking facilities/behaviors, vehicle speeds, traffic signal/equipment conditions/performance (especially as it relates to pedestrians and/or bicyclists), transit stops/operations (where present), and various roadway asset characteristics.

Education, enforcement, evaluation, and electronic tool activities during or immediately after the RSAs and SRTS Plan development will be conducted with local/regional stakeholders.

Demonstration activities will be used for **education** (e.g., targeted outreach messaging) and **enforcement** activities (e.g., portable speed enforcement signs) in addition to related research tasks. **Evaluation** activities will be used to measure and understand the effectiveness of strategies through before and after study of corridors conditions (e.g., crashes, speed, user trips, etc.). **Electronic tool** feasibility, such as mobile apps incentivizing safety, will be researched.

Informing the Regional Safety Action Plans

This work will inform the regional safety action plans by providing local, current, and specific data as evidence for appropriate implementation strategies. This data will improve staff and stakeholder knowledge of transportation safety issues and identify potential safety countermeasures to guide prioritization of future implementation.

ADVANCING REGIONAL SAFETY IN THE DALLAS-FORT WORTH REGION

Figure 1: Schedule of Work Activities

Fiscal Year	2024				2025				2026				2027				2028				2029
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1
Advancing Regional Safety in DFW	Contracts*																				
					In-depth Data Collection																
									Road Safety Audits												
									Demonstration Activities												
																					Final Reporting**

*Contract Execution & Procurement | **Final reporting, plan amendments/updates (if necessary), etc.

The Safety Issues

The region faces significant transportation safety issues with almost **4,000 traffic deaths** from 2017 to 2021 (see Safety Impact section below). Deficient lighting and pedestrian/bicycle safety conditions are also apparent in the crash data. As detailed in the Equity section, these safety issues are disproportionately found in disadvantaged areas of the region.

Safety Impact

Figure 2 displays data from the National Highway Traffic Safety Administration's Fatality Analysis Reporting System regarding fatal crashes, fatalities, and normalized (per 100,000 population) rates for both measures at the regional and targeted corridor scale.

Pedestrian/bicyclist fatalities accounted for about **21.5 percent** of all motor-vehicle involved fatalities on roadways in the region. **Over half** of all fatalities occurred in dark conditions, **43 percent** of which occurred on unlighted roadways. About **29 percent** of regional fatal crashes and fatalities occurred along or within one-quarter mile of the RSP and PSAP target corridors. In these corridors, **38 percent** of fatal crashes included at least one non-motorist and over **two-thirds** of fatalities occurred in dark conditions. See Safety Appendix for additional details.

Figure 2: Traffic Safety Impact Summary Table

Geography	Total Fatal Crashes	Total Fatalities	Population (**)	Total Fatal Crash Rate	Total Fatality Rate
NCTCOG Region	3,633	3,930	7,511,883	9.67	10.46
Targeted Corridors*	1,061	1,126	1,193,517	17.78	18.87

*within one-quarter mile of road centerline | **2016-2020 ACS 5-year estimates used for NCTCOG Region, spatially averaged 2017-2021 ACS 5-year estimates used for Corridor | Crash data source: 2017-2021 FARS

Equity

Figure 3 displays data from the USDOT's Equitable Transportation Community Explorer regarding the disadvantaged population in the region and along the targeted corridors. The average Disadvantaged Communities Index ranks for the region and targeted corridors are 55.6 and 81.3, respectively. See Equity Appendix for additional details.






Figure 3: Equity Criteria Summary Table




Geography (# of tracts)	Total Disadvantaged Population (%)	Percent Disadvantaged tracts (#)
NCTCOG Region (1,718)	2,096,759 (28%)	28% (487)
Targeted Corridors* (554)	1,109,872 (49%)	47% (259)

*all Census Tracts that overlap with corridors | Data source: USDOT ETC Explorer tool (national comparison)




APPENDIX E - ADA INSUFFICIENCIES CITED BY THE USDOT/TXDOT DURING THE COMPLIANCE ASSESSMENT PROCESS

ADA Survey II

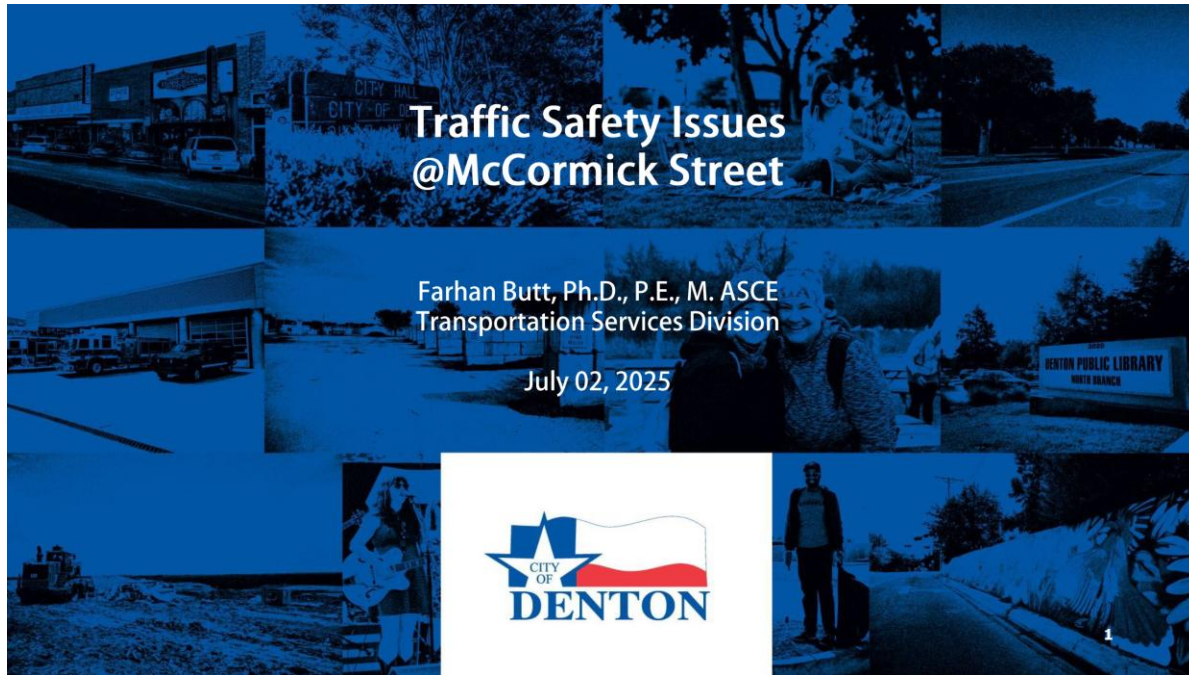
Question	Response/URL
<p>6. Nondiscrimination Policy includes Coordinator contact info</p> 	<p>Insufficient Response: An attachment was provided, but the document did not appear to be a Title II nondiscrimination policy. Please ensure the policy you attach pertains to Title II requirements. Be sure your policy includes the contact information for your agency's ADA/Section 504 Coordinator as outlined in the survey question. In the next survey response, please ensure your nondiscrimination policy meets the requirements of Title II of the ADA and Section 504. Please also be prepared to provide a link to your website where the material is posted. jb - 8/21/2024</p>
7. Grievance Procedure	<p>Your attachment was sufficient - please note that it is important to maintain and execute on the policy and ensure the policy remains posted on your website. jb - 8/21/2024</p>
8. Public Dissemination of Nondiscrimination Statement	<p>Proof of dissemination was sufficient - please note that it is important to maintain and execute on the policy and ensure the policy remains posted on your website. jb - 8/21/2024</p>
<p>9. Web and Telephone Access</p> 	<p>More Action Required: Your attachment was missing a few details. In the next survey response period, your agency should provide a file of the requested material that denotes your effective communication policy (which should include auxiliary aids such as telephone services) and discuss how your website is being made accessible. Be prepared to provide a custom-drafted attachment that would address both of these items and be prepared to provide a link to where your effective communication policy is made available to the public on your website. jb - 8/21/2024</p>
<p>10. Self Evaluation</p> 	<p>More Action Required: Your attachment was missing several areas that potentially require evaluation. In the next survey response period, your agency should provide a file of the requested material and be prepared to provide a link to your website where the material is posted on your website. This material should provide information on how you evaluated your policies, programs, and services. Programs include your assets, such as government buildings that are publicly facing, parks, public rights of way, and your digital assets. The ADA Self-Evaluation should include all agency assets and indicate how you evaluated the assets and your findings regarding non-compliance per the ADA. If your agency is in a 'phased' self-evaluation update process, please provide information about your progressive action plan to complete your updated self-evaluation in your next survey attachment.. jb - 8/21/2024</p>
<p>11. Self-Evaluation completion/update dates</p> 	<p>Insufficient Response: In the next survey response period, your agency should be prepared to provide the date your agency completed its ADA Self-Evaluation (as seen in the materials provided in Question 10), and indicate the last time your agency updated its self-evaluation of any agency policies, programs, or services, or a future date planned for the update to your materials. Because an agency's programs expand over time, and conditions change in the built environment, it is important to update the self-evaluation materials periodically to keep assets verified for accessibility. jb - 8/21/2024</p>
<p>12. Transition Plan (TP)</p> 	<p>Insufficient Response: An attachment was provided, but does not meet the baseline requirements of an ADA Transition Plan. In the next survey response period, your agency should provide a file of the requested material and be prepared to provide a link to your website where the material is posted on your website. The ADA Transition Plan is an action plan, resulting from the findings of your agency's ADA self-evaluation process. This material should provide an inventory of barriers that limit access to programs, activities, and services, provide a schedule for corrections, describe how facilities will be made accessible, and identify the person responsible for implementing the plan.</p>
13. TP update frequency/estimate completed TP date	<p>Your response was sufficient. Be Advised: Because agency's programs expand over time, and conditions change in the built</p>

	environment, it is important to update the materials on a regular basis to keep assets verified for accessibility, and proper procedures and practices remain in place to ensure non-discrimination. The most effective ADA Transition Plans are 'living' plans that identify scheduled improvements over time. jb - 8/21/2024
14. Date of last update to TP	Your information provided was sufficient. jb - 8/21/2024
15. Description of methodology for Self-evaluation/TP public comment	Your description was sufficient. jb - 8/21/2024
16. Description for Monitoring compliance 	Insufficient Response: In the next survey response period, please provide a detailed description of how your agency is monitoring your compliance with the ADA and Section 504 requirements. Guidance has been made available from federal agencies, such as FHWA, that monitoring and tracking the progress and implementation of the Transition Plan is an important step to compliance. ADA Transition Plans are also part of the federal agency review process when investigating complaints of discrimination. jb - 8/21/2024
17. Signed inventory	Your answer was sufficient. Please note, this question is asking if your agency's leadership has 'signed off' on the inventory collected, indicating leadership awareness of the degree of ADA compliance and ADA non-compliance identified within the agency's programs and services. jb - 8/21/2024
18. Management plan to replace signage (MUTCD) 	Insufficient Response: An attachment was provided, but it does not appear to be your Management Plan to meet the MUTCD standards and guidance. In the next survey response period, your agency should provide a file of your Management Plan, per TMUTCD (see link below). Please be prepared to also share a link to where the material is posted to be made available to contractors/vendors/interagency contacts who support your projects. See page 82 of 906 within the TMUTCD at: https://ftp.dot.state.tx.us/pub/txdot-info/trf/tmutcd/2011-rev-2/revision-2.pdf for more information. jb - 8/21/2024
19. ADA policy – available for contractors, etc. 	Insufficient Response: An attachment was provided, but it did not reflect how the nondiscrimination policy is included in materials to contractors, consultants, and beneficiaries. In the next survey response period, your agency should provide a file of the requested material that shows how your nondiscrimination policy is made available to contracts, consultants, or other beneficiaries. (e.g. nondiscrimination policy is included in contracts and a contract is attached as an example; the agency attachment reflects that the language is included in agreements/contracts and imagery shows proof of dissemination, and websites that communicate the procedures for doing business with the agency.) jb - 8/21/2024
20. Proof of Dissemination to contractors, etc. 	Insufficient Response: An attachment was not provided. In the next survey response period, your agency should provide a file of the requested material (as in Question 19) and be prepared to provide proof of HOW your nondiscrimination policy is made available to contracts, consultants, or other beneficiaries. (e.g. nondiscrimination policy is included in contracts; the attachment is proof of where this information is provided. A link should be provided that shows proof of how this is disseminated to contractors, or that this information is disclosed on the website for those doing business with your agency.) jb - 8/21/2024
21. Complaint Log 	Insufficient Response: An attachment was provided, but it was not an actual complaint log regarding public-facing complaints, or the material was limited in not reflecting the last three years of issues. In the next survey response period, your agency should gather this information and provide a complete file of the requested material. jb - 8/21/2024



22. ADA Training 	<p>More Action Required: An attachment was provided, but it did not reflect clear evidence of subrecipient staff member completion of the training. In the next survey response period, your agency should provide a file of the requested material. jb - 8/21/2024</p>
23. Participation from Disability community 	<p>Insufficient Response: An attachment was provided, however the content did not fully answer the question. In the next survey response period, your agency should provide a file of the requested material which describes how your agency seeks out persons with disabilities to participate in public meetings. (e.g. document outlines your policy and practices for accommodation requests to participate in public meetings, how public outreach events may be held with advocacy groups, and how public meeting information is disseminated on websites, or through community email/mail lists to invite advocacy groups or certain individuals with expressed interests to participate in public meetings, you create accessible flyers or videos to promote meetings and events - OR other examples.) jb - 8/21/2024</p>
24. Accessible meeting locations	<p>Your answer was sufficient. jb - 8/21/2024</p>
25. Public meetings notice & auxiliary aids 	<p>Insufficient Response: An attachment was provided, but did not fully answer the question. In the next survey response period, your agency should provide a file of the requested material and be prepared to provide a link to your website where the material is posted on your website. The materials should include your public meeting announcements in an accessible format, which provides notification that auxiliary aids are available upon request, and how a person can request such an aid. Accessible public meetings require not only physical access to the meeting facility, but access to the information communicated through the meeting. jb - 8/21/2024</p>
26. Auxiliary aids - accommodation statement	<p>Your answer was sufficient. jb - 8/21/2024</p>
27. Record of Accommodations made	<p>Your answer was sufficient. jb - 8/21/2024</p>
28. Region	<p>Your answer was sufficient. jb - 8/21/2024</p>
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NOTES/COMMENTS: <div></div>	

APPENDIX F



Outline

- Immediate Implementations
- Future Assessments [12 months]
- Feedback on Community's Questions
- Q & A

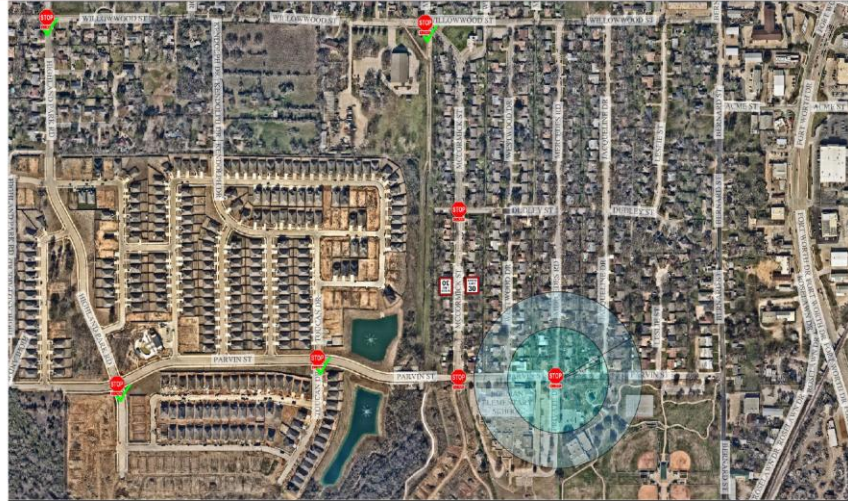
Immediate Implementation

Existing All-Way Stop Locations

- Parvin St. and Toucan
- Willowwood St. and McCormick St.
- Highland Park Rd. and Willowwood St.
- Highland Park Rd. and Parvin St.

Immediate Implementation [Before August 18th]

- All-way Stop Signs at Parvin St. and McCormick St
- All-way Stop Signs at Dudley St. and McCormick
- All-way Stop Signs at Parvin and Mercedes Rd
- Expand the School zone from 300 ft to 500 ft as highlighted in the green circle
- Assess the locations of posted speed signs



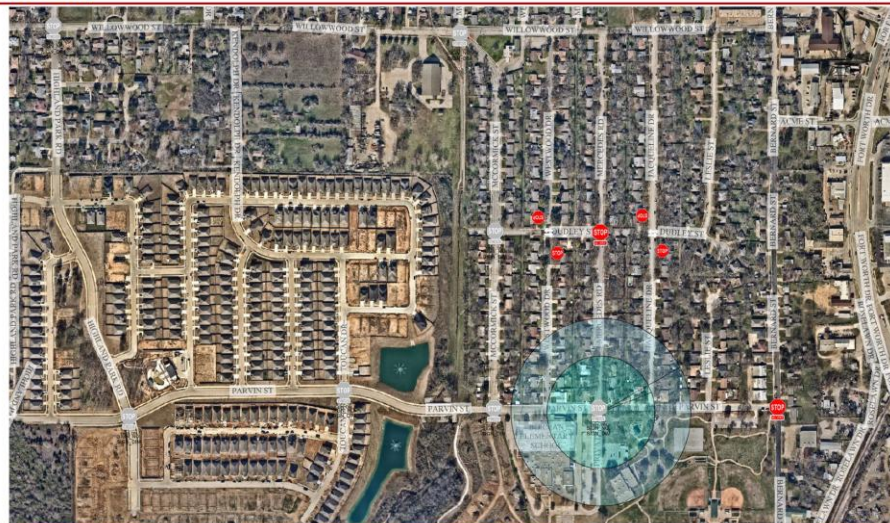
July 02, 2025

3

Future Assessments [12 months]

Future Considerations

- Stop signs for North-South flow on Westwood Dr. and Jacqueline Dr.
- All-way Stop Signs at Parvin and Bernard St.
- Community Feedback and data-backed assessments



July 02, 2025

4

Community Questions

- Can we extend the school zone?
 - Yes, we could extend the school zone from 300 ft to 500 ft
 - Increasing the Active School Zone time by 10 minutes.
- Can we perform a multiple-day speed study?
 - Yes, the City can conduct a more comprehensive study
 - For future consideration, we're open to further data collection if it provides additional clarity or reassurance
- Can we lower the speed?
 - We understand the concern about reducing vehicle speeds. However, under current state law, we are required to maintain the posted speed limit of 30 MPH on this type of roadway.



July 2025

5

Community Questions

- Can we add a sidewalk and bike lane on McCormick Street?
 - In most cases, sidewalks are already in place on at least one side of the street.
 - We will continue to research any sidewalk gaps.
 - A dedicated bike lane on McCormick will not be implemented, as it poses challenges due to the high number of driveways, which introduces potential safety risks for cyclists.
- A request for speed bumps?
 - Speed bumps can significantly delay emergency response times for fire, police, and first response services
 - Speed bumps will not be installed.



July 2025

6

Q & A

Questions

Farhan Butt, Ph.D., P.E., M. ASCE
Deputy Director, Transportation Services Division
940-349-7774 | Farhan.Butt@cityofdenton.com



7

APPENDIX G SIDEWALK, BIKELANES (ADA AND ROAD SAFETY CENTRIC) PROJECTS PRIORITIZATION



1/16/2025

LIST OF POTENTIAL PROJECTS-ADA, SIDEWALK, BIKE, BUS STOP

2025 SHORT LIST

PROJECT ID		LIMITS		PLANNED		ADA INSUFFICIENCIES?		ANTICIPATED PROJECT ELEMENTS AND APPROACH																		
#	STREET	ST	BIKE PED	RMP	SW	NOTES	SIDEWALK	On-street PATH >10'	Off-street PATH	on-street BIKE LANE	SHARED	Living Street	NOTES	STRIPING (c/f feet)	BOLLARDS (c/f feet)	ROAD (c/f feet)	Construction (new/replace)	GATEWAY (new/replace)	GREENWAY (blocks)	MAJOR X-ING	MINOR X-ING	BRIDGE	BUS STOP	NOTES		
1	Audra Lane (southside)	Loop 288	Washington Dr	Collector	Side Path	1	yes	tbd	1800	1800		3600						5400 solid line	3600					1		
	Audra Lane (southside)	Washington Dr	Washington Dr												2025 Cap Projects new Sidewalk. Need sidewalk repair.											
	Audra Lane (northside)	Loop 288	Washington Dr																							
2	Austin St. (n. of Highway)	DeLand St.	Dr. Of Congress	Local	Adj. to DDD Walk corridor	no	yes	tbd				150		2800				0		2	2		2		0	Part Greenway at Library & Mann; Gateway at Parkway & Marshall
	Marshall St	Marshall St																								
	Mann St	Library Dr. / Parkway																								
4	Bell Ave. (n. of Hwy)	Bellevue St.	Oak St.	Secondary Arterial	Trail/Side path	yes	yes	Narrow sidewalk, light pole in sidewalk	50	150			Toasty Bros interested in sidewalk			50								0	RAD optional and would require lane narrowing	
5	Bell Ave. (n. of University)	University	Sherman	Collector	Side path	yes	yes			3600		4800x1		4800	1100	optional in historic district		3			1	1		3	Bollard lighting in historic district, conversion at sherman (WB L-turn)	
	Sherman	Commerce				yes	yes																		Possible conversion at Sherman Intersection	
	Commerce	Washington				yes	yes																			
6	Bernard/Parvin/Acme	Parvin	Acme	Collector	Side Path	yes	yes	Issues on parvin tbd	1050			400		400	400			1						0		
7	Bolivar St	Oak St.	Spine St	Collector	Sidepath	yes	yes					8100		400				3	2					0	Ambiguous sidewalk, greenway at Congress & Fair gateway at parkway, university, & Sherman	

PROJECT ID			PLANNED		ADA INSUFFICIENCIES?		ANTICIPATED PROJECT ELEMENTS AND APPROACH																		
#	STREET	LIMITS	ST	BIKE PED	RMPs	SW	NOTES	SIDEWALK	On-street PATH >10'	Off-street PATH	on-street BIKE LANE	SHARED	Living Street	NOTES	STRIPING (c/f feet)	BOLLARDS (c/f feet)	TRU (c/f street widening)	Construction (new/replace)	GATEWAY (new/replace)	GREENWAY (BRIDGES)	MAJOR X-ING	MINOR X-ING	BRIDGE	BUS STOP	NOTES
		Spine St	2nd				sidewalk center, bypass, DWS, spots of x-slope																		
		2nd	University/Bolivar																						
		Bolivar/University	University/University																						
		University/University	University/Bolivar																						
		University	Bolivar/Dr																						
		Bolivar/Dr	One Elm																						
		Bolivar/Dr	Dr at signal																						
		One Dr	Dr at signal																						
8	Colorado Blvd. Northside	Loop 288	Blomker	Secondary Arterial	Side Path	no	yes	yes	1400	4800	500	2800	confirm measures	4800	1400								2		
		Blomker	Highway																						
		Highway	Highway																						
9	Colorado Blvd. Southside	Highway	Highway	Secondary Arterial	Side Path	yes	yes	tbd	720			5200		5200	5200	150				2			0	Hope to change the DTCA route to bi-directional route here	
		Highway	Blomker			Side Path																			
		Blomker	288				Side Path																		



Transportation Services

401 N. Elm, Denton, TX 76201 • (940) 349-8600

PROJECT ID			PLANNED		ADA INSUFFICIENCIES?		ANTICIPATED PROJECT ELEMENTS AND APPROACH																		
#	STREET	LIMITS	ST	BIKE PED	RMPs	SW	NOTES	SIDEWALK	On-street PATH >10'	Off-street PATH	on-street BIKE LANE	SHARED	Living Street	NOTES	STRIPING (ft feet)	BOLLARDS (cft feet)	RAD (colored rubberized asphalt)	Construction (permanence)	GATEWAY (permanence)	GREENWAY (BOLLARDS)	MAJOR X-ING	MINOR X-ING	BRIDGE	BUS STOP	NOTES
10	Collins St	Conrad St to Reynolds St	Collector	Shared Side Path	yes	yes	by-pass, DWS, TBD		600			2500			600	600			2	1		1			
		Reynolds St	Joe A																						
11	Eagle Dr. North & Southside	Don	Conrad	Secondary Arterial	Side Path	yes	yes				5200				6000	5200			2		1	1		3	
		Conrad	Reynolds			yes	yes	narrow sidewalk, general disrepair closer to UNT					720 Striped sidewalk @ Brisco, widen existing bike lane on north to 9-10' thru gp lane narrowing												
		Reynolds	Joe A			yes	no																		
		Joe A	To To Blvd			yes	no																		
12	Mulberry?? ? St. (both sides)	Don	Mulberry St	Local to East and Collector from and to West	Protected Bike on Collector	yes	yes	TBD	280																
13	Fulton St	University	Parkland St	Collector	Sidepath N. of Congress	yes	yes	Minor sidewalk repairs				2300			2300 Advisory path				2	1				0	Greenway at Broadway, Gateways at University and Parkland
14	Hercules Ln.	Reynolds	Locust	Collector	Side Path	yes	yes	Excessive DWS, minor repairs			2900+4800 total				3700				4 (+2)		2			0	Gateways at Locust x 2, Cooper Creek Trl, Sherman. Possible gateway at Methodist Church x2.
		Locust	Cooper Cr Trl			yes	yes																		
15	Hickory St.	Reynolds St	Parkland Ave	Collector	Side Path	no	yes	TBD		2700		2700			2700									5	
16	Lindon Dr.	Reynolds St	Malone St (Sng)	Local	Shared	no	yes	TBD		2100		2300			2300				4	2	2			0	Center greenway treatment at Malone. Part at Ector. Gateway at Bonnie Brea, Malone x2, Fulton
		Malone St (Sng)	Bonnie Brea St																						

PROJECT ID			PLANNED		ADA INSUFFICIENCIES?		ANTICIPATED PROJECT ELEMENTS AND APPROACH																		
#	STREET	LIMITS	ST	BIKE PED	RMPs	SW	NOTES	SIDEWALK	On-street PATH >10'	Off-street PATH	on-street BIKE LANE	SHARED	Living Street	NOTES	STRIPING (cft feet)	BOLLARDS (cft feet)	RAD (colored rubberized asphalt)	Construction (permanence)	GATEWAY (permanence)	GREENWAY (BOLLARDS)	MAJOR X-ING	MINOR X-ING	BRIDGE	BUS STOP	NOTES
17	Locust St (west side)	Parkway	McKinney Ave	Secondary Arterial	Separated Bike Lane						500				500	500					1			0	
18	Loop 288 (south side)	Donnan Kelly Trl	Shiner	Primary Arterial	Sidepath	yes	no	TBD	1650					Bike lane if practicable										0	
19	McKinney St (southside)	Don Ave	Oakland St		Sidepath	yes	yes	TBD	TBD, Residual form Quiet Zone															0	
20	Mulberry St. (northside)	Don St	Industrial St	Local	none	yes	yes	tbd	100									100						0	
		Industrial	Reynolds St			no	no	na										130							
		Reynolds St	Don St			no	yes	yes													1				
21	Paisley St	Mark Dr.	Audra Ln	Collector	Shared in segment	YES	YES	Rise at driveways			950				950	950				1				0	Could use RAD, Greenway at Audra
22	Railroad Ave	Spurwain St	Hickory St	Local	Trail and Side path	no	no	na	675						675	675								0	expand current quick-build
		Hickory St	McKinney Ave			yes	yes	TBD	650						650	650					1			1	wide one-way street
		McKinney intersections	Wingfield Intersection			yes	yes	minor			600								1 partial					0	one-way Greenway at McKinney
23	San Jacinto (northside)	Colorado	Portage	Secondary Arterial	Sidepath	yes	no	RMPs at Colorado not ADA	340	850		340	Business Access / Multi-use path	1200	850			1						1	Greenway at Piney Creek Bv
24	Stuart Rd.	Winder	Stearns Ave (west)	Collector	Shared	yes	yes	TBD		2200		2200	Path on westside	2200	2200			1						0	Gateway at future frontage rd
25	Stuart Rd.	Stearns Ave (west)	4th, Below Dr.	Collector	Shared	yes	yes	TBD		2300			Path on westside	2300	2300									0	42 feet wide, widen west side existing bike lane by 5' to be a 10' path



PROJECT ID				PLANNED		ADA INSUFFICIENCIES?		ANTICIPATED PROJECT ELEMENTS AND APPROACH																		
#	STREET	LIMITS		ST	BIKE PED	RMP's	SW	NOTES	SIDEWALK	On-street PATH >10'	Off-street PATH	on-street BIKE LANE	SHARED	Living Street	NOTES	STRIPING (ft/ft)	BOLLARDS (c-ft/ft)	RAU (sidewalk widening)	Construction (new/retrofit)	GATEWAY (NEW/ROV)	GREENWAY (BLOCKS)	MAJOR X-ING	MINOR X-ING	BRIDGE	BUS STOP	NOTES
26	Thomas St.	Oak St.	Scoville St.	Local	None		no	either no facilities or new		3000							3000	3000							0	curb to curb varies from 31' to 39', would need to be a courtesy street
		Scoville St.	Crescent St.										1000 is adjacent to park and park parallel parking													
		Crescent St.	Emery St.																							
27	University Dr. (southside)	Boyd	Old North	Primary Arterial	Sidepath	yes	no	TBD	2900										2900			3	2		0	2025 Cap projects: Boyd to Old North
	University Dr	Old North	Mayfield											10' where practicable even if by-pass												
28	University Dr	Boyd Ave	Em St	Primary Arterial	Side path	YES	NO	tpd			1900														2	Widen existing sidewalk on northside
29	Welch St	Collins	Eagle Dr	Collector	Side path		yes	yes	Narrow sidewalks, DWS, other TBD			1900x2, 340'x1	925		Consider center parking so of Eagle, continue 2 protected bike lanes btw Highland and Hickory, requires 4 to 2 lane conversion; 1 eastside bike lane Hickory to Oak	925 parking, 4240' bike lane total				9	2				1	Greenway south of Eagle and north of Collins
	Welch St	Eagle Dr	Highland St	Secondary Arterial																						
	Welch St	Highland St.	Scoville St																							
	Welch St	Scoville St	Oak		Separated bike lane																					

APPENDIX H - FOR PROPOSAL DOCUMENT, CLICK THE TITLE PAGE

2025 Regional Infrastructure Accelerator



Scalable Advanced Air Mobility in the Dallas-Fort Worth Region -
Implementation Plan for Denton's Vertiport Traffic Flow Management System

TIFIA Project Innovative Financing Pipeline



Farhan Butt, Ph.D., P.E., M. ASCE | Deputy Director
Transportation Services Division
City of Denton, Texas

1 of 63



125 E 11th St | Austin, Texas 78701
512.463.8588
txdot.gov

June 13, 2025

The Honorable Sean Duffy
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Duffy,

On behalf of the Texas Department of Transportation, I am pleased to support the City of Denton's application to the Regional Infrastructure Accelerators Program for the project "Scalable Advanced Air Mobility in the Dallas-Fort Worth Region - Implementation Plan for Denton's Vertiport Traffic Flow Management System." This grant will fund planning for the implementation of a Vertiport and an Advanced Air Mobility (AAM) management center in Denton through a public-private partnership.

The implementation plan will outline the various stages of Denton Vertiport development, while also providing a comprehensive assessment of FAA-approved applications for managing traffic flow systems at the vertiport. This will leverage the vast data infrastructure available, including considerations for an on-demand vertiport flight authorization system, demonstrative use cases for emerging AAM requirements, and suggested safety measures and corridor-based airspace proposals as part of the AAM concept of operations in the larger DFW region.

This study will concentrate on exploring economic development opportunities for Denton and the larger DFW region, provide recommendations for various stages of the process, and identify the necessary technologies and systems required for successful execution.

Thank you for considering this application. If you have any questions, please call me at (512) 305-9515 or you or your staff may contact Melanie Alvord, Director, Federal Affairs, at Melanie.Alvord@txdot.gov or (512) 944-5135.

Sincerely,

Marc D. Williams, P.E.
Executive Director

cc: Dan Harmon, Director, Aviation Division
Melanie Alvord, Director, Federal Affairs Section



The Transportation Policy Body for the North Central Texas Council of Governments
(Metropolitan Planning Organization for the Dallas-Fort Worth Region)

June 11, 2025

The Honorable Loren Smith
Deputy Assistant Secretary
Office of the Under Secretary for Policy
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Deputy Assistant Secretary Smith:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth area, I am writing to express support for the City of Denton's Regional Infrastructure Accelerator Program (RIAP) grant application for the "Scalable Advanced Air Mobility in the Dallas-Fort Worth Region - Implementation Plan for Denton's Vertiport Traffic Flow Management System" project.

The proposed project aims to enhance the integration of advanced air mobility solutions into our regional transportation network. By focusing on efficient traffic flow management for vertiports, this project promises to foster sustainable urban air travel, reduce congestion on traditional roadways, and promote economic growth throughout the Dallas-Fort Worth (DFW) region. This initiative is a significant step toward creating a more advanced and interconnected transportation system for our communities.

As the DFW region continues to experience rapid growth and increasing traffic congestion, we must explore innovative solutions to enhance our transportation infrastructure. The implementation of this project in Denton represents a significant step toward advancing air mobility in our region; providing essential services that will enhance connectivity, reduce travel times, and alleviate ground traffic congestion. By establishing a scalable air mobility framework, the City of Denton can serve as a model for other municipalities, fostering collaboration and knowledge sharing across the region. The collective investment in advanced air mobility will encourage economic development, enhance accessibility to employment centers, and create a more resilient transportation network that accommodates a growing population. This project is consistent with the policies and programs of Mobility 2045: The Metropolitan Transportation Plan for North Central Texas – 2022 Update, as well as the pending update, Mobility 2050.

Again, the RTC supports the City of Denton's RIAP request for "Scalable Advanced Air Mobility in the Dallas-Fort Worth Region - Implementation Plan for Denton's Vertiport Traffic Flow Management System" project. Thank you for your time and consideration of this proposal. If you have any questions, please contact Michael Morris, P.E., Director of Transportation for the North Central Texas Council of Governments at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

Clay Lewis Jenkins, Chair
Regional Transportation Council
County Judge, Dallas County

JN:kw

cc: Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments

P.O. Box 5888 • Arlington, Texas 76005-5888 • (817) 695-9240 • FAX (817) 640-3028
<http://www.nctcog.org/trans>



Andy Eads
Denton County Judge

June 12, 2025

On behalf of Denton County, I am writing to express our strong support for the "Scalable Advanced Air Mobility in the Dallas-Fort Worth Region - Implementation Plan for Denton's Vertiport Traffic Flow Management System," an innovative project initiated by the City of Denton, Texas.

As urban transportation evolves, Denton County and the City of Denton recognize the transformative potential of Advanced Air Mobility (AAM). This innovative aerial transport method, particularly with electric vertical take-off and landing (eVTOL) aircraft, presents a significant opportunity to reshape our urban landscape, enhance infrastructure, and foster economic development. Establishing vertiport infrastructure for AAM is critical in alleviating traffic congestion and improving access to jobs and services, particularly for underserved communities.

The integration of AAM into Denton's transportation framework represents a pivotal shift in urban mobility. By partnering with stakeholders, including technology providers and investors, we can develop a comprehensive plan for implementing aerial transport technologies. This initiative aims to enhance travel efficiency, stimulate economic growth, and connect various modes of transit. Aligning with the Federal Aviation Administration's initiatives solidifies Denton's leadership role in AAM operations. Developing a regulatory framework with federal and state agencies will address safety and environmental concerns while fostering innovation. Community engagement is essential to ensure that AAM solutions meet local needs.

Denton aims to be recognized as a regional infrastructure accelerator, enabling us to secure funding and technical support from the U.S. Department of Transportation (USDOT), particularly through the Build America Bureau. This recognition will facilitate innovative financing strategies and expedite our Transportation Infrastructure Finance and Innovation Act (TIFIA) eligible project pipeline.

Denton's scalable AAM project is dedicated to developing a robust implementation plan for the Vertiport and AAM Management System. This strategic approach will position Denton as a leader in the Dallas-Fort Worth region's AAM initiatives, emphasizing scalable solutions and optimizing financial pathways for significant capital investments while laying the groundwork for vital infrastructure development.

With support for this initiative, Denton can lead the advancement of transportation infrastructure that benefits the entire Dallas-Fort Worth region, enhancing economic vitality and accessibility for all.

We respectfully request your support for Denton's pursuit of regional infrastructure accelerator designation and the implementation plan. We are excited about the potential impacts of this program and look forward to collaborating with USDOT to realize our shared vision for the future of transportation in our region.

Thank you so much for your consideration.



Andy Eads
County Judge
Denton County



SECTION 6. The City of Denton is willing and able to enter into an agreement with USDOT should the project be selected for funding.

SECTION 7. The project funds and any project-funded equipment and facilities will be used solely for the purposes for which they are intended under the grant.

SECTION 8. This ordinance is effective immediately upon its passage.

The motion to approve this ordinance was made by Jill Jester and seconded by Brandon Chase McGee.


The ordinance was passed and approved by the following vote [7 – 0 – _]:

	Aye	Nay	Abstain	Absent
Mayor Gerard Hudspeth:	<u>X</u>	_____	_____	_____
Vicki Byrd, District 1:	<u>X</u>	_____	_____	_____
Brian Beck, District 2:	<u>X</u>	_____	_____	_____
Suzi Rumohr, District 3:	<u>X</u>	_____	_____	_____
Joe Holland, District 4:	<u>X</u>	_____	_____	_____
Brandon Chase McGee, At Large Place 5:	<u>X</u>	_____	_____	_____
Jill Jester, At Large Place 6:	<u>X</u>	_____	_____	_____


PASSED AND APPROVED this the 17th day of June, 2025.


GERARD HUDSPETH, MAYOR

ATTEST:
LAUREN THODEN, CITY SECRETARY

BY: 



APPROVED AS TO LEGAL FORM:
MACK REINWAND, CITY ATTORNEY
Digitally signed by Susan Keller
Date: 2025.06.09 09:53:43 -05'00'
BY: 



Farhan Butt, Ph.D., P.E., M. ASCE
Deputy Director, Transportation Services Division
Development Services Department
farhan.butt@cityofdenton.com
Phone: 940-349-7774



City of Denton

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

Legislation Text

File #: MC25-041, **Version:** 1

AGENDA CAPTION

Receive a report, hold a discussion, and give staff direction regarding future meeting topics.



City of Denton

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

AGENDA INFORMATION SHEET

DEPARTMENT: Capital Projects

DCM: Cassey Ogden

DATE: August 27, 2025

SUBJECT

Receive a report, hold a discussion, and give staff direction regarding future meeting topics.

BACKGROUND

The Future Items Matrix lists future meeting topics based on previous Committee discussion and direction.

DIRECTION

- Approval to Remove Previous Meeting Topics
- Guidance on New Future Meeting Topics

EXHIBITS

Exhibit 1 – Agenda Information Sheet

Exhibit 2 – Future Items Matrix

Respectfully submitted:
Seth Garcia, PMP
Director of Capital Projects

Future Items Matrix

Identified Items of Interest for Future Staff Report Updates or Agenda Item Presentation

No.	DATE REQUESTED	ITEM	ITEM TYPE	STAFF COMMENTS	REQUEST TO REMOVE
1	July 26, 2023	Citywide Parking Study	Presentation	Update will be provided when available.	
2	September 25, 2024	Growing the Bike Bus Programs	Staff Memo	Update provided in the Staff Memo on June 25, 2025.	
3	February 26, 2025	Sidepath Work Plan Update	Staff Memo	Update will be provided when available.	
4	February 26, 2025	Understanding Stroads	Staff Memo	Update provided in the Staff Memo on August 27, 2025.	Yes
5	March 26, 2025	Bike Funds Project Criteria	Staff Memo	Update will be provided when available.	
6	March 26, 2025	City of Denton Bus Recommendations	Presentation	Update presented on August 27, 2025.	Yes
7	April 30, 2025	Nette Schultz Elementary School Intersection	Staff Memo	Update provided in the Staff Memo on June 25, 2025.	
8	April 30, 2025	Guidelines for Crosswalk Stop and Yield Signs	Staff Memo	Update provided in the Staff Memo on August 27, 2025.	Yes
9	June 25, 2025	Best Practices on Bollard Implementation	Presentation	Update will be provided when available	
10	June 25, 2025	Parking in Evers Parkway Area	Staff Memo	Update provided in the Staff Memo on August 27, 2025.	Yes
11	June 25, 2025	Reeves Elementary Intersection and Student Routes	Staff Memo	Update provided in the Staff Memo on August 27, 2025.	Yes
12	June 25, 2025	US 377 School Zoning and Student Route	Staff Memo	Update will be provided when available.	
13	July 30, 2025	Bollard Sponsorship Visual Examples	Staff Memo	Update will be provided when available.	
14	July 30, 2025	Sidewalk Temperature Report	Staff Memo	Update will be provided when available.	

Reoccurring Meeting Items

No.	Reoccurrence Frequency	ITEM	ITEM TYPE	LAST UPDATE
1	Quarterly	Construction and TRiP Report	Staff Memo	August 27, 2025
2	Semiannual	Transportation Services Report	Staff Memo	August 27, 2025
3	Quarterly	Transportation/Mobility Project Status Report	Presentation	July 30, 2025
4	Annual	Total Lane Miles	Presentation	Update for FY24 provided in the Staff Memo on March 26, 2025.