

DRAFT MINUTES
CITY COUNCIL MOBILITY COMMITTEE/TRAFFIC SAFETY COMMISSION

Monday, September 12, 2016	5:30p.m.	City Council Work Session Room
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After determining that a quorum of the Mobility Committee of the Denton City Council and the Traffic Safety Commission was present the members thereafter convened into an Open Meeting on Monday, September 12, 2016 at 5:38 p.m. in the City Hall Conference Room 215 E. McKinney, Denton, Texas.

Present: Mobility Committee: Council Member Dalton Gregory, Council Member Kevin Roden and Council Member Keely Briggs

Traffic Safety Commission: Wally Campbell, Jim Owen, Patrice Lyke, Daniel Krutka, Michael Hennen and Cody Robinson

Absent: Nancy DiMarco

Staff Present: John Cabrales, ACM; Mark Nelson, Director of Transportation; John Davis, Director of Engineering Services; Ron Mengueta, Long Range Planning Admin; Vernell Dooley, Police Sergeant; Roger White, Police Deputy Chief; Pritam Deshmukh, Traffic Engineer; Laura Behrens, Fire Marshal; Julie Anderson, Bike & Pedestrian Coordinator; Jessica Rogers, Assistant to the City Manager; and Kim Mankin, Administrative Supervisor
Dr. Geary Robinson UNT Transportation and Citizens (3)

1. REGULAR MEETING:

A. MC16-033 - Receive a report from Denton County Transportation Authority (DCTA) staff to include State of the Agency, passenger enhancements, bus operations and DCTA capital projects.

Jim Cline, DCTA made the presentation starting with the State of the Agency. The FY2017 budget is scheduled for adoption on 9/22/2016. All proposed service improvements included and all finance policies have been achieved. Financial Excellence Awards were talked about.

Ridership is trending to meet goal, there is a challenge from cheap gas and cheap cars.

-On Time Performance: A-train 99% /Connect Bus 90%

-Positive Train Control

-Hike and Bike Trail information

-Rail Operations Contract Change

-Transit Oriented Development discussed

The Comprehensive Operational Analysis has identified strengths and weaknesses of the existing system. There will be new service improvements implemented.

Service changes key points include:

-January 2017

30 Minute Peak Frequency On All Routes

15 Minute Peak Frequency in Key Corridors

60 minute Off-Peak Frequency

Route Realignments

1
2 -January 2018
3 Extension to Denton Airport Area
4 Extension to Long Road Area Tech. School
5

6 Cline showed maps of the routes and the changes associated. There was discussion
7 regarding the A-train expansion as well as bus expansion to Fort Worth.
8

9 Cline then took questions from commissioners and council members.
10

11 Commissioner Daniel Krutka asked questions about the A-train late night schedule. Cline
12 answered there have been some late nights but the biggest jump has been in mid-day
13 service. Krutka then asked if that will be looked at later. Cline answered new schedules are
14 implemented in August and January if changes are warranted.

15 Michael Hennen stated he has heard there may be a change in train size. Cline agreed they
16 are looking at running one car instead of two when possible.

17 John Davis asked about compressed natural gas (CNG)/Electric hybrid buses. Cline
18 answered that has been discussed. Currently the cost benefits do not favor CNG or hybrid
19 and long acquisition queues for transit buses does not make it favorable.

20 John Davis inquired about Wi-Fi on the over the road/long shuttle service buses. Cline
21 answered there will be two buses running initially (Denton to Fort Worth). NCTCOG stated
22 they will fund that.

23 Kevin Roden asked what we can do to reignite ridership. Cline answered they look for
24 opportunities to boost the ridership. DCTA participates in many festivals and partners with
25 the communities to increase ridership. If there are any ideas, DCTA would be open to
26 exploring them.

27 Kevin Roden asked if public transportation co-brand with Uber. Cline answered yes, they
28 are in the final states of getting a contract with Uber for a pilot program in Highland Village.

29 Patrice Lyke asked about partnering with zip car. Cline answered the logical place to do
30 that would be the Med Park Train station. Again DCTA is open to suggestions.

31 Dalton Gregory asked about talks with rental cars. Cline said he is in if the City wants to
32 partner with a rental car at Med Park.

33 Dalton Gregory Wi-Fi on train. Cline answered the new contractor wants to put Wi-Fi on
34 the trains. Not on the buses, the challenge is how quickly the technology changes.
35

36 **B. MC16-034 -** Receive a report, hold a discussion, and provide direction regarding on-street
37 parking enforcement and initiatives.
38

39 Mark Nelson gave this presentation beginning with the on-street parking overview.
40 The mayor requested a comprehensive plan after requests had been made for no-park streets
41 in the City of Denton. The no-park restriction process starts with a citizen request or public
42 safety/traffic safety issue. A petition has to be signed by 60 percent of the property owners
43 on both sides of the street. The petition will go through the Traffic Engineer and then the
44 Fire Department for safety purposes. It will then be presented to the Traffic Safety
45 Commission for consideration and recommendation. Lastly it will go through Council for
46 consideration and action. An ordinance has to be established for the police department to
47 issue citations.
48

49 Pending Requests include:

- 50 -Fire Station 3 – Fannin, McCormick, Ave B & Underwood
- 51 -Wainwright/Warren/Prairie
- 52 -Collier Street

1 -UNT
2 -Marietta
3 -Ruddell
4

5 On Street Parking Action Items include:

- 6 • Reviewing and confirming Traffic Engineer's authority per Code.
- 7 • Initiate no park restrictions for public safety issues/concerns near Fire Station 3.
- 8 • Consider establishing parking plans for specific neighborhoods due to current
- 9 constraints/pressure. Maintain current no park restriction process on select street
- 10 segments.
- 11 • Consider renegotiation of UNT on-Street Parking Agreement.
- 12

13 On-street parking constraints include: Fire Code, residential street width, congestion and
14 safety near universities and Downtown Implementation Plan (DTIP).

15
16 Nelson then showed a map of city streets that are narrower than 26 feet.

17
18 Several photos demonstrating current on-street parking issues were shown.

19
20 On-street parking pressures include: narrow street standards in older neighborhoods, area
21 residents – changing intensity; multi-family housing, visitors to the square, the downtown
22 arts and entertainment district, and UNT & TWU commuter students.
23 Issues and considerations are poor line of sight, code clarification and enforcement.

24
25 Recommended additions to the Denton code section 18-91.50.(b) were outlined.

26
27 More photographs were shown on McCormick Street where public safety access is very
28 limited. The Fire Department has asked staff to implement on-street parking restrictions for
29 Fannin, McCormick, Ave B and Underwood.

30
31 Downtown Parking considerations:

32 -On street parking

33 Fire code vs. Central Business District/DTIP parking requirements

34 High density uses vs. residential streets

35 Changing intensity of area and footprint of “downtown”

36
37 -Staff is looking into downtown parking studies and parking capacity.

38
39 Additional examples of on-street parking conditions in the downtown area were presented.

40
41 UNT Parking Agreement was discussed. There was a map that shows the areas UNT would
42 like to expand their jurisdiction. Nelson wants to continue negotiations for the interlocal
43 agreement. The 2/3 share agreement goes to UNT, 1/3 goes to the City of Denton. The
44 meters are owned and maintained by UNT.

45
46 Issues and Considerations include:

47 -City of Denton and UNT removal of parallel/meter parking on Oak & Hickory

48 -UNT moving to smart meter program (UNT Lot 55 is first candidate site)

49 -UNT revised rate structure

50 -UNT requesting expanded jurisdiction – additional streets

51 -City of Denton requesting revision to cost share formula

52 -City of Denton concern with integrity of utility rights-of-way

Recommendations for on street parking are:

- Confirm/clarify code related to Traffic Engineer – Public/Traffic Safety
- Advance consideration of parking restrictions to address public safety access in the Collier/Underwood/McCormick neighborhood
- Advance “small area plans” for DTIP, UNT and TWU neighborhoods
- Negotiate amendment to UNT on-street parking agreement

The following were questions regarding this item.

Lyke – asked about the streets that are less than 26 ft. wide and asked if they were non-compliant. Nelson answered when they were built they met code, but may not today.

Briggs – multi-family units downtown, do they all have parking variances. Nelson answered not all. Ten units or less do not require on-site parking.

Owen – The construction workers park on corners and make it hard for buses to turn.

Hennen –UNT parking agreement may make more problems in the neighborhoods. Nelson answered in the Marietta area, for example, may implement time restricted parking.

Nelson stated that UNT has an area over on the north side of town and may turn that into a commuter area lot.

Krutka – asked what the minimum width of streets is. Nelson answered if it is under 26 feet. there should be no parking on either side. Krutka then asked about the ‘skinnier’ streets that are safer for pedestrians and cyclist. Nelson answered there are benefits but at the same if an ambulance cannot get to a home in time of emergency that would impact response times.

Krutka – inquired why there is no metered parking on the square.

Roden stated that he has mentioned this as well. The downtown businesses are not in favor of the metered parking thinking they will lose customers.

Nelson added there are only three parking enforcement officers in the City of Denton, they also have the task of working funeral processions. They do not work 24 hours a day.

Gregory asked if fire equipment has increased in width and is there any available that are not so wide. Laura Behrens answered we are moving to larger equipment because homes are getting larger and there are more multi-family structures that are three stories and need the aerial apparatus vehicle. This vehicle requires out-riggers that stabilizes the engine.

Gregory stated that moving forward we need to take a detailed look at the Denton Development Code (DDC). Would it be appropriate to permit parking on streets that are narrower than what the fire truck requires. The conflict between public safety needs, what the developer needs and the DDC need to be addressed.

A citizen asked if there is a public safety issue on a street, would that need a petition. Nelson answered that would come to the Traffic Safety Commission which would go through the Traffic Engineer and Fire Marshall. This citizen works at the Village Church and knows of the parking demands around UNT. The Village Church has a parking lot that is free parking to be used. UNT students use it a lot Monday through Friday. Students that have parking passes still park there because they cannot find parking. If the church closed the lot for any reason it would certainly impact the neighborhood and students. Nelson will talk with him at a later date.

Roden asked for clarity on what the recommendation is. Staff wants to advance on the public safety issues that the fire department has identified? With the other issues that are non-public safety, is the suggestion that those go away and only come back in the context of a small area plan. Nelson answered no, because some had come forward before the comp plan was requested. They were already in the queue of moving forward. Roden stated that small plans are dependent on the initiative of the property owners in the area, sometimes property owners

1 are unavailable. Roden indicated he thought going forward, there still needs to be a process
2 when property owners identify problem areas. The process was working and should still be
3 to be available for implementing no parking.

4
5 Lyke stated one of the reason she had concern with the piece mill approach is that the
6 petition empowers streets or blocks where homeowners are living. Streets that are on the
7 fringe or are not as organized may have spill over from the streets that are no-park. When
8 Fry Street was no parked on both sides that pushed the parked cars on to other surrounding
9 streets.

10 Roden suggested that when a street is asked to be no-park that may trigger a small area
11 approach to tackle that particular area.

12
13 Owen asked if the recommendations are in line with the Denton 2030 plan. Ron Mengueta
14 answered it is because downtown and well as the universities were the study areas.

15
16 Nelson clarified the recommendation from this body.

- 17
18 1. Move forward to confirm/clarify code related to Traffic Engineer – Public/Traffic Safety
19 2. Move forward to advance consideration of parking restrictions to address public safety
20 access in the Collier/Underwood/McCormick neighborhood
21 3. There were questions with advancing the small area plans for DTIP, UNT and TWU
22 neighborhoods. The consensus was to advance small plans as well as an overall
23 comprehensive approach.
24 4. Move forward with negotiating an amendment to UNT on-street parking agreement.
25

26 **C. MC16-035 - Staff Reports:**

- 27 1. Traffic Safety Matrix
28 2. Mobility Matrix
29

30 **CONCLUDING ITEMS**

31 **A.** Under Section 551.042 of the Texas Open Meetings Act, respond to inquiries from the
32 Committee on the Environment or the public with specific factual information or recitation of
33 policy, or accept a proposal to place the matter on the agenda for an upcoming meeting AND
34 Under Section 551.0415 of the Texas Open Meetings Act, provide reports about items of
35 community interest regarding which no action will be taken, to include: expressions of thanks,
36 congratulations, or condolence; information regarding holiday schedules; an honorary or salutary
37 recognition of a public official, public employee, or other citizen; a reminder about an upcoming
38 event organized or sponsored by the governing body; information regarding a social, ceremonial,
39 or community event organized or sponsored by an entity other than the governing body that was
40 attended or is scheduled to be attended by a member of the governing body or an official or
41 employee of the municipality; or an announcement involving an imminent threat to the public
42 health and safety of people in the municipality that has arisen after the posting of the agenda.
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46 **The meeting was adjourned by consensus at 7:41 p.m.**