

Agenda Information Sheet

DEPARTMENT: Engineering Services

CM/ ACM: Mario Canizares

Date: October 17, 2017

SUBJECT

..Title

Consider adoption of an ordinance amending Chapter 18 of the Code of Ordinances to revise section 18-3 regarding the authority of the traffic engineer to allow the traffic engineer to designate parking zones at or near bus stops within the city; providing a penalty of a fine not to exceed two hundred dollars (\$200.00); providing a severability clause; providing for publication; and declaring an effective date. The Traffic Safety Commission recommends approval (5-0).

..Body

BACKGROUND

Denton County Transportation Authority (DCTA) completed a Comprehensive Operational Analysis (COA) in late 2016 in an effort to improve bus service provided within DCTA member cities of Lewisville, Highland Village and Denton. The goal of the analysis was to develop service recommendations that would maintain the strongest areas of existing service, strengthen the weaker areas, fill existing service gaps and ensure all significant transit markets are well served. DCTA began implementing the recommendation described in the COA earlier this year. The recommendations included changes to the overall operation of its bus services which comprised of new bus routes, modification of old bus routes, frequency/headway, and changes to origins/destinations.

These changes included installation of new bus stops (with and without shelters) along new and modified bus routes throughout the City. Some of the bus stops were installed along roadway segments that allowed on-street parking. As such, residents/patrons continued to use the parking area in front of the new bus stops which resulted in impeding the access between the bus stops and the buses. Parked vehicles in front of the bus stops not only obstruct access for passengers boarding or alighting the buses but it also impacts the traffic movement along the street. Additionally, at locations where the bus stops are obstructed by parked vehicles, DCTA is not able to service passengers with disabilities, as the buses are not able to drop the ADA ramps or lower the bus entrance to the curb level.

City staff recommends addressing this issue by establishing parking restriction in front of the bus stops that are impacted by parked vehicles. Based on discussions with the City's legal staff, it was determined that the most efficient way of implementing the parking restriction is by amending the current authority of the Traffic Engineer in the municipal code to provide him/her the ability to establish parking restriction in front of bus stops to facilitate public transportation and improve traffic circulation and access.

Under the current City of Denton Municipal Code, the traffic engineer has the authority to implement parking zones (restrictions) along a public street under certain conditions. Per current City Code,

Sec. 18-3. - Authority of traffic engineer.

(b) The traffic engineer is hereby authorized to:

- (1) *Designate and maintain, by appropriate devices, marks or lines upon the surface of the roadway, crosswalks at any intersection where, in his opinion, there is particular danger to pedestrians crossing the roadway and at such other places as he may deem necessary;*
- (2) *Establish safety zones of such kind and character and at such places as he may deem necessary for the protection of pedestrians;*
- (3) *Mark lanes for traffic on street pavements at such places as he may deem advisable consistent with this chapter and other traffic ordinances of this city.*
- (4) *Establish parking zones of such kind and character and at such places as he may deem advisable for solid waste containers, consistent with this chapter and other traffic ordinances of the city.*

(Code 1966, §§ 24-78, 24-79; Ord. No. 2009-081, § 1, 4-7-09)

Based on the current City Code, parking restriction cannot be enforced in front of bus stops as such, the following amendment is recommended.

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- (2) *Establish safety zones of such kind and character and at such places as he may deem necessary for the protection of pedestrians;*
- (3) *Mark lanes for traffic on street pavements at such places as he may deem advisable consistent with this chapter and other traffic ordinances of this city.*
- (4) *Establish parking zones of such kind and character and at such places as he may deem advisable for solid waste containers and bus stops, consistent with this chapter and other traffic ordinances of the city.*

OPTIONS

1. Approve proposed amendment to the municipal code that would authorize the Traffic Engineer to restrict parking in front of bus stops to improve access to public transportation.
2. Provide staff with additional direction on the proposed changes.
3. Reject proposed changes to the municipal code.

RECOMMENDATION

Staff recommends approval of option 1.

PRIOR ACTION/REVIEW (Council, Boards, Commissions)

Traffic Safety Commission considered this proposal at the August 7, 2017 meeting and recommended Council consideration (5-0).

FISCAL INFORMATION

Funds for installing and maintaining these zones will be derived from the Traffic Operations Annual Budget.

STRATEGIC PLAN RELATIONSHIP

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

Related Key Focus Area: Safe, Liveable & Family-Friendly Community

Related Goal: 4.1 Enhance public safety in the community

EXHIBITS

1. AIS
2. Ordinance

Respectfully submitted:
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