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**MINUTES**  
**TRAFFIC SAFETY COMMISSION**  
DECEMBER 5, 2005 - 5:30 p.m.

10 After determining that a quorum of the Traffic Safety Commission of the City of Denton,  
11 Texas was present, the Chair of the Traffic Safety Commission convened into an Opening  
12 Meeting on Monday, December 5, 2005, at 5:43 p.m. in the City Council Chambers, 215  
13 E. McKinney, Denton, Texas.

14  
15 **Present:** Chair Lelia Howell, Linda Brown, Tracy Beck, Connie Baker, Michael Kozak,  
16 Gabriel Daley, Harry Phillips, and Charles Guarnaccia

17  
18 **Citizen:** Thai Dao

19  
20 **Staff:** Bernard Vokoun, Traffic Engineer  
21 Ann Forsythe, Secretary

- 22  
23 1) Consider approval of the Traffic Safety Commission meeting minutes of:  
24 a. November 7, 2005

25  
26 **The minutes were approved as circulated.**

- 27  
28 2) Receive a report, hold a discussion and consider approval of a loading zone at 105  
29 Avenue A.

30  
31 Bud Vokoun, Traffic Engineer, asked if the Board had any questions regarding Mr.  
32 Dao's request.

33  
34 Questions were asked about permitting, cost, and how often permits were renewed.  
35 Vokoun explained that permits are yearly at a cost of \$120.00. Daley asked if the  
36 permit could be for five years instead of yearly. Vokoun stated that it's best to renew  
37 yearly to will allow for changes in circumstances such as a new owner or new  
38 business which might not need a loading zone

39  
40 **Board Member Daley moved to approve with a second from Board Member**  
41 **Connie Baker. The motion was approved by a vote of 8-0.**

- 42  
43 3) Receive a report and consider staff policy on the use of pedestrian crosswalks.

44  
45 Vokoun directed the Board to articles in the backup material that discussed causes of  
46 pedestrian injuries and fatalities. Studies found that the greatest reduction in  
47 pedestrian accidents occurred due to increased pedestrian and driver education.  
48 Increased or added technical markings at crosswalks and intersections did not lower  
49 pedestrian injuries or fatalities. Pedestrians believed that protected crosswalks  
protected them from inattentive drivers. Pedestrians were more apt to step into traffic  
because of that belief. Studies indicated that pedestrians fared better crossing in  
unmarked areas because they were more attentive and cautious when crossing streets  
and intersections.

1 Board Members discussed whether ticketing jaywalkers and using strobes to alert  
2 drivers of crossings would reduce the number of injuries and fatalities. It was  
3 determined that it was difficult to ticket jaywalks, and that drivers become  
4 complacent with strobes.

5  
6 **Staff recommends that the Traffic Safety Commission adopt the following policy**  
7 **as well as forward a recommendation to the City Council that it also adopt the**  
8 **following policy:**

9  
10 It is the City's policy to install pedestrian crosswalks for the following situations:

- 11  
12 1) On the approach legs of a signalized intersection. Each leg is to be considered a  
13 separate situation and installed only after due consideration as to its  
14 appropriateness. Items to be considered shall include, but are not limited to:  
15 physical constraints, signal phasing conflicts, provisions for pedestrian signal  
16 heads/push buttons and appropriate lighting.
- 17 2) School routes. Considerations should be given to crossings at signalized  
18 intersection and the stop or yield controlled leg of an intersection, even if it is not  
19 the most direct route. If a marked pedestrian crossing is needed on an  
20 uncontrolled leg of an intersection for which the leg has high vehicle volumes  
21 and/or multiple lanes (i.e. more than 2 lanes) during the time of pedestrian  
22 activity, appropriate signing, a reduced 20MPH school safety speed zone and  
23 every consideration for a crossing guard are to be considered for the crossing.
- 24 3) Stop or yield controlled legs of an intersection where pedestrian activity is  
25 sufficiently high to cause the need for driver awareness.

26  
27 It is the City's policy to not install pedestrian crosswalks for:

- 28  
29 1) Uncontrolled (non-signalized, stop or yield controlled) legs of an intersection  
30 except for specific situations such that if installed, the following are considered:
- 31 a. An engineering evaluation is performed as to the crossing's appropriateness  
32 and should be based upon such items as:
- 33 • **Figure 1** – Guidelines for crosswalk installation at uncontrolled  
34 intersection legs, mid-block crossing, and signalized intersections without  
35 ped heads, of "Walk Alert: The new National Pedestrian Safety Program:  
36 by Fred Ranck, ITE Journal, August 1989, page 37-40; and,
  - 37 • **Figure 2** – Recommendation for installing marked crosswalks and other  
38 need pedestrian improvements at uncontrolled locations, of "Safety  
39 Analysis of Marked Versus Unmarked Crosswalk in 30 Cities" by Zegeer,  
40 Esse, Steward, Huang and Lagerwey, ITE Journal, January 2004, pages  
41 34-41.
- 42 b. There is not a controlled pedestrian crossing within a reasonable distance.  
43 c. There is adequate sight distance provided.  
44 d. There is adequate lighting provided.  
45 e. There is adequate signing provided.  
46 f. There is sufficient evidence and/or controls to assure that the pedestrians will  
47 use the crosswalk.

- 1 g. There is sufficient evidence and/or controls that the pedestrian will use the
- 2 crosswalk in a safe manner.
- 3 h. There are no other adverse factors, based upon localized conditions.
- 4 i. If additional controls can be placed in accordance with Table 3 – Examples of
- 5 facilities improvements to enhance pedestrian safety and/or ability to cross
- 6 the street, of “Safety Analysis of Marked Versus Unmarked Crosswalk in 30
- 7 Cities”, by Zegeer, Esse, Stewart, Huang and Lagerwey, ITE Journal, January
- 8 2004, pages 34-41.
- 9

10 2) Mid-block (a location where two (2) or more streets do not intersect)

- 11 a. An engineering evaluation is performed as to the crossing’s appropriateness and
- 12 should be based upon such items as:
  - 13 ▪ **Figure 1** – Guidelines for crosswalk installation at uncontrolled intersection
  - 14 legs, mid-block crossing, and signalized intersections without ped heads, of
  - 15 “Walk Alert: The New National Pedestrian Safety Program” by Fred Ranck,
  - 16 ITE Journal, August 1989, page 37-40 and
  - 17 ▪ **Table 2** – Recommendation for installing marked crosswalks and other need
  - 18 pedestrian improvements at uncontrolled locations, of “Safety Analysis of
  - 19 Marked Versus Unmarked Crosswalk in 30 Cities”, by Zegeer, Esse, Stewart,
  - 20 Huang and Lagerwey, ITE Journal, January 2004, pages 34-41
- 21 b. There is not a controlled pedestrian crossing within a reasonable distance.
- 22 c. There is no intersection of two (2) or more streets within a reasonable distance for
- 23 Which a marked pedestrian crossing may be more appropriate.
- 24 d. There is adequate sight distance provided.
- 25 e. There is adequate lighting provided.
- 26 f. There is adequate signing provided.
- 27 g. There is sufficient evidence and/or controls to assure that the pedestrians will use
- 28 the crosswalk.
- 29 h. There is sufficient evidence and/or controls that the pedestrian will use the
- 30 crosswalk in a safe manner.
- 31 i. Appropriate sidewalk and ADA ramps are provided so as to gather pedestrians to
- 32 the crosswalk location.
- 33 j. There are no other adverse factors, based upon localized conditions.
- 34 k. If additional controls can be placed to enhance the crossing in accordance with
- 35 Table 3 – Examples of facilities improvements to enhance pedestrian safety
- 36 and/or ability to cross the street, of “Safety Analysis of Marked Versus
- 37 Unmarked Crosswalk in 30 Cities”, by Zegeer, Esse, Stewart, Huang and
- 38 Lagerwey, ITE Journal, January 2004, pages 34-41.
- 39

40 The City staff’s policy is based upon the technical information provided in this packet.

41 This information indicates that marked crosswalks should be considered only after a

42 detailed evaluation of the site is done and that a crosswalk should be installed only when

43 it clearly will benefit the pedestrians that will use it.

44

45 **Daly moved to approve staff’s recommendation with a second from Phillips. The**

46 **motion was approved by a vote of 8-0.**

47

1 4) Other Business:

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a. Board Member Howell asked the status of construction on U.S. 380.

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Vokoun indicated there were drainage issues and until those were resolved,  
construction was at a standstill.

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**The meeting adjourned at 6:54 p.m.**

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**MINUTES**  
**TRAFFIC SAFETY COMMISSION**  
February 6, 2006

After determining that a quorum of the Traffic Safety Commission of the City of Denton, Texas was present, the Chair of the Traffic Safety Commission convened into an Open Meeting on Monday, February 6, 2006 at 5:35 p.m. in the Council Chambers, City of Denton City Hall, 215 E. McKinney Street, Denton, Texas:

Present: Chair Howell, Linda Brown, Connie Baker, Michael Kozak, Gabriel Daley and Charles Guarnaccia

Absent: Tracey Beck, Murray Ricks, Harry Phillips

Staff: Bud Vokoun, Herb Prouty and Ann Forsythe

**OPEN MEETING:**

1) Consider approval of the Traffic Safety Commission meeting minutes of:

a) December 5, 2005

**The minutes were approved as circulated.**

2) Receive a report from legal staff and hold a discussion regarding the applicability of Chapter 176 of the Local Government Code to various City officers and vendors, with the option to convene into a executive session under Texas Government Code §551.071 as discussion of these legal issues in public could harm the City by providing to adverse parties the City Attorney's legal position. Under the ethical rules of the Texas Disciplinary Rule of Professional Conduct of the State Bar of Texas, the attorneys have a clear ethical duty to safeguard the confidentiality of such communications.

Herb Prouty, Assistant City Attorney, presented information on legislative requirements about disclosure and conflict of interest changes to Chapter 176 of the Local Government Code and responded to questions from the Board.

3) Receive a report, hold a discussion and give staff direction concerning budget requests for pavement markings and related costs.

Bud Vokoun reviewed last year's budget requests for pavement markings and related costs and discussed possibilities for this year's budget process.

The Board directed the Chair to draft a request, with Vokoun's assistance, for funding for consideration during the budget process this year. That memo is attached as Exhibit 1.

1 Minutes Traffic Safety Meeting  
2 February 6, 2006  
3 Page 2 of 2

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6 4) New Business: This provides an item for the Traffic Safety Commission members to suggest  
7 items for future agendas or to request information from the City Manager.

8

9 Chair Howell asked if there were any plans to extend sidewalks on McKinney Street at  
10 Woodrow/Audra Lane and to place a signal light at Colorado Boulevard at State School Road.

11

12 Vokoun indicated that staff was working with NCTCOG to leverage grant money to do some of  
13 these projects but that no decision had been made.

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15 The meeting adjourned at 6:30 p.m.

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**MINUTES**  
**TRAFFIC SAFETY COMMISSION**  
May 1, 2006

After determining that a quorum of the Traffic Safety Commission of the City of Denton, Texas was present, the Chair convened into an Open Meeting on Monday, May 1, 2006 at 5:38 p.m. in the Council Chambers, City of Denton City Hall, 215 E. McKinney Street, Denton, Texas:

**Present:** Chair Howell, Connie Baker, Gabriel Daley, Linda Brown and Tracy Beck

**Absent:** Harry Phillips, Charles Guaranaccia and Michael Kozak, excused  
Murray Ricks

- 1) Consider approval of the Traffic Safety Commission meeting minutes of:  
a) February 6, 2006,

**The minutes were approved as circulated.**

- 2) Review of principals and practices as they relate to traffic control signals.

Bud Vokoun, Traffic Engineer, stated he would give an overview of this item in that Committee Member Michael Kozak who requested the information was absent. This item will be placed on a future agenda for a more thorough discussion.

A brief discussion occurred with the Committee concerning traffic signal warrants, basic timing parameters and signal timing.

- 3) Old Business

Board members asked for a status update on Loop 288.

Vokoun stated that TxDOT was in the process of relocating utility lines, which would take approximately 6 to 9 months. Once the lines are relocated, actual construction would begin.

- 4) New Business: This provides an item for the Traffic Safety Commission members to suggest items for future agendas or to request information from the City Manager.

Chair Howell asked about the parking design at Mulberry and Locust at the Methodist Church.

Vokoun explained that the downtown overlay plan for parking called for on street parking and that the Methodist Church had requested angle parking instead of parallel.

She also inquired about advance signing for eastbound McKinney at Woodrow and northbound Woodrow at McKinney. Both have the outside lane required to turn right at the intersection and it would help drivers if there were additional signs farther in advance.

Vokoun said he would check into it.

1 Traffic Safety Commission  
2 May 1, 2006  
3 Page 2 of 2

4  
5 She also inquired about evacuation procedures and asked if someone could speak on this at a  
6 future meeting

7  
8 Vokoun indicated that he did not know who was in charge of this, but would make inquiries on  
9 the Commission's behalf

10  
11 Also discussed by the Board was the possibility of a left turn lane at Denton West Mobile Home  
12 Park. Vokoun stated that widening the median would give room to create a turn lane, but at this  
13 time, no monies had been designated for that purpose.

14  
15 Additional concern was expressed for traffic at the intersection of U.S. 380 and Alice Street once  
16 the Wells Fargo building was completed and open for business.

17  
18 Committee Member Daley asked what could be done about a smell at the Language Building at  
19 UNT. Bud indicated he would coordinate with the street sweeper to sweep that area.

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21 The meeting adjourned at 6:37 p.m.

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**MINUTES**  
**TRAFFIC SAFETY COMMISSION**  
July 10, 2006

After determining that a quorum of the Traffic Safety Commission of the City of Denton, Texas was present, the Chair convened into an Open Meeting on Monday, July 10, 2006 at 5:31 p.m. in the Council Chambers, City of Denton City Hall, 215 E. McKinney Street, Denton, Texas:

**Present:** Chair Howell, Connie Baker, Harry Phillips, Michael Kozak,

**Absent:** Charles Guaranaccia, Linda Brown, excused  
Murray Ricks

- 1) Consider approval of the Traffic Safety Commission meeting minutes of:  
a) May 1, 2006,

**The minutes were approved as circulated.**

- 2) Review of principals and practices as they relate to traffic control signals.

Bud Vokoun, Traffic Engineer, provided a more in depth review of the principles and practices that are considered when investigating the need for the addition or removal of a traffic control signal.

- 3) Old Business

There was no old business.

- 4) New Business: This provides an item for the Traffic Safety Commission members to suggest items for future agendas or to request information from the City Manager.

Board Member Kozak expressed concern about traffic on Dallas Drive. Kozak wondered if changes could be made to make it safer at these intersections.

Vokoun stated that changes would be made at the Callaway's when IH35E is improved however; some thoughts were passed by TxDOT a little while back for the interim. This required restricting traffic to only go north on Dallas Drive from the service road, as it has a free lane and then turn left on Teasley Lane. Unfortunately Teasley Lane between IH35E and Dallas Drive is now under the City's jurisdiction and TxDOT has a policy that will not allow a diversion of traffic from a TxDOT highway onto a City street and back again.

The meeting adjourned at 7:30 p.m.

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**MINUTES**  
**TRAFFIC SAFETY COMMISSION**  
October 2, 2006

After determining that a quorum of the Traffic Safety Commission of the City of Denton, Texas was present, the Chair of the Traffic Safety Commission convened into an Open Meeting on Monday, October 2, 2006 at 5:40 p.m. in the Council Chambers, City of Denton City Hall, 215 E. McKinney Street, Denton, Texas.

**Present:** Chair Howell, Linda Brown, Harry Phillips, Pat Cheek and Greg Sawko

**Absent:** Charles Guarnaccia, Michael Kozak, Harry Phillips, excused  
Murray Ricks

**OPEN MEETING:**

1) Consider approval of the Traffic Safety Commission meeting minutes of:

a. July 10, 2006

**The minutes were approved as circulated.**

After the minutes were approved, Chair Howell called for nominations for the positions of Chair and Vice Chair of the Traffic Safety Commission.

Harry Phillips nominated Chair Howell

Greg Sawko nominated Pat Cheek

Lelia Howell nominated Greg Sawko

Chair Howell called for a vote on the nominations and the vote was 4 for Sawko for Chair and Pat Cheek for Vice Chair with 1 vote for Chair Howell.

2) Review and consider approval of a loading zone for 105½ Avenue A.

**Lelia Howell moved to approve with a second from Pat Cheek. The motion was approved by a 5-0 vote.**

3) Review and consider approval of a loading zone for 109 W. Hickory Creek Street.

**Harry Phillips moved to approve with a second from Lelia Howell. The motion was approved by a 5-0 vote.**

4) Review and consider approval of loading zones for 2006-07 effective October 1, 2006 thru September 30, 2007.

1 Minutes – Traffic Safety Commission

2 October 2, 2006

3 Page 2 of 2

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5  
6 Bud Vokoun, Traffic Engineer, presented this item asking the Commission to approve loading  
7 zone for 2006-07 with the exception of Consignments on the Square, The Denton Record  
8 Chronicle (DRC) and Sweetwater Grill. Consignments on the Square was no longer in business,  
9 and the DRC and Sweetwater Grill indicated that they did not want to renew.

10  
11 **Vice Chair Pat Cheek moved to approve with a second from Harry Phillips. The motion**  
12 **was approved by a 5-0 vote.**

13  
14 5) Old Business

15  
16 6) New Business: This provides an item for the Traffic Safety Commission members to suggest  
17 items for future agendas or to request information from the City Manager.

18  
19 Vokoun informed the Commission Members that consideration for speed limit signs on US 380  
20 from Locust Street to 500 feet east of Shawnee Street was a critical issue and in order to present  
21 a request to City Council at its next meeting on November 7, 2006, a Special Called meeting of  
22 the Traffic Safety Commission was needed.

23  
24 After considering possible dates, the Commission directed Vokoun to call a meeting on Monday,  
25 October 9, 2006 at 5:30 p.m. to consider a recommendation to City Council concerning the speed  
26 limits on University Drive/US 380 from Locust Street to 500 feet east of Shawnee Street.

27  
28 The meeting was adjourned by consensus at 6:30 p.m.

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MINUTES  
TRAFFIC SAFETY COMMISSION  
October 9, 2006

After determining that a quorum of the Traffic Safety Commission of the City of Denton, Texas was present, the Chair of the Traffic Safety Commission convened into an Open Meeting on Monday, October 9, 2006 at 5:30 p.m. in the Council Chambers, City of Denton City Hall, 215 E. McKinney Street, Denton, Texas.

**Present:** Chair Sawko, Lelia Howell, Linda Brown, Harry Phillips, Michael Kozak, Charles Guarnaccia and Andy Shelton

**Absent:** Pat Cheek  
Murray Ricks

**OPEN MEETING:**

- 1) Review and consider a recommendation to the City Council concerning the speed limits on University Drive/US 380 from Locust Street to 550 feet east of Shawnee Street.

Bud Vokoun provided an overview of this item indicating that the City was at a contentious place right now in that TxDOT sometime prior to August 1, 2006, removed all temporary speed limit signs on University Drive in the area between Elm Street and Loop 288, but did not install any permanent signing. The purpose of this item was to make a recommendation to the City Council concerning speed limits from Locust Street to 550 feet east of Shawnee.

Vokoun also provided an alternate recommendation for the Commission to consider and/or amend if they so desired. That recommendation being “that the speed limit on US 380/University Drive from Locust Street to 500 feet east of Shawnee Street be 45MPH unless, by the time this recommendation is presented to the City Council, TxDOT has reconsidered and proposed a lesser speed limit for all or some part thereof, then the Traffic Safety Commission recommends said lesser speed limit for said portion”.

After a discussion by the Board expressing concern with a speed limit of 45MPH from Bell Avenue to Locust Street, Board Member Lelia Howell made the recommendation that the speed limit on US 380 be no less than between Locust and Bell Avenue and set at a speed lower than 45MPH with a second from Board Member Charles Guarnaccia.

Vokoun responded that the problem with Howell’s recommendation was that it was very specific and if TxDOT does not come back with that specific limit, then it would become a bartering session with TxDOT having the final say. Vokoun explained that a breakthrough in negotiations with TxDOT had occurred in that that it had conceded the 10-mile an hour request, which in the past five years was unheard of. Vokoun believed that TxDOT was very much attuned to the fact that a prior study identifies speed limits from Bell to Locust. That was a very appropriate to place to break, but without more information from TxDOT, should the recommendation not be what they recommend, then a delay could occur and could necessitate brining it back to Commission before sending it to the City Council for approval.

Chair Sawko opened the discussion for the amendment only. Howell commented that this would be the second time that TxDOT had looked at lowering limits at the request of the Commission for a specific area.



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6 The Chair stated that he was of the opinion that the Commission should recommend Vokoun's original  
7 option in that Vokoun was in tune with what TxDOT was willing to do. A different recommendation  
8 could spawn an additional study and slow the process altogether.

9

10 The Chair called for a vote on the recommendation on the proposed amendment made with Howell being  
11 the only aye vote.

12

13 The Chair declared the amendment failed and asked if was any additional discussion on the original  
14 proposal. Hearing no discussion, the Chair called for a vote on the original proposal. The  
15 recommendation was passed by a 6-0 vote.

16

17 2) Old Business

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19 3) New Business: This provides an item for the Traffic Safety Commission members to suggest items  
20 for future agendas or to request information from the City Manager.

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22 The meeting was adjourned by consensus at 6:18 p.m.

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**MINUTES**  
**TRAFFIC SAFETY COMMISSION**  
November 13, 2006

10 After determining that a quorum of the Traffic Safety Commission of the City of Denton, Texas  
11 was present, the Chair of the Traffic Safety Commission convened into an Open Meeting on  
12 Monday, November 13, 2006 at 5:30 p.m. in the Council Chambers, City of Denton City Hall,  
13 215 E. McKinney Street, Denton, Texas.

14  
15 **Present:** Chair Sawko, Linda Brown, Pat Cheek, Michael Guarnaccia, Lelia Howell, Michael  
16 Kozak, Harry Phillips and Andy Shelton

17 **Staff:** Bud Vokoun, Traffic Engineer, Ann Forsythe, Boards and Committees Coordinator

18  
19 **Absent:** Murray Ricks

20  
21 **OPEN MEETING:**

22  
23 1) Review and consider approval of the October 2, 2006 minutes.

24  
25 **The minutes were approved as circulated.**

26  
27 2) Review and consider approval of the October 9, 2006 minutes.

28  
29 **The minutes were approved as circulated.**

30 3) Review and discuss various proposed changes to Chapter 35 of the City's Code as it relates to  
31 development.

32  
33 Bud Vokoun provided background information stating that in February 2002, the City passed a revision to  
34 Chapter 35 of the Municipal Code as it relates to development. Also included within Chapter 35 were a  
35 number of criteria manuals including the Transportation Design Criteria Manual. Since the code's  
36 passage, staff has made notes concerning verbiage excesses, conflicts and omissions, and clarification  
37 needs related to transportation items within the code. Staff has provided a preliminary listing of items  
38 that are to be reviewed by the Commission at a later meeting. Staff would like for the Commission to  
39 complete its review and recommendations in less than six months and for staff to have a full red line  
40 showing changes in drawings and wording.

41  
42 After discussion by the Commission concerning the number of items to be reviewed, it was agreed that it  
43 would take several meetings to review and make recommendations.

44  
45 **Commission Member Kozak motioned for staff to bring pages 13, 14, and 15, as provided by staff  
for the current agenda item, back to the Committee at its next meeting for review and discussion  
with a second from Commission Member Pat Cheek. The motion was approved by a vote of 8-0.**

6 4) Old Business  
7

8 a) Discussion of Old Business protocol  
9

10 Vokoun stated that the Chair brought up a question of procedure to staff about items discussed in Old  
11 Business as it related to the open records act. Vokoun checked with the City Attorney and confirmed  
12 the protocol. Staff has been instructed that discussion of old items must be confined to items that are  
13 on the agenda. Commission members may ask simple yes/no type questions from staff and staff may  
14 provided information to the Commission on results from a request, but it would be improper to  
15 conduct a discussion on any item not on the agenda. If there is a need for a discussion, it should be  
16 placed on an agenda for a future meeting. In the future, as staff completes a request from the  
17 Commission that may cause a discussion, it will be placed on the agenda and staff will report back to  
18 the Commission with the results. Commission Members will also need to remind Vokoun of any  
19 item(s) brought up in new business that staff has not reported back on yet, as to when it will be placed  
20 on the agenda for discussion as Old Business.  
21

22 Commission Member Howell asked that an update on the signal at Bell and Eagle be placed on the  
23 agenda for discussion at the next meeting.  
24

25 b) Discussion of school related topics  
26

27 At the request of Commission Member Guarnaccia, this item was placed on the agenda for  
28 discussion. Guarnaccia was concerned that students at Strickland Middle School were not crossing at  
29 designated crosswalks. Guarnaccia was concerned that the habit of jaywalking without regard for  
30 traffic would eventually cause an injury accident to occur. Guarnaccia suggested that parent  
31 education would help with this problem.  
32

33 Vokoun stated this was a problem at most schools. Most parents, when dropping off passengers, are  
34 in a hurry and park up and down the street and allow the child to exit the car where it is parked. The  
35 kids run between cars and cross the street, many without paying any attention to moving vehicles.  
36 The police have been dispatched to the schools and found parents to be uncooperative when asked to  
37 drop off and pick up children at crosswalks. DISD has sent flyers home with students asking for  
38 assistance and has received little or no cooperation from most parents.  
39

40 Chair Sawko stated that since this issue was not a speed issue, the Commission had no authority to  
41 address it.  
42

43 5) New Business: This provides an item for the Traffic Safety Commission members to suggest  
44 items for future agendas or to request information from the City Manager.  
45

46 Board Member Harry Phillips stated that he thought that Dr. Braswell should be asked to a future  
47 meeting to discuss the school safety problem of students jaywalking and that the Chair of the  
48 Planning and Zoning Commission should also be included. Chair Sawko stated that he was opposed,  
49 but if it was the consensus of the Commission to invite Dr. Braswell, Superintendent of the DISD and  
50 Virgil Strange, Chair of the Planning and Zoning Commission, then a specific list of questions and  
51 concerns must be compiled prior to the meeting.  
52  
53  
54

4  
5

6 Vokoun suggested that he draft an invitation inviting Dr. Braswell and Virgil Strange to a future  
7 meeting and asked the Commission to e-mail or phone in topics for the listing of items to be placed  
8 on the invitation, so as to discuss it at the next meeting. The Commission agreed to this.

9

10 Member Howell asked for a status update on sidewalks at the John Guyer High School, and asked  
11 Vokoun to research why there was no parking allowed on Linden Street during school hours.

12

13 Member Brown asked if she had questions could she email Vokoun with those questions. Vokoun stated  
14 that she could, and that he would reply as soon as he could. If the reply did not answer the question, he  
15 would then place it on the agenda for the next meeting.

16

17 The meeting was adjourned by consensus at 6:32 p.m.

18

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3 **MINUTES**  
4 **TRAFFIC SAFETY COMMISSION**  
5 December 4, 2006  
6

7 After determining that a quorum of the Traffic Safety Commission of the City of Denton, Texas  
8 was present, the Chair of the Traffic Safety Commission convened into an Open Meeting on  
9 Monday, December 4, 2006 at 5:30 p.m. in the Council Chambers, City of Denton City Hall, 215  
10 E. McKinney Street, Denton, Texas.

11  
12 **Present:** Chair Greg Sawko, Pat Cheek, Lelia Howell, Linda Brown, Harry Phillips, Charles  
13 Guarnaccia, and Michael Kozak

14  
15 **Absent:** Murray Ricks and Andy Shelton, excused  
16

17  
18 **OPEN MEETING:**  
19

- 20 1) Consider recommending approval of the Traffic Safety Commission meeting minutes of:  
21 a) November 13, 2006  
22

23 **The minutes were approved as circulated with a correction to Michael to Charles**  
24 **Guarnaccia.**  
25

- 26 2) Review and discuss various proposed changes to Chapter 35 of the City's Code as it relates  
27 to development.  
28

29 Bud Vokoun, Traffic Engineer, stated that staff is presenting this initial listing to the  
30 Commission for a preliminary review. Based on November's meeting, the Commission  
31 recommended a review and discussion of the first three pages of staff's listing. After review and  
32 discussion by the Commission, and any direction to staff, staff will bring a detailed and  
33 comprehensive review and report back to the Commission, for a recommendation to City  
34 Council for changes to the document.  
35

36 The Commission reviewed pages 1 through 12, accepting staff's recommended changes with the  
37 exception of page 11, item 34.20.2(A.3). The Commission requested that this item be brought  
38 back for discussion at a later meeting. The Commission agreed to review pages 13 through 16 at  
39 the next meeting.  
40

- 41 3) Old Business

- 42 a) Discussion of Eagle Drive/Bell Avenue/Dallas Drive (Commissioner Howell)  
43

44 Commissioner Howell asked if something could be done with the left turn off of Eagle Drive  
45 onto Bell Avenue. Increased traffic made turning difficult and created a backlog of traffic.  
46 Howell asked if something could be done to alleviate that problem. Staff provided  
47 information about proposed improvements to the intersection including upgrading the signal,  
48 revising markings, providing additional signing and median modifications. The  
49 improvements will cost in the neighborhood of \$300,000-\$400,000 but is not funded.

6 b) Discussion of school related topics  
7

8 After discussing this item at the November meeting, staff was directed to review signage and  
9 the possibility of a crosswalk on Windsor. Staff was also directed to bring back a draft letter  
10 for consideration, which would be mailed to Dr. Ray Braswell, Superintendent, DISD, and  
11 Virgil Strange, Chair, Planning and Zoning Commission.  
12

13 Vokoun expressed his concern with crosswalks stating that in order for crosswalks to be effective,  
14 there must be a consistent use by pedestrians. Vokoun also expressed concern that he was not sure  
15 that students would collect and cross at a designated crosswalk.  
16

17 Vokoun suggested installing signage on the north side of Windsor from Bell to Inglewood that  
18 prohibited parking, stopping, or standing. Once installed the police could enforce it. Staff will  
19 contact the principal of the Strickland Middle School to see how this proposal is received and, if  
20 favorable, then the police and report back to the Commission.  
21

22 Vokoun was directed to bring this item back at a later meeting once he had talked to the DISD and  
23 the Police Department and received their feedback regarding such signage.  
24

25 The Commission moved to the next item of business being the letters to be mailed to Dr. Braswell  
26 and Virgil Strange.  
27

28 Chair Sawko stated he thought it would be helpful if the letter contained topics for discussion.  
29 Vokoun read an email received from a Commissioner and asked for a discussion. After some  
30 discussion, it was agreed that that following language would be incorporated into the letters, "How  
31 does DISD plan vehicle circulation issues for schools both on and off- site and, the Traffic Safety  
32 Commission would like to know how to help the DISD achieve this safety goal. The Commission  
33 also directed that language regarding sidewalks at Guyer High School and the situation at Strickland  
34 be included. Once the letter is amended, Vokoun will send to Chair Sawko for preview and any  
35 comments, and upon approval, Vokoun will sign the letters and mail them to Dr. Braswell and Virgil  
36 Strange.  
37

38 c) Discussion of parking restrictions on Linden Street (Commissioner Howell)  
39

40 Commissioner Howell wondered why parking was prohibited on Linden Street between the hours of  
41 8:00 a.m. to 5:00 p.m. It seemed that by allowing parking during those hours, it would alleviate some  
42 of the congestion occurring on Fulton Street at Denton High School.  
43

44 Chair Sawko asked what the intent of the Commission would be and if the Commission wished to  
45 proceed with changing the parking restriction on Linden.  
46

47 Vokoun stated that there had not been any concern expressed by the school, principle or the district,  
48 but that if the Commission directs, he will research and report back to the Commission at a later  
49 meeting.  
50

51 The Commission directed Vokoun to make a site visit and report back at a later meeting.  
52  
53

- 6 4) New Business: This provides an item for the Traffic Safety Commission members to suggest items  
7 for future agendas or to request information from the City Manager.  
8

9 Commission Cheek stated she had received a phone call regarding the landscaping of natural tall  
10 grasses at the corner of Elm at Windsor, and that it obscures a driver's vision.  
11

12 Vokoun stated he had met with the Parks Department concerning that issue and the landscaping at  
13 that intersection will be changed to be more driver friendly.  
14

15 Commissioner Howell stated she had two items:

- 16 1. McKinney Street at Woodrow – When the four lanes go to two lanes it causes a backlog of traffic  
17 in the evening hours and is there any way to utilize the shoulders to improve the flow of traffic  
18

19 Vokoun stated McKinney Street is a TxDOT road, and they are aware of the problem and are in  
20 the process of designing plans with the intent of increasing the number of lanes on McKinney  
21 Street; however, it will take four to six years to complete the project.  
22

- 23 2. The turn on to Loop 288 at Jason's Deli is rough.  
24

25 Vokoun stated that TxDOT would, at some point, improve that turn.  
26

27 Commissioner Guarnaccia asked about traffic on Woodrow at Shady Oaks.  
28

29 Vokoun stated that there is a plan to extend Brinker Road to Loop 288 with an expected completion  
30 in approximately 2 years.  
31

32 The meeting was adjourned by consensus at 7:10 p.m.  
33

1 **Minutes**  
2 **TRAFFIC SAFETY COMMISSION**  
3 January 8, 2007  
4

5 After determining that a quorum of the Traffic Safety Commission of the City of Denton, Texas  
6 was present, the Vice-Chair of the Traffic Safety Commission convened into an Open Meeting  
7 on Monday, January 8, 2007 at 5:34 p.m. in the Council Chambers, City of Denton City Hall,  
8 215 E. McKinney Street, Denton, Texas.  
9

10 **Present:** Vice-Chair Pat Cheek, Lelia Howell, Harry Phillips, Charles Guarnaccia and  
11 Michael Kozak

12 **Absent:** Chair Greg Sawko, Linda Brown, excused  
13 Andy Shelton and Murray Ricks  
14

15 **Also Present:** Bud Vokoun, Traffic Engineer  
16 Ann Forsythe, Boards and Committees Coordinator  
17

18 **OPEN MEETING:**  
19

- 20 1) Consider recommending approval of the Traffic Safety Commission meeting minutes of:  
21 a) December 4, 2006  
22

23 Vice-Chair Pat Cheek stated that page 4; line 47 should read principal not principle.  
24 Commissioner Michael Kozak stated that page 5; line 29 should read "extend Brinker Road to  
25 Shady Oaks" not Loop 288.  
26

27 **The minutes were approved as amended.**  
28

- 29 2) Review and discuss various proposed changes to Chapter 35 of the City's Code as it relates  
30 to development.  
31

32 Commission Member Lelia Howell suggested that Item 2 be postponed to the next meeting when  
33 there would be additional members in attendance for the discussion.  
34

35 **Commission Member Charles Guarnaccia made a motion to table Item 2 to the next**  
36 **meeting with a second from Howell. The motion was approved by a 5-0 vote.**  
37

- 38 3) Review and consider a recommendation to the City Council to establish speed limits on Oak  
39 Street/Jim Christal Road from IH-35 to FM 156.  
40

41 Vokoun stated that a correction to the working of staff's recommendation in the agenda backup  
42 was incorrect and that a correction should be read into the minutes. Staff's recommendation  
43 should read "Staff recommends that the Traffic Safety Commission forward a recommendation  
44 to the City Council that a 50 MPH speed limit be established for Oak Street/Jim Christal Road  
45 from IH-35 to FM 156."  
46

47 Commissioner Kozak motioned to approve with a second from Commissioner Howell. The  
48 motion was approved by a 5-0 vote.  
49



6 4) Old Business

7 a) Discussion of parking restricts on Linden Street (Commissioner Howell)  
8

9 Vokoun reviewed the definition of “no parking” which does not prohibit a driver from dropping  
10 off and picking up students as long as the driver is in the process of actively loading or unloading  
11 passenger(s).

12 Vokoun suggested amending the ordinance to read “no parking Monday through Friday school  
13 days” which would then allow parking on days when school was not in session.  
14

15 After some discussion, Howell moved to approve the recommendation that the language be  
16 amended to read “no parking during peak hours on school days.” The motion was seconded by  
17 Guarnaccia and was approved by a 5-0 vote.  
18

19 Vokoun then provided an update regarding pedestrian traffic on Windsor Street as a continuation  
20 from last month’s meeting when staff was directed to meet with the Principal and PTA to discuss  
21 a parking restriction. Vokoun met with Mike Van, Principal and the PTA Board. Both were  
22 opposed to a parking restriction stating they believed it would further congest the south end and  
23 would create a u-turn problem with parents dropping children off.  
24

25 Principal Vance stated that he would propose that the District consider adding a driving lane in  
26 front of the school, for the next bond election, which would be on school property so as to  
27 provide for on site circulation.  
28

29 Vokoun stated he would follow up and see if the District does add the lane to the bond program.  
30

31 Board Member Phillips inquired about the status of letters that were to be sent to the DISD  
32 Superintendent and the Chair of the Planning and Zoning Commission.  
33

34 Vokoun replied that the holiday schedule prevented him from getting them in the mail, but that  
35 he planned to mail the letters in the next few weeks and give the Commission and update at the  
36 next meeting.  
37

38 5) New Business: This provides an item for the Traffic Safety Commission members to suggest  
39 items for future agendas or to request information from the Traffic Engineer.  
40

41 Howell inquired about traffic congestion that occurs at the left turn from Shady Oaks onto  
42 Woodrow and Spencer at Colorado Boulevard at the signal light.  
43

44 The meeting was adjourned by consensus at 6:05 p.m.  
45

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3 MINUTES  
4 TRAFFIC SAFETY COMMISSION  
5 February 5, 2007  
6

7 After determining that a quorum of the Traffic Safety Commission of the City of Denton, Texas  
8 was present, the Chair of the Traffic Safety Commission announced a quorum and convened into  
9 an Open Meeting on Monday, February 5, 2007 at 5:31 p.m. in the Council Chambers, City of  
10 Denton City Hall, 215 E. McKinney Street, Denton, Texas.

11  
12 **Present:** Chair Greg Sawko, Pat Cheek, Lelia Howell, Linda Brown, Harry Phillips and  
13 Murray Ricks  
14

15 **Absent:** Charles Guarnaccia and Michael Kozak, excused  
16

17 **Also Present:** Bud Vokoun, Traffic Engineer  
18 Ann Forsythe, Boards and Committees Coordinator  
19

20 **OPEN MEETING:**  
21

- 22 1) Consider recommending approval of the Traffic Safety Commission meeting minutes of:  
23 a) January 8, 2007  
24

25 **The minutes were approved as circulated.**  
26

- 27 2) Review and discuss various proposed changes to Chapter 35 of the City's Code as it relates  
28 to development.  
29

30 Chair Greg Sawko recommended postponement of Item 2 to the next meeting to allow  
31 Commission Members the opportunity to provide comments and suggestions.  
32

33 **Commission Member Murray Ricks motioned to approve with a second from Commission**  
34 **Member Pat Cheek. The motion was approved by a 6-0 vote.**  
35

- 36 3) Old Business  
37

38 Bud Vokoun, City Engineer, asked that this item be deferred to the next meeting.  
39

- 40 4) New Business: This provides an item for the Traffic Safety Commission members to suggest  
41 items for future agendas or to request information from the Traffic Engineer.  
42

43 Commission Member Cheek asked if the white line markings on Tulane and the center marking  
44 on Hinkle could be updated.  
45

46 Vokoun replied that the city was in the process of completing a markings contract, which would  
47 provide an edge line for Mingo, Mayhill and a number of other streets, and new markings for  
48 Hinkle from Windsor Street to University Drive.  
49  
50

6 Commission Member Lelia Howell, asked about the possibility of creating a second turn lane for  
7 southbound Mayhill onto the southbound IH35E frontage road.  
8

9 Vokoun replied that TxDOT was in the process of creating an additional turn lane.  
10

11 Commission Member Cheek asked about construction on Fort Worth Drive.  
12

13 Vokoun replied that TxDOT had a design for 6 lanes and that one of the conditions was for the  
14 City to participate in the design of a railroad bridge with a contribution of \$2 million.  
15

16 Chair Sawko expressed concern with the current speed limit on Teasley for McMath Middle  
17 School and could a speed zone be requested for that area.  
18

19 Vokoun replied that a signal light with a pedestrian crossing is at Londonderry to assist students  
20 crossing at Teasley and that reduced speed zones are generally not installed at signalized  
21 intersections.  
22

23 Commissioner Ricks asked about the possibility of sidewalks being installed on Carroll  
24 Boulevard.  
25

26 Vokoun stated there was a project design; however, he would have to research and report at the  
27 next meeting.  
28

29 Vokoun stated that a signal light on McKinney Street at Wood has been turned on “flash” in  
30 preparation of permanently removing the signal. The request to do so will be brought to the  
31 Commission at its May meeting for consideration and a recommendation. Vokoun also stated  
32 that there is a possibility of citizen opposition to removing the signal due to concern for  
33 pedestrian safety and that, as a possible solution, the City is considering an experimental  
34 pedestrian crossing. It’s new technology and staff will apply for a beta test, which, if granted,  
35 would be the first to be performed in Texas. Vokoun stated he would provide additional  
36 information at the May meeting.  
37

38 The meeting was adjourned by consensus at 6:05 p.m.  
39

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**MINUTES**  
**TRAFFIC SAFETY COMMISSION**  
March 5, 2007

10 After announcing that a quorum of the Traffic Safety Commission of the City of Denton, Texas  
11 was present, the Chair of the Traffic Safety Commission convened into an Open Meeting on  
12 Monday, March 5, 2007 at 5:31 p.m. in the Council Chambers, City of Denton City Hall, 215 E.  
13 McKinney Street, Denton, Texas.

14  
15 **Present:** Chair Greg Sawko, Pat Cheek, Lelia Howell, Harry Phillips, Murray Ricks and  
16 Charles Guarnaccia and Linda Brown (arrived at 5:35 p.m.)

17  
18 **Absent:** Michael Kozak, excused

19  
20 **Also Present:** Bud Vokoun, Traffic Engineer and Ann Forsythe, Boards and Committees  
21 Coordinator

22  
23 **OPEN MEETING:**

- 24  
25 1) Consider recommending approval of the Traffic Safety Commission meeting minutes of:  
26 a) February 5, 2007

27  
28 The minutes were approved as corrected. Line 43 on page 1 should read Hinkle not Tulane, line  
29 48 on page 1 should read University Drive instead of Tulane, and line 14 on page 2 should read  
30 railroad instead of river.

31  
32 At the request of Chair Sawko, the Committee deferred consideration of Item 2 until after Item 3  
33 had been presented.

- 34  
35 3) Review and consider a recommendation to City Council to establish speed limits on  
36 Robinson Road from the easterly City limits to Teasley Lane/FM 2181.

37  
38 Bud Vokoun, Traffic Engineer, presented this item with a recommendation that a 35MPH speed  
39 limit be established for Robinson Road from Teasley Lane/FM 2181 to the easterly City limits.

40  
41 Currently Robinson Road, in this area, is mostly a two lane concrete paved roadway. Future  
42 plans are for it to be a 4-lane divided secondary arterial. There are minor vertical curves and,  
43 except for the transitional connection of the southerly constructed portion to the northerly  
44 constructed portion, there are no designed horizontal curves.

45  
46 A 24-hour speed study was performed on January 3 and 4<sup>th</sup> for each lane, approximately 1000'  
47 east of Teasley Lane/FM 2181, as it was determined that location was a good representation of  
48 the entire length. The results indicated that a posted speed of 35MPH was reasonable. Staff will  
49 post transitional signs and advisory signs, if necessary.

Commission Member Murray Ricks expressed concern for vehicles driving the transitional  
portion of the road at 35MPH.

6 Vokoun stated that staff would stripe and post advisory signs where appropriate for that section.

7  
8 Commission Member Harry Phillips inquired why that portion of the road had not been finished.  
9

10 Vokoun replied the current property owner on the south side near the easterly end is still in the  
11 County and was waiting for the State to purchase the property in order to construct FM2499 and  
12 the portion adjacent to the mobile home park will be most likely be a future CIP project.  
13

14 Chair Sawko asked if there was a way to improve the road to make the transition smoother,  
15 possibly by taking the curb down.  
16

17 Vokoun replied that the road would not be improved until it was placed on the Capital  
18 Improvement Program (CIP) list.  
19

20 Chair Sawko asked if the Committee could make a recommendation.  
21

22 Vokoun replied that it could make the recommendation to City Council, but there are many  
23 improvements needed and the next CIP blue ribbon committee will have to consider and  
24 prioritize all of the needs throughout the City.  
25

26 Vice-Chair Pat Cheek motioned to approve with a second from Commission Member Lelia  
27 Howell. The motion was approved by a 7-0 vote.  
28

29 2) Review and discuss various proposed changes to Chapter 35 of the City's Code as it relates  
30 to development.  
31

32 The Commission reviewed proposed changes concerning 35.20.2(E.2) through 35.20.4(H.2).  
33

34 Commission Member Howell motioned to approve recommendations already reviewed so that  
35 Vokoun could begin a final draft to bring back to the Committee for approval, and to finish the  
36 review of proposed changes at the April meeting with a second from Vice Chair Cheek. The  
37 motion was approved by a 7-0 vote.  
38

39 Staff was directed to remind the Commission one week prior to the meeting of its commitment to  
40 review the material and bring suggestions and comments to the meeting.  
41

42 4) Old Business  
43

44 Vokoun provided an update on the possibility of sidewalks on Carroll Boulevard stating that  
45 installation of the sidewalk should begin early this summer with completion by fall 2007.

46 Vokoun stated the sidewalk would begin on the east side of Carroll Boulevard beginning at  
47 University and ending around Eagle Drive.  
48

6 Vokoun then continued the discussion about Londonderry and Teasley relative to a crosswalk.  
7 Vokoun stated that a number of years ago, DISD went from busing students from a mile and one-  
8 half radius to a regulatory two mile radius. When that decision was made there were a number  
9 of intersections that both the DISD and the police were concerned that students may use. Part-  
10 time crossing guards were hired to protect any children at these locations. A guard was placed at  
11 Teasley and Longridge, which is the crosswalk to the park across Teasley. It was determined  
12 that it was not the best place to have children cross and the guard was moved to Londonderry.  
13 During the time children were crossing, a survey was conducted and it was found that they were  
14 all middle school students. The DISD does not provide funding for, nor do the Police, to man a  
15 crossing for high school or middle school students. They barely have enough guards to man  
16 elementary crossings.  
17

18 Vokoun then provided an update on the letters sent to the Superintendent of DISD and Virgil  
19 Strange, Chair of the Planning and Zoning Commission stating that Mr. Strange's letter was  
20 returned as undeliverable. Vokoun confirmed that was the correct address but instead of mailing  
21 it again, he asked a staff member from the Planning department to deliver to Mr. Strange at the  
22 next P&Z meeting. Vokoun stated he had received a call back from DISD last week, but had  
23 been unable to return the call due to the Engineering department's move to the Service Center  
24 during that week. He expected to return the call and would update the Commission at its April  
25 meeting.  
26

27 Vokoun next presented information concerning signal-phasing possibilities on Colorado  
28 Boulevard at Spencer Road. This item was a request by Commissioner Howell to possibly  
29 dedicate one of the through lanes as a left turn lane in order to relieve congestion.  
30

31 Vokoun stated it was not a consideration due to the fact that Colorado Boulevard is a two-way  
32 street and that creating a second left turn lane from one of the two through lanes would increase  
33 the likelihood of lane change accidents because of the through traffic having to slow down and  
34 possibly stop for left turning traffic waiting to turn on the permissive green ball.  
35

36 5) New Business: This provides an item for the Traffic Safety Commission members to suggest  
37 items for future agendas or to request information from the Traffic Engineer.  
38

39 Various Commission members indicated they would forward items to Vokoun via email.  
40

41 The meeting was adjourned by consensus at 6:37 p.m.  
42

1 MINUTES  
2 TRAFFIC SAFETY COMMISSION  
3 April 2, 2007  
4

5 After determining that a quorum of the Traffic Safety Commission of the City of Denton, Texas  
6 was present, the Chair of the Traffic Safety Commission convened into an Open Meeting on  
7 Monday, April 2, 2007 at 5:30 p.m. in the Council Chambers, City of Denton City Hall, 215 E.  
8 McKinney Street, Denton, Texas.  
9

10 **Present:** Chair Greg Sawko, Pat Cheek, Lelia Howell, Harry Phillips, Murray Ricks, Linda  
11 Brown, Charles Guarnaccia and John Crew  
12

13 **Absent:** Dr. Michael Kozak, excused  
14

15 **Also Present:** Bud Vokoun, Traffic Engineer  
16 Ann Forsythe, Boards and Committees Coordinator  
17

18 **OPEN MEETING:**  
19

20 Chair Sawko, on behalf of the Commission, welcomed new member appointee John Crew.  
21

- 22 1) Consider recommending approval of the Traffic Safety Commission meeting minutes of:  
23 a) March 5, 2007  
24

25 **The minutes were approved as amended to reflect that Charles Guarnaccia was present at**  
26 **the March 5<sup>th</sup> meeting.**  
27

- 28 2) Review and discuss various proposed changes to Chapter 35 of the City's Code as it relates  
29 to development.  
30

31 The Commission members reviewed the remainder of Chapter 35.  
32

33 Commission Member John Crew wanted to go on record that he strongly opposed the narrow  
34 streets and encouragement of parking as traffic calming. In addition, he thought sidewalks  
35 should be narrower.  
36

- 37 3) Old Business

- 38 a) Staff will update the commission on the response to the letter to DISD.  
39

40 Bud Vokoun, Traffic Engineer, provided an update to the Commission stating that Gene  
41 Holloway, from DISD, has promised a reply no later than June 2007. Vokoun also stated  
42 that he had received no response from Virgil Strange, Chair of the Planning and Zoning  
43 Commission.  
44

- 45 4) New Business: This provides an item for the Traffic Safety Commission members to suggest  
46 items for future agendas or to request information from the Traffic Engineer.  
47

48 Vokoun asked Commission Member Pat Cheek if he could respond to her emails with an email,  
49 and, if she still had questions, then an item(s) could be placed on a future agenda for discussion.  
50

1 Minutes – Traffic Safety Meeting

2 April 2, 2007

3 Page 2 of 2

4

5

6 Board Member Cheek replied that would be okay.

7

8 Commission Member Charles Guarnaccia asked if would be possible to restripe the section of

9 Avenue B between Oak and Hickory Streets. Motorists turning left off of Oak Street onto

10 Avenue B were assuming that section was one-way going south.

11

12 Vokoun replied that stripping that section would necessitate stripping all streets and at this time,

13 due to budgetary restraints, it could not be done.

14

15 Chair Sawko asked if the intersection at Locust and U.S. 380 could be striped to eliminate the 90

16 degree transition.

17

18 Vokoun stated that U.S. 380 is a state highway and that he has spoken to TxDOT regarding that

19 intersection and to date no changes have been made.

20

21 Vokoun was directed to draft a letter to TxDOT for Chair Sawko signature requesting that

22 TxDOT restripe that intersection.

23

24 The meeting was adjourned by consensus at 6:45 p.m.



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MINUTES  
TRAFFIC SAFETY COMMISSION  
June 4, 2007

10 After determining that a quorum of the Traffic Safety Commission of the City of Denton, Texas  
11 was present, the Chair of the Traffic Safety Commission convened into an Open Meeting on  
12 Monday, June 4, 2007 at 5:30 p.m. in the Council Chambers, City of Denton City Hall, 215 E.  
13 McKinney Street, Denton, Texas.

14  
15 **Present:** Chair Greg Sawko, Pet Cheek, Linda Brown, Lelia Howard, Murray Ricks, and  
16 John Crew

17  
18 **Absent:** Dr. Michael Kozak, Charles Guarnaccia and Harry Phillips, excused

19  
20 **Also Present:** Frank Payne, City Engineer  
21 Bud Vokoun, Traffic Engineer  
22 Ann Forsythe, Coordinator Boards & Committees  
23

24  
25 **OPEN MEETING:**

- 26  
27 1) Consider recommending approval of the Traffic Safety Commission meeting minutes of:  
28 a) April 2, 2007  
29

30  
31 **The minutes were approved as circulated.**

- 32  
33 2) Receive a report, hold a discussion and consider approval of the removal of an unwarranted  
34 signal at the intersection of McKinney Street and Wood Street and the installation of a  
35 "HAWK" pedestrian signal.  
36

37  
38 Bud Vokoun, Traffic Engineer presented this item stating that the Commission had received  
39 extensive backup material in the packet and that he was available for questions after a short  
40 presentation.  
41

42  
43 Vokoun stated that because of changing traffic conditions in the Wood/McKinney area as a result  
44 of the Sullivan Keller Elementary School closing, staff initiated an investigation to determine if  
45 the traffic control signal was still warranted. While under consideration, staff learned of a  
46 pedestrian signal approved for testing by the Federal Highway Administration and currently in  
47 use in Tucson, Arizona. Staff applied for the HAWK pedestrian signal and received permission  
48 for the City of Denton to be a test site. Should the Traffic Safety Commission recommend that  
49 the traffic control signal be removed, there is concern for pedestrian traffic and staff would  
recommend the installation of the "HAWK" pedestrian signal at McKinney Street and Wood  
Street.

Vokoun also presented concerns expressed by citizens who called in stating they wanted the  
signal to remain. Major concerns expressed by the citizens were that the removal of the signal  
would increase accidents, make it unsafe for pedestrians crossing McKinney Street, cause an  
increase in speeding by motorists, and create delays for motorists turning left with no traffic  
control signal.

1 Minutes of the Traffic Safety meeting  
2 June 4, 2007  
3 Pages 2 of 3  
4

5 In response to those citizen concerns, Vokoun stated that during the first 90 days that the traffic  
6 control signal was on flash, police indicated there had been no accidents at this intersection, and  
7 that observed pedestrian crossings counted a maximum of 20 in one hour during AM, noon, and  
8 PM hours. Pedestrians were crossing McKinney Street primarily to access the convenience store  
9 on the northwest corner of McKinney Street and Wood Street. As such, it met the warrants for  
10 the HAWK pedestrian signal. As to the removal of the signal increasing motorist speeding, it is  
11 not uncommon for drivers to speed up at the onset of the amber in order to not have to stop for  
12 the red. Drivers will speed up from a distance so as to pass through that green, and having  
13 stopped for red, front line vehicles typically speed up to make up for lost time. That there is an  
14 understanding that there would be delays without the traffic control signal, but that the signal  
15 was timed to give up to 30seconds of delay when working colors and drivers did have alternate  
16 routes north and south of McKinney Street.  
17

18 John Crew, Commission Member stated that currently there was a signalized light for pedestrian  
19 at that intersection and staff wanted to remove it and replace it with a HAWK signal? He then  
20 asked about the economy of the change.  
21

22 Vokoun replied that was correct and that there are always costs associated with modifications,  
23 but that because most of the equipment was already there, most of the cost would be for the  
24 removal of the extra items not needed for the HAWK and many of the items removed could be  
25 used at other locations.  
26

27 Howell asked how staff would inform the driving public how the signal operated.  
28

29 Vokoun stated he has been in communication with the Tucson people and they are willing to  
30 share a video which staff would televise on the cable channel. Staff would also arrange for  
31 coverage in the local newspaper and post information on the city's web page.  
32

33 Commissioner Ricks asked if the HAWK was an instantaneous device in providing the walk and  
34 that it appeared it would be more user friendly than an existing stop signal.  
35

36 Vokoun replied that once the push button was activated, the wait time could be considerably less  
37 than the current traffic control signal and that it is very user friendly.  
38

39 Commission Member Cheek asked why the stop light was placed on flashing and why staff was  
40 considering removal of the signal.  
41

42 Vokoun replied that according to the Manual of Uniform Traffic Control Devices (MUTCD), a  
43 signal should be studied if circulation has changed, considered for removal if it no longer meets  
44 the warrants of the MUTCD and, if it does not meet the warrants, should be placed on flash a  
45 minimum of 90 days for further studies and observations. As traffic circulation has changed  
46 considerably with the closing of the Sullivan Keller Elementary School, the signal warrants study  
47 was undertaken and the traffic signal found not to meet the traffic volume, pedestrian volume or  
48 accident warrants.  
49  
50

1 Minutes of the Traffic Safety meeting  
2 June 4, 2007  
3 Pages 3 of 3  
4

5 Chair Sawko stated he was not sure he agreed with the school closing data which was from  
6 August of 1992 and was conducted around the time when no school was in session.  
7

8 Vokoun replied it can be assumed that staff had been directed to conduct additional studies after  
9 August and as the signal was installed, the studies would have had to be done.  
10

11 Chair Sawko then opened the meeting for public comments.  
12

13 There were 8 citizens who spoke in opposition to removing the signal and 1 citizen who spoke in  
14 favor.  
15

16 Chair Sawko stated he was in agreement with the opposition that removing the traffic signal  
17 could create a dangerous circumstance, and while the traffic flow is such that it may not meet the  
18 warrants criteria, the signal does certainly slow traffic down.  
19

20 Commissioner Cheek stated she also supported the opposition. The light should remain and be  
21 placed back on working colors.  
22

23 **Commissioner Cheek moved that the commission recommend to the City Council that the**  
24 **signal at McKinney Street and Wood Street be restored to its original function with a**  
25 **second from Commission Crew. The motion was approved by a 6-0 vote.**  
26

27 3) Old Business  
28

29 Vokoun provided updates on miscellaneous items: (1) stop bars would be painted on Avenue B  
30 at Oak and Hickory Streets, (2) retiming of a majority of signals on the major streets in the City  
31 was currently underway and that University Drive should be completed by the end of the week,  
32 (3) TxDOT had agreed to shift the markings of the northbound lanes on Locust Street so there  
33 will be an easier transition at University, and; (4) TxDOT, at the City's request, has changed the  
34 inside left and outside through lane to an inside left and outside through/left lane for Mayhill  
35 Road under the bridge of IH35 for both directions.  
36

37 4) New Business: This provides an item for the Traffic Safety Commission members to suggest  
38 items for future agendas or to request information from the Traffic Engineer.  
39

40 Commissioner Howell requested that staff bring back location suggestions for placement of a  
41 HAWK signal.  
42

43 Commissioner Crew requested an agenda item to consider the purchase of a striping truck.  
44

45 The meeting was adjourned by consensus at 6:53 p.m.  
46

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3 MINUTES  
4 TRAFFIC SAFETY COMMISSION  
5 July 2, 2007  
6

7 After determining that a quorum of the Traffic Safety Commission of the City of Denton, Texas  
8 was present, the Staff Liaison of the Traffic Safety Commission convened into an Open Meeting  
9 on Monday, July 2, 2007 at 5:32 p.m. in the Council Chambers, City of Denton City Hall, 215 E.  
10 McKinney Street, Denton, Texas.

11  
12 **Present:** Harry Phillips, Dr. Michael Kozak, Lelia Howell, Linda Brown and John Crew

13  
14 **Absent:** Chair Greg Sawko, Vice Chair Pat Cheek and Charles Guarnaccia, excused  
15

16 Due to the absence of the Chair and Vice Chair, Traffic Engineer Bud Vokoun called the  
17 meeting to order at 6:30 p.m. and then asked for nominations for a temporary chair to conduct  
18 the meeting.

19  
20 **Commission Member Lelia Howell nominated Commission Member Michael Kozak with a**  
21 **second from Harry Phillips. The nomination was approved by a 5-0 vote.**  
22

23 **OPEN MEETING:**  
24

- 25 1) Consider recommending approval of the Traffic Safety Commission meeting minutes of:  
26 a) June 4, 2007  
27

28 **The minutes were approved as circulated.**  
29

- 30 2) Review and consider approval of a loading zone for 119 West Hickory Street.  
31

32 Bud Vokoun, Traffic Engineer, presented this item stating that Charles Nolet, owner of the  
33 Loophole Courthouse Pub & Grill, has requested a loading zone behind his restaurant. Making  
34 his request, Nolet stated that at times customer's park so close to the back door that bulk items  
35 cannot be brought in through this entrance.  
36

37 Vokoun stated that normally loading zone requests were approved during October, but due to the  
38 urgency of this request, staff is bringing it forward now and as such, the applicant will be charged  
39 a prorated fee until October.  
40

41 **Commission Member Howell moved to approve with a second from Commission Member**  
42 **Phillips. The motion was approved by a 5-0 vote.**  
43

- 44 3) Old Business  
45

46 Vokoun provided a status update regarding Commission Member John Crew's request for an  
47 agenda item to consider the purchase of an additional stripping machine stating that staff was  
48 looking at options and would bring that item forward at the August 2007 meeting.  
49

6 Commission Member Howell asked if Vokoun had received any recommendations for placement  
7 of the HAWK signal. Vokoun replied that he had not. Howell suggested that a possible location  
8 might be on UNT Boulevard at the Coliseum across from the Fouts Field parking lot. Vokoun  
9 stated he would contact UNT to determine if they were interested.  
10

11 4) New Business: This provides an item for the Traffic Safety Commission members to suggest  
12 items for future agendas or to request information from the Traffic Engineer.  
13

14 Chair Kozak asked for a status update on Loop 288 and IH35 (Dallas Parkway) and the DART  
15 stations proposed for the downtown and at Loop 288.  
16

17 Commission Member Linda Brown asked if TxDOT could improve the flow of traffic at the  
18 Loop. Vokoun replied that some adjustments had been made and that traffic flow had improved.  
19

20 Commission Member Howell asked for an update on the planned extension of U.S. Highway  
21 380.  
22

23 The meeting was adjourned by consensus at 5:49 p.m.  
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MINUTES  
TRAFFIC SAFETY COMMISSION  
September 10, 2007

After determining that a quorum of the Traffic Safety Commission of the City of Denton, Texas was present, the Chair of the Traffic Safety Commission convened into an Open Meeting on Monday, September 10, 2007 at 5:30 p.m. in the Council Chambers, City of Denton City Hall, 215 E. McKinney Street, Denton, Texas.

**Present:** Chair Greg Sawko, Lelia Howell, Linda Brown, Charles Guarnaccia, John Crew, and Jason Davis

**Absent:** Pat Cheek and Marion Scott, excused

Also Present: Bud Vokoun, Traffic Engineer  
Frank Payne, City Engineer  
John Knight, Assistant City Attorney  
Ann Forsythe, Boards and Committees Coordinator

**Chair Sawko welcomed new Commission Member Jason Davis.**

**OPEN MEETING:**

- 1) Consider recommending approval of the Traffic Safety Commission meeting minutes of:  
a) July 2, 2007

**The minutes were approved as circulated.**

- 2) Receive a report and hold a discussion regarding Open Government and Conflict of Interest issues from the City Attorney's office.

John Knight, Assistant City Attorney, provided a handout to Commission Members entitled "Matters Common to all Boards." Knight stated that Boards may generally be divided into two types: boards that exercise the sovereign (governmental) functions of the government and boards that perform strictly advisory functions. The Traffic Safety Commission is an advisory board and performs judicial or quasi-judicial functions by administering particular ordinances or regulations. Knight then gave a brief review of the handout material regarding open meeting requirements, the Texas Open Meetings Act, posting of agendas in a timely manner (72 hours prior to the time of the meeting), closed meetings, and the Public Information Act.

Bud Vokoun, Traffic Engineer, asked Knight to clarify New Business and Old Business agenda items as there is uncertainty as to whether items under discussion should be specifically listed on the agenda.

Knight, stated that simply stating "Old Business" and "New Business" on the agenda may not by themselves adequately inform the public of what is to be presented and discussed. What can be done is to treat it somewhat like a citizen's comment period where you don't know necessarily what the topic of discussion will be. If Vokoun knows that he will talk to the Commission about

5 a particular item of interest, it should be put on the agenda for discussion. If it is something that  
6 comes up and it's too late to place it on the agenda and meet the 72 hour posting period, then it is  
7 best to place it on the next meeting agenda. It's very important that the posted agenda accurately  
8 reflect and inform the citizens the items to be discussed during the meeting.  
9

10 Chair Sawko asked if items should be listed in a numeric format. Knight replied he would be  
11 more comfortable with that.  
12

13 Frank Payne, City Engineer, stated that additional items for the City Council and the Public  
14 Utilities Board are handled as an ACM Update with an attached memorandum or, are brought  
15 back at a future meeting. Payne recommended that rather than an Old Business item on the next  
16 agenda, replace it with a "Traffic Engineer Update" category with attached information.  
17

18 Knight agreed that would be appropriate.  
19

20 Knight encouraged the Commission Members to call him if they had any questions or concerns.  
21

22 3) Review and consider approval of a loading zone for 113 Fry Street.  
23

24 Bud Vokoun, Traffic Engineer, presented this item stating that there was a request from the  
25 owner of the establishment for a loading zone and that staff recommends approval.  
26

27 Chair Sawko asked how the loading was accomplished before. Vokoun replied he did not have  
28 any information, but assumed that an existing driveway was utilized.  
29

30 Guarnaccia stated he understood that the loading zone was limited to cars displaying a hand tag  
31 and asked if the request was for two spaces? Vokoun replied it was for one space for two  
32 vehicles with each vehicle receiving a tag for display.  
33

34 Commission Member Jason Davis asked what was to prevent the individual from using the  
35 loading zone as a private parking space. Vokoun replied the ordinance deals with that and it is  
36 the police officer's duty to make that determination.  
37

38 **Chair Sawko called for a motion. Commission Member Howell moved to approve with a**  
39 **second from Commission Member Crew. The motion was approved by a 5-1 vote.**  
40

41 4) Old Business  
42

43 There was no old business.  
44

45 5) New Business: This provides an item for the Traffic Safety Commission members to suggest  
46 items for future agendas or to request information from the Traffic Engineer.  
47

48 Commission Member Guarnaccia stated that the vegetation at Highway 77/Elm Street  
49 southbound on Windsor once again is creating a visibility issue and would Vokoun contact the  
50 appropriate entity to remedy that situation.

5 Commission Member Howell suggested that an appropriate location for the Hawk Signal would  
6 on Bell Avenue where the students are crossing between Administration and College.

7  
8 Commission Member Brown asked about the blinking lights beginning at 10:00 p.m. and  
9 Vokoun replied that was under review and that they would be placed on blinking beginning at  
10 midnight.

11  
12 Chair Sawko asked for a report as to the changes in this Committee's responsibilities and duties  
13 since the Charter Amendments became effective. Sawko stated that apparently in the past,  
14 agenda items included curb cuts and other safety related issues for new projects and that he has  
15 noticed over the last few months there has been absolutely no work for this committee except for  
16 minor things. While they may be substantial for some folks, in reality he is concerned and  
17 believes that this Committee has been foreshadowed and a determination needs to be made as to  
18 whether it is inappropriate for the Committee to continue to meet every month to receive reports  
19 that are really not going to have much effect. Sawko stated he does not intend to be critical but  
20 again noticed that in the last 6 months or so there really have not been any issues and that seems  
21 to be because those issues have been moved someplace else. Because he has served a prior term  
22 he is a little more aware of the fact what this Committee did do and was responsible for much  
23 more significant things within the city and now he thinks it has been put out of business and he  
24 would like to know why.

25  
26 Sawko requested an agenda item at next month's meeting for discussion and possibly an action  
27 item and that Vokoun could inform the Council Members.

28  
29 Commission Howell asked if the turn lane design at State School Road and Mayhill could be  
30 used at Fort Worth Drive.

31  
32 Vokoun reported to Commissioner Crew that he continually asks the Traffic Operation Manager  
33 for the report on a striping machine and is told he will receive it next month and that he has yet  
34 to receive that information. Also, regarding the DISD issue, it is the same situation, still waiting  
35 on a response.

36  
37 The meeting was adjourned by consensus at 6:30 p.m.  
38



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MINUTES  
TRAFFIC SAFETY COMMISSION  
October 1, 2007

10 After determining that a quorum of the Traffic Safety Commission of the City of Denton, Texas  
11 was present, the Chair of the Traffic Safety Commission convened into an Open Meeting on  
12 Monday, October 1, 2007 at 5:30 p.m. in the Council Chambers, City of Denton City Hall, 215  
13 E. McKinney Street, Denton, Texas to consider the following items:

14  
15  
16 **Present:** Chair Greg Sawko, Pat Cheek, Lelia Howell, Linda Brown, Charles Guarnaccia,  
17 John Crew, Jason Davis and Marion Scott

18  
19  
20 **Also Present:** Bud Vokoun, Traffic Engineer  
21 Kim Mankin, Administrative Assistant

22  
23 **Chair Sawko welcomed new member Marion Scott.**

24  
25  
26 **OPEN MEETING:**

- 27  
28  
29 1) Consider recommending approval of the Traffic Safety Commission meeting minutes of:  
30 a) September 10, 2007.

31  
32  
33 **The minutes were approved as corrected.**

- 34  
35  
36 2) Review and consider approval of yearly loading zones.

37  
38  
39 Bud Vokoun, Traffic Engineer, called attention to the listing provided in the backup stating that  
40 the two shown as delinquent, Ash Properties and Sue's Bride and Formal are still delinquent but  
41 both have indicated that they will mail a check for the amount due. Vokoun stated that staff  
42 recommends that all loading zones applications be approved and continued for another year with  
43 the exception of Mr. Dao, who is losing his lease as of January 1, 2008 which explains why he is  
44 requesting a three month extension rather than the normal twelve month renewal.

45  
46  
47 Commissioner Guarnaccia stated that loading zones, according to the Ordinance, are not to be  
48 used for private parking. Vokoun replied that was correct and that enforcement is the  
49 responsibility of the police. Guarnaccia questioned allowing commercial vehicles parking 24  
50 hours a day 7 days a week and for that reason he is reluctant to approve the loading zones.

Commissioner John Crew questioned who set the rates for loading zones. Vokoun replied rates  
were set by Ordinance approved by the City Council.

Commissioner Jason Davis stated he would like to have had information concerning the number  
of trucks and deliveries Zebra Head received.

**Commissioner Pat Cheek moved to approved with a second from Commissioner Lelia  
Howell. The motion was approved by a 5-3 vote.**

**Chair Sawko left the meeting at 5:55 p.m. Co-Chair Pat Cheek presided over the  
remainder of the meeting.**

6 3) Staff Report(s)  
7

- 8 a) Review of lane configuration change for southbound US 377 at IH-35E.  
9

10 Vokoun stated that on two occasions he had observed traffic and found that the inside left turn  
11 lane did have substantially more traffic than the middle through lane; and, as such, has contacted  
12 Buz Elsom, Area Engineer for TxDOT. Elsom's response was positive. However, a formal  
13 request with supporting information must be provided by the City to TxDOT in order for TxDOT  
14 to consider the request. Vokoun will have the information gathered so as to provide the  
15 information to TxDOT.  
16

17 Commissioner Crew inquired about a timetable for widening US Highway 377. Vokoun replied  
18 he had not seen any plans for widening and that plans for a 4-lane widening presented by  
19 TxDOT approximately 8 to 9 years ago were placed on hold after a number of issues were  
20 brought forth during a public hearing. TxDOT shelved the project stating that the widening  
21 would be considered when there was time and money.  
22

23 Co-Chair Cheek asked if businesses on US Highway 377 would be required to donate land for  
24 the roadway. Vokoun replied that if property came in for platting that would be the case,  
25 otherwise TxDOT sets aside money to purchase the additional right-of-way needed.  
26

- 27 4) New Business: This provides an item for the Traffic Safety Commission members to suggest  
28 items for future agendas or to request information from the Traffic Engineer.  
29

30 Chair Sawko requested that the Traffic Safety agenda be emailed to him prior to posting.  
31

32 Co-Chair Cheek requested a status report of items requested by the Commissioners be provided  
33 at each meeting. Vokoun stated he would provide a report indicating whether that item is  
34 complete, incomplete with a progress update on incomplete items.  
35

36 Commissioner Howell asked that Vokoun verify that the loading zone for Andy's Bar and Gill  
37 had been removed.  
38

39 Co-Chair Cheek stated that she believed that the function of the Committee has changed and that  
40 it did not have the clout it once did. She asked for an update on Loop 288 and the lack of  
41 progress thereof. Vokoun stated he would provide an update of projects from Frank Payne, City  
42 Engineer.  
43

44 Commissioner Howell questioned who to complain to about not having clout.  
45

46 Commission Guarnaccia replied that according to John Knight, City Attorney, the Committee did  
47 have some regulatory power and that the Commission is not yet an advisory board. Guarnaccia  
48 stated he had asked that same question to Council Member Jack Thomson and he took it to the  
49 Mayor who replied that he would get advice from the State Attorney General.  
50

1 Draft Minutes – Traffic Safety Meeting

2 October 1, 2007

3 Page 3 of 3

4

5

6 Commissioner Howell requested an update on the turn lane at Eagle Drive at Bell and Dallas  
7 Drive. She also questioned what would happened to the railroad on US 380 when the roadway is  
8 expanded.

9

10 Co-Chair Cheek, stated that parents waiting to pick up children are parking on the cul-de-sac and  
11 that a homeowner had called her because she is unable to get in and out of her driveway during  
12 that time of day. Vokoun asked Cheek to email the exact address.

13

14 Commissioner Brown expressed concern about poor visibility caused by the signal box at the  
15 corner of eastbound Crescent and Carroll Boulevard.

16

17 The meeting was adjourned by consensus at 6:43 p.m.

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MINUTES  
TRAFFIC SAFETY COMMISSION  
November 5, 2007

After determining that a quorum of the Traffic Safety Commission of the City of Denton, Texas was present, the Chair of the Traffic Safety Commission convened into an Open Meeting on Monday, November 5, 2007 at 5:30 p.m. in the Council Chambers, City of Denton City Hall, 215 E. McKinney Street, Denton, Texas.

**Present:** Chair Greg Sawko, Charles Guarnaccia, Pat Cheek, Lelia Howell, Linda Brown, John Crew, Marion Scott and Michael Green

**Absent:** Jason Davis, excused

**Also Present:** Bud Vokoun, Traffic Engineer  
Ann Forsythe, Boards and Committees Coordinator

**Chair Sawko welcomed new Commissioner Member Michael Green.**

**OPEN MEETING:**

- 1) Consider recommending approval of the Traffic Safety Commission meeting minutes of:
  - a) October 1, 2007

**The minutes, with grammatical corrections, were approved as circulated.**

- 2) Election of Officers for the 2007-08 year.

Chair Sawko called for nominations for Chair.

Commissioner Pat Cheek nominated Greg Sawko with a second from Commissioner Charles Guarnaccia.

Commissioner Lelia Howell nominated Commissioner John Crew with a second from Crew.

**Chair Sawko called for a vote with Sawko being elected with a 6-1 vote.**

Chair Sawko called for nominations for a Vice-Chair.

Commissioner Howell nominated John Crew with a second from Commissioner Linda Brown.

Commissioner Cheek nominated Charles Guarnaccia with a second from Chair Sawko.

**Chair Sawko called for a vote with Charles Guarnaccia being elected with a 5-3 vote.**

- 3) Receive a report, hold a discussion and consider approval of No Parking on the North side of Scripture Street from Bryan Street to Ponder Street.

Vokoun presented stating the city had received a request from CityParc Apartments for no parking on the north side of Scripture Street from Bryan Street to Ponder Street. The letter was initiated at the request of the Police department because of accidents occurring in that area. Students will park up to the driveway, obstructing sight distance, which makes it difficult when

6 exiting the complex to see vehicles on Scripture. In speaking with a couple of the apartment  
7 managers some time ago, Vokoun suggested they install a stop sign on the driveway, which has  
8 yet to be done. The problem is that parking occurs so close to the intersection. As indicated in  
9 the backup material, the City usually considers entire blocks which is less confusing and  
10 provides for greater ease of enforcement. Vokoun also stated there had been two severe  
11 accidents occur in that area one being a fatality.  
12

13 Commissioner Cheek stated she had received a call from the North Texas Daily newspaper  
14 asking if the Commission had received a petition to place a stop sign at Fry and Scripture. She  
15 replied there had been no petition received; Vokoun indicated that he was also not aware of one.  
16

17 Vokoun stated that a 4-way stop requires an average of 500 vehicles for 8 hours during a 24 hour  
18 period or 5 correctable accidents. The last two accidents might have been defined as correctable,  
19 but there were extenuating circumstances and it was felt they were the exception to the rule and  
20 therefore does not meet the criteria.  
21

22 Commissioner Green asked if the accidents were occurring in the no parking zone or at the  
23 intersection. Vokoun replied most occurred at the intersection although one of the pedestrian  
24 involved accidents was 75' away. Green asked if is involved a parked car or two vehicles.  
25 Vokoun replied it involved a pedestrian who walked out from behind a parked car.  
26

27 Commissioner Guarnaccia asked what would prevent painting yellow curbs for a particular  
28 distance on either direction of the driveway and designating as no parking. Vokoun stated it  
29 painting curbs is labor intensive and requires maintenance.  
30

31 Chair Sawko asked who was parking in this area. Vokoun replied it is believed a substantial  
32 number are students who live in the apartments immediately adjacent to the street. Chair Sawko  
33 asked if notice was given to folks in the area of the intent to create a no parking zone. Vokoun  
34 replied it had not.  
35

36 Chair Sawko expressed concern with making the entire block no parking and was there some  
37 utility in creating some parking barriers such as from a certain distance to a certain distance.  
38 Vokoun stated he preferred entire blocks for reasons he has stated and during the day it gets  
39 down to the students who do not want to pay the UNT parking fees. It is an inconvenience to the  
40 neighbors particularly in the southeast corner when that resident had difficulty getting out of her  
41 driveway. Vokoun stated he received calls frequently from residents throughout this UNT area  
42 about vehicles parking too close either on the driveway or across the street to the point where  
43 they cannot back out. Vokoun could only reply to ask for a petition. Vokoun stated that in this  
44 case the request is for 24 hours 7 day a week but can be modified to 8:00 a.m. to 5:00 p.m. or  
45 some other similar times to allow for evening parking.  
46

47 **Commissioner Crew motioned to have the no parking zone on the north side of Scripture**  
48 **for 30', from each side of the driveway. The motion failed for lack of a second.**  
49  
50

6 Commissioner Guarnaccia asked what would happen if the Commission moved to approve this  
7 request at staff's recommendation conditional upon the complex meeting some requirements  
8 such as installing the stop sign or whatever staff might request. Vokoun replied it would prohibit  
9 staff from installing no parking as quickly as possible after City Council approves it.

10  
11 Commissioner Crew asked how many parking spaces will be eliminated. Vokoun estimated  
12 about thirty-two.

13  
14 Commissioner Crew stated that the actual distance concern him and his point in the motion was  
15 he did not believe the city could block the entire side of the street.

16  
17 **Commissioner Crew motioned to have no parking on the north side of Scripture for 75',  
18 from each side of the driveway as well as 75' on the north side of Scripture easterly from  
19 the intersection of Bryan Street and 75' on the north side of Scripture westerly from the  
20 intersection of Ponder Street. The motion failed for lack of a second.**

21  
22 Commissioner Cheek motioned to approve staff's recommendation with a second from  
23 Commissioner Marion Scott.

24  
25 Commissioner Guarnaccia requested a friendly amendment stating if the motion passed that staff  
26 send a letter stating that Traffic Safety Commission voted to approve the request and would  
27 strongly recommend the installation of a stop sign as soon as possible.

28  
29 Cheek stated she would agree only if staff were agreeable. Vokoun replied he was agreeable to  
30 the letter but that it should not be a part of the motion and should be brought up under new  
31 business.

32  
33 Chair Sawko stated he thought that could be dealt with a separate motion. Guarnaccia agreed to  
34 move that request to new business.

35  
36 Commissioner Howell stated she would like to not approve the entire block but cut it back and  
37 take it away from those intersections a little bit.

38  
39 Commissioner Green asked if there were any restrictions on the north side west of the location  
40 on Bryan Street. Vokoun replied he was not aware of any on Scripture west of Bryan.

41  
42 Commissioner Cheek called for end of the discussion.

43  
44 **The motion was approved by an 8-0 vote.**

45  
46 4) Staff Report(s)

47 a) Traffic Safety Commission duties, open discussion. (See Attachment A)

48 Because of time constraints, the Commission decided to continue the discussion on this  
49 item next month.

6 **Commissioner Member Cheek moved to table Items b through n until the December**  
7 **meeting with a second from Commissioner Guarnaccia. The motion was approved by an 8-**  
8 **0 vote.**  
9

- 10 b) Open discussion about revisions to applicable Loading Zone Ordinances. (See  
11 Attachment B)
- 12 c) Visibility concerns about foliage on northbound and southbound Elm/US77 at Windsor.  
13 (Ongoing, see Attachment C)
- 14 d) Visibility concerns on eastbound Crescent and Carroll Boulevard. (Ongoing, see  
15 Attachment D)
- 16 e) Request for information about warranted signals. (See Attachment E)
- 17 f) Improvements to Eagle/Bell/Dallas Drive. (See Attachment F)
- 18 g) Request for information about pavement markings machine. (Ongoing, no current  
19 report.)
- 20 h) Possible Hawk signal on Hobson for South Lakes Park. (See Attachment H)
- 21 i) Possible Hawk signal on Bell for TWU. (Ongoing, no current report)
- 22 j) Possible Hawk signal on Texas Blvd for UNT. (Ongoing, no current report)
- 23 k) Verify that the loading zone for Andy's Bar and Gill had been removed. (On- going, no  
24 current report)
- 25 l) Concern that parents waiting to pick up children from WS Ryan Elementary are parking  
26 on the cul-de-sac and a homeowner called because she is unable to get in and out of her  
27 driveway during that time of day.
- 28 m) Request for updates for various TxDOT highways. (See Attachment M)
- 29 n) Request for information on Oak/Hickory on why some section are 2-way and others are  
30 one-way. (Ongoing, no current report)

31  
32 5) New Business: This provides an item for the Traffic Safety Commission members to suggest  
33 items for future agendas or to request information from the Traffic Engineer.  
34

35 **As discussed during Item 2, Vokoun will draft a letter to CityParc requesting that a stop**  
36 **sign be installed at the exit onto Scripture Street.**  
37

38 The meeting was adjourned by consensus at 6:59 p.m.  
39

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MINUTES  
TRAFFIC SAFETY COMMISSION  
January 7, 2008

10 After determining that a quorum of the Traffic Safety Commission of the City of Denton, Texas  
11 was present, the Chair of the Traffic Safety Commission will convene an Open Meeting on  
12 Monday, January 7, 2008 at 5:30 p.m. in the Council Chambers, City of Denton City Hall, 215 E.  
13 McKinney Street, Denton, Texas to consider the following items:

14  
15 **Present:** Lela Howell, Linda Brown, Pat Cheek, John Crew, Marion Scott, Jason Davis  
16 (arrived at 5:35 p.m.), and Michael Green (arrived at 5:37 p.m.)

17  
18 **Absent:** Chair Greg Sawko and Co-Chair Charles Guarnaccia, excused

19  
20 **Also Present:** Bud Vokoun, Traffic Engineer  
21 Chief Roy W. Minter Jr., Police Chief  
22 Captain Scott Langford  
23 Lieutenant Scott Fletcher  
24 Ann Forsythe, Boards and Committees Coordinator

25  
26 Bud Vokoun, Traffic Engineer, announced that with the absence of the Chair and the Co-Chair  
27 at tonight's meeting and opened the floor for nominations for a temporary chair, vote, and  
28 assuming that no one individual receives the majority of votes, reopen the vote with the top two  
29 vote nominees.

30  
31 Commissioner Pat Cheek nominated Commissioner John Crew with a second from  
32 Commissioner Lelia Howell. Commissioner Marion Scott nominated Commissioner Cheek who  
33 declined the nomination. With no further nominations, Vokoun closed the nominations and  
34 called for a vote. Commissioner Crew was elected by a 6-0 vote.

35  
36 **OPEN MEETING:**

- 37  
38 1) Consider recommending approval of the Traffic Safety Commission meeting minutes of:  
39 a) November 5, 2007

40  
41 **The minutes, with grammatical corrections, were approved as circulated.**

- 42  
43 2) Review and provide comments about potential red light camera system installations at various  
44 intersections at which at least one leg is a TxDOT highway.

45  
46 Bud Vokoun, Traffic Engineer, called on Captain Scott Langford. Captain Langford's presentation  
47 provided background information from Chapter 707 of the Transportation Code which prescribes  
48 how red light cameras would be operated, as well as requirements for installation. The requirements  
49 also set out the selection process for installation of cameras at intersections based on volume,  
50 history of vehicle crashes and frequency of red light violations. Intersections identified and  
recommended for red light camera installation are (1) University Drive and Carroll Boulevard, (2)  
University Drive and Mayhill Road; and, (3) Fort Worth Drive and I-35E.

Commission Lelia Howell asked if there would be a grace period for motorist. Lieutenant  
Fletcher stated there is a 30-day period.



6 Commissioner Crew asked about revenues generated from the cameras. Fletcher replied after  
7 cost of installation, revenue would be shared with the State.  
8

9 Commissioner Howell asked when the cameras would be installed. Langford replied installation  
10 should be completed by March 2008.  
11

12 **Commissioner Jason Davis moved to approve with a second from Commissioner Michael**  
13 **Green. The motion was approved by a 7-0 vote.**  
14

15 3) Review and consider Traffic Safety Commission duties and recommendation to council on  
16 viability of commission.  
17

18 Vokoun read a request from Chair Greg Sawko to postpone Item 3 to the February 4, 2008  
19 meeting.  
20

21 **Commissioner Pat Cheek motioned to approve postponement to the February 4, 2007**  
22 **meeting with a second from Commissioner Lelia Howell. The motion was approved by a 7-**  
23 **0 vote.**  
24

25 4) Staff Report(s)

- 26 a) Open discussion about revisions to applicable Loading Zone Ordinances - **Possible action**  
27 b) Visibility concerns about foliage on northbound and southbound Elm/US77 at Windsor.  
28 (Ongoing) – **Informational; staff provided information, there were no additional**  
29 **requests of staff from the Commission, this item will be removed from next**  
30 **meeting’s agenda.**  
31 c) Visibility concerns on eastbound Crescent and Carroll Boulevard. (Ongoing) -  
32 **Informational; staff provided information, there were no additional requests of staff**  
33 **from the Commission, this item will be removed from next meeting’s agenda.**  
34 d) Request for information about warranted signals. **Informational; staff provided**  
35 **information, there were no additional requests of staff from the Commission, this**  
36 **item will be removed from next meeting’s agenda.**  
37 e) Improvements to Eagle/Bell/Dallas Drive. **Informational; staff provided information,**  
38 **there were no additional requests of staff from the Commission, this item will be**  
39 **removed from next meeting’s agenda.**  
40 f) Request for information about pavement markings machine. (Ongoing, no current  
41 report.) - **Informational**  
42 g) Possible Hawk signal on Hobson for South Lakes Park. **Informational; staff provided**  
43 **information, there were no additional requests of staff from the Commission, this**  
44 **item will be removed from next meeting’s agenda.**  
45 h) Possible Hawk signal on Bell for TWU. (Ongoing, no current report) - **Informational**  
46 i) Possible Hawk signal on Texas Blvd for UNT. (Ongoing, no current report) –  
47 **Informational**  
48

6 j) Verify that the loading zone for Andy's Bar and Gill had been removed - **Informational;**  
7 **Commissioner Howell indicated that it appeared that this item has been resolved,**  
8 **this item will be removed from next meeting's agenda.**

9 k) Concern that parents waiting to pick up children at WS Ryan Elementary School are  
10 parking on the cul-de-sac and a homeowner called because she is unable to get in and out  
11 of her driveway during that time of day. (On- going, no current report) - **Informational**

12 l) Request for updates for various TxDOT highways – **Informational; staff provided**  
13 **information, there were no additional requests of staff from the Commission, this**  
14 **item will be removed from next meeting's agenda.**

15 m) Request to send letter to Cityparc requesting installation of a stop sign - **Informational;**  
16 **staff provided information, there were no additional requests of staff from the**  
17 **Commission, this item will be removed from next meeting's agenda.**

18 n) Request for information on Oak/Hickory on why some sections are 2-way and others are  
19 one-way. (Ongoing, no current report) - **Informational**

20  
21 5) New Business: This provides an item for the Traffic Safety Commission members to suggest  
22 items for future agendas or to request information from the Traffic Engineer.  
23

24 Old North Road @ U.S. 380  
25

26 Commissioner Green expressed concern with speeding on McDonald, Scott, Reed and Kerley  
27 Streets and asked if a speed limit sign to be installed. Vokoun replied speed limit signs were not  
28 normally posted in that the prima facie speed limit in neighborhood is 30 miles per hour. Staff  
29 can work with the police department if necessary to ticket speeders. Vokoun also stated  
30 consideration had been given to printing flyers for distribution to remind drivers of the prima  
31 facie speed. Vokoun will place on staff report for follow up.  
32

33 Commissioner Crew expressed concerns about the lane shift on Vintage Boulevard. Vokoun will  
34 place on staff report for follow up.  
35

36 Commissioner Crew asked for information on speed limits within the city specifically on  
37 Colorado Boulevard. Vokoun will place on staff report for follow up.  
38

39 **The meeting was adjourned by consensus at 7:10 p.m.**  
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MINUTES  
TRAFFIC SAFETY COMMISSION  
February 4, 2008

10 After determining that a quorum of the Traffic Safety Commission of the City of Denton, Texas  
11 is present, the Chair of the Traffic Safety Commission convened into an Open Meeting on  
12 Monday, February 4, 2008 at 5:30 p.m. in the Council Chambers, City of Denton City Hall, 215  
13 E. McKinney Street, Denton, Texas.

14  
15 **Present:** Chair Greg Sawko, Charles Guarnaccia, Lela Howell, Linda Brown, John Crew,  
16 Marion Scott, Michael Green and Jason Davis (arrived at 5:34 p.m.)

17  
18 **Absent:** Pat Cheek, excused

19  
20 **Also Present:** Bud Vokoun, Traffic Engineer  
21 Jim Coulter, Director Water Wastewater Utilities  
22 Frank Payne, City Engineer  
23 Ron Menguita, Planner III  
24 Ann Forsythe, Boards and Committees Coordinator

25  
26 **OPEN MEETING:**

- 27  
28 1) Consider recommending approval of the Traffic Safety Commission meeting minutes of:  
29 a) January 7, 2008

30  
31 **The minutes, with corrections, were approved as circulated.**

- 32  
33 2) Hold a meeting and consider making a recommendation to City Council regarding changing  
34 the street name of Pearl Street to McKinney Street between Bolivar Street and Carroll  
35 Boulevard. The Historic Landmark Commission recommends approval on January 14, 2008  
36 (7-0).

37  
38 Bud Vokoun, Traffic Engineer, called on Ron Menguita, Planner III, to present. Menguita stated  
39 the request came from NorthStar Bank to change the name from Pearl Street along McKinney Street  
40 to Carroll Boulevard. The reason for the name change request is due to confusion that motorists  
41 traveling south or north bound on Carroll Boulevard often miss the street due to the fact McKinney  
42 Street does not extend over to Carroll Boulevard. At the same time, motorists traveling westbound  
43 tend to get confused as they pass Bolivar Street and realize that they are not on McKinney any  
44 longer.

45  
46 **Commissioner Guarnaccia moved to approve with a second from Commission Michael  
47 Green. The motion was approved by an 8-0 vote.**

- 48  
49 3) Review and consider Traffic Safety Commission duties and recommendation to Council on  
50 viability of commission.

Chair Sawko provided a history of the Citizens Traffic Safety Support Commission stating it was established in 1973 as an advisory only commission. In 1991 there was an amendment which gave final authority over all appeals and variances involving parking lots, driveway permits, curb cuts and like items. In 1993 the name was changed to Traffic Safety Commission.

6 Sawko next referred to an email from Jerry Drake, Assistant City Attorney, stating that the  
7 Denton Development Code (DDC) initiated in 2002 changed all boards and commissions to  
8 advisory only. Sawko stated that the reason he mentions this is because there have been several  
9 issues which have been very public and very safety oriented that have come before the Planning  
10 & Zoning Commission (P&Z) and not before Traffic Safety Commission. A review of the  
11 information provided in the packet indicates that the job and responsibility of the Commission is  
12 to look after the safety of citizens in our community. Although the changes to the DDC were  
13 passed in 2002, its consequences were not implemented until later. Sawko stated he respectfully  
14 disagrees with Drake's interpretation and nowhere, that he is aware of, does it point out in the  
15 Development Code to specifically remove those powers from the Traffic Safety Commission.  
16

17 Sawko called attention to a list, which he provided all the Commissioners prior to the meeting, of  
18 various traffic related items considered during meetings he had been involved in, beginning with  
19 his first appointment to the Commission and how they have changed since his reappointment in  
20 October 2006. Sawko then reviewed the list of items considered by the Commission (see  
21 attached). Sawko pointed out that the Commission clearly has viable authority concerning  
22 loading zones. In reviewing packets since he has been Chair, the Commission made  
23 recommendations on speed limits on state highways, a signal at McKinney and Wood Streets,  
24 and reviewed Chapter 35 of the City's Code.  
25

26 Sawko stated that the point of this request is to show that this Commission had been more  
27 effective previously and most useful when it had the ability and power to evaluate, review, and  
28 protect the public against developers and bad decisions related to safety issues.  
29

30 In reviewing the prior years he was involved in, Sawko pointed out that in some of those years  
31 since the DDC passed, the Commission should have been advisory and that the City clearly  
32 allowed the Commission to continue to act in a capacity that was not advisory in making the  
33 final decisions concerning curb cuts. The Commission went through a very stringent learning  
34 curve on how to qualify for a variance and everyone was sensitive to that even though there  
35 were, at times, very compelling arguments.  
36

37 Sawko stated that his concern is that the Commission has either outlived its usefulness or is not  
38 being given due regard. Mostly, he is concerned that our citizens are not getting the ability to  
39 have these issues of traffic safety reviewed by a Commission whose job is to look at it from that  
40 point of view. If you look at the Fry Street CVS Pharmacy, regardless of how it came out,  
41 everyone who dealt with that issue was concerned with safety. Sawko believes that this was an  
42 example of how the Commission could have made a recommendation to the City Council about  
43 the various safety aspects of the development. He believes the Commission serves a very  
44 important purpose.  
45

46 Chair Sawko called for discussion.  
47

48 Commissioner John Crew stated he believed it was the Commission's responsibility to represent  
49 the citizens of Denton and it is the Commission's responsibility to step up and make the city  
50 aware of what the issues are.

6 Co-Chair Charles Guarancia remarked that given the growth in population and building in the  
7 community and in metro Denton, this seems to be a terrible time to not have a specific group  
8 whose sole purpose is public safety.  
9

10 Commissioner Lelia Howell stated she was in agreement with Commission Crews statement  
11 adding that it was the Commissioners' responsibility to make the Commission viable.  
12

13 Commissioner Green stated the reason he is serving is to use his experience to help make the city  
14 safer and to look after the safety of the citizens. He believes the Commission should draft  
15 something to take to the Council.  
16

17 Commissioner Green made the motion that the Commission drafts a recommendation to the City  
18 Council as a motion to reinstate the Commission authority.  
19

20 Commissioner Howell stated that before the Commission makes a motion, it must first have a  
21 clear understanding of what it wants to do.  
22

23 Vokoun offered the suggestion that the Commission draft a document starting with the 1973  
24 resolution as a basis, acquire input via email from the Commissioners, and have staff put a draft  
25 together for next month's meeting as a request for a work session with the City Council to  
26 express its concerns. Council can then give direction to the Commission and/or staff to proceed  
27 with another resolution or ordinance concerning the duties of the Commission.  
28

29 Sawko commented that there had been a lot of turnover with personnel within the City ranks and  
30 he's not sure there is a history to provide city staff or the City Council with a good knowledge of  
31 what happened back in 1991.  
32

33 Vokoun stated he could provide Traffic Safety Commission packets from 1977 forward and can  
34 provide those if the Commission wants it.  
35

36 Guarancia stated what he liked the most about the suggestion is that it would accomplish  
37 scheduling a work session with the City Council.  
38

39 Vokoun next stated that the Commission might consider beginning with the Mobility Committee.  
40

41 Chair Sawko stated he was not in agreement with the Commission beginning with the Mobility  
42 Committee. Commission Crew also agreed.  
43

44 Commissioner Davis stated that what he was hearing is that the Commission has made a lot of  
45 important decisions some time ago and those opportunities have been taken away. He stated he  
46 believed that the City Council had just as much ability at making good decisions as the  
47 Commission, so if they would like the P&Z to make those decisions and they want to share in  
48 making those decisions, that is fine, he is not married to this union. If this Commission went  
49 away, his feelings would not be hurt. The Council needs to decide if it wants the Commission to  
50 make important decisions.

6 Guarnaccia stated that the charge of the group is specifically safety related with a responsibility  
7 to the citizens where the Planning and Zoning Commissions' primary focus is development of  
8 the Denton community. Being responsible for development might at some point dissuade one  
9 from a discerning review of safety related issues. He thinks it is possible for those two goals on  
10 occasion to be contradictory to one another.

11  
12 Chair Sawko asked Commission Green if he wanted to amend his motion.

13  
14 **Commissioner Green moved to amend his motion that staff would put together a work**  
15 **session with the Commission and Council, preferably in a public forum so that citizens may**  
16 **have a chance to voice an opinion, to determine what is best for the Traffic Safety**  
17 **Commission.**

18  
19 **Commission Crew motioned to approve with a second from Commission Howell. The**  
20 **motion was approved by an 8-0 vote.**

21  
22 There was then a discussion regarding the appointment of a subcommittee to draft a resolution  
23 for review and approval by the Commission at its March meeting and for staff to schedule a  
24 work session with the City Council for the April 1, 2008 meeting.

25  
26 Chair Sawko called for volunteers. Commissioners Guarnaccia, Crew and Chair Sawko  
27 volunteered.

28  
29 **Chair Sawko asked Commissioner Guarancia if he wanted to amend the motion so as to**  
30 **include "the Commissioners will appoint among themselves a Subcommittee of three to**  
31 **draft a proposal to be looked at by City Council at the April 1<sup>st</sup> work session that will first**  
32 **be reviewed by the entire Traffic Safety Commission at the meeting of Monday, March 3,**  
33 **2008." Commissioner Guarnaccia stated that was correct and Commissioner Green**  
34 **seconded the amendment. The motion was approved by an 8-0 vote.**

35  
36 4) Staff Report(s)

- 37 a) Open discussion about revisions to applicable Loading Zone Ordinances. (See Exhibit 1  
38 - **Possible action**

39 This item was tabled and will be considered at the March meeting.

- 40 b) Visibility concerns about foliage on northbound and southbound Elm/US77 at Windsor.  
41 (Ongoing) - **Informational**
- 42 c) Visibility concerns on eastbound Crescent and Carroll Boulevard. (Ongoing) -  
43 **Informational**
- 44 d) Request for information about warranted signals. **Informational**
- 45 e) Improvements to Eagle/Bell/Dallas Drive. **Informational**
- 46 f) Request for information about pavement markings machine. (Ongoing, no current  
47 report.) - **Informational**
- 48 g) Possible Hawk signal on Hobson for South Lakes Park. **Informational**
- 49 h) Possible Hawk signal on Bell for TWU. (Ongoing, no current report) – **Informational**
- 50

6 i) Possible Hawk signal on Texas Blvd for UNT. (Ongoing, no current report) -

7 **Informational**

8 j) Verify that the loading zone for Andy's Bar and Gill had been removed. (On- going, no  
9 current report) - **Informational**

10 k) Concern that parents waiting to pick up children at WS Ryan Elementary School are  
11 parking on the cul-de-sac and a homeowner called because she is unable to get in and out  
12 of her driveway during that time of day. (On- going, no current report) - **Informational**

13 l) Request for updates for various TxDOT highways. (See Exhibit 1) – **Informational**

14 m) Request to send letter to Cityparc requesting installation of a stop sign. (Exhibit 1) -  
15 **Informational**

16 n) Request for information on Oak/Hickory on why some sections are 2-way and others are  
17 one-way. (Ongoing, no current report) - **Informational**

18 o) Request for information on speed limits within the city limits. – **Informational**

19 p) Request for information lane shift on Vintage Boulevard. – **Informational**

20 q) Request for information on speed limits on Colorado Boulevard. – **Informational**

21  
22 5) New Business: This provides an item for the Traffic Safety Commission members to suggest  
23 items for future agendas or to request information from the Traffic Engineer. New items  
24 were expressed and will be listed on the next meeting's agenda  
25

26 The meeting was adjourned by consensus at 7:30 p.m.

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MINUTES  
TRAFFIC SAFETY COMMISSION  
March 3, 2008

10 After determining that a quorum of the Traffic Safety Commission of the City of Denton, Texas  
11 was present, the Chair of the Traffic Safety Commission convened into an Open Meeting on  
12 Monday, March 3, 2008 at 5:30 p.m. in the Council Chambers, City of Denton City Hall, 215 E.  
13 McKinney Street, Denton, Texas.

14  
15 **Present:** Chair Greg Sawko, Charles Guarnaccia, Lela Howell, Pat Cheek, John Crew,  
16 Marion Scott, Michael Green and Jason Davis

17  
18 **Absent:** Linda Brown, excused

19  
20 **Also Present:** Bud Vokoun, Traffic Engineer  
21 Ann Forsythe, Boards and Committees Coordinator  
22 Taylor Rice, Physical Security Manager of FEMA  
23 Jessey Johnson, citizen

24  
25 **OPEN MEETING:**

- 26  
27 1) Consider recommending approval of the Traffic Safety Commission meeting minutes of:  
28 a) February 4, 2008

29  
30 **The minutes were approved as circulated.**

- 31  
32 2) Receive a report and hold a discussion regarding a recommendation to City Council of a No  
33 Parking restriction at the request of FEMA on both sides of Kimberly Street from Karina Drive  
34 to its current southerly terminus.

35  
36 Bud Vokoun introduced Taylor Rice as the spokesperson for FEMA.

37  
38 Mr. Rice state that the request is being made due to security concerns for the 600 to 800 employees.  
39 Kimberly Street's closest curb is 39 feet from the southwest side of the facility which houses  
40 numerous office spaces and therefore provides the opportunity for parking on the street by persons  
41 other than FEMA employees close to the building. Mr. Rice referenced a memorandum that  
42 indicated a desired security area with a minimum of a 100 foot perimeter.

43  
44 Commissioner Michael Green asked if FEMA owned the property west of the facility. Vokoun  
45 replied that it did not but that Denton County is in the process of purchasing much of the property in  
46 the area and is requesting the roadways to be marked with a continuous 2-way left turn pocket and  
47 one through lane in each direction, which would preclude parking on these streets anyway.

48  
49 Chair Sawko asked if the reason for the request was Homeland Security.

50  
51 Mr. Rice stated that was correct.

**Commissioner Charles Guarnaccia moved to approve Item 2 with a second from  
Commissioner John Crew. The motion was approved by a 7-0 vote with Commissioner Lelia  
Howell voluntarily removing herself temporarily during the vote by indicating that she is  
currently employed by FEMA and there may be a conflict of interest.**



- 6 3) Receive a report and hold a discussion regarding a recommendation to City Council of a No  
7 Parking restriction at the request of the homeowners on both sides of Savanna Trail from  
8 Pembroke Place/Fairfax Trail to Teasley Lane/FM2181.  
9

10 Vokoun introduced Jessey Johnson, one of the citizens requesting the no parking designation. Mr.  
11 Johnson stated there were only two houses on Savanna Trail, his and Dr. Gerald Brenholtz that are  
12 affected by the number of vehicles parking on both sides. People park on this street to access a  
13 pond in the park across Teasley Lane for fishing and there are times when vehicles are parked so  
14 close to his driveway he cannot gain access to his driveway and must park his vehicle in Dr.  
15 Brenholtz driveway as he runs a heating and air conditioning business and frequently has a trailer  
16 attached to his truck. Mr. Johnson stated he believes this is a safety concern for all parties involved  
17 because they park so close to Teasley Lane that vehicles turning from Teasley have difficulty  
18 maneuvering through the narrowness of Savannah Trail because of the vehicles that are parking on  
19 both sides of this roadway.  
20

21 Commissioner Lelia Howell stated she drove to that area and could confirm that issues stated by  
22 Mr. Johnson do exist; that it is a very tight area and a right hand turn into the driveway would be  
23 very difficult. Chair Sawko agreed stating he regularly drives that area and has observed the parked  
24 vehicles blocked which does create a hazard.  
25

26 **Commissioner John Crew moved to approve Item 3 with a second from Commissioner**  
27 **Howell. The motion was approved by an 8-0 vote.**  
28

- 29 4) Receive a report from the Traffic Safety Subcommittee Traffic and hold a discussion regarding  
30 a recommendation to the City council on the viability of the Commission.  
31

32 Chair Sawko stated that a Memorandum of Proposed Duties with Exhibits A through E has been  
33 provided for the Commissioner's review (Attached). Sawko called for a 10 minute break to  
34 allow time for the Commissioners to review the Memorandum and Exhibits. The break began at  
35 5:55 p.m. with the Chair reconvening the meeting at 6:05 p.m.  
36

37 Chair Sawko provided a brief history of the Commission beginning with a 1973 Ordinance  
38 creating the Commission as a non-advisory board. In 1991, Ordinance 91-168 granted final  
39 authority to the Commission over appeals and variances involving parking lot/driveway permits.  
40 Ordinance 939-145 changed the name from the Citizen Traffic Safety Support Commission. The  
41 memo from Jerry Drake, from the City Attorney's office, indicated that among other legislation,  
42 Denton Development code of 2002 stripped the Commission of its authority to review variances  
43 and now the Commission is only empowered for the consideration of loading zones. Sawko  
44 pointed out that Charter Amendments passed in 2006 moves powers from decision-making to  
45 advisory. The Chair pointed out that the description of the duties of the Commission had been  
46 recently removed from the City's web page.  
47

48 Chair Sawko called for comments and/or discussion from Commissioners.  
49

50 Commissioner Howell suggested that the proposed statement of purpose for the Traffic Safety  
51 Commission include the review of traffic/pedestrian safety issues and emergency evacuation  
52 routes.

6 Commissioner Michael Green expressed concern that the Commission might be asking for  
7 something that other Boards and Committees do not have. Chair Sawko stated he was not so  
8 concerned with having authority but rather the opportunity to hear any safety related issues and  
9 make recommendations accordingly.

10  
11 Commissioner John Crew expressed concern that the proposed duties would be too broad and  
12 should be restricted to Items i through iv.

13  
14 Commissioner Cheek stated she liked the entire proposal and would not remove any of the  
15 language.

16  
17 Chair Sawko called for a motion. Commissioner Green motioned that the Subcommittee meet  
18 and amend the document per tonight's discussion and present it to staff with the request that it be  
19 placed it on the April 1, 2008 City Council work session agenda for presentation and discussion  
20 with a second from Commission Cheek. The motion was approved by an 8-0 vote.

21  
22 Chair Sawko stated he would defer making the presentation as his business partner is running for  
23 Mayor. Commissioners Marion Scott, John Crew and Michael Green volunteered to make the  
24 presentation.

25  
26 **Chair Sawko, at this time, moved to table Agenda Items 5 through 8 to April 7, 2008 and to**  
27 **adjourn the meeting due to weather conditions with a second by Commissioner Pat Cheek.**  
28 **The motion was approved by an 8-0 vote.**

29  
30 5) Hold a discussion on possible rewording of Loading Zone related Ordinances.

31  
32 6) Hold a discussion regarding designations of Oak and Hickory Streets being one-way/two-  
33 way traffic.

34  
35 7) Staff Report(s)

36 a) Update on request for a pavement markings machine - (Ongoing, no current report) -  
37 **Informational.**

38 b) Request for information on speed limits within the city limits. - (Ongoing, staff will  
39 provide update) - **Informational**

40 c) Possible Hawk signal on Texas Blvd for UNT. (Ongoing, no current report) -  
41 **Informational**

42 d) Possible Hawk signal on Bell for TWU. (Ongoing, no current report) - **Informational**

43 e) Update on parents waiting to pick up children at the WS Ryan Elementary School  
44 parking on the cul-de-sac and making it difficult for homeowners to get in and out of  
45 their driveways. (Ongoing, no current report) - **Informational**

46 f) Southbound Dallas Drive at Teasley Lane, left turn lane is overflowing into the through  
47 lane. Can the inside through lane be made a left/through? - (Ongoing, staff will  
48 provide update) - **Informational**

49 g) Concern about speeding on McDonald, Scott, Reed and Kerley Streets. (Ongoing, no  
50 current report) - **Informational**  
51

- 6 h) Morse Street between LP288 and Mayhill Road, markings need attention – (Ongoing,  
7 staff will provide update) – **Informational**
- 8 i) Bryan Street/Scripture Street area, on-street parking has increased and creating various  
9 problems at the intersection because the streets are narrow. (Ongoing, no current  
10 report) - **Informational**
- 11 j) Duncan at Shady Oaks, left turn being restricted by parking on street. (Ongoing, no  
12 current report) – **Informational**
- 13 k) (?Duncan at Willow Springs?), 16 wheeler parking. (Ongoing, no current report) –  
14 **Informational**
- 15 l) Southbound Woodrow at Shady Oaks, excessive backup. (Ongoing, no current report)  
16 – **Informational**
- 17 m) Windsor west of Sherman, on street parking is restricting vehicle travel. (Ongoing, no  
18 current report) – **Informational**
- 19 n) Lillian Miller at CVS Pharmacy – traffic backup prevents drivers from exiting parking  
20 lot. (On-going, no current report) - **Informational**
- 21 o) Hobson Lane at FM 1830 - create double turn lane or left turn only. (On-going, no  
22 current report) - **Informational**

23  
24 8) New Business: This provides an item for the Traffic Safety Commission members to suggest  
25 items for future agendas or to request information from the Traffic Engineer.  
26

27 **The meeting was adjourned by consensus at 7:30 p.m.**

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MINUTES  
TRAFFIC SAFETY COMMISSION  
April 7, 2008

10 After determining that a quorum of the Traffic Safety Commission of the City of Denton, Texas  
11 was present, the Chair of the Traffic Safety Commission convened into an Open Meeting on  
12 Monday, April 7, 2008 at 5:30 p.m. in the Council Chambers, City of Denton City Hall, 215 E.  
13 McKinney Street, Denton, Texas.

14 **Present:** Chair Greg Sawko, Charles Guarnaccia, Marion Scott, Pat Cheek, Linda Brown,  
15 Lelia Howell, Michael Green, Jason Davis (arrived at 5:37 p.m.) and John Crew  
16 (arrived at 5:48 p.m.)

17 **Also Present:** Bud Vokoun, Traffic Engineer  
18 Jim Coulter, Director Water Utilities  
19 Officer Keith Martin  
20 Ann Forsythe, Coordinator Boards and Committees  
21 Ray Lagleder, Alice Gore, citizens  
22 Brent Erskin, Owner, Campus Bookstore

23 **OPEN MEETING:**

- 24 1) Consider recommending approval of the Traffic Safety Commission meeting minutes of:  
25 a) March 3, 2008

26 **The minutes were approved as circulated.**

- 27 2) Receive a report, hold a discussion and consider a recommendation to the City Council of No  
28 Parking, 7:30 AM to 3:30 PM school days, on the south side of Emerson Lane from  
29 Woodhaven Street to Brookfield Lane.

30  
31 Bud Vokoun, Traffic Engineer, presented stating that it is not uncommon at schools for parents to  
32 park and to partially block driveways and crosswalks. Ray Lagleder Sr., resident at 2714  
33 Woodhaven Street and Jimmie Naucher, resident of 2715 Brookfield, have requested restricted  
34 parking on the south side of Emerson Lane from Woodhaven Street to Brookfield Lane between the  
35 hours of 7:30 a.m. to 3:30 p.m. school days. Both properties side to with driveways on Emerson  
36 Lane where vehicles park in this area waiting to pick up students.

37  
38  
39 Commissioner Michael Green stated he had a problem with the length of the proposed time.  
40 Commissioner Marion Scott asked if the elementary school had been contacted about the no parking  
41 designation. Vokoun replied they had not.

42  
43 Ray Lagleder, Sr., spoke in favor of the no parking designation.

44  
45 Officer Keith Martin spoke in favor of the no parking designation stating that vehicles parked in the  
46 crosswalk create safety issues for children attempting to cross the street.

47

6 **Commissioner Lelia Howell moved to approve the recommendation for no parking from 7:30**  
7 **a.m. to 3:30 p.m. school days with a second from Commission Pat Cheek. The motion was**  
8 **approved by a 9-0 vote.**  
9

- 10 3) Receive a report, hold a discussion and consider a recommendation to the City Council of No  
11 Parking, 7:30 AM to 3:30 PM school days, on the north side of Parvin Street from Mercedes  
12 Road to McCormick Street.  
13

14 Vokoun presented this item stating that residents in that area have requested the no parking  
15 designation and presented a petition with signatures which met the minimum requirement of 75% of  
16 the affected property owners to be in agreement.  
17

18 Alice Gore, resident, spoke in favor of the no parking designation. Ms. Gore has lived in that area  
19 for 36 years and had no problem until she started riding a bicycle. Vehicles are parked along the  
20 street and block the view causing pedestrians to move to the middle of the street. Gore stated that  
21 she has driven through the school parking lot and counted at least 25 empty parking spaces.  
22 Volunteers are parking on the street as a matter of convenience. Vokoun stated that staff had  
23 observed the site and found that each time ample parking spaces not being used.  
24

25 **Vice Chair Guarnaccia moved to approve the no parking designation between the hours of**  
26 **7:30 a.m. to 3:30 p.m. school days with a second from Commissioner Green. The motion was**  
27 **approved by a 9-0 vote.**  
28

- 29 4) Receive a report, hold a discussion review and consider approval of a loading zone for 103  
30 Avenue A.  
31

32 Vokoun presented this item which is a request from the owners of the Campus Bookstore for a  
33 loading zone.  
34

35 Vice Chair Guarnaccia asked if the permit was for one parking space. Vokoun replied it was.  
36 Commissioner Green asked if there were any other loading zones in the area. Vokoun replied  
37 there were no other individual parking stalls with loading zones in the immediate area. There  
38 was one for the Zebra on Fry that the Commission approved last fall and two for the copying  
39 business, one on Hickory and the other on Fry north of Hickory, and that there was a double  
40 across the street that the City maintains for all of the businesses in the area.  
41

42 Brent Erskin spoke in favor of the loading zone stating that it is difficult to find parking due to  
43 two delivery services in the same area. A loading zone would enable the owners to unload and  
44 move multiple heavy boxes of books close to the store.  
45

46 Commissioners Green and Howell stated they were concerned with potential abuse of the permit.  
47

48 **Commissioner Jason Davis moved to approve with a second from Commissioner Cheek.**  
49 **The motion was approved by a 7-2 vote with opposing votes cast by Commissioners Green**  
50 **and Howell.**  
51

6 5) Hold a discussion on possible rewording of Loading Zone related Ordinances.  
7

8 After some review and discussion, the Commission agreed it would table this item in order to  
9 give Commissioners the opportunity to review and bring back written revisions at the next  
10 scheduled Traffic Safety meeting.  
11

12 6) Hold a discussion regarding:

13 a) Traffic Safety Commission's duties (no backup attached).  
14

15 Chair Greg Sawko presented this item stating that in the March meeting, the Commission had  
16 voted to schedule a presentation to the City Council regarding the Commission's authority and  
17 responsibilities. It was agreed that the presentation would be tentatively scheduled for the April  
18 1, 2008 City Council work session. The request was to be presented to the Agenda Committee  
19 composed of Mayor McNeill, Mayor Pro Tem Pete Kamp and Deputy Mayor Pro Tem Joe  
20 Mulroy. Last week the response received from city staff was that it had not been placed on the  
21 agenda. Sawko stated he met with Jack Thomson, Council Member, regarding the issue that  
22 elected officials control what goes before the City Council by a small group. Thomson told  
23 Sawko that about a year or so ago the City Manager proposed to put together a packet for City  
24 Council that dealt with Boards and Commissions. Thomson stated that even though the proposal  
25 had been made, Council had not received any information as of this date.  
26

27 Sawko next talked with Pete Kamp who responded that she was in favor of the request for the  
28 presentation to the Council.  
29

30 At that time Sawko notified the subcommittee that the presentation had not been scheduled for  
31 April 1, 2008.  
32

33 Commissioner Pat Cheek stated that Mayor McNeill is a friend and she emailed him that she was  
34 angry, furious and insulted that the City Council would not even consider hearing the  
35 presentation. Mayor McNeill responded for Commissioner Cheek to call him. In the phone  
36 conversation Mayor McNeill stated that they had not even talked about it.  
37

38 Sawko stated that he was next notified that the presentation was scheduled for the April 8, 2008  
39 work session. Sawko asked the Commissioners if they wanted to accept that date and make the  
40 presentation.  
41

42 Commissioner Charles Guarnaccia stated that he had also had a discussion with Jack Thomson in  
43 which he stated it was his sense that the Development Code has the affect of limiting citizen  
44 input and processes. Thomason replied that he had spoken with the Mayor who responded that  
45 he was taking it under advisement. Guarnaccia stated that he would attend the meeting  
46 tomorrow to present the proposal.  
47

48 It was agreed that Commissioners Guarnaccia, John Crew and Marion Scott would attend the  
49 April 8, 2008 work session and that Guarnaccia would make the presentation.  
50

6 b) Designations of Oak and Hickory Streets being one-way/two-way traffic.  
7

8 Vokoun stated this item was brought up by Commissioner Crew. Vokoun indicated that he had not  
9 been able to find any information about this other than, in a discussion with a long time resident, it  
10 is very possible that Avenue C/Jagoe were the westerly City limits and also the westerly limits of  
11 UNT, that these roadways were made one-way within the City to facilitate traffic to/from UNT to  
12 the downtown area and that these roads, to the west and in the County, each remained two-way.  
13 Then, when the area to the west was annexed by the City, nothing was initiated to change the  
14 direction of the roadways, understanding that back then the properties along these streets to the west  
15 were largely single family residences as opposed to now with UNT expanding to the west and the  
16 conversion of many of the other properties to apartments.  
17

18 Crew stated that this area will continue to grow and to have more traffic and that cars parked on  
19 both sides of the street prevents the mobility of two lanes of traffic. He believes that one side  
20 should be designated no parking. He would also like to see the continuation of that traffic pattern  
21 with two lanes of traffic traveling west bound with parking limited on one side all the way to  
22 Bonnie Brae.  
23

24 After some discussion it was agreed that traffic patterns and parking should be separate issues.  
25

26 Staff was directed to bring back recommendations for discussion and consideration.  
27

28 7) Staff Report(s)

- 29 a) Update on request for a pavement markings machine - (Ongoing, no current report) -  
30 **Informational**.  
31 b) Request for information on speed limits within the city limits. - (Ongoing, staff will  
32 provide update) - **Informational**

33 Vokoun stated that the City Council in the past approved all speed zones on all state  
34 highways based upon speed studies and recommendations from TxDOT. After beginning the  
35 process around 1994, the codified consolidated of all TxDOT highways were approved by  
36 The City Council earlier this year. Staff's next intent is to research all the City streets' speed  
37 limit ordinances and those City streets reviewed for speed limits by the Commission recently  
38 and codify them for another speed limit ordinance. Vokoun plans to go forward with that  
39 ordinance and if there are particular streets that the Commission would like current speed  
40 limits reviewed, email those requests to him. The State law states there is prima fascia of  
41 30MPH for all streets that are not signed and so there is no need to sign and/or ordinance any  
42 street that meets that designation.  
43

- 44 c) Possible Hawk signal on Texas Blvd for UNT. (Ongoing, no current report) -  
45 **Informational**

- 46 d) Possible Hawk signal on Bell for TWU. (Ongoing, no current report) - **Informational**

- 47 e) Update on parents waiting to pick up children at the WS Ryan Elementary School  
48 parking on the cul-de-sac and making it difficult for homeowners to get in and out of  
49 their driveways. (Ongoing, no current report) - **Informational**

- 6 f) Southbound Dallas Drive at Teasley Lane, left turn lane is overflowing into the through  
7 lane. Can the inside through lane be made a left/through lane – (Ongoing, staff will  
8 provide update) – **Informational**  
9

10 Vokoun provided a diagram and stated that it is not feasible to create a through/left turn lane  
11 because of the concurrent opposing left turn pocket. When the left turn comes up for the  
12 combined movement lane, if the first vehicle is a through movement, it could not proceed  
13 because the signal indication would only be showing a left turn arrow and thus any left  
14 turning vehicle behind would not be able to proceed. The other option is to split phase the  
15 signal with one phase for all of northbound Dallas Dr. moving at once and then another  
16 separate phase for southbound Dallas Dr. The split phase is very inefficient unless there is a  
17 dominant left turn during most of the day like eastbound Teasley to northbound Dallas Dr. If  
18 the left turn pocket overflow is occasional, the spit phasing is not recommended.  
19

- 20 g) Concern about speeding on McDonald, Scott, Reed and Kerley Streets. (Ongoing, no  
21 current report) – **Informational**  
22 h) Morse Street between Loop 288 and Mayhill Road, markings need attention –  
23 (Ongoing, staff will provide update) – **Informational**  
24

25 Vokoun stated that the County is proposing the repainting of the markings on this street when  
26 they do their County Complex in the southwest corner of Morse/Loop288 which is in for  
27 review now and construction to begin in the near future.  
28

- 29 i) Bryan Street/Scripture Street area, on-street parking has increased and creating various  
30 problems at the intersection because the streets are narrow. (Ongoing, no current report)  
31 - **Informational**  
32 j) Duncan at Shady Oaks, left turn being restricted by parking on street. (Ongoing, no  
33 current report) – **Informational**  
34 k) (Duncan at Shady Oak), 18-wheeler parking. (Ongoing, no current report) –  
35 **Informational**  
36 l) Southbound Woodrow at Shady Oaks, excessive backup. (Ongoing, no current report) –  
37 **Informational**  
38 m) Windsor west of Sherman, on street parking is restricting vehicle travel. (Ongoing, no  
39 current report) – **Informational**  
40 n) Lillian Miller at CVS Pharmacy – traffic backup prevents drivers from exiting parking  
41 lot. (On-going, no current report) - **Informational**  
42 o) Hobson Lane at FM 1830 - create double turn lane or left turn only. (On-going, no  
43 current report) - **Informational**  
44

- 45 1) New Business: This provides an item for the Traffic Safety Commission members to suggest  
46 items for future agendas or to request information from the Traffic Engineer.  
47

48 Commissioner Howell asked for an update on connecting Shady Oaks to Loop 288.  
49

50 The meeting was adjourned by consensus at 8:06 p.m.



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MINUTES  
TRAFFIC SAFETY COMMISSION  
May 5, 2008

After determining that a quorum of the Traffic Safety Commission of the City of Denton, Texas is present, the Chair of the Traffic Safety Commission will convene an Open Meeting on Monday, May 5, 2008 at 5:30 p.m. in the Council Chambers, City of Denton City Hall, 215 E. McKinney Street, Denton, Texas to consider the following items:

**Present:** Vice Chair Charles Guarnaccia, Lelia Howell, Marion Scott, Jason Davis, Michael Green and Linda Brown (arrived at 5:40 p.m.)

**Absent:** Greg Sawko, Pat Cheek and John Crew, all excused

**OPEN MEETING:**

- 1) Consider recommending approval of the Traffic Safety Commission meeting minutes of:  
a) April 7, 2008

**The minutes, with the correction that Commissioner Michael Green attended the April 7<sup>th</sup> meeting, were approved as circulated.**

- 2) Receive a report and hold a discussion regarding the Traffic Safety Commission's presentation to the City Council concerning the Commission's duties and responsibilities.

Vice Chair Guarnaccia provided a report on the presentation to the City Council stating that it was well received and that the City Council committed to consider the Commission's request.

This item was then tabled until next month's meeting.

- 3) Hold a discussion on proposed rewording of various loading zone related ordinances.

Bud Vokoun, Traffic Engineer, handed out draft revisions recommended by the Commission during the April 7<sup>th</sup> meeting. After discussion concerning tags and the opportunity for the business to use the loading zone without time limitations, this item was tabled and would be brought back for further discussion.

4) Staff Report(s)

- a) Update on request for a pavement markings machine - (Ongoing, no current report) - **Informational**.
- b) Possible Hawk signal on Texas Blvd for UNT. (Ongoing, no current report) - **Informational**
- c) Possible Hawk signal on Bell for TWU. (Ongoing, no current report) - **Informational**
- d) Update on parents waiting to pick up children at the WS Ryan Elementary School parking on the cul-de-sac and making it difficult for homeowners to get in and out of their driveways. (Ongoing, no current report) - **Informational**
- e) Concern about speeding on McDonald, Scott, Reed and Kerley Streets. (Ongoing, no current report) - **Informational**

- 5 f) Morse Street between LP288 and Mayhill Road, markings need attention – (Ongoing,  
6 staff will provide update) – **Informational**  
7

8 Vokoun indicated that the County's new administration complex, that is in the process of  
9 being designed for the southeast corner of Morse/LP288, will be reconstructing parts of  
10 Morse and with that, will be remarking the street from the Loop to Mayhill.  
11

- 12 g) Bryan Street/Scripture Street area, on-street parking has increased and creating various  
13 problems at the intersection because the streets are narrow. (Ongoing, no current  
14 report) – **Informational**  
15 h) Duncan at Shady Oaks, left turn being restricted by parking on street. (Ongoing, no  
16 current report) – **Informational**  
17 i) Duncan at Willow Springs, 16 wheeler parking. (Ongoing, no current report) –  
18 **Informational**  
19 j) Southbound Woodrow at Shady Oaks, excessive backup. (Ongoing, no current report)  
20 – **Informational**  
21 k) Windsor west of Sherman, on street parking is restricting vehicle travel. (Ongoing, no  
22 current report) – **Informational**  
23 l) Shady Oaks from its easterly terminus to LP288 – (Ongoing, staff will provide update)  
24 – **Informational**

25 Vokoun stated that due to delays with the negotiations concerning the right of way for  
26 Brinker with the American Legion that the City Council decided to delay construction of  
27 Brinker Road. This action caused construction of Shady Oaks to be delayed until this  
28 spring. It is now under contract and construction has begun, work days allowed are 250  
29 with completion expected in March 2009.

- 30 n) Lillian Miller at CVS Pharmacy – traffic backup prevents drivers from exiting parking  
31 lot. (On-going, no current report) - **Informational**  
32 o) Hobson Lane at FM 1830 - create double turn lane or left turn only. (On-going, no  
33 current report) - **Informational**  
34

- 35 5) New Business: This provides an item for the Traffic Safety Commission members to suggest  
36 items for future agendas or to request information from the Traffic Engineer.  
37

38 Commission Member Howell asked about the traffic light on Loop 288 at the Mall as to any  
39 projections of when it will be turned from flash to working colors. Staff indicated that they will  
40 contact TxDOT and get back with the Commission.  
41

42 Commission Member Howell noted that drivers ignored the no right turn on red sign at Bell  
43 Avenue and Hickory. Staff indicated that they will make the police aware of the situation.  
44

45 Vice Chair Guarnaccia stated that, with the understanding that three Commissioners would be  
46 absent from the June meeting, was there a possibility of delaying the meeting in June to allow all  
47 Commission Members to attend. Staff was directed to survey the Commission Members to  
48 determine a new meeting date in June and to also determine if Commissioners wanted an  
49 abbreviated summer schedule.  
50

51 The meeting was adjourned by consensus at 7:10 p.m.

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MINUTES  
TRAFFIC SAFETY COMMISSION  
August 4, 2008

10 After determining that a quorum of the Traffic Safety Commission of the City of Denton, Texas  
11 was present, the Chair of the Traffic Safety Commission convened into an Open Meeting on  
12 Monday, August 4, 2008 at 5:30 p.m. in the Council Chambers, City of Denton City Hall, 215 E.  
13 McKinney Street, Denton, Texas.

14  
15 **Present:** Chair Greg Sawko, Pat Cheek, Lelia Howell, Michael Green, Jason Davis, John  
16 Crew, Linda Brown and Charles Guarnaccia (arrived at 5:40p.m.)

17  
18 **Absent:** Marion Scott, excused

19  
20 Also Present: Bud Vokoun, Traffic Engineer  
21 Jeryl Golden, Sergeant, Police Department  
22 Kevin Mayfield, citizen  
23 Ann Forsythe, Board and Committees Coordinator

24  
25 **OPEN MEETING:**

- 26  
27 1) Consider recommending approval of the Traffic Safety Commission meeting minutes of:  
28 a) July 7, 2008

29  
30 Commissioner John Crew asked about the straw vote on Item 4, stating he was unclear as to why  
31 it was a straw vote and not a vote to recommend approval. Bud Vokoun, Traffic Engineer,  
32 explained that the language for that item was discussion only and did not call for a vote.  
33 Commissioner Crew asked the item be brought back at the next meeting for a vote to recommend  
34 approval to the City Council.

35  
36 **The minutes were approved as circulated.**

- 37  
38 2) Continue to hold a discussion on proposed rewording of various loading zone related  
39 ordinances.

40  
41 Traffic Engineer Vokoun stated this item was a continuation of rewording the loading zone  
42 ordinance and, as requested by the Commission, a representative from the Police Department,  
43 Sergeant Jeryl Golden, was present to respond to any questions from Commissioners.

44  
45 Chair Sawko asked if there was any further discussion on the draft as presented. Commissioner  
46 Lelia Howell asked about Item (a)(1) which mentioned day and time, and was enforcement 24  
47 hours a day 7 days a week. Vokoun responded that it was.

48  
49 Chair Sawko asked if there were other questions from the Commission. Being none, Vokoun  
50 invited Sergeant Golden to speak to concerns the Police Department had with the draft  
ordinance. Golden replied that the department had no problems with the current draft.

Commissioner Lelia Howell asked Sergeant Golden if there were problems with loading zone  
permits. Sergeant Golden replied that permit holders currently used the loading zone for  
personal parking, and that the draft language would now make enforcement easier. Chair Sawko

6 asked how it would be enforced. Sergeant Golden replied enforcement would be the same as for a 2  
7 hour parking designation, by marking the tires of the vehicle. However, there was not enough  
8 manpower to enforce the ordinance as intended.  
9

10 There was a general discussion by Commissioners regarding enforcement and the belief by  
11 businesses holding the permit that it owned that parking space and could park as it pleased. A  
12 possible solution would be the establishment of community loading zones instead of individual  
13 zones which were located in front of the business. Chair Sawko spoke about enforcement and  
14 efficient use of parking, specifically around the square stating that loading zones for businesses  
15 around the square encouraged occupancy which generated tax revenue and contributed to a  
16 healthy business environment. Chair Sawko stated he did not agree with restricting the use of  
17 loading zones located around the square.  
18

19 Commissioner John Crew stated that a possible solution would be strict guidelines with a greater  
20 fine for those who used the loading zone on a daily basis for personal parking.  
21

22 Commissioner Michael Green stated that it would be practically impossible for police to enforce.  
23

24 Sergeant Golden stated that officers were not good at judging how long a vehicle had been  
25 parked in a loading zone and that a possible solution would be an ordinance that created universal  
26 and specific uses.  
27

28 Kevin Mayfield, citizen, spoke in favor of the current loading zone policy and stated that the  
29 business paid for the permit and should be entitled to its use.  
30

31 Traffic Engineer Vokoun stated that no matter what policy direction was approved, there would  
32 always be abuse of and opposition to the policy. Vokoun also stated that community loading  
33 zones should require input from the business neighborhood and agreement of where community  
34 loading zones would be located.  
35

36 Commissioner Charles Guarnaccia asked if it would be possible to pass the current revisions in  
37 time to become effective by October 1, 2008 when yearly loading zone applications were  
38 approved. Vokoun replied it would not be possible, that there was not enough time.  
39

40 Vokoun was directed by the Commission to bring this item back next month for discussion.  
41 Vokoun was also directed to email the yearly renewal letter sent to permit holders, and a map  
42 with physical addresses of all loading zones to the Commissioners for review prior to the  
43 September meeting.  
44

### 45 3) Staff Report(s)

- 46 a) Concern about speeding on McDonald, Scott, Reed and Kerley Streets. (Ongoing, see  
47 attached information for discussion purposes) – **Informational**  
48

49 Traffic Engineer Bud Vokoun stated that speed studies on Kerley Street had been conducted and  
50 went over the information with the Commission in that in most areas the speed was reasonable,

6 but for the westbound traffic between Shady Oaks and Scott Streets, speeds were a little high.  
7 Staff did not do surveys for McDonald, Scott or Reed Streets because the streets were short in  
8 length and were not through streets, so if there were any speeding it would most likely be  
9 residents of the neighborhood. If the Commissioner would provide a particular day and time of  
10 speeding events or license plates numbers, the staff would contact the Police to provide  
11 enforcement activities.

12 b) Update on request for a pavement markings machine - (Ongoing, no current report) -  
13 **Informational.**

14 c) Possible Hawk signal on Texas Blvd for UNT. (Ongoing, no current report) –  
15 **Informational**

16 d) Possible Hawk signal on Bell for TWU. (Ongoing, no current report) – **Informational**  
17 Commissioner Pat Cheek stated she was opposed to the Hawk signal on Bell for TWU. The city  
18 had, at great expense, built a bridge for pedestrians so they would not have to cross the street.

19 e) Update on parents waiting to pick up children at the WS Ryan Elementary School  
20 parking on the cul-de-sac and making it difficult for homeowners to get in and out of  
21 their driveways. (Ongoing, no current report) – **Informational**

22 f) Bryan Street/Scripture Street area, on-street parking has increased and creating various  
23 problems at the intersection because the streets are narrow. (Ongoing, no current  
24 report) - **Informational**

25 g) Duncan at Shady Oaks, left turn being restricted by parking on street. (Ongoing, no  
26 current report) – **Informational**

27 h) Duncan at Willow Springs, 16 wheeler parking. (Ongoing, no current report) –  
28 **Informational**

29 i) Southbound Woodrow at Shady Oaks, excessive backup. (Ongoing, no current report)  
30 – **Informational**

31 j) Windsor west of Sherman, on street parking is restricting vehicle travel. (Ongoing, no  
32 current report) – **Informational**

33 k) Lillian Miller at CVS Pharmacy – traffic backup prevents drivers from exiting parking  
34 lot. (On-going, no current report) – **Informational**

35 l) Hobson Lane at FM 1830 - create double turn lane or left turn only. (On-going, no  
36 current report) - **Informational**

37 m) Commissioner Howell expressed concern regarding signage at the intersection of  
38 Industrial and Sycamore Street stating it was confusing. (On-going, no current report –  
39 staff would like more information) - **Informational**

40  
41 4) New Business: This provides an item for the Traffic Safety Commission members to suggest  
42 items for future agendas or to request information from the Traffic Engineer.

43  
44 Commissioner Jason Davis asked for an item to discuss jurisdiction for establishing school zone  
45 for Sam Houston Elementary School.

46  
47 The meeting was adjourned by consensus at 7:05 p.m.

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MINUTES  
TRAFFIC SAFETY COMMISSION  
January 5, 2009

After determining that a quorum of the Traffic Safety Commission of the City of Denton, Texas is present, the Chair of the Traffic Safety Commission convened into an Open Meeting on Monday, January 5, 2009 at 5:30 p.m. in the Council Chambers, City of Denton City Hall, 215 E. McKinney Street, Denton, Texas.

**Present:** Chair John Crew, Pat Cheek, Linda Brown, Marion Scott, Jason Davis and  
Connie Baker

**Absent:** Michael Green and Kim Spivey, both excused

**Also Present:** Bud Vokoun, Traffic Engineer  
Ann Forsythe, Boards and Committees Coordinator

**OPEN MEETING:**

- 1) Consider recommending approval of the Traffic Safety Commission meeting minutes of:
  - a) December 1, 2008

**The minutes with grammatical corrections were approved as circulated.**

- 2) Hold a discussion on revisions to the loading zone ordinance and then the administrative code.

The Commissioners reviewed both documents page by page suggesting changes and/or corrections. At the conclusion of the reviews, it was decided that Traffic Engineer Bud Vokoun would make the necessary changes and email both documents to the Commissioners for final review. Both documents will be brought back to the Traffic Safety Commission at the February 2, 2009 meeting for consideration and a recommendation to the City Council.

3) Staff Report(s):

- a) Update on request for a pavement markings machine - (Ongoing, no current report) - **Informational**.
- b) Possible Hawk signal on Texas Blvd for UNT. (Ongoing, no current report) – **Informational**. At the August 4, 2008 meeting Commissioner Pat Cheek stated she was opposed to the Hawk signal on Bell for TWU. The City had, at great expense, built a bridge for pedestrians so they would not have to cross the street.
- c) Possible Hawk signal on Bell for TWU. (Ongoing, no current report) - **Informational**
- d) Update on parents waiting to pick up children at the WS Ryan Elementary School parking on the cul-de-sac and making it difficult for homeowners to get in and out of their driveways. (Ongoing, no current report) – **Informational**
- e) Bryan Street/Scripture Street area on-street parking has increased and creates various problems at the intersection because the streets are narrow. (Ongoing, no current report) – **Informational**
- f) Windsor west of Sherman, on street parking is restricting vehicle travel. (Ongoing, no current report) – **Informational**

- 1 g) Hobson Lane at FM 1830 - create double turn lane or left turn only. (On-going, no  
2 current report) - **Informational**
- 3 h) Signage at the intersection of Industrial and Sycamore Street is confusing. (On-going,  
4 no current report – staff would like more information) - **Informational**
- 5 i) Investigate southbound Ft Worth for center lane to be optional left turn lane. (On-going,  
6 no current report) - **Informational**
- 7 j) Review signing and markings for northbound IH 35E service road at Ft worth. (On-  
8 going, no current report) - **Informational**
- 9 k) Provide information concerning Dallas Drive cross over to Loop 288 exit at IH 35E.  
10 (On-going, no current report) - **Informational**
- 11 l) Provide information on the feasibility of left turn signalization on Bell at Hickory (On-  
12 going, no current report) - **Informational**
- 13 m) Provide information on the options for the excess street width on the west side of  
14 northbound Locust Street, south of McKinney Street (On-going, no current report) -  
15 **Informational.**
- 16

17 **Traffic Engineer Vokoun stated that, due to time constraints during the month of**  
18 **December, there are no updates. He will have updates at the February 2, 2009 meeting.**

19

- 20 4) Under Section 551.042 of the Texas Open meetings Act, respond to inquiries from the  
21 Traffic Safety Commission or the public with specific factual information or recitation of  
22 policy, or accept a proposal to place the matter on the agenda for an upcoming meeting.
- 23

24 Requested items are:

- 25 1. Review the designation of the left turn signal at U.S. 380 and Fulton Street.  
26 2. Review of the stop sign on Mayhill Road to determine if it is necessary.  
27 3. Review the designation of a left turn only lane at Sherman Drive and Bell Avenue.  
28 4. Review the designation of the multi-way stop sign at State School Road.
- 29

30 The meeting was adjourned by consensus at 6:40 p.m.

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32 John Crew, Chair

33 Bud Vokoun, Traffic Engineer; Ann Forsythe, Boards and Commissions Coordinator

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MINUTES  
TRAFFIC SAFETY COMMISSION  
February 2, 2009

After determining that a quorum of the Traffic Safety Commission of the City of Denton, Texas was present, the Chair of the Traffic Safety Commission will convene an Open Meeting on Monday, February 2, 2009 at 5:30 p.m. in the Council Chambers, City of Denton City Hall, 215 E. McKinney Street, Denton, Texas.

**Present:** Chair John Crew, Pat Cheek, Connie Baker, Marion Scott, Kim Spivey, Michael Green (arrived at 5:40 p.m.) and Jason Davis (arrived at 5:43 p.m.)

**Absent:** Linda Brown, excused

**Also Present:** Bud Vokoun, Traffic Engineer; Ann Forsythe, Boards & Committees Coordinator

**OPEN MEETING:**

- 1) Consider recommending approval of the Traffic Safety Commission meeting minutes of:
  - a) January 5, 2009

**The minutes were approved as corrected.**

- 2) Receive a report, hold a discussion and/or make recommendations on revisions and/or direct staff accordingly as to the loading zone ordinance and the administrative code.

Bud Vokoun, Traffic Engineer, gave an overview of staff recommended revisions and changes made to the loading zone ordinance and the administrative code since the Commission reviewed it at their last meeting. These changes were based upon comments from various Commissioners over the last few months and staff's consideration of these and staff's own thoughts. Vokoun indicated that more generalized items are now in the ordinance and the more specific details are now in the administrative code. In this way, it gives the Commission more control over any unexpected situations that may come up by the Commission being able to change the administrative code as needed and less need to go to Council for an ordinance change. If the Commission agreed with any of staff's changes, it was with the understanding that a number of people in administration and the City Attorney staff will be involved in the word-smithing of both documents, so the final may not look exactly as presented tonight, but that Vokoun will try to keep the changes to a minimum by maintaining the concepts.

**Chair John Crew called for a motion to approve the revised draft Loading Zone ordinance as presented tonight by staff. Commissioner Pat Cheek made a motion to approve with a second from Commission Jason Scott. The motion was approved by a 7-0 vote.**

**Chair John Crew called for a motion to approve the revised draft Administrative Code as presented tonight by staff. Chair John Crew moved to approve with a second from Commissioner Michael Green. The motion was approved by a 7-0 vote.**

- 3) Staff Report(s):

- a) Update on request for a pavement markings machine - (Ongoing, no current report) - **Informational.**
- b) Possible Hawk signal on Texas Blvd for UNT. (Ongoing, no current report) - **Informational.** At the August 4, 2008 meeting Commissioner Pat Cheek stated she



1 was opposed to the Hawk signal on Bell for TWU. The City had, at great expense,  
2 built a bridge for pedestrians so they would not have to cross the street.

- 3 c) Possible Hawk signal on Bell for TWU. (Ongoing, no current report) - **Informational**
- 4 d) Update on parents waiting to pick up children at the WS Ryan Elementary School  
5 parking on the cul-de-sac and making it difficult for homeowners to get in and out of  
6 their driveways. (Ongoing, no current report) – **Informational**
- 7 e) Bryan Street/Scripture Street area on-street parking has increased and creates various  
8 problems at the intersection because the streets are narrow. (Ongoing, no current  
9 report) – **Informational**
- 10 f) Windsor west of Sherman, on street parking is restricting vehicle travel. (Ongoing, no  
11 current report) – **Informational**
- 12 g) Hobson Lane at FM 1830 - create double turn lane or left turn only. (On-going, no  
13 current report) - **Informational**
- 14 h) Signage at the intersection of Industrial and Sycamore Street is confusing. (On-going,  
15 no current report – staff would like more information) - **Informational**
- 16 i) Investigate southbound Ft Worth for center lane to be optional left turn lane. (On-going,  
17 no current report) - **Informational**
- 18 j) Provide information concerning Dallas Drive cross over to Loop 288 exit at IH 35E.  
19 (On-going, no current report) - **Informational**
- 20 k) Provide information on the feasibility of left turn signalization on Bell at Hickory (On-  
21 going, no current report) - **Informational**
- 22 l) Provide information on the options for the excess street width on the west side of  
23 northbound Locust Street, south of McKinney Street (On-going, no current report) -  
24 **Informational.**
- 25 m) Lanes north bound on the frontage road at Ft. Worth Drive needs better signage as to  
26 lane designation (left turn only, straight only).
- 27 n) Mayhill Rd update?
- 28 o) Teasley/Londonderry, can signal flash at night? (On-going, no current report) -  
29 **Informational.**
- 30 p) To alleviate the backup/congestion on the main lanes of Southbound IH35, can the  
31 Loop/Lillian Miller exit be closed and the Pennsylvania exit is used with the removal of  
32 the stop signs on the frontage. (On-going, no current report) - **Informational.**
- 33 q) US 380 at Fulton, is there a loop problem? (On-going, no current report) -  
34 **Informational.**
- 35 r) Southbound Bell at Sherman, can the lane configuration be change? (On-going, no  
36 current report) - **Informational.**
- 37 s) Northbound State School @ northbound IH-35 service road, can pothole be  
38 permanently fixed? (On-going, no current report) - **Informational.**

39  
40 **Vokoun stated that he did not have updates this meeting but would have some for the**  
41 **March meeting.**

- 42
- 43 4) Under Section 551.042 of the Texas Open meetings Act, respond to inquiries from the  
44 Traffic Safety Commission or the public with specific factual information or recitation of  
45 policy, or accept a proposal to place the matter on the agenda for an upcoming meeting.

Minutes of the Traffic Safety Commission meeting

February 2, 2009

Page 3 of 3

- 1 a. Chair Crew inquired about additional traffic signals being included in the budget.
- 2 b. Commissioner Cheek asked if signage on North Texas Boulevard could provide clearer
- 3 lane designations.
- 4 c. Commissioner Cheek asked why curb cuts were no longer considered by the
- 5 Commission.
- 6 d. Commissioner Cheek asked about a signal @ FM 2181 @ Teasley Lane.
- 7 e. Commissioner Cheek asked the proposed overlay of Hinkle from University Dr to
- 8 Windsor.
- 9

10 The meeting was adjourned by consensus at 6:20 p.m.

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12 John Crew, Chair

13 Bud Vokoun, Traffic Engineer; Ann Forsythe, Boards and Committees Coordinator

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MINUTES  
TRAFFIC SAFETY COMMISSION  
March 2, 2009

10 After determining that a quorum of the Traffic Safety Commission of the City of Denton, Texas  
11 was present, the Chair of the Traffic Safety Commission thereafter convened into an Open  
12 Meeting on Monday, March 2, 2009 at 5:35 p.m. in the Council Chambers, City of Denton City  
13 Hall, 215 E. McKinney Street, Denton, Texas.

14  
15 **Present:** John Crew, Pat Cheek, Connie Baker, Kim Spivey, Marion Scott and Michael  
16 Green (arrived at 5:38 p.m.)

17  
18 **Absent:** Jason Davis, excused

19  
20 **Also Present:** Bud Vokoun, Traffic Engineer, Vance Kemler, General Manager, Solid Waste  
21 Services, Ann Forsythe, Boards and Committees Coordinator

22  
23 **OPEN MEETING:**

- 24  
25 1) Consider recommending approval of the Traffic Safety Commission meeting minutes of:  
26 a) February 2, 2009

27  
28 **The minutes, with corrections, were approved as circulated.**

- 29  
30 2) Receive a report, hold a discussion and/or make recommendations concerning the City's  
31 Solid Waste's presentation and report on a proposal to make an ordinance concerning the  
32 issuing of a loading zone for existing dumpsters that are currently placed within public  
33 ROW.

34  
35 Traffic Engineer Bud Vokoun City stated that staff has been working with property owners to  
36 place off-site dumpsters in better locations. In some instances the City has been successful in  
37 moving them from the street to the parkway and in some instances dumpsters were relocated  
38 from the parkway to the property, or changed a dumpster to a curb-side pickup. Most of these  
39 situations are a result of small properties being converted from single family to multifamily,  
40 largely in the TWU and UNT areas, and prior to when there was a requirement for an onsite  
41 dumpster location.

42  
43 Vokoun then introduced Vance Kemler, General Manager of Solid Waste Services, to present  
44 this item. Kemler stated that in 2000 there were approximately 2200 commercial refuse  
45 containers in service and that about 800 were in the street or parkway, most of which were side  
46 load dumpster. In 2002, staff began working with those commercial customers to move  
47 dumpsters onto the commercial property where possible. Most of the customers had side load  
48 dumpsters. The long-term goal was to change these dumpsters to the front load style and  
49 relocate them onto the property. In January, 2004 there were approximately 500 dumpsters still  
50 located in the streets or parkway.

51  
52 Kemler stated that the problem, particularly around the universities, is that a large number of on  
53 street parking occurs blocking those containers from pick up. If the container is blocked, an

1 additional fee is charged to come back and make that collection service. As expected, the  
2 customer is not happy about paying that additional fee. The customer also has the option of  
3 waiting until the next pickup date instead of paying for an additional collection trip.

4  
5 Kemler stated that the City Council asked staff to look for ways to further reduce that number.  
6 In 2008, a field count of dumpsters established an inventory of 2,412 dumpsters in the field in  
7 the following location categories and container counts:

8  
9 On private property – 2,065  
10 On the parkway – 347  
11 In the street – 30  
12 In the alley - 7

13  
14 Of those dumpsters remaining in the streets and parkway, either the customers were: 1) unwilling  
15 to relocate their dumpsters onto their property; or, 2) there was no safe ingress or egress route;  
16 or, 3) no economically viable dumpster location was available on the site. Kemler stated that  
17 with some dumpsters, staff has been able to consolidate many of the dumpsters into shared  
18 dumpsters where there are strip centers or a business that is close in proximity, and where the  
19 volume justifies a single container rather than a multiple container. This reduces rates as well as  
20 the number of containers in service. Kemler then stated that four-plex housing was placed on  
21 curb service.

22  
23 Kemler then stated that the Downtown Square and Fry Street are such unique issues that a survey  
24 was taken and a task force formed. A substantial majority wanted recycling services and agreed  
25 that a centralized area for refuse and recycling should be utilized to support the downtown area  
26 and removed those dumpsters out of the street.

27  
28 Kemler also stated that the Denton Development Code (DDC) requires that all new commercial  
29 developments have dumpsters on its property, behind the front building line, and that the  
30 dumpsters be required to be screened with an enclosure. If a non-compliant property wished to  
31 undergo a major rehabilitation or a sizable expansion, it must also meet the current DDC  
32 requirements. Over time this would reduce the number of dumpsters in the R-O-W.

33  
34 Recently, the City Council's Property Maintenance Committee heard input from some customers  
35 about their problems with blocked dumpsters on refuse collection days. Many of the blocked  
36 dumpsters are on private property and the property owner can have those vehicles towed. The  
37 solution for dumpsters in the streets or parkways is more complex. The Public Utilities Board  
38 (PUB) and the Property Maintenance Committee agree that the best solution for solving the  
39 blocked dumpsters in the streets, and on the parkways, is to provide the property owners or  
40 businesses the ability pay a fee to secure a solid waste container no parking zone. This special  
41 parking zone would be similar to the current loading zone permit process.

42  
43 Kemler then called on Vokoun to present the proposed parking restrictions.

44 Vokoun stated that in an attempt to help the servicing of those dumpsters still located in the  
45 street or parkway because of blockage as a result of on-street parking, staff is proposing the

1 initiation of a volunteer program for the property owner to be able to pay a yearly fee for the  
2 signing and/or marking necessary for a parking restriction to be imposed around the dumpster  
3 location. The yearly fee would be associated with the loading zone fee (i.e. currently \$175 for a  
4 single and \$350 for a double space). Staff is considered four (4) types of parking restrictions.

- 5 1. Loading Zone. The proposed restriction is for existing conditions (over 300) for dumpsters  
6 being in ROW that have not yet been able to be resolved by other methods (this is not for  
7 new situations, as all new sites are now required to place the pad on site). Staff felt because  
8 it would be a loading zone that it would require the Traffic Safety Commission's  
9 involvement and as such, this proposal would be an onerous on the Commission and would  
10 be better administered if it was a City staff function.
- 11 2. No Stopping. By City Code - When prohibited, means any halting even momentarily of a  
12 vehicle, whether occupied or not, except when necessary to avoid conflict with other traffic  
13 or in compliance with the directions of a police officer or traffic-control sign or signal. Staff  
14 felt that this is too restrictive, as it would technically prohibit the solid waste truck from  
15 doing what is required to pick up the garbage.
- 16 3. No Standing. By City Code – means the halting of a vehicle, whether occupied or not,  
17 otherwise than temporarily for the purpose of and while actually engaged in receiving or  
18 discharging passengers. As this only relates to passengers, staff also felt that this is too  
19 restrictive, as it would technically prohibit the solid waste truck from doing what is required  
20 to pick up the garbage.
- 21 4. No Parking. By City Code – means the standing of a vehicle, whether occupied or not,  
22 otherwise than temporarily for the purpose of and while actually engaged in loading or  
23 unloading merchandise or passengers. Staff felt that of all these restrictions that this was the  
24 most appropriate, as the servicing of a dumpster can be considered as being the loading or  
25 unloading of merchandise, as garbage can be considered as being a commodity.

26  
27 Vokoun stated that currently requests for no parking restrictions involve whole blocks and  
28 therefore requires input from those property owners that will be directly affected as well as those  
29 indirectly affected but within a defined limit. However, because this is a unique situation, (with  
30 currently over 300 situations, but growing smaller) and the property owner will be the one  
31 voluntarily requesting the parking restriction and the restriction affects only the area immediately  
32 adjacent to the dumpster's location (and substantially within the limits of the owner's property),  
33 this restriction would not require involvement by the whole block as is typically required. As  
34 such, it is felt that the best solution is to modify the code so that the parking portion is modified  
35 to exclude this situation from the City Council decision process and make it under the authority  
36 of the City Traffic Engineer's ability to install and remove NO PARKING for these types of  
37 situations.

38 Other possible considerations by the Commission with a recommendation are what to do with the  
39 money that is obtained through this process. The first consideration should be the replacement of  
40 costs incurred by the City's Traffic Operation's section for the signs and/or markings, labor and  
41 associated costs for the installation and maintenance of these items. Once these items are paid  
42 for, other considerations may be for the improvements of safety related items within the  
43 dumpster's area including, but not limited to: installation of dumpster pads and/or screening;

1 where the dumpster obstructs pedestrian ways, the possible purchase of pedestrian easements and  
2 the construction of sidewalk around the dumpster pad; modifications to the curb and parkway so  
3 that the dumpster does not sit just behind the curb.

4  
5 **Chair John Crew made the motion to have the City legislate a no parking zone for solid**  
6 **waste container servicing with a second from Commissioner Michael Green. The motion**  
7 **was approved by a 7-0 vote.**

8  
9 **Commissioner Linda Brown made the motion to recommend approval of amending the**  
10 **appropriate existing Denton Municipal Code Section(s) giving authority to the City Traffic**  
11 **Engineer to establish the no parking zones for the servicing of solid waste containers of**  
12 **such kind and character and at such places as may be deemed advisable, to be drafted by**  
13 **staff and the final version made a part of the minutes of this meeting with a second from**  
14 **Commissioner Michael Green. The motion was approved by a 7-0 vote.**

15  
16 Sec. 18-3. Authority of traffic engineer.

17 (a) The city traffic engineer shall place and maintain traffic-control signs, signals and  
18 devices when and as required under this chapter to make effective the provisions of this chapter.  
19 The traffic engineer shall designate the placement of stop signs, yield signs, traffic-control  
20 signals and all other signs, signals and devices other than those denoting speed limits, one-way  
21 streets, parking, school zones and right turns on red lights. It shall be the duty of the traffic  
22 engineer to supervise the installation and proper timing and maintenance of traffic-control  
23 devices.

24 (b) The traffic engineer is hereby authorized to:

- 25 (1) Designate and maintain, by appropriate devices, marks or lines upon the surface  
26 of the roadway, crosswalks at any intersection where, in his opinion, there is  
27 particular danger to pedestrians crossing the roadway and at such other places as  
28 he may deem necessary;
- 29 (2) Establish safety zones of such kind and character and at such places as he may  
30 deem necessary for the protection of pedestrians;
- 31 (3) Mark lanes for traffic on street pavements at such places as he may deem  
32 advisable consistent with this chapter and other traffic ordinances of this city.
- 33 (4) Upon an engineering investigation and recommendation by the solid Waste  
34 Administrator: deny, establish (after the receipt of any fee(s) required by the City)  
35 or remove a no parking, tow away zone within the City ROW of such kind and  
36 character and at such a place as deemed appropriate for the sole purpose of  
37 obtaining access to a solid waste container, consistent with this chapter and any  
38 other like ordinance(s) of the City, as may apply.

39  
40 **Commissioner Pat Cheek made the motion to recommend approval of establishing a fund**  
41 **from any revenues received from the no parking zones to pay for the signs and/or markings**  
42 **used to designate the zone and then any additional money received for improvements**  
43 **around the dumpsters site for the safety of the citizens with a second from Commissioner**  
44 **Michael Green. The motion was approved by a 7-0 vote.**

45

1 Commissioner Michael Green asked that a progress report be given one year from the date of  
2 implementation regarding the progress of this program and the use of any funds received and  
3 associated improvements made.

4  
5 3) Staff Report(s):

6 a) Update on request for a pavement markings machine - (Ongoing, no current report) -  
7 **Informational.**

8 b) Possible Hawk signal on Texas Blvd for UNT. (Ongoing, no current report) –  
9 **Informational.** At the August 4, 2008 meeting Commissioner Pat Cheek stated she  
10 was opposed to the Hawk signal on Bell for TWU. The City had, at great expense,  
11 built a bridge for pedestrians so they would not have to cross the street.

12 c) Possible Hawk signal on Bell for TWU. (Ongoing, no current report) - **Informational**

13 d) Update on parents waiting to pick up children at the WS Ryan Elementary School  
14 parking on the cul-de-sac and making it difficult for homeowners to get in and out of  
15 their driveways. (Ongoing, no current report) – **Informational**

16 e) Bryan Street/Scripture Street area on-street parking has increased and creates various  
17 problems at the intersection because the streets are narrow. (Ongoing, no current  
18 report) – **Informational**

19 Windsor west of Sherman, on street parking is restricting vehicle travel. (Ongoing, no  
20 current report) – **Informational**

21 f) Hobson Lane at FM 1830 - create double turn lane or left turn only. (On-going, no  
22 current report) - **Informational**

23 g) Signage at the intersection of Industrial and Sycamore Street is confusing. (On-going,  
24 no current report – staff would like more information) - **Informational**

25 h) Investigate southbound Ft Worth for center lane to be optional left turn lane. (On-going,  
26 no current report) - **Informational**

27 i) Review signing and markings for northbound IH 35E service road at Ft worth – more  
28 signing further in advance? (On-going, no current report) - **Informational**

29 j) Provide information concerning Dallas Drive cross-over to Loop 288 exit at IH 35E.  
30 Also, to alleviate the backup/congestion on the main lanes of Southbound IH35, can the  
31 Loop/Lillian Miller exit be closed and the Pennsylvania exit is used with the removal of  
32 the stop signs on the frontage. (On-going, no current report) - **Informational.**

33 k) Provide information on the feasibility of left turn signalization on Bell at Hickory (On-  
34 going, no current report) - **Informational**

35 l) Provide information on the options for the excess street width on the west side of  
36 northbound Locust Street, south of McKinney Street (On-going, no current report) -  
37 **Informational.**

38 m) Mayhill Rd update (On-going, no current report) - Informational.

39 n) Teasley/Londonderry, can signal flash at night? (On-going, no current report) -  
40 **Informational.**

41 o) US 380 at Fulton, is there a left turn loop problem? (On-going, no current report) -  
42 **Informational.**

43 p) Southbound Bell at Sherman, can the lane configuration be change? (On-going, no  
44 current report) - **Informational.**

- 1 q) Northbound State School @ northbound IH-35 service road, can pothole be  
2 permanently fixed? Resolved – road was patched, can be removed from this list.
- 3 r) Westbound N Texas Blvd at bridge, needs better signing (On-going, no current report) -  
4 **Informational.**
- 5 s) Discuss curb cuts in general and Sonics' on west University Dr in particular (On-going,  
6 no current report) - **Informational.**
- 7 t) Old Alton and Teasley Ln update (On-going, no current report) - Informational.
- 8 u) Hinkle overlay update – per Keith Gabbard, funding not currently available, trying to  
9 get money for in the future, can be removed from this list.
- 10 v) Discussion of signal warrant priorities. (On-going, no current report) - **Informational.**
- 11
- 12 4) Under Section 551.042 of the Texas Open meetings Act, respond to inquiries from the  
13 Traffic Safety Commission or the public with specific factual information or recitation of  
14 policy, or accept a proposal to place the matter on the agenda for an upcoming meeting.
- 15
- 16 a) Commissioner Pat Cheek reported a pot hole on Hinkle Dr. at Tulane.
- 17 b) There is construction on Duncan Street; there are signing issues on Shady Oaks/Teasley  
18 as well as on Morris.
- 19 c) Investigate Hickory at Elm and why people are turning right and going the wrong way
- 20 d) Commissioner Crew requested Item v - Discussion of signal warrant priorities – be place  
21 on the agenda for discussion and formal consideration and recommendation.
- 22

23 The meeting was adjourned by consensus at 7:15 p.m.

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25 John Crew, Chair

26 Bud Vokoun, City Traffic Engineer; Ann Forsythe, Boards and Commissions Coordinator

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MINUTES  
TRAFFIC SAFETY COMMISSION  
May 4, 2009

After determining that a quorum of the Traffic Safety Commission of the City of Denton, Texas was present, the Chair of the Traffic Safety Commission convened into an Open Meeting on Monday, May 4, 2009 at 5:30 p.m. in the Council Chambers, City of Denton City Hall, 215 E. McKinney Street, Denton, Texas.

**Present:** Chair John Crew, Pat Cheek, Linda Brown, Connie Baker, Marion Scott, Kim Spivey, Jason Davis (arrived 5:34 p.m.), and Michael Green (arrived 5:40 p.m.)

**Also Present:** Bud Vokoun, Traffic Engineer; Ann Forsythe, Boards and Committees Coordinator and Rod Reeves, Denton Independent School District

**OPEN MEETING:**

- 1) Consider recommending approval of the Traffic Safety Commission meeting minutes of:
  - a) March 2, 2009

**The minutes, with corrections, were approved as circulated.**

- 2) Receive a report, hold a discussion and make recommendation(s) and/or direct staff accordingly as to the revision of the bus loading zone on the south side of Parvin Street along the frontage of Borman Elementary School.

Traffic Engineer Bud Vokoun stated that within the past year, staff brought a petition request to the Commission from the citizens in this area to restrict parking on the north side of Parvin Street. The Commission reviewed this item three times and each time agreed to recommend to the City Council that a parking restriction be imposed. On November 4, 2008 the Council approved signage for no stopping or standing, 7:30 a.m. to 3:30 pm school days on the north side of Parvin Street from Mercedes Road to McCormick Street.

Vokoun next stated that after recently reviewing various issues on site between Denton Independent School District (DISD) staff and their engineering consultant and with City staff (including the effects of the parking restriction), the DISD has decided to implement a number of onsite improvements to alleviate vehicle traffic circulation issues. In addition, it was decided to change the current ordinance that deals with the bus loading zone on Parvin in front of the school, upon a request from the DISD. The most current ordinance is 2003-343 and indicates, in part:

Without any reference(s) to any exceptions, the City has taken the position that the restriction is 24 hours a day, 7 days a week, whether school is in session or not. As such, the restriction is too restrictive for the few buses that load/unload in this area. The City has received a request from DISD to reduce the bus loading zone times and days it is in effect and agrees with the request. The lessening of the restriction will allow parents to park on the south side of Parvin Street in front of the school to conduct school business during most the school's hours and thus improve the previous situation when there was only parking on the north side of Parvin Street, before that restriction was imposed this past winter. In addition, this would add additional parking for

1 evening and week-end events. Once the ordinance is approved, staff would assure that the  
2 signing would not be installed until after the current school year is finished.

3  
4 Staff recommendation is that the Commission recommend to City Council that the current school  
5 bus loading zone ordinance be amended for Borman Elementary to be “No Parking, Bus Loading  
6 Zone from 7:30 – 8:30 A.M. and 2:30-3:00 P.M., School Days, on the south side of Parvin Street  
7 beginning where Parvin Street intersects the east curb line of McCormick Street and ending here  
8 Parvin Street intersects the west curb line of Mercedes Road”.

9  
10 Vokoun next invited Rod Reeves from the Denton Independent School District to speak on this  
11 item. Reeves stated that the DISD is requesting the change to signage on the south side of Parvin  
12 Street from “no parking to Bus Loading Zone – No Parking from 7:30 a.m. – 8:30 a.m. and 2:30  
13 a.m. – 3:00 p.m. That change will allow staff and volunteers to park along the south side of  
14 Parvin throughout the day and for evening events. Reeves also stated that the long range plan by  
15 the DISD is to eventually relocate buses to another location

16  
17 Commissioner Pat Cheek stated she was pleased with the DISD’s request and thought it best  
18 served the volunteers at the school.

19  
20 Commissioner Michael Green asked if notification would be provided to the group of citizens  
21 which opposed parking on the south side of Parvin Street. Vokoun replied the requested change  
22 would not change the designation parking on Parvin Street and would therefore not involve those  
23 residents.

24  
25 Vokoun indicated that the Commission should modify staff’s recommendation to include “Tow-  
26 Away” and after Buses - remove “Loading Zone and add “Only”.

27  
28 **Commissioner Pat Cheek moved to recommend to the City Council that the current school**  
29 **bus loading zone ordinance be amended for Borman Elementary to be “No Parking, Tow-**  
30 **Away, Buses Only from 7:30 – 8:30 A.M. and 2:30-3:00 P.M., School Days, on the south**  
31 **side of Parvin Street beginning where Parvin Street intersects the east curb line of**  
32 **McCormick Street and ending where Parvin Street intersects the west curb line of**  
33 **Mercedes Road with a second from Marion Scott. The motion was approved by an 8-0**  
34 **vote.**

35  
36 3) Staff Report(s):

37 a) Update on request for a pavement markings machine: (Ongoing, no current report) -  
38 **Informational.**

39 b) Possible Hawk signal on Texas Blvd for UNT: (Ongoing, no current report) –  
40 **Informational.**

41 c) Possible Hawk signal on Bell for TWU: (Ongoing, no current report) - **Informational**  
42 At the August 4, 2008 meeting Commissioner Pat Cheek stated she was opposed to the  
43 Hawk signal on Bell for TWU. The City had, at great expense, built a bridge for  
44 pedestrians so they would not have to cross the street.

- 1 d) Update on parents waiting to pick up children at the WS Ryan Elementary School:  
2 parking on the cul-de-sac and making it difficult for homeowners to get in and out of  
3 their driveways. (Ongoing, no current report) – **Informational**
- 4 e) Bryan Street/Scripture Street area: on-street parking has increased and creates various  
5 problems at the intersection because the streets are narrow. (Ongoing, no current  
6 report) – **Informational**
- 7 f) Windsor west of Sherman: on street parking is restricting vehicle travel. (Ongoing, no  
8 current report) – **Informational**
- 9 g) Hobson Lane at FM 1830: create double turn lane or left turn only. (On-going, no  
10 current report) - **Informational**
- 11 h) Signage at the intersection of Industrial and Sycamore Street is confusing. (On-going,  
12 no current report – staff would like more information) - **Informational**
- 13 i) Investigate southbound Ft Worth for center lane to be optional left turn lane. (On-going,  
14 no current report) - **Informational. Staff has received permission from TxDOT to**  
15 **change it and staff has asked TxDOT to assist with the new signage and markings.**
- 16 j) Review signing and markings for northbound IH 35E service road at Ft worth – more  
17 signing further in advance? (On-going, no current report) - **Informational**
- 18 k) Provide information concerning Dallas Drive cross-over to Loop 288 exit at IH 35E.  
19 Also, to alleviate the backup/congestion on the main lanes of Southbound IH35, can the  
20 Loop/Lillian Miller exit be closed and the Pennsylvania exit is used with the removal of  
21 the stop signs on the frontage. (On-going, no current report) - **Informational.**  
22 **Commissioners spoke at great length expressing concern over the traffic backups**  
23 **that occurred and the number of accidents that occur on a regular basis.**
- 24 l) Provide information on the feasibility of left turn signalization on Bell at Hickory (On-  
25 going, no current report) - **Informational**
- 26 m) Provide information on the options for the excess street width on the west side of  
27 northbound Locust Street, south of McKinney Street (On-going, no current report) -  
28 **Informational.**
- 29 n) Mayhill Rd update (On-going, no current report) – **Informational**
- 30 o) Teasley/Londonderry, can signal flash at night? The Commission was informed that  
31 this signal is now flashing from 12midnight to 6AM every day – can be removed from  
32 list.
- 33 p) US 380 at Fulton, is there a left turn loop problem? (On-going, no current report) -  
34 **Informational.**
- 35 q) Southbound Bell at Sherman, can the lane configuration be change? (On-going, no  
36 current report) - **Informational.**
- 37 r) Westbound N Texas Blvd at bridge, needs better signing (On-going, information will  
38 be provided) - **Informational.**
- 39 s) Discuss curb cuts in general and Sonics' on west University Dr in particular (On-going,  
40 no current report) – **Informational**
- 41 t) Old Alton and Teasley Ln update. **A signal will be installed and is expected to be**  
42 **complete prior the beginning of the fall 2009 school term. As such, this item will**  
43 **be removed from the list.**
- 44 u) Commissioner Pat Cheek reported a pot hole on Hinkle Dr. at Tulane. **Commissioner**  
45 **Cheek indicated that it had been quickly repaired. This item can be removed**  
46 **from this list**

- 1 v) There is construction on Duncan Street, there are signing issues on Shady Oaks/Teasley  
2 as well as on Morris (On-going, no current report) - **Informational**.  
3 w) Investigate Hickory at southbound Elm and why people are turning right and going the  
4 wrong way (On-going, no current report) - **Informational**.  
5

6 Commissioner Pat Cheek left the meeting at 6:00 p.m.  
7

- 8 4) Under Section 551.042 of the Texas Open meetings Act, respond to inquiries from the  
9 Traffic Safety Commission or the public with specific factual information or recitation of  
10 policy, or accept a proposal to place the matter on the agenda for an upcoming meeting.  
11

12 Commissioner Michael Green stated that traffic on Duncan Street had great difficulty crossing or  
13 even turning onto Teasley Lane and would staff look at that situation to determine if something  
14 could be done. Green also stated that when city crews worked in that area, signage was not  
15 always accurate day to day.  
16

17 The meeting was adjourned by consensus at 6:21 p.m.  
18

19 John Crew, Chair

20 Bud Vokoun, City Traffic Engineer; Ann Forsythe, Boards and Commissions Coordinator  
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MINUTES  
TRAFFIC SAFETY COMMISSION  
June 1, 2009

10 After determining that a quorum of the Traffic Safety Commission of the City of Denton, Texas  
11 was present, the Chair of the Traffic Safety Commission thereafter convened into an Open  
12 Meeting on Monday, June 1, 2009 at 5:30 p.m. in the Council Chambers, City of Denton City  
13 Hall, 215 E. McKinney Street, Denton, Texas.

14  
15 **Present:** Chair John Crew, Linda Brown, Kim Spivey, Connie Baker, Zackary Tucker and  
16 Michael Green

17 **Absent:** Pat Cheek, Marion Scott, both excused; Jason Davis, unexcused

18  
19 **Also Present:** Bud Vokoun, Traffic Engineer; Ann Forsythe, Boards & Committees Coordinator

20  
21  
22 **OPEN MEETING:**

- 23  
24 1) Consider recommending approval of the Traffic Safety Commission meeting minutes of:  
25 a) May 4, 2009

26  
27 **The minutes, with corrections, were approved as circulated.**

- 28  
29 2) Receive a report, hold a discussion and/or make recommendations as to proposed traffic  
30 signals within the City and/or direct staff accordingly.

31  
32 Engineer Bud Vokoun stated that this item is at the request of Chair John Crew. Vokoun then  
33 stated that due to the growth of the city and increased vehicular traffic, our traffic signal  
34 infrastructure needs to be addressed. Several of our major intersections, currently without a  
35 traffic signal, have met traffic signal warrants.

36  
37 Because of the large number of warranted signals now, the City of Denton has established a  
38 priority point system approach to the installation of the traffic signals when the number of traffic  
39 signals to be installed exceeds available resources. Points are given for the satisfaction of the  
40 various warrants, and additional points are given for the number of hours above the minimum  
41 required for each of the respective warrants met.

42  
43 It should be noted that a number of these intersections have at least one roadway that is a  
44 TXDOT highway. In cases where TXDOT intends to improve that highway, it may be in the  
45 best interest of the City to place these intersections higher in the ranking (such as Teasley), and  
46 install them as span wire type traffic signals. TXDOT will then replace the span wire type with  
47 steel permanent style traffic signals when the highway is designed and constructed.

48  
49 The traffic signal warrants contained in the M.U.T.C.D. have evolved over many years and  
50 represent the experiences of many traffic signal installations. The warrants represent a threshold  
51 condition in the overall assessment of whether a traffic signal may be justified based on a  
52 comprehensive engineering calculation of the intersections operations and safety benefits. They  
53 determine conditions that merit additional analysis to determine if a signal can be justified. The

1 following factors should be considered by a jurisdiction when considering the justification of a  
2 traffic signal:

- 3 • A traffic signal should not be installed if it does not satisfy any warrants.
- 4 • Satisfaction of one or more warrants does not require the installation of a traffic signal and  
5 may not justify the installation. The engineering study and use of engineering judgment will  
6 determine if a traffic signal is needed.
- 7 • A traffic signal should not be installed if it will seriously disrupt progressive traffic flow or  
8 will generate a conflict with progressive traffic flow in the future when other traffic signals  
9 are installed.
- 10 • A situation where outside funding would be available to finance the cost of the traffic signal  
11 installation does not alter the requirement that the traffic signal be justified based on an  
12 engineering study.
- 13 • Other alternative intersections improvements have been tried but have not been successful in  
14 resolving the intersection operational and safety problems or an analysis of potential  
15 alternatives in the engineering study does not indicate a potential benefit.

16  
17 Vokoun then stated that the City has received money from the North Central Texas Council of  
18 Governments (COG) for signal upgrades and signals on Carroll Boulevard at Eagle Drive and  
19 Hickory Street at Carroll Boulevard have been updated and the signals scheduled for updating  
20 will be Carroll Boulevard at Oak Street and then Carroll Boulevard at Congress.

21  
22 Although money is collected from developers to install signals, the City does not have 100%  
23 funding of any of them. Traffic Operations presented a list to Administration last year and it was  
24 decided that because there were so many to add signals to the CIP project lists. Unfortunately,  
25 due to economic conditions, those projects have been pushed to next year for consideration.

26  
27 Vokoun stated that at this time, staff has brought this back to the Commission to see if the  
28 Commission has any recommendations.

29  
30 Chair Crew stated that one of the reasons he asked about this is he noticed that the Commissions'  
31 requests were not in the budget. Chair Crew then asked about the cost of span wire signals  
32 versus steel pole and if that is a viable alternative to steel pole signals. Chair Crew asked if span  
33 wire signals were installed, could those be upgraded to steel pole at a later time.

34  
35 Vokoun stated that when TxDOT builds a roadway it will retrofit and upgrade everything on it so  
36 the installation of span wire signals on TxDOT would be upgraded if and when work occurs on  
37 that road and those intersections are good candidates for span wire. However, if it is a City  
38 street, then there are overlapping installation costs like labor plus the cost for the removal of the  
39 span wire signal.

40  
41 The Commissioners were referred to a memorandum from the Superintendent of Traffic  
42 Operations (attached as Exhibit 1), then discussed the need for signals at the following locations:

43  
44 Brinker Road @ Spencer  
45 Spencer @ Mayhill

Colorado @ Mayhill road  
Old Alton Road @ Teasley

1 Woodrow @ Morse Street FM 1830 (County Club Road) @ Hobson Lane  
2 FM 1830 @ Hickory Creek Teasley @ Robinson  
3

4 **Commissioner Michael Green made the recommendation that, based upon the**  
5 **recommendation of the Superintendent of Traffic Operations, the City Council consider**  
6 **the installation of a steel pole traffic signal at Brinker Road at Spencer Road and span wire**  
7 **signals be installed as soon as feasible at the intersections of Teasley Lane and Robinson**  
8 **Road; County Club a Hickory Creek and County Club at Hobson based upon approval by**  
9 **TxDOT with a second from Zackary Tucker. The motion was approved by a 6-0 vote.**

10  
11 3) Staff Report(s):

- 12 a) Update on request for a pavement markings machine - (Ongoing, no current report) -  
13 **Informational.**  
14 b) Possible Hawk signal on Texas Blvd for UNT. (Ongoing, no current report) –  
15 **Informational.**  
16 c) Possible Hawk signal on Bell for TWU. (Ongoing, no current report) – **Informational.**  
17 **At the August 4, 2008 meeting Commissioner Pat Cheek stated she was opposed to**  
18 **the Hawk signal on Bell for TWU. The City had, at great expense, built a bridge for**  
19 **pedestrians so they would not have to cross the street.**  
20 d) Update on parents waiting to pick up children at the WS Ryan Elementary School  
21 parking on the cul-de-sac and making it difficult for homeowners to get in and out of  
22 their driveways. (Ongoing, information is attached for discussion purposes) –  
23 **Informational.**

24 **Vokoun stated because this item is a request from Commissioner Cheek it will be continued**  
25 **to July.**

- 26 e) Bryan Street/Scripture Street area on-street parking has increased and creates various  
27 problems at the intersection because the streets are narrow. (Ongoing, no current report)  
28 – **Informational.**  
29 f) Windsor west of Sherman, on street parking is restricting vehicle travel. (Ongoing, no  
30 current report) – **Informational.**  
31 g) Hobson Lane at FM 1830 - create double turn lane or left turn only. – **Informational.**  
32 **Update at June 1, 2009 meeting: e-mail from: Payne, Frank G. Sent: Tuesday, May**  
33 **26, 2009 7:20 AM - The “temporary” improvements to this intersection are still**  
34 **important and valuable. Staff will evaluate the preliminary alternatives prepared**  
35 **and look for funding options. It is possible, although unlikely, that the State will**  
36 **move forward with improvements to U.S. Hwy. 377 in the near future upon receipt**  
37 **of regional toll revenue (RTR) funding – unlikely from the standpoint that the State**  
38 **is not at the schematic plan phase on this project yet and there are a lot of moving**  
39 **pieces (ROW issues, railroad bridge, etc.). Vokoun further stated that a quasi**  
40 **design has been presented to Payne. The design involves installing a left turn from**  
41 **County Club onto Hobson, or installing a left turn pocket from Country Club onto**  
42 **Hobson or both. This item will remain on the list for future updates with the**  
43 **understanding that the Commission has requested a signal also be installed at this**  
44 **intersection. (On-going, no current report)**  
45 i) Signage at the intersection of Industrial and Sycamore Street is confusing. (On-going, no  
46 current report) - **Informational**

1 j) Investigate southbound Ft Worth for center lane to be optional left turn lane. -  
2 **Informational. Update at May 4, 2009 meeting - Staff has received permission from**  
3 **TxDOT to change it and staff has asked TxDOT to assist with the new signage and**  
4 **markings (On-going, no current report)**

5 k) Review signing and markings for northbound IH 35E service road at Ft worth – more  
6 signing further in advance? (On-going, no current report) - **Informational**

7 l) Provide information concerning Dallas Drive cross-over to Loop 288 exit at IH 35E.  
8 Also, to alleviate the backup/congestion on the main lanes of southbound IH35, can the  
9 Loop/Lillian Miller exit be closed and the Pennsylvania exit used with the removal of the  
10 stop signs on the frontage. (On-going, no current report) - **Informational.**

11 **May 4, 2009 meeting, Commissioners spoke at great length expressing concern over the**  
12 **traffic backups that occurred and the number of accidents that occur on a regular basis.**  
13 **June 1, 2009 meeting, Staff attached and presented information for discussion purposes.**  
14 **Vokoun stated there is concern about southbound traffic on Dallas Drive merging into I-35**  
15 **traffic and into traffic backed up at the exit ramp for Lillian Miller/Loop288. All agree**  
16 **there is the issue of safety. Because this is a state highway there are a number of issues**  
17 **relative to closing either or both ramps and using the exit ramp at Pennsylvania. There**  
18 **will be opposition from the property owners adjacent to the frontage road because of noise.**  
19 **In addition, the City does not have a public means to get from Dallas Drive to the mall and**  
20 **so many drivers use the driveway at Calloway's, which is private. The closing of either or**  
21 **both ramps could cause more traffic to use this route and there are concerns about putting**  
22 **more public traffic onto private roadways. There is the possibility of changing the**  
23 **northbound service road to two-way traffic and needs to be discussed with TxDOT. There**  
24 **are problems with that issue and the fact that there is an on ramp in that vicinity. Also**  
25 **there is the possibility of marking both ramps with double white lines, which by law is not**  
26 **to be crossed. Vokoun indicated that the problem with that is that there is about 450ft-**  
27 **500ft between the ramps and thus would not completely prohibit the crossover but could**  
28 **cause even greater exposure to drivers who are willing to risk it. Vokoun stated that**  
29 **because of possible scheduling problems for meetings, staff would like the Commission to**  
30 **consider that additional information will be brought back no later than the August**  
31 **meeting.**

32 m) Provide information on the feasibility of left turn signalization on Bell at Hickory (On-  
33 going, no current report) - **Informational**

34 n) Provide information on the options for the excess street width on the west side of  
35 northbound Locust Street, south of McKinney Street (On-going, no current report) -  
36 **Informational.**

37 o) Mayhill Rd update (On-going, no current report) - **Informational.**

38 **Update at June 1, 2009 meeting: e-mail from: Payne, Frank G. Sent: Tuesday, May 26,**  
39 **2009 7:13 AM: The City is in the process of commenting on an agreement with the State on**  
40 **the receipt and the use of regional toll revenue (RTR) funding for the construction of**  
41 **improvements to Mayhill Road. The County has approved a bond sale for half of the local**  
42 **share (approximately \$4.5 million), and the City will need to come up with the balance. If**  
43 **things proceed well with the contract process with the State, funds should be received and**  
44 **the solicitation of firms for the design portion of the project can begin possibly as soon as**  
45 **this summer. Construction will not likely commence for another 3 to 5 years.**



- 1 p) US 380 at Fulton, is there a left turn loop problem? (On-going, staff will have update  
2 information on this item for discussion) - **Informational.**

3 **Continued to July due to the absence of Commissioner Cheek.**

- 4 q) Southbound Bell at Sherman, can the lane configuration be change? (On-going, no  
5 current report) - **Informational.**

- 6 r) Westbound N Texas Blvd at bridge, needs better signing.

7 **At the June 1, 2009 meeting staff presented information about the installation of a “Left**  
8 **Lane Must Turn Right” sign to be installed for southbound Texas Blvd, just south of Eagle**  
9 **Dr. so that drivers in the inside lane know they have to turn at the southbound IH35E**  
10 **frontage road. The Commission was satisfied with the solution and indicated that this item**  
11 **could be removed for future consideration**

- 12 s) Discuss curb cuts in general and Sonics’ on west University Dr in particular (On-going,  
13 no current report) - **Informational.**

- 14 t) There is construction on Duncan Street; there are signing issues on Shady Oaks/Teasley  
15 as well as on Morris.

16 **Vokoun stated there were three projects going on in this area – drainage, water main and**  
17 **paving and there was no central coordinator. Vokoun indicated that he talked with all of**  
18 **the crew supervisors and they indicated that the signage issue would be corrected. Vokoun**  
19 **indicated that if Commissioner Green had further problems that he should call and**  
20 **Vokoun would get with the appropriate people. Commissioner Green was acceptable to**  
21 **this and as such this item can be removed.**

- 22 u) Investigate Hickory at southbound Elm and why people are turning right and going the  
23 wrong way (On-going, no current report) - **Informational.**

- 24 v) Investigate the need for additional timing for westbound Teasley at Dallas Drive (On-  
25 going, staff has requested a volume count) – **Informational.**

- 26  
27 4) Under Section 551.042 of the Texas Open meetings Act, respond to inquiries from the  
28 Traffic Safety Commission or the public with specific factual information or recitation of  
29 policy, or accept a proposal to place the matter on the agenda for an upcoming meeting.

30  
31 Commissioner Green asked about the possibility of closing the exit ramp at the Sack N Save and  
32 noted that the signage at IH-35 at North Texas Boulevard is too close to the ground and should  
33 be corrected.

34  
35 The meeting was adjourned by consensus at 7:30 p.m.

36  
37 John Crew, Chair

38 Bud Vokoun, City Traffic Engineer; Ann Forsythe, Boards and Commission Coordinator

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MINUTES  
TRAFFIC SAFETY COMMISSION  
July 6, 2009

10 After determining that a quorum of the Traffic Safety Commission of the City of Denton, Texas  
11 was present, the Chair of the Traffic Safety Commission thereafter convened into an Open  
12 Meeting on Monday, July 6, 2009 at 5:35 p.m. in the Council Chambers, City of Denton City  
13 Hall, 215 E. McKinney Street, Denton, Texas.

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**Present:** Chair John Crew, Michael Green, Pat Cheek, Marion Scott, Kim Spivey, Connie Baker, Jason Davis and Zackary Tucker

Also Present: Bud Vokoun, Traffic Engineer; Frank Payne, City Engineer; Ann Forsythe, Boards and Committee Coordinator; Lowell Brown, *Denton Record Chronicle*; Citizens of the City of Denton (see attached)

**OPEN MEETING:**

- 1) Consider recommending approval of the Traffic Safety Commission meeting minutes of:  
a) June 1, 2009

**The minutes, with corrections, were approved as circulated.**

- 2) Receive a report, hold a discussion and make a recommendation to the Mobility Committee that the Mobility Committee to make a recommendation to City Council to make Railroad Avenue one-way southbound from McKinney Street/FM426 to Hickory Street and/or direct staff accordingly.

Bud Vokoun, Traffic Engineer, stated that the Denton County Transit Authority (DCTA) and the City of Denton are working on a joint project to construct the Downtown Denton Transit Center on the south side of Hickory Street and across from City Hall East (the parking lot that is now used by City employees and citizens needing service at City Hall East).

Vokoun then stated that with the addition of the Transit Center and the parking needed for those using it, parking for those currently using the City owned lot will be eliminated. The City is pursuing the use of a lot to the east, largely for use by the public to access City Hall East courts and police. Also, in order to supplement the loss of these spaces, staff has determined that by making Railroad Avenue one-way southbound from McKinney Street/FM426 to Hickory Street, that installing angle parking on the east side of Railroad Avenue can increase the stalls by approximately one-third and can be used by City employees that are officed in the westerly portion of City Hall East. In addition, parallel parking stalls will be looked at for installation on the westerly side as long as the travel width meets the minimum fire code requirements.

Also, staff is concerned with the sight distance restriction for northbound Railroad Avenue at its intersection with McKinney Street/FM426 because of the elevation difference of the railroad tracks immediately to the west and the potential increase in traffic using this intersection as a result of the transit station. This intersection is not signalized. The making of Railroad Avenue one-way southbound would eliminate this issue and thus increase safety. Those who would have used northbound Railroad Avenue can proceed easterly on Hickory Street to any one of a number of other cross-streets, including Wood Street which has a signal at McKinney

1 Street/FM426 or proceed westerly on Hickory Street to the signalized intersection of Bell  
2 Avenue.

3  
4 Vokoun indicated that the City's staff liaison with the DCTA was Mark Nelson and he was  
5 present for questions.

6  
7 Chair John Crew asked if all parking on Railroad would be eliminated by the DCTA. Vokoun  
8 replied no, but that the parallel parking spaces would be changed to angle parking to increase the  
9 number of stalls.

10  
11 Commissioner Michael Green asked if Exposition Road would remain a public roadway.  
12 Vokoun replied yes. Commissioner Green then asked about additional short term parking.  
13 Vokoun responded that staff recently and will continue to discussed additional short term  
14 parking on the south side of Hickory to assist with the volume of customers going to Customer  
15 Service, Courts and the Police Department, but no plans have been finalized.

16  
17 **Commissioner Pat Cheek moved to approve with a second from Commission Zackary**  
18 **Tucker. The motion was approved by an 8-0 vote.**

19  
20 3) Receive a report, hold a discussion and make a recommendation to the Mobility Committee  
21 that the Mobility Committee make a recommendation to City Council for the accommodation  
22 of bicycle usage on Oak Street and Hickory Street from the proposed transit center (located  
23 on the south side of Hickory Street at Railroad Avenue) to Bonnie Brae Street.

24 Bud Vokoun, Traffic Engineer, stated that last year, the Commission reviewed and  
25 recommended to the Mobility Committee that they recommend to the City Council, the  
26 establishment of one-way traffic on Oak Street and Hickory Street from Bonnie Brae Street to  
27 Jagoe Street/Avenue C and the establishment of No Parking zones in the same area on the north  
28 side of Oak Street and the south side of Hickory Street. At their regular meeting on December  
29 16, 2008, the City Council approved all of this.

30  
31 Since that time, staff has been asked to evaluate the designation of marked bicycle-lanes on both  
32 Oak Street and Hickory Street from Bonnie Brae Street east to the proposed transit center, to be  
33 located on Hickory Street, east of the railroad tracks east of Bell Avenue (at Railroad Avenue).  
34 Hickory Street from Welsh Street to Carroll Boulevard currently has a marked bike-lane on the  
35 south side and the consideration is to compliment it by providing the means for bicycles to use  
36 the balance of the limits noted above.

37  
38 Authoritative texts indicate that when a street has curb and gutter, a bike-lane should be a  
39 minimum of four feet in width, excluding the gutter pan, so that there is minimum interaction in  
40 crossing from the street section to the gutter section (usually has a lip). With the gutter typically  
41 being a minimum of 1.5 feet in width, the City staff has rounded this to be a total of 6ft to  
42 provide for the possibility of some sections of gutter being constructed wider than 1.5 feet.

43  
44 Vokoun indicated that City code indicates that parking is not allowed on an arterial street, but  
45 that exceptions are considered for such streets as Oak, Hickory, Locust and Elm where there are

1 established residences that front and service to the arterial. The City's Transportation Criteria  
2 Manual allows for a parallel parking stall to be up to nine feet in width, noting that the  
3 Transportation Criteria Manual allows for lesser parking stall widths, but that they are for lesser  
4 classified roadways than Oak and Hickory. Therefore, staff choose the most conservative  
5 (greatest) width to provide the greatest safety factor for parking on an arterial street given the  
6 volumes and types of vehicles, as well as the consideration of when a vehicle parks farther away  
7 than at the curb and/or to service wider vehicles, such as trucks (especially with extended  
8 mirrors), are parked on these streets (semi-truck deliveries in the commercial areas, FedEx/UPS  
9 deliveries to homes, lawn maintenance vehicles with a trailer, etc).

10  
11 Vokoun indicated that travel lanes can typically vary from 10 to 12 feet in width depending on  
12 adjacent conditions/usages. In this case, staff has determined that a vehicle travel lane on an  
13 arterial like Oak Street and Hickory Street that is adjacent to a parking stall should be a  
14 minimum of twelve feet in width. This is in order to provide a greater maneuvering space and  
15 thus a greater safety factor in accommodating a vehicle in the travel lane and its interaction with  
16 a parked vehicle's door swing as well as providing more room for the sheltering of passengers  
17 getting into/out of the parked vehicle that are challenged for space with large vehicles in the  
18 travel lane.

19  
20 Staff is of the opinion that the marking of a bike-lane will draw inexperienced bicyclist to it  
21 because of the perception that the marking provides additional safety that an unmarked bike-lane  
22 does not. Because of this, staff has determined that a vehicle travel lane that is adjacent to a  
23 marked bike-lane on an arterial street should be a minimum of twelve feet in width. It is felt that  
24 this width is needed in order to provide a larger safety factor in accommodating inexperienced  
25 bicyclists that unexpectedly encroach into the vehicle lane in order to avoid gutter trash or react  
26 to other items in or adjacent to the bike-lane such as non-recessed inlets and standing water.  
27 This additional lane width also allows trucks to move farther away from the bicyclist and thus  
28 reduces the "wind" factor that is produced that can be problematic to a bicyclist. If a travel lane  
29 does not have side friction from parking, a bike-lane or other street appurtenances, the travel lane  
30 can be reduced to eleven feet and even ten feet where speeds are lower.

31  
32 The result is that, in order to accommodate a marked bike-lane (six feet) on one side and a  
33 parallel parking stall section (nine feet) on the other side, plus two (2) vehicle lanes (2-12ft),  
34 Oak Street and Hickory Street both require a minimum width of thirty-nine feet. If the width of  
35 the street is less, then to accommodate the bike-lane and meet these standards, the parking would  
36 need to be removed.

37  
38 The University of North Texas (UNT) has expressed support for the accommodation of bicyclists  
39 on Hickory Street adjacent to their campus despite the need for the removal of parking spaces  
40 and associated meters on both sides of Oak Street from east of Avenue B to west of Welch  
41 Street.

42  
43 Vokoun stated that staff has also looked at alternate routes including Mulberry, Walnut, Welsh,  
44 Cedar but these are also problematic in that there are width issues on these streets as well as sight  
45 distance problems and with less traffic signals at major intersections to accommodate the  
46 increased bicycle volumes than the Oak/Hickory route.

1 Vokoun indicated that the current cross-section of an arterial street for the City of Denton allows  
2 for a wide outside lane (minimum 16 feet) so as to be able to accommodate experienced  
3 bicyclists. This arterial cross section does not provide for a marked bicycle lane but does allow  
4 additional width for the experienced bicyclist to “mix” with the vehicle traffic with greater safety  
5 than the typical twelve foot wide lane affords. In developing this standard staff was concerned  
6 that if a marked bicycle lane is installed on an arterial street, it would influence inexperienced  
7 bicyclists to use this facility. Staff was concerned that the typical higher speeds and volumes as  
8 well as the increased mix of larger vehicles was not a reasonable environment for inexperienced  
9 bicyclists whereas experienced bicyclists can better accommodate these issues. As such, for this  
10 condition, if one curb had parallel parking (nine foot wide) and the adjacent lane is twelve foot  
11 wide (because of the parking) and the balance of this section would provide a sixteen foot second  
12 lane, and then the minimum street width would need to be thirty-seven feet.

13  
14 Another option is to have “Share the Road” signs installed where the travel lane is less than the  
15 sixteen feet width (as discussed earlier for current arterial standards). It is preferred, but not  
16 necessary to have a shared vehicle/bicycle lane greater than twelve feet. As an example, outside  
17 of the angle parking on each side of the downtown area, the narrowest portion of Oak Street is  
18 from Carroll Boulevard to Mounts Street, where it is thirty-four feet wide. As such, in this  
19 location, if the south curb had parallel parking (nine feet wide) and the adjacent lane is twelve  
20 feet wide (because of the parking) then the balance of this section would provide a thirteen foot  
21 second lane. In this instance the thirteen foot wide lane does not achieve the sixteen foot wide  
22 lane noted earlier, but the noted signing would help inform motorists of the presence of bicyclists  
23 and the additional one foot would also help. Obviously, for street widths less than thirty-seven  
24 foot, the shared lane would be just that much wider than the thirty-four foot noted earlier.

25  
26 Finally, another option is to purchase property sufficient for and then construct a pavement width  
27 to a minimum of 39ft in width to allow the parking stall, bike-lane and two travel lanes as  
28 discussed earlier.

29  
30 Vokoun stated that staff has remained neutral on this issue in large part since staff’s primary role  
31 has been to provide input and direction on the possible use or application of the bicycle lanes.  
32 However, if it is accepted that the establishment or enhanced use of bicycles as an alternative  
33 mode of transportation in this area is a foregone conclusion, then it is appropriate that staff  
34 should instead provide a professional recommendation in this regard. For this reason, it is staff’s  
35 recommendation that the thirty-four foot wide sections of Oak and Hickory west of Carroll  
36 Boulevard be widened to a minimum of thirty-six feet to provide a lane greater than twelve feet  
37 and the streets restriped to accommodate a wider outside lane. “Share the Road” signs are to be  
38 placed along the route to further emphasize or draw attention to the desired use. Parking, which  
39 is not typically allowed along arterial streets to begin with, along the affected streets, will be the  
40 least impacted by this alternative on the non-wide lane side.

41  
42 Commissioner Pat Cheek asked who directed staff to bring this forward. Frank Payne, City  
43 Engineer, replied that the Mobility Committee asked staff to evaluate the possibility.

44 At that time, Chair John Crew opened the meeting for citizen comments. A total of thirty-eight  
45 citizens and/or business owners spoke to the Commission, and while most were in favor of

1 accommodating bicyclists, the majority was not in favor of bicycle-lanes on Oak and Hickory  
2 Streets at the expense of removing parking and asked that staff consider alternate routes which  
3 by passed the Historic District and the downtown business area. Residents and business owners  
4 also expressed concern over the possible loss of parking spaces in residential areas and the  
5 square.

6 City Engineer Frank Payne stated that staff had planned to present this item to the Historic  
7 Commission on July 13, 2009 and the City Council Mobility Committee on July 28, 2009 and  
8 the City Council on August 4, 2009 to carry it through the process that staff was directed.  
9 However, because of the public's input tonight, Payne stated he would hold off taking it to the  
10 Historic Commission, as ACM Fred Greene suggested that staff conduct an additional town hall  
11 meeting. Payne stated there are a number of options listed for the Traffic Safety Commission on  
12 which the Commission could make a motion tonight and that the Commission could recommend  
13 any one of them or even decline to make a motion. Payne suggested that the Commission should  
14 consider tabling this action to allow for staff to work with the Planning Department to have the  
15 town hall meeting and then bring it back to the Traffic Safety Commission in order to reexamine  
16 the results from the meeting before taking this item forward to anyone else. Payne then stated  
17 staff has heard a lot of input tonight and that staff needs to go back and consider the input  
18 received and look at additional alternatives and also clarify some of things that were brought  
19 forward tonight.

20 Commissioner Pat Cheek stated that the first she has heard of this was when the packet was  
21 delivered and that was a travesty. Cheek stated this decision is way too important to make  
22 quickly and she certainly agreed with most of the suggestions move over to Sycamore or  
23 Mulberry Streets.

24 **Commissioner Pat Cheek moved to table Item 3 with a second from Commissioner Marion**  
25 **Scott. The motion was approved by a 6-2 vote with nay votes from Chair John Crew and**  
26 **Commissioner Zackary Tucker.**

27 4) Staff Report(s):

- 28 a) Update on request for a pavement markings machine - (Ongoing, no current report) -  
29 **Informational.**
- 30 b) Possible Hawk signal on Texas Blvd for UNT. (Ongoing, no current report) –  
31 **Informational.**
- 32 c) Possible Hawk signal on Bell for TWU. (Ongoing, no current report) – **Informational -**  
33 At the August 4, 2008 meeting Commissioner Pat Cheek stated she was opposed to the  
34 Hawk signal on Bell for TWU. The City had, at great expense, built a bridge for  
35 pedestrians so they would not have to cross the street.
- 36 d) Update on parents waiting to pick up children at the WS Ryan Elementary School  
37 parking on the cul-de-sac and making it difficult for homeowners to get in and out of  
38 their driveways.
- 39 e) Traffic Engineer Vokoun stated that because this is primarily an inconvenience issue for  
40 the homeowners and not necessarily a safety issue staff cannot intervene. Commissioner  
41 Pat Cheek suggested that staff contact the Ryan Elementary Principal with the suggestion  
42 that some notification be given to parents to cease parking on that street. Vokoun stated  
43 that he would draft such a letter.

- 1 f) Bryan Street/Scripture Street area on-street parking has increased and creates various  
2 problems at the intersection because the streets are narrow. (Ongoing, no current report)  
3 – **Informational**
- 4 g) Windsor west of Sherman, on street parking is restricting vehicle travel. (Ongoing, no  
5 current report) – **Informational**
- 6 h) Hobson Lane at FM 1830 - create double turn lane or left turn only. – **Informational** –  
7 Update at June 1, 2009 meeting: e-mail from: Payne, Frank G. Sent: Tuesday, May 26,  
8 2009 7:20 AM - The “temporary” improvements to this intersection are still important  
9 and valuable. Staff will evaluate the preliminary alternatives prepared and look for  
10 funding options. It is possible, although unlikely, that the State will move forward with  
11 improvements to U.S. Hwy. 377 in the near future upon receipt of regional toll revenue  
12 (RTR) funding – unlikely from the standpoint that the State is not at the schematic plan  
13 phase on this project yet and there are a lot of moving pieces (ROW issues, railroad  
14 bridge, etc.). Vokoun further stated that a quasi design has been presented to Frank. The  
15 design involves installing a left turn from County Club onto Hobson, or installing a left  
16 turn pocket from Country Club onto Hobson or both. This item will remain on the list for  
17 future updates with the understanding that the Commission has requested a signal also be  
18 installed at this intersection. (On-going, no current report)
- 19 i) Signage at the intersection of Industrial and Sycamore Street is confusing. (On-going, no  
20 current report) - **Informational**
- 21 j) Investigate southbound Ft Worth for center lane to be optional left turn lane. -  
22 Informational. Update at May 4, 2009 meeting - Staff has received permission from  
23 TxDOT to change it and staff has asked TxDOT to assist with the new signage and  
24 markings. Update from July 3, 2009 meeting: Vokoun stated that due to vacation  
25 schedules staff has been unable to meet with TxDOT and it is anticipated that by the end  
26 of July there will be some action taken. (On-going, no current report)
- 27 k) Review signing and markings for northbound IH 35E service road at Ft worth – more  
28 signing further in advance? (On-going, no current report) - **Informational**
- 29 l) Provide information concerning Dallas Drive cross-over to Loop 288 exit at IH 35E.  
30 Also, to alleviate the backup/congestion on the main lanes of southbound IH35, can the  
31 Loop/Lillian Miller exit be closed and the Pennsylvania exit used with the removal of the  
32 stop signs on the frontage. (On-going, no current report) - **Informational.**  
33 May 4, 2009 meeting, Commissioners spoke at great length expressing concern over the  
34 traffic backups that occurred and the number of accidents that occur on a regular basis.  
35

36 June 1, 2009 meeting, Staff attached and presented information for discussion purposes.  
37 Vokoun stated there is concern about southbound traffic on Dallas Drive merging into I-  
38 35 traffic and into traffic backed up at the exit ramp for Lillian Miller/Loop288. All  
39 agree there is the issue of safety. Because this is a state highway there are a number of  
40 issues relative to closing either or both ramps and using the exit ramp at Pennsylvania.  
41 There will be opposition from the property owners adjacent to the frontage road because  
42 of noise. In addition, the City does not have a public means to get from Dallas Drive to  
43 the Mall and so many drivers use the Calloway’s driveway, which is private. The closing  
44 of either or both ramps could cause more traffic to use this route and there are concerns  
45 about putting more public traffic onto private roadways. There is the possibility of  
46 changing the northbound service road to two-way traffic and needs to be discussed with

1 TxDOT. There are problems with that issue and the fact that there is an on ramp in that  
2 vicinity. Also there is the possibility of marking both ramps with double white lines,  
3 which by law is not to be crossed. Vokoun indicated that the problem with that is that  
4 there is about 450ft-500ft between the ramps and thus would not completely prohibit the  
5 crossover but could cause even greater exposure to drivers who are willing to risk it.  
6 Vokoun stated that because of possible scheduling problems for meetings, staff would  
7 like the Commission to consider that additional information will be brought back no later  
8 than the August meeting.  
9

10 Additional information: City Police, the City Engineer and the City Traffic Engineer met  
11 on June 10, 2009 to discuss various options for a future meeting with TxDOT. On June  
12 21, 2009, City Police, the City Engineer and City Traffic Engineer met with Gary Bailey,  
13 the TxDOT Area Engineer, to discuss the various options. Gary was not receptive to  
14 making any part of the service road 2-way. Gary indicated that it now appears that the  
15 IH-35E widening in this area will not start to happen until at least the year 2018 and thus  
16 something should be done about this. The most receptive was the result of the possibility  
17 of a temporary third lane being constructed in both directions to Loop 288. If this is the  
18 case, Gary would consider expanding the scope of work to include the Pennsylvania exit  
19 and the improvements needed to close the Loop288 exit. If this is approved, the Traffic  
20 Safety Commission could be used for a public meeting about any concerns from the  
21 citizens about doing this. The other options discussed in the meeting will be considered  
22 and Gary will get back with us.

23 Update from July 3, 2009 meeting: Staff was directed to meet with the members of  
24 concern within the City, discuss it and then meet with TxDOT. Staff has done both and  
25 TxDOT has indicated that because there is a delay of construction IH-35 in this section  
26 due to funding, consideration is being given to installing a temporary third lane up to  
27 Loop 288. It is anticipated to include the southbound service road improvements to  
28 Pennsylvania exit. Currently that exit is not good because it was designed in the 1950's;  
29 it is believed the pavement is good enough to handle the additional traffic. TxDOT will  
30 include improvements in a later project.

31 m) Provide information on the feasibility of left turn signalization on Bell at Hickory (On-  
32 going, no current report) - **Informational**

33 n) Provide information on the options for the excess street width on the west side of  
34 northbound Locust Street, south of McKinney Street (On-going, no current report) -  
35 **Informational.**

36 o) Mayhill Rd update (On-going, no current report) - **Informational.**

37 Update at June 1, 2009 meeting: e-mail from: Payne, Frank G. Sent: Tuesday, May 26, 2009  
38 7:13 AM: The City is in the process of commenting on an agreement with the State on the  
39 receipt and the use of regional toll revenue (RTR) funding for the construction of  
40 improvements to Mayhill Road. The County has approved a bond sale for half of the local  
41 share (approximately \$4.5 million), and the City will need to come up with the balance. If  
42 things proceed well with the contract process with the State, funds should be received and the  
43 solicitation of firms for the design portion of the project can begin possibly as soon as this  
44 summer. Construction will not likely commence for another 3 to 5 years.

45 p) US 380 at Fulton, is there a left turn loop problem? (On-going, staff will have update  
46 information on this item for discussion)



1 Traffic Engineer Vokoun stated staff has looked at the intersection and the equipment  
2 checked for operational problems and fixed. Commissioner Cheek agreed that the signal is  
3 working better and that this item can be removed from the list.

4 q) Southbound Bell at Sherman, can the lane configuration be change? (On-going, no  
5 current report) - **Informational.**

6 r) Discuss curb cuts in general and Sonics' on west University Drive in particular (On-  
7 going, no current report) - **Informational.**

8 s) Investigate Hickory at southbound Elm and why people are turning right and going the  
9 wrong way (On-going, no current report) - **Informational.**

10 t) Investigate the need for additional timing for westbound Teasley at Dallas Drive (On-  
11 going, staff has requested a volume count) – **Informational.**

12 u) Investigate the possibility of closing the exit ramp at the Sack N Save and noted that the  
13 signage at IH-35 at North Texas Boulevard is too close to the ground and should be  
14 corrected (On-going, no current report) – **Informational.**

15  
16 5) Under Section 551.042 of the Texas Open meetings Act, respond to inquiries from the  
17 Traffic Safety Commission or the public with specific factual information or recitation of  
18 policy, or accept a proposal to place the matter on the agenda for an upcoming meeting.

19  
20 Commissioner Michael Green stated that traffic was backing up at the signal on the frontage road  
21 at Bonnie Brae and IH-35 and to check the loops/operation of the signal.

22  
23 Commissioner Michael Green asked if it was possible to install a right turn only lane for the  
24 frontage road at Bonnie Brae and IH-35.

25  
26 Commissioner Michael Green asked about the possibility of the flashing yellow signal light at  
27 Mayhill Road @ US 380 could stay operational.

28  
29 The meeting was adjourned by consensus at 8:20 p.m.

30  
31 John Crew, Chair

32 Bud Vokoun, City Traffic Engineer; Ann Forsythe, Boards and Committees Coordinator

33

MINUTES  
TRAFFIC SAFETY COMMISSION  
August 3, 2009

After determining that a quorum of the Traffic Safety Commission of the City of Denton, Texas was present, the Chair of the Traffic Safety Commission convened into an Open Meeting on Monday, August 3, 2009 at 5:30 p.m. in the Council Chambers, City of Denton City Hall, 215 E. McKinney Street, Denton, Texas.

**Present:** Chair John Crew, Connie Baker, Jason Davis, Marion Scott, Kim Spivey, Zackary Tucker, and Michael Green (arrived at 5:35 p.m.)

**Absent:** Pat Cheek, excused

Also Present: Bud Vokoun, Traffic Engineer and Kim Mankin, Administrative Assistant; John Anderson, Engineer for Aspen Heights Developer

**OPEN MEETING:**

- 1) Consider recommending approval of the Traffic Safety Commission meeting minutes of:
  - a) July 6, 2009

**The minutes were approved as circulated.**

- 2) Receive a report, hold a discussion and make recommendation(s) to the City Council that the following restriction(s) be imposed:
  - a) No standing or stopping on the west side of Yellowstone Road from Sun Valley Drive to Imperial Drive for the hours of 7:30 – 8:00 a.m. and 2:30 – 3:15 p.m., school days.
  - b) No right turn, except emergency vehicles, for eastbound Sun Valley Drive to Yellowstone Road for the hours of 7:30 – 8:00 a.m. and 2:30 – 3:15 p.m., school days.
  - c) No left turn, except emergency vehicles for westbound Sun Valley Drive to Yellowstone Road for the hours of 7:30 – 8:00 a.m. and 2:30 – 3:15 p.m., school days.

Vokoun stated that DISD staff has been meeting with city staff to discuss how to resolve issues with different schools. The latest review concerns Ginnings Elementary School with discussions centered mostly about off-site circulation issue. Currently school buses service the school via the horse-shoe shaped access on the west side of the school off of Stuart Road with staff parking in the accompanying parking lot. Parents service the school via the horse-shoe shaped access on the east side of the school off of Yellowstone Road and use the accompanying parking lot there. Currently, in the afternoon, some parents line up for some distance on northbound Yellowstone waiting to pick up children, south of the entry driveway. Other parents line up for some distance on westbound Sun Valley Drive, east of Yellowstone Road, to turn left onto southbound Yellowstone Road. Still, other parents' line up on eastbound Sun Valley Drive, west of Yellowstone Road, creating a backup that extends to Stuart Road and some distance for both southbound and northbound on Stuart Road.

Also of concern, is the east and west bound traffic on Sun Valley Drive because of children crossing at this intersection. The crossing guard frequently has to direct the traffic turning onto Yellowstone Road in order to avoid conflicts with the children crossing here, and then add to this scenario the local thru traffic trying to get through this congestion.

The northbound and southbound traffic on Stuart Road turning onto Sun Valley Drive to get to the parent service area off of Yellowstone Road sits in line on Stuart Road. Stuart Road is classified as a collector street and services a substantial amount of traffic throughout the day including a bus route. Because of the heavy bicycle traffic generated by the school, and the lack of a sidewalk in some locations, a marked bike lane has been installed for both directions of Stuart Road in this area. The width is sufficient to accommodate this waiting northbound traffic because this traffic sits adjacent to the easterly curb and the thru traffic is able to pass around waiting traffic. However, the waiting traffic blocks the marked bicycle lane. Because the bicycle lanes on Stuart Lane cannot accommodate both thru lanes of travel, plus a left turn pocket for either direction, southbound traffic occupies the "center" of the roadway. This occupation of the center of the roadway causes difficulty for the southbound through traffic, especially buses, to pass around the waiting traffic. In addition, the southbound waiting traffic also tends to be in conflict, at least in part, with the oncoming northbound thru traffic. The crossing guard frequently has to direct traffic turning onto Sun Valley Drive in order to avoid conflicts with the children crossing as well as the conflict with the southbound turning traffic with the northbound thru traffic.

As such, City and DISD staff determined the parent service area should only be serviced from northbound Yellowstone Road via Imperial Drive. City and DISD staff also determined that way-finding signs should be installed and flyers distributed by the school indicating that the routing will be:

- For northbound traffic on Stuart Road: traffic is to turn right onto eastbound Imperial Drive to get to northbound Yellowstone Road
- For southbound traffic on Stuart Road: traffic is to turn onto/continue on eastbound Hercules Lane; turn right onto southbound Sheraton Road; then right onto westbound Imperial Drive and then; a right to northbound Yellowstone Road
- For westbound Sun Valley Drive: traffic is to turn onto/continue on southbound Sheraton Road; turn right onto westbound Imperial Drive and then; a right turn onto northbound Yellowstone Road.

With this routing the issues with waiting vehicles and thru vehicles on Stuart Road will be reduced, conflicts with waiting traffic and the children crossing at Stuart Road and Sun Valley Drive will be reduced, and conflict with waiting traffic and the children crossing at Sun Valley Drive and Yellowstone Road will be reduced. Staff understands that there may be issues with the residents not being able to readily access their driveways because of the waiting vehicles, but over the long run, most residents will learn to adapt.

In an effort to promote neighborhood awareness, the DISD intends to notice some of the neighborhood of these changes prior to school beginning in the fall.

To cause compliance with this routing, staff has determined that a time limited no left and right turn restriction is needed for eastbound and westbound Sun Valley Drive at Yellowstone Road. In addition, the DISD intends to use cones on Yellowstone Road, just north of the northerly driveway as well as just south of Sun Valley Drive to enhance the fact that parents are not to turn from Sun Valley Drive to Yellowstone Road.

In addition, all traffic exiting the parent service area will be required to turn south onto Yellowstone Road. In order to accommodate this traffic: because Yellowstone Road is narrow in this area and to eliminate parents that may want to park on the west side of Yellowstone Road and wait to pick up their children, a no stopping or standing restriction should be installed along the entire length of schools property from Sun Valley Drive to Imperial Drive.

Staff is of the opinion that this is the minimum required to relieve the situation. Staff intends to observe the changes in circulation patterns a number of weeks after the beginning of school in order to see if additional items need to be considered. Other issues that may need to be resolved, as a result of the routing and these recommended restrictions are hard to predict. However, an additional item that has and is being considered is the moving of the crosswalk on Sun Valley Drive at Yellowstone Road to Sun Valley Drive and Sheraton Road with the extension of the school zone. This is because the current crossing has no sidewalk on the north side of Sun Valley Drive and children either walk in the street or across private property. Vokoun the noted that because of the elevation differences along these properties at the street, a sidewalk would be extremely expensive because it would require extensive retaining walls. Another consideration may be time limited parking restrictions for either the north side or the south side or both for Sun Valley Drive, in part or in whole from Stuart Road to Sheraton Road as well as a parking restriction on the easterly side of Yellowstone Drive.

Commissioner Jason Davis asked if Yellowstone could be changed to a one-way street. Vokoun replied that with residents on the east side it would be difficult to enforce and from a practical standpoint this solution is easier. Davis then asked if traffic on Yellowstone could go north or just south. Vokoun replied south only.

Chair John Crew stated that the intent here is to have parents pick up children away from Stuart Road. Commissioner Jason Davis then asked if Stuart Road is designated as no parking. Vokoun replied technically; however, parents' do park in the bicycle lane.

**Commissioner Marion Scott moved to approve Item 2 with a second from Commissioner Zackary Tucker. The motion was approved by a 7-0 vote.**

- 3) Receive a report, hold a discussion and make recommendation(s) to the City Council that a no parking restriction be imposed on the southerly side of Westward Drive from Crest Meadow Street to Northway Street, with conditions.

Vokoun stated there is a student housing development being proposed which is west of Bonnie Brae and that the developer is asking that Westwood Drive, which is designated as a collector street, be downgraded to a residential street. The project design calls for the housing to be a gated community with a cul-de-sac at the southerly end of Northway Street with an emergency access gate to the apartments at the main entrance facing Bonnie Brae. Vokoun stated that in the development of a typical residential subdivision, it would be expected that houses would front Westward Drive (as they do on the north side) and generate traffic accordingly. But, because the apartment buildings would face inward (away from Westward Drive), the proposed fence and the fact that there would be no access to Westward Drive or Northway Street because of the emergency only vehicle gate, there would be no traffic generated by this site to Westward Drive and so the existing Westward Drive would not function as a collector street as depicted on the current Mobility Plan. The developer intends to bring forward a request to the Mobility Committee that existing Westward Drive be downgraded to a residential street. It is believed that the residents would be in favor of this proposal because of the reduction in traffic. With the approval for the reduction of Westward Drive from a collector street to a residential street, the required width of the street can then be reduced. The developer is proposing to install just curb and gutter on the southerly side of Westward Drive making it a 25 foot wide roadway. Because this is less than the City's standard 28 feet width for a residential street, the City Code allows for a narrower residential street, provided a parking restriction is imposed. Therefore, the developer has initiated a request to impose a no parking restriction on the south side of Westward Drive from Crest Meadow Street to Northway Street. Vokoun added that the current city code requires that any street less than 28' feet be restricted to no parking.

Vokoun stated that granting the developer's request that no parking be installed on Westward from Crest Meadow to North Lake would cause any extension of Westward Drive to Bonnie Brae to be wholly upon this development's property. As this development would face inwardly, and not have access to Westward Drive, the burden of the cost for right-of-way and/or the street improvements and/or sidewalk would be excessive and the City could end up purchasing the right-of-way and constructing the roadway and/or sidewalk, with little contribution from this developer. If the City would desired to purchase the right-of-way and construct the roadway, the amount of development on this site would be greatly reduced, as the Code would require a minimum of 70 feet of ROW.

The Razor Ranch development has submitted a preliminary plat that has been approved by the City that shows a north/south residential street extending to the Razor Ranch's northerly property line (the southerly property line of this development) that when projected to the north aligns with the existing Northway Street. By Code, this street would be required to be extended into the Aspen Heights development from both the north and the south. Traffic staff has requested that unless the Razor Ranch development provides sufficient documents, acceptable to the City, to show that this north/south roadway no longer is desired and the proposal is approved by the City, then this development would be required to extend existing Northway Street to the south into this property and also extend the proposed street in the Razor Ranch development to the north onto this property as required by City Code.

The Committee should note that there are a number of issues need to be resolved with this development.

1. The property needs to be rezoned to allow this type of development.
2. That, as noted earlier, that the Mobility Committee recommends and the City Council approves the changing of existing Westward Drive from a collector street to a residential street. If the City does not agree, then the developer will be required to complete the construction of Westward Drive to meet current City standards and the therefore, this street would be wide enough for parking on both sides and this request would be moot.

City staff recommends that the Traffic Safety Commission recommend to City Council that a “no parking” restriction be imposed on the southerly side of Westward Drive from Crest Meadow Street to Northway Street, with the following conditions:

1. This development receives the requested zoning change(s) from the City and
2. The City approves the requested mobility change of Westward Drive from a collector street to a residential street
3. The City approves the appropriate documents of the Razor Ranch development changing the north/south street so that it does not end at the property line so as to extend into the Aspen Heights development.

Chair John Crew stated he had questions and asked John Anderson, design Engineer, to approach the Commission. Chair Crew then asked what type of gate would be placed at the emergency entrance. Anderson stated it is proposed to be an iron gate designed and equipped for emergency access only. Chair Crew then asked about pedestrian traffic through the community. Anderson replied the request is for no pedestrian access at the emergency entrance for a couple of reasons. The first being to deter student parking on Westward and second being to address the concern expressed by the Catholic Church for the safety for students attending school. The church would actually prefer that the cul-de-sac not be built. Chair Crew then asked if a traffic signal would be installed and who would pay for it. Vokoun stated that the developer would participate in the payment of the signal at Windsor and Bonnie Brae streets. There is no traffic signal planned in or out of the development.

Commissioner Kim Spivey asked if Westward Drive would remain the same. Vokoun replied yes.

**Commissioner Zackary Tucker moved to approve with a second from Commission Marion Scott that a “no parking” restriction be imposed on the southerly side of Westward Drive from Crest Meadow Street to Northway Street, with the following conditions:**

- a) **This development receives the requested zoning change(s) from the City and**
- b) **The City approves the requested mobility change of Westward Drive from a collector street to a residential street**

- c) **The City approves the appropriate documents of the Razor Ranch development changing the north/south street so that it does not end at the property line so as to extend into the Aspen Heights development.**

**The motion was approved by a 7-0 vote.**

4) Staff Report(s):

- a) Update on request for a pavement markings machine.

Vokoun reported that this item will be presented next month. Vokoun then added that the previously marking was put down with water based paints; however, over the last couple of weeks thermal paint has been applied using a walk behind machine. The thermal machine has to be heated over two hundred degrees to get it liquid enough to apply.

- b) Update on possible Hawk signal on Texas Blvd for UNT.  
c) Update on possible Hawk signal on Bell for TWU.  
d) Update on parents waiting to pick up children at the WS Ryan Elementary School parking on the cul-de-sac and making it difficult for homeowners to get in and out of the driveways.  
e) Update on Bryan Street/Scripture Street area regarding on-street parking that has increased and creates various problems at the intersection because the streets are narrow.  
f) Update on Windsor west of Sherman, where on street parking is restricting vehicle travel.  
g) Update of Hobson Lane at FM 1830 and the possibility of creating a double turn lane or left turn only.  
h) Update on signage at the intersection of Industrial and Sycamore Street as current signage is confusing.  
i) Update on the investigation of southbound Ft Worth for the center lane to be an optional left turn lane.  
j) Update on the signing and markings for northbound IH 35E service road at Ft worth for more signing further in advance.  
k) Provide information concerning Dallas Drive cross-over to Loop 288 exit at IH 35E. Also, to alleviate the backup/congestion on the main lanes of southbound IH35, consider the closing the Loop/Lillian Miller exit and the Pennsylvania exit be used with the removal of the stop signs on the frontage.  
l) Provide information on the feasibility of left turn signalization on Bell at Hickory.  
m) Update on the options for the excess street width on the west side of northbound Locust Street, south of McKinney Street.  
n) Update on Mayhill Rd.  
o) Update on a potential lane configuration change at southbound Bell at Sherman.  
p) Update on discussion of curb cuts in general and Sonics' on West University Dr in particular.  
q) Update on the investigation concerning why motorists are turning right and going the wrong way at Hickory and southbound Elm.

Vokoun stated that section would be updated with better signage.

- r) Update on the investigation for the need for additional timing for westbound Teasley at Dallas Drive.

Vokoun stated that there are a lot of turning movements on Teasley going northbound on Dallas Drive. Because of that there is a left turn pocket and next lane over is a left and thru lane and because of that configuration there is a split phasing to give green to one direction and then green to the other. There are also multiple traffic signals in a row and there is an attempt to move as much traffic as possible on Dallas Drive through progression of the signals.

- s) Update on the possibility of closing the exit ramp at the Sack N Save and concern that the signage at IH-35 at North Texas Boulevard is too close to the ground and should be corrected.
  - t) Review the backing up of traffic at the signal on the frontage road at Bonnie Brae and IH-35 and to check the loops/operation of the signal.
  - u) Investigate the possible installation of a right turn only lane for the frontage road at Bonnie Brae and IH-35.
  - v) Review of the signal light at Mayhill Road @ US 380 which flashes yellow after 11:00 p.m. and could the signal stay operational.
- 5) Under Section 551.042 of the Texas Open meetings Act, respond to inquiries from the Traffic Safety Commission 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.
- 1. Chair John Crew asked if the left turn on Lillian Miller and IH-35 could be extended and would there also be a protected left turn.
  - 2. Commissioner Michel Green asked for an update on the left turn lane at Duncan Street and for an update of the construction on Duncan.

The meeting was adjourned by consensus at 6:48 p.m.



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MINUTES  
TRAFFIC SAFETY COMMISSION  
September 14, 2009

After determining that a quorum of the Traffic Safety Commission of the City of Denton, Texas was present, the Chair of the Traffic Safety Commission thereafter convened into an Open Meeting on Monday, September 14, 2009 at 5:30 p.m. in the City Council Work Session room, City of Denton City Hall, 215 E. McKinney Street, Denton, Texas.

**Present:** Chair John Crew, Pat Cheek, Connie Baker, Marion Scott, Zackary Tucker, Kim Spivey, Howard Draper, Ralph Glass and Michael Green (arrived at 5:39 p.m.)

**Also Present:** Bud Vokoun, Traffic Engineer; Ann Forsythe, Boards and Committees Coordinator and Edward Bunch, citizen

**OPEN MEETING:**

**Chair John Crew welcomed new members Howard Draper and Ralph Glass.**

- 1) Consider recommending approval of the Traffic Safety Commission meeting minutes of:
  - a) August 3, 2009

**The minutes were approved as circulated.**

- 2) Receive a report and hold a discussion about restricted left turn (protected only) for school children at Teasley Lane/Lillian Miller and whether it can be protected/permissive during other portions of the day.

Traffic Engineer Bud Vokoun presented this item stating that westbound Teasley at Teasley and Wind River and Lillian Miller eastbound movement is protected only which was installed a substantial number of years ago due to concern from parents of children attending Sam Houston Elementary School who crossed at this intersection.

A request from the Commission last month was to consider a protected permissive turn during certain times of the day and protected only at certain times of the day. Vokoun stated that electronically that can happen, but the problem is being that several years ago there was a judicial judgment that requires particular signs to be installed at particular intersections. Signs for when one turns on the green ball can be yield in green ball, and those that are protected only have to be left turn on protected green arrow only. That presents the problem if one is going to have both of those during any part of any given day of how to tell drivers it is one way during one time and another way at another time. Also, staff is of the opinion that the sign's posted times would not be readily seen by many drivers and thus cause confusion. Staff is concerned about issues relative to the average driver reading and understanding the timing if it is the first or second time through the intersection. It is not so much the timing or programming issues as it is a convenience to the driving public of what each sign conveys at the time.

Because staff is not aware of any such signal phasing in the metro area, and because it is not typically a good idea to have a unique situation for the common driver, staff does not recommend a change in the current signalization.

1 A motion was made by Zackary Tucker and seconded by Commission Pat Cheek to accept  
2 staff's recommendation.

3 Chair John Crew then asked for citizen input.

4 Edward Bunch, citizen, spoke in favor of the permissive signal stating that he drives through this  
5 intersection on a regular basis and there are school crossing guards at the intersection just as  
6 there are at Indian Ridge. It seems to be a great penalty in asking the driver's to set at the signal  
7 on Saturday night at midnight waiting for a green arrow to when there are no kids at the signal.

8 Bunch then stated that kids cross southbound on the west side, cross eastbound on the south side  
9 and cross south bound on the east side and a left turn can be made on a green ball. Traffic is not  
10 restricted to just going on a green arrow and he does not know why the one left lane is penalized.

11 Commission Pat Cheek stated that the signal at Malone and U.S. 380 was a twenty-four hours No  
12 Right turn on red and that she watched police officers turn right on red. It was ridiculous and  
13 that she understands Mr. Bunch's request and agrees with him.

14  
15 Commissioner Zackary Tucker stated he believed the signal should be left as is.

16  
17 Chair John Crew asked what prevents the city from changing the signal from left turn on yield.  
18 Vokoun replied parent objections and that within the last nine months he has received a request  
19 from a principal that the northbound right turn is restricted and when Vokoun informed her that  
20 children should not be crossing on that situation the principal realized that was not necessary and  
21 withdrew the request. The principal did, however, emphasized the need for the eastbound  
22 restricted left turn.

23  
24 Commissioner Kim Spivey questioned that the rest of the intersection is not the same because the  
25 children are not suppose to cross there. Vokoun replied children are not to cross at the south or  
26 west light but do cross at the east light.

27  
28 Commissioner Ralph Glass stated he understands the delay that causes but there are so many  
29 kids at Wind River and then asked if there had there been any accidents involving children in the  
30 crosswalk during the school year. Vokoun stated he was not aware of any prior to the restriction  
31 or since.

32  
33 Commissioner Marion Scott stated he would prefer to err on the side of safety of the children.

34  
35 Commissioner Howard Draper asked if the neighborhood's request could be accommodated by  
36 keeping protected turn for twenty-four hours but altering the time so that the driver would not be  
37 required to wait quite as long for an arrow. Vokoun replied that it is a demand call and the driver  
38 has to wait through the sequence.

39  
40 Commissioner Pat Cheek asked Mr. Bunch how he was notified. Bunch replied he talked with  
41 Chair John Crew about it. Cheek questioned whether there should be more input from people  
42 whose children cross and people who drive it regularly. Vokoun stated that he had offered the  
43 option to the Commission to continue this item so that the neighborhood association could be  
44 involved. Commissioner Tucker stated he thought since there is only one citizen who has

1 requested the change then it is not a major issue. Vokoun stated that he was not aware of any  
2 others who are concerned.

3  
4 **Chair John Crew called for a vote on the motion to leave the signal as it is. The vote was 6-**  
5 **3 in favor of the motion.**

6  
7 Staff Report(s):

- 8 a) Update on request to purchase a pavement markings machine. The cost of the machine  
9 makes this request prohibitive. **After a discussion of information, the Commission**  
10 **indicated that it was sufficient and can be removed next time from this listing.**
- 11 b) Possible Hawk signal on Texas Blvd for UNT.
- 12 c) Possible Hawk signal on Bell for TWU.
- 13 d) Update on parents waiting to pick up children at the WS Ryan Elementary School  
14 parking on the cul-de-sac and making it difficult for homeowners to get in and out of  
15 their driveways. **The principal at Ray Elementary wrote a letter to parents**  
16 **requesting that they not park on the cul-de-sac. The school crossing guard called**  
17 **Vokoun to inform him that she had noticed a marked difference after the letter went**  
18 **out. As such, the Commission indicated that this was sufficient and can be removed**  
19 **next time from this listing.**
- 20 e) Bryan Street/Scripture Street area on-street parking has increased and creates various  
21 problems at the intersection because the streets are narrow.
- 22 f) Windsor west of Sherman, on street parking is restricting vehicle travel.
- 23 g) Hobson Lane at FM 1830 - create double turn lane or left turn only.
- 24 h) Signage at the intersection of Industrial and Sycamore Street is confusing.
- 25 i) Investigate southbound Ft Worth for center lane to be optional left turn lane.
- 26 j) Review signing and markings for northbound IH 35E service road at Ft worth – more  
27 signing further in advance?
- 28 k) Provide information concerning Dallas Drive cross-over to Loop 288 exit at IH 35E.  
29 Also, to alleviate the backup/congestion on the main lanes of southbound IH35, can the  
30 Loop/Lillian Miller exit be closed and the Pennsylvania exit used with the removal of the  
31 stop signs on the frontage. Vokoun stated there are capacity issues for IH-35 from Loop  
32 288 to the bridge where the lanes have been expanded to three lanes. With the delay in  
33 widening IH-35 there is a proposal to install a third lane in each direction. Vokoun then  
34 stated he would clarify this at the next meeting.
- 35 l) Provide information on the feasibility of left turn signalization on Bell at Hickory.
- 36 m) Provide information on the options for the excess street width on the west side of  
37 northbound Locust Street, south of McKinney Street.
- 38 n) Mayhill Rd update.
- 39 o) Southbound Bell at Sherman, can the lane configuration be change?
- 40 p) Discuss curb cuts in general and Sonics' on west University Dr in particular.
- 41 q) Investigate Hickory at southbound Elm and why people are turning right and going the  
42 wrong way. Vokoun stated that this intersection has been resigned. **After a discussion of**  
43 **this information, the Commission indicated that it was sufficient and can be**  
44 **removed next time from this listing.**
- 45 r) Investigate the need for additional timing for westbound Teasley at Dallas Drive.
- 46 s) What is the possibility of closing the exit ramp at the Sack N Save?

1 t) The signage at IH-35 at North Texas Boulevard is too close to the ground and should be  
2 corrected.

3 u) Investigate northbound IH35 frontage road phase being skipped at Bonnie Brae (bad  
4 loop?) Vokoun stated that he drove out and observed for almost an hour and finally saw  
5 one cycle go through where nobody was on the northbound service road at Bonnie Brae  
6 and it still called up a green light. Vokoun stated he does not know what is occurring to  
7 not cause a green to come out. Vokoun did offer that the light cycles at different times  
8 of day when there are different vehicle flows through that intersection. Vokoun stated  
9 that he would look at retiming the signal during the hours of 7:30 to 9:30 a.m. daily.

10 **After a discussion of this information, the Commission indicated that it was**  
11 **sufficient and can be removed next time from this listing.**

12 v) Investigate the possible installation of a right turn lane for the IH35 frontage road at  
13 Bonnie Brae.

14 w) Review if the signal at Mayhill Rd/University, which currently flashes yellow after 11: 00  
15 p.m., can work colors all the time. Vokoun stated the signal is now working all of the  
16 time. **After a discussion of this information, the Commission indicated that it was**  
17 **sufficient and can be removed next time from this listing.**

18 x) Update on construction on Duncan. Vokoun stated that by the end of the month the  
19 construction will be complete.

20 y) Markings on Texas Blvd overpass of IH35 are much worn. **Vokoun stated he could not**  
21 **provide an expected date but that TxDOT is aware and has put it on the program.**  
22

23 3) Under Section 551.042 of the Texas Open Meetings Act, respond to inquiries from the  
24 Traffic Safety Commission or the public with specific factual information or recitation of  
25 policy, or accept a proposal to place the matter on the agenda for an upcoming meeting

26 AND

27 Under Section 551.0415 of the Texas Open Meetings Act, provide reports about items of  
28 community interest regarding which no action will be taken, to include: expressions of  
29 thanks, congratulations, or condolence; information regarding holiday schedules; an honorary  
30 or salutary recognition of a public official, public employee, or other citizen; a reminder  
31 about an upcoming event organized or sponsored by the governing body; information  
32 regarding a social, ceremonial, or community event organized or sponsored by an entity other  
33 than the governing body that was attended or is scheduled to be attended by a member of the  
34 governing body or an official or employee of the municipality; or an announcement  
35 involving an imminent threat to the public health and safety of people in the municipality that  
36 has arisen after the posting of the agenda.

- 37
- 38 1. Commissioner Pat Cheek asked for an update on the Rayzor Ranch development.
  - 39 2. Commissioner Pat Cheek requested that Vokoun write a letter of appreciation to the  
40 principal at Ryan Elementary School.
  - 41 3. Commissioners Pat Cheek and Ralph Glass stated that markings on Hinkle Drive need  
42 refreshing.
  - 43 4. Commissioner Michael Green stated that service road markings on IH-35 service road  
44 need refreshing at various locations.

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46 The meeting was adjourned by consensus at 6:40 p.m.

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MINUTES  
TRAFFIC SAFETY COMMISSION  
October 12, 2009

After determining that a quorum of the Traffic Safety Commission of the City of Denton, Texas was present, the Chair of the Traffic Safety Commission thereafter convened into an Open Meeting on Monday, October 12, 2009 at 5:33 p.m. in the City Council Chambers, City of Denton City Hall, 215 E. McKinney Street, Denton, Texas to consider the following items:

**Present:** Chair John Crew, Michael Green, Pat Cheek, Connie Baker, Marion Scott, Kim Spivey, Zackary Tucker and Howard Draper

**Absent:** Ralph Glass

**Also Present:** Bud Vokoun, Traffic Engineer; Mark Nelson, Transportation Director, Ann Forsythe, Boards and Committee Coordinator; Jim Witt, President, DCTA; Dee Leggett, Vice President of Communications & Planning, DCTA; Tim Schmidt, Operations Manager-Rail & Transit Systems, Lockwood, Andrews and Newnam, Inc.

**OPEN MEETING:**

- 1) Consider recommending approval of the Traffic Safety Commission meeting minutes of:
  - a) September 14, 2009

**The minutes, with corrections, were approved as circulated.**

- 2) Receive a report; hold a discussion and make recommendation(s) to the Mobility Committee to make a recommendation to City Council to approve the elimination of the crossing of Robertson Street at the rail corridor.

- 3) Bud Vokoun, Traffic Engineer, stated that representatives from DCTA were in attendance and will discuss the specifics of the topic tonight. Vokoun then stated that city staff and DCTA representatives met to review the crossings and to look at potential ramifications and considerations as the project moves forward. DCTA, in particular and for various reasons, wanted to look at closure of a few locations. DCTA met with DISD and city staff and decided there is the potential for one closing which was on Robertson Street. A number of scenarios were considered and the ones thought to be the most appropriate were presented during two public meetings in the neighborhood. Vokoun then added that DCTA sent notices to all residents within approximately 300' of the high school which is the location for the proposed closure. Vokoun then asked DCTA to give its presentation.

Jim Witt, President, DCTA, stated DCTA has been working on this project since June of this year. There have been fourteen documented meetings; six with individuals and businesses in the area, five with the DISD, and two with the neighborhood association. A public hearing was held on September 8, 2009 at Fred Moore High School at which time various options were reviewed. Witt stated that DCTA's goal is one of safety and concern. While there are two crossings that are in fairly close proximity in this area, DCTA believes that the best option would be the realignment of Robertson Street.

1 Witt then introduced Tim Schmidt, Operations Manager, whose group has done most of the work  
2 on the realignment. Schmidt will present what appears to be, at this time, the option that has the  
3 most support and least impact on the neighborhood. Witt stated there were negative comments  
4 regarding the options that would create additional impacts on the neighborhood, particularly  
5 when routing more traffic down Cross Timbers, past a day care and past Fred Moore High  
6 School to the west side. DCTA chose not to bring those forward for any consideration.

7  
8 Schmidt stated that Robertson will continue to be connected to Bell Avenue. DCTA is looking  
9 at putting Robertson approximately 160 feet to the west with the closing of the crossing and then  
10 realigning the existing portion of Robertson, east of the DCTA line, with Jackson Street. DCTA  
11 worked with the DISD by making the school's ring road into Robertson with two way traffic,  
12 which would eliminate approximately eighteen to twenty parking spaces. DCTA worked with  
13 DISD to reconfigure and create additional parking on the north side of the DISD property to  
14 mitigate parking that would be lost. Witt than asked if there were any questions.

15  
16 Vokoun added that currently the buses come in a clockwise direction and therefore, the students  
17 have to pass in front of and behind the buses to get to/from school. Vokoun also added that the  
18 Transportation Director for DISD has indicated a preference for Option 4B because buses will  
19 then have a counter-clockwise circulation and the bus' entrance will be on the school's side.

20 Commissioner Michael Green asked if grading will occur on Robertson Street to reduce an  
21 existing small hill. Witt replied that some grading will occur, but a small hill will still exist.

22 Commissioner Green then asked what makes Option 4b the best option. Witt stated that while it  
23 is offers essentially the same connection of Mill and Morse, the realignment will take the  
24 Robertson connection from the east side of the rail and put it on the west side of the rail. Witt  
25 added that with Option 1 DCTA did not address the loss of DISD parking spaces.

26 Witt also stated that with the Option 1, when exiting the proposed driveway connection to the  
27 proposed Robertson Street and stopping at the stop bar, the hill and the curve on Robertson could  
28 create an unsafe condition. Vokoun stated there is also the concern of the appearance of this  
29 driveway being a slip/acceleration ramp which could encourage traffic to continue from Wye  
30 Street through the DISD property to access Robertson Street without stopping.

31 Chair John Crew asked what is the main factor in closing. Witt replied that it is its proximity of  
32 the rail crossing to the Robertson Street and Mills Street crossing; DCTA is trying to maximize  
33 the rail, vehicles and pedestrians to one location.

34 Chair Crew then asked if there would be a one for one crossing trade off for the closing. Vokoun  
35 replied that staff was unable to locate an alternate viable crossing that would realize any  
36 accommodation to the public.

37 Chair Crew then asked if there would be a traffic signal at the new intersection of Robertson  
38 Street and Mills Street. Vokoun replied that based on current traffic volumes and their  
39 projections the intersection would not meet any of the signal warrants; however, a review after  
40 construction will occur to determine if installation of a four way stop is warranted.

1 Commissioner Howard Draper asked on which side of the railroad tracks the bike trail would be  
2 located. Witt replied that the hike and bike trail is currently on the east side and will be rebuilt  
3 there.

4 Chair Crew then opened the meeting for citizen comments.

5 A total of six citizens spoke to the Commission. Of those six, five stated that they were in favor  
6 of progress but expressed the desire for additional sound barriers, beautification efforts through  
7 landscaping, concerns about children crossing the rail line to get to/from the school with the need  
8 for fencing and that option 4b had not been presented to the community. The sixth citizen spoke  
9 in opposition of all options stating he did not want the train located in southeast Denton.

10 The public meeting ended at 6:34 p.m.

11 **Commission Zachary Tucker moved to make a recommendation to the Mobility**  
12 **Committee to recommend to the City Council to approve the elimination of the crossing of**  
13 **Robertson Street at the rail corridor (Option 4b) in accordance with staff's**  
14 **recommendations, with a second from Chair John Crew.**

15 Chair Crew then opened the discussion for the Commission's consideration of the motion. In  
16 response to the citizen's comments, the Commission asked the DCTA representatives/staff  
17 additional questions about: the lack of presentation of 4b to the public and fencing. Dee Leggett  
18 with the DCTA indicated that because of the public's input at the meetings, the DCTA was  
19 seriously considering fencing through this area (further indicating that this was the only location  
20 being so considered along the entire route, all the way from the City of Carrollton). The reason  
21 that option 4b had not been presented to the public was because of its late consideration in the  
22 process and that other than the geometrics of the school's driveway connection to the new  
23 alignment of Robertson Street and the additional parking for the school on the north side (both  
24 enhancements to option 1) and therefore essentially the same as option 1 (which SEDNA  
25 endorsed), that there would not be any opposition to 4b. The Commission also asked about the  
26 need of a signal at Robertson Street and Bell Avenue. Vokoun indicated that the DCTA's  
27 proposal did not cause the generation of any more traffic to this intersection and only affected  
28 traffic circulation within a small area around the school. The City had recently done a traffic  
29 warrant analysis and it met one warrant and was placed on the list for the Council's consideration  
30 of funding. As the DCTA would not contribute any additional traffic to this intersection, City  
31 staff did not feel that they were responsible for any associated costs for its installation. The  
32 Commission then asked about sidewalk in the area. Vokoun indicated that there was little  
33 sidewalk in the area and that because the realignment would not drastically change pedestrian  
34 patterns in the area, that sidewalk installation was the DISD's responsibility on the school site  
35 and the City's responsibility most everywhere else, but because the DISD was to reconstruct  
36 Robertson Street in its new location as a collector street, that an 8 foot wide sidewalk would be  
37 also be required to be constructed by DCTA along this section.

38 **After additional discussion by the Commissioners regarding the DCTA's need for better**  
39 **communication concerning beautification and buffering efforts with the neighborhood the**  
40 **recommendation was amended to add that: the DCTA was to continue to work with the**  
41 **residents in resolving the issues regarding sound barriers, fencing and landscaping/**  
42 **beautification efforts.**

43 **The amended motion was approved by a 6-2 vote.**

- 1 4) Receive a report; hold a discussion and make recommendation(s) concerning the annual  
2 review of loading zones.

3 Vokoun stated this item is the yearly approval of loading zones. Vokoun pointed out that several  
4 businesses had not, by the end of the business day, returned application sheets and/or payment  
5 for a loading zone renewal. Vokoun stated that staff contacted these merchants on several  
6 occasions leaving reminder messages that the application and/or fee were due.

7 **Commissioner Pat Cheek moved to approve staff's recommendation to approve the**  
8 **continuation of each loading zone for which payment of the fee has been received and the**  
9 **proper paperwork submitted correctly with a second from Michael Green.**

10 **After discussion concerning what measures to take with the noncompliant merchants and**  
11 **as a result of that discussion Commissioner Pat Cheek withdrew her motion to approve**  
12 **with a second from Commissioner Michael Green.**

13 After discussion of the noncompliance by four merchants staff was directed to send a letter and  
14 paperwork to those merchants informing them that if the necessary paperwork and fee payment  
15 was not received by October 30, 2009, the loading zone designation would be removed and that  
16 those merchant(s) would be required to make application and receive approval from the Traffic  
17 Safety Commission at a later meeting.

18 **Commissioner Kim Spivey moved to approve staff's recommendation to approve loading**  
19 **zones for merchants who had met the statutory requirements of the ordinance and that for**  
20 **those merchants in non compliance, staff is to send a letter and/or paperwork to those**  
21 **merchants informing them that due to the failure to comply with the ordinance**  
22 **requirements for a loading zone, the loading designation would be removed and that**  
23 **merchant would be required to make application and receive approval from the Traffic**  
24 **Safety Commission at a later meeting with a second from Commissioner Pat Cheek. The**  
25 **motion was approved by an 8-0 vote.**

- 26 5) Consideration of and action on the election of officers for the 2009-2010 year.

27 **Chair John Crew turned the meeting over to Vice Chair Michael Green who entertained**  
28 **nominations for the election of a Chair. Commissioner Pat Cheek nominated John Crew**  
29 **with a second from Commission Kim Spivey. Commissioner John Crew was elected by**  
30 **acclamation.**

31 **Vice Chair Michael Green turned the meeting over the Chair John Crew who entertained**  
32 **nominations for the election of a Vice Chair. Commissioner Pat Cheek nominated Michael**  
33 **Green with a second from Commissioner Howard Draper. Commissioner Michael Green**  
34 **was elected by acclamation.**

- 35 6) Staff Report(s):

36 a) Update on request for a pavement markings machine.

37 **This item is complete and will be removed.**

38 b) Possible Hawk signal on Texas Blvd for UNT.

39 **On-going**

40

41 c) Possible Hawk signal on Bell for TWU.

42 **On-going**



- 1 d) Update on parents waiting to pick up children at the WS Ryan Elementary School  
2 parking on the cul-de-sac and making it difficult for homeowners to get in and out of  
3 their driveways.

4 **This item is completed and will be removed.**

- 5 e) Bryan Street/Scripture Street area on-street parking has increased and creates various  
6 problems at the intersection because the streets are narrow.

7 **On-going**

- 8 f) Windsor west of Sherman, on street parking is restricting vehicle travel.

- 9 g) Hobson Lane at FM 1830 - create double turn lane or left turn only.

10 **Continuation; no new information since last update.**

- 11 h) Signage at the intersection of Industrial and Sycamore Street is confusing.

- 12 i) Investigate southbound Ft Worth for center lane to be optional left turn lane.

- 13 j) Review signing and markings for northbound IH-35E service road at Ft Worth Drive –  
14 more signing further in advance?

15 **Waiting on information from TxDOT.**

- 16 k) Provide information concerning Dallas Drive cross-over to Loop 288 exit at IH-35E.  
17 Also, to alleviate the backup/congestion on the main lanes of southbound IH-35, can the  
18 Loop/Lillian Miller exit be closed and the Pennsylvania exit used with the removal of the  
19 stop signs on the frontage.

- 20 l) Provide information on the feasibility of left turn signalization on Bell at Hickory.

21 **Will provide an update at the November meeting.**

- 22 m) Provide information on the options for the excess street width on the west side of  
23 northbound Locust Street, south of McKinney Street.

- 24 n) Mayhill Road update.

- 25 o) Southbound Bell at Sherman, can the lane configuration be change?

- 26 p) Discuss curb cuts in general and Sonic Drive-In on west University Drive in particular.

- 27 q) Investigate Hickory at southbound Elm and why people are turning right and going the  
28 wrong way.

29 **This item is complete and will be removed.**

- 30 r) Investigate the need for additional timing for westbound Teasley at Dallas Drive.

- 31 s) What is the possibility of closing the exit ramp at the Sack N Save.

- 32 t) The signage at IH-35 at North Texas Boulevard is too close to the ground and should be  
33 corrected.

- 34 u) Investigate northbound IH-35 frontage road phase being skipped at Bonnie Brae (bad  
35 loop?)

- 36 v) Investigate the possible installation of a right turn lane for the IH-35 frontage road at  
37 Bonnie Brae.

- 38 w) Review if the signal at Mayhill Rd/University, which currently flashes yellow after 11:00  
39 P.M. can work colors all the time.

40 **This item is complete and will be removed.**

- 41 x) Update on construction on Duncan.

42 **This item is complete and will be removed.**

- 43 y) Markings on Texas Blvd overpass at IH-35 are worn.

- 44 z) Hinkle Street issues

45 **Vokoun stated that replacing the markings on Hinkle is cost prohibitive at this time.**

- 46 aa) US 380 construction update at Razor Ranch site



MINUTES  
TRAFFIC SAFETY COMMISSION  
December 7, 2009

After determining that a quorum of the Traffic Safety Commission of the City of Denton, Texas was present, the Chair of the Traffic Safety Commission thereafter convened into an Open Meeting on Monday, December 7, 2009 at 5:30 p.m. in the City Council Chambers, City of Denton City Hall, 215 E. McKinney Street, Denton, Texas to consider the following items:

**Present:** Chair John Crew, Pat Cheek, Connie Baker, Zackary Tucker, Kim Spivey, Howard Draper, Michael Green (arrived at 5:33 p.m.), Ralph Glass (arrived at 6:12 p.m.)

**Absent:** Marion Scott, excused

**Also Present:** Bud Vokoun, Traffic Engineer; Ann Forsythe, Boards and Committees Coordinator

**OPEN MEETING:**

- 1) Consider recommending approval of the Traffic Safety Commission meeting minutes of:
  - a) October 12, 2009

**The minutes, with corrections, were approved as circulated.**

- 2) Receive a report, hold a discussion, and make recommendations to staff for the canvassing of the Commission for a consensus of agreement of staff policies as it relates to various parts of the City of Denton Municipal Code's that concern parking restrictions.

Traffic Engineer Vokoun stated that in the past the Commission has reviewed staff policies relative to pedestrian crosswalks and installation of right-of-way designation signs, which are yield and stop signs.

Vokoun stated there has not been any formalization of how to go forward with requests from citizens for no parking restrictions. Staff is seeking to formalize procedures by requesting that the Commission work with staff to review the requirements staff has provided in the attachments, so as to handle citizen requests for no parking in the future. These requirements are based somewhat on this City's informal staff requirements in the past as well as current staff's experience with these types of matters in other cities. It is appropriate for the Commission to agree about a procedure, so that when a request from a citizen comes before the Commission, there is an understanding by the Commission of what was to have been done and what was done by the citizen prior to coming forward with the request, so there is a minimum of procedural issues. As such, staff is also seeking to provide a guide to residents, when there is a request for parking restrictions.

There is a sub category which staff wants to initially discuss with the Commission regarding an existing code, Section 18-93, that has to do with safety issues. These safety issues being, the parking of vehicles on streets that causes the restriction of travel lanes to less than 10 feet. The

parking of vehicles in this situation can increase the potential of rear-end, sideswipe and head-on collisions in trying to avoid the parked vehicle. Because this is already ordinances, the police can enforce this anytime, anywhere now. However, staff is of the opinion that because this ordinance is most likely not known by most residents, those certain criteria should be in place prior to enforcement, except in an emergency situation. It is staff's opinion that pavement markings need to be installed prior to enforcement so as to be able to establish that there is less than 10 feet of travel lane. Pavement markings are typically installed on arterial and collector streets or where traffic calming devices (that restricts a street's width) have been install on residential streets. . Staff reminded the Commission that during the Oak/Hickory bike lane discussions last spring, that it was staff's opinion that because of the types and volumes of vehicles on these streets, that parking widths should be considered as being a minimum of 9 feet to afford a greater safety factor than the typical 8 feet considered on lesser traveled streets and so, the width of a travel lane in which parking is not allowed under this section is considered is to be 19feet or less from pavement making to face of curb/edge of street (that is, if the lane is greater than 19 feet, then parking is allowed and cannot be enforced under this code). Staff has also determined that signage should be installed prior to enforcement to inform the public. In the past, where there were safety issues that met the travel lane width restriction requirement of Sec 18-93, staff has installed these signs under Sec. 18-3, which allows the traffic engineer to install signage for various situations, including existing ordinances. In addition, staff is also of the opinion that this ordinance should not apply to residential areas in which at least some of the residences front this type of street (for which the restriction would be imposed) and do not have an immediate adjoin cross-street for parking usage, as it would then remove on street parking in front of their house, that they may desire to use, without the option of parking on a cross-street. Under these conditions, staff typically contacts these residents when this restriction is being considered and if issues are expressed that are best resolved in the public's forum, staff takes it forward as a City's petition request. If the residences side or back to the street then there is usually sufficient parking on the cross-street so that the loss of the parking is not critical, staff has installed parking restriction for such situations. Staff feels that parking restrictions within residential areas that are initiated by a resident are better dealt with by a petition process in which the residents participate and therefore, most of the intra-neighborhood issues are dealt with prior to bringing it forth to the Commission for recommendation to the City Council.

Although staff worked with the city's prosecuting attorney some time ago to come up with the current signage used for Sec. 18-93, the current municipal judge has recently decided that the signs do not represent the ordinance necessary for the enforcement of the tickets that were being issued. Currently, the signs indicate to the effect that there is: no stopping or standing on pavement. The judge, through a number of people appealing a parking ticket issued, has decided that the signs must also indicate no "parking" along with the standing or stopping.

Commissioner Cheek asked how enforcement of the ordinance could be accomplished without signage. Vokoun replied that it is enforceable because it is an ordinance, but without the signage noticing it, if tickets were issued, there could be a large public uproar about abuse.

Commissioner Spivey stated that she was unsure what staff is asking the Commission to do. Vokoun replied staff is asking the Commission to decide if staff is reasonably applying Code 18-93. If not, what suggestions would the Commission recommend so that if in the future someone

questions what staff is doing, it can be shown that the Commission has had the opportunity to work with staff and come up with a process that the Commission understands and agrees with.

Chair Crew asked if authority is established by City Council to enforce the ordinance. Vokoun replied that is because Sec 18-93 is currently a part of the City Municipal Code, it is enforceable now by the police when the criteria is met. If there is an issue that meets the criteria, by Sec. 18-3 the traffic engineer is allowed to install signage to make the code effective and has done so in the past for these conditions in order to notice the violators of a possible ticket.

Chair Crew stated that he thinks that prior to installation of any signage the property owner should be allowed to provide input. Vokoun stated that because this is a safety issue, staff has to have some discretion in the code's application and, as such, if there is any thought that the signing of a street under this code could bring up concerns by the residents that front the street, staff considers contacting the resident(s) or, if installed by staff and a resident has issues with the parking restriction installation under this section of the code, it can always be brought to the Commission so they can give their side as to why it should not have been installed or should be modified.

Commissioner Tucker stated that being the decision to enforce no parking restrictions under this code is a safety issue; the Traffic Engineer should be allowed to make that decision.

Chair Crew stated that he did not have a problem with the ordinance but with the method of signage.

**Commissioner Cheek made a motion to table a decision until a later date with a second from Spivey. The motion was approved by a 6-2 vote.**

3) Staff Report(s):

- a) Possible Hawk signal on Texas Blvd for UNT.
- b) Possible Hawk signal on Bell for TWU.
- c) Bryan Street/Scripture Street area on-street parking has increased and creates various problems at the intersection because the streets are narrow.
- d) Windsor west of Sherman, on street parking is restricting vehicle travel.
- e) Hobson Lane at FM 1830 - create double turn lane or left turn only.
- f) Signage at the intersection of Industrial and Sycamore Street is confusing.
- g) Investigate southbound Ft Worth for center lane to be optional left turn lane.
- h) Review signing and markings for northbound IH-35E service road at Ft worth – more signing further in advance?
- i) Provide information concerning Dallas Drive cross-over to Loop 288 exit at IH-35E. Also, to alleviate the backup/congestion on the main lanes of southbound IH-35, can the Loop/Lillian Miller exit be closed and the Pennsylvania exit used with the removal of the stop signs on the frontage.
- j) Provide information on the feasibility of left turn signalization on Bell at Hickory.
- k) Provide information on the options for the excess street width on the west side of northbound Locust Street, south of McKinney Street.
- l) Mayhill Rd update.
- m) Southbound Bell at Sherman, can the lane configuration be change?

- n) Discuss curb cuts in general and Sonics' on west University Dr in particular.
- o) Investigate the need for additional timing for westbound Teasley at Dallas Drive.
- p) What is the possibility of closing the exit ramp at the Sack N Save.
- q) The signage at IH-35 at North Texas Boulevard is too close to the ground and should be corrected.
- r) Investigate northbound IH-35 frontage road phase being skipped at Bonnie Brae
- s) Investigate the possible installation of a right turn lane for the northbound IH-35 frontage road at Bonnie Brae.
- t) Markings on Texas Blvd overpass of IH35 is much worn (On-going, current report) – **Informational; September 14, 2009 meeting – from an e-mail: From: Vickie Hodges [mailto:VHODGES@dot.state.tx.us] Sent: Tuesday, August 18, 2009 9:59 AM To: Vokoun, Bernard J. Subject: RE: Texas Blvd bridge; you are welcome. I will try to update you when the changes are approved and the work is about to be completed and sent: Friday, August 14, 2009 2:12 PM; we are in the process of submitting a change order for our striping contract to cover this work. If approved it would possibly be two or three weeks before the work would be completed. Upon a field trip of the area, staff observed that the markings have been refreshed. The Commission concurred and agreed that this item was complete and could be removed from this listing.**
- u) Hinkle Street issues
- v) US 380 construction update at Razor Ranch site
- w) IH 35E service roads markings at various locations need refreshing
- x) Eagle/Ave C: request for Crosswalks across Eagle adjacent to UNT, especially at Ave C/Welch/Bernard. UNT has ~2500 students in dorms along Eagle, 2 dorms are pedestrian/cyclist only. One is on corner of Ave C/Eagle, high pedestrian foot traffic darting between cars
- y) Welch at Mulberry: request for Yield When Occupied sign; cars often don't yield. UNT police erect "yield when occupied, it's TX state law" sign daily in middle of road daily (8-5?)
- z) Scripture/Ponder: cyclist reports that southbound traffic on Scripture at Ponder stop sign expects cross traffic to stop. Car pulled out in front of cyclist (who was using front light), cyclist reports many near miss accidents here. Rode this myself and experience the exact same problem. Upon entering intersection (using 200 lumen front light during day), car pulls out from Scripture stop sign just in front of me.

**Vokoun stated he is unsure how to educate driver's to watch for bicyclists. Draper asked if sign could be installed that stated that cross traffic does not stop at bottom of the hill.**

**Vokoun replied that he would check into it, as it was a possibility.**

- aa) 380/Ft Worth: request for crosswalks here. There is no obvious pedestrian crossing route here, despite the presence of a grocery store and many neighborhood destinations. Most neighborhood residents run across between signals and wait on median.

**Commissioner Draper clarified that this should be Carroll. Vokoun stated it is in new plans for TxDOT's improvements to install crosswalks at all intersections.**

- bb) Pennsylvania: resident from Southridge requests bicycle lane on Pennsylvania.

**Discussion ensued about the attachment from Frank Payne, PE, City Engineer to Ms.**

**Richey. Vokoun stated there were a number of issues that needed to be resolved between**

**the residents and staff and he would like the residents to meet with city staff to discuss what options are available. Staff does not have a problem installing bicycle lanes but when there is parking on the street, the installation of a bicycle lane needs to restrict the parking so that the bike lane is not obstructed. Also, there is very little sidewalk in the area and staff is concerned that if the bike lane were to be installed, residents would walk in it and there are compatibility issues with pedestrians using a bicycle lane. There are options and staff is willing to work with the neighborhood to facilitate what the neighborhood feels is best and come up with a plan and timeline to accommodate all the issues. The Commission agreed with staff and asked staff to provide the Commission with an update as this progresses.**

cc) Pennsylvania: resident from Southridge complains that Teasley speed increases from 35 to 40 mph just prior to crosswalk from Longridge to South Lakes Park.

**Staff indicated that it is very difficult to get TxDOT to deviate from their current policy. Staff will send an e-mail to TxDOT to get a feeling as to their reception of the possibility studying this area for the lowering the speed limit.**

dd) Welch/Hickory: request for crosswalks, westbound pedestrian crossing is especially difficult not being able to see light color.

ee) Welch/Hickory: southbound Welch traffic seeking to turn left onto Hickory often has to wait through multiple cycles during busy times. Protected left arrow possible?

ff) Western Blvd/Airport Rd – investigate the need for a signal.

4) Under Section 551.042 of the Texas Open Meetings Act, respond to inquiries from the Traffic Safety Commission 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.

Commissioner Cheek: dumpster at 320 Fulton Street blocks view of residents backing out of driveways

Commissioner Glass: El Paseo at Forrestridge dumpster has been sitting in street for indefinite period of time.

Commissioner Spivey: signs at turn lanes eastbound at Loop 288 on East McKinney are confusing

The meeting was adjourned by consensus at 7:20 p.m.

TRAFFIC SAFETY COMMISSION  
January 4, 2010

After determining that a quorum of the Traffic Safety Commission of the City of Denton, Texas was present, the Chair of the Traffic Safety Commission thereafter convened into an Open Meeting on Monday, January 4, 2010, at 5:30 p.m. in the City Council Chambers, City of Denton City Hall, 215 E. McKinney Street, Denton, Texas.

**Present:** Chair John Crew, Pat Cheek, Marion Scott, Connie Baker, Kim Spivey, Howard Draper, Zackary Tucker (5:35 p.m.), Michael Green (5:40 p.m.) and Ralph Glass (6:05 p.m.)

**Also Present:** Bud Vokoun, Traffic Engineer & Ann Forsythe, Boards and Commissions Coordinator

**OPEN MEETING:**

- 1) Consider recommending approval of the Traffic Safety Commission meeting minutes of December 7, 2009

**The minutes, with corrections, were approved as circulated.**

- 2) Receive a report; hold a discussion concerning the City's new "City of Denton, Handbook for Boards, Commissions, and Council Committees" dated November 2009.

Engineer Vokoun stated that the handbook was approved by resolution by the City Council and provides a general introduction to topics and processes that directly affects members of the Board. Vokoun specifically called attention to the "New Business" item which allows a member to request placement of an item(s) for a future agenda, but does not allow for discussion between staff and the Commission/Commissioner at the time the request is made. Vokoun indicated that at a workshop for this, he spoke with an Assistant City Attorney about questions from the Commission, for which staff can provide simple answers. He indicated this was OK however, once provided, if staff's answer is not sufficient, then the item cannot be further discussed and the Commissioner will need to request that it be placed on the staff listing for discussion at a future meeting.

Vokoun also stated that future minutes of the Traffic Safety Commission would require the Chair's signature once the minutes are approved.

- 3) Receive a report; hold a discussion and make recommendation(s) concerning speed limits on City controlled streets.

Traffic Engineer Vokoun stated that on February 19, 2009 the City Council passed the last speed limit ordinance for the last segments of TxDOT highways within the city limits which consolidated and codified all speed limits for TxDOT highways within the City.



Vokoun then stated that city speed limits have never been codified and staff has researched and collected all known ordinances concerning speed limits for streets under the city's jurisdiction in order to consolidate and revise them as needed and to have them codified. This past year, staff met with representatives of the Police Department, the Street Maintenance Section, Traffic Operations and Engineering to review the various ordinances concerning speed limits on City streets. As a result, staff has come up with a number of changes they feel are appropriate as provided in staff's recommendations.

Also included in the recommendation are two new streets Shady Oaks, from east of Woodrow Street to Loop 288, and Western Boulevard, from University Drive to Airport Road, which have recently been constructed and opened. Because these roadways meet minimum design criteria and there are no apparent sight distance issues on cross-connections, staff recommends that the speed limit of 40MPH and 45 MPH respectively be approved for these streets.

Also, because the Morse Street extension of Shady Oaks Drive from east of Loop 288 to Mayhill Road is classified as a secondary arterial, staff would recommend a speed limit of 40MPH on Morse Street to be consistent with the section of Shady Oaks noted above.

Staff also reviewed the number of current 20MPH zones and recommends the following:

Avenue I from Scripture Street to Panhandle Street is posted at 20MPH. The 20MPH speed zone appears to have been established for George McKenna Park in 1957 and is the only park in the City of Denton that has an ordinance for 20MPH on an adjacent street. This street is short in length, has angle parking for the park and most of the vehicles that use this roadway appear to be accessing the park as such, these conditions typically result in lower speeds and so staff recommends its removal and thus be a speed limit of 30MPH to be consistent with all of other recreational facilities that have adjoining streets within the city.

Glenwood Lane from 100ft south of Mistywood Lane to 100ft north of Mistywood Lane: The only apparent reason for this reduced speed is because of the severe horizontal curve through this section. Staff recommends its removal as this would be better served with curve warning and advisory 20MPH signs.

Newton Street from Wilson Street to Morse Street: Staff recommends its removal as similar limits are served by a posted school limit zone for Thomas Rivera Elementary School, which is more appropriate.

Ruddell Street from East Hickory Street to 1,975ft south: Staff recommends its removal, as 30MPH appears to be appropriate with an existing posted 30MPH speed limit sign. Staff is not aware of any citizen concerns with the current posting.

Scripture Street from Hillcrest Street to Avenue I: This is not posted and currently functions as prima fascia (30mph). This appears to have been established for George McKenna Park in 1957. Staff is not aware of having received any citizen report of concern about it not being posted as

20MPH. Staff recommends removing this, as it would make it consistent with all of the other recreational facilities that have adjoining streets within the City.

Thomas Street from Scripture Street to Panhandle Street: This Street is currently posted with 20MPH signs. This appears to have been established for George McKenna Park in 1957. Staff recommends removing this, as it would make it consistent with all of the other recreational facilities that have adjoining streets within the City.

Wilson Street from Newton Street to West for 442ft: Staff recommends its removal as similar limits are served by a posted school limit zone for Thomas Rivera Elementary School, which is more appropriate.

In addition, Oakland Street from Texas Street to Locust Street/US77/US377 and Welch Street from Hickory Street to Eagle Drive are both “border” streets for TWU and UNT and it is recommended by staff to remain at 20MPH to help reduce the existing conflicts between vehicles and students crossing from parking lots that are located on the opposite side of the campus.

It should also be noted that the Traffic Safety Commission has previously reviewed and made recommendations for the following:

Robinson Road from the easterly city limits to Teasley Lane/FM2181, a speed limit of 35MPH;

Spencer Road from Colorado Boulevard to Loop 288, a speed limit of 45MPH;

Oak Street from IH-35N to Jim Crystal Road and Jim Crystal Road from Oak Street to Eagan Road, a speed limit of 45MPH.

There was a lengthy discussion by Commissioners expressing that residents receive notification of any changes in which Vokoun responded that public notification is part of the ordinance process when scheduled for City Council’s consideration.

Chairman Crew asked staff if there had been any speed surveys on Colorado Boulevard. Vokoun indicated that staff had done some on Colorado between Mayhill Road and Loop 288 but they had not been brought before the Commission yet. Chairman Crew solicited the rest of the Commission as to including staff’s findings in the surveys into the recommendation. There was consensus with the Commission that whatever the speed surveys indicated, that it should be included (which staff investigated later and found that they indicated that a speed limit of 40MPH was appropriate).. Then Chairman Crew asked staff if Colorado Boulevard from Loop 288 to Spencer Road, being between Colorado Boulevard from Mayhill Road to Loop 288 and Woodrow Lane to the north, if a speed limit of 35MPH would be appropriate so as to be more consistent with those on both ends. Staff indicated that if surveys were to be done, that it would be expected to show to be at least 35MPH and that speed would be appropriate for some of the horizontal curves in this area. Chairman Crew solicited the rest of the Commission as to including this into the recommendation also and there was consensus by the Commission.

**Chair Crew moved to approve staff's recommendations with the addition of the two sections of Colorado Boulevard with a second from Committee Member Tucker. The motion was approved by a 9-0 vote.**

- 4) Receive a report and hold a discussion, make recommendation(s) to staff about modifying current parking restriction policies/procedures for the eventual canvassing of the Commission for a consensus of agreement of these policies as it relates to various parts of the City of Denton Municipal Code.

Vokoun stated that discussion began on this item during last month's meeting and was tabled with the request to bring it back at the January meeting. Vokoun stated that the intent of the policies is to allow staff to address complaints, issues and concerns relating to the installation/modification/removal of parking restrictions and the resulting traffic citations. Vokoun stated that tonight's discussion was to further review with the Commission, these policies and staff's authority.

Commissioner Tucker made a motion to table this item due to concern over the authority of the Traffic Engineer. The motion failed for lack of a second.

There was a lengthy discussion by the Commissioners concerning establishment of a procedure which allows citizens a voice when changes are proposed that will affect their neighborhoods. Vokoun indicated that residences and businesses are notified of public meetings and given the opportunity to express concerns, opinions and any objections when it is done through the petition process.

As a result, in regards to Staff's presentation concerning Section 18-93 of the City Municipal Code, Commissioner Green suggested that if staff was to install a parking restriction under this section and there was one or more residential units (not including apartment(s)), that front the street to be restricted and each unit is occupied by a single family, that City Staff will contact these residents about the proposed restriction and should there be issues that cannot be resolved, that it would be brought before the Commission for consideration. The Commission requested that staff include this in the procedure and that a briefing of staff's presentation tonight of the procedure be formalize and included for review and consideration of approval in the minutes. With that, Commissioner Crew solicited the Commission and a majority of the Commission agreed with the material/discussion as presented by staff, the addition concerning residential units as requested by Commissioner Green and that the procedure be formalized and provided in the minutes for consideration of approval at the next meeting:

Staff will consider the implementation of Section 18-93 of the City Municipal Code under the following conditions:

1. Staff will install appropriate parking restriction signing (noticing the public that parking restrictions will be enforced), for the appropriate local, prior to beginning enforcement thereof. The signing to be used is "NO PARKING STANDING STOPPING ON

PAVEMENT” with a symbol of a vehicle included as agreed upon by the current City Prosecuting Attorney.

2. That if the street is a primary arterial, a secondary arterial, a Main Street Mixed Use Collector or a Commercial Mixed Use Collector designated street, the street (or portion thereof) being considered for the restriction shall have appropriate pavement markings (prior to any parking restriction signing installed) so as to determine if there is less than 10 feet in width for the lane of travel, should there possibly be a parked vehicle.

a. In the case of the two noted collector streets, the width of a parking stall shall be measured as being 8 feet wide in accordance with the Transportation Criteria Manual and shall be measured from the face of curb or edge of pavement.

b. In the case of the two arterial streets, the Transportation Criteria Manual does not provide for parking space criteria and so there is no parking width defined. As such, staff has determined that because of the greater volumes, higher mix of trucks and typically greater speed limits than on lesser classified streets, that there is a need for the parking stall width to be greater. This then will provide a greater safety factor for passengers that would exit/enter the vehicle from the street side. A parking stall of 9 feet has been chosen as being appropriate.

c. In any of the cases noted above, if there is at least one residential unit (not including an apartment) that fronts a street to be restricted and at least one of the units is occupied by a single family, city staff will contact each such family about the proposed restriction and should there be issues that cannot be resolved, that it would be brought before the Commission for consideration prior to the restriction being imposed.

3. If the street is a Residential Collector or any type of residential street, staff will only place a parking restriction, under this section, for the limits of a traffic calming device that restricts the street’s width to less than the standard cross-section for that type of street.

Staff then went over the policies and forms as to any request from a citizen for parking restrictions in a residential neighborhood that does meet the intent of Section 18-93. Staff indicated that such requests are felt to be under Section 18-3 and thus requires City Council action. As such, in order to resolve as many issues as possible between residents before coming before the Traffic Safety Commission for recommendation to the City Council and before the City Council for consideration of an ordinance, staff has developed procedures for a petition process but, had not brought it forward for review.

Staff indicated that there are some older arterials as well as some higher level collector streets with substantial (non-apartment) residences on them. In this case, if there was a need to restrict parking in these areas, staff feels this type of situation would also fall under Section 18-3 and so, the City would become the initiator of the petition and follow the same procedures as if it were a request from a citizen for a residential area.

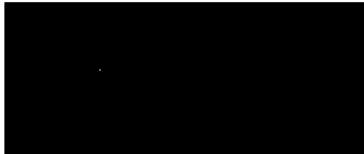
The Commission reviewed and discussed the material provided by staff between each other and with staff and agreed with it. As such, Commissioner Crew solicited the Commission and a majority of the Commission agreed with the material provided by staff.

- 5) Under Section 551.042 of the Texas Open Meetings Act, respond to inquiries from the Traffic Safety Commission 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.

The meeting was adjourned by consensus at 7:45 p.m.



John Crew Chairman

A handwritten signature in black ink that reads "Howard Martin".

Howard Martin, ACM Utilities

A handwritten signature in black ink that reads "Ann Forsythe".

Ann Forsythe, Boards and Commissions Coordinator

MINUTES  
TRAFFIC SAFETY COMMISSION  
March 1, 2010

After determining that a quorum of the Traffic Safety Commission of the City of Denton, Texas is present, the Chair of the Traffic Safety Commission will convene an Open Meeting on Monday, January 4, 2010, at 5:30 p.m. in the City Council Work Session Room, City of Denton City Hall, 215 E. McKinney Street, Denton, Texas.

<b>Present:</b>	Chair John Crew	Pat Cheek
	Connie Baker	Zackary Tucker (5:42)
	Howard Draper (5:35)	Ralph Glass (5:35)
	Michael Green	Marion Scott

**Absent:** Kim Spivey, excused

**Also Present:** Frank Payne, City Engineer; Bud Vokoun, Traffic Engineer; Ann Forsythe, Boards and Committees Coordinator; Kim Mankin, Administrative Assistant III

**OPEN MEETING:**

- 1) Consider recommending approval of the Traffic Safety Commission meeting minutes of January 4, 2010.

**The minutes were approved as circulated.**

- 2) Receive a report, hold a discussion and make a recommendation concerning truck routes within the City.

Traffic Engineer Vokoun presented this item stating that at the request of the Police Department, Engineering staff met with representatives of the Police Department, the Street Maintenance Section and Traffic Operations to review the existing City Municipal Code listing, Section 18-53 "Truck routes designated." This section of the Code contains truck routes that are outdated, some extents that need to be updated/expanded and remain on the list, some that are no longer necessary due to construction of alternate roadways, some routes that should be listed but are not, and some of routes listed that can be consolidated. Staff came up with a number of changes that were deemed appropriate based on current conditions and Police Department feedback.

The primary consideration by staff in formulating the final list was Section 18-52(a)(1) of the Code, which essentially indicates that a truck can leave a truck route to travel "to or from a truck terminal, garage, place of repair, place of performing a service or a place of loading or unloading, over the shortest practicable route to a point on a truck route. Any such vehicle shall be permitted to proceed from one point not on a truck route to another such point without returning to a truck route if to return would unreasonably increase the distance to be traveled between such points." Truck routes were reviewed for continued use or as an addition as primary trucking "corridors" rather than as a primary pathways to a specific destination. Staff

considered a truck route designation not so much as being for the restriction of a truck's travel, for those trucks already within the City, but to assist in providing information to truck drivers (that are entering the City to do business, are leaving the City after their business is complete or that have to travel through the City from/to points not within the City) for the identification of routes required to be used. Inasmuch as truck drivers are required to keep a log of where they travel and for what purposes, the police can stop a suspect truck that is not on a truck route, review the travel log and determine if the truck is on a City street in accordance with Sec. 18-52(a)(1).

The area that contains Bandera St/Barcelona St/Los Colinas St/Mesa Dr/Schuyler St/Worthington Dr was singled out for inclusion onto the list because of the high use of the hotels/motels in this area by truck drivers. A few of these roadways are currently on the listing. Staff felt that all of these roadways should be included because all of them are used to access this area and Sec. 18-52(a)(1) does not explicitly indicate the ability of a truck to vary from the truck route(s) to a place of rest.

The area that contains Bell Ave/Bradshaw St/Exposition St/Hickory St/Sycamore St was singled out for inclusion onto the list because this area contains a high concentration of heavy industrial sites centered around the ability to access the railroad, that are then serviced by large trucks for distribution. A few of these roadways are currently on the listing. Staff felt that the additional roadways listed should be included because all of them are used now to access this area.

Engineering staff will be working with the Legal Department to rescind all such ordinances that are no longer applicable or are in conflict with Code Section 18-53.

Staff recommends that the Traffic Safety Commission recommend to the City Council the approval of amending Section 18-53 of the City Municipal code as shown in Exhibit 2. In so doing, staff will also work with the Legal Department to rescind all conflicting, outdated or potentially superfluous related sections of the Municipal Code.

Upon approval by the City Council, staff will begin to re-sign the appropriate City streets. Within existing budgetary constraints, this effort should be able to be advanced in the coming fiscal year. TxDOT will be provided the applicable information for their consideration and signing of their roadways.

Commissioner Green asked the classification for 'truck'. Vokoun replied he did not have a definition readily available, but will attempt to look it up during this discussion and if found will provide it, otherwise he will provide one via email.

Chair Crew asked if any of the streets listed should be extended as a truck route. Vokoun stated that as written, the recommendation is for all TxDOT roadways' ending/ beginning points, most of which currently do extend beyond the city's corporate limits, are not defined by a specific physical description such as cross-street or mile marker, but in general by the corporate limits of Denton, so that as the corporate limits are expanded then the roadway(s) would also be automatically extended. Engineer Payne stated that there are currently no city roadways on the

list that should be extend beyond the listed limits or that could physically be extended in the future (citing Vintage Boulevard in that it has nowhere to go), but if a city roadway, that is a truck route, should be extended in the future, it can be addressed at that time.

Commissioner Green asked if there is different route for hazardous materials trucks. Vokoun replied there are routes which have been designated by the federal government, but that as far as he is aware, none on the list are designated as hazardous routes.

Vokoun then answered the earlier question regarding classification for trucks stating that it is any commercial motor vehicle; truck, tractor, trailer, semi trailer, pulled trailer, or any combination thereof is considered a truck.

Chair Crew asked if the routes will create additional truck traffic. Vokoun stated that it is believed that it will be relatively the same.

Commissioner Cheek asked if staff expects complaints from citizens. Vokoun stated that most of the routes are on the original list but are better defined. Staff took more streets off than were added. Payne added some lesser capacity streets were removed and streets that one would expect to be a route, like Western Boulevard, have been added. Vokoun added that, as an example, Bell Avenue was removed with the exception of a commercial and industrial area between McKinney Street and Eagle Drive.

Commissioner Crew asked about a designation of Spencer Road from Loop 288 to Mayhill Road because of the power plant located on Spencer. Vokoun reiterated that there are a lot of specific destinations for trucks within the city, but is was staff's intent to minimize the number of city streets in the city that are a truck route, with the understanding they can diverge from the truck route by the shortest route for delivery or pick up. Chair Crew also asked that as Teasley Lane from Dallas Drive to Shady Oaks was included on the list, should not Teasley Lane between IH-35 and Dallas Drive be included in the truck route? Vokoun replied that it was his understanding that it is a TxDOT road and therefore included as a truck route. Chair Crew then asked why Spencer Road from Loop 288 to Mayhill Road is a truck route. Vokoun answered because it serves the solid waste site and that the police department stated that it needed to be a route because there are also various commercial refuse trucks that use this, not just city trucks. Payne added that Spencer Road will be improved through development, and that Mayhill Road has drainage and vertical line issues. Mayhill will be added as a truck route when it is reconstructed.

Commissioner Draper asked about conflicts with school zones. Vokoun stated there are at least two school zones on TxDOT roadways and that they have been both truck routes and school zones for more than eight years without incident.

Chair Crew again questioned the designation of Teasley Lane from Dallas Drive to IH-35 as a truck route. Vokoun stated that this section will be checked by staff as to whether or not this is a TxDOT highway and that if it is not, will include it on the listing and that the Commission can add this as an amendment to staff's recommendation. Payne stated that staff will confirm this and provide an updated truck listing and at next month's meeting.



**Commissioner Green moved to approve staff's recommendation with the amendment that if the section of Teasley Lane between IH-35 and Dallas Drive is not a TxDOT roadway that it be added to the list with a second from Commissioner Tucker. The motion was approved by an 8-0 vote.**

- 3) Receive a report concerning the City's new "City of Denton, Handbook for Boards, Commissions, and Council Committees" dated November 2009 with regard to the Traffic Safety Commission, Texas Open Meetings Act and general conduct of meetings.

**This item was pulled and is postponed to a later meeting.**

- 4) Staff Report(s):
  - a) Corbin Road Closures.

Payne stated that there have been safety issues over the years with one fatality and numerous high water rescues from motorist driving around barricades. The most recent rescue occurred February 13 of this year when a motorist drove around the barricades between Shelby Lane and Springside Road. Payne then stated that several of the gates have been damaged by motorists pulling around and hitting them and are in need of repair at a projected cost of up to \$6000/gate in order to function as intended.

In 2002 the City retained Teague Nall and Perkins, Inc. to perform an analysis on the possible closure of Corbin Road at its crossing with IH35W. The report looked at three options: Constructing structural improvements to separate Corbin Road from the creek west of IH35W at a cost of approximately \$2.4 million dollars; rerouting Corbin Road with a bridge over the creek and IH35W at a cost of approximately \$3.5 million dollars; or Closing Corbin Road at a cost of approximately \$4,800. Using a straight-line inflation of only 5% per year on costs, which is probably overly simplistic for this type of analysis, would result in revised costs of approximately \$3.5 million for the bridge west of IH-35W only, approximately \$5.2 million for the reroute option and approximately \$7,100 for the closure option (only for the section of Corbin Road that crosses under IH35W).

Staff presented information on this issue to the Mobility Committee in its meeting on February 23, 2010. Staff recommended the temporary closure of Corbin Road between Shelby Lane and Springside Road and permanent closure of Corbin Road on the east and west sides of IH-35W. These closures are considered to be necessary for public safety inasmuch as funding is not currently available to raise the road surfaces involved and to install the necessary culvert systems or bridges to pass flood waters. The Mobility Committee voted (3-0) to recommend these closures to the City Council. An ordinance will need to be prepared for the permanent closure of Corbin Road under IH35W, and staff anticipates presentation of this item to the City Council in April 2010.

- b) Status of Bonnie Brae Road and Mayhill Road Projects.

These are the City's two Regional Toll Revenue Transportation projects. Both were approved by City Council, an advanced funding agreement has been signed with the State of Texas to receive those funds. The City has also executed an Interlocal Corporation Agreement with Denton County for these projects; Bonnie Brae from IH-35E south of Highway 377; and, Mayhill Road from Colorado Boulevard and University Drive. Both will be four lanes, and, at this time, Bonnie Brae will be five lanes with four designated as through lanes with a continuous left lane through University Drive. Mayhill Road will be four lanes eventually increasing to six lanes. Payne added that the City has received a wire transfer from the State of Texas for \$4.6 million for Mayhill Road.

- 5) Under Section 551.042 of the Texas Open Meetings Act, respond to inquiries from the Traffic Safety Commission 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

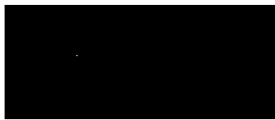
AND

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.

- 1) Commissioner Scott asked staff to provide a way to track topics requested by Commissioners. Payne suggested the use of a Matrix.
- 2) Commissioner Cheek asked if items for the agenda could be emailed to staff. Payne answered yes but to please be sure to copy all Commissioners.
- 3) Commissioner Cheek stated that she believes the Traffic Safety Commission should review curb cuts as it had done so for a number of years. Payne stated staff would provide a formal answer to that request.
- 4) Commissioner Cheek said she would like to receive e-mail reports when things happen such as the striping of Hinkle Drive. Payne said it was a maintenance stripe not a new stripe. Commissioner Cheek then stated that she would like improvements on Hinkle specifically removing the white stripe as it is confusing.
- 5) Commissioner Draper stated that the bike signage on Hinkle Drive needs improving.
- 6) Commissioner Green stated the light at Bonnie Brae and IH-35W is malfunctioning. He also asked how citizens could address concerns regarding this light. Payne stated normally it would be a posted public meeting or an open item on the agenda but that this particular item would be a staff report where the Chair could recognize members of the public.
- 7) Commissioner Tucker asked about beer trucks blocking traffic on Locust Street. Payne stated he will find out if it is legal to park in the street.
- 8) Commissioner Draper asked for an update on the crosswalk at Bernard and Eagle streets.

- 9) Commissioner Scott asked about the exit sign at IH-35 N to Loop 288 stating the current sign is prior to construction and is incorrect.
- 10) Commissioner Cheek asked if the school zone designation on Woodrow Lane is necessary.
- 11) Commissioner Tucker asked what would be done with the intersection of Hobson at Fort Worth Drive. Payne stated he would provide a schematic of Highway 377 at the next meeting.
- 12) Commissioner Crew would like to re-visit speed limits throughout the city stating that he has a list of additional streets he would like added. Crew stated he will e-mail the list to the Commissioners and Payne.

The meeting was adjourned by consensus at 6:37 p.m.



John Crew Chairman

A handwritten signature in black ink that reads "Howard Martin".

Howard Martin, ACM Utilities

A handwritten signature in black ink that reads "Ann Forsythe".

Ann Forsythe, Boards and Commissions Coordinator

MINUTES  
TRAFFIC SAFETY COMMISSION  
March 5, 2012

After determining that a quorum of the Traffic Safety Commission of the City of Denton, Texas was present, the Chair of the Traffic Safety Commission thereafter convened into an Open Meeting on Monday, March 5, 2012, at 5:30 p.m. in the Service Center Training Room, City of Denton Service Center, 901 A Texas Street, Denton, Texas.

**Present:** Connie Baker, Pat Cheek, Howard Draper, Carmen Lipscomb, Wally Campbell, and Gilmore Morris

**Absent:** John Murphy (excused)

**Also Present:** Tom Woods, Denton Police Department  
Clay Riggs, EIT  
Jim Coulter, Director Water Utilities and Staff Liaison  
Bud Vokoun, Traffic Engineer  
Kim Mankin, Administrative Supervisor

**OPEN MEETING:**

- 1) Consider recommending approval of Traffic Safety Commission meeting minutes
  - a) November 7, 2011

Approved as circulated

- 2) Receive a report concerning the City's new "City of Denton, Handbook for Boards, Commissions, and Council Committees" dated November 2009 with regard to the Traffic Safety Commission, Texas Open Meetings Act and general conduct of meetings.

Jennifer Walters, City Secretary, went through the areas of the handbook that pertained to the Traffic Safety Commission. The updated handbook was actually dated September 2011. The handbooks were handed out to the commissioners. Walters talked about the government forms and the forms that the commissioners filled out. All commissioners have been sworn in. Some of the commissioners still need to complete the training from Texas Open Meetings. That training is from the Attorney General's office and can be taken on-line, it takes approximately an hour. The certificate can be e-mailed to Walters, she doesn't need the original. If commissioners would like they can take the training on public information but it is not required.

Walters stated that under the tab for conducting a meeting it talks about the rules as a chair person. It also talks about making a motion and amending a motion when necessary. When there is no quorum, there is no meeting.

This Commission is an advisory board. All of the action boards (i.e. Planning and Zoning Commission, Zoning Board of Adjustment, and the Historic Landmark Commission) are required by law to post the agenda 72 hours prior to the meeting. Advisory meetings do not have that restriction but here at the City of Denton we have adopted the policy that all boards and commissions will follow the public information and open meetings act so all agendas have to be posted 72 hours prior to meetings. The items that are on the agenda are what the commission is considering. An item cannot be put on the agenda that states 'new business'. That doesn't not give the public notice of what might be discussed. If an item for new business is on the agenda, there should be a list under the caption of 'New Business'. Agenda's are posted at City Hall on the official posting board that is required by law. Agenda's and minutes are posted to the website as well.

Walters stated that the Commission was revised in December 2010; previously it had nine members now, seven members. Those members are nominated by each Council Member and approved by the entire Council. Walters stated that bicycle and pedestrian safety is a new charge for the Traffic Safety Commission which is a big topic now with Council. This commission will be vetting those issues before it reached Council.

Draper asked Walters to clarify how items are placed on the agenda. Walters stated that she believes that Council gives direction to the Commission on items that it would like to consider. In the past members would bring all sorts of items that were more operational in nature instead of agenda related. Jim Coulter stated that Council, City Manager or his designee, or there is nothing to preclude the majority of the commission members to bring something forward. Coulter stated that if there are signs or operational items, let staff know and they can be taken care of anytime. If it is an item that takes significant research by staff to prepare, then the Commission can discuss and agree to bring it forward. The matrix was discussed and how it is used.

Walters stated that new business is at the end of each agenda with the parameters. If there is an item that needs to be discussed or added to the matrix you could talk about it at that time. Draper asked again for clarification on adding the new items. It was determined after some discussion that there needs to be clarification from legal on this subject.

- 3) Receive a report, and hold a discussion regarding the status of the proposed ordinance  
"REQUIRING THE USE OF REFLECTORS ON THE SIDES OF BICYCLES  
OPERATED ON ROADWAYS AND PATHS SET ASIDE FOR THE EXCLUSIVE USE  
OPERATION OF BICYCLES IN THE CITY;...."

Tom Woods, Denton Police Lieutenant, talked about this item. Woods stated that staff has been charged with looking at this proposed ordinance by Councilman Dalton Gregory. Initially proposed it did not include the phrase 'and/or other reflective materials or light emitting device' that was a suggestion by the police department. The original wording was too restrictive. Staff would like to have additional equipment added to the ordinance such as

reflective material on clothing, reflective tape on the frame of the bicycle, light emitting devices that are attached to the wheels or the frame of the bicycle emitting light to the side.

The purpose of the ordinance is side visibility of cyclist. By limiting this to reflectors, which is how the ordinance currently reads, there are limitations on what equipment can be added to the bicycle. Woods brought some devices for the commission to review that can be placed on the bicycle or the person riding the bicycle that are reflective or light emitting. Woods stated that from 300-500 feet away most of these items are visible; with the current ordinance these items are not adequate. Woods also had a biking jersey with the scotch light reflective material on the sleeves and stripes on the back. With all the different reflective materials and light emitting devices they would not be applicable to the current ordinance.

Woods stated that if this ordinance is needed, let's make it to where people have an option to purchase different materials and utilize different opportunities to be visible to motorist from the side.

Draper stated that this isn't an action item, but is to be discussed. Draper asked if this covers something that the State Law does not cover. Woods responded that the State Law in Texas Transportation code does not cover reflectivity or emission of light from the sides of the bicycle. It covers the inclusion of a head light on front, a tail reflector or LED light emitting flashing light. Draper asked if there are any statistics that the commission needs to know about that shows accidents from the side, locally. Woods stated that the statistics that he has looked up are regional. Most of the accidents that occur with bicyclist and a motor vehicle are when a motor vehicle turns left in front of a bicycle. In that instance a side reflector would do no good. The second most frequent accident is a bicyclist moving from a drive way into the path of a motor vehicle that is already on the street. Third would be a bicycle turning or merging into the path of a motorist.

Woods stated a good head light promotes a beam to either side of the path of the cyclist. Carmen stated that she has read that part of the issue is going to be the enforcement of the ordinance. At the last Traffic Safety Commission meeting it was discussed having an awareness meeting when the new signs are put up, is it possible for the reflector issue to be incorporated into those safety sessions instead of having to make an ordinance that the police department has to enforce. Woods stated that it could. Either way this would be enforceable. If the City has cyclist to come in from other towns for an event and we are trying to promote cycling here in Denton, all of those folks that do not have that ordinance where they live, their bikes would be illegal to ride after dusk. Carmen added that our goal is safety not enforcement. Woods agreed and stated that the last time he addressed this commission it was about bike education.

Morris stated that it is his contention that if the rules are not enforced there are no rules. Morris further added that he had asked for statistics on bicycle citations. Woods gave Morris that information. Year to date there have been 47 citations given out. Morris asked an average cost of those citations. Woods responded up to \$200. It was also discussed that it

might benefit the police department that when this ordinance is enforced that in lieu of a citation, cyclist could take a defensive cycling course. Morris asked if that is what happens now. Woods answered no; that program is not in place currently. Cheek asked what most of the cycling citations are. Woods answered right of way and stop signs.

Cheek asked why this isn't an action item. She agrees with the additions that Lt. Woods has. Coulter answered that staff will be getting input from the bicycle focus group and can bring all the information back for an official recommendation from the Traffic Safety Commission and then take it to Council. The commission agreed.

- 4) Receive a report, and hold a discussion regarding a conceptual plan for the Pennsylvania Bicycle Accommodation.

Jim Coulter stated that staff wants to get the commissions input associated with this conceptual plan that is being put together for Pennsylvania Ave. One of the County Commissioners dedicated \$50,000 to the City of Denton to work on a bicycle accommodation on Pennsylvania. Staff has gone through and put together a bicycle lane plan.

Before this is discussed with the neighborhood, staff wanted the input from the commission. This conceptual plan will make changes to the parking in the neighborhood.

Morris asked if the curbside parking would be taken for the bike lane if so would it be on one side or both sides. Coulter answered one side parking would go away but there would be bike lanes on both sides of the street going either direction. Parking can be a sensitive issue. There are other options that we can go to the neighborhood with.

One would be implementation of sharrows and signage, that wouldn't be designated bike lanes. The plan is to have a public meeting in that area to make sure we have everyone that is interested to have a forum to talk. Coulter explained there would be a 10' travel lane, 6' bike lanes and 9' parking on one side of the street. Morris stated he thinks that seems a little backwards in the sequence. Staff should check with that community first before the commission makes a recommendation. Parking will probably be a main issue. Coulter stated this is a conceptual plan and before staff goes out and shows this to the area staff wanted some feedback. Staff knows there will be issues with parking but wanted to discuss at this meeting first. Staff has heard from the neighborhood from various individuals that have requested different accommodations whether bicycle or pedestrian. When staff carries out a plan, they do not want to encourage walking in the street, they want sidewalks or a barrier between the vehicles and the pedestrians.

Cheek inquired whether there were many homes facing Pennsylvania. Coulter stated there a number, not sure of the number. A lot do face the side streets. Cheek stated if she lived on Pennsylvania and took her parking she wouldn't be happy. She stated that she would rather wait to see what the neighborhood has to say before she decides. Coulter stated that this is an

issue that staff has been tasked with. The commissioner dedicated the money for it; Council said they want this road first on the agenda to look at.

Draper asked if this is something that staff can give the neighborhood multiple options. Coulter stated that staff can go forward with an item for sharrows, and then the conceptual plan on what the roadway would look like for a pedestrian pathway. This will be hundreds of thousands of dollars more than just the bicycle lanes. Draper asked how much the commissioner donated. Coulter answered \$50,000. Coulter stated staff can look at alternative conceptual plans for the neighborhood to look at if that is the recommendation from this commission. The public meeting should be put together within the next 30-45 days.

Draper asked what happens at that point, does the neighborhood choose which option they would like and then it comes back to this commission? Coulter answered it depends on what would come back. If it is a big enough change to the neighborhood Coulter would rather it come back to this commission for a recommendation. If there is parking involved, this commission has to make that recommendation. If it is sharrows only this commission does not have to have the recommendation, but Coulter would like that for Council.

Morris stated that he doesn't remember there being that much traffic parked on Pennsylvania, but if it is stated they can't park there, it could be different. Coulter stated it may be more of an issue during holidays or special activities. Carmen questioned that there are parking currently on both sides. Coulter answered yes.

Draper stated that he feels like the neighborhoods feelings should drive the recommendation. Coulter stated that the neighborhood may request a pedestrian path which is in the \$500,000 range and that would have to be programmed into a bond fund.

Carmen asked if it can be recommended to the neighborhood the different bicycle lane options and not a pedestrian path as an option. Coulter answered that could be done and say this is what staff is recommending based on the funding that is available. The neighborhood may ask for something different and staff can explain the potential cost and the process.

Cheek asked why the bike lane couldn't be on one side of the road. Coulter answered that could be done but it would have to be 12 feet wide. Vokoun stated it would have to be a minimum of 12 feet wide because you have to provide for conflicting traffic. There are also issues of crossing the street to go in the opposite direction. Cheek asked if there is honestly that much bicycle traffic in that area that we have to provide 12 feet. Vokoun stated that there needs to be enough area so that when bicyclists pass they don't hook handlebars or rims. Draper stated that it will be difficult to make the roadway configurations with the area that staff is working with. It is a tricky situation. Morris added that he thinks that maybe sharrows will be enough; it is certainly a wide enough roadway for that. Coulter answered the question regarding the bicycle traffic and stated there probably isn't that much currently. It isn't a big route it starts at I-35 and ends at Teasley.



Carmen stated that she runs in that area at times and there is a large amount of bicycle traffic on that street. There are also a lot of children in that area which would give them a safe area to ride their bicycles. Draper stated that this was started a few years ago by some mothers that had a hard time getting their children to school.

Morris asked about having bicycling and pedestrians in the same lane. Draper said he has never seen anything like that. Coulter further responded that staff certainly wants to keep pedestrians off of the roadway.

Coulter stated that staff would bring this back to the commission after they have received input from the neighborhood.

5) Staff Report

a) Wide Outside Lanes and Urban Shoulders

Coulter stated that Council Member Gregory wanted this to be discussed. Vokoun explained the lanes and shoulders as stated in the backup. There are some wide outside lanes in Denton, Western Blvd and Shady Oaks west of Morris. It is the suggestion of staff that we make the areas in Denton that can accommodate this, an urban shoulder. This would use a 4" line that would separate the bicyclist and motorist. Share the road signs would also be installed.

Morris clarified the line on the wide outside lane. Vokoun stated that it would be a solid white line.

Coulter stated that staff can add this item to the next Traffic Safety and also Mobility Committed for recommendation.

b) Update of the conversion of Hickory Street and Oak Street

Coulter stated that the Traffic Safety Commission has already made this recommendation but was decided to hold off on until the bicycle plan was adopted. That plan has been adopted and looked at the possibility of bicycle accommodations in the existing roadway. A bicycle lane cannot be installed with the current width of the roadway. Staff would like to implement the one-way traffic set up that this commission approved and continue to look at alternative ways of providing accommodation for the bicycling community. That is in the longer range that will require acquisition of right of way. It has been approved and is an ordinance. The commission agreed. Coulter stated staff would move forward.

6) Discussion of the Matrix representing items for discussion for future Traffic Safety Commission meetings.

Cheek asked why items from years ago haven't been taken care of, example Unicorn Lake street sign. Vokoun stated that it is being changed.

Coulter stated that some of the older items he will have to review.

Draper asked to always start this item with updates that staff is already aware of. Coulter agreed.

- 7) Under Section 551.042 of the Texas Open Meetings Act, respond to inquiries from the Traffic Safety Commission 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.

Cheek asked for Hinkle to be placed on the matrix. The signage for the bicycle lane and the parking lane are very confusing. The street pavement is very bad. Cheek also stated that she suggested a traffic light at Hinkle and University but was hold by the engineer at the time it was too close to Fulton. Carmen stated that she has ridden that street and 'you take your life in your own hands'. Bicyclists ride in the parking as well as the vehicle area because it is confusing.

Coulter stated that Hinkle was on the matrix and he would like to bring the Pavement Management Study to the Traffic Safety Commission to tie these items together so the Commission can see how staff determines which roads get worked on first.

The meeting was adjourned by consensus at 6:54 p.m.

MINUTES  
TRAFFIC SAFETY COMMISSION  
April 5, 2010

After determining that a quorum of the Traffic Safety Commission of the City of Denton, Texas was present, the Chair of the Traffic Safety Commission thereafter convened into an Open Meeting on Monday, April 5, 2010, at 5:33 p.m. in the City Council Work Session Room, City of Denton City Hall, 215 E. McKinney Street, Denton, Texas.

**Present:** Chair John Crew Pat Cheek  
Michael Green Connie Baker  
Marion Scott Kim Spivey  
Zackary Tucker Ralph Glass  
Howard Draper (5:35 p.m.)

**Also Present:** Frank Payne, City Engineer Bud Vokoun, Traffic Engineer  
Clay Riggs, Associate Engineer Roy Minter, Police Chief  
Stephanie Berry, Assistant City Attorney Council Member Dalton Gregory  
Ann Forsythe, Boards and Committees Coordinator  
Kim Mankin, Administrative Assistant III

**OPEN MEETING:**

- 1) Consider recommending approval of the Traffic Safety Commission meeting minutes of March 1, 2010.

**The minutes were approved as circulated.**

- 2) Receive a report, hold a discussion and make a recommendation concerning speed limits on Loop 288.

Engineer Payne called on Engineer Vokoun to present this item. Vokoun stated that staff received a letter from TxDOT recommending the City establish speed limits of 40MPH from IH-35E to Spencer Road, and 50MPH from Spencer Road to University Drive. Staff is in agreement with both the speed limits and the locations and staff recommends that the Commission recommend to City Council the approval of the speed limits for Loop 288 at 40 MPH from IH-35E to Spencer and 50MPH from Spencer Road to University Drive. Payne added that previous speed limits were set by a speed zone study conducted approximately eight years ago and that a speed zone study was conducted after construction of Loop 288 was completed.

Chair Crew noted that new speed limit signs were already in place. Vokoun stated that signs have been posted about two to three weeks at some locations. Commissioner Cheek asked why the Commission is making a recommendation. Vokoun stated there were concerns about the speed limits and that Assistant City Attorney Berry having Chief Minter sign an emergency order worked with TxDOT to get the signs posted as quickly as possible. Vokoun added that staff still needs to go forward to make it official by the City Council.

**Commission Cheek moved to approve with a second from Commission Tucker. The motion was approved by a 9-0 vote.**

- 3) Receive a report and hold a discussion on bicycle facilities in the City of Denton.

Engineer Payne stated that staff presented a bicycle facilities item to the Commission last July; but, prior to that presentation, staff had taken an item forward to the City Council and the Mobility Committee for establishment of one-way traffic on Oak and Hickory Streets from Bonnie Brae Road to Jagoe Street and Avenue C, and the establishment of No Parking zones over the same area on the north side of Oak Street and the south side of Hickory Street which was subsequently approved by the City Council on December 16, 2008.

Staff with Utility and CIP Engineering (Engineering) were then tasked with the evaluation of the application or designation of bicycle lanes (restricted to Oak and Hickory Streets) at the request of City Council, not only in this area, but also east of Jagoe Street and Avenue C all the way to the railroad tracks east of Bell Avenue. The University of North Texas (UNT) expressed its support for the presence of these lanes on Oak and Hickory Streets across their campus despite the resultant removal of parking spaces and meters.

Payne stated that, given that the defined corridor was restricted to Oak and Hickory Streets, the basis for staff's presentation at the Traffic Safety Committee meeting on July 19, 2009 was centered on the safe implementation of bicycle accommodation in this area that would comply with the spirit and intent of the Denton Development Code (DDC) and standard engineering practice. The recommended alternative presented by engineering staff consisted of a "share the road" wide outside lane consistent with the secondary arterial standards of the DDC with little impact to neighborhood parking or street layouts. The feedback received at the public meeting from the affected neighborhoods and from the bicycling community attendees was decidedly negative, with the main objections being the removal of any parking and the absence of the provision of a dedicated, striped bicycle lane in the presented alternative, respectively. Inasmuch as the area studied directly impacted, traversed and included the downtown central business district; further analysis was at that time deferred to the Downtown Implementation Plan effort led by the Planning Department. A presentation to the Historic Landmark Commission was subsequently deferred.

Payne then stated that a public meeting to discuss bicycle facilities as a whole was recently held on March 22, 2010 with a target audience primarily consisting of the Denton area cycling community. Notifications were sent via email to known bicycling groups (Bike Denton, Corinth Cycling Club and UNT Cycling Club) and flyers were given to local bicycle shops (Denton Bicycle Center, Bullseye Bike Shop and The Bicycle Path) to post and distribute to customers. In addition to notifying the bicycle groups and shops, a press release was issued through the City of Denton Public Information Officer, and the Denton Record Chronicle published an announcement in the local news section of the Wednesday, March 10, 2010 issue of their paper. Payne then introduced Riggs to provide a recap of the presentation given at that public meeting. Riggs stated that the meeting was conducted at the Denton Civic Center, and attendees were asked to sign in and leave their name, address, and email. The purpose of the meeting was to garner community input of what cyclist want, what their concerns were, do they feel safe on the road and if not what could be done about it. A total of 58 people signed the attendance sheet. A number of City staff and Council Members Jim Engelbrecht and Dalton Gregory were also in attendance. A questionnaire was prepared and provided to the attendees in the interests of providing feedback to a consultant to be hired by the City. The meeting included a Power Point

presentation (attached as Exhibit 1) that outlined current plans and codes from the City and some other planning organizations, bicycle manuals that could be used for design and guidance, other community bicycle plans, current mileage of bicycle and pedestrian facilities, the possible use of DME easements and drainage ways for bicycle corridors, and some potential future projects.

Riggs stated that attendees to the meeting were then separated into groups and provided with city street maps and markers. The groups were charged with identifying three sets of origins and destinations important to them and with highlighting routes that they would use to get from the origins to the destinations. The final part of the meeting was dedicated to verbal feedback from the audience.

Riggs stated that overall the attendees appeared to appreciate City staff seeking their input. All of the attendees seemed very favorable to the City developing a plan to address bicycle facilities and to holding public meetings during the development process. Staff's research into other communities and regional bicycle plans was also met favorably. Feedback that came out of the meeting included the stated preference for a dedicated, striped bicycle lane versus a wide outside lane and concerns relative to insufficient emphasis being placed on safe routes to schools in the past. The observation was made that some Denton schools are located such that they require children to either ride alongside or cross major streets to get to the facilities.

Payne stated that staff will make a presentation to City Council on this topic on April 13, 2010 going over highpoints of the associated white paper that has been prepared, talking about recommendations and some of the on-going efforts to accommodate bicycle and pedestrian connectivity, what staff has done to date and where staff would like to go with it. Staff does intend to enter into a contract with a consultant for an update to the bicycle master plan.

Crew asked if the Committee for the Downtown Improvement Plan was involved in this process. Payne stated that staff asked that the through paths from UNT and TWU to the transit station be analyzed as part of the DTIP and to look at parking schemes and traffic patterns to determine interrelated effects. This effort was included in the scope of the DTIP consultant.

Draper asked if there will be a safety component of the bicycle study. Payne replied absolutely and that one of things to be talked about is public education, safety and enforcement. Draper then asked if it would be possible to pinpoint areas where crashes are more likely to occur. Payne replied he believed the consultant would be looking at that type of information.

Draper then asked if the entire plan will be vetted through the Historic Landmark Commission. Payne replied that staff would go back through the HLC in the event that items developed affect traffic flow through the historic neighborhoods.

Tucker asked if they would approve the plan. Payne replied that any applicable parts would be vetted through the HLC, and they would have an opportunity to make a recommendation to the Council.

#### 4) Staff Report(s):

- a) Teasley Lane between Dallas Drive and Interstate Highway 35 East (IH35E).

Payne stated that staff has verified that Teasley Lane between Dallas Drive and IH-35E is not a TxDOT roadway.

b) Signal at Bonnie Brae and IH35E.

Payne stated that the queue from the signal is backing traffic up into the main lanes of IH35W and that Vokoun has observed that it does occur for a short period of time. Although it is for a short period of time, it is a problem; therefore, Vokoun will look at adding time to the green cycle to alleviate the issue.

c) Loading/unloading of beer trucks on the Square.

Payne stated that Section 18-93 of the Denton Code of Ordinances states: "No person shall stop, stand or park any vehicle upon a street in such a manner or under such conditions as to leave available less than ten (10) feet of the width of either lane of a roadway for free movement of the vehicular traffic, except that a driver may stop temporarily during the actual loading or unloading of passengers or when necessary in obedience to traffic regulations or traffic signs or signals or a police officer." Section 18-99 states: "All freight trucks shall be and are hereby required to be loaded and unloaded from the alley entrance, if applicable. Where conditions are such as to make the loading or unloading thereof from an alley impracticable, such trucks shall be parked on the street in accordance with all applicable provisions of this article."

Payne stated that there are no alleys along the downtown square and although it is fairly common in nature, it does appear that the stopping of beer or other delivery vehicles in a lane of traffic for this purpose runs counter to the strict letter of Section 18-93 of the Code. From Section 18-99 and other provisions of this chapter of the Code, it would appear that the intent would be for commercial vehicles to use loading zones for this purpose.

Payne then asked Police Chief Minter to speak to this issue. Minter stated that there are enforcement actions that can be taken adding that this is one of two of the biggest complaints the police receive from the downtown area. However, police are concerned about the limited amount of space for trucks to load and unload. If trucks are not allowed to unload in that area and since there are no alley ways the only other option available would be to move to one of the side streets around the back which would then require them to pull the merchandise up the flight of stairs behind most of the businesses which would create additional problems. The other issue is that when one looks at the two ordinances there are questions regarding the authority of the police to take enforcement action. Minter stated that the key word is impracticable and the state ordinance also states if it is practicable. One consideration is whether or not to add additional loading or unloading zones in that area; which leads to the second biggest complaint received from the square area about the lack of available parking. If more parking is removed to add loading and unloading zones it will create additional problems in terms of being able to park. The other option is to perhaps look at an ordinance to regulate the hours that these trucks can load and unload.

Chief Minter then asked Assistant City Attorney Berry to speak specifically about the ordinances and the ability of the police to actually enforce the ordinances as written and also the possibility

of rewriting the ordinances to regulate hours for loading and unloading items. Berry stated that if one looks at Section 18-93 which states that unloading should occur in alleys and Section 18-99 states if there is no alley entrance then the loading and unloading would have to obey the applicable provisions of this article. One would have to presume that 18-99 gives an exception to 18-93 and if 18-99 did not exist there is a problem with the Texas Transportation Code Section 545-301 which provides a defense that an operator may not stop, park or leave standing or unattended vehicles on the main travel part of the highways outside a business or residence unless stopping, parking or leaving the vehicle off the main travel part of the highway is not practicable. Berry stated that there is a defense and a state law which she believes legally the City cannot remove a defense established by the state legislature. Berry stated she had tried such a case and lost it in the past because there was no other place for the driver to go.

Berry stated that conversation about setting up hours for loading or unloading would have to occur with the business owners and the police to determine the best times for regulating hours for deliveries.

Commission Green asked if a provisional requirement could be added requiring cones to alert approaching drivers. Berry replied that it could because it is not taking away the right under state law.

Commission Tucker asked if multiple merchants had backdoors or alleys behind the business for the truck deliveries.

Chair Crew stated that last week he observed a beer truck parked at the end of the right light on Hickory Street at Locust Street and that he made a phone call to police department for enforcement as he was driving down Locust and observed it because the location of the truck made it impossible for traffic to navigate around the truck. Crew added that when the driver observed him taking pictures the driver moved his truck around to the back and parked it behind Andy's to complete his delivery. Berry questioned if the driver was able to unload. Crew replied yes and that he believes that every building on the square has back doors and providing access should be a requirement. Berry replied that if it could be proved that it was practical for them unload from the back that would overcome the problem with the law. Crew said it took 45 minutes for the truck to make its delivery which in some instances blocked drivers from backing out of parking spaces.

Commissioner Draper asked if it is possible to expand this discussion to include the Fry Street area. Payne replied it could not as this topic is specific to the downtown area.

Payne then stated that it is his suggestion that staff needs to confer with the police, Berry and to also review the downtown implementation plan and then bring this item back for future consideration.

Commission Glass asked if letters could be sent to business owners asking them to have deliveries made at the back entrances. Commissioner Spivey stated that the times for deliveries are not scheduled but are dictated by supply. It is not the beer companies deciding when to deliver, it is the business.

Glass stated that if the beer companies are going to provide whatever the customer decides, it is much easier to go to the customer hand them a letter and ask them to comply before the City takes action. Payne stated he believed there are economic development groups that have meetings on a regular basis with the downtown merchants, and he will talk to them about this issue and see if they can make a recommendation as to how to address it.

Commissioner Cheek stated the establishments on the square provide the city with good tax revenue, and she does not want to mess with them. The trucks are not a bother; she takes another route. Commissioner Spivey stated that she agreed with Cheek. Cheek added that she hates to see the Commission hammer down on our local establishments; they are making a living.

Payne stated that staff will bring this item back at a later meeting.

d) Turn lanes at IH-35E and Loop 288 intersection.

Payne stated that currently there is a left turn, left thru, and right turn on the Norhtbound IH35E service road at Loop 288 when turning under the bridge to turn left or to proceed through the signal onto Lillian Miller. Vokoun is recommending a sign for adoption to show what the intent is. Staff is unable to state specifically that the area engineer is going to adopt it; the other thing is TxDOT has told staff is that they are going to try to shave some of the island off under the bridge as a temporary measure until they widen IH35 to get three lanes of traffic underneath that bridge(left turn, left thru and through) and add a directional stripe that would cover the two inside lanes under the bridge and should relieve those issues to a large extent. This will be on-going matter working with TxDOT in trying to get resolution. No answer at this time, it is under consideration. City has offered to explore funding assistance to move it up in the queue and received no response back from TxDOT.

e) Woodrow Lane school zone

Payne stated that the DISD and the neighborhood believe the crosswalk is necessary and appropriate because children from the neighborhood that abuts Woodrow are walking from the apartments on the other side of McKinney to Tomas Rivera, and it is thought it would be difficult to have that school zone removed. Cheek stated that she has never seen a child crossing at that school zone. Vokoun stated that there are a number of children in the low income early breakfast program and they walk to school to have breakfast and that is why kids are not seen. Cheek asked what time the children crossed. Vokoun replied about 7:00 a.m. and it is usually four to six children.

f) Hinkle Drive Striping

Payne stated this item has been discussed in the past to freshen or restripe the existing striping. On the south bound lane there is an adjacent lane that is wide with an additional space marked off with buttons. Removing the existing striping and restriping the street is somewhat problematic in that doing so would probably involve at a minimum a mill and overlay of that



street. Staff is hesitant to do that because of the expense. There is also a drainage project to extend the Magnolia drainage from the Windsor area south through the neighborhood down Hinkle all the way to just past Good Samaritan that will involve reconstruction of the entire street, basically negating the funds spent to restripe/overlay the street now. Staff is seeking approval for funds to extend the Magnolia Drainage project in the next two to three years. A restripe project that included pavement overlay could cost a little over \$1 million dollars, and that is the main reason the revised striping has not gone forward.

Commission Draper asked if staff would consider improved signage as there is currently only one sign which is inadequate. Payne replied that staff will look at improving the signage, and if it cannot be done will bring it back to the Commission.

g) U.S. Highway 377, F.M. 1830 and Hobson Lane Intersection

Payne stated this is an informational item and provided a current schematic of Highway 377 which Commissioners can review after the meeting.

h) Truck routes

Payne stated this is an informational item which has also been talked about at the last meeting during which the Commission recommended approval of truck routes. Payne stated that staff has provided maps for the Commission's review after the meeting: One indicating recommended routes and one depicting existing routes.

i) Matrix of future agenda items.

Payne stated that at the request of the Commission, a matrix will track requested items.

5) Under Section 551.042 of the Texas Open Meetings Act, respond to inquiries from the Traffic Safety Commission 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

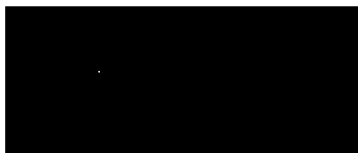
Under Section 551.0415 of the Texas Open Meetings Act, provide reports about items of community interest regarding which no action will be taken, to include: expressions of thanks, congratulations, or condolence; information regarding holiday schedules; an honorary or salutary recognition of a public 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.

1. Commissioner Tucker asked about the exit from IH-35 to Dallas Drive at Calloway's Nursery.
2. Commissioner Cheek requested a review of a prior request by the Commission to relocate the exit at Loop 288 back to Pennsylvania Street.

3. Commissioner Green requested consideration of a designation of no parking on the north side of Scripture to Malone Street.
4. Commissioner Green also requested that the lights no go to flashing on Bonnie Brae.
5. Commissioner Draper asked for an item to discuss beer trucks on Fry Street.
6. Commissioner Draper requested a sign at the Ponder Street and Scripture intersection telling drivers that vehicles on Ponder do not stop.

Chair Crew stated there was someone wishing to speak on Item 4b and invited that individual to speak. Ms. Gore-Green a physician and an obstetrician/gynecologist stated a concern regarding the Bonnie Brae exit on IH-35 going north. Gore-Green stated that as an obstetrician she receives calls during the day and, specifically between 7:00 a.m. – 8:30 a.m., she has experienced issues at that exit with traffic backing out into the highway due to the timing of the red light. This is not only dangerous, but getting stuck in an emergency situation she cannot go anywhere and there have been numerous occasions when the light has remained red for over two minutes. As a citizen and a practicing physician Gore-Green is requesting that staff look at this issue to change the timing to be a little less lengthy.

The meeting was adjourned by consensus at 7:03 p.m.



John Crew, Chair



Howard Martin, Utilities ACM



Ann Forsythe, Boards and Committees Coordinator

MINUTES  
TRAFFIC SAFETY COMMISSION  
May 7, 2012

After determining that a quorum of the Traffic Safety Commission of the City of Denton, Texas was present, the Chair of the Traffic Safety Commission thereafter convened into an Open Meeting on Monday, May 7, 2012, at 5:30 p.m. in the Service Center Training Room, City of Denton Service Center, 901 A Texas Street, Denton, Texas.

**Present:** Connie Baker, Howard Draper, Carmen Lipscomb, Vice Chair Wally Campbell, and John Murphy

**Absent:** Pat Cheek and Gilmore Morris (excused)

**Also Present:** Tom Woods, Denton Police Department  
Jim Coulter, Director Water Utilities and Staff Liaison  
Bud Vokoun, Traffic Engineer  
Kim Mankin, Administrative Supervisor

**OPEN MEETING:**

Jim Coulter opened the meeting in Howard Drapers absence at 5:30pm stating that we would go to item #2 first. Draper came in during that presentation.

- 1) Consider recommending approval of Traffic Safety Commission meeting minutes
  - a) March 5, 2012

**Approved as circulated**

- 2) Receive a report regarding the condition of the streets in the City of Denton.

Jim Coulter, Director Water Utilities, gave this PowerPoint Presentation. Coulter stated that Commission Cheek had asked why doesn't staff go out and repair certain roadways. There was also questions regarding funding. Coulter wanted to go over this presentation to help with those types of questions.

Coulter stated that what the City has done is back in 2003 staff hired a consultant to come in and do a pavement assessment program. That is where the consultant comes in and goes out with a camera truck with sensors and drive every lane mile in the community. Then they grade the particular segments of the streets. Recently staff hired IMS (Infrastructure Management Services) to come in and perform an update on the pavement management program.

The City of Denton has approximately 435 center line miles of City roadways. The approximate value is \$324 million. Back in 2003 when the study was first performed the OCI (Overall Condition Index) score was 69. In 2009 that score had dropped to 63.

The way the \$324 million is broken out is the largest section is the asphalt pavement at \$91 million. Concrete is next at \$77 million, sidewalks \$55 million, Curb-gutter & drainage \$34 million, and ROW \$39 million round out the largest areas.

The pavement management system is a modeling system that allows staff to get the scores in and enables staff to track the condition of the roadways, look at different scenarios on what roads need to be constructed or repaired first. This is a powerful tool to let staff know where we are with our roads currently and where we need to go in the future.

Staff has been asked why we need pavement management. When you look at the life cycle of a roadway you want to be able to keep the roads in a very good to good condition. That is when you start spending money on the roadways so the roads do not continue to deteriorate. When they get to poor quality it takes eight times more money to get the roadways back into good condition.

Coulter then went over the condition scores of the streets. From 75 up, staff will be out adding crack sealant to prevent water from going down into the streets. From 55- 75 staff needs to add overlays of asphalt. From 45-55 below there needs to be thicker overlays and subgrade repairs. From 30-45 thicker overlays are needed with patching and possibly surface removal and replacement. From 30 down staff looks at full reconstruction of the street.

Coulter then talked about how our streets break out. Residential streets are 64%, Collector are 19%, Secondary Arterial 13% and Primary Arterial 4%. There are 330 miles or 76% of the streets are asphalt with 105 miles or 24% concrete. Coulter showed a graph that indicated where the City of Denton streets fall on that OCI scale by percentage of network by area.

Coulter then showed a map of the City of Denton with a color scheme to indicate where the streets are with green - good, yellow - fair and red - poor. The older asphalt streets are the ones that need money spent to improve their OCI score.

Coulter stated that the new street bond committee is set up to determine which streets get the first \$20 million.

Coulter went on to explain that the arterial streets average score was 62 with the collector streets at 55 and the residential streets at 64. Arterials are the most expensive to repair and replace. Funding is not \$0, nor is it unlimited we are spending about \$2.75 to \$3 million on correcting the OCI value of our roadway.

The City of Denton's recommendations are:

Target OCI between 65 - 70 and Backlog < 20%, this equates to \$13 to \$16 M annual budget

Maintain OCI at 63 and Backlog < 20%, this equates to \$10 M annual budget

Our budget of \$3.2 million is inadequate.

Coulter stated that the bond committee will bring streets forward to work on with new bond funds.

Draper asked if Council recently increased the streets budget. Coulter answered that this coming year we will have about \$3.7 million that is going toward the OCI. Draper asked if that is a battle that has to be fought with each new Council. Coulter stated it is normally something that has to be battled every budget year. The information has been brought forth since 2003. Coulter added that since the last OCI study roughly \$20 million has been spent on road improvements. Even with that investment the decline still went from 69 to 63. Coulter hopes that he sees \$.75 to 1 million each year at budget time. Draper asked about the increase of concrete and asphalt. Coulter answered that in that last GO when bonds were sold in the first two years the asphalt prices went up 100%. That was during the hurricane situation.

- 3) Receive a report, hold a discussion and give staff direction regarding the Reflector Ordinance.

Tom Woods, Police Lieutenant, stated that at the last meeting this was not an action item. What staff is trying to determine is to give some direction from this Commission to Council if this ordinance is needed. Woods reported on this item at the last meeting and reiterated that reflectors are not as effective as they are thought to be. Consumer product safety report states that it is stressed they should not be used alone at night. The ordinance as written mimics the state transportation code with the addition to Section 18, Para 2.

Woods stated there was some questioning of the bicycle focus group people. One of the members on that group had questions about the distance and where the number came from. Woods didn't have an answer for that question.

There was some discussion regarding the reflectors. Murphy stated that it is desirable but it is hard enough to enforce a headlight.

Draper went over the motions that could be used for this item. Murphy asked if it changes the existing ordinance. Woods stated there is no ordinance; it is the State Transportation Code. We would be above what the State calls for. Woods could not find another city ordinance that mandated reflectors in the wheels or on the sides. Carmen stated that based on the conversation there is a State Law asking for a light in the evenings. Do we currently issue citations for people that do not have lights. Woods answered occasionally. Carmen stated that the goal is safety. Carmen asked if we need this ordinance if we already have a State Law. Woods stated that the State Law does not cover side reflectors.

Draper stated that there isn't overwhelming statistics that affirms that the City of Denton needs this. There has been no public input on this item.

Campbell made the motion to not recommend the ordinance. Carmen seconded that motion.  
Vote 5-0

4) Staff Report

- a) Upcoming meetings and topics associated; Pennsylvania Dr. and Nowlin Rd.

Coulter let the Commission know that these two items would be Public Meeting held in the City Council Chambers.

5) Discussion of the Matrix representing items for discussion for future Traffic Safety Commission meetings.

Draper clarified #5 how often the crosswalks are re-striped. Also #15, if the pedestrian timing could be increased.

Murphy's clarification was for University/Locust, Sherman/Locust, Sherman/Elm and Sherman and Elm (timing for the crosswalks).

6) Under Section 551.042 of the Texas Open Meetings Act, respond to inquiries from the Traffic Safety Commission 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.

The meeting was adjourned by consensus at 6:35 p.m.

MINUTES  
TRAFFIC SAFETY COMMISSION  
June 4, 2012

After determining that a quorum of the Traffic Safety Commission of the City of Denton, Texas was present, the Chair of the Traffic Safety Commission thereafter convened into an Open Meeting on Monday, June 4, 2012, at 5:30 p.m. in the City Council Chambers, City of Denton City Hall, 215 E. McKinney Street, Denton, Texas.

**Present:** Chair Howard Draper, Connie Baker, John Murphy, Carmen Lipscomb, Vice Chair Wally Campbell, Pat Cheek and Gilmore Morris

**Also Present:** Jerry Drake, Attorney  
Jim Coulter, Director Water Utilities and Staff Liaison  
Frank Payne, City Engineer  
Noreen Housewright, Senior Engineer  
Kim Mankin, Administrative Supervisor

**OPEN MEETING:**

Howard Drapers opened the public meeting and stated that the minutes for May 7 would be considered at the next meeting.

- 1) Consider recommending approval of Traffic Safety Commission meeting minutes
  - a) May 7, 2012
- 2) Receive a report and hold a public meeting regarding proposed pedestrian and bicycle accommodations on Pennsylvania Drive. The purpose of the meeting is to allow citizens to provide input regarding the Pedestrian and Bicycle Accommodation.

Draper stated that the purpose of this meeting is to take public comment for the bicycle lane on Pennsylvania. The Commission will take commentary from the public. If a point needs to be clarified it can be but this is not for discussion purposes. There will not be a decision made at this meeting. This topic will come back to the Commission for a recommendation to Council and then will go to the City Council for their approval.

Jim Coulter, Director of Water Utilities, made a brief presentation on the topic with some of the options. Coulter stated that some of the issues that came up when the bicycle plan was established there are a lot of benefits from bicycling activities. It provides an alternative transportation as well as a way for the community to get out to parks and open spaces. In 2008 when fuel prices went up staff received many calls from the citizens about being able to get around on bike lanes.

Coulter stated that there are many benefits when looking at a bicycle lane. In 2010 staff started working on a bike plan. One of the things was to get a focus group to help guide this process. There were representatives from TxDOT, Denton County, City of Denton Parks Department,

DISD, City of Denton Police Department, UNT, TWU, DCTA, local bicycle representatives as well as business owners in the downtown area.

The group was focused to meet a deadline of February 2012. There have been many meetings to meet this deadline.

March 22, 2010 - Staff facilitated Public Meeting

April 5, 2010 - Traffic Safety Commission

April 13, 2010 – City Council

April 13, 2011 Staff and FNI facilitated a Public Meeting

July 20, 2011 - Planning and Zoning Commission

August 1, 2011 – Parks, Recreation, and Beautification Board

September 12, 2011 – Traffic Safety Commission

September 13, 2011 – Mobility Committee

October 18, 2011 – City Council Work Session

November 16, 2011 – Planning and Zoning Commission Work Session

December 7, 2011 – Planning and Zoning Commission Public Hearing

February 21, 2012 – City Council Public Hearing

March 28, 2012 – Staff facilitated a neighborhood meeting regarding Pennsylvania Drive

The bicycle plan was approved in February 2012. One of the first issues that came up was to look at a bicycle accommodation on Pennsylvania Drive.

Coulter showed a map with the bicycle accommodations for the City of Denton. He showed where on Pennsylvania staff was looking at for the accommodations.

Staff has identified four options that is being presented to look at. There was a meeting the latter part of March with the Southridge neighborhood discussing Pennsylvania. There were concerns about some of the larger projects that would take right of way and would require extensive loss of parking. Staff has gone back and looked at some of the options.

The four options are as follows.

Option 1 has two 6' bike lanes, it would require eliminating parking on one side of the street, the difference in option 1 and 1A would be the side that the parking would be eliminated from.

Option 2 would be to leave the parking on both sides, two 13' driving lanes with sharrows to show that the bicycling community can ride in those lanes as well.

Option 3 is an urban shoulder approach.

Coulter concluded by saying those are the four options that staff is looking at. Draper asked for clarification on the urban shoulder approach. Coulter added that it would be more of a bike route. A cyclist or a pedestrian could use this as well as parking.

Draper opened the public meeting section of the meeting.



- 1) Pat Powell, 1108 Pennsylvania has lived there since 1987. Parking adds value. Residents and tax payers should take precedence over a special group. No issues with bike riders that he is aware of at the streets current state. Opposed of the change.
- 2) Theresa Enos, no address, should be left as a residential street. Opposed of the change.
- 3) Ralph Williams, 1500 Pennsylvania Drive, almost 19 years, Adults don't ride well Children ok, will take 8' of his property, street lined with trees and trees would be removed, why Penn only one mile long, alot more streets in Denton could use some work (potholes). Opposed of the change.  
*Draper wanted clarification on loss of yard. Coulter answered none of these options would be outside of the right of way, will not be using anything outside of the curb. Curb to curb only.*
- 4) Charles Riggs, 2017 Hollyhill, over 30 years, children walked to school grandchildren walk to school, no problems if improvement need sidewalks. Opposed of plans, should use money for potholes.
- 5) Pricilla Holmans, 119 Pennsylvania, 1969, raised kids have ridden bikes all over. Need more traffic control. Opposed of plans.
- 6) Linda Thompson, 309 Pennsylvania, more peds than bikes. One mile without businesses. Doesn't make since. Kids drive too fast. Bikes already ride without problems. Opposed.
- 7) Virginia Norton, 219 Ridgecrest, bikes already have rights to the streets just like drivers. Southridge groomed well, paint and signage waste of money, residents didn't get fair warning, need more police officers, opposed
- 8) Jim Norman, 600 Pennsylvania, speed of traffic is problem, more walking and walking their animals, plenty of room to share the road, stop signs would help, opposed
- 9) Ed Lowe, 1306 Ridgecrest Circle, about 3 years, walking more than bikes, if bike path where would peds walk, no money for unnecessary bike paths, opposed
- 10) Harry Turner, 2118 Stonegate Drive, bikes have freedom, bike lane will do nothing, total waste of tax payers money, decrease in safety, big problem with rolling stops in Southridge, submitted more on paper
- 11) Dave Ragan, 124 Pennsylvania, resident – runner and cyclist, road wide enough for runners walkers and bikers, in favor of leaving as is, use money for potholes
- 12) Russ Stukel, 1005 Ridgecrest, second neighborhood meeting would like the information from the last meeting, thought \$50k for region 4 now for bike lane, would like clarification. Is a cyclist. No shoulder on Hobson...money could be used there. Not needed on Penn. Lots of walkers. Opposed.
- 13) Devin Taylor, 5710 Hinkle, agree with some points. If there is a choice this wouldn't be the road. Bike accom increase property value not decrease. Bike lanes calm traffic. Some demand, probably people don't let their kids ride because of no accommodations. Sharrows do help, cheap and easy, if money could be moved do so, if not then please put in sharrows.
- 14) Alena Presley, Hinkle, hinkle does have a bike lane, came from street with parking on both sides. Having a bike lane does work with peds. If decide no bike lane then should have no parking either.
- 15) James Andrews, 709 Pennsylvania, Penn do not understand the need for this. Penn residents do not want this. Bike lane would narrow the street more accidents paint does

not protect, false since of safety, aesthetic down grade to neighborhood, does the neighborhood have a say, clarification bike or ped or both.

- 16) Charles Beasley, 301 Ridgecrest, What about trash cans, more walking than riding, walking dogs, will not improve property values when parking is removed.

Public meeting closed at this time. Draper asked commissioners if they had any questions to clarify with staff.

Draper asked about traffic calming, how the narrowing would calm traffic. Coulter stated that the stripes and narrowing actually provide calming in designated areas, slows traffic. Stop signs do not calm. Best is with bump outs or Speed bumps slow traffic, this road it a residential collector so for emergency response route emergency vehicles purposes speed bumps are not appropriate.

Draper then asked about bike and ped. Coulter stated in the ped, long term is a side path along the roadway, current est 1-1.2 million

Draper stated this will be discussed and a recommendation for CC would be at the next meeting.

- 3) Discussion of the Matrix representing items for discussion for future Traffic Safety Commission meetings.

Draper asked to check the pedestrian cross walk signals on the square. There seems to be a big delay on the signals turning to walk.

Morris on the square walk lights do need attention.

- 4) Under Section 551.042 of the Texas Open Meetings Act, respond to inquiries from the Traffic Safety Commission 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.

The meeting was adjourned by consensus at 6:31 p.m.

1 **TRAFFIC SAFETY COMMISSION AGENDA ITEM #1**

2  
3 **DRAFT MINUTES**  
4 **TRAFFIC SAFETY COMMISSION**  
5 **July 16, 2012**  
6

7 After determining that a quorum of the Traffic Safety Commission of the City of Denton, Texas  
8 was present, the Chair of the Traffic Safety Commission thereafter convened into an Open  
9 Meeting on Monday, July 16, 2012, at 5:30 p.m. in the City Council Chambers, City of Denton  
10 City Hall, 215 E. McKinney Street, Denton, Texas.

11  
12 **Present:** Chair Wally Campbell, Connie Baker, John Murphy, Carmen Lipscomb, Pat  
13 Cheek and Gilmore Morris  
14

15 **Also Present:** Jim Coulter, Director Water Utilities and Staff Liaison  
16 Frank Payne, City Engineer  
17 Kim Mankin, Administrative Supervisor  
18

19 **OPEN MEETING:**  
20

- 21 1) Consider recommending approval of Traffic Safety Commission meeting minutes  
22 a) May 7, 2012 – one change page 6 line 18 should be Draper instead of Murphy.  
23 Approved with change.  
24 b) June 4, 2012 – Approved no changes.  
25  
26 2) Receive a report, hold a discussion and make a recommendation on the possible closure of  
27 Nowlin Road.  
28

29 Frank Payne, City Engineer, made the presentation. Payne stated that staff has received input on  
30 the closure of Nowlin Road. The initial question was raised from a citizen in the Wheeler Ridge  
31 subdivision about the cut through traffic. Payne gave some background and reported what staff  
32 did and reported what information was received from the citizens.  
33

34 Wheeler Ridge Phase 5 was platted back in 2005. When it was platted it did away with the ‘old’  
35 Nowlin Road. Originally it went from Pine Hills straight out to Teasley (2181). Payne showed a  
36 map of the area and stated that Nowlin Road was abandoned by ordinance largely across the  
37 section of Wheeler Ridge. There is a small piece of the road that still exists and is still called  
38 Nowlin Road. The end of the cut through is actually a platted lot within the Wheeler Ridge  
39 subdivision. The City received a use agreement from the developer when the subdivision was  
40 platted. The reason that the cut through road was put in was because by removing Nowlin Road  
41 there was only one way in and one way out for Emergency Services vehicles for the Wind Stone  
42 area. The thought in 2005 was that TxDOT would come in and build 2499 Section 5 at any time.  
43 That has turned into about nine years now.  
44

45 Staff did some traffic counts in the area. The reasoning for the counts was to see if you could  
46 characterize the traffic coming from any particular place. In the Denton Development Code a

1 residential street has a capacity of up to 800 vehicle trips per day, and services 20 or fewer  
2 residences. If it is 20 or more residences, mixed use development or more than 800 vehicle trips  
3 per day it is a collector street. Nowlin is neither a residential or collector, it is closer to a rural  
4 estate section. It is way over capacity. The counts in your back up show that it is way over  
5 capacity. Erin Road was also over capacity. Again the counts do not show where the traffic is  
6 coming from. If Nowlin is closed it will not relieve all the traffic on Erin Road.

7  
8 Payne stated that one other thing that staff looked at was accidents. Going back to 2008 there  
9 were four traffic accidents on record with the Denton Police Department in the area, three were  
10 on Longleaf Lane, and the other was on Hickory Creek Road. Denton Police Department stated  
11 that there have been four traffic complaints from early 2011 to May 2012 which consisted of  
12 speeding within the Wheeler Ridge subdivision. In as much as staff had the complaint and  
13 Council had received some feedback the only real way to relieve the cut through traffic is to  
14 disconnect the road. There are a couple of different ways to do that. One is to remove the  
15 pavement or block it the other is to install gates. Staff was considering gates because that would  
16 allow emergency services vehicles access to the area. They would lose a little time but would  
17 still have access to Windstone. Installation of the gates would be \$3,000-\$5,000. Staff decided  
18 to get more information before any construction occurred. Signs were put out back in March  
19 asking people in the area to call or email feedback on this issue. There was a significant amount  
20 of responses. There were 109 responses; some were different citizens at the same address. Out  
21 of the 109 there were 15 for closing the road and 94 for leaving it open. Payne showed a map  
22 with responses marked. There were 65 markings, some didn't make the map because they were  
23 in Corinth, 13 the addresses couldn't be determined and 14 were outside the area.

24  
25 The options that are before the Commission are to recommend closure to City Council or to  
26 make no recommendation. What staff recommends is that we do not make a recommendation to  
27 City Council.

28  
29 Payne then stated that the best information that we have on 2499 is what TxDOT publishes. We  
30 make plans and we sell bonds for utility relocates based on what the State says. Back in 2005,  
31 Section 5 of 2499 was to build at any time. That is how the development people interacted with  
32 the developers that came in. Late last year the City entered into a contract with TxDOT to move  
33 some of our utilities because they were going to be out building the road right now. After that  
34 agreement has been entered into and some of that work had been bid out staff found out that it  
35 had been pushed to 2013 and TxDOT published 2014. In their defense they do have money  
36 matters they have people that are moving money that is outside of their control. With that being  
37 said it is hard for the City to plan utility relocates. Payne doesn't think we will see Section 5 of  
38 2499 before 2014. Because of that reason and because of the emergency concerns, staff believes  
39 the road needs to remain as is.

40  
41 Murphy asked if it was on the agenda for residents to speak. Payne stated that it is not but is at  
42 the Traffic Safety Commissions discretion.

43

1 Chair Campbell asked for a show of hands on how many would like to speak. Several hands  
2 went up. Campbell stated they have two minutes to speak and to say their name and address  
3 first.

- 4
- 5 1) Deborah Signor – 6812 Hayling Way – also representing her mother-in-law which is at  
6 6817 Hayling Way. Safety issues. Child at Guyer. Closing would add 14 miles per day.  
7 Mother-in-law has health issues. – Open
- 8 2) Young Vinales – 6308 Pine Hills Lane– small children, people speeding that are not  
9 residents – close
- 10 3) Richard Hamer – 6713 Purebeck Trail – believes resolution would be police enforcement  
11 of speed, open until 2499 complete – open
- 12 4) Pat Hamer – 6713 Purebeck Trail – convenient to Kroger, problem with speed, speed  
13 bumps may help – open
- 14 5) Miguel Vinales – 6308 Pine Hills Lane – traffic control, stop signs, the three way  
15 intersection in Wheeler Ridge is dangerous – close
- 16 6) Gene Hanley – 6624 Urbec Trail – has called PD about a year ago packed road, a child  
17 could walk out and get hit, highly risky area, speed bumps, better signage, police  
18 enforcement, parking on one side of the street - close
- 19 7) Rose Laserinko – 6600 Hayling Way – unsafe road, lives at the corner of Hayling and  
20 Pine Hills, Nowlin narrow and dangerous - close
- 21

22 Pat Cheek asked staff to inform the citizens on how you get a speed bump. Jim Coulter stated  
23 there is a petition process that the neighborhood can go through. Cheek clarified that the  
24 neighborhood has to pay for the speed bump. Coulter stated normally they would in this case he  
25 would have to look at it.

- 26
- 27 8) Tom Brant – Hayling Way – community swimming pool, safety, residential street,  
28 Nowlin Street is in his back yard, speed bumps can't be put in because of Emergency  
29 vehicles, speeding, trash, property values are declining – close
- 30 9) Larry Myers – 6105 Pine Hills Lane – 5 yrs, POA board for Oakmont, two roll over  
31 vehicle accidents in Corinth area, speed limit sign needed, morning and evening rush  
32 from school - close
- 33 10) Chris Vrazel – 6412 Pine Hills Lane – stop signs, children, was told that speed bumps not  
34 possible because of emergency vehicles, not enough officers, told it would be dead end  
35 street, children play in back yard only – close
- 36 11) Jack Burdett – Alterbrook Lane – closed off from Denton if closed, have to go through  
37 Corinth to get to Denton, maybe re-route Nowlin – open
- 38

39 Cheek believes Emergency vehicles can go over speed bumps, they do in her neighborhood.

40 Payne responded that when a request is received it is given to the fire department if it is a  
41 through street for fire access they will not approve it. Cheek stated then maybe stop signs might  
42 be the answer. Payne stated that if a stop sign meets the warrants, staff can look at putting them  
43 in. If it doesn't meet the warrants, it will be abused more often than not.

1 Morris stated that it seems that we keep coming back to the same thing; there aren't enough  
2 officers on the streets for enforcement.

3  
4 Payne went on to say that the gate was not installed because staff didn't want to make an  
5 arbitrary decision without public input.

6  
7 Payne stated that when this subdivision was platted, staff was basing decisions on what the State  
8 had said about the installation of 2499. This road was put in as a temporary road.

9  
10 Murphy asked Payne what will happen to Nowlin Road when 2499 is complete in that area.  
11 Payne stated that Nowlin Road will cease to exist when Section 5 of 2499 is completed. Pinehill  
12 Lane will have a "T" intersection to 2499 and the lot where it ties in to Wheeler Ridge Phase 4  
13 the developer will be allowed to put a house on it. Murphy then stated that the emergency  
14 vehicle access will be taken care of by the new intersection. Payne agreed.

15  
16 12) John Call - 6912 Trubeck Trail – Greens of Oakmont – emergency services used a lot in  
17 that area – open

18 13) Lindsey Goodman – Ocean Drive – work at UNT, Teasley is a nightmare in the morning,  
19 takes Nowlin as a cut through, three way intersection is confusing, signage, speed bumps,  
20 open

21 14) Jim Costulis – 6612 Hayling Way – re-route Nowlin, flashing stop signs, lower speed  
22 limit – open

23 15) Raynor Mallory – 3405 Groveland Terrace – speeding, volume of traffic is way too high  
24 – close

25 16) Pamela Mallory – 3405 Groveland Terrace – brought pictures of the amount of traffic and  
26 congestion, road like a thorough fare, children, buses, safety more important than  
27 convenience, speeding – close

28 17) Joshua Mallory – 3405 Groveland Terrace – Kroger and Teasley, speeding, resident road  
29 used as a commercial road, 2499 needs to come in soon city responsible for wheeler  
30 ridge, potential accidents – close

31 18) Stacy Branam – 6609 Hayling Way – 10 years, safety, community park and pool that  
32 children walk to, convenience not as important as safety – close

33  
34 Carmen asked staff about how EMS would work if the road was closed. Payne stated that it  
35 would not be closed due to the EMS, we would have to install gates. If the recommendation  
36 goes to Council that it needs to be closed we are talking about gates that EMS would have to stop  
37 and open.

38  
39 19) Mack Branam – 6609 Hayling Way – close

40  
41 Murphy asked how the gate would work in the case of a fire or emergency call. Payne  
42 responded that they spoke with the fire department and that was something they could live with.  
43 The gate would be on the backside of the lot in Wheeler Ridge and another gate where the road  
44 comes into Pine Hills lane. We will not put the gate on TxDOT right of way. There would be a

1 special lock, this is not unheard of. It does happen and the fire department said they can live  
2 with it. Murphy asked if there are other areas with locks on gates with population as large as it is  
3 in this area. Payne answered he isn't aware of any other than a multifamily where the density  
4 would be higher than this area.

5 Cheek stated that when she was on the Traffic Safety Commission in the 1980's the access to  
6 Township II was closed, it was used as a cut through to the mall. There was a gate put up but is  
7 unsure if it can be opened or not. It was in response to the neighborhood. Cheek went on to say  
8 that she see's where there were 94 responses to keep the road open and 15 to close. Sounds like  
9 a mandate. Cheek understands there are people here to talk about this closure. Murphy asked for  
10 the numbers for this meeting. Payne stated without comparison to the calls and e-mails he is  
11 unsure of the numbers.

12 Morris asked if there was some sort of remote gate that could be used. Also would it be possible  
13 to use one gate. Payne answered that a remote entry has not been looked into. One gate has not  
14 been looked at because of the nuisance factor. Also unless it is gated or fenced, people will drive  
15 around the area.

16  
17 Cheek moved to table this item to hear from staff before the next meeting before a  
18 recommendation is made. Carmen seconded 6-0 approved.

19  
20 Murphy asked to include info from EMS response with our without a gate and speeding.

21  
22 Carmen asked for comparison information for other gated areas. Payne agreed to find that  
23 information.

24  
25 3) Receive a report, hold a discussion and make a recommendation on the Bike Lane  
26 accommodation for Pennsylvania Drive.

27 Coulter stated that on the issue of the Pennsylvania Drive for bike accommodations. Two public  
28 meeting that had overwhelming results to not provide bike accommodations. That would be staff's  
29 recommendation to not put Bike accommodations on Pennsylvania Drive.

30  
31 Cheek moved to accept staff's recommendation second by Murphy. Vote 6-0 approved.

32  
33 4) Receive a report, hold a discussion and give staff direction regarding the prioritization of the  
34 bicycle accommodation projects.

35  
36 Coulter stated that there was a meeting with Howard Draper and a couple of council members after  
37 the last public meeting for Pennsylvania. They met with Commissioner Coleman concerning the  
38 money that had been set aside for the bike accommodations. He did mention that he would be  
39 willing to let that money be used on another project as long as it was in his precinct. The  
40 recommendation from Coleman and the Council Members were to look at Windsor from Old North  
41 Road to Bonnie Brae as a possible use for those funds. Staff will look at adding bicycle route  
42 designation sharrows and other options for that road. We will not be removing parking associated  
43 with this project. In some cases it might just be as simple as a sign to designate it as a bike route.  
44

1 Staff will continue to look at the DCTA, Sycamore to Welch connection. These projects were  
2 priorities that City Council wanted staff to look at. This project will not require the removal of  
3 parking. This project will look at sign designation, and sharrows. We will not be looking at  
4 signalization on Carroll and Sycamore, which was \$300,000 and exceeded the bike lane budget.  
5 Signal crossing will be at Mulberry.

6  
7 Originally City Council had asked for staff to look at the connection from DCTA to TWU. One of  
8 the issues that we have learned about from the meeting with TWU is they are working on a master  
9 plan and are buying up a lot of property on the eastern side of the University. There will be some  
10 roadway modifications associated with that. What staff is going to ask is to put DCTA to TWU on  
11 hold until we get clarification from TWU about their plans.

12  
13 In the place of TWU we are going to request traffic engineering staff to find some inexpensive bike  
14 projects in the area that can be facilitated much faster. It would be ones without any parking issues  
15 or major problems. By the time staff is ready to take this item to City Council we will have a few  
16 projects that we will propose bringing forward.

17  
18 Lastly, staff continues to get requests for Oak/Hickory bike accommodations. The major problem is  
19 that road is designated as an arterial. What staff wants to do is go back and study both of those  
20 roadways to see if there is the ability to downgrade what types of roads those are. If it becomes a  
21 commercial collector we can narrow the travel lane and add a bike lane without losing parking.  
22 That will take approximately \$35,000 to do the kind of study from a traffic engineering firm to get  
23 us that kind of information. Because of the continued interest from the biking community staff  
24 would like to take that to City Council for their direction.

25  
26 5) Election of Vice Chair Officer.

27  
28 Pat Cheek nominated Carmen Lipscomb for Vice Chair. Second by Morris, vote 6-0

29  
30 6) Discussion of the Matrix representing items for discussion for future Traffic Safety Commission  
31 meetings.

32  
33 Murphy – Is there any plans to add a Traffic Control Device at Brinker and Colorado.

34 Coulter stated he will get information.

35 Cheek – Wrong signage at Unicorn Lake, confusing.

36  
37 7) Under Section 551.042 of the Texas Open Meetings Act, respond to inquiries from the  
38 Traffic Safety Commission or the public with specific factual information or recitation of  
39 policy, or accept a proposal to place the matter on the agenda for an upcoming meeting

40 AND

41 Under Section 551.0415 of the Texas Open Meetings Act, provide reports about items of  
42 community interest regarding which no action will be taken, to include: expressions of  
43 thanks, congratulations, or condolence; information regarding holiday schedules; an honorary  
44 or salutary recognition of a public official, public employee, or other citizen; a reminder



1 about an upcoming event organized or sponsored by the governing body; information  
2 regarding a social, ceremonial, or community event organized or sponsored by an entity other  
3 than the governing body that was attended or is scheduled to be attended by a member of the  
4 governing body or an official or employee of the municipality; or an announcement  
5 involving an imminent threat to the public health and safety of people in the municipality that  
6 has arisen after the posting of the agenda.

7  
8 The meeting was adjourned by consensus at 6:44 p.m.

Traffic Safety Commission Draft Minutes

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MINUTES  
TRAFFIC SAFETY COMMISSION  
September 10, 2012

After determining that a quorum of the Traffic Safety Commission of the City of Denton, Texas was present, the Chair of the Traffic Safety Commission thereafter convened into an Open Meeting on Monday, September 10, 2012, at 5:30 p.m. in the Service Center Training Room, City of Denton, 901 A Texas Street, Denton, Texas.

**Present:** Chair Wally Campbell, Vice Chair Carmen Lipscomb, John Murphy, Gilmore Morris, New Member Patrice Lykes, New Member Kenneth Leathers and New Member Nancy DiMarco

**Also Present:** Jim Coulter, Director Water Utilities and Staff Liaison  
Frank Payne, City Engineer  
Kim Mankin, Administrative Supervisor

**OPEN MEETING:**

- 1) Consider recommending approval of Traffic Safety Commission meeting minutes
  - a) July 16, 2012

**Approved as circulated**

- 2) Receive a report, hold a discussion and make a recommendation on the possible closure of Nowlin Road.

This item was tabled at the last meeting July 16. Commissioner Lipscomb motioned to un-table this item second by Chair Campbell.

Frank Payne, City Engineer, gave a brief presentation of this item for the new members. On July 16 this item was originally presented. Staff had received complaints from a member of the neighborhood in Wheeler Ridge that was concerned with cut through traffic. Payne then showed maps of the area in question. The basis of the complaints was speeding and cut through traffic. Back in 2005 Wheeler Ridge Phase 4 was platted. The developer was required to add in the cut through road so that it would maintain two points of access to the Windstone at Oakmont neighborhood. At the time this neighborhood was being built, TxDOT's discussions of 2499 were that it would be imminently happening. Right now it is our understanding that 2014 is the earliest that project will Let.

After some inquiries from the citizens and discussions with the City Council Member in that area staff went out and conducted traffic counts. It was conducted on Erin and Nowlin. Staff tried to see if they could attribute the source of the vehicles. The road exceeds capacity for a residential road. The only thing that will give real relief is when 2499 is constructed and Hickory Creek Road is extended.

Staff was also asked about traffic complaints and accidents. In 2008 there were a total of four traffic accidents on record for that area, three on Longleaf and one on Hickory Creek Road. There were four traffic complaints from Early 2011 to May 2012 they were primarily for speeding on Pine Hills and one on Nowlin Road.

The only way to stop the traffic from going back and forth would be to close the road. Actually closing off the road is not an option because you still need to be able to get a fire truck or ambulance back and forth. Staff looked at gates the price would be \$3,000 - \$5,000 for both. Those gates would be locked and when an emergency vehicle came to the gate the chain would be cut and the emergency vehicles would go on through. This procedure would add two to three minutes per gate.

Back in March signs were put up in the neighborhoods asking for feedback. There were 109 responses shown, 94 wanted to leave the road open with 15 wanting it closed. Our GIS person prepared the map that shows the addresses with responses. When the meeting was conducted in July there were 19 people that stood up in response to this item. A lot of those were the same that had sent in e-mails. Payne had further calls and e-mails.

Payne then stated that the options that were being looked at during the last meeting were to make a recommendation to Council to close the road. Some items came from the commissioners to staff to go back and look and bring information forward. Payne stated there were three questions that stood out. The first question was can speed humps be installed on Nowlin Road. Originally the answer was no. Payne talked to the Fire Marshall and he said since this is a temporary road he would consider it if requested. Normally the neighborhood that request the speed humps pays for the installation. Payne commented that the Fire Marshall would not allow gates and speed humps. This road winds and you cannot go more than 10-15 mph actually on Nowlin. If we put speed humps it will not do much. Payne's opinion is that it may make things worse. Much like when you put a stop sign in where it isn't warranted people will roll up and take off fast to make up the time they had to stop.

The next question was if there were other areas with comparable populations to these neighborhoods. Payne responded yes there are some apartment complexes have them. The examples of those apartments are; Providence Village Apartments, new apartments located where the old Home Depot was (there is a secondary entrance off of Locust) and the retirement village off of Spencer Road. One or more of those have the opticon type of sensors like they have on traffic lights where the emergency vehicles can automatically open them. Each of those gates also have a secondary opener because they fail, they also run approximately \$15,000.

Lastly what is the effect on the emergency vehicle response times. It adds two to three minutes per gate to open them.

Payne stated that staff's recommendation is still to leave the road open and looks like a majority of the neighborhood agrees.

Morris stated that it seems like in that neighborhood the congestion area is the people that want it closed. Payne stated you would think that but if you look at the map it shows differently. Mostly are embedded in the neighborhoods. Lykes stated that she is looking on the map at four in a row on Longleaf that want it closed. It looks like the problem is on Longleaf, not on Nowlin Road. Payne stated that from talking and from the last meeting their thought is because the street is open you have people coming across, but can't attribute to one thing. Leathers stated that if you focus on the effected streets which are Pine Hills from Robinson that is the area people are cutting through. They are using Nowlin to get to Longleaf and then to Hickory Creek. Those are approximately ten for closed and three for open. When you focus down on the roads that are directly affected by the actual traffic the numbers are about 3:1. Payne stated that the traffic engineer is not at the meeting he will respond. When you get people that respond to examples like speeding Payne would assume the behaviors are originating in the neighborhood. Leathers questioned if the 1,000+ cars are coming within the neighborhoods or from Robinson. Payne stated if you look at the data there is about half the traffic that is coming from Erin, the best he can tell is coming from the neighborhood. There is another entrance off of Teasley. It does not appear that the entire problem is coming from the Oakmont area.

Morris clarified that most of the traffic is neighborhood traffic and not cut through. Payne stated it is the best he can tell. Leathers stated that if he lived on Longleaf and Nowlin didn't exist would that many people drive by his house every day. Leathers asked if we had a count of how many houses were in these neighborhoods. Payne stated he didn't. Campbell made sure the Commission knew that Nowlin was temporary.

Payne stated that when 2499 is constructed there can be a house built on the Wheeler Ridge end. Pine Hills will 'T' into 2499. Leathers stated that the Longleaf traffic will go away when 2499 is constructed. Payne agreed. There was some further discussion on this configuration.

DiMarco asked how many vehicles use Nowlin on a daily basis. Payne stated from the traffic counts that staff did for four days back in November 2011, the counts were from 500 to over 1,000. Over 1,000 vehicles are well over residential street capacity. The counts from Erin Road are almost two times that amount.

Commissioner Morris made the motion to close Nowlin. Leathers clarified that if Nowlin is closed the traffic on Longleaf would go away now as opposed to two or so years when 2499 is constructed. Campbell stated that people would also be cut off from services. Payne stated that it would have gates installed, would not actually be closed or cut off. Lyke asked if the neighborhood would absorb the cost for speed humps would they also have to absorb the cost for the gates. Payne answered there is a policy for speed hump installation there is no policy for gates. A source of funding has not been identified. Leathers asked if the gates become a problem at another Traffic Safety Commission meeting could it be re-opened since the pavement will not be removed. Payne stated that if the vote at this Traffic Safety Commission meeting is to close, the item will then go to City Council. It will ultimately be up to Council to decide if Nowlin Road is closed or not. If the vote is for no action it will not go to Council.

Leathers stated that he will second the motion to close as long as it is with a gate and chain. The point of the installation of the road was for emergency vehicles anyway not cut through traffic. Payne stated that is correct. Chair Campbell asked for those in favor of closing to vote, and there was three (Morris, Leathers and Murphy). Campbell asked for those in favor of staff's recommendation, the vote was three (Campbell, Lipscomb and Lykes). It was questioned if DiMarco could abstain. DiMarco stated that she was listening to everyone and wanted to make sure she made the right decision. DiMarco voted to close the street.

The motion was made by Morris to close Nowlin Road with a second by Leathers, the vote was 4-3 to close.

- 3) Receive a report, hold a discussion and give staff direction regarding cell phone usage and traffic safety concerns.

Jim Coulter, Director of Water Utilities made the presentation. Coulter stated he wanted to go through some of the issues that staff has been looking at regarding cell phone usage and texting. Commissioner Morris has talked to staff a number of times regarding this item. Staff received information from the City of Arlington on the ordinance and the presentation to look at the type of cell phone regulations that they would put into place. Arlington went to a wireless texting band. One of the issues that staff has looked at is how do we move forward. We know that the Texas Legislature is currently working on those issues. The last session had a wireless communication device ban, and it made it to the governor's desk and was vetoed. That bill didn't take effect. Coulter has been hearing that they will be bringing another bill forward this next session for some type of action. Tom Craddock, x- speaker of the house, stated that he will bring this type of legislation back to the next legislature.

Coulter stated that we have looked at what it would cost if the City of Denton ban locally as opposed to a State wide ban. We could pass an ordinance put it into effect but due to the fact that it isn't a state wide regulation staff would have to sign all of the roadways coming into our City. The signs would make the public aware of what the ordinances are here in the City of Denton. If you look at the cost it is roughly \$40,000. If we were to sign the roadways and then the state legislature passed a ban that was more restrictive than what we have locally, those signs would have to be removed and would not be in effect. Coulter stated that Lee Howell, Chief of Police, is in attendance to talk about some of the enforcement challenges and issues associated with this type of ordinance.

Howell stated he has been Chief for about ten months here with the City of Denton. There is no question with all the studies that have been completed by a number of agencies have demonstrated that texting while driving is dangerous. Cell phone use increases the likelihood of an accident. Some of the studies show that you are two to four times more likely to be involved in a motor vehicle accident if the driver is engaging in a hand held communication device usage, with texting being the worse. There is a number of different ways that states and cities have approached this problem. There are approximately 32 states that have some sort of ban on texting. There are approximately 10 states and in the District of Colombia that have prohibited all drivers from using

handheld cell phones while driving. There are always exceptions, for emergency purposes. There are exceptions if the driver pulls over to the side of the road and stops. There are also exceptions if a driver is stopped at a stop sign or red light. The currently state law in effect prohibits operating a cell phone in school zones. It also includes a complete ban on the driver of a school bus operating a cell phone while kids are in the bus under 18 years old.

The city ordinance that was passed before inaction of the state law only addresses school zones. There are about 23 cities in Texas so far that have enacted some sort of ordinance prohibiting some form of use of cell phones; this is in addition to the state law. Some of the larger ones are Arlington, Dallas has a texting restriction, El Paso is the most restrictive ordinance around.

El Paso also has the most aggressive enforcement of any city ordinance of any city in Texas. El Paso law prohibits complete use of hand held devices in any regard. There is also an affirmative defense. That is if you are using a hand held device a police officer can stop you and give you a ticket but you can get it dismissed. Howell isn't sure why it is written that way but a lot of laws are written that way. El Paso has written about 10,000 citations behind that ordinance. They have recently soften the prosecution a little bit. If it is your first offence you can go to court and if you pled guilty you can get a bumper sticker and attach it to your bumper that says it is a bad thing to do and you will get out of paying your fine. The effectiveness of the El Paso law is still a little in question. They are claiming a reduction in motor vehicle accidents after the in action of the ordinance but they have gone back and compared month to month for a year previously. Some months the accidents are lower and some are higher.

State wide it is difficult to say the effectiveness of the law there has been some national studies by insurance companies. There is one comparison that was done by states that have enacted state wide laws and have compared before and after the inaction to neighboring states that did not have a law in effect, the accidents still parallel. Some say 10-40% in reduction for complete bans. It is difficult to find a real definitive study. Some studies show after a text ban goes into effect, the accidents went up for a period of time because people were trying to hide the devices and creating more of a distraction.

From an enforcement standpoint, since our ordinance was enacted the City of Denton has written 918 citations for the school zone violations. Police has written six citations for the state law that prohibits a minor from texting in their vehicle.

Obviously there is a problem with the officers being able to discern if someone is holding the cell phone and talking or texting. It is a difficult law to enforce if you only have a texting ban. The NTSB in 2010 recommended that all 50 states enact a complete ban of cell phones while operating a vehicle. The problem with the variations is when people travel they don't know what the laws are in the area unless it is properly posted. With the 23 cities in Texas that have variations of the law there are about 12-13 different signs.

The advantages of waiting until the state law is enacted will be less expensive there will be uniformity in the law. The downside is the legislature doesn't convene this year and it will be 2014 before anything will go into effect.

Howell then stated that here in Denton have not had to date a confirmed fatality accident involving a cell phone by the operator. There have been some suspected ones. State wide cell phone use in 2011 was factored in 40 fatal crashes, just over 3,000 total crashes. There may be other factors that played a role in those accidents as well. Other distractions in the vehicle are 69 fatal crashes and just over 9,000 total crashes.

Morris stated that he knows of at least three instances where three people were killed with cell phone drivers. One was on the square about three years ago. The testimony at the trial stated the driver was on a personal cell phone; Morris talked to the son of the person killed. A UNT football player was driving home and ran off the road, his father stated in the newspaper that he has just texted his son. The last is the young man that was killed on Sherman Drive when he ran his truck across the road into the oncoming lane and hit the tractor head on. Morris stated he was told by a close source he was texting his girlfriend. This is happening here in Denton and we aren't keeping any records on this. Morris stated he is unsure how to accomplish this task. There is a cell phone box on the back of the accident reports but doesn't seem to be used. Maybe police officers could ask the offenders if they were on a cell phone knowing the officers can subpoena the phone records. Morris doesn't think the public is being made aware and is aware that it will take time to happen.

Howell didn't want to dispute anything that Morris said but he stated that there is no confirmed, by being able to prove a criminal case, there have been no criminal cases proven up in Denton in fatality accidents. The police have seized some cell phones and run search warrants on them. Police have used the cell phone portion on the accident reports as a contributing factor. The reason there is very few is that it is very difficult to prove. From the police stand point or non-injury accident or for a citation the reality of seizing a cell phone and running a search warrant on it is a little more than what they can do routinely. On fatality and injury accidents the police are running the search warrants. An example was a fatality accident out on 428 where someone crossed the center line, that phone was run and a call was concluded about three to four minutes before the accident. In that regard it cannot be proven that the cell phone contributed to the accident.

Leathers asked if there are other ordinances that Howell is aware of that deals with distracted drivers that are not technology or item specific. Howell answered the general answer is no. There are some restrictions if you are under a certain age regarding how many people you have in the car with you. Again it is a difficult thing to prove. There is a factor called driver inattention that the police factor on the reports but there is no law behind it. There are a number of other laws that covers the resulting action in the form of a citation for example failure to control speed, or driving left of center or following to close.

Coulter mentioned that he looked up the Texas Legislative Session it will began January 2013, and will probably be a five to six month process.



There was some further discussion regarding accidents and fines.

Lipscomb moved to accept staff recommendation to wait for State or Federal Legislation. Leathers seconded the motion.

Murphy asked for further discussion and stated that it is a big enough threat to public safety that it is prudent to research and prepare an ordinance if the state doesn't enact. Leathers asked to add distractions as a whole, not just cell phones. Morris stated that his contention is that it is a problem and people just can't seem to stop doing it. Campbell stated that it needs to be a cell phone ban not just texting. He likes the idea to have a plan in place in case the state does not act.

Lipscomb reiterated that her motion was to accept staff recommendation to wait for State or Federal Legislation. Vote 2-5, opposed (Lipscomb and Leathers)

Murphy motioned to research the issue and work on a proposed ordinance. Vote 5-2, approved. (Murphy, Campbell, Morris, Lykes and DiMarco)

- 4) Receive an update and hold a discussion regarding the bicycle education program adopted by the Police Department in furtherance of the goals and objectives of the Pedestrian and Bicycle Linkage Component of the Denton Mobility Plan.

Tom Woods, Police Lieutenant, introduced himself and made the presentation. The City Council approved back in February, the bicycle linkage component of the Denton Mobility Plan. One of the elements of making the bicycle plan successful was to educate the public. That was incorporated into the Bicycle Plan and Woods came to this Commission back in November 2011 and presented several options for this education. One was going with the State of Texas group called Bike Texas. This is geared more toward school aged children so it didn't really fit. The one national model that a lot of organizations work with is League of American Bicyclist. They have the best course out currently, called Smart Cycling. The first course is scheduled for September 21 and 22. The bicycle focus group was invited to this first course for their feedback. This class is free, future classes will be about \$65. Woods would like to do one more class before Christmas. Moving into May 2013, staff would like to put on a program during that time period. Next is to educate the public on proper bicycling etiquette and safety, including required local safety devices and fines for unsafe bicycling behavior. Woods would like to add something to the City website related to cycling. Staff is on the road to implementing some of the actionable plans.

Woods stated that today he is concentrating on Traffic skills 101. Staff will get into the other courses but wants to start with the basics. There are some courses that are designed for kids either in the schools or outside of school. One of the focus group members, Bill Knight, is head of security for DISD. He is a former bicyclist and is now a tri-athlete. He is into cycling and hope to get this put into the curriculum in the next couple of years.

Motorist education is on the list. Another actionable item is to increase enforcement of traffic violations for cyclists and motorist as well that are violating the law. If you are found guilty of a

violation you may have to go through a three hour class room session as the penalty in lieu of a fine.

Woods went on to say that cyclists fare best when they act and are treated as drivers of vehicles, (John Forester). John Forester is a traffic engineer and an author. He is the creator of vehicular cycling. If you are on a bicycle you have all the rights and responsibilities as the driver of a vehicle.

Traffic Skills 101:

- gives cyclists the confidence they need to ride safely and legally in traffic or on a trail
- students learn how to conduct bicycle safety checks
- fix a flat and make mechanical adjustments
- on-bike skills and crash avoidance techniques
- adults and children above age fourteen
- fast-paced, nine-hours, and prepares cyclists for a full understanding of vehicular cycling

The class is organized into three levels: the basics, bicycling in Traffic and enjoying the ride. This class is designed to teach adult cyclists how to use a bicycle with confidence and competence for pleasure, utility and sport under various highway, climate, terrain, and traffic conditions.

Woods then talked about avoidance maneuvers and gave examples. Then spoke about handling skills. There will be a road test score sheet and a written test at the classes.

Denton's first Smart Cycling Course will be September 21 and 22. Hope to have a big turnout.

The next step will be education at schools. After Traffic Skills 101 the next class will be Traffic Skills 201 and maybe commuter skills.

DiMarco asked if there is a move to treat bicycles as vehicles, will they need to be registered. Woods responded probably not. There is a registration program for bicycle theft. Most cyclists that ride are already registered drivers of motor vehicles. There was some discussion regarding the registrations.

Morris commented that Woods had stated that some of the cyclists didn't know the laws; there are some motorists that don't know the rights of cyclists. Woods stated that information is currently on the driver's written test for motor vehicles.

5) Discussion of the Matrix representing items for discussion for future Traffic Safety Commission meetings.

Campbell – Add cell phone ordinance to the matrix incase State doesn't act.

DiMarco – Where are we on the bike plan. Coulter responded that we will be looking at Windsor and Sycamore as the first to get bike lanes, sharrows, or shared lanes. TWU has been put on hold because they are currently making changes. Update by Coulter.

Morris – Fulton Street from Denton High School to Oak Street. Road is very bad.

Murphy – Oak Street between Welch and Fry. There is a dip that was there originally for drainage purposes, will it be removed. Coulter will check on this.

Lykes asked about items that have been on the matrix for a while.

- 6) Under Section 551.042 of the Texas Open Meetings Act, respond to inquiries from the Traffic Safety Commission 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.

The meeting was adjourned by consensus at 7:06 p.m.

MINUTES  
TRAFFIC SAFETY COMMISSION  
November 7, 2012

After determining that a quorum of the Traffic Safety Commission of the City of Denton, Texas was present, the Chair of the Traffic Safety Commission thereafter convened into an Open Meeting on Monday, November 7, 2012, at 5:30 p.m. in the Service Center Training Room, City of Denton, 901 A Texas Street, Denton, Texas.

**Present:** Chair Wally Campbell, John Murphy, Gilmore Morris, Patrice Lyke, Kenneth Leathers and Nancy DiMarco

**Absent:** Vice Chair Carmen Lipscomb

**Also Present:** Jim Coulter, Director Water Utilities and Staff Liaison  
Frank Payne, City Engineer  
Tom Woods, Police Lieutenant  
Kim Mankin, Administrative Supervisor

**OPEN MEETING:**

- 1) Consider recommending approval of Traffic Safety Commission meeting minutes
  - a) September 10, 2012  
Change Lykes to Lyke. No other changes approved with change.

Item #4 was presented next.

- 4) Receive a report hold a discussion and give staff direction on the Texas Transportation Enhancement 2012 Call for Projects and make a recommendation for project submittal.

Jim Coulter stated that we have received notice from NCTCOG that Texas Department of Transportation would be putting out enhancement programs. Texas Department of Transportation has \$70 million that is available for grants. Approximately \$35 million will be dedicated to bike and pedestrian activities. Roughly half of that amount will go to larger urban areas. We are looking at a potential pot of \$17-20 million to be distributed over the metroplex areas in the State. The way this is moving fast through the process that is almost indicating it is projects ready from an engineering standpoint. Submittals are due November 16. Staff went through the list of projects those that met the different criteria that TxDOT put out. Staff looked at a project from the Parks Department they have a project that meets the criteria. TxDOT wants destinations linked together. You cannot use this money for engineering or right of way it has to be actual construction. They will reimburse up to 80% of the project. Coulter stated this is how this project came about and Jim Mays, Superintendent of Planning and Construction with Parks and Recreation Department is here with more information.

Jim Mays stated they are taking the existing McKamey Evers Bridge project. Mays showed the project on a map. The original project was going to expand a creek and give connectivity to the McKamey Evers neighborhood. Mays showed the connectivity and bridge placement on a map.

Mays then talked about the estimate of the project at a little over \$1 million.

Lyke asked about the County bridges that are to be utilized. Mays answered Denton County has a series of free bridges at the Marsh Branch County Depot that are historical and would be used. Coulter stated there are two out on the ground that the County has been looking for a place for them to go. Mays added that one of the advantages of using historic bridges for pedestrian there is no need for low grading, it is much more suitable.

DiMarco asked how this project was chosen was there a committee or on a list of potential projects. Mays answered this project has been in development for two to three years. They received notification on October 22 with full submittal due by November 16 staff was pressed to submit a project and this was a good fit for the preferred criteria.

Coulter added they went through and looked at the bike plan and asked to get a grant for the plan itself. TxDOT answered this is for a single project that is linking areas. Staff was hoping to do something with the bike program but this project is far enough along and it is a bike pedestrian type of pathway.

Mays added that it provides connectivity to the library and multiple bus stops.

Commissioner Murphy moved to approve the item with a second from Commissioner Leathers. Vote 6-0 approved.

2) Receive an update on the Bicycle Plan implementation.

Jim Coulter gave the update on this item. The bike plan was passed in February 2012. Staff started working right away on the Pennsylvania Drive, a lot of effort was put into that and was ready for implementation then the neighborhood did not want the accommodations. Staff went back and looked at the prioritization on the projects which are Windsor, Sycamore, a 'to be determined' column and then Oak and Hickory.

Windsor is about 90% complete on engineering. We will have to hold out on the section in front of Strickland Middle School. The school district is changing the traffic routing we will continue after they have completed their project. As quick as the engineering is complete we will go and implement that portion of the plan. This will be from Old North over to North Lakes Park. We will try to get two linkages into Windsor from that new project.

The engineering is close to complete for Sycamore. There is still the issue with the traffic signal to cross Carroll Blvd. To make that crossing it is roughly \$300,000. Our total bicycle budget right now is a little over \$200,000. One of the things that has been worked on by the

Engineering Department on Oak and Hickory are adding bike lanes on the western section from Avenue C to Bonnie Brae. We hope to have a full bicycle lane the full length. Along the area where the Institute of Applied Science Building the road narrows we will have to make other bicycle accommodations for that area. That is a project that is being worked on and may influence our decision on Sycamore. The biking community would like lanes on Oak and Hickory and wouldn't be necessary on Sycamore. Staff will wait and see Sycamore.

Those are the projects that are being worked on. Currently engineering is working on Bonnie Brae and Mayhill, which are large road construction projects. There will be bicycle accommodations from Colorado to Hwy 380 on Mayhill that will be a 10' bike multi use lane on one side and a 5' sidewalk on the other side. On Bonnie Brae engineering is continuing and the accommodations will be similar to Mayhill. We will be using an old section of Bonnie Brae for a bike roadway it will be for local agricultural use as well. We hope to get started with construction as soon as possible.

Lyke stated that she has looked at the public comments on Bike plans and Sycamore Street is not mentioned and was curious to how Sycamore became that route from DCTA to UNT. Especially since the plan right now is to re-route the Sycamore traffic over to Mulberry to cross at the traffic light. A majority of the people that participate in the question and answers are looking at Oak and Hickory. Coulter stated that we receive our ranking and priority from Council when staff took the bike plan forward. They were trying to leave the train station to go to UNT and that would be to go down Sycamore. That was their number one priority to link UNT to DCTA and TWU to DCTA. Since the money was forwarded for the Pennsylvania project by Hugh Coleman that was first then the Sycamore Street. Lyke verified that Council wanted to use Sycamore as the link between UNT and DCTA. Coulter agreed it was direct from Council.

Lyke asked about the 'projects to be determined'. Coulter answered that we wanted to have flexibility for projects that can be completed quickly. We don't have anything determined currently but could come up. That would be brought to the Traffic Safety Commission for discussion.

Leathers had a question for the Hugh Coleman money. Was that money just for that direct area or is it for a project that might encompass more than just the one street in his district. Coulter stated it was for that roadway in his district. Only a portion of Windsor is in his district. Leathers then stated this would be a connection to the afore mentioned project. It is slated on the plan as a wide shoulder, Sherman Drive (428) from Windsor to Loop 288. That is an area of concern. Another area of concern is the connecting of Long Road where the football stadium, Water Park and Skate Park are located. Children and Adults walk along Sherman, there isn't a wide shoulder bigger than six inches. That area is slated to be addressed but was unsure if that could be considered. Coulter answered it is something that can be looked at and see if it makes since to move forward. One thing if we put everything in to that one area of town there may be some concerns of why is staff focusing all of the efforts and activities on that one area. We will look at it and have some discussions.

Lyke asked from agenda item #2 if Oak and Hickory will be studied to determine if they can be re-designated as a commercial collector. What are the ramifications to the neighborhood as well as the bike plan if they are re-designated as a commercial collector. Frank Payne responded the intent was to look at the capacity and see if it needed to remain as an arterial or could it be a collector so that there could be a space to either stripe parking and a bicycle lane and motorist lanes or at the lesser classification with difference widths with a minimum of purchase of right of way. If it needs to stay as an arterial there are some limitations on what you can do because of the physical constraints. Lyke then asked if it was re-designated as a commercial collector you would have to purchase right of way what kind. Payne stated he didn't know the answer to that he knows they were talking at a lesser classification so they could minimize the widths on the lanes and parking. Lyke asked if there is a traffic study for that type of re-designation of \$35,000; where would that money come from. Payne stated since it is bicycle related he would assume it would come from the bicycle plan but unsure.

- 3) Receive an update and hold a discussion regarding the Bicycle Education program adopted by the Police Department and present certificates of completions for the Smart Cycling Program.

Tom Woods, Police Lieutenant, stated that in September he was at this commission introducing the implementation of the smart cycling program that was chosen to be the benchmark for bicycle safety education for the City of Denton. The first class took place September 21 and 22. By design the people that were invited to this particular class were those that were instrumental in helping push the Bicycle Plan from early on which was the Bicycle Focus Group. There were about 25 interested there were seven that actually attended. That amount turned out well. It was an easy group to work with. As this was the first class on the civilian side, similar to the police side, there were some things that were lacking. Some things that are taught to the police might be beneficial to civilians. This class gave feedback as to what worked and what didn't. One thing didn't work was it was broken into two separate sessions. There was a three hour session on Friday night and continued on Saturday. The general consensus from the feedback was that if it could be accomplished in one day it would be better. The next one will be one day. Hopefully one will be scheduled before Christmas. The class was successful.

The Bicycle Implementation plan has the education of our cities cyclist on as a component to the matrix. Parks and Recreation initially helped with putting this together. There were some scheduling conflicts but it is the intention that they will take it over. The next one will probably go through parks and recreation with police cycling instructors. There is one planned for May which is National Bike Month. Talking about encouraging helmets and other safety devices through the bicycle education but came across a program through TxDOT. TxDOT had grant money available to various cycling entities. Bike Texas took advantage of that grant and received thousands of electric blinking lights. They are designed to be distributed to children from kindergarten to about age eight. They can clip to their bikes or to the backpacks. It is visibility for walking or riding to school. Working with Bill

Knight of DISD we are going to distribute these. Our allotment was only 250 from Bike Texas. Woods is going to call Austin and ask for more. That will help address some other objectives of the matrix. Additionally they say there are some lights that are designed for older kids as well as adults. That is where the enforcement action comes in. Now that daylight savings time has gone away we will see a lot more cyclist out at night, many without lights. What is anticipated is initially stopping cyclist for riding without lights write a warning citation and give them a free headlight/taillight combination. We will run that program until we are out of the lights. It is a good way to get people started thinking.

This is a good start to get the education out to the public.

Woods talked about the bike education class from September 21 and 22. Attending were Councilman Dalton Gregory, Chief of Police Lee Howell, Commissioner John Murphy, Don McLaughlin, Bill Knight and Kevin St. Jacques. Woods showed a few photos from the class. There were three recipients and instructors from the class that attended the Traffic Safety Commission Meeting. Certificates were handed out to the recipients. The instructors were Police Officers David Millican, and Andy DeBerry.

Woods asked if any of the recipients had any comments. John Murphy stated that the high point for him was the road ride; it was dramatic to see how cars pay attention to a group of ten cyclists when three are police officers. Bill Knight stated that it was his first experience on a group ride, he mainly trains for triathlons. It was a good experience. Don McLaughlin stated it was a good ride.

5) ACM Update

a) Update Oak and Hickory

Jim Coulter stated that staff has started putting up the no parking signs on Oak (north) and Hickory (south). The Police Department has not started issuing citations yet only warnings. Citations will be given in about two weeks. On the actual conversions to one way, staff will implement that through the Christmas Holidays. It will be effective January 7, 2013.

b) Update Nowlin Road

Jim Coulter stated that City Council voted to leave the roadway open.

6) Discussion of the Matrix representing items for discussion for future Traffic Safety Commission meetings.

Lyke – Visual Arts Crossing at Mulberry and Bell

Leathers – Sherman Drive (Hwy 428) Bike Lanes from Windsor to Loop 288

DiMarco – Sidewalks TWU to DCTA

7) Under Section 551.042 of the Texas Open Meetings Act, respond to inquiries from the Traffic Safety Commission 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.

The meeting was adjourned by consensus at 6:18 p.m.

Traffic Safety Commission Draft Minutes

**MINUTES**  
**TRAFFIC SAFETY COMMISSION**  
February 4, 2013

After determining that a quorum of the Traffic Safety Commission of the City of Denton, Texas was present, the Chair of the Traffic Safety Commission thereafter convened into an Open Meeting on Monday, February 4, 2013 at 5:30 p.m. in the Service Center Training Room, City of Denton, 901 A Texas Street, Denton, Texas.

**Present:** Chair Wally Campbell, Vice Chair Carmen Lipscomb, John Murphy, Kenneth Leathers and Nancy DiMarco

**Absent:** Gilmore Morris and Patrice Lyke

**Also Present:** Jim Coulter, Director Water Utilities and Staff Liaison  
Brian Lockley, Director Planning Department  
Kim Mankin, Administrative Supervisor

**OPEN MEETING:**

- 1) Consider recommending approval of Traffic Safety Commission meeting minutes November 5, 2012

**Approved as circulated**

- 2) Receive a report and hold a discussion regarding the Denton Plan Update.

Brian Lockley, Director of Planning made the presentation. Lockley thanked the Commission for their time.

Lockley talked about the Comprehensive plan. It is a long-rang plan or guidebook. It guides current development and city operations. It is a vision for the City for the next 15 to 20 years. It not only contains growth but the document itself represents the values of the community and aspirations. Lockley has received feedback from a lot of people that say Denton is very eclectic. This City is very involved in many different things. Chain stores are good in certain areas but not to dominate this City.

The purpose of this plan at this time is because of significant growth. Rayzor Ranch has developed and the gas wells have really taken off. Traffic in front of the Golden Triangle Mall has been through some growing pains. There are new issues such as the preponderance of gas wells that have gone on. UNT and TWU have a very aggressive growth program. They are not only developing on the existing core campus but now they are branching out. Staff has seen that with the football stadium and that will continue along I-35. UNT also has purchased property off of Dallas Drive and Teasley Lane. Their plans are to go out and develop more property around the City. We have to be able to incorporate the universities growth into the direction that the City is going. When it affects a State Agency we don't have a lot of the flexibility as we do with

private developers. TWU's growth includes merging into the residential neighborhoods that are around them. Some are historic land and homes; we need to be able to work with them to preserve the City's interest as well. The downtown implementation plan is an area that is being targeted for development. This is much because of the DCTA commuter train. If we can develop around the train station with high end living we can create the energy for the downtown environment. When you look at a downtown and talk about the different elements that make a downtown unique, successful and exciting you talk about the different entertainment options the ability to have some residential so that presence is there 24 hours a day. There will be restaurants, arts and museums included. There are also some master planned communities.

Lockley went on to talk about who should be involved. The Denton community members such as: residents, business owners, land owners and residents that are in the ETJ. The City Council will be the ones that will adopt this plan. Planning and Zoning Commission, Boards and Commissions, the planning department and the technical advisory committee are some that are involved as well. The Technical Advisory Committee is made up of city staff that looks at this plan from an operational perspective and looks at some of the goals. The Citizens Advisory Committee is a committee that is made up of citizens that are going to be tasked specifically with reviewing the technical documents that are going to be created through this process to review and give feedback on the plan. The Denton Plan Ambassadors will go out into the community and talk with citizens and then offer feedback from the community. There will be conversation kits and mobile meetings. The more people involved the better feedback that will be received. It is important to see the big picture and balance all perspectives.

Lockley showed some of the outreach efforts that have been handled so far. They are the Denton Plan 2030 website, DTV, Engage Denton, ads in the Denton Record Chronicle, and bloggers. There are informational community meetings as well as mobile meetings. Also included are Facebook, twitter, and project e-mail. The idea is to get as much information out to make it as interactive as possible. The community involvement is very important and needed. Staff is going to many of the boards and commissions to get feedback because of the expertise in certain areas.

Some of the community events that have happened are the kick off open house that was August 2012. There were some stakeholder interviews and community Forum 1 in November 2012. There was a Spanish language community Forum 1 the weekend of February 2. There will be additional Forum meetings later in February. Staff has partnered with the School District to use their facilities. This allows staff to hold meetings in different areas of the City where people do not have to travel far. Lockley asked if any of the commissioners have attended any of the meetings. **Commissioner Murphy stated he has attended the Bike Focus Group and THE UNT meeting.** Lockley stated there will be more meetings at UNT.

Finally the last steps are the community conversation kits. This is where all the information is put together; Home Owner Associations have been actively using these. The information is provided and the different associations spread the word and information to their members. After the feedback is taken up staff goes back out and picks up the information up. The community

survey will come about at the conclusion of Community Forum 1 series. It will entail a survey group to confirm the information that was provided in the first community forum series. Strengths, weaknesses, opportunities and challenges are talked about. There are lot of different ways that staff is reaching out to market this process. There is still a lot of work to be done. Realistically we hope for 10% of the population to give feedback, normally that number is about 6%.

Lockley then talked about the timeline. The process started August 2012 and is about an 18 month process. It should be complete around April 2014. Phase 1 has been completed and now stepping into Phase 2. After the middle of March plans will start on the second community forum. Lockley asked the commissioners to attend a Forum 1 meeting and to share the information with other people.

**Commissioner DiMarco asked how large the Citizens Advisory Committee is.** Lockley answered it has 34 members. **DiMarco asked if there will be other planned communities in Denton like Rayzor Ranch.** Lockley answered there are five master plans; Rayzor, Cole Ranch, Inspiration, north of Loop 288 and one other. Because of the economy things have slowed. Cole Ranch wants to start around 2015. **DiMarco asked if the kits are available.** Lockley answered they are if you call planning will bring them to you.

**Commissioner Leathers asked how are the positions are filled on the Citizens Advisory Committee.** Lockley answered they are Council appointed. There was an open application last year, about 45 people applied.

With no more questions, Lockley ended.

3) Receive a report and hold a discussion regarding Oak Street and Hickory Street one way.

Jim Coulter, Director Water Utilities, gave the update on this item. Both universities are growing very quickly and are having growing pains. Staff is making the one way switch on Oak and Hickory streets. Most of the project is complete but the temperatures were not warm enough to put the stripping for the lanes down. Staff hopes that project will be completed by February 6. Council members have suggested a ribbon cutting for the bike lane in that area. There are many good comments from citizens in the area, they like the parking and the new intersection turns.

4) Receive a report and hold a discussion regarding the implementation of a pilot program for curb painting in the vicinity of University of North Texas and Texas Woman's University.

Coulter stated there are many problems in the neighborhoods with blocking driveways and parking in general. It was suggested last year during the budget process to look at a pilot painting program. This will paint the curbs in the areas close to the universities. Paint the areas about five feet from the driveways so motorist will know not to park in that area. That will make it easier for the police department to enforce the parking regulations. There will also be signs installed at intersections stating 'no parking from here to intersection'.

There is feedback from residents that have concerns because they can't park in front of their own homes because of student parking. One thing that staff is looking into and researching is a time of day parking restriction. There are a number of universities around the country that are doing this type of thing. Signs will be placed in proximity of the university that says 'no parking during 8-5', for instance. This frees up parking in some of the areas. If the signs are placed, we will have to have public meetings and get the citizens input.

Coulter added that staff would also like input from this commission about the curb painting and the signs. **Leathers stated that the no parking time restriction signs, would that affect residents as well. Would there be resident stickers or tags so they can park in that area.** Coulter stated there are some options on that and staff is looking at other cities to see what they do. Some have passes for the parking; some do maximum one hour parking. This is still in the thinking stage trying to get the best approach. **Commissioner Campbell stated that a voucher would be difficult. Leathers stated that no parking at all during those times would definitely affect the residents and guests.** Coulter talked to UNT about their parking garages and the occupancy rate; right now they run 40-50% occupancy. The parking garages are an additional cost for students. **Murphy stated that it would be good to remember that a lot of the university use of the side streets for parking may not be people that are parking early in the morning and staying all day there are students that have morning classes and then leave and go to work. They may have a discovery park sticker and need to come to the main campus and park on a close side street. Murphy stated that his view would be that curb painting is enough. The time restriction would be too restrictive. Leathers agreed.** Coulter stated that there are some select streets that are too narrow for any parking that may be something to come back to this commission for consideration. Staff wanted to take care of Oak and Hickory Streets first and get those projects complete. Signs will be installed soon to restrict parking within 30' from the edge of the intersection, which is already in the code. **DiMarco stated around TWU primarily during the day hours are the biggest problems with parking.**

Coulter lastly stated that staff will come back to this commission with street parking a little at a time. Coulter clarified that the commission does not support time of day restriction. **The commission agreed they do not support the time of day but are in agreement with curb painting.**

- 5) Discussion of the Matrix representing items for discussion for future Traffic Safety Commission meetings.

**DiMarco asked that I-35 and the frontage road at Wind River be looked at. It is hard to differentiate between the two.**

The meeting was adjourned by consensus at 6:17 p.m.

**MINUTES**  
**TRAFFIC SAFETY COMMISSION**  
July 1, 2013

After determining that a quorum of the Traffic Safety Commission of the City of Denton, Texas was present, the Chair of the Traffic Safety Commission thereafter convened into an Open Meeting on Monday, July 1, 2013 at 5:30 p.m. in the Service Center Training Room, City of Denton, 901 A Texas Street, Denton, Texas.

**Present:** Chair Wally Campbell, John Murphy, Patrice Lyke and Nancy DiMarco,

**Absent:** Vice Chair Carmen Lipscomb, Gilmore Morris and Kenneth Leathers.

**Also Present:** Jim Coulter, Director Water Utilities and Staff Liaison  
Bernard Vokoun, Traffic Engineer  
Abra Nusser, Senior Planner  
Julie Glover, Economic Development Program Admin.  
Daryn Briggs, Police Sergeant  
Kim Mankin, Administrative Supervisor

**OPEN MEETING:**

- 1) Consider recommending approval of Traffic Safety Commission meeting minutes  
May 6, 2013

**Approved as circulated**

- 3) Receive a report hold a discussion regarding Denton Plan Update.

Abra Nusser, Senior Planner, made the presentation. Nusser handed out the key points and the community forum recap information.

Nusser stated that staff is in the process of updating the 1999 Denton Plan. The Denton Plan covers a number of topics from traffic, safety and streets to land use, parks and schools. Staff is in phase three, phases one and two have been completed. Phase two included community forum one, the public was asked four general questions; strengths, weaknesses, opportunities and challenges of Denton. The recap shows that traffic, streets and mobility options are consistently identified as top weaknesses. Staff is looking at that as we move forward. There is a lot of emphasis on alternative transit options whether it is biking, trails, walking, trolley or rail. Staff is looking at those options and how to supply them.

Nusser states that Community Forum Two is coming up with the vision statement and has been drafted and is being reviewed by the Citizens Advisory Committee which is a council appointed committee. There have been a few changes to the draft and staff will be going back to that committee in a week or so to get any last changes. That will be presented at Community Forum Two along with alternative growth scenarios. There is an opportunity for citizens to get

involved it is called the Denton Plan Ambassadors, you just have to sign up and commit to be a member and meet the objectives; August 29 is the next meeting.

Nusser concluded her presentation by letting the Commissioners know the Medias that are used for this plan: Website Denton Plan 2030, Facebook and Engage Denton.

- 2) Receive a report hold a discussion and give staff direction regarding a ban on wireless communication use while operating a motor vehicle in the City of Denton.

Jim Coulter stated that there have been a number of meetings regarding this item. The instructions from this Commission was to see what happened with the State Legislature and see if a bill is passed, if not options would be brought back to start the process. Staff has brought forth the ban that has been implemented in Arlington and in El Paso. Staff would like the Commission to decide which direction to go in, a ban on texting or a ban on wireless device use while operating a motor vehicle. Once that direction has been set it will trigger a lot of activity with the legal department. The prosecutor has talked with staff about some of the items. If you completely ban use of a cell phone without allowing the hands free then you get into federal preemption issues. Our legal department will help with the wording of the ordinance. The backup includes articles and the dangers associated.

Chair Campbell has reviewed the information and likes how the El Paso ordinance reads. The ban on handheld devices would be his thought. Coulter wants to give the direction to the legal department for them to draft an ordinance and bring back to this Commission for review before going to the Mobility Committee and ultimately City Council.

There was some discussion regarding GPS use. It was decided if the GPS is mounted it would be fine. Coulter stated he believes El Paso has issued several thousand citations concerning the ban; Arlington has issued 83 citations since the fall of 2011. It is more difficult to enforce texting only ban.

The Commission wanted to pursue the ban on handheld devices.

Coulter stated he would have the legal department start working and will bring back the information.

- 4) Receive a report hold a discussion and give staff direction regarding a policy for valet parking.

Coulter stated that the Queenies Restaurant downtown has requested a valet parking permit. Currently the City of Denton does not have an ordinance for valet parking. Staff has looked at the City of Plano and the City of Fort Worth's valet parking ordinances. It appears that the City of Fort Worth is the one that would work best for our needs. Our downtown area has congestion issues with parking during a certain times of the evening. This will help alleviate this problem and will also give a form for any additional businesses that want the same kind of permit.

Julie Glover, Economic Development Program Administrator, stated that currently there is a verbal agreement with the restaurant. They are allowed to put the stand up but cannot block access to the sidewalk. They are allowed to put the cones on the sidewalk, not in the parking spaces. If someone insists on parking there they have to let them. The restaurant is currently pulling up to the corner, and parking vehicles in their own parking lot. They may work out a deal with Wells Fargo to have shared parking but that has not happened at this time.

Coulter stated that we will take the Fort Worth ordinance and update it for the City of Denton. If the Commission is in agreement with this template, we will proceed to legal to craft an ordinance and send to Council as soon as possible. Campbell stated that he believes it will work well. Commissioner Lyke asked what will happen if the parking lot is full. Glover stated they are talking to Wells Fargo but not sure if that has been resolved. They currently have 16 parking spaces.

The Commission was in agreement with taking the ordinance to Council as soon as legal had it completed.

5) ACM Update

a. Resolution regarding Boards and Commissions

Coulter talked about this item. The area regarding a report to Council they currently receive minutes for items that move on to them. The commission believes an extra report is not necessary at this time. The issue of a youth member was discussed. It would be good for a youth to see what goes on in this meeting but they would need to be a non-voting member. Coulter will give the information to the City Secretary.

6) Discussion of the Matrix representing items for discussion for future Traffic Safety Commission meetings.

Campbell asked to reduce the speed on the square and surrounding areas to 20 MPH. Campbell also wanted to address large vehicle parking on the square; they do not fit in the parking space and stick out into the lane of traffic. Officer Briggs agreed those areas are marked for compact parking. There are two parking enforcement officers that work Monday through Friday, 8:00am to 5:00pm. They enforce that but the violations happen around the clock. If it is called in an officer will be dispatched. After hours it will go to a patrol officer and would be a priority three call that may take a while to answer. There is a new downtown unit with two officers. Coulter added that from an engineering standpoint staff can look at the parking markings.

Lyke asked about removing parking on one side of the streets on Congress, Marietta and Denton Street.

Lyke stated on Scripture there are people that are going to start lobbying for a sidewalk down to Bonnie Brae.

The meeting was adjourned by consensus at 6:05 p.m.



**MINUTES**  
**TRAFFIC SAFETY COMMISSION**  
April 1, 2013

After determining that a quorum of the Traffic Safety Commission of the City of Denton, Texas was present, the Chair of the Traffic Safety Commission thereafter convened into an Open Meeting on Monday, April 1, 2013 at 5:35 p.m. in the Service Center Training Room, City of Denton, 901 A Texas Street, Denton, Texas.

**Present:** Chair Wally Campbell, Kenneth Leathers, Gilmore Morris and Nancy DiMarco

**Absent:** Vice Chair Carmen Lipscomb, John Murphy and Patrice Lyke

**Also Present:** Jim Coulter, Director Water Utilities and Staff Liaison  
Scott Fletcher, Police Captain  
Bernard Vokoun, Traffic Engineer  
Kim Mankin, Administrative Supervisor

**OPEN MEETING:**

- 1) Consider recommending approval of Traffic Safety Commission meeting minutes February 4, 2013

**Approved as circulated**

- 2) Receive a report, hold a discussion, and give staff direction regarding the planned expansion of the City's Automated Traffic Signal Enforcement Program.

Scott Fletcher, Police Captain, made the presentation. Fletcher stated he is the operations Captain with the Denton Police Department. He was involved in the original research for the photo enforcement commonly known as the red light camera program back in 2004. Fletcher was a skeptic of the program at first by the time the research was complete he was a believer in the program. The history includes starting of this program in May of 2006. There were six cameras at four intersections. At that time there was no state law governing it, the program was set up by the City. No cameras were put on TxDOT roadways at that time. There were good results on the ones that were put in. Fletcher generally found when you compare the idea that a police can stop you and say this is what I saw as compared to photos and a video that shows the violation. Normally after the video, people just talk about their dislike of the cameras. In September 2007 State Legislation went into effect that authorized photo enforcement for red light camera violations across the state. Most importantly it set in place Chapter 707 of the Transportation Code that governs how the camera systems work. In order to add any cameras an engineering study has to be presented that talks about whether or not there is an opportunity to make a change in the approach or change in signalization at a proposed intersection that would improve with or without a camera system. In 2007 the police started trying to expand and became before this commission with nine cameras on five intersections. After going through some construction potential issues and the information

that came from TxDOT that number was cut and settled on three cameras at two intersections. Fletcher and Vokoun worked through issues regarding the agreements with TxDOT. The new cameras were installed in 2010; east and west bound at 380 and Mayhill and the one at Ft Worth Drive and I-35. Dramatic changes were made at those intersections regarding accident data. Over the years because of the nature of this City, violations do not decrease as they might in other communities. New students arrive and those violations continue it seems to be in a cycle when school starts.

In 2012 there were over 14,000 violations that were captured on the photo enforcement program. Approximately 58% came from the newest intersections. With the expansion the new locations have been decided. State law requires that traffic volume, history of accidents, and history of violations be studied. Also they cannot be placed in areas where ethnic or socio economic issues play a role. With the previous factors that have been listed the City of Denton also applies the standard of whether a police officer can safety enforce red light violations at intersections using traditional enforcement. It isn't generally safe in a lot of areas. If the intersection is an easy place to work, that is not an area that needs a camera.

Fletcher stated that all the forms for the new red light cameras came from TxDOT. There was also a map included with the annual daily traffic counts.

The first camera that will be installed will be at Loop 288 and Spencer Road. There have been accidents in that area. When a red light camera sign is installed, people change their driving behaviors. There have been 16 accidents at that intersection with seven injuries in the last 18 months. A test camera is also set up at intersections for a 24 hour period to see how many violations are captured. At this intersection there were 23 violations in a 24 hour period. Right now there are about 9,400 vehicles at the last traffic count.

The next intersection for a camera is Loop 288 and Lillian Miller. There will be a camera on Loop 288 as it goes into I-35 and one on Lillian Miller as it goes into I-35. These are two problematic areas. In the 18 month period there were 37 accidents combined on both sides of I-35, nine were red light related. In the 24 hour period for the test camera, there were 87 violations.

The fourth camera is down at Fort Worth Drive and I-35, this one will be south bound there is already a camera north bound. There are about 26,000 vehicles that go through that intersection average daily count. There have been 12 accidents with four injuries and one that was red light related. There were 51 violations in the 24 hours period of the test camera.

The last two cameras will be at Hwy 380 and I-35; east and west on 380. There are about 17,400 vehicles a day combined through that intersection. There have been 15 accidents, three with injuries and three that were red light related. There were 101 combined violations with the test camera in a 24 hour period. There were no issues with signalization; they are all set to meet the industry standards.

In closing Fletcher has seen over the years change in driver behavior. Fletcher approves probably 85-90% of the violations on the system currently and has for some time. If it is close, they give it to the person driving the car. The purpose of the system is not about making money it is to change driver behavior. From 2007 until 2012 the City was in debt with the Company, that debt does not have to be paid if the cameras are taken out. That is why they chose that particular company. Tax payers do not support this program; it is the red light violators.

Morris stated that some cities have been doing away with these cameras, what would the reasoning be. Fletcher answered it would depend on the city. Most of them outside of the state may allow for the vendors to get a percentage of the violations that were approved. People do not like that because there is an incentive to approve more. The City of Denton did an RFP process and interviewed vendors. Some of the vendors would promise a lot and the different things they could do, but wanted a percentage. Our state law does not allow that. Houston went through some issues of turning them off and then back on again. There was a group that stated they didn't like them in their community and didn't want them. The citizens voted to not have them. There have been four or five bills now filed to change that in some way. A State Senator from Houston has filed a bill to do away with all of them. Fletcher calculated back in 2004 to put an officer at an intersection for 24 hours a day seven days a week for a month, at an average salary would be about \$25,000. If three or four cars are stopped in an hour that is pretty good, it takes a while to stop, get the information, write the ticket and get them back on the road. The charge for a camera per month is \$4,870; if the camera has problems it is not paid during that time.

Morris then asked how citizens can vote to disregard the driving. Fletcher answered they are pushing a referendum to vote on whether or not the city should have a contract with a vendor to do this. If the police department came in and tried to say they will do these themselves it would cost a lot more. That is why a vendor is important.

DiMarco questioned if after a period of time are the camera's owned by the City. Fletcher answered that he has to go to Council about the contracts. They have equipment to purchase and have installed, they calculate it on a seven year investment. The bulk that is paid is office processing. The way it works is the camera takes a picture, there are loops in the ground at the intersections, if it determines that you cannot stop, a photo is taken before and after and a 12 second video is taken of the violation. All that information goes to the vendor and a technician watches to see if it is a violation. If it is, it moves forward for another technician to pull the information on the vehicles. Finally they go to a supervisor for approval. After that they go to the police department. An officer, generally Fletcher, reviews the violations to make sure. After approval, the company mails the notices to the violators. If they are not paid another notice with an additional \$25 is sent. If a hearing is requested that is set up by the vendor. We do not and will not own the equipment. With a vendor they also take care of the maintenance and replacement and upgrades to the cameras. The City pays for the signage.

Leathers asked in Fletcher's opinion if the data supports quantification that the officers are not having to spend time at these intersections and are in other areas where needed. Fletcher stated either that or doing other traffic enforcement.

DiMarco says she lives east of Loop 288 out 380, is there going to be any change in the lights going east. Fletcher stated he isn't sure what will happen out that direction but is aware it is a speed way.

Commissioner Leathers motioned approval with a second from Commissioner Morris. Vote was 4-0 approved.

- 3) Receive a report, hold a discussion and give staff direction regarding the status of the plans for the Windsor Street Bicycle Accommodation Project.

Jim Coulter stated that about a year ago staff tried to put in bike lanes on Pennsylvania and was unsuccessful. Commissioner Coleman agreed to move the funds that were dedicated for the Pennsylvania project to the Windsor area. Staff has been working on preparing the design for that area. Coulter showed an eight page map with all the changes to Windsor. There was some discussion as the maps were shown. Currently the plans are about 60-70% complete. Staff will talk to the school district about the area of parking by Strickland School. The other issue that staff is pondering is they are not sure how big of a change this would be during a school year. Staff would like to go ahead and get this project accomplished but may be pushed to the summer months. Staff anticipates the cost to be around \$100,000, we have the \$50,000 from Commissioner Coleman. The City will make up the difference with bike funds. Coulter would like to move this forward to the Mobility Committee for their information.

Commissioner DiMarco motioned to move this item forward to Mobility Committee with a second from Commissioner Morris. Vote was 4-0 approved.

- 4) Discussion of the Matrix representing items for discussion for future Traffic Safety Commission meetings.

Leathers stated that the Bike Plan includes a shoulder lane that will be included on Sherman drive from Hercules past Loop 288. Coulter agreed. There are some that are short range plans, which is what is currently being worked on. There are also some mid range and long range plans as well. Leathers stated this item can be removed since it is on the Mobility/Bike plan.

Coulter stated that at Wind River and I-35, staff has looked at this area and believes it will be addressed when I-35 expansion is worked on. This item will be removed as well. Coulter stated that John Murphy called in a couple of intersection items and staff is investigating those.

Leathers stated the downtown area is increasing both residential and business. In conversations with residents and employees Leathers would like to see if the two hour parking could be removed except on the square proper. Coulter said he can bring a report forward.

DiMarco stated she has talked with an architect at Kirkpatrick, with the development around the downtown area and there are no easements; therefore it will be difficult to put bike paths in. DiMarco wonders if the future development in that area will take this issue into consideration. Coulter stated it is a question of adequate spacing for bike facilities in the downtown area. DiMarco agreed.

DiMarco then added an issue on Nottingham and University. There is no left hand signal going south on Nottingham onto University. The other place is Bell at University, no left signal. Coulter stated they have had the request from TWU about Bell and University. He will bring the information forward.

DiMarco asked for a bike lane on the west side of Bonnie Brae. Coulter stated there is bike accommodations on the new section of Bonnie Brae south. There is an extremely tight corridor running from I-35 by the hospital district. Staff is looking at how to widen that roadway in the near future. Bonnie Brae from I-35 north is currently unfunded.

DiMarco asked for bike accommodations in the new shopping area of Rayzor Ranch. Coulter stated that is private property. Vokoun added there are no bike accommodations in any of them, it is private property. There is nothing in the development plan to make that happen.

The meeting was adjourned by consensus at 6:37 p.m.

**MINUTES**  
**TRAFFIC SAFETY COMMISSION**  
September 9, 2013

After determining that a quorum of the Traffic Safety Commission of the City of Denton, Texas was present, the Chair of the Traffic Safety Commission thereafter convened into an Open Meeting on Monday, December 2, 2013 at 5:30 p.m. in the Service Center Training Room, City of Denton, 901 A Texas Street, Denton, Texas.

**Present:** Chair Wally Campbell, Vice Chair Kenneth Leathers, John Murphy, Patrice Lyke, and Nancy DiMarco

**Absent:** Gilmore Morris and Adam Reese (new commissioner)

**Also Present:** Mark Nelson, Director of Transportation  
Laura Behrens, Fire Marshall  
Bernard Vokoun, Traffic Engineer  
Kim Mankin, Administrative Supervisor

**OPEN MEETING:**

- 1) Receive nominations and hold elections for the Chair and Vice-Chair of the Traffic Safety Commission of the City of Denton, Texas.

Mark Nelson asked for nominations for the Chair of the Commission.

Commissioner Leathers nominated current Chair Campbell to continue to hold the position. Commissioner DiMarco seconded the motion. The vote was 5-0.

Chair Campbell asked for nominations or a volunteer for the Vice Chair position.

Commissioner Leathers volunteered to hold the position of Vice Chair. Chair Campbell seconded the motion. The vote was 5-0.

- 2) Consider recommending approval of Traffic Safety Commission meeting minutes  
September 9, 2013

**Approved as circulated**

- 3) Consider the recommendation of an ordinance to establishing no parking any time restriction on the east side of Fry Street from Oak Street to Scripture.

Mark Nelson stated that in the backup staff has outlined the intent to post both sides of the street as no parking back in 1986. The ordinance stated that it was only for the east side of the street. When staff went back to replace the signs staff went back and checked the ordinances to see if they were in place for enforcement. They were not in place. Mr. Moore who is here this evening contacted the City of Denton engineering staff and inquired about

the situation and was informed of the ordinance. Mr. Moore went through and followed the appropriate process circulated the petition and has received signatures of most of the property owners and residents in the area. At this point staff is in support of a recommendation to no park the west side which would make for no parking on both east and west sides.

Nelson asked for questions. Leathers stated the signatures from the residents clear up most questions. Murphy asked if any group of residents in the city petition to have their block no parking. Vokoun answered that if a petition is signed it will cover the area of cross street to cross street. This is for residential areas only.

Campbell asked for a recommendation for the ordinance.

Leathers motioned to approve the no parking with a second from DiMarco. The vote was 5-0 approved.

Nelson added that he will target the December 17 City Council meeting for this item.

- 4) Receive a report, hold a discussion and provide direction relating to a no parking any time restriction ordinance on both the east and west side of Wainwright Street from Prairie Street to Sycamore Street.

Nelson recapped by stating this item was brought to this commission in September and was some discussion as to whether to show compassion to the residential units on the east side in terms of allowing them to have parking on the east side but have no parking on the west side. Staff has gone back and measured the street it is 25 feet wide. The Denton Code states that you cannot put a no parking on one side of the street unless the street is 26 feet wide. One option would be for this commission to recommend that to go through a variance process however staff would most likely have to remain neutral or oppose that as it would be against the established fire code that has been adopted by City Council. City Council approved the fire code and may which to comment. In going back and taking a look staff has identified an ordinance that established a private fire lane on the west side however it is not currently marked. The very least that area needs to be clarified with markings. One other question was to look into no parking on one side and allow parking on the east side. There was a request for discussion with the planning department. Ron Menguita, Development Review Coordinator, is here to answer questions this commission may have. He has also added information to the back up for this item. This street falls within the central business district but it is exactly on the south edge of the DTIP which has some of the different parking restrictions or at least some exemptions from the parking restrictions. Nelson has also asked Laura Behrens, Fire Marshall, to be here to discuss any technical issues associated with the requirements on fire lanes.

Menguita stated that the subject property is within the central business district and is within the zoning district of DCG (Downtown Commercial General). This allows for multifamily townhomes but doesn't permit single family. If someone came in to develop Wainwright for multifamily the process is to insure that they comply with all the codes which includes

parking. Anyone proposing ten units or more is required to provide parking for that development. This is an incentive to help revitalize some of the downtown. If someone wants to develop a smaller unit smaller than ten units they do not have to provide additional parking.

Menguita stated ten units or large requires parking on site. There is a calculation of how much parking is required by bedrooms. For example a one bedroom requires 1.25 parking spaces, two bedrooms is 1.5, three bedrooms 1.75 and anything above four bedrooms requires a parking space for each bedroom. There is also the ability to provide on street parking but there is a ratio that you have to comply with if you propose two on street parking spots that is equivalent to one onsite parking spots. There is an example of this parking at Locust and Sycamore.

Campbell stated that on the Wainright street there was parking but because of the new development is so tall the reason they are having to remove the parking is because of the fire code and because the trucks with the outriggers and ladder trucks. Campbell questioned why planning didn't look at before this building was built so the residents wouldn't lose parking. Behrens stated that the parking situation is not entirely due to the new development. It is a standard code requirement that any road has to have a minimum width of 26 feet to allow parking on one side. This width will have to expand to 30 feet if the building is 30 feet or higher.

Leathers clarified that the street is now 25 feet and would not qualify for any on street parking. Behrens agreed. At some point there was a fire lane established on this street many years ago but was not marked. Leathers asked if the 25 feet requirement is for a two way street, Behrens answered that is not specified it is considered a fire access road.

Lyke stated that the single family residents that are on the east side are non-compliant. Menguita agreed. Lyke added that at some point this area will probably be developed and not single family. Menguita answered that is the zoning that is placed on that area.

Menguita went on to say that the requirements for a fire lane depends on the height of the building.

DiMarco asked if the single family residents on the east side have drive ways. Vokoun stated they are single driveways that are 10-12 feet wide and in many cases there are multiples living in the homes. There is onsite parking but not enough for all.

Murphy asked if the planning department envisions a central business district that is high density and with most of the streets no parking. Menguita responded he believes it will be high density. Part of the DTIP is to implement a form base code establishing the height of the area up to seven stories but most will be a maximum of four stories. The closer to the downtown transit center it is a higher height limit of seven stories. Murphy then asked if the planning extends to identifying more streets that will be in the same situation as Wainwright is now once more density is built. Menguita answered planning will defiantly be looking at



how the streets are impacted. One project that is being worked on is the Hickory Grand Street on Hickory between Bell and Locust. Staff is working with the design of that to make sure the street is able to function and be access and serviced by the fire department. It will be a project by project review. The trips that are generated by the development will dictate the widths of the streets.

There was some discussion regarding the right of way and easements on Wainwright.

Nelson stated that this item Oakland Street along with the Ponder Street has generated a level of interest among city staff and are now taking a more interested look and more proactive. Nelson would not promise another item or two like this in the future would not happen but looking at this from an overall policy will be reviewed. DTIP has opportunities for flexibility. There will be other conflicts that staff will need to take a lead on.

Murphy asked if the fire department involved in the discussions that proceed the approval of permits for developments. Behrens answered yes there is a staff person that is works directly with the development review staff.

Murphy motioned to approve option one which is to 'recommend approval of an ordinance to restrict parking on both sides of Wainwright'. The second was by Leathers. Vote 5-0 approved.

5) Staff Reports

a) Wireless Communications Device Ban

Nelson knew of the discussion regarding this item preciously. This was brought back for information including the "EngageDenton" survey and the report that was provided to the Council by the police chief. This item will be taken back to Council in January. The date has not be set there is an ongoing discussion regarding who will present to Council whether it will be Nelson or Jim Coulter who initiated the discussion.

b) Ponder Avenue No Parking

Nelson stated this is an update regarding Ponder Avenue; it was fast tracked through Council.

6) Discussion of the Matrix representing items for discussion for future Traffic Safety Commission meetings.

Lyke – Mingo Road when will bike lanes be added.

Leathers – satisfied with answer to matrix #7; it can be removed.

DiMarco – Locust/Elm Bike Lanes

The meeting was adjourned by consensus at 6:11 p.m.

**MINUTES**  
**TRAFFIC SAFETY COMMISSION**  
May 6, 2013

After determining that a quorum of the Traffic Safety Commission of the City of Denton, Texas was present, the Chair of the Traffic Safety Commission thereafter convened into an Open Meeting on Monday, May 6, 2013 at 5:32 p.m. in the Service Center Training Room, City of Denton, 901 A Texas Street, Denton, Texas.

**Present:** Chair Wally Campbell, Vice Chair Carmen Lipscomb, John Murphy, and Kenneth Leathers,

**Absent:** Patrice Lyke, Gilmore Morris and Nancy DiMarco

**Also Present:** Jim Coulter, Director Water Utilities and Staff Liaison  
Bernard Vokoun, Traffic Engineer  
Kim Mankin, Administrative Supervisor

**OPEN MEETING:**

- 1) Consider recommending approval of Traffic Safety Commission meeting minutes  
April 1, 2013

**Approved as circulated**

- 2) Receive a report, hold a discussion and give staff direction regarding approval of a no parking any time restriction ordinance on both the east and west sides of Oakland Street from Hickory Street to Oak Street.

Bud Vokoun, Traffic Engineer, gave the presentation. Vokoun stated that when the apartments on the northeast corner of Oakland and Hickory were developed, residents were parking routinely on Oakland. It became a concern for the fire department since they are multiple stories they will need to get the hook and ladder in that has the stabilizers. They really need 20 feet to work so if there is a fire on the back side of the apartments they really need to have the area clear. There is nothing on the west side that the commercial properties need parking.

Vokoun showed pictures of the area and gave information of parking in the area. There is a lady that had already asked for no parking in front of her house and that has already been accomplished. The only area in question is on the east side next to the apartments which isn't being used right now anyway. When the Development Review Committee looked at this they required no parking signs on the east and west side for the length of the apartments. On the west side the signs are on the buildings without complaints. No parking would benefit the residents that live in the apartments as well as to driving down the road. Staff has also had complaints from solid waste regarding garbage trucks not being able to get down the street.

Chair Campbell said he has been down that street and understands the need. Leathers asked that there is an area where there is no parking and cars are parking there anyway. Vokoun agreed.

Leathers asked where the no parking actually is. Vokoun stated it is along the entire area. Lipscomb asked where the residents are suppose to park. Vokoun stated there is off street parking that has been built. Campbell stated they have to pay extra for that and some do not want to do that. Lipscomb has driven the area and agrees it is horrible.

Vokoun stated there will be signs put up and redistributed and then enforced. The ordinance is written as signs or markings and/or some combination. Staff doesn't believe they can get signs up on the west side so the curb may have to be painted with no parking.

Leathers asked for the area for the apartment building they would need that because of the multi story for fire purposes. Vokoun agreed. Leathers asked if it could be a consideration to paint that part as no parking instead of the entire street. Vokoun stated that the apartments will be marked, the lady already wants it, and the commercial area seems to want it as well to clean up the street. The only area would be the area on the west next to the fence, not much is gained by having just a couple of parking spots. It is better just to clear the area. The angle parking was purposely put on Hickory to allow more parking. Back in parking will pick up even more spots. The parking for Wells Fargo is being re-stripped and will add parking. Staff believes with the new parking the couple of spots on Oakland wouldn't make a difference.

**Commissioner Murphy moved to have no parking on Oakland Street both sides, second from Commissioner Lipscomb. Vote 3-1 approved.**

- 3) Receive an update on the State Legislative activities associated with a ban on texting while driving.

Jim Coulter, Director Water Utilities, stated back in September 2012 this issue was brought before this commission. At that presentation the commission voted to go ahead and monitor what was happening at the state legislature this year. What staff has recently learned is the house has passed the HB63; the vote was 98-47. It was then sent on to the senate. Not sure if it will be voted on to the floor for continued discussion. Staff is still monitoring that information.

Coulter stated if it is not passed out of the Transportation Committee basically the bill will die and will not be voted on this year. If it is approved it will go to the Governor's desk, he can either sign or veto.

Coulter will bring this back as soon as it passed or not with options. One thing that Coulter was interest in was to see what type of band this commission would request. Campbell stated that he believes anything that is not hands free needs to be band. Leathers agreed. There was some discussion regarding this question. Lipscomb agreed to make the ordinance no handheld devices while driving. Coulter stated that is what he believes the police department has in mind as well.

Coulter stated it will probably be the meeting in July before we know what will happen with the legislature.

- 4) Discussion of the Matrix representing items for discussion for future Traffic Safety Commission meetings.

Vokoun explained no left turn signals on 'Nottingham and University' and 'Bell and University'. Basically there are other major streets that it is necessary to have the left turns. The minor streets do not warrant left signals.

Lipscomb commented favorably on the new light at Eagle and Dallas Drive.

No items were added.

The meeting was adjourned by consensus at 6:37 p.m.

Traffic Safety Commission Draft Minutes

**MINUTES**  
**TRAFFIC SAFETY COMMISSION**  
September 9, 2013

After determining that a quorum of the Traffic Safety Commission of the City of Denton, Texas was present, the Chair of the Traffic Safety Commission thereafter convened into an Open Meeting on Monday, September 9, 2013 at 5:30 p.m. in the Service Center Training Room, City of Denton, 901 A Texas Street, Denton, Texas.

**Present:** Chair Wally Campbell, John Murphy, Patrice Lyke, Nancy DiMarco, Gilmore Morris and Kenneth Leathers,

**Absent:** Vice Chair Carmen Lipscomb (will no longer be part of this commission)

**Also Present:** Jim Coulter, Director Water Utilities and Staff Liaison  
Jon Fortune, Assistant City Manager  
Mark Nelson, Director of Transportation  
Lee Howell, Police Chief  
Bernard Vokoun, Traffic Engineer  
Bob Summers, Police Lieutenant  
Kim Mankin, Administrative Supervisor

**OPEN MEETING:**

- 1) Consider recommending approval of Traffic Safety Commission meeting minutes July 8, 2013

**Approved as circulated**

- 2) Introduction of Mark Nelson, Director of Transportation as the new Traffic Safety Commission liaison.

Mark Nelson was introduced to the commissioners by Jim Coulter.

- 4) Consider recommending approval of a no parking any time restriction ordinance on both the east and west side of Wainwright Street from Prairie Street to Sycamore Street.

Bernard Vokoun, Traffic Engineer, talked about this item. There was a request in January from Lt. Lee Kramer regarding the parking situation on Wainwright specifically 300-400 blocks. The problem is the street simply isn't wide enough to allow parking on both sides. There are times when a fire truck wouldn't be able to drive down the street. Vokoun added that with the new apartments the fire department would have to use the big ladder truck. When the stabilizers are put down, depending on where the fire is, they would need more than just the truck width for use of that truck. There was a discussion regarding parking on one side but on the report it is 25 feet wide with only one side parking and that still isn't enough room.

Lyke asked who parks on Wainwright. Vokoun answered the apartment tenants. Leathers stated he has gone by that area and there are no direct doors that open up from the apartments on the

west side of the street. On the east side there are residents parking with only single driveways. Vokoun stated those are mostly leased houses in that area including out buildings and a condition that is not well suited for parking on site. Leathers stated it may affect the leasing in that area if parking was eliminated, then asked if one side parking is possible. Vokoun stated it was requested for both sides because of the equipment.

Lyke asked what the zoning on the east side is. Vokoun believes it is residential. Lyke stated there may be some violations in zoning in that area. Vokoun stated he can't speak to that. Morris asked if one side could be no parking and the other side have no parking in a certain area maybe in the middle of the block. Vokoun stated it is a ladder truck and it would depend on where the fire is as to where the truck would have to set up. Leathers stated if the apartments had not been built then the residents wouldn't have to deal with the no parking. Vokoun stated for some of those residents it will be tough. Lyke asked if there are any close public parking for those residents. Vokoun stated just the cross streets and they are a stretch if you live in the middle of the block. DiMarco stated the only real public parking would be across the street from the Methodist Church. DiMarco added that really isn't the issue. Vokoun answered the big thing is the safety.

Murphy stated that the last 'no parking' issue that this commission dealt with was also related to a new apartment building; one side was made no parking. Vokoun added that was on Oakland. Murphy asked if fire safety is a part of the zoning process when the large buildings go in downtown. Vokoun stated he can't speak specifically to that. He does know that they try to get the most onsite parking as possible. Campbell stated in the future they may try and allow for that. Leathers added that when the apartments were built did they know it would need a certain size street to bring in the type of fire truck that would be needed. Lyke stated that is supposed to be part of the development review. Murphy asked if a public meeting would be necessary to raise awareness of this type of problem.

Coulter stated staff can ask a representative from the Planning Department to come and discuss this issue with the commission. There are some downtown area requirements for parking and it is an issue that needs to be looked at.

**Leathers made the motion to table this item until more review and input from Planning or a public hearing. Morris seconded the motion. Vote 6-0**

- 3) Receive a report hold a discussion and give staff direction regarding a ban on wireless communication use while operating a motor vehicle in the City of Denton.

Jim Coulter stated the information from the last meeting was sent to legal and an ordinance has been drafted. One of the significant changes that was added is subsection F, this ordinance does not apply to an operator or an authorized emergency vehicle using a wireless communication device. With that exception there hasn't been many changes to what was brought to the last meeting. Chief Howell was not available at the last meeting but came to this meeting to add information and answer any questions.

Howell stated that with the re-writes all the major concerns have been addressed. Howell asked for questions. Leathers asked if the enforceability issue has been addressed to the satisfaction of the Police Department. Howell stated it will not be an easy law to enforce such as speeding or running a red light. Staff will have to observe someone with a device in their hands and be able to articulate that the person appeared to be operating it. From an enforceability standpoint a total ban is certainly more enforceable than a texting only ban. There are only two other cities in the state that have a complete ban those are El Paso and Amarillo. There are other variations of texting bans in other cities; one is the City of Arlington. The City of Denton has written more citations in a two year period under the complete ban for cell phone usage in school zones than the City of Arlington has in the entire city. From the research that Howell has completed they have varied degrees of success. Howell has not found anything with a detailed correlation between the reduction in accidents and the enactment of the ordinances. In El Paso it has been considerably controversial and there have been attempts at petitions to try and get the ordinance repealed. That has failed due to the lack of signatures. Howell reported that staff has waited for two legislative sessions for the State to act on this issue. The State still believes it would be best for something to be passed state wide so it would be consistent among all jurisdictions. If in fact this ordinance is passed prior to any enactment of a State law, and the State comes back and passes a texting only ban, it would probably trigger a preemption status where the City would have to modify the ordinance to mirror the state law.

Howell stated that before a cell phone is examined a search warrant has to be issued to gain any evidence. That routinely happens if a major accident occurs and the officer feels like there was a cell phone issue.

Howell had Lt. Summers look up information regarding cell phone use and accidents. The findings within the last three years indicates there were 46 accidents where it was documented that there was a distraction of a cell phone in the vehicle as a possible contributing factor. In only one of those 46 was it the sole factor. The other 45 it was a contributing factor in addition to another contributing factor. The example was failed to yield the right of way or DUI as well. Morris stated that to him it would be the reason not an addition. Morris then added that it looks like staff is only going through the motions. If we wait for Austin to do something we will be waiting a long time. The reason El Paso isn't getting enough signatures to repeal the ordinance is because there are people that want to be protected. Howell stated he is not advocating for or against the ordinance as written but wants the commission to understand the difficulties that may be faced if it is passed. Morris stated it sounds to him like an impossibility. Howell stated no not at all, a total cell phone ban is more enforceable in comparison to texting only, and the stats prove that. It will be difficult to prove in some cases and will lose some cases. Some of the school zone ticket cases have been lost due to the court not believing there was sufficient evidence.

Coulter then showed a video sponsored by AT&T that was about eight minutes long regarding texting and driving. There is also a thirty minute video available titled "From One Second to the Next".

Murphy asked that the thirty minute video be a part of the backup information to Council.

Morris stated that he knows that texting is more of the problem but phoning is still deadly.

There was some further discussion on this item.

Murphy asked if a recommendation is asked for on this revised ordinance. Coulter answered yes. The plan is to go forward to Council the date will be verified. Murphy commented despite the challenges this ordinance will create for enforcement and public education we must pass it to send the drivers of Denton the message that when they are driving they have one job that is to drive safely and that is impossible while using a wireless device. The cultural shift that happened with respect to drunk driving must happen with this issue as well it is more than a traffic safety issue it is a public health issue. Passing this ordinance is the right thing to do.

**Commissioner DiMarco made the motion to accept the ordinance and recommend approval to Council with a small change to correct typographical errors. This motion was seconded by commissioner Murphy, the vote was 6-0, approved.**

5) Discussion of the Matrix representing items for discussion for future Traffic Safety Commission meetings.

Murphy – signage by the downtown transit area points to turn but is for buses only. Coulter stated that Traffic is already looking at this item.

Campbell – University between Locust and Elm Street the ‘extra’ right lane in front of CVS.

Leathers - would like to remove the 2 hr parking except for the square proper. Would like to have the lights on the square remain working and not go to flashing at the late hours.

Leathers - Also remove the turn left on red off of the square.

Morris – The walking signals and traffic signals on the square need to be checked out. Example if you are driving west on Oak, Elm traffic signal is red. The walk signal is on walk to walk across Elm but if a driver is turning left they could collide, they both have a ‘green’.

Howell stated that the downtown issues will be addressed at a meeting on Thursday morning. He will forward that report to the commissioners when it is complete.

The meeting was adjourned by consensus at 6:25 p.m.