

# Mobility Plan Meeting - Eastern Area Question Report

Thursday, Sept. 17 6PM

#	Question	Answer(s)
1	Brian, Rachel, Stephanie - same starting question as before, can you announce the attendee counts like you did before? Thank you.	we have 14 attendees so far and 5 City staff, we are now at 21 attendees, We now have 29 attendees, we now have 35 attendees, 38 attendees
2	US 380 serves both as a regional arterial and a local arterial. When regional traffic is diverted to US 380 , usually from IH 35 it severely impacts our quality of life and safety . Is a reliever being planned to address this.	Yes. 380, the extension of 288 on the west side of 35 should remove the diversion traffic.
3	Trucks are regularly coming onto US 380 again now, well beyond what a few normal deliveries should be.	US 380 is a designated truck route. The goal of the 288 and 380 connection is to divert truck from driving through town unless they are making a delivery.
4	Sidewalks on Ector, Nottingham, not on Scripture and not on sections of University are an issue. Would like to discuss with someone.	Will be addressed later in the meeting.
5	When you test streets, do you check levels of service at intersections, When intersections do not provide enough capacity , traffic begins to shortcut through neighborhoods.	Yes. Intersections are always a choke-point and therefore are the focus of our analysis.
6	Funding for the transit system is such that there are not enough stops and runs to fully depend on it to get most places we need to go. Budgets may be overall controlling the delivery of service. Therefore people do not use it. My opinion vs fact.	DCTA is revisiting their masterplan as we are revising our mobility plan. We are working closely with DCTA on trying to serve existing and proposed route network.
7	Major development is going to occur to the west, in the Perot Property? I think we all need more basic info on how this impact us.	Major development will occur North, East, South, and West and that is what we are trying to mitigate with this mobility plan. We work with developers and are responsive to zoning changes. This is a living document and is amendable to reach to changes in development and zoning.
8	Remind me again, who and how is the FLUM developed? And is that the document that establishes what Denton should "look like" in 2025, 2030, 2045?	Future Land Use Map is updated by our Planning Department. They are updated their comprehensive plan which includes the FLUM.
9	I do not expect you respond to the questions above tonight. I am one of the leads for the Ector neighborhood and that is part of why I am on this tonight. Did not get on the early ones that more impact us directly and day to day. would like to discuss this with someone in near future.	Can meet individually after the meeting.
10	Speeding in residential neighborhoods is still an issue in most of the city.	Yes it is. We are currently developing a traffic calming document. We are working with a consultant to identify feasible, realistic tools that will allow us to control these speeds.

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| 11 Really like the traffic circles you have implemented. Seems other locations in city would be safer and more efficient if used where possible.   | The city is introducing ICE, Intersection Control Evaluation, makes development evaluate traffic signals, unsignalized intersections, roundabouts, grade separations. Give a recommendation of most appropriate intersection control.  |
| 12 Does a collector street, which Ector is, receive all construction traffic going to projects near UNT versus arterials. Lots of rock trucks, material trucks, etc on Ector now.              | If it is an issue, we can prohibit some types of truck traffic or we can reach out to UNT to instruct their contractors not use that route if it is for UNT Construction.  |
| 13 Some turn lanes on certain roads like US 380 line up with the other opposite turn lanes, high vehicles limit ability to see oncoming traffic.   | That is typically how turn lanes are designed. We now try to do an offset turn lane in which the paths do not cross.   |
| 14 Do we know how many people are using bikes for everyday travel and how much growth that is from 10 years ago and what is expected 10 years from now.  | We do have 2 or 4 stationary bike counters to observe trends in bicycling. Staff is continuing to research to provide an update and additional information for this question. As soon as those responses are available this report will be updated.  |
| 15 Ector street is a very unique cross section compared to normal collectors.  | I agree and it needs to be treated as such so we don't replicate that cross section.   |
| 16 Will the 380-288 on-ramp be elevated above mingo/fishtrap/mayhill/cooper or will it require land acquisition?   | It has not been designed yet, but alignments I have seen show it East of there and will require some acquisition of property.  |
| 17 Really like the new 380/Lp 288 bypass to get through traffic around and if the western Loop is constructed. Need more info on Ganzer road corridor when we can get it.                      | This particular corridor's concept is months old and no one has detailed information. Traffic studies have not been completed and we do not have alignments. As we get information we will share it. However, this is not a project that the city is championing, although we will have input. |
| 18 Really like the new focus on controlled access, limited signal and making regional arterials work for regional traffic and not a free roads for developers.                                 | Frees up existing roadways for local traffic.  |
| 19 Ganzer goes thru/near the Clear Creek Corridor. Will not the AESA requirements and environmental disturbance not preclude this? This seems like a waste of a regionally important wetlands. | The Core of Engineer states if it is considered a regional connections, then certain requirements are lessened if not waived.  |
| 20 Cooper creek has the same environmental impacts as Ganzer. This seems like planning for mega-growth rather than quality of life.  | Most of these roadways will not be built until or unless development occurs. All we are saying is that there is a need for connectivity going North to South and East to West.   |
| 21 Is Post Oak road all in Denton city limits?   | I believe so. Some may be in the ETJ but most is in the city limits.   |

- 22 How much consideration is taken to existing property owners when deciding to take away their property for easements and road expansion?
- The City's process is different that NTCOG or TxDOT. Most of our roadways are to be put in with development. If a roadway needs to be extended to access adjacent development, then yes the city will negotiate with land owners for an agreement. NTCOG and TxDOT has the ability to acquire property through eminent domain or condemnation, which are processes in which the city does not utilize.
- 23 The city's Comprehensive Plan, development requirements, and ESA/AESA all use the alignments as shown in the mobility plan as if the mobility plan were an actual alignment rather than the flexible "little lines on a map". This further locks in the final mobility plan to the concept plan of the "little black lines"m gainsaying what you just said.
- Staff is continuing to research to provide an update and additional information for this question. As soon as those responses are available this report will be updated.
- 24 Does the county have any say on approval or denial for the proposed roads in the county?
- Yes they do. County has their own thoroughfare plan and we try to match theirs.
- 25 Are studies being done to look at using the proposed freeway north of Hartlee Field instead of turning Hartlee Feld into a secondary arterial?
- Yes. There are several developers looking to utilize that property and we are working with them to soften that impact. We likely will not have an answer to that for some time. Some preliminary information should be available by the end of the month, but we are waiting on NTCOG and TxDOT to finish the feasibility study and traffic studies to understand the impact of that roadway.
- 26 ® The map on the website shows a highway (Ganzer extension) going east-west north of Hartlee Field Rd and South of Clear Creek, while the one here does not show that. Why is there a highway connecting from the East from Krugerville, when there is one proposed by TxDOT to the north coming across from Aubrey? Aren't two highways that close unnecessary? Should not there be instead the recommended 10 mile separation? Where that highway crosses to Krugerville is only 3 miles from rt 380.
- The map that we have shows the three primary corridors that are East West: 380 (show to be expanded to a controlled access facility), the Integrated Corridor (aligns with Ganzer, also shown to be a controlled access facility), and Outer Loop (Sherman to Milam to 35). Until NTCOG and TxDOT complete their feasibility studies and alignment studies we do not have that information.
- 27 Why do we need three north-south primary arterials so close to each other (288, Mayhill, Post Oak)? Wouldn't it be less expensive to move some of the north-south traffic on collectors and secondary arterials and reduce the need for so many primary arterials?
- When developers come in they are required to build half of the roadway (25 feet). These will likely start out as 4 lane highways. With our current travel demand model, with the land use assumptions that are included in it, are showing that need to north south capacity. There will be another update between this plan and the construction of those corridors. If development changes then we have the opportunity to make changes.

- 28 What determines the classification between a "Secondary Arterial" and "Collector"? I'm having a hard time understanding why Collins would be classified as a "Secondary Arterial" and not a "Collector". What was this decision based upon? Is this a firm classification for Mingo and/or Collins Rd?
- All of our recommendations are based on our forecasted traffic model. This generated expected demands and then we try to accommodate that demand with the appropriate cross section. It is firm as this update is concerned. There is a fine line between the two classifications. What we look at is consistency through the corridor and what does the right of way give us for a secondary arterial that we don't in a collector.
- 29 Can you address the Hartlee Field extension? This road impacts my home significantly on Woodland Hills. My family has lived on this property for almost 50 years and this is really devastating for us
- The approach we have taken with Agave Ranch is to not project that roadway through their property. They are dedicating Right of Way to allow for future roadway if desired. We think there may be a need for future connectivity, but not at this time. We are also working with the developer at the Carter property for alternatives to how they execute their section of roadway. With the integrated corridor just to the north, it may alter the need for that connectivity down Hartlee Field Road. If that connection north is pursued and deemed acceptable then we have the opportunity to address the impacts it may propose though the next mobility update or by an amendment.
- 30 Can't you make the roads safer and more feasible by maintaining the existing roads instead of taking peoples land and widening, especially in the more rural areas like Mingo, Collins, and Hartlee Field Rd? Our roads are in terrible shape. I would think that maintaining what we have in certain areas would be better than expansion.
- These roadway expansions will not occur until development occurs. These expansions are planned to address project travel demands.
- 31 Is an overpass planned for the Cooper Creek - railroad - Mingo intersection? How would that be done with the planned shunt from 380 to Loop 288?
- Staff is continuing to research to provide an update and additional information for this question. As soon as those responses are available this report will be updated.
- 32 You show only 5 items as "Proposed Plan Updates" from the 2015 plan. However, Mingo/Collins/ Hartlee Field loop is a new plan. Why do you not identify this?
- We only picked 5 for the interest of time. We can have an offline discussion about particular projects if you desire.

- 33 why were property owners in county never notified of the city's plans or these meetings? Notification was conducted through the City's website, across social media platforms, and through a City issued press release distributed to the Denton Record Chronicle regarding the virtual community input meetings. In addition to the five virtual community meetings, feedback continues to be gathered on the final draft plan throughout October 2020 through the interactive map or by direct contact information found on the Mobility Plan webpage.
- 34 \* Do you have any influence with TxDOT and NTCOG to convince them to move the Genzer extension northward? We have some influence, we are one community of many along the corridor, but we are a fairly large community. We will certainly be part of and party to the discussions as they move forward.
- 35 Answers being provided are excellent, well thought out and seems if council, etc support, it will work well. great staff work Thank you! It is appreciated.
- 36 On East side of Collins is undevelopable land i.e. Clear Creek, much of the land is in the flood plain also undevelopable. The wildlife does not understand the boundaries. A secondary arterial is too much traffic and too high of speeds for the adjacent uses and wildlife. The secondary arterial in the new mobility plan can be as small as a three lane roadway. Part of the challenge as we move forward is that secondary arterial can take on several appearances as we move across the regions. As we move forward in design, we have the ability to be sensitive to the context in which the roadway will exist.
- 37 Let's talk about those potential plans with developers...in the Hartlee Field area. Taylor Morrison is one of those 2000 roof plans you mentioned. Expanding Hartlee Field Rd to their proposed 4 lane divided boulevard is overwhelming. Running it through family occupied property to 428 is unbelievable. Not to mention the additional traffic on Farris Rd. Cars zoom through those curves...and the potential added traffic is frightening as it is a route for families to and from Hodge Elementary and for neighborhood walks. I have been in conversations where the densities have not been approved or established. They will have to prove their case before zoning is approved. So stay tuned as that property moves through discussions with the Planning and Zoning Commission and City Council. This is simply their proposal and can change significantly. We are sensitive to the existing homeowners and the existing travel patterns in that area.
- 38 In 2015 the city tried to expand Collins Road until it was pointed out to the City that agreements signed by Judge Mary Horn, permanently closed the Railroad crossing. Annexation agreements were made, and the natural uses of this area were examined. P.S. Aurora from the City found these documents and agreements when it was pointed out to him. Why is Collins Road agreements not being honored? Staff is continuing to research to provide an update and additional information for this question. As soon as those responses are available this report will be updated.
- 39 Where can we find out about the process of changing the Comprehensive Plan which does affect traffic planning? Will it supersede the Denton Plan 2030? What opportunities will there be for resident input? This is managed by the Planning Department and you can find information on the COD website on the Planning Department's webpage.

- 40 With the Ganzer road integrated corridor extension is the expansion of Hartlee Field road even necessary? Until we know what that corridor is, it is hard to say. We were notified that TxDOT and NTCOG were looking at that corridor so we felt it was our obligation to show it, but until it is determined that is feasible and it might not be in our best interest to change what we see as our need in that area. Once their studies have been completed and they determine that is the direction they are going to take, the City has an opportunity to downsize our East/West and ass some North/South connectivity to give people access to the integrated corridor to be a more appropriate solution.
- 41 I recently moved to Golden Circle off Hartlee Field Rd so new to this. Are there existing traffic studies on Hartlee Field Road? We have some, but the best study will be the one the developer is currently working on. We are working closely with their traffic consultant on determining the feasibility and the impact of their proposal. We have some older studies that don't reflect what we see as current development plans. as that traffic study is completed, we will have a better response and more information to share with you.
- 42 Mr. Jahn, just as the Ector area is unique and merits time offline or an event unique to it, as a lead for the Hartlee Field Road neighborhood and its diverse character, needs, and governmental entities, I am requesting here that your department and others schedule and host a special event for the HFR area. We are in agreement with this statement.
- 43 Could individual callers please limit the number of questions so that more people can ask? Thank you.
- 44 While I served on the P&Z 2009-2015 we reviewed plats and plans by developers to the East of Loop 288 and North of 380, at that time, there were requirements that developers had to provide the overpass connections over Loop 288 to the East. Are those requirements still in place? It depends on which roadway is in question. We do not have the ability to compel developers to build grade separations. W might be able to compel them to compel the right of way dedication to accommodate those overpasses beyond the limits of the 288 passage Right of way.
- 45 Agave Ranch was allowed by PZC because of the current ROW of Sherman/428. If 428 is expanded will not the new ROW needs impact brand new development along 428? Until we have a firm answer on the feasibility of 428 going to a controlled access facility, we don't know what that cross section will be. It is an unknown at this point.
- 46 Are there any plans to preserve some of the beautiful, historical land above Hartlee Field? The current nature preserve is a gem. It would be nice to have more. Defer to our Parks Director for info in the written responses.

- 47 If the city plans a road that crosses into the county that requires eminent domain, whose responsibility is that? We have the ability to compel Right of way dedication in the ETJ. Until there is an active development in the county, this is all under the jurisdiction of the county. If development occurs in the county, specifically in the ETJ, then our mobility plan and some of our subdivision requirements do apply and right of way dedication in parts of our ETJ are a requirement.
- 48 Is there a way to make a connector on the developer's property instead of ruining the Hartlee Field Road properties? Yes, this is one of the alternatives we are currently looking at. Though it is premature to draw conclusions until the zoning process is complete and allowable densities have been determined.
- 49 The Denton County Thoroughfare Plan shows FM 428 right-of-way as 120 to 140 ft. The 2015 Mobility Plan is 135 ft. Why is Agave Ranch's right-of-way approved for only 120 ft instead of 140 ft, especially since FM 428 is being proposed to become a 6-lane freeway with controlled access that will require more than 140 ft. of right-of-way? One of the mechanisms we utilize is an easement instead of right of way because that right of way changes, there are setbacks etc., therefore we will put an utility easement instead of a right of way. We can narrow the right of way, but put a 20 - 25 foot easement so that the utilities are not in conflict with the roadway. Staff is continuing to research to provide an update and additional information for this question. As soon as those responses are available this report will be updated.
- 50 What would need to change in the Future Land Use Map used for the traffic modeling to decrease the number of primary arterials needed in east Denton? A decrease in assumed residential density.
- 51 When will the Hartlee Field Rd. traffic impact analysis be completed? Until the approved density is established, the traffic study cannot be finalized. Staff is continuing to research to provide an update and additional information for this question. As soon as those responses are available this report will be updated.
- 52 BIKE/PED: Does the mobility plan include park trails? Are improved paths planned for the GreenBelt and to the proposed sidepaths shown on the bike plan? Our goal is to include the park trails. The Parks department is in the process of approving their trails masterplan. They will be incorporated into the mobility plan when it is finished.

- 53 The City did not ask the residents of Idiots Hill if we wanted sidewalks. No child has ever been hurt walking to school in our neighborhood to my knowledge. What is the need to justify this expenditure?
- There is a fine line on whether or not the neighborhood was designed to accommodate the sidewalks. It depends on the setback of the streets to the house. It was part of our proposal for Sam Huston elementary to take some of the pavement that is currently used as on street parking into a bike.ped lane. We can discuss specifics for your location offline.
- 54 Are there any plans to make the Kings Row/288 intersection safer for bikes/ped? There are no protections now.
- We are currently in the process of redesigning that traffic signal and pedestrian elements are a significant portion of that. A bicycle facility will likely come a later point because we are only looking at this specific intersection. When we visit the corridor, bicycle facilities will be addressed.
- 55 yes please take that traffic north of Hartlee Field Rd. Why use eminent domain on existing residents - vs putting the rd into the newly planned community
- this initiated corridor may turn out to be the solution for Hartlee Field, but until we have more information, we do not know.
- 56 Currently, Mockingbird dead-ends at McKinney St, as does the bike route on Mockingbird. Direct bicycle access is needed from there to jobs and retail on the west side of Loop 288. Alternate routes on the map are significant detours for someone on a bicycle. Can we add a line on the map to indicate we desire a direct bike route from McKinney St to businesses along the west side of Loop 288?
- We certainly can look at that. We will work with our consultant to determine if we have a viable pathway and what kind of facility it will be.
- 57 Please expand on your comment how the Ganzer extension highway, if it comes to fruition, would affect the plan for Hartlee Field Rd. What would be the impact on Hartlee Field Rd?
- It was the potential to alleviate some of the need for east/west on Hartlee Field. If the Ganzer Road integrated corridor is adopted as a formal part of the regional transportation plan by NTCOG and TxDOT. We will not know until we get further along with the planning of the integrated corridor, 380, the outer loop and 428.



- 58 While serving on the P&Z and the Tree Preservation Committee, I asked the question many times why does the City insist on sidewalks on both sides of the road? Are they oneway? and Why are sidewalks so wide? Wider sidewalks cost taxpayer more.
- In the last 10 - 15 years, we have heard increasing demand for pedestrian infrastructure. Our goal is to have sidewalks on both sides of the street because we see that as necessary infrastructure. When we execute our sidewalk construction we will initially construct sidewalks on one side of the road because of the cost. As part of our Safe Routes to School Initiative, we will consistently show sidewalks on one side of the street as it allows us to reach further into the neighborhood to provide safe pathway for school age pedestrians between home and school. However ultimately want sidewalk on both sides to have more connectivity. We are building wider sidewalks to comply with ADA compliances, we need to have room for a 5 foot turn around. We try to provide a 5 foot minimum to provide comfortable and safe accommodations for all users.
- 59 GENERAL question: Are speed bumps permitted for traffic calming? Are "optical illusaory painted-but-flat" speed bumps allowed?
- We do not use speed bumps anymore, we use speed cushions, the rubber devices with a much lower profile. They are to be a "nuisance" so one does not want to speed but are less likely to cause damage to a vehicle or to loose control of a vehicle. The Federal Highway Administration optical crosswalks are only allowed if it is not a distraction to the driver.
- 60 Sidewalks are very much needed in Idiots Hill and I am happy to lose yard for that purpose.
- We have opportunities to utilize conventional sidewalks, on street facilities, their locations. These discussion can be help as we move forward.
- 61 the density appears to change all the time - that's the probelm. The 2030 plan had Agave and Carter properties at a RR5 - the PnZ and Comissioners changed it to acocmodate Agave I believe at an N3. How can we plan and have input if in reality the 2030 plan had already been over-ridden/changed? We the neighbors are trying to stay on top of this which is why we are so involved. We can't wait until we "know the density" that will be approved on a whim. We are building homes and lives here.
- The public input process is a huge portion of any zoning change, this is the chance to make your case and have your voice heard.

- 62 There is so much interest in the Hartlee Field Road area on the Denton Mobility Plan Map; will there be an opportunity to have this important discussion be incorporated into the finished Mobility plan? I know you said you need to wait until the developer finishes up, but with the level of concern shown on the map about this, could another meeting be scheduled? What is the schedule for finalizing the Mobility Plan?
- Our current timeline is to complete these meetings next week and the consultant will have until November - December to incorporate feedback and finalize the plan. We may have the opportunity to schedule another meeting, but we are scheduling meetings to far out to accommodate the availability of our staff. We can visit offline to discuss if that is an opportunity.
- 63 The interactive map for the Bike Plan draft doesn't have bicycle infrastructure planned on Kings Row east (outside) of Loop 288. That stretch of road is stressful to bike on and connects to a residential neighborhood outside of the loop. Can we add plans for bicycle infrastructure on this segment of Kings Row?
- We certainly can look at that. We will work with our consultant to determine if we have a viable pathway and what kind of facility it will be.
- 64 Thank you for eliminating the Woodland Hills Dr./Hartlee Field Rd. extension, but leaving the Agave Ranch R.O.W. in place still allows possible future connection. Deferring destruction of homes and property to the future is still not reassuring. How can the R.O.W. be restricted from ever being accessed?
- Staff is continuing to research to provide an update and additional information for this question. As soon as those responses are available this report will be updated.
- 65 Will citizens have an opportunity to view the updates on the written portions of the Mobility Plan update?
- Yes. We will publish the draft document on the City's website
- 66 Since the property owners outside the city limits were not included in the initial notifications/communications, will the folks participating in this meeting be included in future notices?
- If you attended one of these meetings, if you registered for any of the 5 sessions, then we will include that contact information in nay future outreach efforts.
- 67 you did a great job
- live answered
- 68 Thank you very much for your time!!
- live answered
- 69 When do you anticipate publishing the Q&A summary from these meetings on the city website?
- We try to publish them within a few days. With this number of questions it may take a few more days. Hopefully middle of next week.
- 70 Brian, what's the last date for folks to contact your office for additional feedback?
- Through the month of October.
- 71 So if the mobility plan is not adopted until net year, are developers free to ignore potential changes until it's official?
- Yes, technically until it is adopted it is not binding. However, we work closely with developers to reflect significant alterations through their property. Developers are typically sensitive to the homeowners around their proposal and consider compliance.
- 72 Also thank you very much handling all our concerns and sometimes tough questions.
- live answered
- 73 How many people turned out tonight?
- Peaked at 45 attendees.
- 74 Thank you for holding this meeting and listening to our comments. How many participants were there tonight?
- Peaked at 45 attendees.
- 75 if the opportunity for easement or roadway aquirement is available from government land vs private land will a priority be given to government land?
- Typically anyone having to acquire property tends to take the path of least resistance. I would need specifics on which property you are referring to in order to answer.
- 76 Thank you for your time!
- live answered

77 Please say again the preferred way for us to communicate further concerns and recommendations from the community. I do not have a preferred way. You can use the interactive map or you can email or call Brian Jahn directly.

78 collins rd ve clear creak Not sure what the question is.

79 We appreciate your session today very much. live answered

80 do you have key contacts from txdot or nctcog to share with us? Staff is continuing to research to provide an update and additional information for this question. As soon as those responses are available this report will be updated.

81 thanks!