



City of Denton

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

AGENDA INFORMATION SHEET

DEPARTMENT: Transportation

CM/ DCM/ ACM: Mario Canizares

DATE: June 20, 2017

SUBJECT

Consider adoption of an ordinance of the City of Denton, Texas prohibiting parking on the south side of Hickory Street from Avenue B to Welch Street; providing a repealer clause; providing a savings clause; providing for a penalty not to exceed \$500 for violations of this ordinance; providing that violations of this ordinance shall be governed by Chapter 18 of the Code of Ordinances of the City of Denton; and providing for an effective date. The Traffic Safety Commission recommends approval (6-0).

BACKGROUND

The Update to the Pedestrian and Bicycle Linkage Component of the Denton Mobility Plan (the Bike Plan), adopted by City Council in February 2012, designates Hickory Street as a bike route with a bike lane as the on-street bike facility. Since adoption of the Plan, sections of Hickory Street have been completed with either bike lanes or sharrows. The section from Avenue C to Welch Street is the last remaining piece to make a complete and connected bike corridor on Hickory Street from Bonnie Brae Street to the Downtown Denton Transit Center (DDTC).

In order to complete the bike network gap on Hickory Street with a bike lane from Avenue C to Welch Street, twenty-two on-street parking stalls on the south side of Hickory Street need to be removed from Avenue B to Avenue A, and six on-street parking stalls from Avenue A east one-hundred fifty feet (see Exhibit 2). The Mobility Committee was updated on this project at their June 14, 2016 meeting and, in addition to the University of North Texas, voiced support for removal of the parking stalls (see Exhibit 3).

Prior to the May 1, 2017 Traffic Safety Commission meeting, businesses and residents on Hickory Street from Avenue B to Avenue A were notified with a mailed letter dated April 24 of the proposal to remove twenty-two on-street parking stalls on the south side of Hickory Street between Avenue B and Avenue A. At that meeting, the item was tabled and staff was asked to look into alternatives that did not include the removal of parking. Staff then held an Open House on Wednesday, May 17 to receive feedback from stakeholders.

The feedback staff received was split between removal of on-street parking for facilitation of a bike lane, and suggestions to route the bike lane elsewhere to keep on-street parking. Several suggestions were made to reroute the bike lane beginning at Avenue B through the University of North Texas campus. This would output the people on bikes to Mulberry Street, and then route them to Hickory Street by way of Welch Street. Several suggestions were made to remove the on-street parking, including the six stalls east of Avenue A, to facilitate a complete and continuous bike lane with no reroutes from Bonnie Brae Street to Carroll Boulevard. Staff made the suggestion to reroute the people on bikes to an expanded sidewalk at

Avenue B through Avenue A and then connect back to the bike lane on Hickory through Mulberry and Welch Streets.

Subsequent to the May 17 Open House, several local bicycle advocates and Fry Street area business owners met to discuss options that would be beneficial to both parties. The two groups proposed an option that removes on-street parking on the north side of Hickory Street, with the remaining on-street parking on the south side used as a buffer between the bike lane and travel lane. Due to the number of driveway entrances on the north side, this option, on the face, removes less on-street parking stalls. This proposal was emailed to staff prior to the Traffic Safety Commission meeting where it would be considered as an option.

Staff considered the proposal given to them by the community and fully vetted it prior to the June 5 Traffic Safety Commission. Removing on-street parking on the north side rather than the south side of Hickory Street, beginning at Avenue B and continuing for one block to Avenue A, results in a lane shift of eight feet for the travel lanes. Those lane shifts require tapering prior to and after to afford safety in the transition periods. Additional on-street parking would be removed on the north side in front of the CVS to facilitate the tapering. This results in a net on-street parking “save” of three. Cost for this option would be more, as it would require a few extra roadway applications due to the travel lane tapering and possible drainage work. However, the option was not deemed unsafe by staff and staff concluded that if it was the preferred option of the Traffic Safety Commission it was acceptable.

All options were discussed and considered with their pros and cons by staff. Options that did not facilitate a continuous bike lane were not recommended, as they are not safe and do not implement the 2012 Bike Plan as adopted. Due to this, staff altered the original recommendation presented at the May 1, 2017 Traffic Safety Commission meeting to include removal of the six on-street parking stalls on Hickory Street east of Avenue A; the rest of the block from Avenue A to Welch Street is already signed as No Parking. This results in a total of 28 on-street parking stalls removed.

At the June 5, 2017, Traffic Safety Commission meeting, nine individuals provided public comment regarding the agenda item for removal of on-street parking to implement the 2012 Bike Plan. Of those nine, five spoke in favor of or preference for Option 1 (removal of on-street parking on the south side); three spoke in favor of Option 2 (removal of on-street parking on the north side); and one was neutral in regards to Options but advocated for a consistent and safe bicycle route. No public comments were received at the meeting in opposition to the on-street parking removal (see Exhibit 7).

Several comments were given regarding converting to angled parking in order to accommodate the bicycle lane and to net more on-street parking. However, angled parking requires a width of nineteen feet as opposed to eight or nine feet for parallel parking. Due to the limitations of the existing roadway width of thirty-nine feet curb to curb, the option of angled parking is not feasible.

After public comment, the Traffic Safety Commission recommended approval for Option 1 with a vote of 6-0.

OPTIONS

1. Recommend approval of an ordinance to restrict parking on the south side of Hickory Street between Avenue B and Welch Street.
2. Recommend approval of an ordinance to restrict parking on the north side of Hickory Street between Avenue B and Avenue A, and to restrict parking on the south side of Hickory Street at Avenue A east through the six on-street parking stalls.
3. Provide direction on preferred alternative.
4. Take no action.

RECOMMENDATION

Staff recommends Option 1. It is the safest, most direct route for people on bikes and is in accordance with the adopted 2012 Bike Plan. Option 2, presented by merchants and bike advocates, is also acceptable to staff.

ESTIMATED SCHEDULE OF PROJECT

Removal of on-street parking and subsequent striping of the bike lane will be coordinated with the reconstruction of Hickory Street, and therefore will not be implemented until after the Street Department has completed their work.

PRIOR ACTION/REVIEW (Council, Boards, Commissions)

1. Mobility Committee briefing on Oak and Hickory Bike Accommodations, June 14, 2016
2. Traffic Safety Commission, May 1, 2017
3. Open House, May 17, 2017
4. Traffic Safety Commission, June 5, 2017

FISCAL INFORMATION

Project will be funded from the \$200,000 annual allocation to the Bike Fund. To finalize design and install the pavement markings and signs for Hickory Phase III (Avenue C to Carroll Boulevard) the cost is approximately \$45,000.

BID INFORMATION

NA

STRATEGIC PLAN RELATIONSHIP

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

Related Key Focus Area: Public Infrastructure
Related Goal: 5.5 Provide alternative modes of transportation

EXHIBITS

1. Agenda Information Sheet
2. Ordinance
3. Current Bike Accommodations on W Hickory Street
4. Minutes from June 14, 2016 Mobility Committee meeting
5. Public notice for May 1, 2017 Traffic Safety Commission meeting
6. Minutes from May 1, 2017 Traffic Safety Commission meeting
7. Comments from May 17, 2017 Open House
8. Recommended Option, Alternative Options, and Pros and Cons
9. Draft Minutes from June 5, 2017 Traffic Safety Commission meeting
10. Presentation from June 5, 2017 Traffic Safety Commission meeting

Respectfully submitted:
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Director of Transportation

Prepared by:

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