
TRAFFIC SAFETY COMMISSION – JUNE 5, 2017

IMPLEMENTATION OF ADOPTED 2012 BIKE PLAN TO CONSIDER REMOVAL OF PARKING ON HICKORY STREET ON EITHER NORTH OR SOUTH SIDE, OR NO REMOVAL OF PARKING

Julie Anderson
Bike/Ped Coordinator

UPDATE TO THE PEDESTRIAN AND BICYCLE LINKAGE COMPONENT OF THE DENTON MOBILITY PLAN



Update to the Pedestrian and Bicycle Linkage
Component of the Denton Mobility Plan

*With Contributions by:
Bicycle Plan Focus Group
City of Denton Staff
City of Denton Residents*

February 21, 2012



Two public meetings

- March 22, 2010
- April 13, 2011

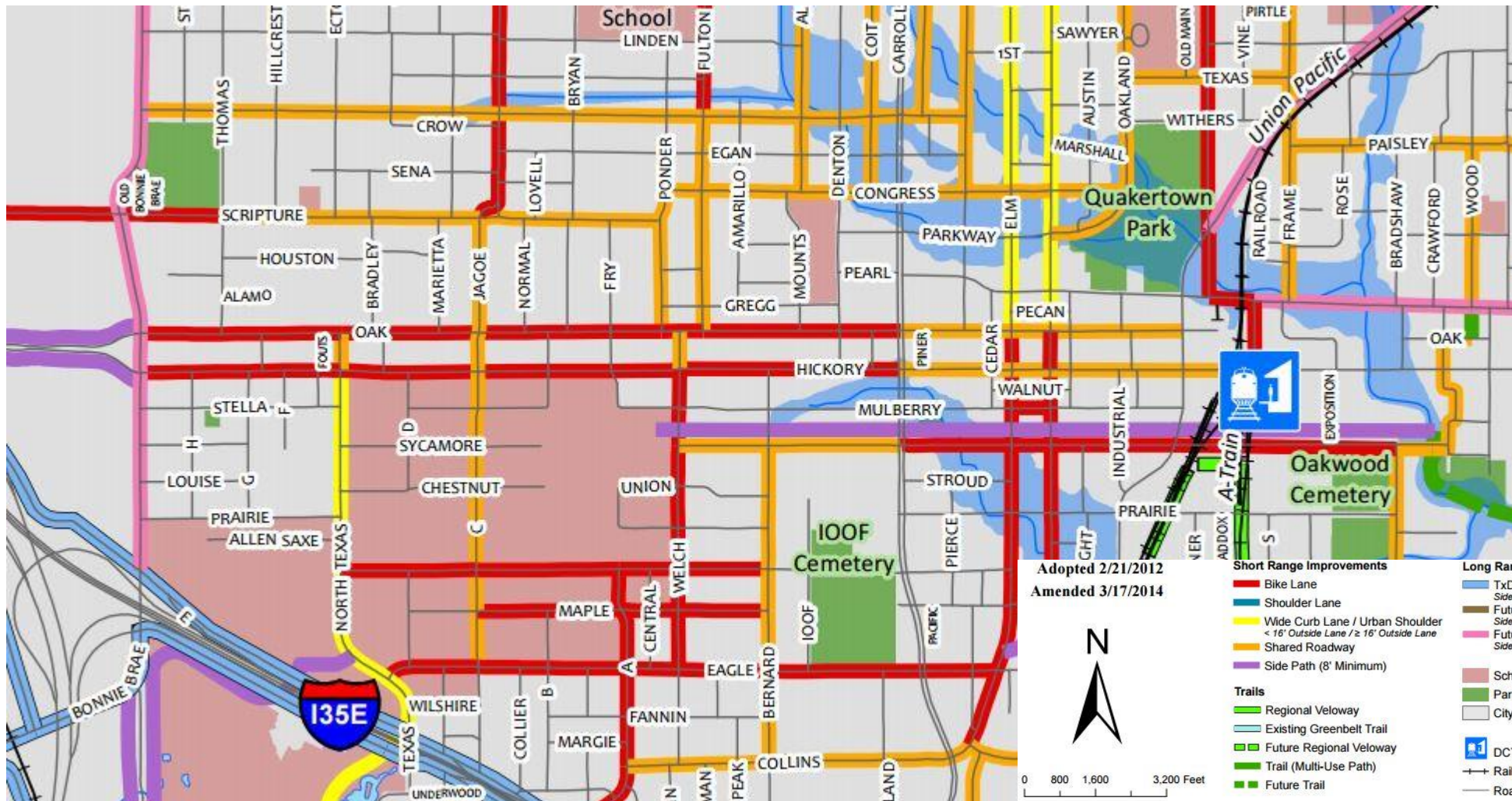
Four Focus Group meetings

- March 4, 2011
- March 24, 2011
- May 12, 2011
- June 1, 2011

Commission meetings

- Planning and Zoning Commission Workshop - July 20, 2011
- Parks Recreation Beautification - August 1, 2011
- Traffic Safety Commission - September 12, 2011
- Mobility Committee Meeting - September 13, 2011
- City Council Work Session - October 18, 2011
- Planning and Zoning Commission Work Session - November 16, 2011
- Planning and Zoning Commission Public Hearing - December 7, 2011
- **City Council Public Hearing - February 21, 2012**

2012 BIKE PLAN – OAK AND HICKORY



This map is a graphic representation prepared by the City of Denton GIS System and is intended for use only as a reference. Data depicted here is not guaranteed for accuracy and may be subject to revision at any time without notification. A Registered Surveyor for the State of Texas was not consulted. For Survey level accuracy, supervision and certification of the produced data by a Registered Professional Land Surveyor for the State of Texas would have to be performed.



CURRENT ACCOMMODATIONS

Current Bike Accommodations



- Bike Lane
- - - Funded Bike Lane
- Sharrows
- - - Funded Sidepath

Original recommendation: remove 22 on-street parking stalls on south side from Ave B to Ave A

OPEN HOUSE – MAY 17, 2017



Questions and Comments Hickory Street Bicycle Accommodations May 17, 2017

Please write your questions or concerns below:

I strongly support the removal of metered parking on Hickory and replace it with a PROTECTED bike lane. As a driver, I almost never park there, because they are almost always full. If I want to visit one of the area businesses

I will park 2-3 blocks away and walk, because it's easier than hunting for parking along Hickory St. It's almost as though those 22 spots don't

Name: Suzanne Townsden

Bike advocates and merchants met together after Open House, presented another option.

Responses evenly split between people on bikes and people who own businesses



Questions and Comments Hickory Street Bicycle Accommodations May 17, 2017

Please write your questions or concerns below:

Please consider moving the bike lane to Unt Service road. Our businesses depend on these spaces.

Thubz

Name: Brent Eskin (Sweetman's)

Removal of parking on **south side** from Ave B to Ave A



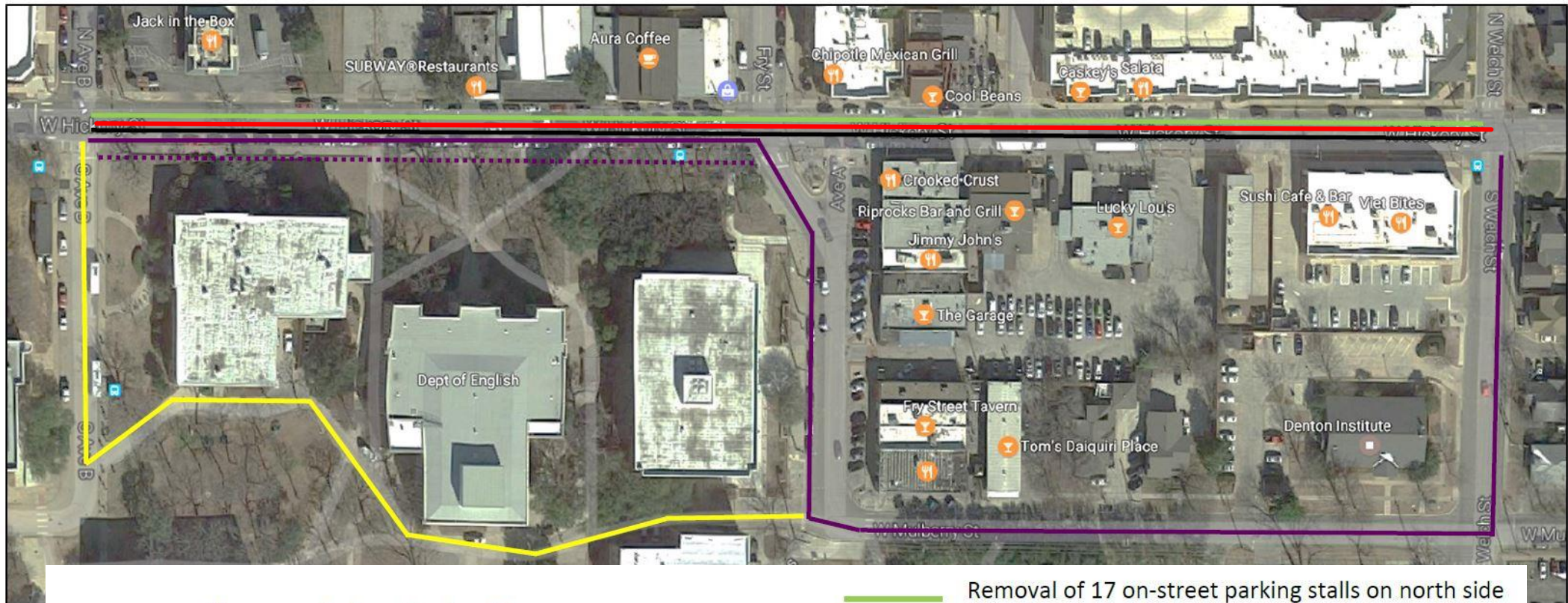
- Removal of 22 parking stalls from Ave B to Ave A
- Removal of 6 parking stalls from Ave A to Welch (majority is already No Parking)
- Implements 2012 Bike Plan
- Safest, most direct route
- Keeps parking on same side of street as businesses

Removal of parking on **north side** from Ave B to Ave A



- Removal of 18 parking stalls from Ave B to Ave A
- Removal of 6 parking stalls from Ave A to Welch (majority is already No Parking)
- Implements 2012 Bike Plan
- Safest, most direct route
- Creates traffic lane misalignment for one block
- Higher cost (bumpouts, drainage)

Alternative options



No removal of on-street parking
Sharrows



Removal of 22 on-street parking stalls on south side
Reroute through Ave A/Mulberry/Welch



No removal of on-street parking; construct widened sidewalk for use by people on bikes and on foot
Reroute through Ave A/Mulberry/Welch



Removal of 17 on-street parking stalls on north side
Use parking on south side as a buffer for bike lane



No removal of on-street parking
Reroute through UNT Campus, Mulberry and Welch



Remove on-street parking stalls on south side
from Ave B to Welch

Recommendations that include on-street parking removal

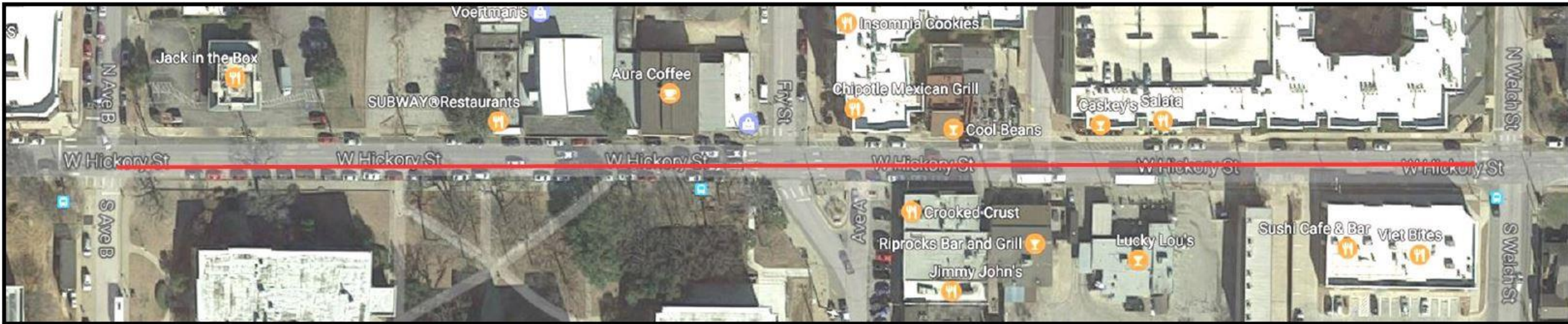
Option	Bike Accommodation	Pros	Cons
1 Remove 22 parking stalls between Avenue B and A, and 6 parking stalls between Avenue A and Welch St, both on the south side	Buffered bike lane from Avenue B to Welch	Completes continuous bike lane from Bonnie Brae to Carroll; in accordance with adopted Bike Plan; safest option that keeps people on bicycles on the same facility type	Removal of on-street parking stalls near businesses
2 Remove 17 parking stalls from Avenue B to A on north side; remove 6 parking stalls from Avenue A/Fry St to Welch Street on the south side	Protected bike lane from Avenue B to A; buffered bike lane from Avenue A to Welch	Completes continuous bike lane from Bonnie Brae to Carroll; in accordance with adopted Bike Plan; safest option that keeps people on bicycles on the same facility type; saves 5 on-street parking stalls	Creates a one-block travel lane misalignment; taper distance for travel lane switch would remove additional parking stalls; places on-street parking on opposite side of businesses
3 Remove 22 parking stalls from Avenue B to A on the south side, with reroute through Ave A/Mulberry Welch	Buffered bike lane from Avenue B to A	Completes portion of bike route as per the adopted Bike Plan	Creates a long, non-direct re-route
4 Remove 22 parking stalls from Avenue B to A on the south side	Bike lane with bollards from Avenue B to A, sharrows and signs from Avenue A to Welch	Completes link as per spirit of the adopted Bike Plan, but not the recommended accommodation.	Leaves out a one-block segment of a bike route corridor; leaves people on bikes vulnerable to delivery trucks, sight issues from driveways

Recommendations that do not include on-street parking removal

Option	Bike Accommodation	Pros	Cons
5 Keep all existing on-street parking	Sharrows and signs from Avenue B to Welch	Maintains on-street parking	Forces people on bikes to switch between bike facilities; bikes slow traffic in main lanes
6 Keep all existing on-street parking	Reroute people on bikes at Avenue B through UNT Campus to Mulberry, to connect back to Hickory from Welch	Maintains on-street parking	Reroutes people on bikes through pedestrian-heavy traffic area; least direct route option; likely to not be used
7 Keep all existing on-street parking	Reroute people on bikes to a widened sidewalk w/striped bike lane and pedestrian lane between Avenue B and A, to connect back to Hickory from Mulberry and Welch	Maintains on-street parking	Reroutes people on bikes to a pedestrian-heavy area that will be difficult to control; transition back on to street difficult; least direct route option; likely not be used by people on bikes and creates conflict with high-volume pedestrian area

RECOMMENDED OPTION

Recommended option: Remove parking stalls on south side of Hickory Street to facilitate bike lane



- Implements 2012 Bike Plan as adopted
- Most-direct route
- Safest option for people on bikes
- Completes bike route on Hickory St
- Reduces traffic-slowng maneuvers to parallel park
- Provides better clearance zone for bus stop
- Promotes riding in street instead of sidewalk