

City of Denton Proposed 2021 Transportation Reinvestment Program (TRiP) Projects



Summary of Proposed Project Funding

Additional Project Details Provided on Subsequent Pages

Project	Estimate at Completion	Current City Funding	External Funding	Proposed TRiP Funding
A-Train to UNT Bike and Pedestrian Path	\$2,580,000	\$190,627	\$762,508	\$1,626,865
Ginnings & Alexander Elementary Sidewalks	\$1,480,000	\$211,828	\$762,311	\$505,861
Wilson & Pecan Creek Elementary Sidewalks	\$629,000	\$109,705	\$438,820	\$80,475
All-Walk Crosswalk Design	\$153,210	\$85,000		\$68,210
Bell Sidewalk Construction	\$147,000	\$58,054		\$88,946
Medpark Sidewalk Construction	\$147,640			\$147,640
Total	\$5,136,850	\$655,214	\$1,963,639	\$2,517,997

A-Train to UNT Bike and Pedestrian Path

Geographic Boundaries

On Sycamore, the project consists of a 10-foot sidepath on the north side from the Downtown Denton Transit Center (DDTC) to Welch Street. Bike radar detection will be installed at the intersection with Bell Avenue. The crossing of Carroll Blvd, a 6-lane primary arterial, includes a new traffic signal. This new traffic signal will have bike radar detection.

On Welch Street, the project will have 5-foot bike lanes with a 1-foot painted buffer. Intersection ramps will be brought up to current Americans with Disabilities Act standards; crosswalks will be updated with fresh paint; and bicycle radar detection will be installed at the intersections of Hickory, Eagle, Highland, and Union.

Level of Design

Work for this project consists of project management, topographic survey, conceptual design, preliminary and final design, traffic signal and Americans with Disabilities Act (ADA) design, bid phase services, environmental clearance services, project letting assistance and construction phase services.

Project Cost

Estimate at Completion: **\$2,580,000**

TRiP Funding Request: **\$1,626,865**

Estimated Project Date Completion

Estimated Design Start Date: 3/1/21

Estimated Construction Completion Date: 10/31/22

Increase in Service Efficiency

Sycamore has been designated as a key bicycle route from the Downtown Denton Transit Center (DDTC) to the University of North Texas (UNT). This is the most direct route for bicyclists and pedestrians to commute to UNT. Presently, the intersection of Sycamore with Carroll Blvd, a six-lane primary arterial, does not have a traffic signal which makes crossing difficult. Due to the difficulty of crossing, the route has not been actively promoted as the best way for people to get to UNT from the DDTC. This proposal includes the installation of a traffic signal at Sycamore and Carroll, which will include updated ramps and pedestrian push buttons at all four-legs of the intersection. The new signal will also have bike radar detection so those on bikes will be able to trigger the traffic cycle if a vehicle is not present. The signalized intersections with Elm and Locust Streets will also have bike radar detection installed as part of the project. A 10-foot sidepath will be constructed on the north side of Sycamore from the DDTC to the terminus of Sycamore at Welch St., a length of one mile. The north side of Sycamore has large parkway strips to accommodate a 10-foot sidepath in the public right-of-way. The sidepath accommodates people biking and walking and allows on-street parking to be maintained.

Increase Service Effectiveness for DCTA Customers

The proposed improvements will serve DCTA customers traveling from the A-Train Station to Downtown Denton and ultimately to the UNT campus. The new pedestrian connectivity will serve DCTA customers accessing Route 7 and DCTA UNT shuttle routes.

Increase the Visibility and Elevate Image of DCTA

UNT has over 8,000 non-traditional "commuter" students who, if they take the A-Train or are traveling to the campus from south of Denton, would benefit from enhanced connectivity to campus.

Expand DCTA Services into Areas where Transit has a Strong Likelihood of Success

During a typical school year, Denton is home to 37,973 UNT students and 15,000 TWU students.

Coordinate with Regional Transportation Providers

This project will provide UNT students and others living in the area with a direct link to downtown Denton and DCTA, which provides access to both regional airports and activities in the Metroplex. The project is also in proximity to the Downtown Denton North Central Texas College location and enhances connectivity to Texas Woman's University. Additionally, the project will connect to the Denton Rail Trail. As part of the Regional Veloweb, the Denton Rail Trail connects to the Katy Trail in Dallas and the vast trail system in Dallas and surrounding areas.

Pair Transit Facilities to Existing and Planned Transit-Supported Development

Transit-Supported Development continues to gain interest in Downtown Denton near and around the A-Train Station. Examples include the Victoria Station Apartments, the Stoke Coworking space and surrounding development, Armadillo Ale Works, and the location of the Greater Denton Arts Council in close proximity to the Downtown Denton Transit Center.

Advocate sustainable Development Practices that Support Development

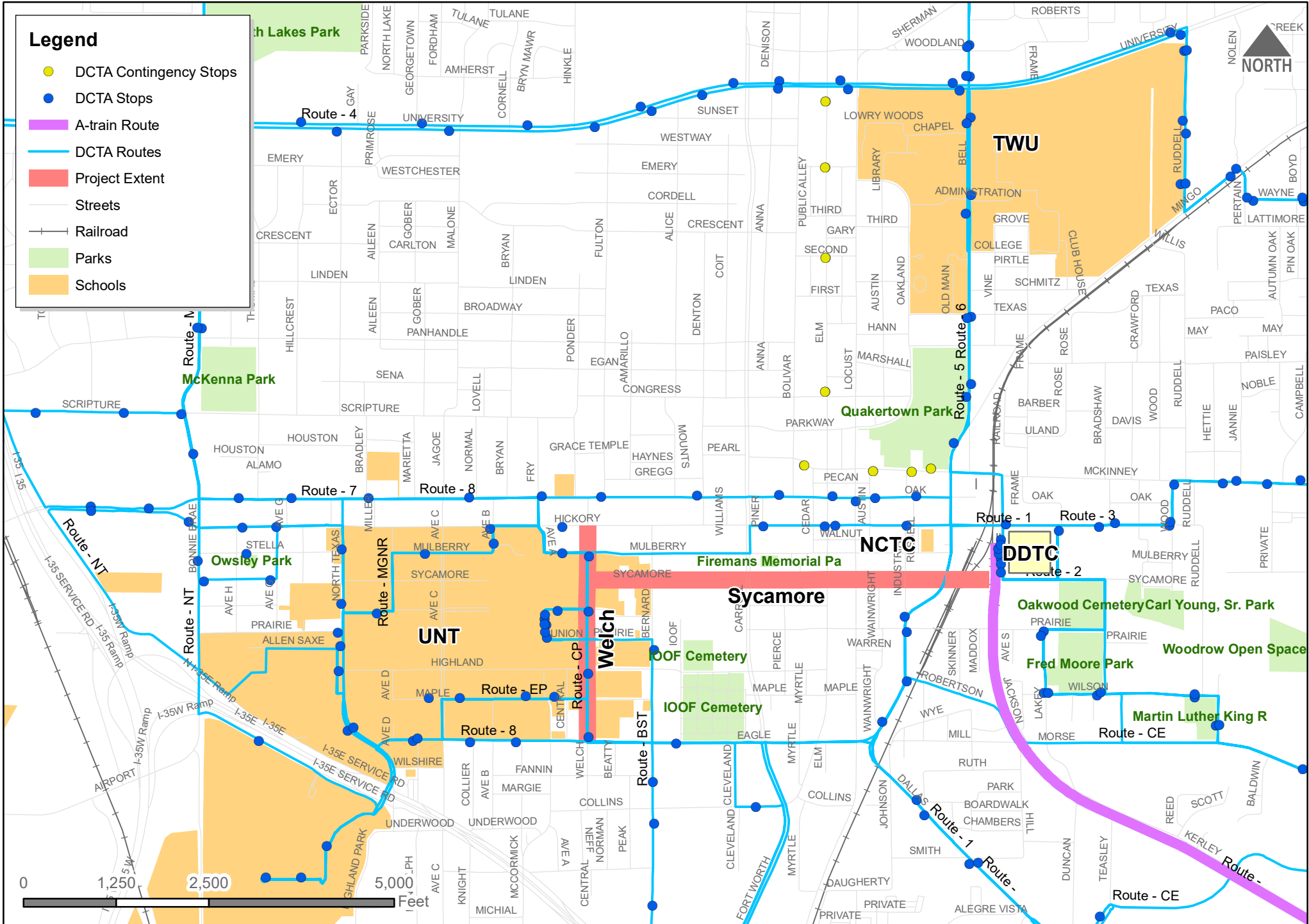
Downtown Denton is one of the most densely developed and walkable portions of Denton County. Residents of downtown Denton have the rare opportunity in DFW to live in a historic setting with live/work/play options.

Strive for Financial Excellence by Maintaining Fiscally Sound and Sustainable Financial Plans and Budgets that Reflect Community Priorities and Values

This funding request would help provide gap funding to fully fund an existing grant from the North Central Texas Council of Governments' Transportation Alternatives Set Aside for Sidewalks.



Sycamore-Welch - DCTA Stops



Ginnings & Alexander Elementary Sidewalks

Geographic Boundaries

Ginnings Elementary – (4,850 total linear feet of 5-foot sidewalk)

- Stuart Road
 - From Sun Valley to Windsor

Alice Moore Alexander Elementary - (2,350 total linear feet of 5-foot sidewalk)

- Mulkey Lane
 - From Oak Tree to Paisley
- Audra Lane
 - From Audra Street to Lattimore Street
- Lattimore Street
 - From Pertain to Mulkey

Level of Design

Work for this project consists of project management, topographic survey, conceptual design, preliminary and final design (including a pedestrian crossing over Cooper Creek), bid phase services, environmental clearance services, project letting assistance and construction phase services.

Project Cost

Estimate at Completion: **\$1,480,000**

TRiP Funding Request: **\$ 505,861**

Estimated Project Date Completion

Estimated Design Start Date: 3/1/21

Estimated Construction Completion Date: 4/30/22

Increase in Service Efficiency

Ginnings Elementary School is located in an established neighborhood in northern Denton. Ginnings is truly a neighborhood school with 83% of the students living within 2 miles of the school. The primary access to Ginnings Elementary is provided by Stuart Road, a two-lane facility with bike lanes. Even though Stuart Road provides vehicular and bicycle access, the pedestrian connectivity along this segment is poor due to the absence of sidewalk infrastructure in the vicinity of the Elementary school.

The proposed project will construct a 5-foot sidewalk on both sides of Stuart Road from Windsor Drive to Sun Valley Drive. The proposed project will eliminate the existing gaps in pedestrian infrastructure and provide a safe path for students who live south of Ginnings Elementary School which can benefit over 60% of the residential community within the attendance area of the school. The project will also provide a pedestrian connection over Cooper Creek and the proposed sidewalks will be buffered from the vehicular traffic by the existing bicycle facility

along Stuart Road. Ginnings Elementary is also located in close proximity to Routes 5 and 6 as depicted in the attached map.

Alexander Elementary serves eastern Denton. Denton Independent School District runs very few buses to the school as nearly all students reside within a two-mile radius of the school. The project proposes construction of sidewalks on segments within the residential neighborhood that is served by Alexander Elementary School. The first location is on the east side of Audra Lane from Audra Lane to just north of Lattimore Street, where a new 5-foot sidewalk is proposed. The second location is along the east side of Mulkey Lane from Oak Tree Drive to Paisley Street, where a new 5-foot sidewalk is proposed.

Increase Service Effectiveness for DCTA Customers

The requested sidewalks at Ginnings Elementary will provide additional pedestrian connection to Routes 5 and 6. The requested sidewalks at Alexander Elementary will provide vital connectivity to Route 4 passengers and to the entire student body, the majority of whom reside within 2 miles of the campus and are not provided bus service by the school district.

Increase the Visibility and Elevate Image of DCTA

During public outreach about construction and upon project completion, parents, students and faculty members will be notified that DCTA helped finance the much-needed sidewalk connectivity. The sidewalks also improve access to transit riders, particularly for those accessing Routes 4, 5 and 6.

Providing access to safe alternate modes of transportation, including walking to school, will help normalize the use of sustainable modes of transportation in students who are likely to become future transit riders.

Expand DCTA Services into Areas where Transit has a Strong Likelihood of Success

One of DCTA's goals is to ultimately expand service to the rapidly developing northern portions of Denton. The requested sidewalk connectivity at both Ginnings and Alexander Elementary will improve the ability to access future transit routes by helping connect to ultimate destinations.

Coordinate with Regional Transportation Providers

The additional sidewalk connectivity will ensure Denton Independent School District students residing within the two-mile radius of their home campus will have safe pathways to walk to school since bus service is not provided to students living within two miles of campus.

Pair Transit Facilities to Existing and Planned Transit-Supported Development

Ginnings and Alexander Elementary schools are located near commercial corridors on Loop 288 and US 380. The requested sidewalk segments will improve transit rider and pedestrian options to safely navigate to major commercial areas in Denton.

Advocate sustainable Development Practices that Support Development

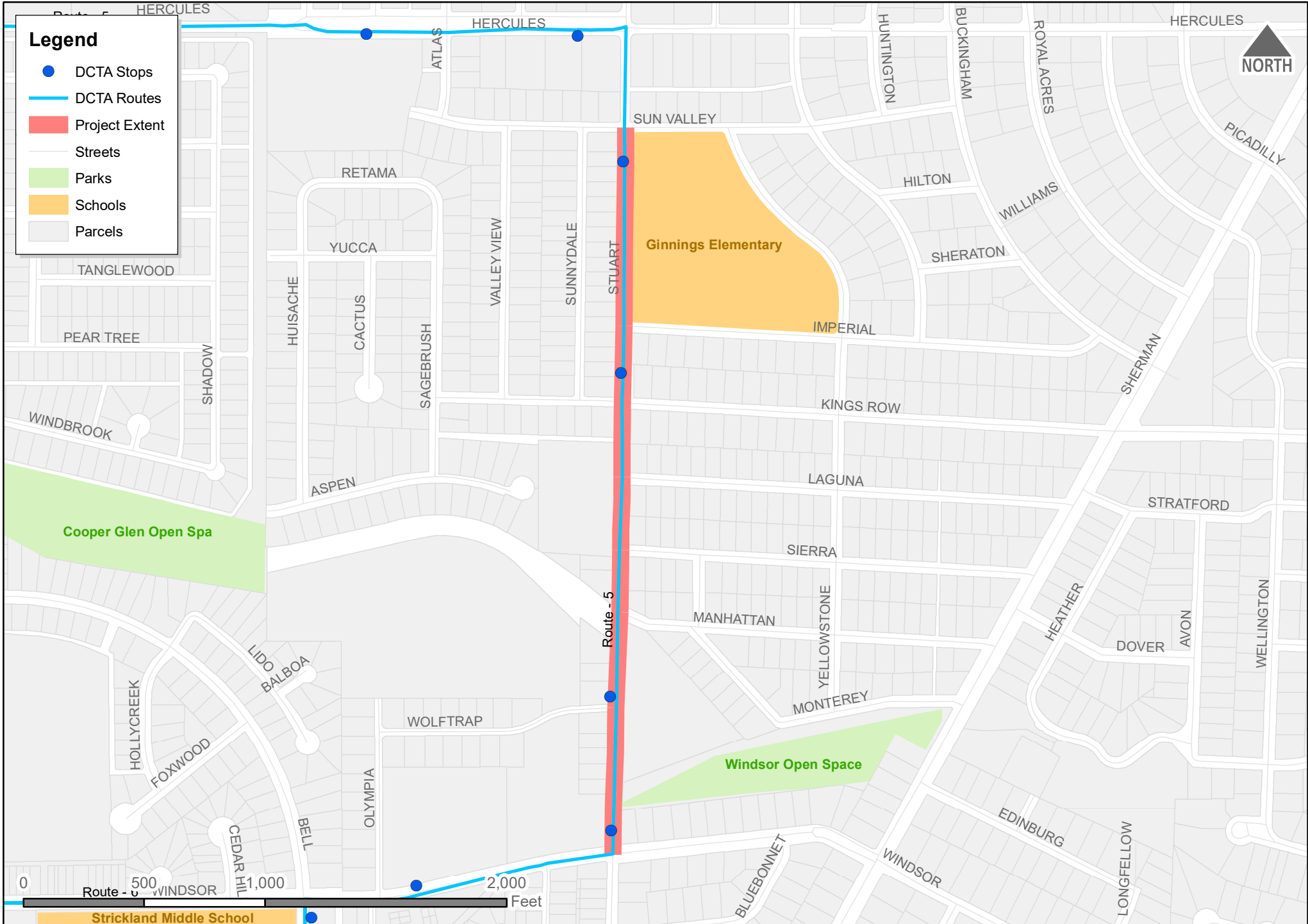
Provides enhanced connectivity from transit to schools for students and faculty members.

Strive for Financial Excellence by Maintaining Fiscally Sound and Sustainable Financial Plans and Budgets that Reflect Community Priorities and Values

This funding request would help cover increases to the estimate at completion from the initial project budget established. The City is set to receive \$762,311 in federal Safe Routes to School funding. The City currently has \$211,828 budgeted for this project. The requested \$505,861 in TRiP funding will account for annual project increases since the initial budget was established with the Safe Routes to School application.

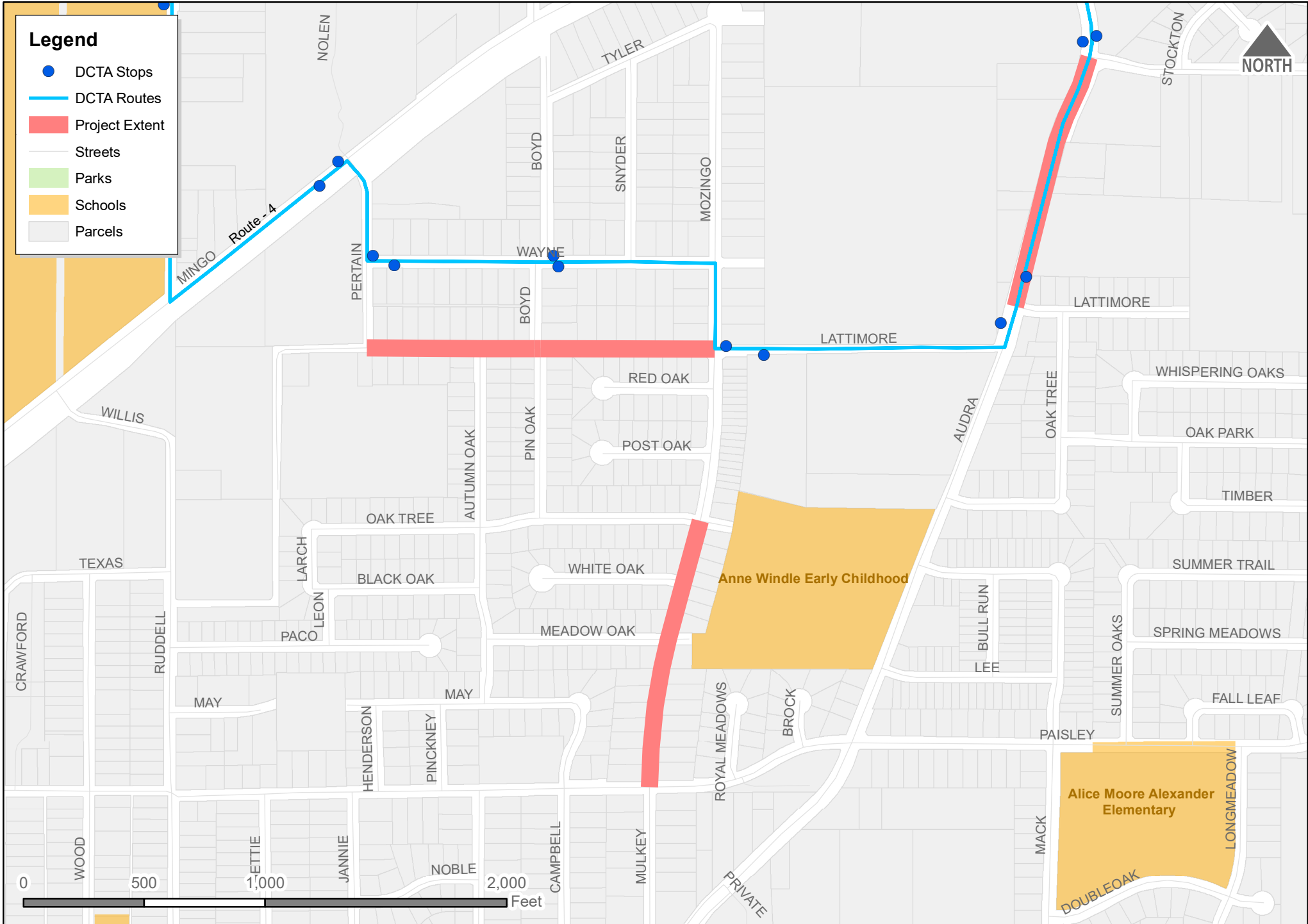


Ginnings Elementary School SW





Alice Moore Alexander Elementary SW



Wilson & Pecan Creek Elementary Sidewalks

Geographic Boundaries

Wilson Elementary - (2,245 linear feet of 5-foot sidewalk).

- Emerson Lane
 - From Wilsonwood to Glenwood
 - From Woodhaven to Brookfield
- Brookfield
 - From Nette Schultz Park to Emerson Lane

Pecan Creek Elementary - (900 linear feet of 5-foot sidewalk):

- Pockrus Page from Post Oak to Pecan Creek Elementary.

Level of Design

Work for this project consists of project management, topographic survey, conceptual design, preliminary and final design, bid phase services, environmental clearance services, project letting assistance and construction phase services.

Project Cost

Estimate at Completion: **\$629,000**

TRIP Funding Request: **\$ 80,475**

Estimated Project Date Completion

Estimated Design Start Date: 3/1/21

Estimated Construction Completion Date: 4/30/22

Increase in Service Efficiency

For Wilson Elementary, the requested 2,245 of linear feet of sidewalk on Emerson and Brookfield near Wilson Elementary will enhance safety for students and staff walking to school. The requested 900 linear feet of sidewalk on Pockrus Page will provide much needed connectivity to Pecan Creek Elementary school, which is located in a high growth residential area of Denton and is in close proximity to the Katy Trail.

Increase Service Effectiveness for DCTA Customers

The requested Pecan Creek Elementary sidewalks will provide additional pedestrian connection to the NCTC North Route, the UNT Shuttle, and connection to the A-Train and Katy Trail; servicing the Medpark Station and Golden Triangle Mall as well as providing connectivity to Downtown Denton via the Downtown Denton Transit Center.

Increase the Visibility and Elevate Image of DCTA

Parents, students and faculty members will be notified that DCTA helped finance the much-needed sidewalk connectivity.

Expand DCTA Services into Areas where Transit has a Strong Likelihood of Success

Pecan Creek Elementary is located in close proximity to the A-Train line and Katy Trail. The requested sidewalk connectivity will also improve access to the NCTC North Route, the UNT Shuttle, and connection to Route 2; servicing the Medpark Station, Golden Triangle Mall and providing connectivity to Downtown Denton.

Wilson Elementary is located closest to Route 5, the requested sidewalk connectivity will improve safety for transit riders to connect to those routes and to reach other nearby destinations including UNT's Discovery Park.

Coordinate with Regional Transportation Providers

As previously mentioned, Pecan Creek Elementary will provide improved connectivity to the NCTC North Route, the UNT Shuttle, and connection to both the A-Train and Katy Trail; servicing the Medpark Station, Golden Triangle Mall and providing connectivity to Downtown Denton via the Downtown Denton Transit Center.

Pair Transit Facilities to Existing and Planned Transit-Supported Development

Pecan Creek Elementary is located near the Medpark Station and surrounding medical offices including Medical City Denton. The area is oriented around transit stops and provides vital connectivity from areas to the north and Corinth to the south to medical services, employment centers and education centers.

Advocate sustainable Development Practices that Support Development

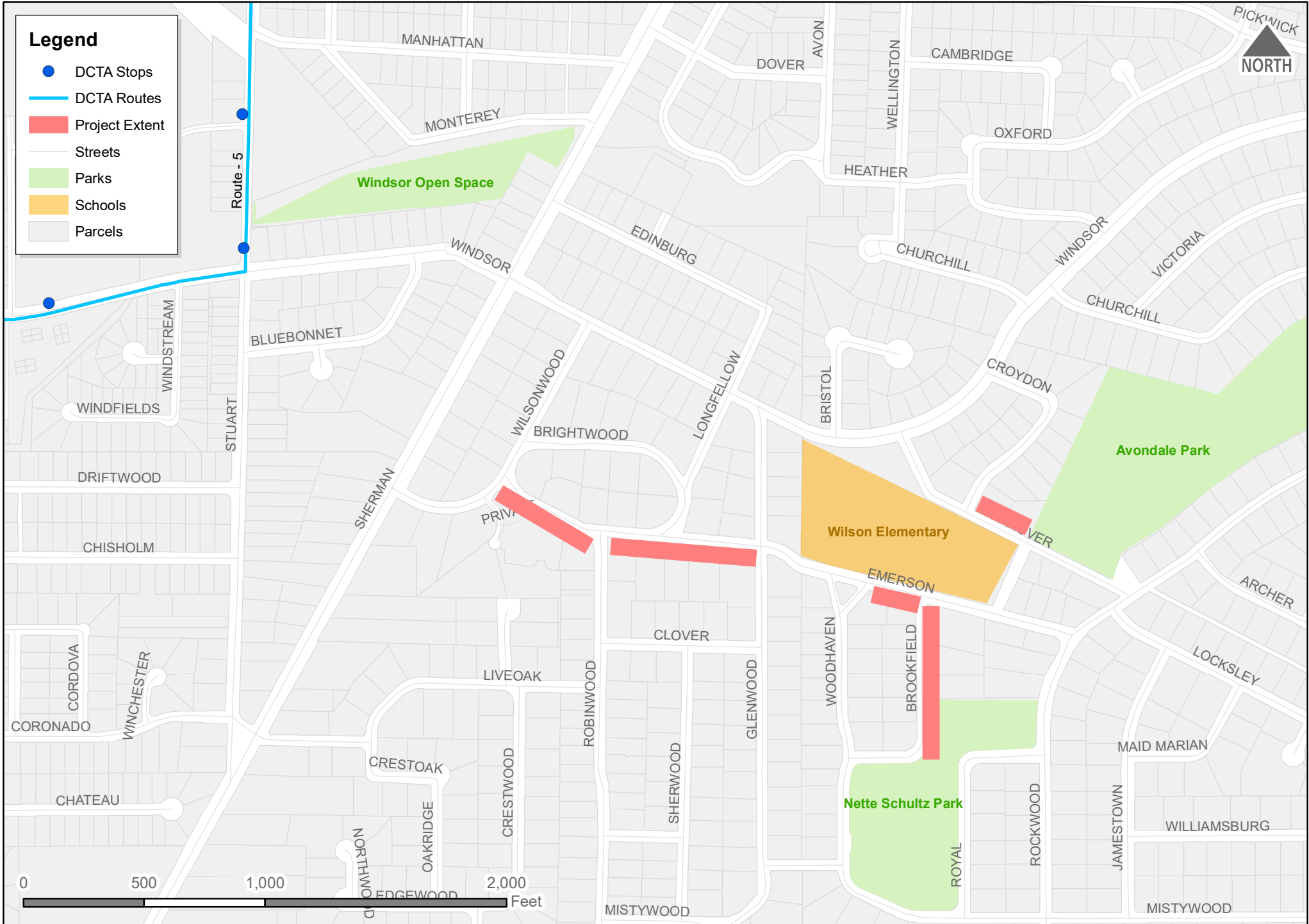
Provides enhanced connectivity from transit to schools for students and faculty members.

Strive for Financial Excellence by Maintaining Fiscally Sound and Sustainable Financial Plans and Budgets that Reflect Community Priorities and Values

This funding request would help cover increases to the estimate at completion from the initial project budget established. The City is set to receive \$438,820 in federal Safe Routes to School funding for both projects. The City currently has \$109,705 budgeted for this project. The requested \$80,475 in TRiP funding will cover cost increases since the initial award of this project from Safe Routes to School.

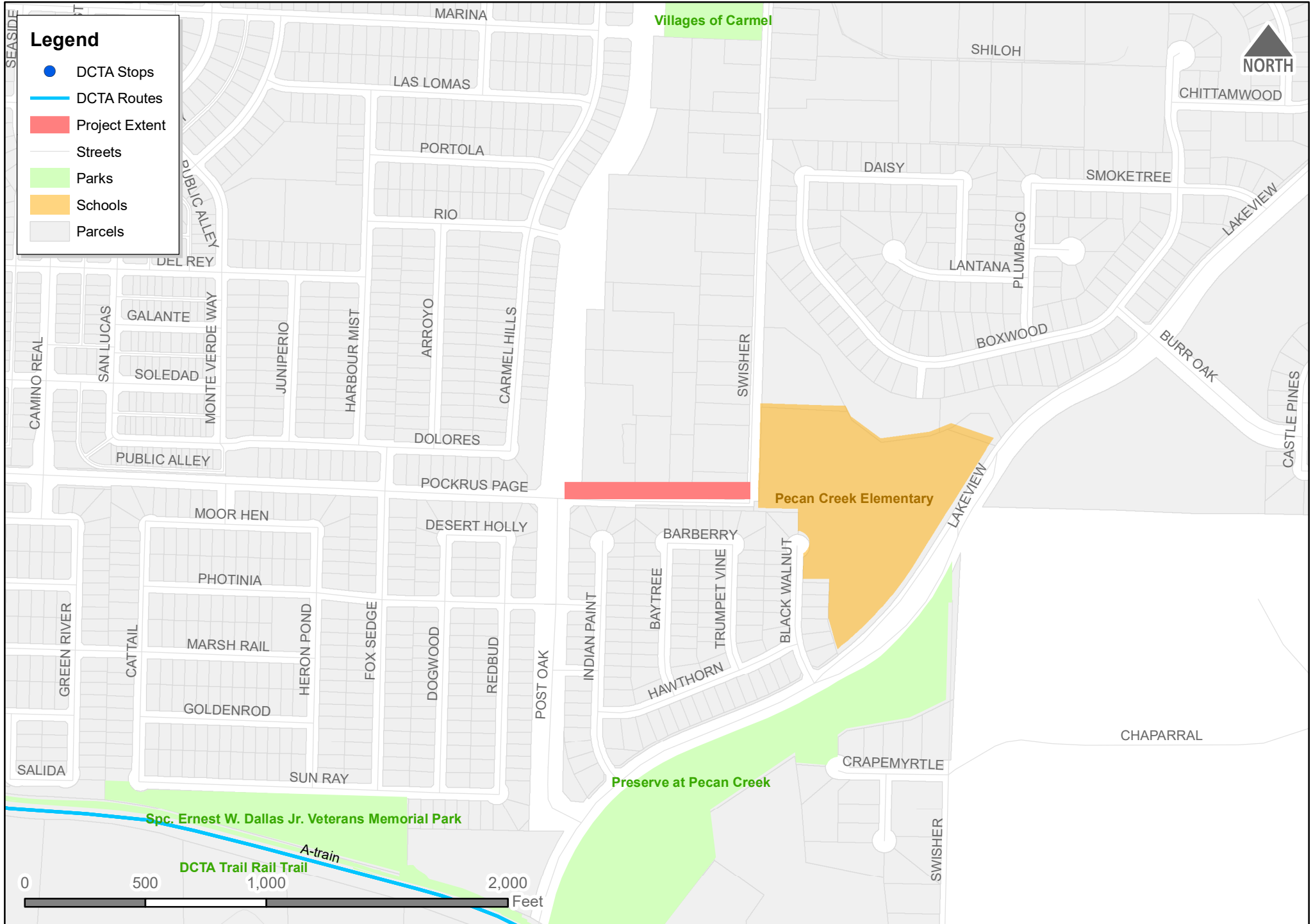


Woodrow Wilson Area SW



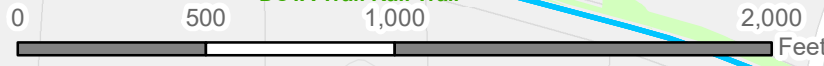


Pockrus Page Road SW



Legend

- DCTA Stops
- DCTA Routes
- Project Extent
- Streets
- Parks
- Schools
- Parcels



All-Walk Crosswalk Design

Geographic Boundaries

Intersections of Oak at Elm, Oak at Locust, Hickory at Elm, and Hickory at Locust. The All-Walk Crosswalk creates a separate, pedestrian-only signal phase during which no vehicles are allowed to move. This allows pedestrians the opportunity to cross the busy downtown intersections without the potential for conflict with a moving vehicle. This project will install the diagonal crossings and the accessible ramps needed to accommodate them.

Level of Design

This request is for design of necessary sidewalk reconstruction plans to include the diagonal crossing pattern, tactile features and timing review of permanent all-walk crossings on the Downtown Denton Courthouse Square.

Project Cost

Estimate at Completion: **\$153,210**

TRiP Funding Request: **\$ 68,210**

Estimated Project Date Completion

Estimated Design Start Date: 3/1/21

Estimated Construction Completion Date: 11/30/21

Increase in Service Efficiency

Permanent all-walk crosswalk sidewalk and signal improvements on the Downtown Denton Courthouse Square will provide a safer means for transit riders to walk to employment, education, and entertainment centers in Downtown Denton and to more efficiently navigate to and from bus and A-Train transit stops.

Increase Service Effectiveness for DCTA Customers

The all-walk crosswalk removes real and perceived safety barriers for pedestrians who may be inclined to forego use of personal vehicles for transit with safer pedestrian crossing options.

Increase the Visibility and Elevate Image of DCTA

In November 2019, City of Denton staff implemented a pilot all-walk crosswalk around the square for a six-month trial period. After the initial period ended, staff surveyed motorists and pedestrians regarding enhanced safety. 90% of pedestrians feel the all-walk crosswalk is safer than previous pedestrian crossing options. 83% of motorists who responded said they feel the new separate pedestrian phase is safer. In September 2020, City Council voted to continue the All-Walk Crosswalk permanently. As permanent improvements are rolled-out, City of Denton staff will ensure DCTA is noted as a funding partner in this important, safety enhancement project.

Expand DCTA Services into Areas where Transit has a Strong Likelihood of Success

The Downtown Denton Square is less than 0.5 miles to the Downtown Denton Transit Center. It is a very pedestrian friendly area that lends itself to transit organically, as it is a major connection point to education centers, employment centers, and restaurants with limited downtown parking options. Enhanced safety at the core of Denton's downtown area will enhance the pedestrian and transit rider's experience when accessing or traversing through Denton's urban core.

Coordinate with Regional Transportation Providers

Elm and Locust streets are both TxDOT roadways. The Denton Courthouse Square is directly along Route 7. The Denton Courthouse Square is also located less than 0.5 miles from UNT shuttle routes, Denton DCTA Routes 1, 8, 5, 6 and North Central Texas College Shuttles. NCTC North Route, the UNT Shuttle, and connection to Route 2; servicing the Medpark Station, Golden Triangle Mall and providing connectivity to Downtown Denton via the Downtown Denton Transit Center.

Pair Transit Facilities to Existing and Planned Transit-Supported Development

Transit-Support Development continues to gain interest in Downtown Denton near and around the A-Train Station. Examples include the Victoria Station Apartments, the Stoke Co-working space and surrounding development, as well as the Armadillo Ale Works, and the location of the Greater Denton Arts Council in close proximity to the Downtown Denton Transit Center.

Advocate sustainable Development Practices that Support Development

Downtown Denton is one of the most densely developed and walkable portions of Denton County. Residents of downtown Denton have the rare opportunity in DFW to live in a historic setting with live/work/play options.

Strive for Financial Excellence by Maintaining Fiscally Sound and Sustainable Financial Plans and Budgets that Reflect Community Priorities and Values

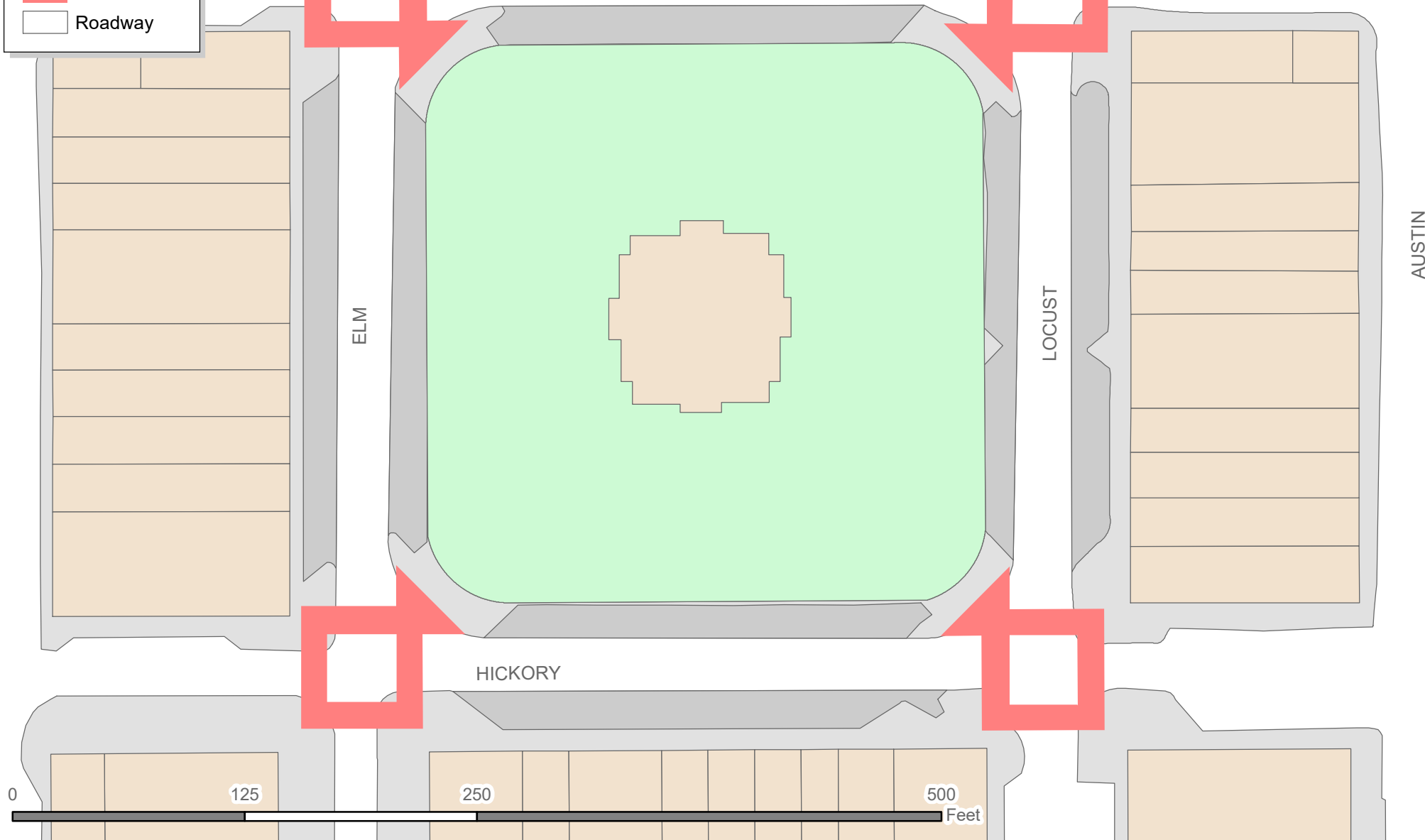
Improving accessibility and pedestrian safety is a priority for the Denton City Council, the Traffic Safety Commission, Mobility Committee, and the Committee on Persons with Disabilities. The permanent installation of all-walk crossings at the Downtown Denton Square is also aligned with DCTA's safety goals by ensuring passengers have safe crossing options when traversing to their ultimate destination(s) after using transit.



Downtown All-Walk Cross Walk Pilot Program

Legend

- Buildings
- Lawn
- Pavement
- Cross Walks
- Roadway



Bell Sidewalk Construction

Geographic Boundaries

Project consists of 735 linear feet of 5-foot sidewalk on the east side of Bell Avenue from Hickory Street to Sycamore Street.

Level of Design

This project has been fully designed through a contract the City of Denton has with Adams Consulting Engineers, Inc. Remaining work on the project is construction phase services.

Project Cost

Estimate at Completion: **\$147,000**

TRiP Funding Request: **\$88,946**

Estimated Project Date Completion

Estimated Construction Completion Date: 12/31/22

Increase in Service Efficiency

The proposed project would add 735 feet of missing sidewalk connectivity on the east side of Bell Avenue in Downtown Denton near the Downtown Denton Transit Center, the Denton Rail Trail, and major employment and education centers located in Downtown Denton.

Increase Service Effectiveness for DCTA Customers

Bell Avenue is the primary corridor for Texas Woman's University and is a major connection point to historic Downtown Denton. Improved pedestrian access on Bell Avenue will increase safety for current and prospective transit riders.

Increase the Visibility and Elevate Image of DCTA

Texas Woman's University is home to 15,000 students. With Bell Avenue's close proximity to the Downtown Denton Transit station and the Denton Rail Trail, this project only serves to further improve the safety and enhance the image of transit ridership.

Expand DCTA Services into Areas where Transit has a Strong Likelihood of Success

With improved access for students and residents of surrounding multifamily development, this project will improve safety for prospective transit riders.

Coordinate with Regional Transportation Providers

Bell Avenue provides direct link to downtown Denton and DCTA, which provides access to both regional airports and activities in the Metroplex. The project is also in proximity to the Downtown Denton North Central Texas College location along with enhancing connectivity to Texas Woman's University. Additionally, the project will connect to the Denton Rail Trail. As part of the Regional Veloweb, the Denton Rail Trail connects to the Katy Trail in Dallas and the vast trail system in Dallas and surrounding areas.

Pair Transit Facilities to Existing and Planned Transit-Supported Development

Transit-Supported Development continues to gain interest in Downtown Denton near and around the A-Train Station. Examples include the Victoria Station Apartments, the Stoke Coworking space and surrounding development, Armadillo Ale Works, and the location of the Greater Denton Arts Council in close proximity to the Downtown Denton Transit Center.

Advocate Sustainable Development Practices that Support Development

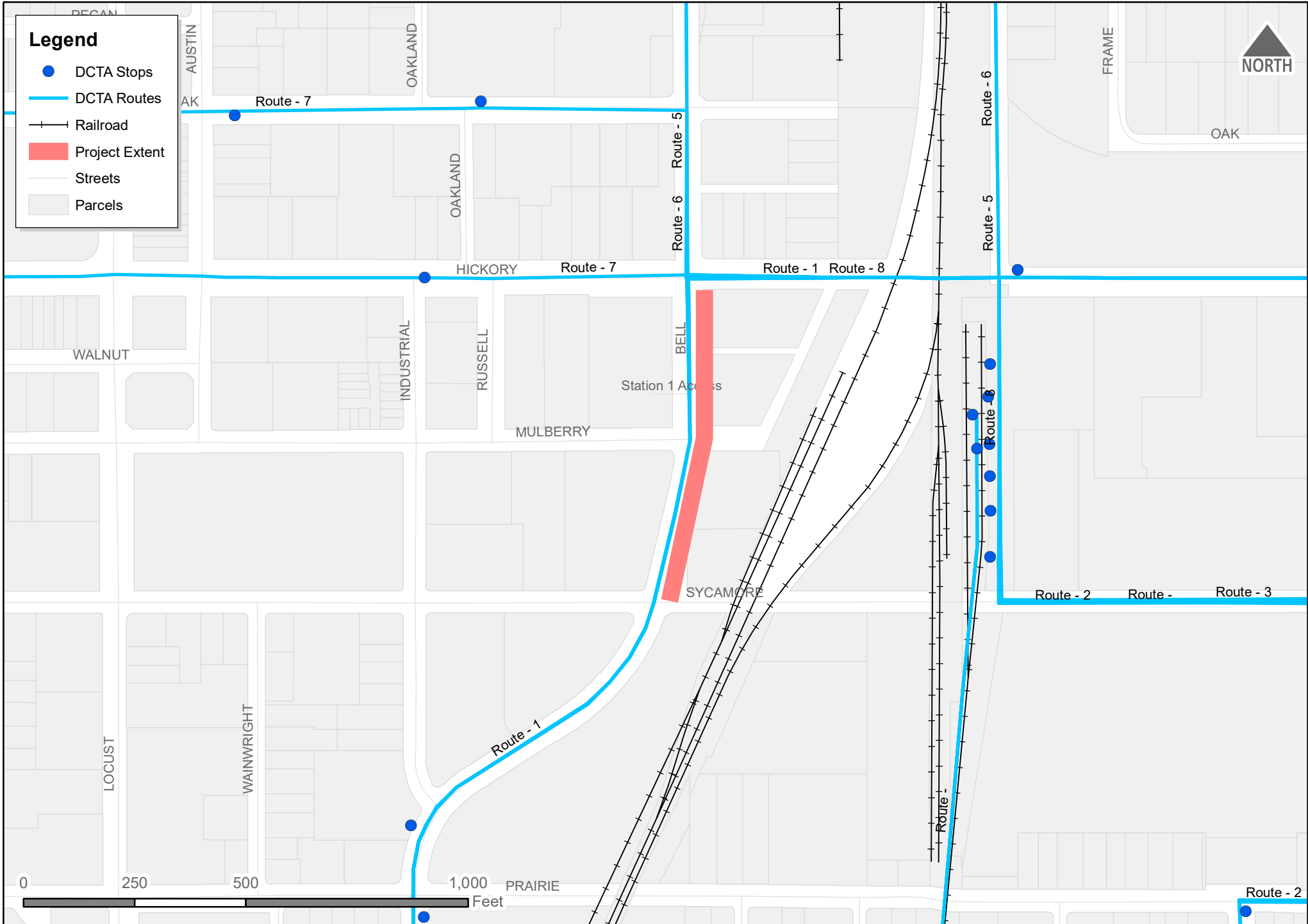
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Strive for Financial Excellence by Maintaining Fiscally Sound and Sustainable Financial Plans and Budgets that Reflect Community Priorities and Values

The requested TRiP funding will help augment 2014 bond funding that was used to cover the design of the project and sidewalk from the 2019 bond program that will be used to fund the missing segment on Bell Avenue. With the additional bond funding capacity, the City will be able to fund over 400 additional linear feet of sidewalks in the community.



Bell Ave SW



Medpark Sidewalk Construction

Geographic Boundaries

On Medpark Drive, the project consists of an 8-foot sidewalk on the south side from the current sidewalk terminus approximately 850 feet south of Brinker to the current sidewalk terminus approximately 200 feet north of Colorado Boulevard and, on the north side, an 8-foot sidewalk from Colorado Boulevard to the current sidewalk terminus approximately 200 feet north of Colorado Boulevard.

Level of Design

Work for this project consists of project management, topographic survey, conceptual design, preliminary and final design, bid phase services, environmental clearance services, project letting assistance, and construction phase services.

Project Cost

Estimate at Completion: **\$147,640**

TRIP Funding Request: **\$147,640**

Estimated Project Date Completion

Estimated Design Start Date: 3/1/21

Estimated Construction Completion Date: 10/31/22

Increase in Service Efficiency

Medpark Drive serves as a primary pedestrian access pathway between the DCTA A-Train Medpark Station, the Medical City hospital complex to the south and the commercial and senior living developments to the north. The two missing segments of sidewalk currently create difficulty for pedestrians to safely access both the transit station and the area businesses.

Approximately 1,200 linear feet of 8-foot sidewalk will be constructed on the north and south sides of Medpark filling the gaps in the existing sidewalk network.

Increase Service Effectiveness for DCTA Customers

The proposed improvements will serve DCTA customers traveling from the A-Train Station to the Medical City hospital complex to the south and the commercial and senior living developments to the north. The new pedestrian connectivity will serve DCTA customers accessing the A-Train as well as bus Routes 2 and 4.

Increase the Visibility and Elevate Image of DCTA

Medpark is the first A-Train station north of Lake Lewisville and is an important convergence point bus routes 2 and 4. The requested sidewalk segments will enhance connectivity to these transit stops and enhance the ease of transit use in the Medpark/Medical City area.

Expand DCTA Services into Areas where Transit has a Strong Likelihood of Success

The addition of enhanced pedestrian access will encourage increased use of the A-Train and use of Routes 2 & 4 to travel to the Medical City hospital development as well as the commercial developments in the immediate area.

Coordinate with Regional Transportation Providers

This project will provide Denton residents and others living in the surrounding area with a direct link between the Medical City hospital complex and DCTA facilities, which provides access to both regional airports and activities in the Metroplex. The project is also in proximity to the large commercial developments north along Brinker and Loop 288. Additionally, the project will enhance access to the Denton Rail Trail. As part of the Regional Veloweb, the Denton Rail Trail connects to the Katy Trail in Dallas and the vast trail system in Dallas and surrounding areas.

Pair Transit Facilities to Existing and Planned Transit-Supported Development

Medpark Station and surrounding medical offices including Medical City Denton were developed in part due to their proximity to transit and other major transportation corridors. The area is oriented around transit stops and provides vital connectivity from areas to the north and Corinth to the south to medical services, employment centers and education centers.

Advocate sustainable Development Practices that Support Development

Provides enhanced transit connectivity in the Medpark/Medical City area by improving pedestrian access from medical facilities and nearby retail on Loop 288 to transit stations.

Strive for Financial Excellence by Maintaining Fiscally Sound and Sustainable Financial Plans and Budgets that Reflect Community Priorities and Values

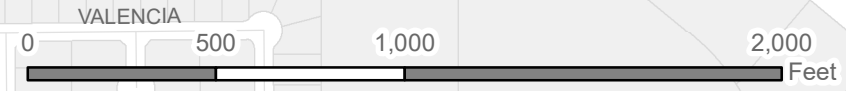
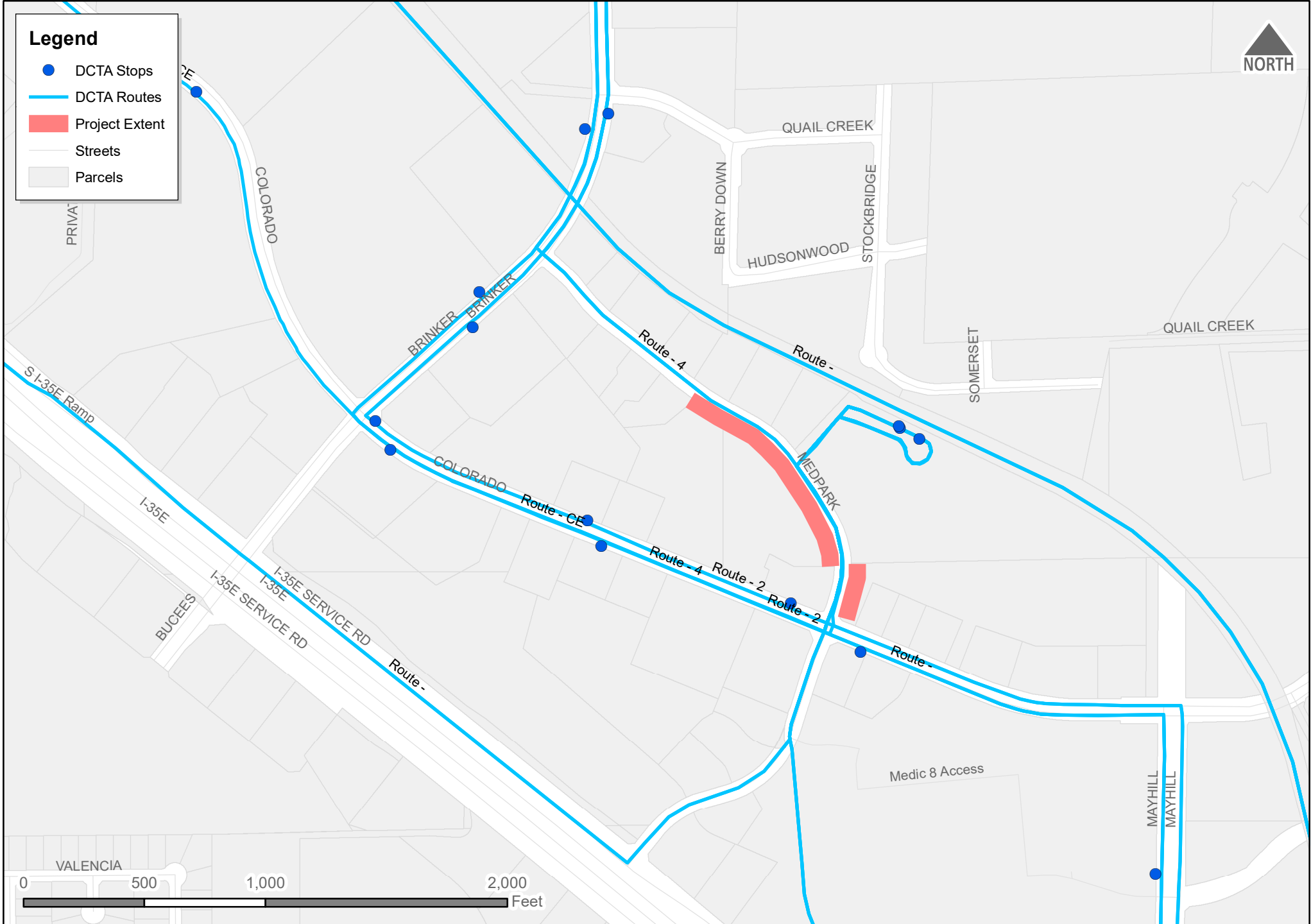
This funding request would fully fund an existing sidewalk gap project directly serving the DCTA system.



Medpark SW

Legend

- DCTA Stops
- DCTA Routes
- Project Extent
- Streets
- Parcels



VALENCIA