

City of Denton Design Criteria Manual

Updates

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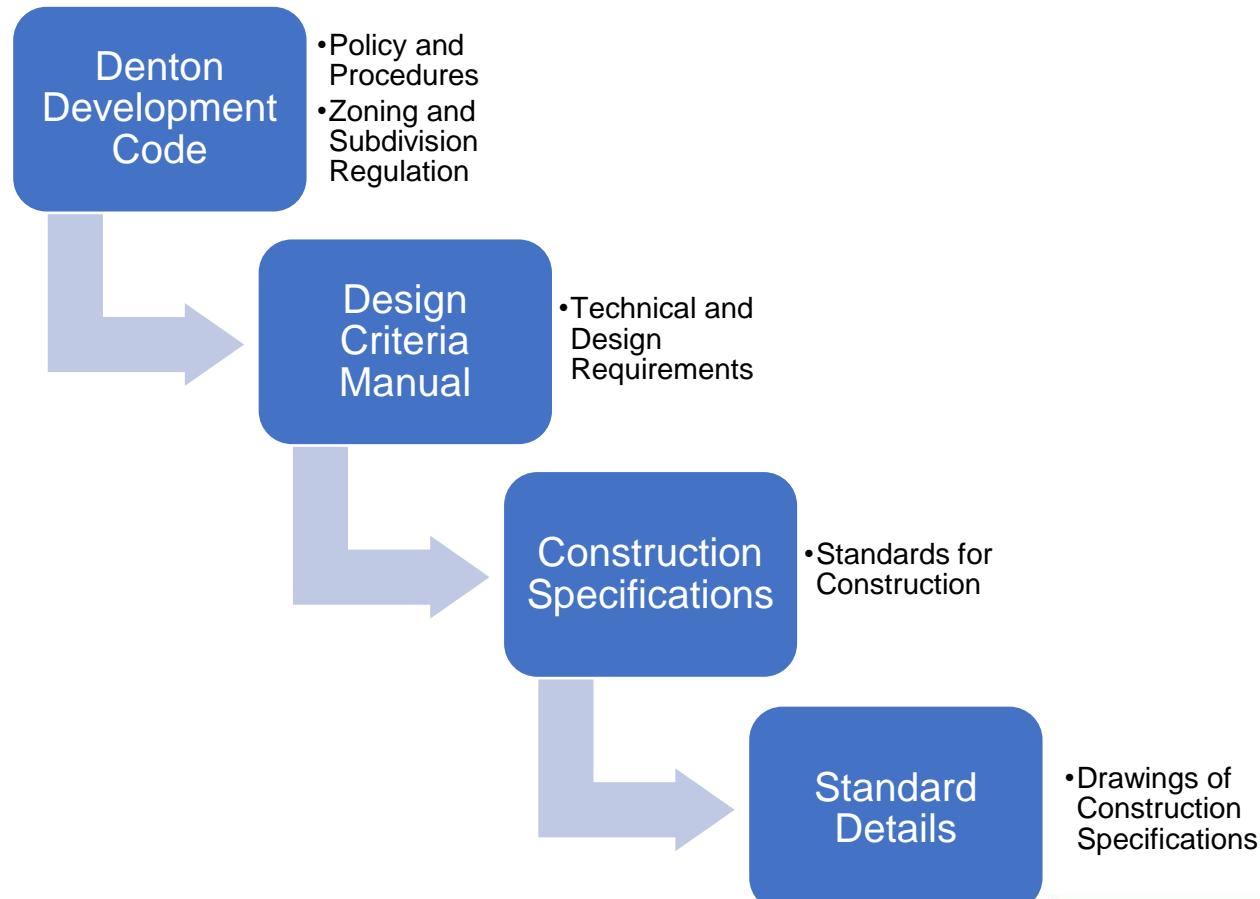
Dec. 17, 2025



Background

- Criteria Manual Updates
 - Major update in 2023/2024, no planned updates for 3-5 years
 - Transportation based update to align with community needs and enhance mobility
 - Review process includes staff review & public comment
 - Comments addressed by subject matter experts and reviewed by staff in a series of meetings in September
 - Public outreach via website & newspaper notification
 - City Council Public Hearing

Governing Documents for the City



Transportation Criteria Manual Updates

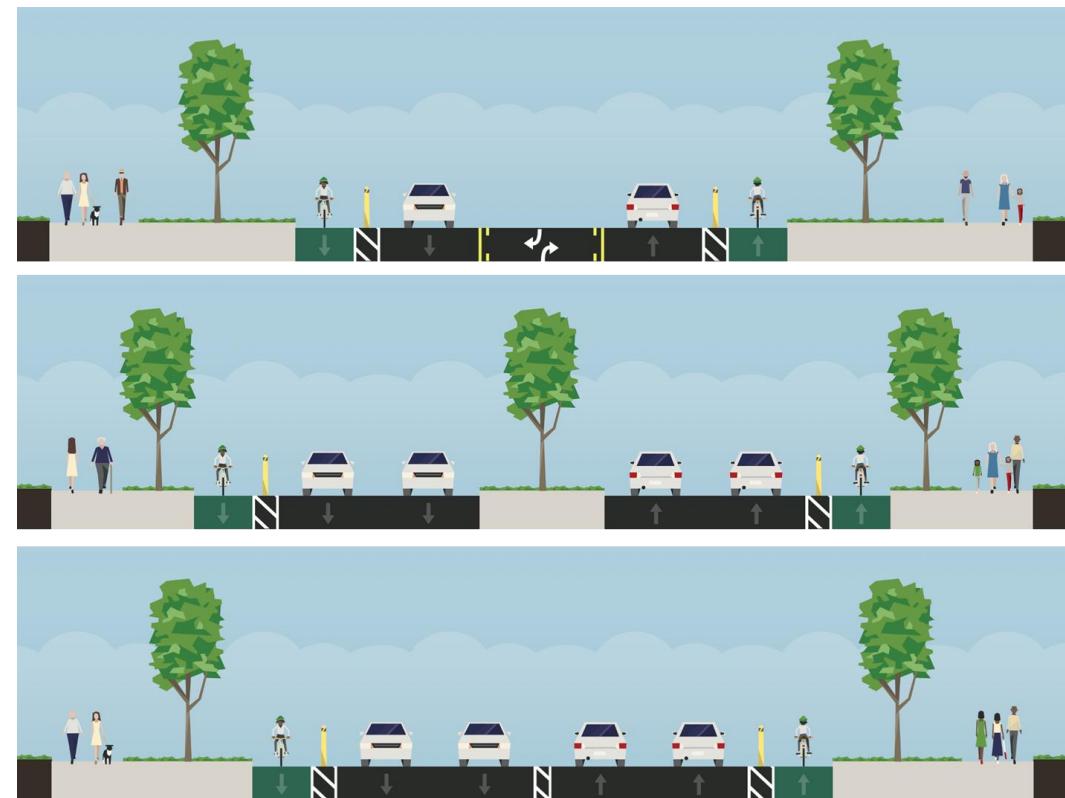
Objective

- Improve clarity and eliminate ambiguity
- Align with current transportation standards and TxDOT manuals
- Correct typographical errors and inaccurate or outdated information

Transportation Criteria Manual Updates

Roadway Functional Classifications

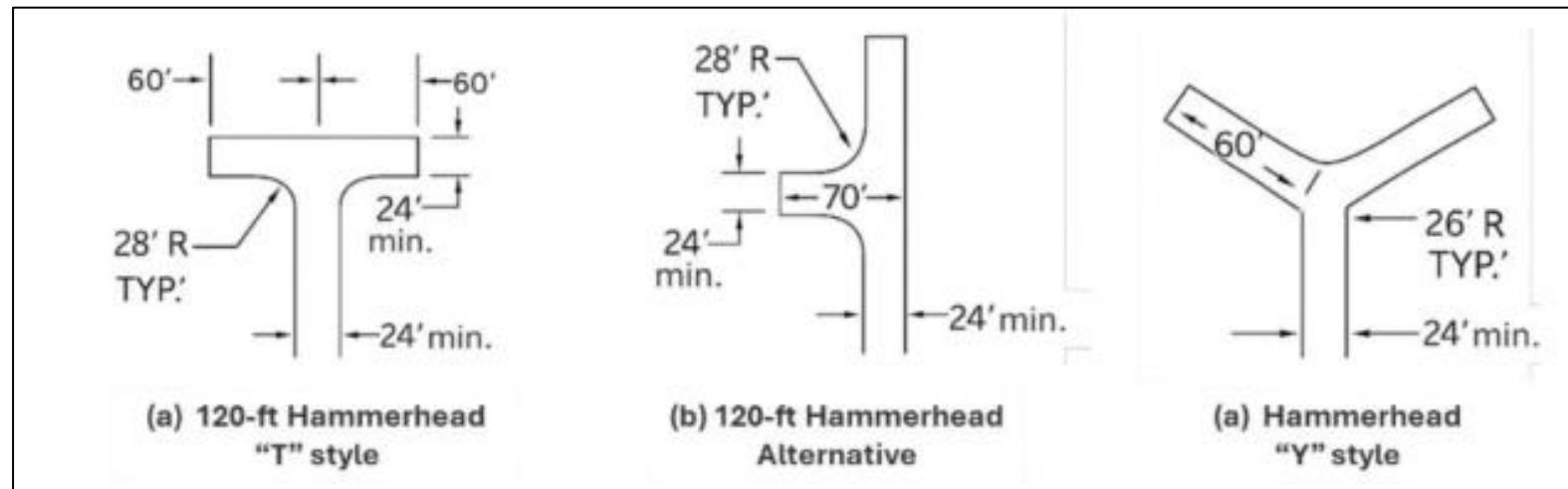
- Added a new street classification – ‘Major Collector’
 - ✓ ROW width 110 ft
 - ✓ Bike-Ped facility
 - ✓ Low speed : 30-35 mph
- Included cross-section details to COD standard details



Transportation Criteria Manual Updates

Auxiliary Roadway Classifications

- Added Hammerhead Turnaround
- Applied in constrained sites where a full cul-de-sac is not feasible



Transportation Criteria Manual Updates

Turn Lane Requirements

- Added turn lane requirement for two-lane roadways
- Follows TxDOT RDM and AASHTO standards

Table 5.4-E: Left-Turn Warrants for Two-Lane Roadways ^[1]

Source: AASHTO *A Policy on Geometric Design of Highways and Streets*

Left-Turn Lane Peak-Hour Volume (veh/hr)	Three-Leg Intersection, Major-Road Peak-Hour Volume (veh/hr/in) that Warrants a Left-Turn Lane	Four-Leg Intersection, Major-Road Peak-Hour Volume (veh/hr/in) that Warrants a Left-Turn Lane
5	200	150
10	100	50
15	100	50
20 or more	50	< 50

Note:

TxDOT RDM: TxDOT Roadway Design Manual

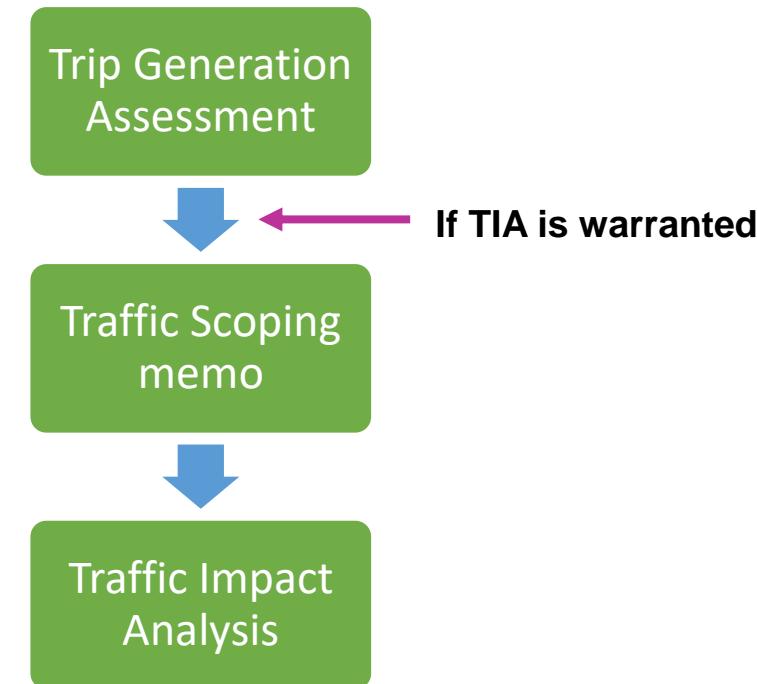
AASHTO: American Association of State Highway and Transportation Officials



Transportation Criteria Manual Updates

Traffic Impact Analysis (TIA)

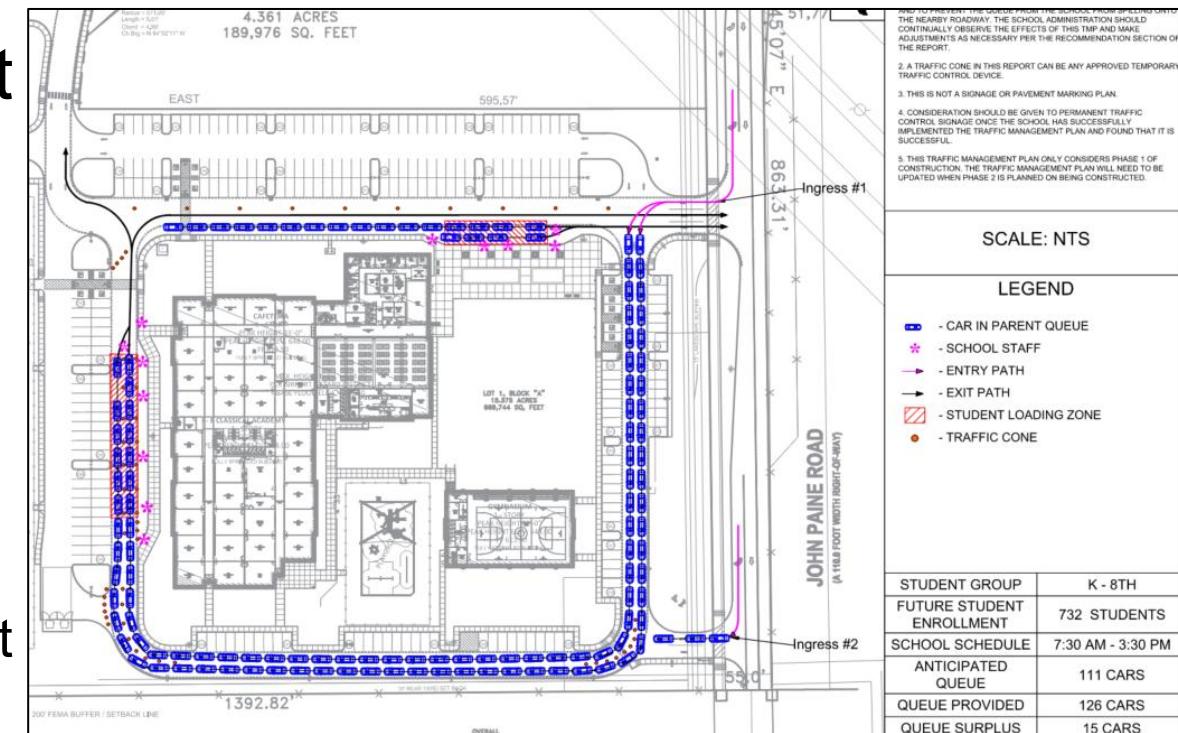
- Manual is outdated and inconsistent, with no clear record of TIA waivers.
- Update aligns standards, clarifies requirements, and documents TIA waivers.



Transportation Criteria Manual Updates

Traffic Impact Analysis (TIA)

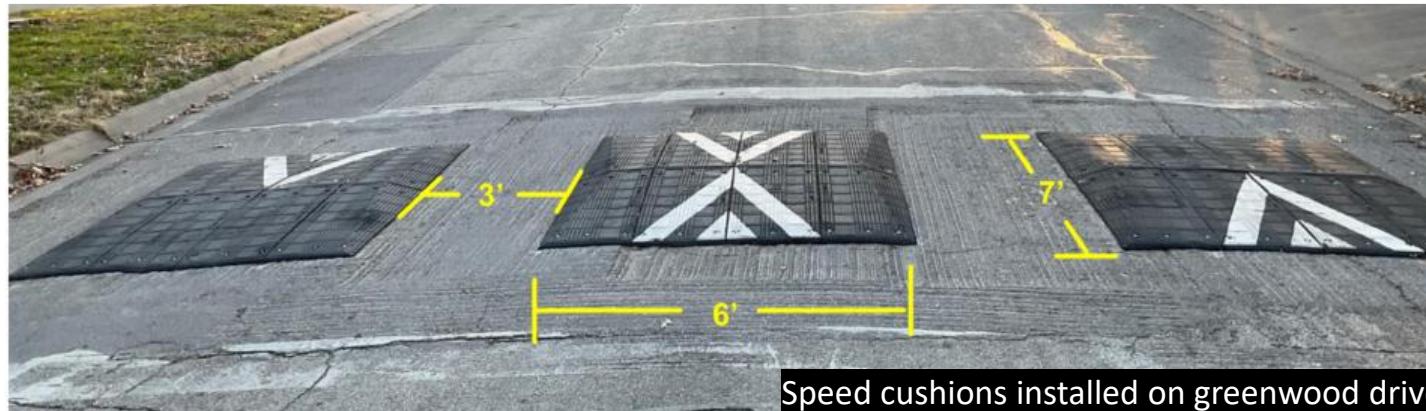
- Added School Traffic Management Plan (TMP) guidelines
- Added Queue Analysis guidelines
- Removed the Bike-Ped Traffic Impact Analysis
 - Already covered in Mobility Plan and standard reviews, so a separate section isn't needed.



Transportation Criteria Manual Updates

Traffic Calming Measures

- Clarify the city's allowed traffic calming measures
 - ✓ Not Allowed: Speed humps, or other vertical deflection devices
 - ✓ Allowed: Speed cushions*, chicanes and similar geometric modifications
 - ✓ Coordination Required: City Fire Department & Transportation Division



Transportation Criteria Manual Updates

Other Updates

- Update on-street parking standards
 - ✓ Allowed parallel parking
 - ✓ Angled or Perpendicular parking requires the City's Engineer approval



Transportation Criteria Manual Updates

Other Updates

- Update standards for
Bicycle & Sidewalk
Facilities
- ✓ Added bike-rack design
details

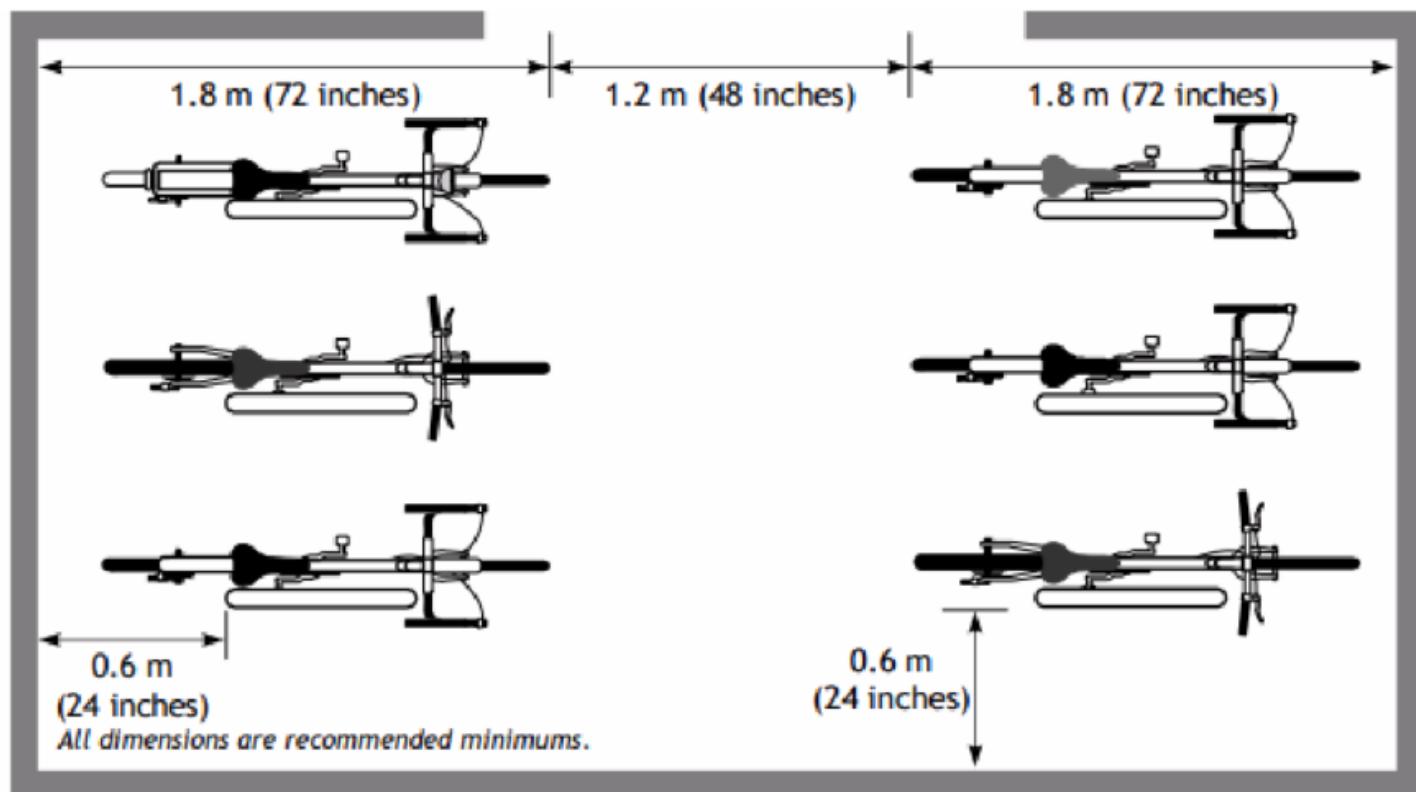


Figure 5.23 APBP-recommended design dimensions for bicycle rack areas

Next Steps

- Council Public Hearing and Propose Adoption on January 13, 2026
- Effective Date of February 1, 2026

Questions?

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