



MEMORANDUM

DATE: November 29, 2023
TO: Mobility Committee
FROM: Rebecca P. Diviney, P.E. City Engineer/General Manager of Public Works
SUBJECT: Committee Requested Project Updates

This memo provides information and updates from Staff relating to updates to the Committee on items of interest discussed in past meetings. The following is a listing and brief staff response to the matters brought forward.

Bonnie Brae Road Update:

Bonnie Brae Phase 3 (Roselawn Drive to FM1515/Interstate-35) was awarded to Sundt Construction on August 16. A Notice to Proceed (NTP) was issued on October 16, 2023, and work on the underground utility items began the first week of November. The project has a 30-month construction schedule.

Bonnie Brae Phase 6 (US-380 to US-77) is forecasted to advertise for bids in Q4 2023, pending the completion of the remaining utility relocation. Staff is working on the Right of Way and Rearrangement Agreements with EagleRidge Energy Services and with the Texas Department of Transportation (TxDOT) to receive the State Letter of Authority. This letter is required to advertise the project for construction bids as part of the Federal Highway Administration (FHWA) funding standards. Phase 6 has an estimated 2-year construction schedule from the date an NTP is issued.

Hickory Creek Phase 3 Update:

Hickory Creek Road Phase 3 (Riverpass Drive to FM 1830) is currently in the process of active construction. Staff is working with utility providers as the project progresses to ensure service outages are avoided. The project was awarded to Mario Sinacola & Sons with a two-year construction timeline and estimated completion in Q1 2025.

Planning Involved in School Zones:

Existing School Facilities and Traffic Issues - Staff receives and addresses traffic related safety, congestion, and queue issues around Denton Independent School District (DISD) schools via Engage Denton, citizen requests, HOAs, and comments on social network platforms. In coordination with the school principal or designated school transportation official, staff conducts field visits on clear weather days during peak drop-off and pick-up hours to assess the conditions/issues. Based on observations, the school and City staff inform the neighborhood and adjacent businesses of proposed improvements. These improvements consider reversing traffic

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flows on adjacent streets, one-way street operations during peak school hours, separating/staggering pick-up by grades, routing buses earlier or later, and changing pavement markings and signage to alleviate concerns.

Coordination of New Facilities - The City of Denton Transportation Services Division regularly coordinates with DISD throughout the pre-development and development review process. Each new facility is assigned a project facilitator from Development Services to ensure increased and continuous communication and identify and resolve potential traffic related safety, congestion, and queue issues. DISD is subject to the City's development review process, including traffic impact studies, reviewing site plans, construction plans, and platting. Compliance with the City of Denton Development Code, Transportation Criteria Manual, Mobility Plan, industry standards, and other standards for construction are the responsibility of the Transportation Services Division via transportation reviews or coordination with the City's engineering review consultant.

Bicycle and Pedestrian Etiquette:

At the September 27, 2023, Mobility Committee meeting, Council Member Byrd requested information regarding proper etiquette for pedestrians and cyclists utilizing the multi-use path on Parkway Street and Oakland Street from Carroll Boulevard to Withers Street. The request was expanded to include a presentation of the general etiquette for other bicycle and pedestrian facilities within the City of Denton. A summary of proper usage is outlined below.

Parkway Multi-Use Path - The multi-use path located on the north side of Parkway Street is an on-street facility intended for two-way directional traffic of pedestrians and cyclists. In other words, pedestrians and cyclists may use the area between the curb and the bollards to travel eastbound or westbound along the roadway. At the intersection of N. Carroll Boulevard and Parkway Street and all additional intersections to the east, pedestrians and cyclists should utilize the striped crosswalks to enter and exit the path. At the intersection of Oakland Street and E. Congress Street, the eastern end of the multi-use facility, pedestrians shall follow the existing crosswalks to continue north or cross towards Quakertown Park. Cyclists shall utilize the crosswalk to safely enter the sharrows (shared lane) north of Congress Street when continuing their route north.

Multi-Use (Shared) Paths – Following the adoption of the Mobility Plan update in 2022, additional 10' multi-use paths were added with the construction of new developments in the City. These multi-use paths are generally located within the roadway right-of-way but off-street, allowing for two-way directional traffic of pedestrians and cyclists. When utilized, pedestrians and cyclists should allow sufficient passing space and use the crosswalks to cross intersections.

On-Street Bike Facilities - Within the City, two types of exclusive bicycle facilities are utilized – sharrows and separated bicycle lanes. Sharrows are provided where there is limited right-of-way to accommodate a separation, the posted speed is relatively low, and/or has low traffic volumes. Cyclists are recommended to keep as far to the right of the lane as feasible but may take the entire lane as necessary to safely traverse through the corridor. Cyclists shall travel with the directional

flow of traffic within the lane. Vehicles are required to provide at least 3 feet of space when passing, while large trucks are required to provide at least 6 feet of space when passing.

Separated bicycle lanes within the City may be buffered with striping or include bollards or flex posts. These facilities are intended for one-way travel with the flow of traffic. In other words, if the bicycle lane is located on a one-way street, the cyclist shall traverse within the bicycle lane in the same direction. On two-way streets, bicycle lanes are provided on each side of the road to facilitate one-way travel in each direction. Cyclists may cross the road to head in the opposite direction at the nearest intersection using the marked crosswalks.

More information about the City's current and proposed bicycle and pedestrian facilities can be found within the City's Mobility Plan.

Corner of Morse Street and Woodrow Lane

Currently, the intersection of Morse Street at South Woodrow Lane operates with a two-way stop control. To install a traffic signal or improvements, the intersection must meet certain traffic warrants. Staff are working with the Denton Police Department to obtain historical crash data at the intersection and have programmed to collect traffic counts after the holiday season to gather accurate data reflective of current conditions. After data collection, staff will evaluate the traffic volumes and historical crash data to determine if the intersection warrants improvements.

Citywide/Downtown Parking Study

Citywide Parking Study - The City of Denton Procurement Department has currently advertised the RFP request for proposals for the Citywide Parking study for acceptance until the close of business on November 15. Staff will provide an update on the survey in the spring.

Downtown Parking Study – Economic Development, with the help of Fehr and Peers, is conducting the Downtown parking study to manage parking availability and improve visitor experience. The downtown parking study is currently in the data collection phase. The team reviewed the findings from Streetlight and NearData data collection in early October. In mid-October, a webpage encouraging contributions from residents and visitors went live and was marketed via social media, flyers, and at the October 26 Twilight Tunes Concert. Marr Traffic has collected video imagery using cars and drones. A pop-up informational event will be held at the December 2, 2023, Denton Community Market.

Link to the Downtown Parking Study webpage:

<https://fp.mysocialpinpoint.com/denton-downtown-parking-study>

EXHIBITS

Exhibit 1 – Staff Memorandum

Exhibit 2 – Bicycle and Pedestrian Etiquette Presentation

Exhibit 3 – Future Items for Mobility Committee Meeting for 2023