



City of Denton

City Hall
215 E. McKinney Street
Denton, Texas
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AGENDA INFORMATION SHEET

DEPARTMENT: Transportation

CM/ DCM/ ACM: Mario Canizares

DATE: July 25, 2017

SUBJECT

Receive a report, hold a discussion and give staff direction on the Mobility and Bike Plan.

BACKGROUND

This agenda item is intended to provide Council a general overview of the City of Denton Mobility Plan and the Bicycle and Pedestrian Linkage Component of the Mobility Plan also known as the Bike Plan. Staff will facilitate the discussion with the attached power point presentation with an emphasis on the mobility element to include goals, facility types, near-term projects and recently completed projects affecting the Mobility Plan and Bike Plan.

The Citywide comprehensive plan “Denton Plan 2030” was adopted in February 2015. The primary objective of the plan was to manage growth, promote reinvestment, and improve quality of life. The comprehensive plan serves as the overarching framework to guide specific actions for the City to undertake within the Plan horizon. The Denton Plan 2030 is comprised of the following elements:

1. *Land Use Element*
2. *Fiscal and Economic Vitality Element*
3. *Community Character and Urban Design Element*
4. *Parks, Conservation and Environmental Element*
5. *Mobility Element*
6. *Housing and Neighborhoods Element*
7. *Community Health, Safety, and Services Element*
8. *Infrastructure and Utilities Element*

The Mobility Element is a component of the Denton 2030 Plan that focuses on the City’s transportation system and its ability to handle growing travel demand among residents, students and employers. The Mobility Element is comprised of four primary goals that are focused on providing and improving the transportation infrastructure for moving people and goods.

Goal M-1: Provide for the safe, efficient movement of motor vehicles, bicycles, and pedestrians in a sustainable way that complements Denton’s planned growth strategy.

Goal M-2: Enhance Denton’s economy by supporting the City’s freight network.

Goal M-3: Create a transportation network where residents can walk, bicycle and use other forms of non-motorized transportation (active transportation) for exercise, recreation, and reach daily destinations.

Goal M-4: Create an environment where transit is convenient and safe for travel both within Denton and to the rest of the region.

Mobility Plan

The Mobility Plan identifies specific transportation projects and strategies for the City of Denton, including streets as well as bicycle and pedestrian facilities. It is guided by the goals (listed above), policies and actions of the Mobility Element and includes the Roadway Component and the Bicycle and Pedestrian Linkage Component. The Roadway Component Map is the guiding document for the development of the City's transportation infrastructure. It is an integral part of the layout of the street network and a starting point for transportation projects as they are folded into the Capital Improvement Programs and Plans. The Bicycle and Pedestrian Component is an element of the Mobility Plan that identifies specific on-road and off-road facilities to make cycling and walking in Denton safe and convenient.

The Roadway Component Map of the Mobility Plan, which is often referred to as the Mobility Plan, consists of the existing and future roadway system in the City of Denton. The roadways included in the street system are categorized into functional classification based on their use, characteristics and daily traffic volume. The streets are classified into the following categories:

Neighborhood (Local) Streets: Provides primary access between commercial development and/or residential development and the collector streets. Average Daily Traffic (ADT) typically ranges from 400 to 1,500 vehicles per day.

Collector Streets: Provides connection between local streets and arterials. ADT typically ranges from 1,000 to 8,000 vehicles per day.

Secondary Arterials: Provides connection between primary arterials and collectors/local streets. ADT typically ranges from 2,500 to 15,000 vehicles per day.

Primary Arterials: Major thoroughfare that helps move a large volume of traffic through the City. ADT is typically higher than 15,000 vehicles per day.

Freeways: Regional connectors with limited access.

Many municipalities throughout the nation have Mobility Plans or similar documents that are typically updated every five years. The Mobility Plan is updated for the following reasons:

- *To upgrade or downgrade streets based on their functionality and projected traffic volumes.*
- *To improve feasibility of constructing new street by changing alignment.*
- *To add new streets to serve new annexed areas.*
- *To add/remove/modify streets and their alignment based on new development.*

The City's Thoroughfare Plan (predecessor to the Mobility Plan) was developed and adopted in December 1998. The Plan has been updated (modified) several times in the previous two decades. The most recent update was completed and adopted in January 2016, as part of the Roadway Impact Fee Program. The next update of the Mobility Plan is tentatively scheduled for early 2021, which is approximately five years from the previous update.

Updates may include amendments to the alignment, classification, and capacity of street segments within the roadway network resulting from new development, changes in land use and zoning, and/or changes in traffic patterns. Consistent with the Denton Plan 2030, proposed updates to the Mobility Plan will be presented to the Mobility Committee for review and approval. Once approved and recommended by the Mobility Committee, the proposed update will be submitted to the Planning and Zoning Commission for review and approval. Subsequently, the updated Mobility Plan will be presented to City Council for final approval and adoption.

Bike Plan

The Bike Plan provides an overview of the existing conditions, design standards and facility types, and an implementation plan. The main purpose of the document is to guide the City on placement of bike routes and the type of bike facility to construct. As part of the Denton Plan 2030 Mobility Element, the Bike Plan is a key document in realizing the goal to create a transportation network where citizens can ride a bike to their destination.

Beginning in 2010, the City undertook an update to the 2001 Bicycle and Pedestrian Linkages Component of the Denton Mobility Plan. Freese and Nichols was hired to produce the update, and in March 2010, the first of two public meetings was held to receive feedback from Denton citizens. A Bicycle Plan Focus Group was formed to interact with the consultants and provide feedback to the Plan. A second public meeting was held in April 2011, after which the Plan was presented to the Traffic Safety Commission, Mobility Committee, and the Planning and Zoning Commission. A total of eight public hearings were held, with the final Plan presented to City Council on February 21, 2012. The 2012 Bike Plan was adopted unanimously.

With the approval of the Plan in February 2012, City Council agreed to fund the implementation of the Bike Plan with a yearly allocation of \$200,000. With additional funding from the County, the Bike Fund has been allocated \$1,215,000 since 2012. To date, \$1,008,245 has been expended or allocated. The current balance of approximately \$200,000 in FY 16-17 funding will be allocated as matching funds for the Transportation Alternatives-Set Aside Active Transportation Sycamore-Welch Project recently announced by the North Central Texas Council of Governments (NCTCOG). A portion of future funding will be dedicated to the multi-use path on US 380 from Loop 288 to the greenbelt which is part of a future TxDOT project is scheduled by TxDOT to let in 2021. Both of these projects leverage local funds with state and federal funding to complete key projects that will further enhance the bike infrastructure in Denton at a reduced cost to the City.

Prior to the adoption of the Bike Plan, the City had five miles of on-street bike infrastructure. There is currently twenty-three miles of on-street bike infrastructure, which includes six miles completed this year. On-street infrastructure includes bike lanes, sharrows, signs, sidepaths, and urban shoulders. As part of the Strategic Plan, the City has a goal to implement seven miles of on-street bike infrastructure each year. This goal has been met every year, and it is on target to be met this year.

With the Bike Plan approaching the six-year mark, staff realized the need to update the Plan. An update will incorporate treatments approved since adoption, such as bike boxes, bike signal heads, and green paint. The public will be involved in the update process, just as they were before, and will be the vital link to provide a bicycle network that is connected and safe. The update will further the Strategic Plan goal to reach seven percent (7%) active transportation mode share by 2020. Tracked by the Census, mode share calculates the number of people who commute to work by either biking or walking.

PRIOR ACTION/REVIEW (Council, Boards, Commissions)

The Mobility Plan Map was most recently approved by Council January 5, 2016.

City Council adopted Bike Plan, February 21, 2012.

Mobility Committee receives frequent updates at their monthly meetings.

FISCAL INFORMATION

\$200,000 allocated annually to implement Bike Plan initiatives.

\$1,215,000 has been allocated since 2012 (includes funding from Denton County) for the Bike Plan.

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

2. Mobility Plan Map
3. Bike Plan Map
4. Mobility and Bike Plan Presentation

Respectfully submitted:

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