



## Legislation Text

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**File #:** MC17-003, **Version:** 1

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### Agenda Information Sheet

**DEPARTMENT:** Transportation

**ACM:** John Cabrales

**Date:** February 14, 2017

#### **SUBJECT**

Receive a report, hold a discussion, and provide direction regarding Oak Phase III-A bike accommodations, from Carroll Boulevard to Bonnie Brae.

#### **BACKGROUND**

In FY 2014-2015, \$220,000 was allocated from the Bike Fund for bike accommodations on Oak and Hickory Streets. The project was divided into three phases to better accommodate projects that were ready and those waiting on utility or other street work. Phases I and II, which consisted of bikes lanes and sharrows on Oak and Hickory from Bell Street to Carroll Boulevard, were completed in August 2016.

Phase III, which is Oak and Hickory from Carroll Blvd to Bonnie Brae Street, was further separated into phases to account for the planned utility and street work on Hickory St. Hickory Interim included a restripe of the existing bike lane from Welch Street to Carroll Blvd. and a restripe of the intersection to provide continuity of bike lane through the intersection. Since Oak St. will not be reconstructed with Hickory St., Oak Phase III-A moves forward with bike accommodations from Carroll Blvd to Ave C/Jagoe, where a bike lane exists currently eastward to Bonnie Brae St.

Oak St from Carroll to Ave C/Jagoe presents several challenges. The roadway width is not consistent throughout, ranging from 32 feet to 34 feet. The street is also a key bus route for Denton County Transportation Authority, with plans to increase headways to 15 minute intervals. Also, where parking is available, it has a high-turnover.

Due to these challenges, the Transportation Engineer and Bike and Pedestrian Coordinator advance the following recommendations:

#### **Bike lane from Carroll Blvd to Denton Street:**

- This section is No Parking already which provides the space needed for a bike lane
- This section is uphill, a bike lane is preferred
- Provides ease through the Carroll Blvd intersection from a bike lane to a bike lane

#### **Sharrows from Denton St to Normal:**

- Roadway width increases to 34 feet, however there is 9 feet of parking on the south side and a 10 foot turning lane at the Fry Street apartments. This does not leave room for two travel lanes and a bike lane
- Arterials require nine feet for parking and are recommended in areas that have high parking turnover

- This section is flat and the speed limit is 30 MPH
- Staff does not recommend narrowing of travel lanes because:
  - Street is a high-use bus corridor
  - High parking turnover necessitates need for wider parking lane
  - Travel lane width should be consistent throughout the corridor
  - Both travel lanes would have to be reduced to 10 feet each to achieve a 5 foot bike lane; 10 foot travel lanes are not recommended for bus corridors

Bike Lane from Normal to Ave C/Jagoe:

- This section is No Parking already which provides space needed for a bike lane
- This section is uphill
- Will reconfigure intersection so travel lanes and bike lane match up with existing lanes west of Jagoe
- Will remove existing dedicated left turn lane for bike lane
  - Vehicles can only turn on a green light, since Oak is a one-way street and no advance turn signal is in place
  - Moves the left turn lane away from the southern curb line, where there is a steep crown, thus making the turn less “awkward”

With these limitations, staff recommends to move forward with the design as presented.

**PRIOR ACTION/REVIEW (Council, Boards, Commissions)**

1. June 14, 2016 - Briefed Mobility Committee on Oak and Hickory Streets bike accommodations in relation to the upcoming roadway work for Hickory St.
2. November 8, 2016 - Presented Mobility Committee with plans for Oak Phase III-A bike accommodations.

**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:** Safe, Liveable & Family-Friendly Community  
**Related Goal:** 5.5 Provide alternative modes of transportation

Respectfully submitted:  
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