City Council Work Session

Project Overview
Purpose

Introduce the Mobility Plan project to Council and provide an overview of the major milestones accomplished to date and provide a path forward.

1st of a series of work sessions
Agenda

- Mobility Plan Background
- Project Stakeholders
- Project Schedule
- Existing Condition Statistics
- Guiding Principles
- Citizen Feedback Results
- Next Steps
What is a Mobility Plan?

A Mobility Plan is a strategic plan focused on combined multi-modal improvements in the City with a focus on implementation.
What is a Mobility Plan?

A THOROUGHFARE PLAN:
- Determines Future Roadway Alignments and Classifications
- Preserves Right-of-Way for Future Roadways
- Recommends Design Standards for Typical Cross Sections
What is a Mobility Plan?

A BICYCLE PLAN:
- Identifies Existing Bicycle Facilities
- Determines Future Bicycle Corridors
- Prioritizes Implementation of Bicycle Facilities
- Recommends Design Standards for Bicycle Facilities
What is a Mobility Plan?

A PEDESTRIAN PLAN:

- Identifies Gaps in the Sidewalk Network
- Prioritizes New Facilities Based on Proximity to Schools, Transit Stops and Downtown
- Recommends Design Standards for Pedestrian Facilities
- Better Positions the City for Funding Opportunities

* A companion to the ADA Transition Plan (to be Discussed at a Future Work Session)
What is a Mobility Plan?

A Mobility Plan:
- Determines Alignment
- Preserves Right-of-Way
- Positions the City for External Funding
- Recommends Design Criteria
- Prioritizes Infrastructure Needs
Why Now?

To strategically plan for the growing population which is anticipated to double by 2040.

Combine existing plans into a single mobility plan to provide a comprehensive infrastructure network.

- 2015 City of Denton Thoroughfare Plan
- 2012 Update to the Pedestrian and Bicycle Linkage Component
  - Plan Map Amended March 2014
Technical Stakeholders

- **Internal Stakeholders**
  - Planning
    - 2030 Comprehensive Plan
  - Denton Municipal Electric
    - Street Lighting Criteria
  - Fire & Police Department
    - City Regulations
  - Engineering
    - Design Criteria
  - Parks & Rec
    - Parks, Recreation, and Trails Master Plan
    - Urban Forest Master Plan
  - Airport
    - 2015 Airport Master Plan
  - Sustainability
    - Simply Sustainable Plan

- **External Stakeholders**
  - Denton ISD
  - UNT
  - TWU
  - DCTA
  - Denton County
  - TxDOT
Schedule (To Date)

**MOBILITY PLAN SURVEY: JULY 18 - OCTOBER 11 (384 Responses)**

**MOBILITY COMMITTEE: JULY - OCTOBER (Monthly Updates)**

- **MAY 2019**: PROJECT KICK-OFF
- **JUNE 21**: DEPT. WORK SESSION
- **JULY 11**: TECHNICAL COMMITTEE MEETING
- **JULY 31**
  - AUGUST 1
  - AUGUST 22
  - **PUBLIC MEETING 1**
    - Denia Rec Center
  - **PUBLIC MEETING 2**
    - Patterson-Appleton Arts Center
  - **PUBLIC MEETING 3**
    - Argyle United Methodist Church
- **SEPTEMBER 12**: TECHNICAL COMMITTEE MEETING
- **SEPTEMBER 19**: COMMITTEE ON PERSONS WITH DISABILITIES
- **SEPTEMBER 25**: BICYCLE FOCUS GROUP
  - Sprockets Bicycle Shop
  - *24 Participants Signed In
- **DECEMBER 17**: COUNCIL WORK SESSION

*82 Participants Signed In

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Scheduled City Council Work Sessions

- December 17th: Mobility Plan Project Overview
- January 7th & 14th: Thoroughfare Plan
- January 28th: Bicycle Plan & Pedestrian Plan
Schedule (Future)

- **JANUARY 7,14,28 2020**: Council Work Session 2,3,4
- **FEBRUARY 2020**: Technical Committee Meeting
- **FEBRUARY 2020**: Public Meeting 1
  - District 1
- **FEBRUARY 2020**: Public Meeting 2
  - District 2
- **FEBRUARY 2020**: Public Meeting 3
  - District 3
- **FEBRUARY 2020**: Public Meeting 4
  - District 4
- **MARCH 2020**: Committee on Persons with Disabilities
- **MARCH 2020**: City Council Draft Report
- **APRIL 2020**: City Council Plan Adoption
- **MAY 2020**: Dept. Training

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Existing Conditions

**COMMUTING PATTERNS**

- 24.0 average travel time to work minutes
- Daily migration of commuters in DENTON

**TRAFFIC CONGESTION**

- 131 lane miles of congested roads in 2018
- 233 lane miles of congested roads in 2040

**ROADWAYS**

**SAFETY & CRASH DATA**

- Number of crashes by roadway type:
  - Freeways: 25%
  - Primary roads: 40%
  - Secondary roads: 15%
  - Collectors: 15%
  - Residential: 7%

- Fatalities:
  - 65 occurred between 2014 and 2016
  - 62% on primary roadways
Existing Conditions

COMMUTING PATTERNS
1,400 people in Denton bike to work daily

BICYCLE INFRASTRUCTURE
- 24.4 miles of trails
- 15.3 miles of shared roadways
- 9.3 miles of bike lanes
- 2.5 miles of urban shoulders
- 0.4 miles of sidepaths

SAFETY & CRASH DATA
- 131 bicycle related crashes between 2014-2018

BICYCLE CRASH DENSITY MAP

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Existing Conditions

COMMUTING PATTERNS

3,000 people in Denton walk to work daily

PEDESTRIAN INFRASTRUCTURE

451.2 miles of sidewalks
24.4 miles of trails

SAFETY & CRASH DATA

161 pedestrian related crashes between 2014-2018

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Guiding Principles

Vision Zero

- Traffic fatalities and injuries are preventable.
- Mobility Plan to recommend design criteria with this in mind.
  - Road Diet
  - Lower speeds

Complete Streets

- Design and operate the entire right of way to enable safe access for all users, regardless of age, ability, or mode of transportation.
- Each Complete Street design is unique and responds to its community context.
Public Meeting Feedback

- Improve east-west and north-south connectivity
- Prioritize safety over congestion reduction
- Improve pedestrian safety at major road & railroad crossings
- Consider bicycle and pedestrian access during all project phases
- Wider sidewalks
Public Meeting Feedback

Committee on Persons with Disabilities (Sept 19):

- University Drive sidewalks are a priority – need to feel safer and ADA accessible.

- Sidewalk priorities should include key destinations that people access on a daily basis like grocery stores, city facilities, medical services, & bus stops.

- Wider sidewalks (as a standard) and fully ADA Accessible Pedestrian Signals (APS).

- Razor Ranch/Convention Center area lacks safe sidewalk connectivity to University Drive.
Public Meeting Feedback

Bicycle Plan Focus Group (Sept 25):

- Major roadways need complete walkways & safe bicycle routes.
- Utilize existing drainage and utility easement for off-street trails.
- Combine off-street & on-street facilities to create cross-city routes.
- Connections from Downtown/Universities to other major nodes like Rayzor Ranch, north of University Drive, and south of IH-35E.
- Problematic Intersections: Carroll Boulevard @ Oak Street, @ Hickory Street, @ Highland Street, & @ Fort Worth Drive.
Public Meeting Feedback

Preferred Bicycle Facilities

- Off-Street Trail
- Separated Bike Lane/Sidepath
- Buffered Bike Lane
- Bike Lane (Major Thoroughfare)
- Bike Lane (Minor Street)
- Shared Lane Markings

Preferred Bicycle Destinations

- Parks and Recreation
- Work
- School
- Shopping
- Restaurant/Bar
- Library/Community Center
- Transit

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Mobility Plan Survey

- 384 survey responses (July to October)
- Promoted through social media
- Voluntary responses
Mobility Plan Survey Takeaways

- Highest Priority: More transportation OPTIONS
- Road design improvements
- Maintain existing infrastructure before expanding
- Commuting decisions are based on FASTEST route and ease of PARKING
- Cycling Impediments: Lack of dedicated, protected bikeways and safety concerns
- Walking Impediments: Gaps in the sidewalk network and long distances between destinations (sprawl)
Next Steps

- January 7\textsuperscript{th} & 14\textsuperscript{th}:
  THoroughfare Plan
  Work Sessions
  - ISR to be published
    December 20\textsuperscript{th}
Next Steps

- **January 28th**: Bicycle & Pedestrian Plan Work Session
  - ISR to be published January 17th
Questions?