



# City of Denton 2020 Mobility Plan Frequently Asked Questions



Updated: October 7, 2020

## **What is a Mobility Plan?**

The Texas Local Government Code encourages cities to develop plans that require development to conform to the city's vision for the future infrastructure network. A Mobility Plan details the combined multi-modal improvements in the City with a focus on implementation. The Mobility Plan is updated every 5 years. With the 2020 update, the City is combining the Thoroughfare Plan and Bicycle Plan, and creating a new Pedestrian Plan.

## **Why is it important and how will residents benefit?**

The City of Denton is quickly growing and is anticipated to double in population by the year 2040. City staff is planning for this growth by recommending more direct and continuous connections to ensure residents are able to commute within and outside the city with minimal constraints. It is important to plan for these roadway, bicycle, and pedestrian connections in advance to ensure an efficient transportation network as the City grows.

## **Who uses the Mobility Plan?**

All City departments, especially Engineering, Planning and Parks use the mobility plan. Other external stakeholders utilize the adopted plans including but not limited to: Denton Independent School District (DISD), University of North Texas (UNT), Texas Woman's University (TWU), Denton County Transit Authority (DCTA), Texas Department of Transportation (TxDOT), Developers, Denton County and the North Central Texas Council of Governments (NCTCOG).

## **What is involved in updating the Mobility Plan?**

The major components include the following:

- Confirm existing infrastructure,
- Update and run a travel demand model to match the current and projected future development,
- Identify funded projects through various City groups including Capital Projects, Parks and Development Services,
- Receive and incorporate input from the public and external stakeholders,
- Receive and incorporate input from the Mayor and City Council, and
- Adopt and implement the updated plan.



## **Who are the partners in updating the Mobility Plan?**

City of Denton internal technical stakeholders include the following departments:

- Planning
- Denton Municipal Electric (DME)
- Engineering
- Parks
- Police
- Fire
- Airport

External technical stakeholder include the following organizations:

- Denton ISD
- TxDOT
- UNT
- TWU
- DCTA
- Denton County

## **How were the demographic and land use forecasts developed?**

These forecasts were developed in coordination with the City Planning Department which manages the zoning, land use, and development processes. The regional council of governments maintains a traffic model for 2045 was updated using the latest demographics for the City of Denton.

## **What modes of transportation are included in the Mobility Plan?**

The mobility plan focuses on three major modes of transportation: motor vehicles, bicycles, and pedestrian. The plan includes a special consideration for a bus only “Flex Lane” concept for future DCTA transit priority corridors.

## **Why are there three separate plans (Thoroughfare, Bicycle and Pedestrian)?**

Each mode requires a different review with different considerations and design guidelines.



### **What types of data are used to develop the Mobility Plan?**

The mobility plan incorporates geographic data such as city boundaries, property, oil/gas wells and existing roadways in a mapping software program. In addition, daily traffic volumes were collected to understand current traffic conditions. For future traffic demand, a travel demand model was developed to understand how future growth in Denton will impact the roadway network.

### **How are comments from public on the draft plan used in the development of the Mobility Plan?**

Since July 2019, the City has been receiving public comments from various sources including: public meetings, an online survey, and emails/calls received by staff. The comments gathered have been used to understand the mobility issues in the City and to help determine potential solutions.

### **What does it mean if a proposed road is recommended near my property?**

If the proposed road is classified as a freeway, the recommendation is given by regional planners from TxDOT and NCTCOG. The implementation process of a freeway is a very lengthy process that includes public notification and meetings with the impacted residents from the beginning. Various steps of the process include but are not limited to:

- Securing funding,
- Conducting an alignment study,
- Receiving environmental clearance,
- Acquiring right-of-way,
- Designing the corridor, and
- Construction.

Similar to Loop 288 West, only the number of lanes needed by the traffic volumes will be built for the proposed freeway. The current plan for Loop 288 West is to build the northbound frontage road first with a tentative construction beginning Summer 2026.

If the proposed road is classified as an arterial or collector, the recommendation is given by the City. The proposed corridors are recommended to provide direct and continuous connectivity from one side of the city to the other and better serve daily trips within the City. The alignment of a new roadway has the potential to shift up to 1,000 feet in either direction even after adoption. The need and implementation of these proposed thoroughfares would be generated by development along the road. There is a possibility that proposed roads may be delayed if right-of-way is not acquired or if development in the area does not occur to generate the need for these roads. Similar to a freeway, if a road is classified as a Primary Arterial on the Thoroughfare Plan the initial road constructed may only be two or four lanes to serve the near-term traffic demand. If volumes do not increase in the future, there would be no need to widen the road to six lanes in the long-term.



### **Where does funding for transportation facilities come from?**

Funding for transportation facilities come from various sources including TxDOT, NCTCOG, the County and City bond and program funds.

### **Will Americans with Disabilities Act (ADA) requirements and needs be met and considered in the 2020 Mobility Plan?**

Yes, all future projects must meet ADA requirements.

### **What is the timeline for projects shown in the 2020 Mobility Plan?**

Projects will be initiated as the need and funding sources are determined. The Mobility Plan will prioritize projects, but an exact timeframe for any of the projects will be based on need and availability of funding.

### **How do I provide feedback on the 2020 Mobility Plan draft?**

The deadline to submit feedback for the final draft of the 2020 Mobility Plan is **Friday, Oct. 30**.

Share your input online at [www.cityofdenton.com/mobilityplan](http://www.cityofdenton.com/mobilityplan) using the interactive mobility plan map, online comment form, or by emailing the project manager:

- City Traffic Engineer - [Brian.Jahn@cityofdenton.com](mailto:Brian.Jahn@cityofdenton.com)



## **GLOSSARY**

### **Americans with Disability Act (ADA)**

Requirements for ensuring equal opportunity for persons with disabilities in employment, state and local government services, public accommodations, commercial facilities, transportation, and accessibility.

### **Bike Lane**

Bike lanes designate an exclusive space for bicyclists through the use of pavement markings and signage. The bike lane is located adjacent to motor vehicle travel lanes and flows in the same direction as motor vehicle traffic. <https://nacto.org/publication/urban-bikeway-design-guide/bike-lanes/conventional-bike-lanes/>

### **Buffered Bike Lanes**

Buffered bike lanes are conventional bicycle lanes paired with a designated buffer space separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane. A buffered bike lane is allowed as per MUTCD guidelines for buffered preferential lanes (section 3D-01). <https://nacto.org/publication/urban-bikeway-design-guide/bike-lanes/buffered-bike-lanes/>

### **Collector**

A collector street is a street that collects associated traffic from residential and rural streets, commercial streets, or industrial streets as designated on the Denton Mobility Plan or as designated by the City Traffic Engineer. Collector streets can have residential, commercial, industrial, or mixed uses.

### **Corridor**

A corridor can be a roadway, railway, or trail that connects different areas of the City together. A corridor may also include references to the surrounding land uses as well. For example, the University Avenue corridor can also include reference to the businesses that front onto the roadway.

### **Daily Traffic Counts**

Existing daily traffic counts are data that is collected by the City of Denton to understand traffic conditions. Rubber tubes are placed across the roadway at specific locations for a 24-hour period to count the number of times a vehicle crosses that section of roadway. Speeds can be collected at these locations when two parallel rubber tubes are placed across the roadway.

### **Freeway**

Freeways are streets that intend to move traffic through and around the City. Two examples are IH 35 and Loop 288 North. These street types are to have limited access meaning only on-ramps and off-ramps with no traffic signals.

### **Future Traffic Volume**

Future traffic volumes are generated in different ways. For the mobility plan, a travel demand model was used to forecast future traffic in the City. This model uses existing data such as traffic counts, roadway characteristics and demographics to create a base model. A future model is then developed that grows the demographics in the City based on the future land use plan. The result of the model is future traffic volume potential along corridors in the City of Denton.



## **Grade-Separated Intersections**

Grade-separated intersections involve an elevated corridor that crosses over another corridor. For roadways, this is typically along freeway corridors. Railways and trails can also be grade-separated with a bridge structure.

## **Greenbelt**

Greenbelt refers to the Elm Fork Trinity River Corridor that connects Lake Lewisville and Lake Ray Roberts.

## **Multi-modal**

Multi-modal refers to the accommodation of various modes of travel into the mobility network. These modes include vehicle traffic, bicycle use, walking, and using transit such as a bus or train. A multi-modal corridor would be one that incorporates multiple modes of travel such as vehicle lanes and bicycle lanes within the right-of-way.

## **North Central Texas Council of Governments (NCTCOG)**

NCTCOG is a regional mobility agency that coordinates the implementation of transportation project in the Dallas-Fort Worth Metropolitan Area. NCTCOG consists of elected officials from various municipalities and counties. It also includes representation from technical professionals from municipalities and counties in the region.

## **On-Street**

On-street refers to improvement or infrastructure within the pavement of the roadway. Typically, on-street is bounded by concrete curbs, but it can be considered at the edge of the pavement in rural areas where curbs and sidewalks are not present.

## **Primary Arterial**

Primary arterial roadways serve regional connections into and through the City of Denton. Primary arterials are shown on the Denton Mobility Plan or as designated by the City Traffic Engineer. Primary arterials preserve 135 feet of right-of-way and can have 4 or 6 lanes of traffic.

## **Priority Segments (High)**

Priority segments are portions of the mobility network that have a high priority to be designed and constructed in the next 10 years.

## **Priority Segments (Low)**

Priority segments are portions of the mobility network that have a low priority to be designed and constructed between 2030 and 2050.

## **Regional Mobility**

Regional mobility refers to the travel within the Dallas-Fort Worth metropolitan area. Regional mobility is an important aspect of travel for TxDOT and for NCTCOG and it impacts how people commute that live and work in the City of Denton.

## **Regional Veloweb**

The regional veloweb is a trail network within the Dallas-Fort Worth Metropolitan Area. Its purpose is to connect parts of the region so that people can travel by other modes of travel such as walking and biking. The veloweb is an initiative of the NCTCOG. The Denton Katy Trail that travels from the Downtown Denton Transit Center south to Lewisville is a trail on the regional veloweb.



## **Regional Veloweb (Future)**

The future veloweb connections have been indicated by NCTCOG are proposed to be added to the existing veloweb network.

<https://www.nctcog.org/trans/quality/bikeped/veloweb/adopted-2045-regional-veloweb>

## **Right-of-Way**

The property for infrastructure including travel lanes, parking, bike facilities, sidewalks, utilities, shoulders, etc. Typically, roadway right-of-way is owned by the Texas Department of Transportation, Denton County, or the City of Denton. Private development may own their own right-of-way that is within their development.

## **Secondary Arterial**

Secondary arterial roadways are major routes throughout the City of Denton. While they may connect to surrounding municipalities, they are more focused on moving traffic within the City of Denton. Secondary arterials are shown on the Denton Mobility Plan or as designated by the City Traffic Engineer. Secondary arterials preserve 110 feet of right-of-way and have no more than 4 lanes of traffic.

## **Shared Roadway**

Shared roadways also known as “sharrows” are roadway corridors that have been identified as a low stress roadway that bicyclist can share with vehicles. These roadways are characterized by low traffic volumes and low speeds.

## **Side Path**

Side paths are concrete or asphalt paths that parallel roadway corridors. Side paths can accommodate both bicycle and pedestrian traffic and have a minimum width of 8 feet with a recommended minimum width of 10 feet. Side paths are within the roadway right-of-way and are maintained by the Streets Division.

## **Texas Department of Transportation (TxDOT)**

TxDOT is the State agency that is responsible for planning and constructing freeways and highways within Texas. All the freeways in Denton and a majority of the primary arterials are owned and maintained by TxDOT.

## **Thoroughfare**

A thoroughfare is considered a major roadway and are classified as arterials and collectors. Residential streets and local roadways are not considered thoroughfares and are not eligible for funding sources outside of the City of Denton. Thoroughfares have access to other funding sources available through the County, NCTCOG, and TxDOT.

## **Trail**

A trail is a concrete or asphalt path that is not within the roadway right-of-way. Trails are typically located within parks or along nature corridors that follow creeks and rivers. Because they are outside of the roadway right-of-way trails are constructed and maintained through the Parks Department.

## **Vision Zero**

Vision zero is a road traffic safety program that aims to eliminate fatalities on our mobility network.

