

Mobility Plan Meeting - Downtown Area Question Report

Wednesday, Sept. 9 6PM

#	Question	Answer(s)
1	The 2012 Denton Bike Plan had a written component in addition to the map. For example, it recommends a city staff position focused on implementing the bike plan, developing a variety of bicycle outreach programming and educational opportunities, and gathering particular data relating to bicycle traffic. Is the written component and goals of the 2012 Bike Plan receiving any updates, or will the written goals of the 2012 Bike Plan continue to be in effect and pursued by city staff?	The 2020 Mobility Plan Update will include an updated or new written component for all three plans - Bike, Ped and Thoroughfare.
2	I don't see a north-south multimodal route is shown through downtown. Is this still pending one-way / two-way direction from Council? If so, what is the status or direction on that discussion?	Yes, this item is still under consideration by City Council. The implementation of this bike facility will depend on whether these roadways are 1-way or 2-way. We do, however, have a plan for both/either road type(s).
3	Are any additional hard barrier bike lanes planned for downtown?	The inclusion of bike lanes (separated or not) depends on several on-going discussions including: the 1-way/2-way discussion relative to Oak, Hickory, Elm and Locust; the Mews Streets project; and the potential development of 'streateries' around downtown. While we recognize the need, the form the facilities will take has not been finalized.
4	Are additional bike facilities planned for downtown? Such as bike repair stations or bike racks?	Bike racks and other types of amenities are a part of the current Muse Street project. These are the 2-3 blocks away from the square. As far as bike repair stations, we can discuss off-line. I am not aware of any current plans to include these, but would like to discuss what is needed and how they might fit into our plans.
5	Will the mobility plan include minimum radius guidance for sidepaths and trails? Or will that be covered in a different document? It seems some recent 10 foot side paths have been designed more as 'wide sidewalks' with some sharp corners to avoid utility or other barriers not conducive to 8-10MPH bicycle traffic.	The detailed specifications for sidepaths will be included in our next update of the Transportation Criteria Manual. This is the appropriate document to house that type of data.
6	What does secondary arterial mean? You said some streets were downgraded but I didnt know what that meant	Secondary arterials are slightly smaller than their primary arterial counterparts. They typically have fewer lanes, a smaller right-of-way requirement and lower traffic volumes and speeds.
7	On the map I saw Mingo is planned to have an off street path, would that go next to the railroad like the DCTA path?	Yes. This will allow the safest pathway for cyclists as it minimizes the number of street and/or driveway crossings the cyclists have to negotiate.
8	Why is the sidewalk along Bonnie Brae west of Owsley Park (between Prairie and Hickory) not shown as funded? Doesn't the Bonnie Brae project include sidewalks here?	As far as I am aware, all phases of the Bonnie Brae project will include sidewalks/sidepaths. Staff will follow up with this concern to correct the map.
9	I heard you say some on street bike lanes are planned to be removed?	If I said that, I misspoke. No existing bike lanes are to be removed unless they are being replaced with a sidepath.

12	It appears the city focus is on off road vs. integrating multi modal transportation on street. Would you say that is true	The current guidance from several members of City Council is to provide a bicycle infrastructure that serves the greatest number of potential riders. As we saw in the presentation, more than 50% of potential riders are not comfortable riding on-street. This has led to an increase in the City's use of sidepaths. On-street facilities, however, will continue to be required and used where physical limitations prevent sidepaths or the context is appropriate for on-street riding.
13	What kind of separators will be implemented to ensure pedestrian and cyclist safety on the off street side paths?	The current width of the Denton sidepaths is 10'. Considering that our minimum sidewalk width is 5' and with the potential for 2-way pedestrian and bicycle traffic, We are hesitant to include any separation other than markings. As we move forward with the update of our Transportation Criteria Manual and the specifications for sidepath design, we will consider a wider sidepath requirement (perhaps 12') to allow for safe physical separation of pedestrians and cyclists.
14	Yes between peds and cyclists on the path itself	(see above)