

Parkway Boulevard

Enhanced Non-Motorize Redesign
October 2016



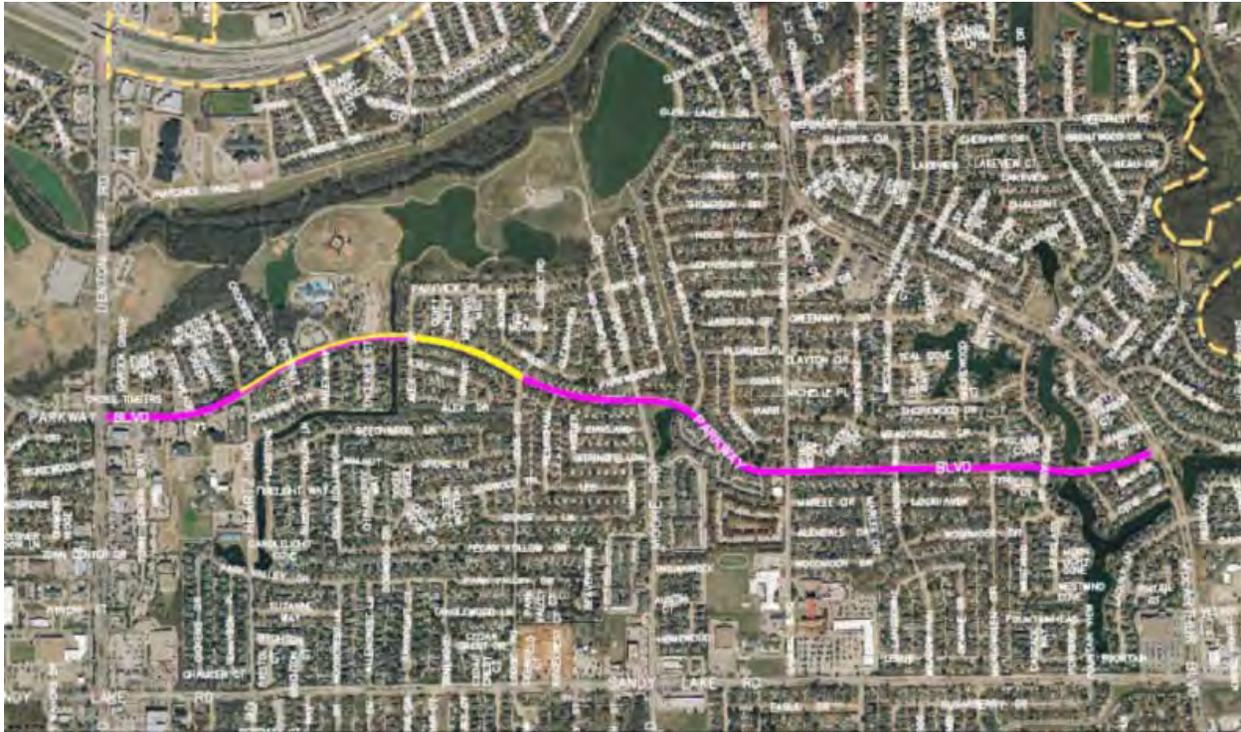
Overview

- Purpose
- Safety
- Council Refined Options
- Preferred Option Overview
- Next Steps

Project Purpose

Redesign Parkway Boulevard to:

Provide an enhanced non-motorized transportation experience for the *interested but concerned* rider.



Meeting Purpose

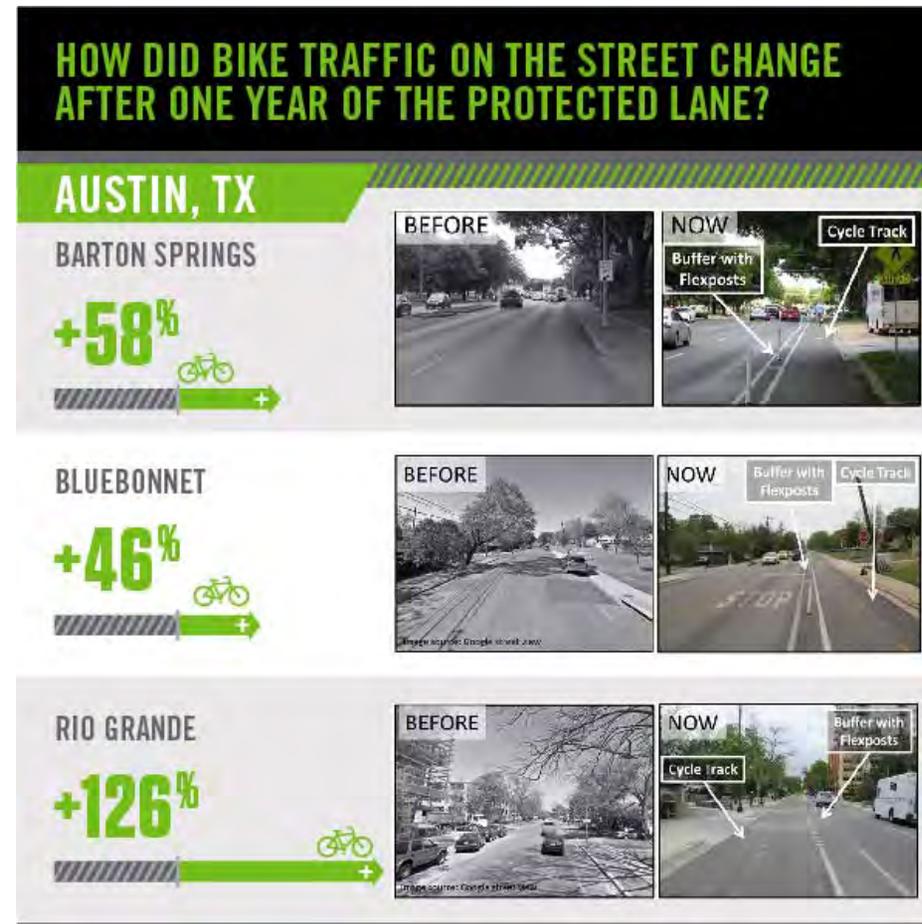
- Stakeholders Review Concept
- Receive Stakeholders Provide Feedback

What are the Bicycle “User Types”

- Strong & Fearless
- Enthused & Confident
- Interested but Concerned :
 - Curious about bicycling;
 - Enjoy riding bikes;
 - Nervous about interaction with vehicles
- No Way No How

Protected Bike Lanes in Texas

- Increase in ridership after the installation of the protected bike lane
- 96% of users feel safer using separated bike lanes



Council Refined Options:

- Protected Bike Lanes (**Preferred Option**)
 - 5' bike lane with 3' buffer
- Trail Option
 - 12' trail on north side of street
- Side Path
 - 8' sidewalk on both sides of street

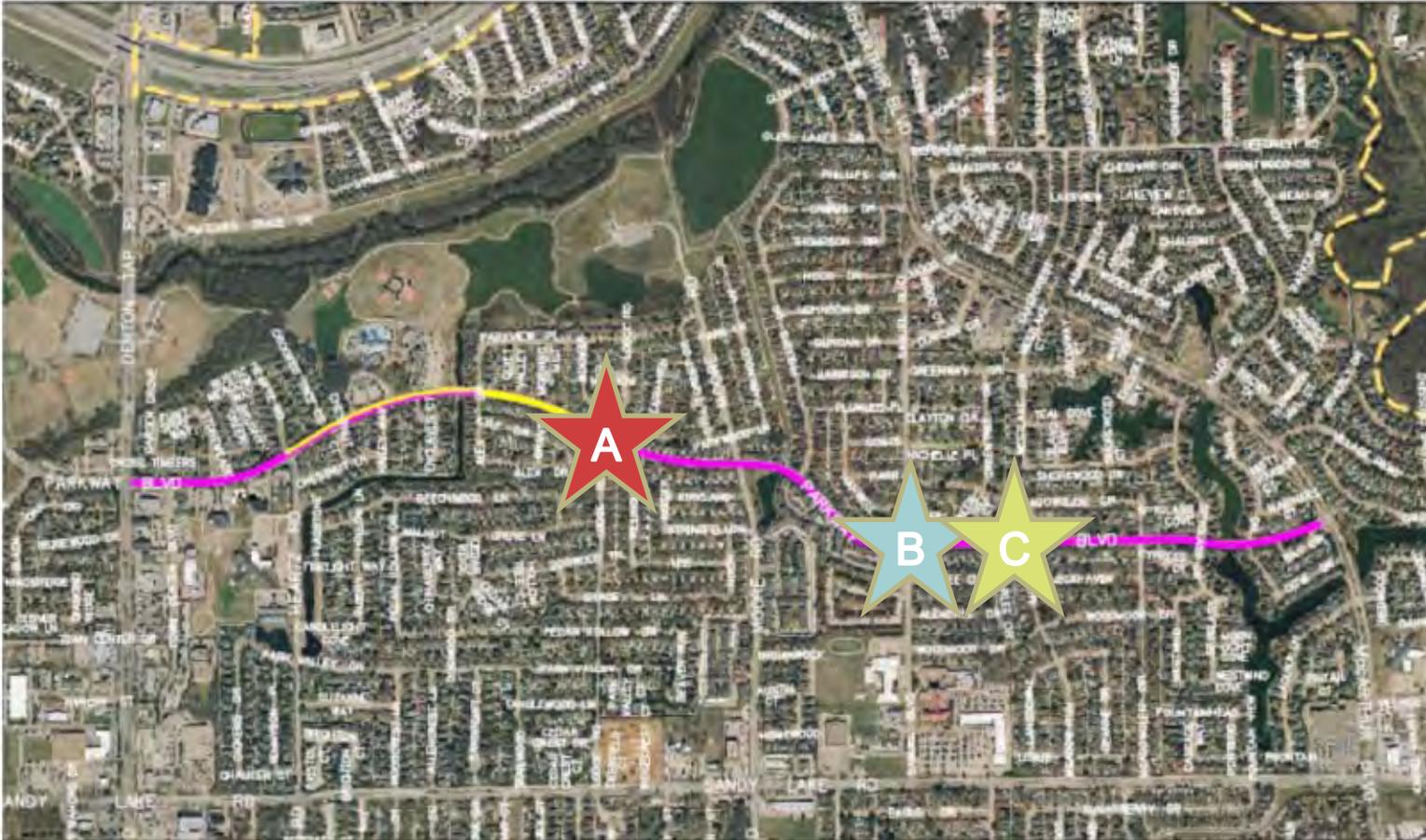
Preferred Option Facts:

- No parking is being removed
- No Right-of-Way is being acquired
- Traffic Engineering Study confirms Level of Service is maintained
- Preferred Option was determined to be the safest – separation of all modes

Preferred Option- Example Locations Represented:

- **Section A:** West of Lodge
 - Median
- **Section B:** West of North Moore Road
 - Parking on One Side
- **Section C:** West of Meadow Run Circle
 - Parking on Both Sides (widening)

Location Overview



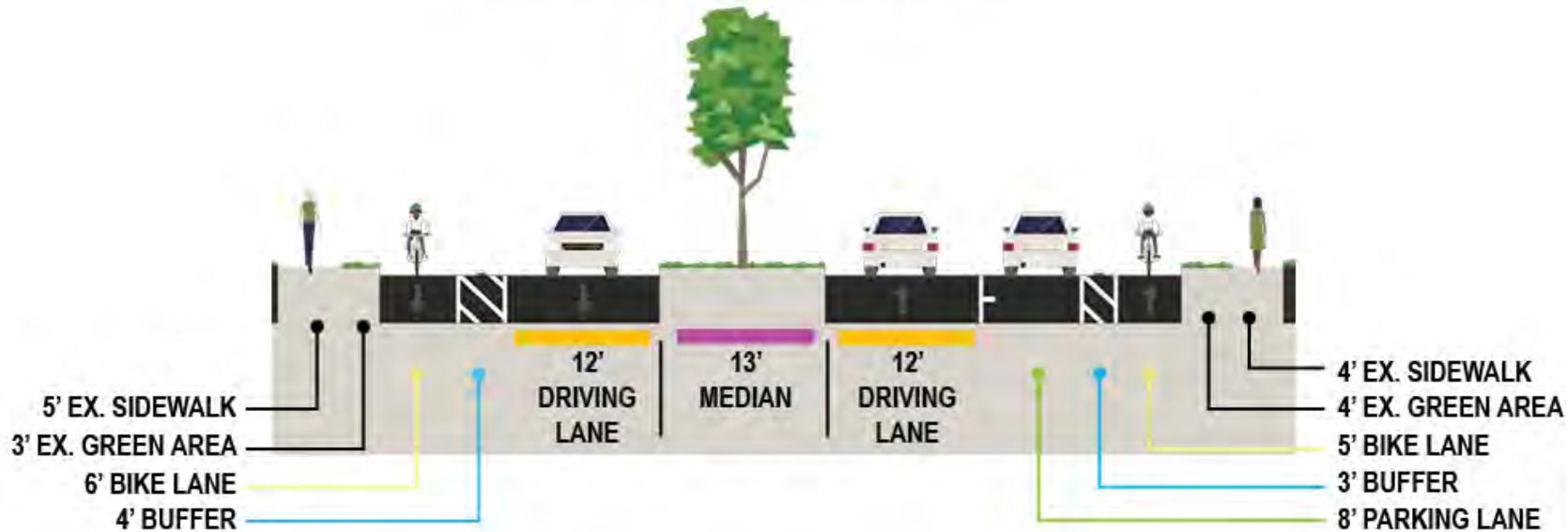
 = LOCATION OF CROSS SECTION

Protected Bike Lane

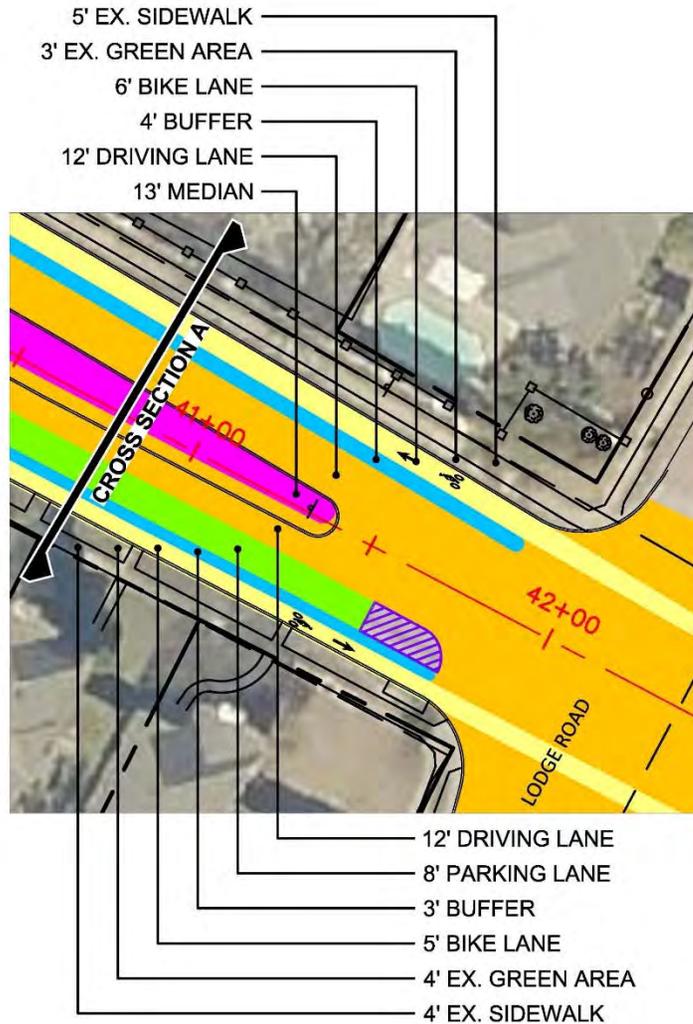


- Location A – West of Lodge

Cross Section A



Protected Bike Lane

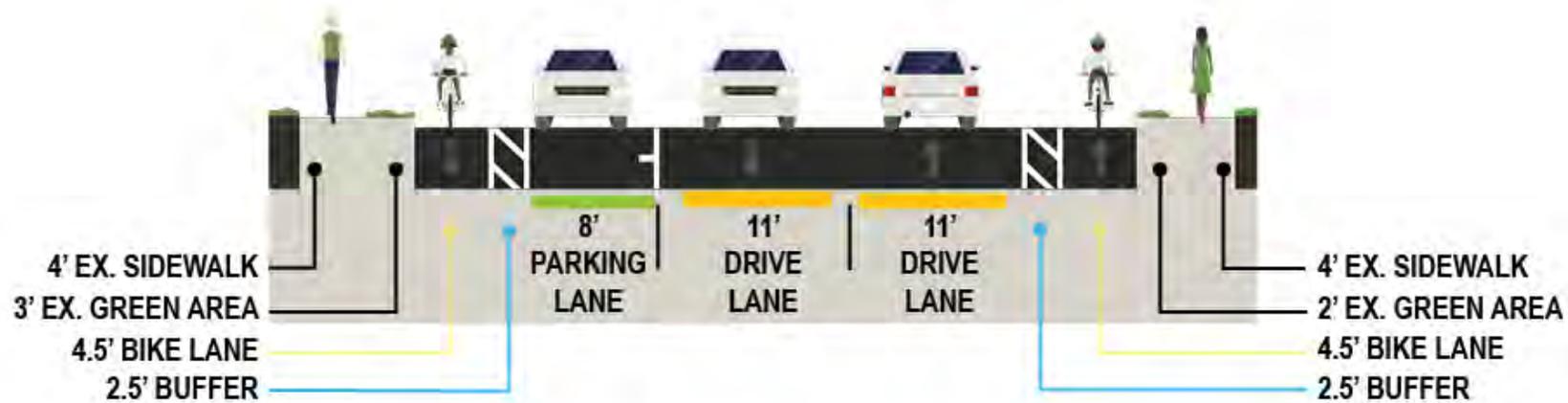


Protected Bike Lane

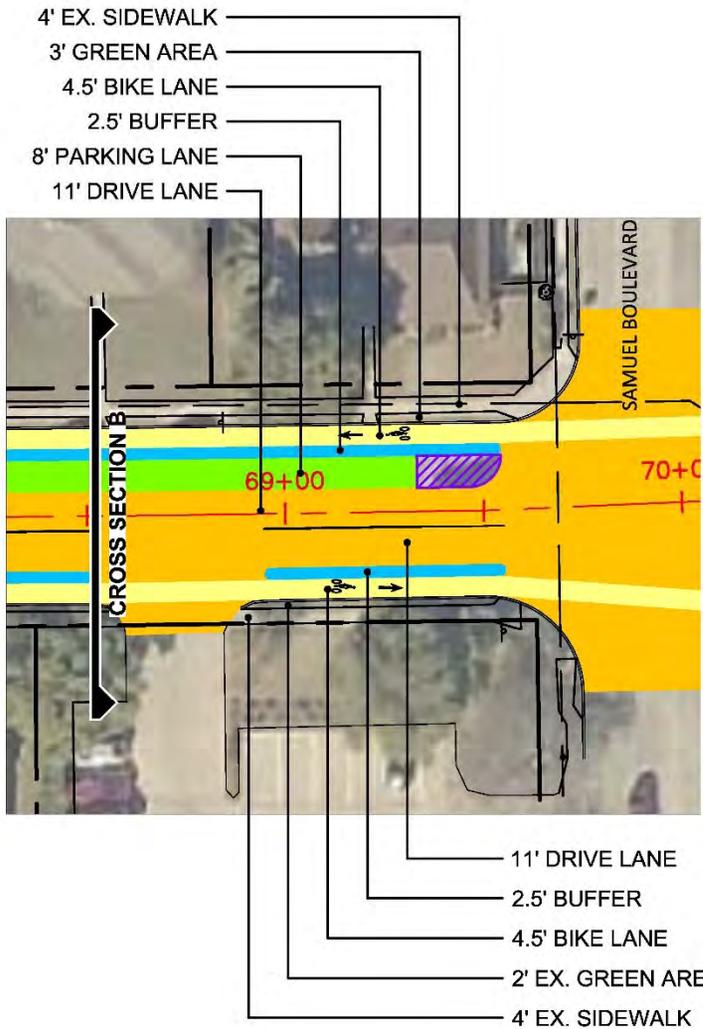


- Location B – West of Samuel Blvd.

Cross Section B



Protected Bike Lane

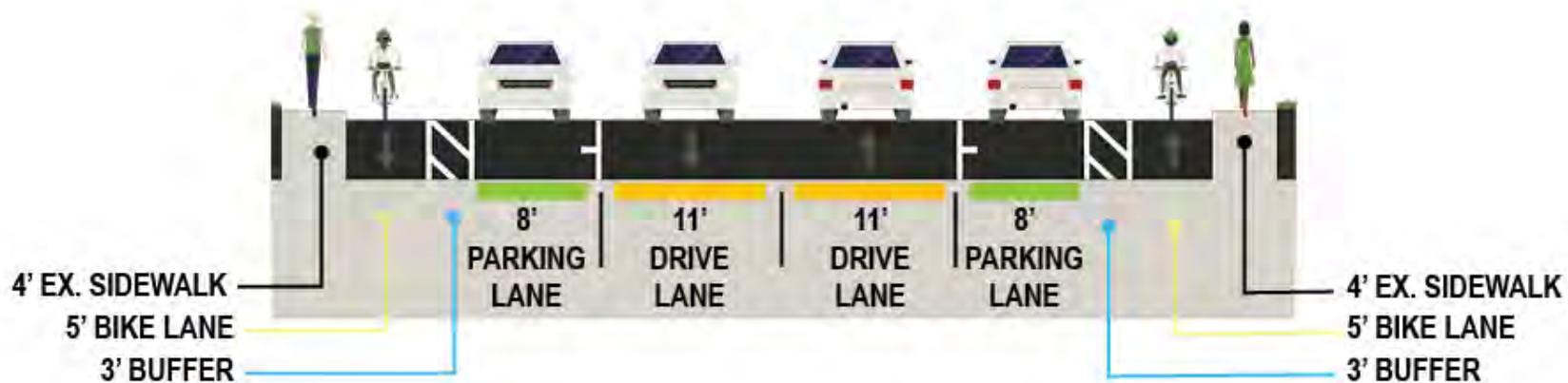


Protected Bike Lane

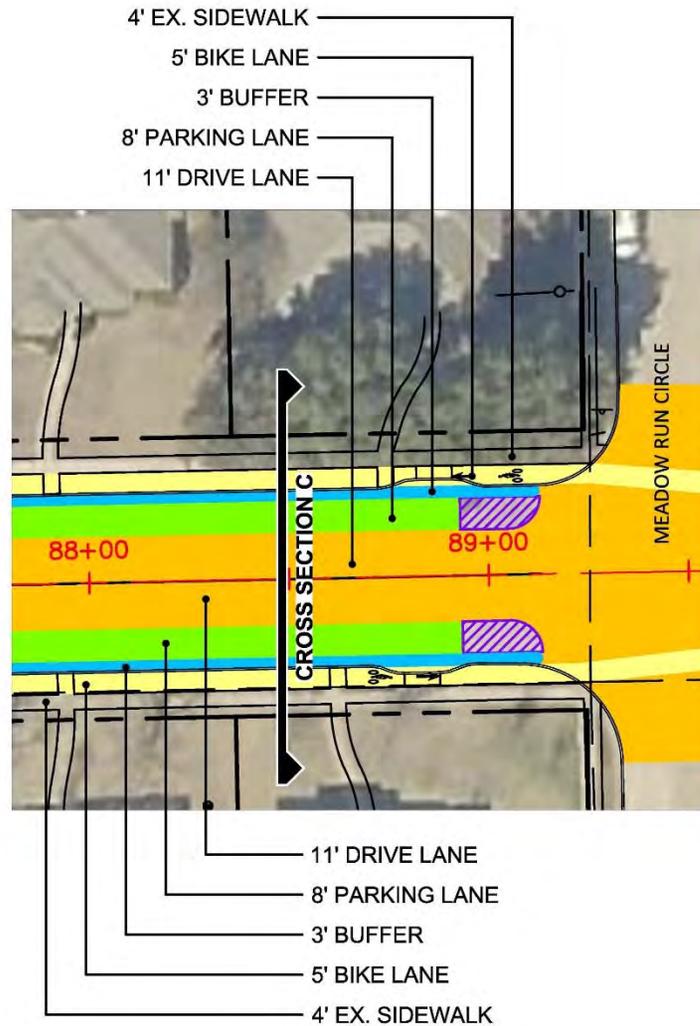
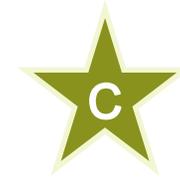


- Location C – West of Meadow Run Circle

Cross Section C



Protected Bike Lane



What is the buffer?

GREEN LANE PROJECT
peopleforbikes



14 WAYS TO MAKE BIKE LANES BETTER

A quick guide to the ways to protect a bike lane.

Developed from research by Niall Wilkes, City of Austin



STRIPED BUFFER

1.5 ft. additional width; \$8k-\$16k per lane-mile

PROTECTION LEVEL + + + + +

INSTALLATION COST \$ \$ \$ \$ \$

DURABILITY ⦿ ⦿ ⦿ ⦿ ⦿

AESTHETICS ⦿ ⦿ ⦿ ⦿ ⦿



TURTLE BUMPS

1.5 ft. additional width; \$15k-\$30k per lane-mile

PROTECTION LEVEL + + + + +

INSTALLATION COST \$ \$ \$ \$ \$

DURABILITY ⦿ ⦿ ⦿ ⦿ ⦿

AESTHETICS ⦿ ⦿ ⦿ ⦿ ⦿



PARKED CARS

11 ft. for parking + buffer; \$8k-\$16k per lane-mile

PROTECTION LEVEL + + + + +

INSTALLATION COST \$ \$ \$ \$ \$

DURABILITY ⦿ ⦿ ⦿ ⦿ ⦿

AESTHETICS ⦿ ⦿ ⦿ ⦿ ⦿



CAST IN PLACE CURB

12 in. additional width; \$25k-\$80k per lane-mile

PROTECTION LEVEL + + + + +

INSTALLATION COST \$ \$ \$ \$ \$

DURABILITY ⦿ ⦿ ⦿ ⦿ ⦿

AESTHETICS ⦿ ⦿ ⦿ ⦿ ⦿



12" PRECAST CURB

1.5 ft. additional width; \$400k-\$600k per lane-mile

PROTECTION LEVEL + + + + +

INSTALLATION COST \$ \$ \$ \$ \$

DURABILITY ⦿ ⦿ ⦿ ⦿ ⦿

AESTHETICS ⦿ ⦿ ⦿ ⦿ ⦿

GREEN LANE PROJECT
peopleforbikes

Y O F

Twitter and Facebook icons.

What is the buffer?

ADDITIONAL BUFFER OPTIONS



CARRIAGE STONE PAVER

Include 3 ft. additional width; \$200K-\$250K per lane-mile for costs.

PROTECTION LEVEL	✓	✓	✓	✓
AESTHETICS	✓	✓	✓	✓
DURABILITY	✓	✓	✓	✓
INSTALLATION COST	\$	\$	\$	



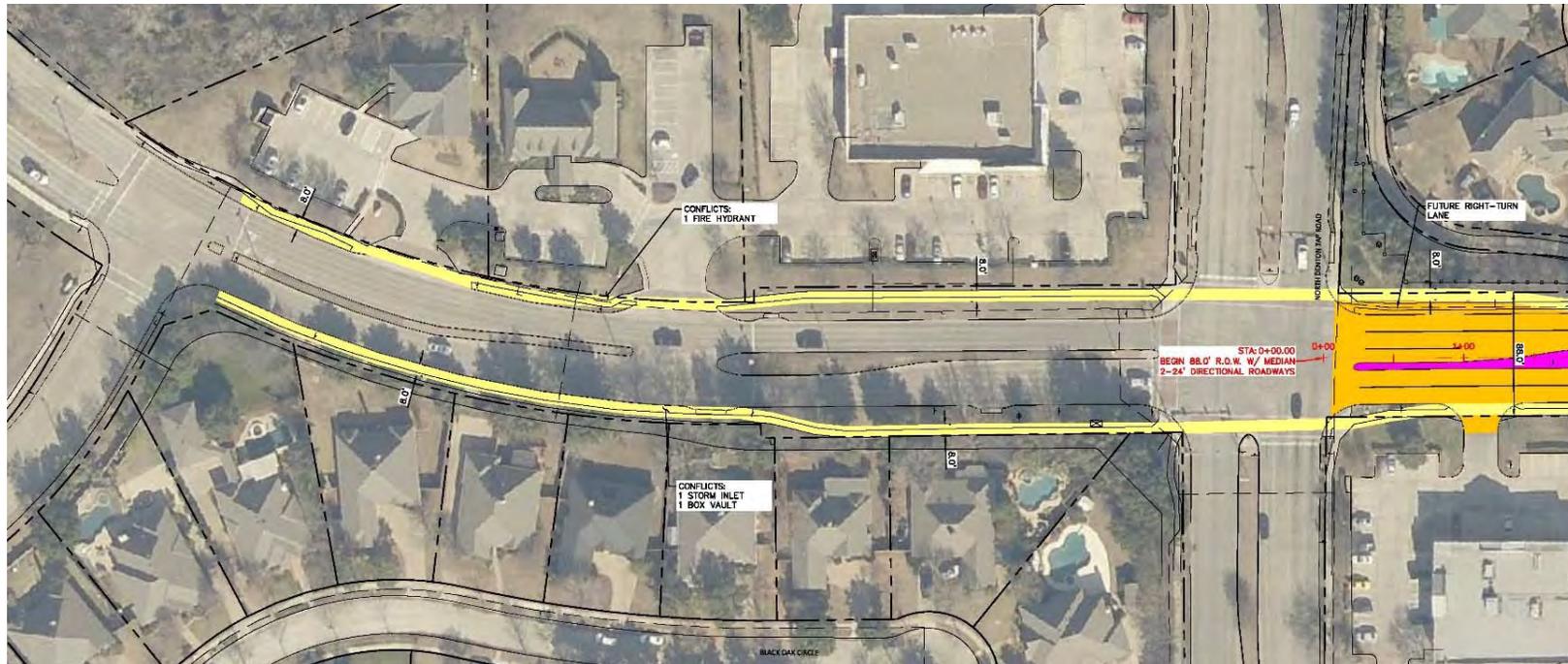
THERMOPLASTIC

Include 3 ft. additional width; \$200K-\$250K per lane-mile for costs.

PROTECTION LEVEL	✓	✓	✓	✓
AESTHETICS	✓	✓	✓	✓
DURABILITY	✓	✓	✓	
INSTALLATION COST	\$	\$	\$	

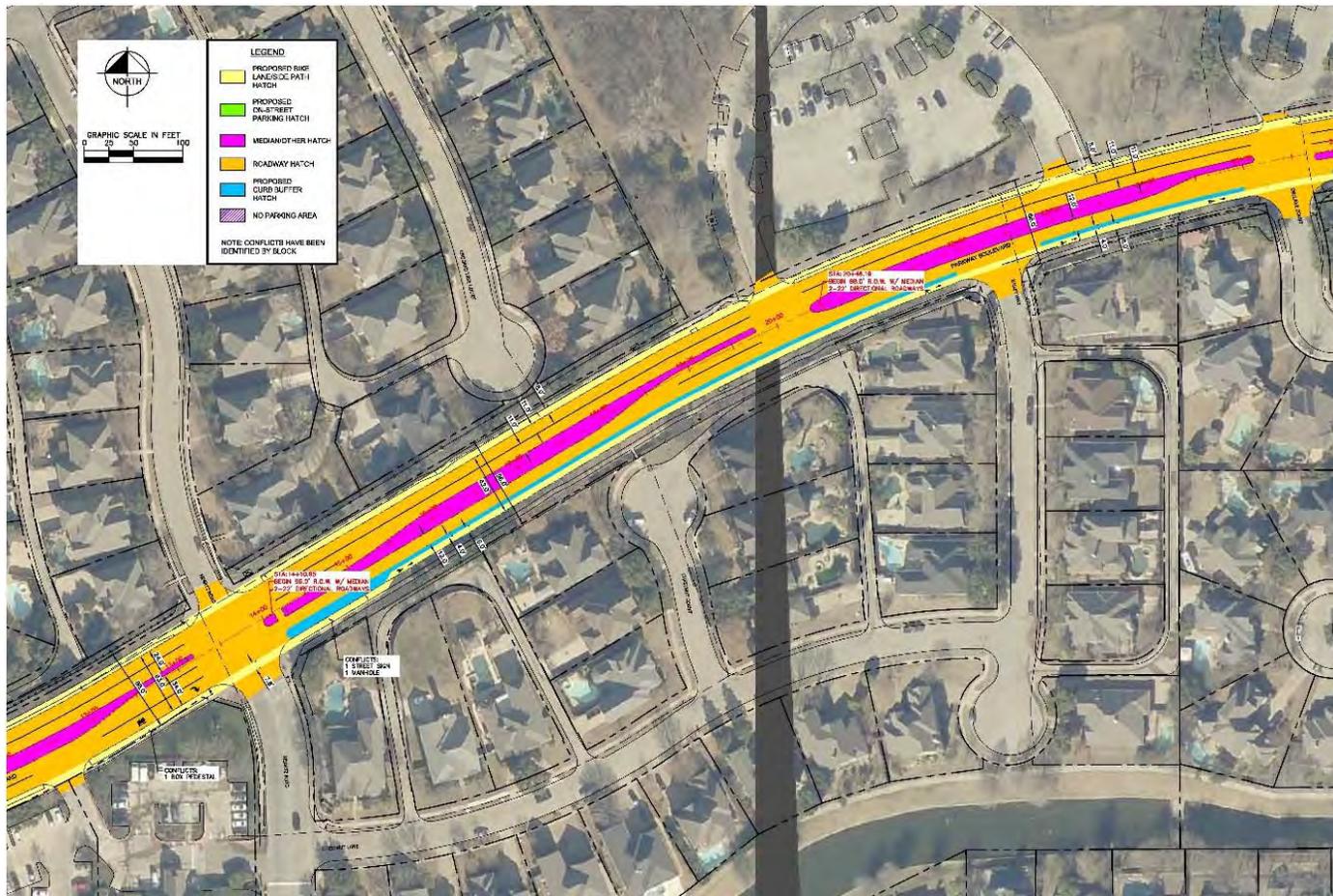
Protected Bike Lane

- Cowboy Drive to North Denton Tap Road



Protected Bike Lane

- Hertz Road to the Rec Center



Next Steps

- Review Concept with Staff (25 minutes)
 - Three Stations
- Place Sticker on Your Property
- Fill in Comment Card

- Recap of Comments To End Meeting