



MEMORANDUM

To: Mayor and City Council

From: Ken Griffin, P.E., Director of Engineering and Public Works

Date: June 13, 2017

Reference: Authorization to Proceed with the Design of Parkway Blvd.

2030: Sustainable City Government, Goal 3
Excellent and Well-maintained City Infrastructure and Facilities

General Information:

- The Engineering and Parks Departments have hosted three public meetings with citizens concerning bikeways/trails/sidepaths along Parkway Blvd.
- The most recent meeting was 5/11/2017.
- Information was presented to the Park Board on June 5, 2017.
- The project has been on hold for two years while discussions and meetings took place concerning bike lanes and sidepaths.

Introduction:

On July 14, 2015, City Council was briefed on the concept of providing additional non-motorized facilities along the Parkway Blvd. corridor from MacArthur Blvd. to Cowboy Drive. During the same time frame, the Engineering Department was finalizing a design contract to rebuild a portion of Parkway from Alex Drive to Hertz Road. That contract was awarded on July 28, 2015. However, at that meeting, Council requested that the City hire an expert in non-motorized facilities to assist with alternative designs along Parkway Blvd. Subsequently, the City retained the services of Kimley-Horn to explore alternative non-motorized facilities along Parkway Blvd. Since mid-2015, the design and repair of Parkway Blvd. has been placed on hold while designs were produced and meetings were held with citizens near and adjacent to Parkway Blvd.

Analysis:

To provide excellent and well maintained city infrastructure, the citizens of Coppell authorized the use of ¼ cent sales tax revenue to be allocated for the reconstruction of our streets. Through an analysis of all streets within the City of Coppell, Parkway Boulevard was identified as needing reconstruction. In addition, the City Council requested a preliminary engineering study for schematic

bike lane planning along Parkway from MacArthur Blvd. to Coppell High School in accordance with the bicycle master plan.

Schematic designs to incorporate bicycle facilities along Parkway from MacArthur Blvd. to Coppell High School were prepared to provide possible options for bike lanes within the current street cross section. Several options for bikes were explored that included a combination of on-street, adjacent dedicated, and combined hike/bike facilities. The concept of sidepaths was also explored.

Initially, the proposed concepts were presented to City Council in a Work Session. This was to solicit input from the Council prior to the first Public Meeting.

The first Public Meeting was a lively exchange and to say that the various concepts for non-motorized facilities were rejected would be an understatement. Most of the presentation was about the bike lane concepts. After that meeting, staff and the consultant regrouped and considered alternatives to the bike lanes.

At the second Public Meeting, the alternative of sidepaths was the only option presented. It was our understanding from the first meeting that most the residents preferred that option. However, again citizens expressed concern, especially along the section of Parkway Blvd. from MacArthur Blvd. to Samuel Blvd.

After the second Public Meeting, it was determined that the reconstruction of Parkway Blvd. needed to move forward. Therefore, at the third Public Meeting, only the section of Parkway Blvd. between Moore Road and Hartz Road was discussed. The limits of the repair were extended to Moore Road to give us an opportunity to extend a sidepath along the north side of Parkway Blvd. from Hartz Road to Moore Road. Once the sidepath reaches Moore Road, we have options at a future date to continue it north to Moore Road Park utilizing part of the existing Moore Road.

On June 5, 2017, the sidepath concept was presented to the Park Board. At the meeting, information was provided explaining in greater detail the proposed improvements to Parkway Blvd. and how the sidepath could be incorporated along the north side from Hartz Road to Moore Road. The Park Board was generally in agreement with the proposal. However, there was still some reservations from a couple of members that the sidepath option would preclude the City from ever having a dedicated bike lane along Parkway Blvd. After discussion, the consensus was to try to widen the street width on the north side to about 16 feet to allow vehicles to have more space when passing any cyclists on the road.

Legal Review:

n/a

Fiscal Impact:

The fiscal impact of this action is the same as the Council approval on July 28, 2015 for the design of Parkway Blvd., which was an amount of \$293,000.00.

Recommendation:

The Engineering Department recommends approval of the authorization to proceed with the design of Parkway Blvd. from Hartz Road to Moore Road, with sidepaths along the north side.