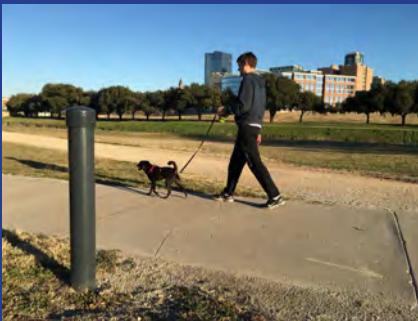




2016

North Central Texas

.....

Bicycle and Pedestrian Traffic Count Report

May 2017



North Central Texas
Council of Governments

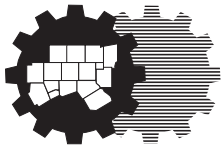
What is NCTCOG?

The North Central Texas Council of Governments is a voluntary association of cities, counties, school districts, and special districts which was established in January 1966 to assist local governments in **planning** for common needs, **cooperating** for mutual benefit, and **coordinating** for sound regional development.

It serves a 16-county metropolitan region centered around the two urban centers of Dallas and Fort Worth. Currently the Council has **238 members**, including 16 counties, 169 cities, 22 independent school districts, and 31 special districts. The area of the region is approximately **12,800 square**

miles, which is larger than nine states, and the population of the region is about **7 million**, which is larger than 38 states.

NCTCOG's structure is relatively simple; each member government appoints a voting representative from the governing body. These voting representatives make up the **General Assembly** which annually elects a 15-member Executive Board. The **Executive Board** is supported by policy development, technical advisory, and study committees, as well as a professional staff of 324.



NCTCOG's offices are located in Arlington in the Centerpoint Two Building at 616 Six Flags Drive (approximately one-half mile south of the main entrance to Six Flags Over Texas).

North Central Texas Council of Governments
P. O. Box 5888
Arlington, Texas 76005-5888
(817) 640-3300

NCTCOG's Department of Transportation

Since 1974 NCTCOG has served as the Metropolitan Planning Organization (MPO) for transportation for the Dallas-Fort Worth area. NCTCOG's Department of Transportation is responsible for the regional planning process for all modes of transportation. The department provides technical support and staff assistance to the Regional Transportation

Council and its technical committees, which compose the MPO policy-making structure. In addition, the department provides technical assistance to the local governments of North Central Texas in planning, coordinating, and implementing transportation decisions.

Prepared in cooperation with the Texas Department of Transportation and the U. S. Department of Transportation, Federal Highway Administration, and Federal Transit Administration.

"The contents of this report reflect the views of the authors who are responsible for the opinions, findings, and conclusions presented herein. The contents do not necessarily reflect the views or policies of the Federal Highway Administration, the Federal Transit Administration, or the Texas Department of Transportation."

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		Stephen Terrell Mayor, City of Allen	

Surface Transportation Technical Committee

Loyl Bussell, P.E.
Chair, Texas Department of Transportation, Fort Worth District

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Introduction

As the North Central Texas region continues to grow and congestion is projected to worsen, the importance of bicycling and walking increases.

The objective of the North Central Texas Council of Governments' (NCTCOG) annual bicycle and pedestrian traffic count report is to provide regional stakeholders and the public a better understanding of how much activity is occurring on shared-use paths throughout the region and the contributing factors related to usage.

Four new counters were installed in 2016, in addition to the 26 permanent count stations included in the 2015 report. The Tarrant Regional Water District (TRWD) expanded their system of count stations along the Trinity Trails at Kelly Field in west Fort Worth. The City of Plano deployed a new counter along the Rowlett Trail at the border between Plano and Allen. The City of Allen installed their first count equipment in November, 2016 along the Watters Trail near Dr. E. T. Boon Elementary School and along the Cottonwood Trail near US 75.

In many cases, NCTCOG and partner agencies identified shared-use paths with significant value as active transportation corridors, connecting to major destinations and transit stations. Agencies that purchased their own equipment agreed to share data, which is included in this report. The City of Dallas has 26 permanent counters installed and maintained by the Parks and Recreation Department. For purposes of reporting counts on more transportation-oriented corridors, this report includes 14 of the 26 count stations in Dallas due to their close proximity to origins and destinations where residents can make active transportation trips. The remaining 12 count stations in Dallas are located on paths primarily used for recreation (e.g. loops within parks).

Exhibit 1 identifies the number of count stations per agency as reported in this document, while Exhibit 2 identifies the existing shared-use path corridors with equipment collecting data. All count stations in the North Central Texas region are on shared-use paths, with the exception of one permanent on-street bicycle counter installed on the Bellaire Drive bike lanes in Fort Worth.

The permanent equipment utilizes inductive loop and passive-infrared sensor technology to distinguish bicyclists from pedestrians, as well as their direction of travel.

Exhibit 1: Counters by City (2016)

Agency	Number of Installed Permanent Counters
City of Allen	2
City of Dallas ¹	14
City of Denton	2
City of Fort Worth ²	1
Tarrant Regional Water District ³	4
City of North Richland Hills	1
City of Plano	7
Total	31

¹ Dallas has 26 counters, 14 of which are reported by NCTCOG for transportation purposes.

² Fort Worth counter is the only permanent on-street bicycle counter.

³ Tarrant Regional Water District counters are located in Fort Worth

During 2016, there were several instances in which some count equipment failed to collect data due to battery failure or unusual traffic counts resulted due to infestations of insects. These gaps and adjustments to the data are noted in the report. Statistics are not available for the full year due to partial year

data for some counters. This report reflects the first full calendar year for count stations in Dallas for which data is available.



Installation of a permanent count station in Fort Worth.

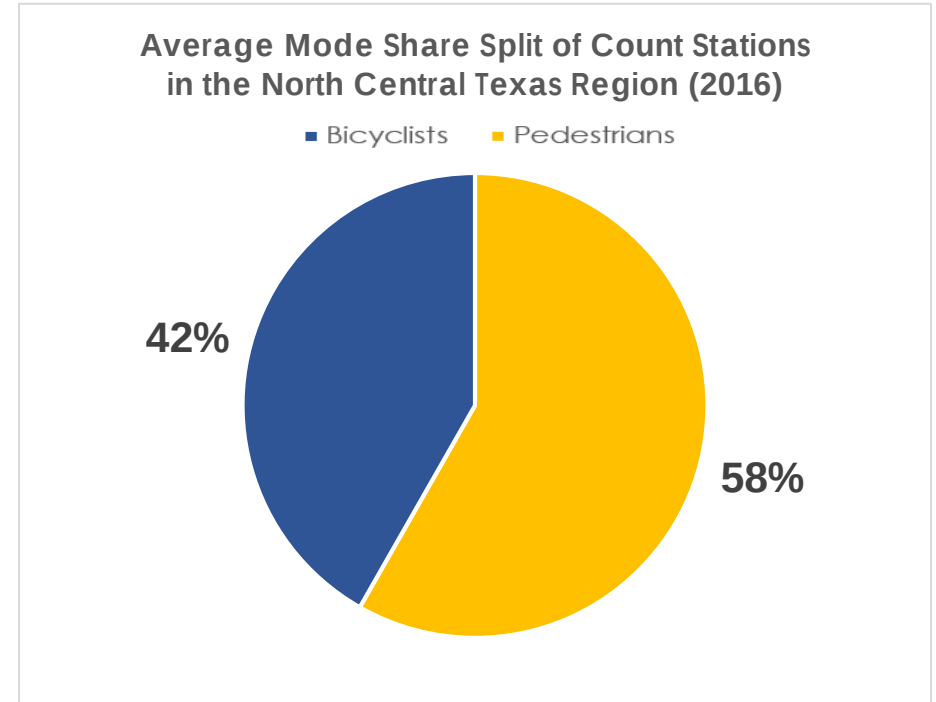
Bicycle and Pedestrian Count Stations in the North Central Texas Region (2016)



Mode Share Split

In 2015 the regional average mode share split of all count stations in the region combined was 50 percent bicyclists and 50 percent pedestrians. However, in 2016 the proportion of pedestrian traffic for all counters in the region combined increased to 58 percent, with bicyclists representing 42 percent of the total traffic counts (see Exhibit 3). This may be partially explained by the addition of new count locations in Allen that experienced a very high proportion of pedestrian activity. Also some count locations that typically have high volumes of bicyclists had equipment failures and did not report data for the full year.

Exhibit 3:

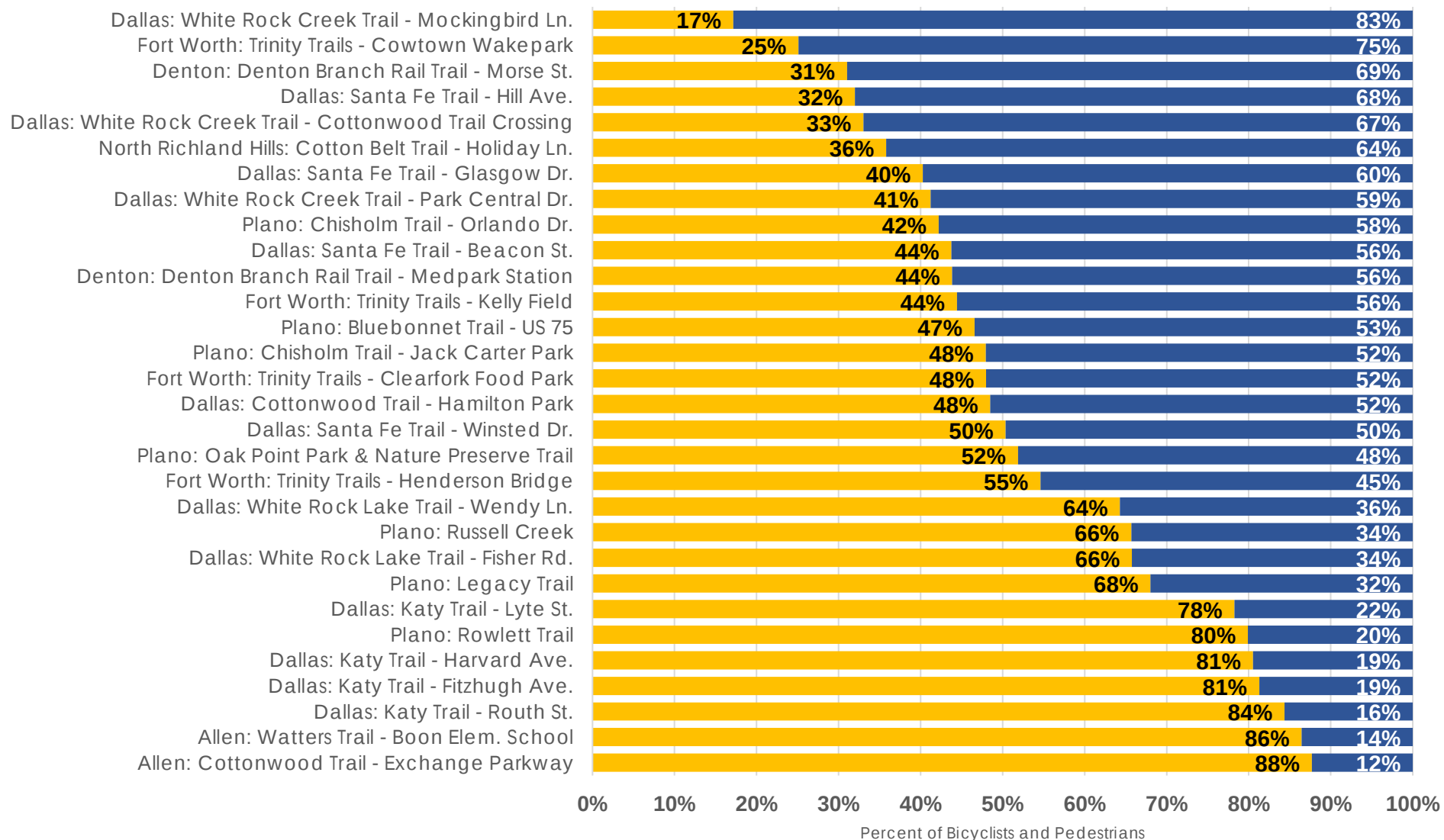


The area in which a shared-use path is located has a large influence upon the ratio of pedestrians to bicyclists who use the corridor. Paths with count stations located further from nearby development or population density, such as portions of the Trinity Trails at Cowtown Wakepark in Fort Worth, experience a lower percentage of pedestrians and a higher percentage of bicyclists. Corridors in dense residential and commercial/office areas, such as the Katy Trail in Dallas, have a high proportion of pedestrians (as high as 84 percent). Exhibit 4 identifies the average mode share split (the percentage of bicyclists versus percentage of pedestrians) for each of the count stations located on shared-use paths. While the mode share for each count location did not significantly change from 2015, the two new count stations recently installed in Allen reported the highest pedestrian mode share in the region (86-88 percent).

Exhibit 4:

Mode Share Split by Count Station (2016)

■ Pedestrians ■ Bicyclists



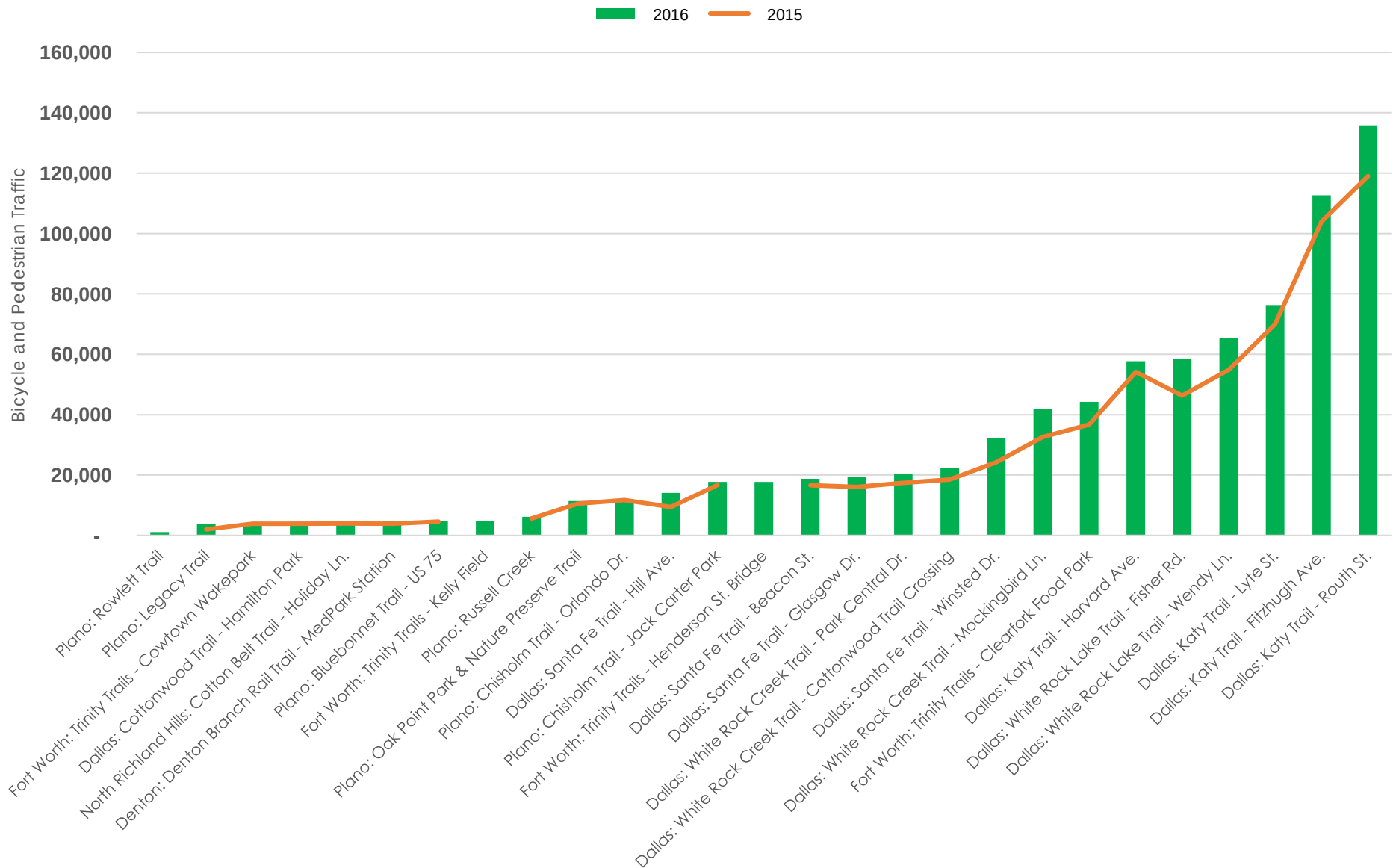
Note: On-Street Count Station in Fort Worth only monitors bicycle activity and was not included.

Average Traffic Counts

As the climate fluctuates with the seasons, so does bicycle and pedestrian activity. In 2015, the months of August, September, and July had the highest traffic counts respectively. In contrast, most count stations in 2016 recorded higher traffic counts in October 2016 than in October 2015. Exhibit 5 compares the total bicycle and pedestrian traffic counts in October 2015 and October 2016. The average temperature in both months was similar, with October 2015 being 71.3 degrees and October 2016 being 73.5 degrees. Locations collected data ranging from over 1,000 traffic counts to over 135,000 traffic counts over the course of October 2016.

Exhibit 5:

Total Traffic by Count Station October 2016 and 2015



Note: Count stations that did not collect data during October are omitted.

A standard metric used in the transportation planning and engineering fields is annual average daily traffic (AADT). This is a measure of the average number of motor vehicles traveling a roadway. By applying the same methodology to bicyclists and pedestrians, seasonal variation of traffic counts throughout a year is averaged to develop one statistic that summarizes how much bicycling and walking activity is occurring at a specific location.

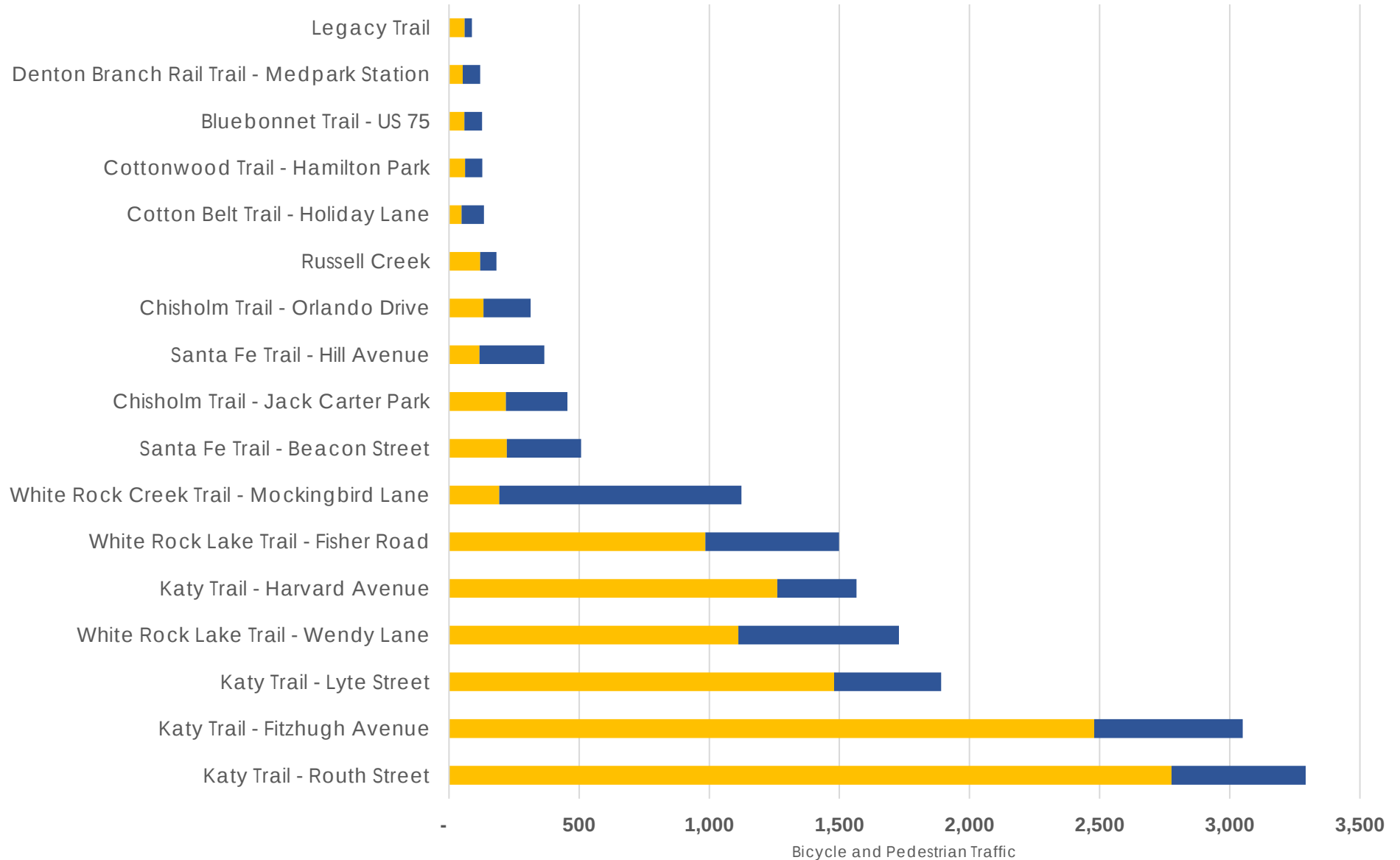
Seventeen count stations in the region collected 365 days of uninterrupted data in 2016. Exhibit 6 identifies bicycle and pedestrian AADT in 2016 for these 17 locations. Count stations that collected partial year data in 2016 were omitted. Two locations along the Katy Trail in Dallas averaged more than 3,000 bicycle and pedestrian traffic counts per day, which was the highest in the region while four other count stations in Dallas averaged more than 1,300 traffic counts per day.

Exhibits 7-11 chart the average daily traffic by month among the count station locations for each city involved in collecting bicycle and pedestrian traffic data.

Exhibit 6:

Annual Average Daily Bicycle and Pedestrian Traffic (2016)

■ Pedestrians ■ Bicyclists



Note: Exhibit 6 reflects count stations that collected 365 days of uninterrupted data in 2016. Count stations that collected partial year data are omitted.

Exhibit 7:

Dallas Count Stations Average Daily Traffic by Month (2016)

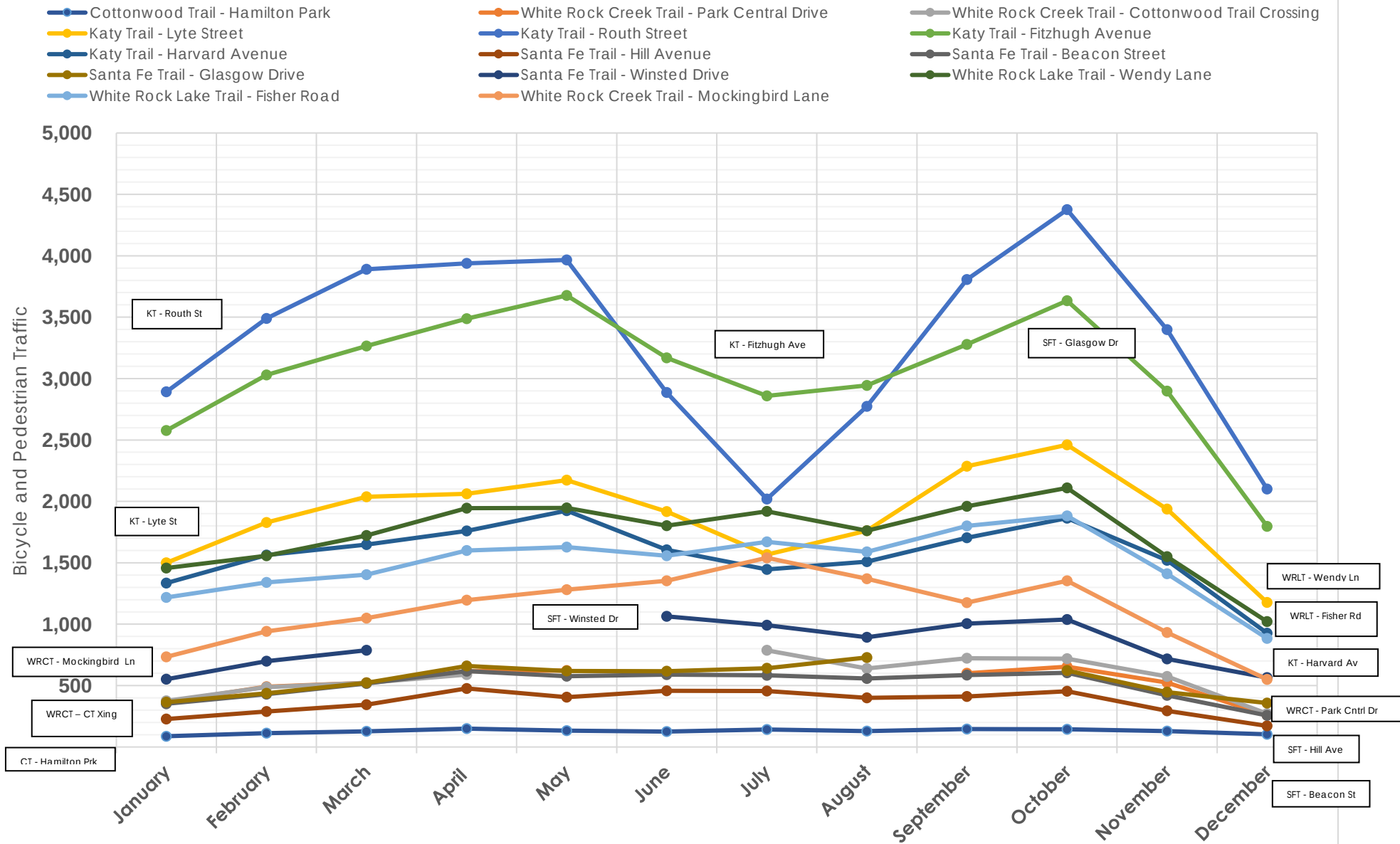


Exhibit 8:

Denton Count Stations

Average Daily Traffic by Month (2016)

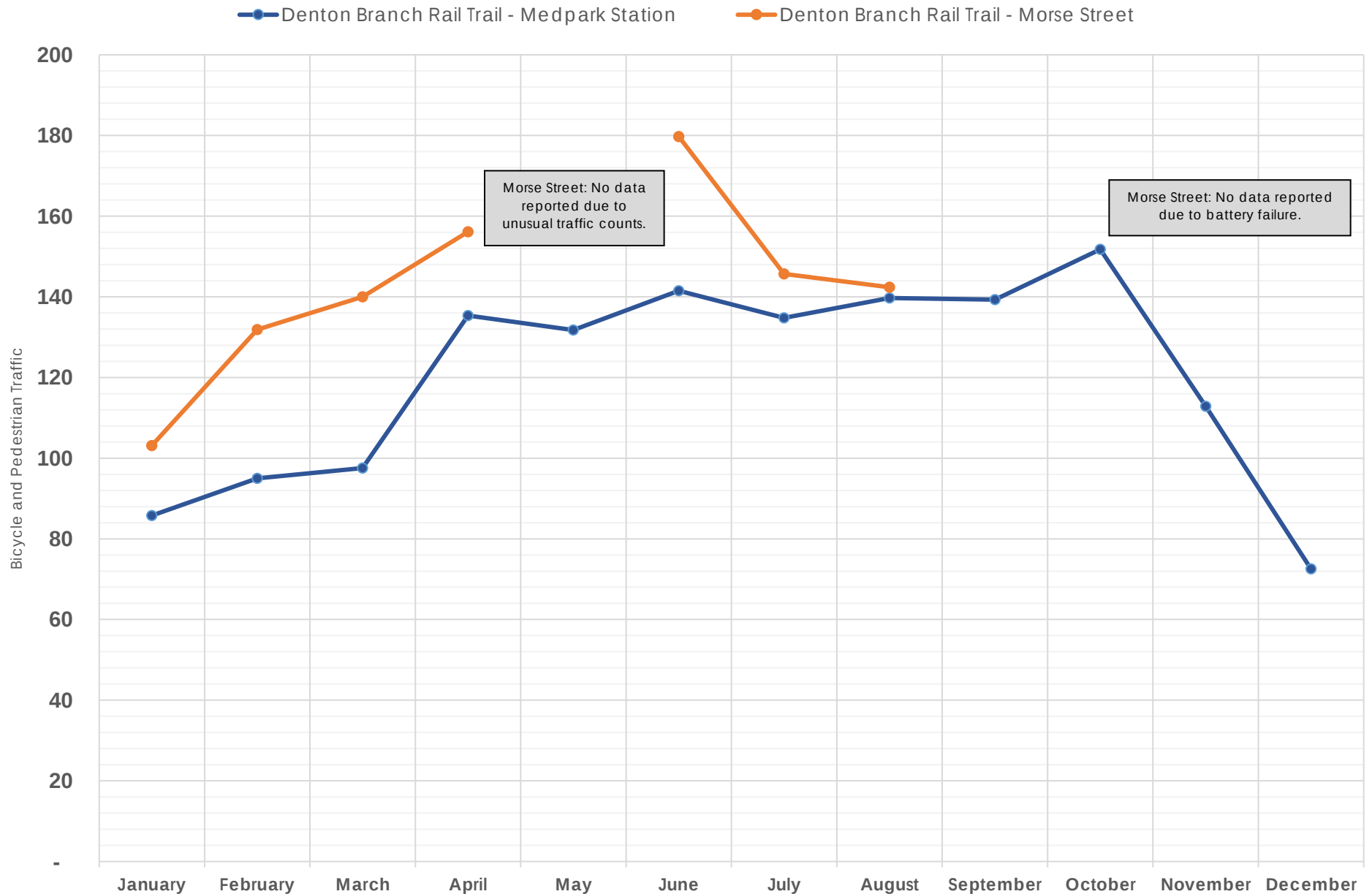


Exhibit 9:

Fort Worth Count Stations

Average Daily Traffic by Month (2016)

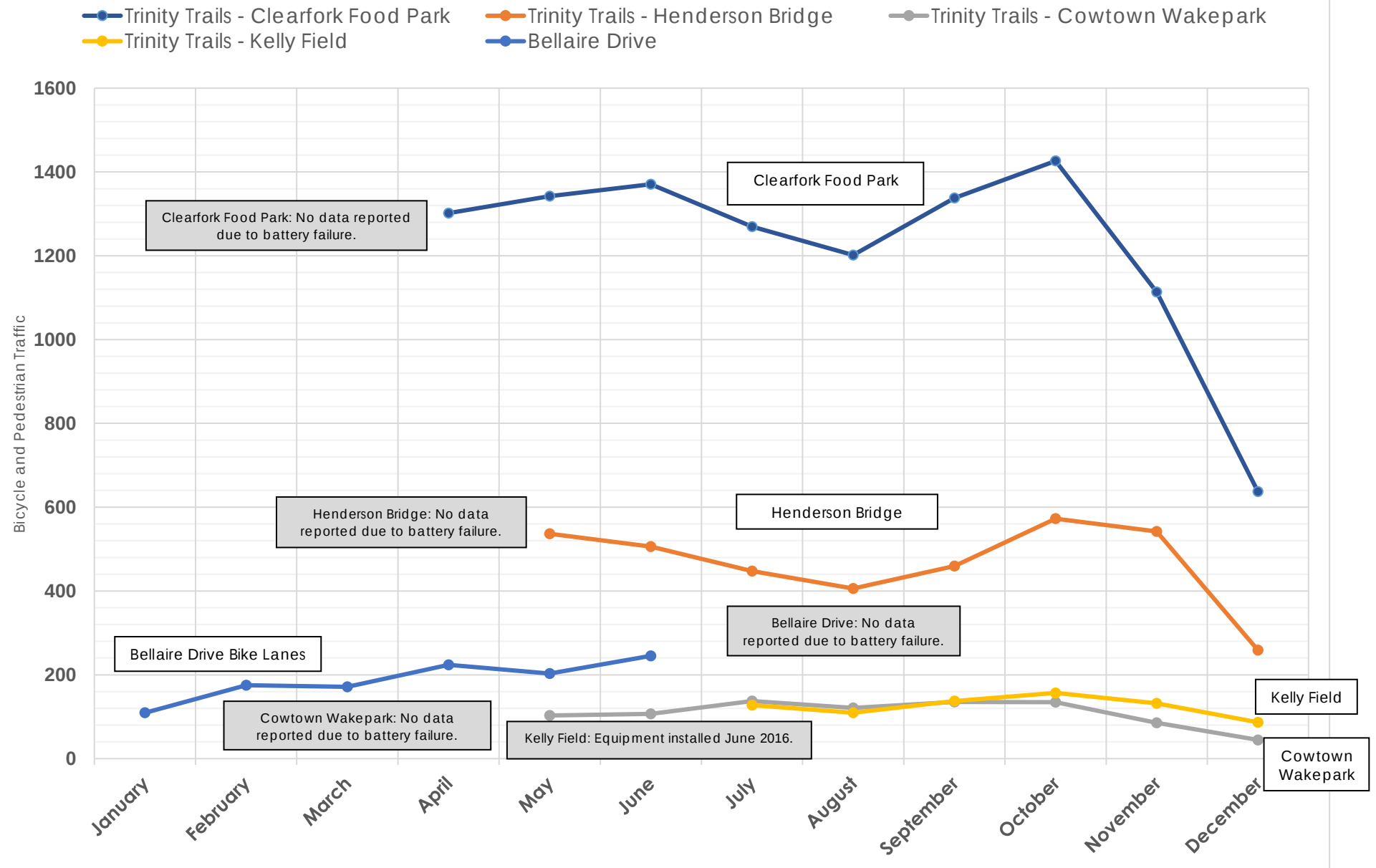


Exhibit 10:

North Richland Hills Count Station

Average Daily Traffic by Month (2016)

—●— Cotton Belt Trail - Holiday Lane

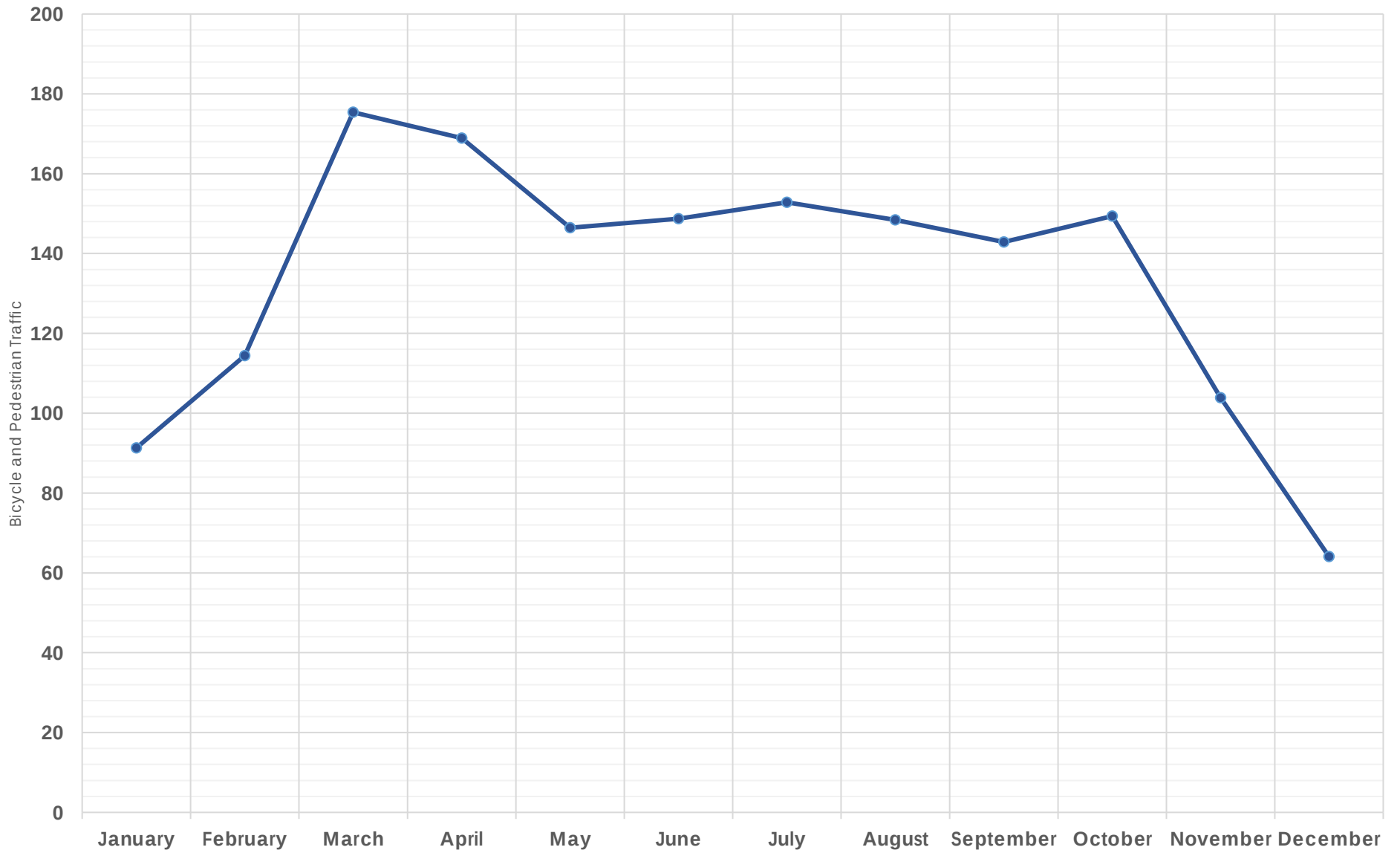
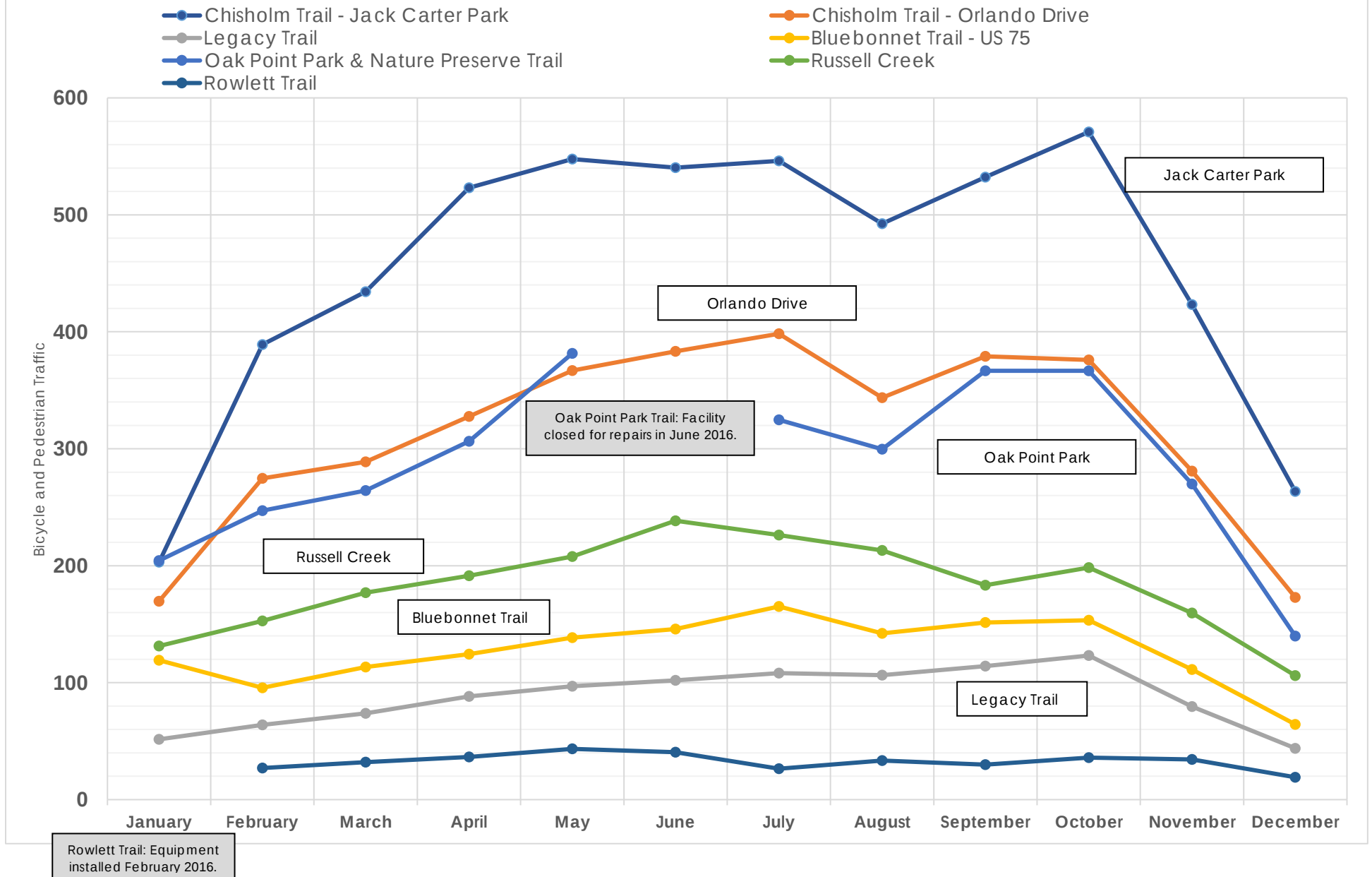


Exhibit 11:

Plano Count Stations Average Daily Traffic by Month (2016)



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Land Use and Active Transportation Traffic Counts

Count stations in the North Central Texas region are installed primarily in urban and suburban locations. After reviewing two years of data there are two general findings related to the influence of development density and the surrounding land uses on bicycle and pedestrian traffic:

- Dense urban areas experience higher pedestrian activity than bicyclist activity (both volume and proportion).
- Paths located in areas with limited development closely accessible by pedestrians nearby generally have a high proportion of bicycling activity.

Exhibits 12-15 summarize the surrounding land uses within a half-mile of four count stations across the region. These four count stations in Denton, Plano, Fort Worth, and Dallas serve as examples of the diversity of urban and suburban locations where shared-use paths are located.



NCTCOG staff assessing the accuracy of count stations.

Exhibit 12:

Denton: Denton Branch Rail Trail - Morse Street

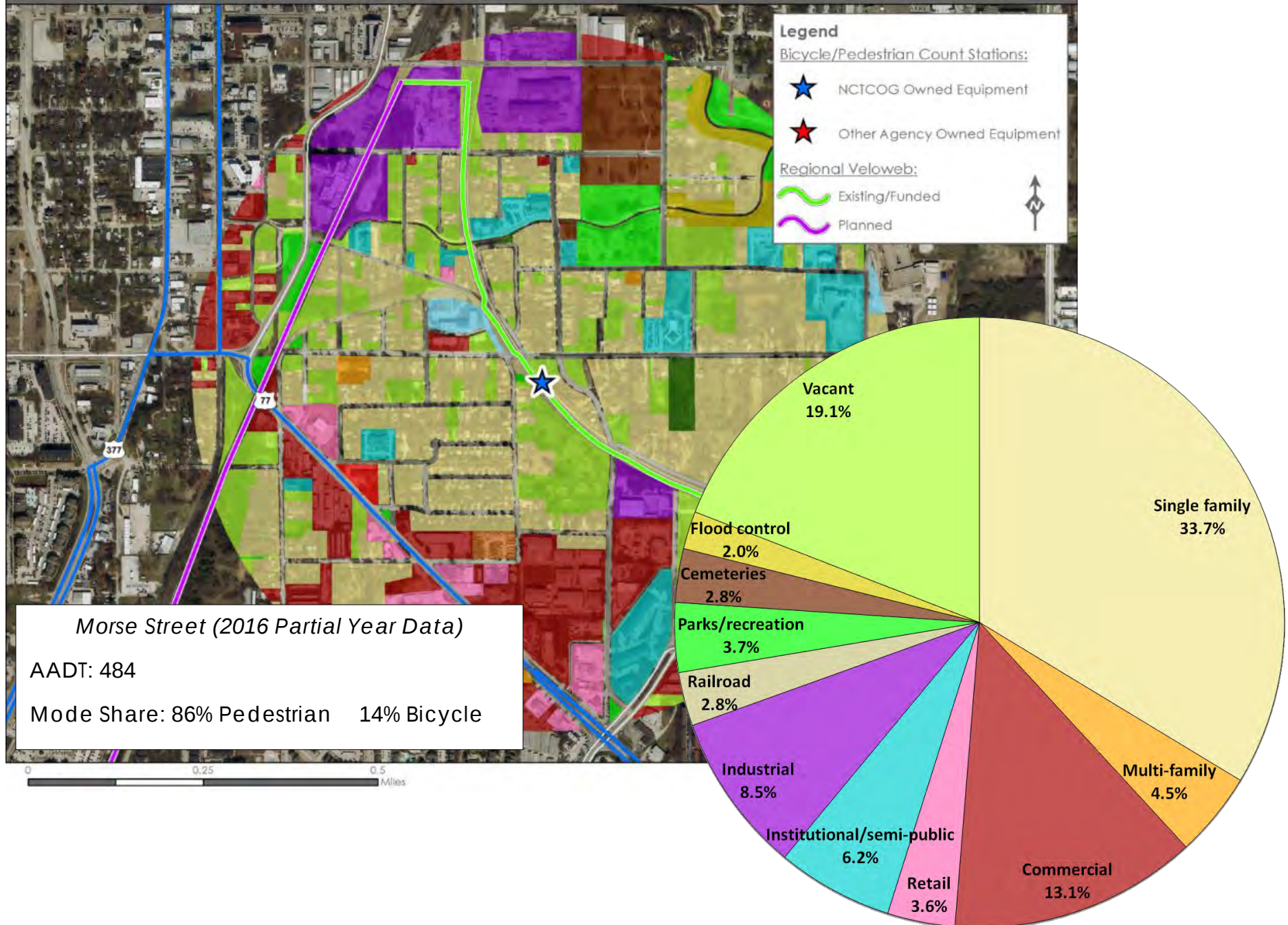


Exhibit 13:

Plano: Chisholm Trail - Jack Carter Park

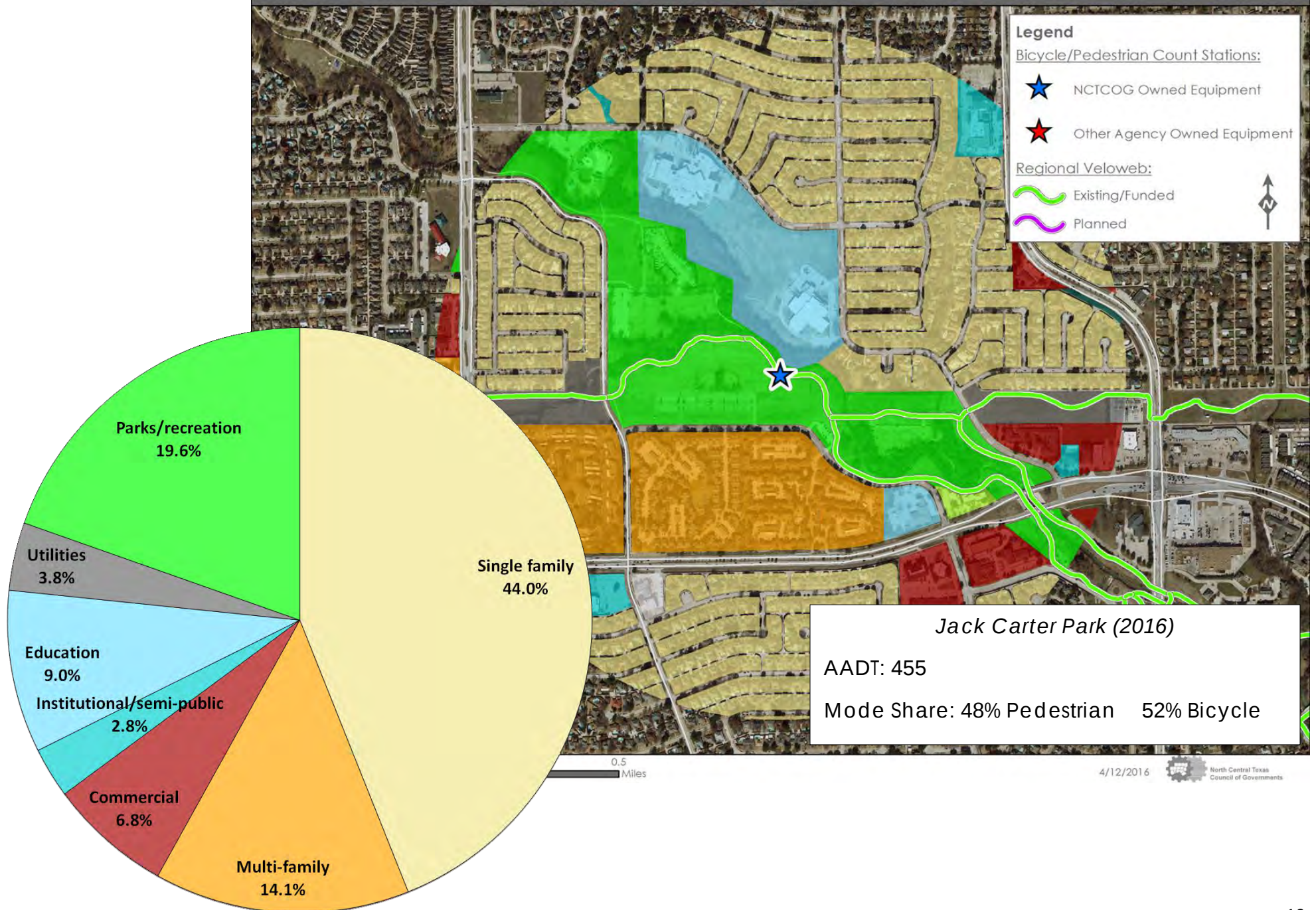


Exhibit 14:

Fort Worth: Trinity Trails - Clearfork Food Park

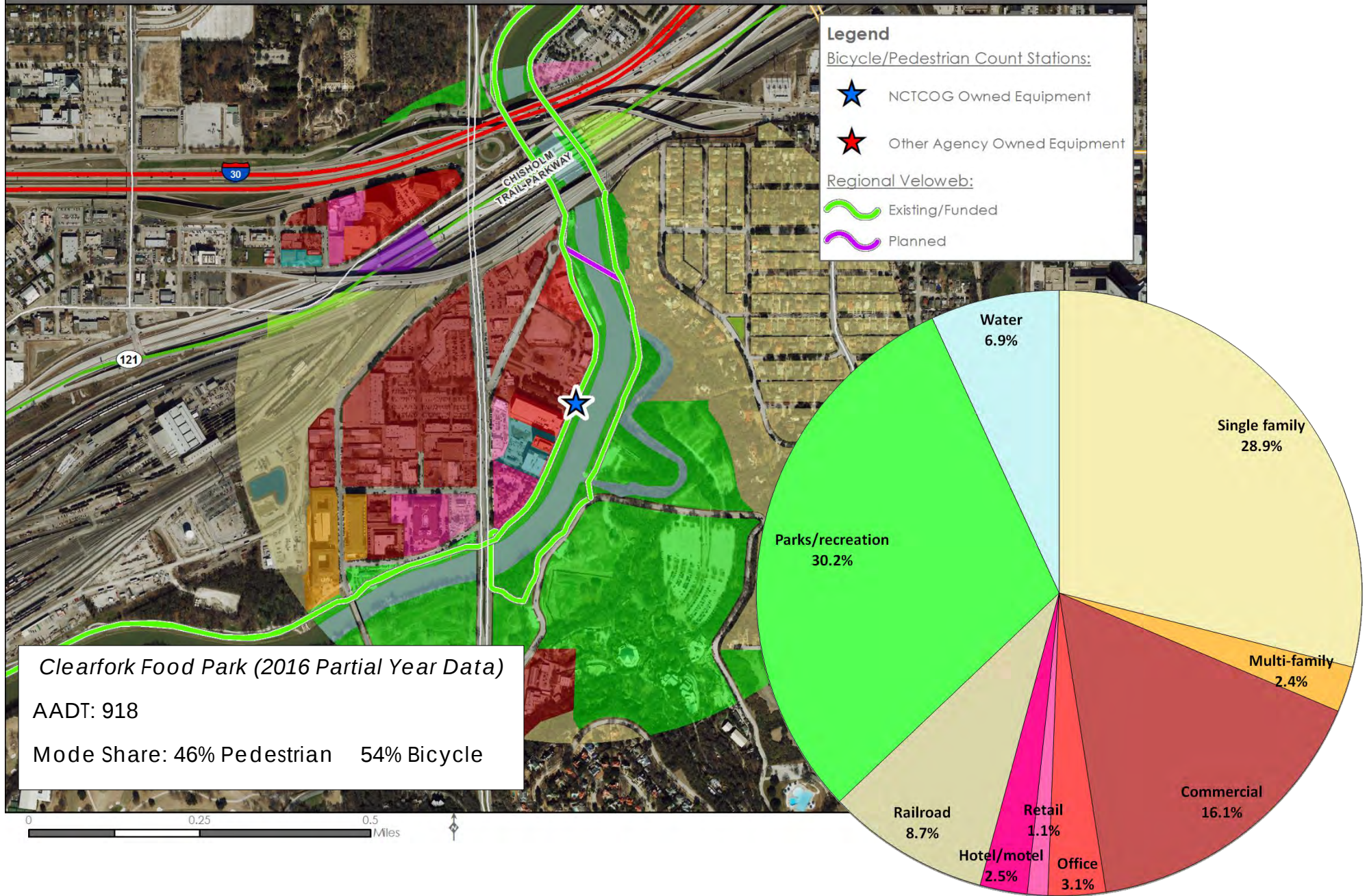
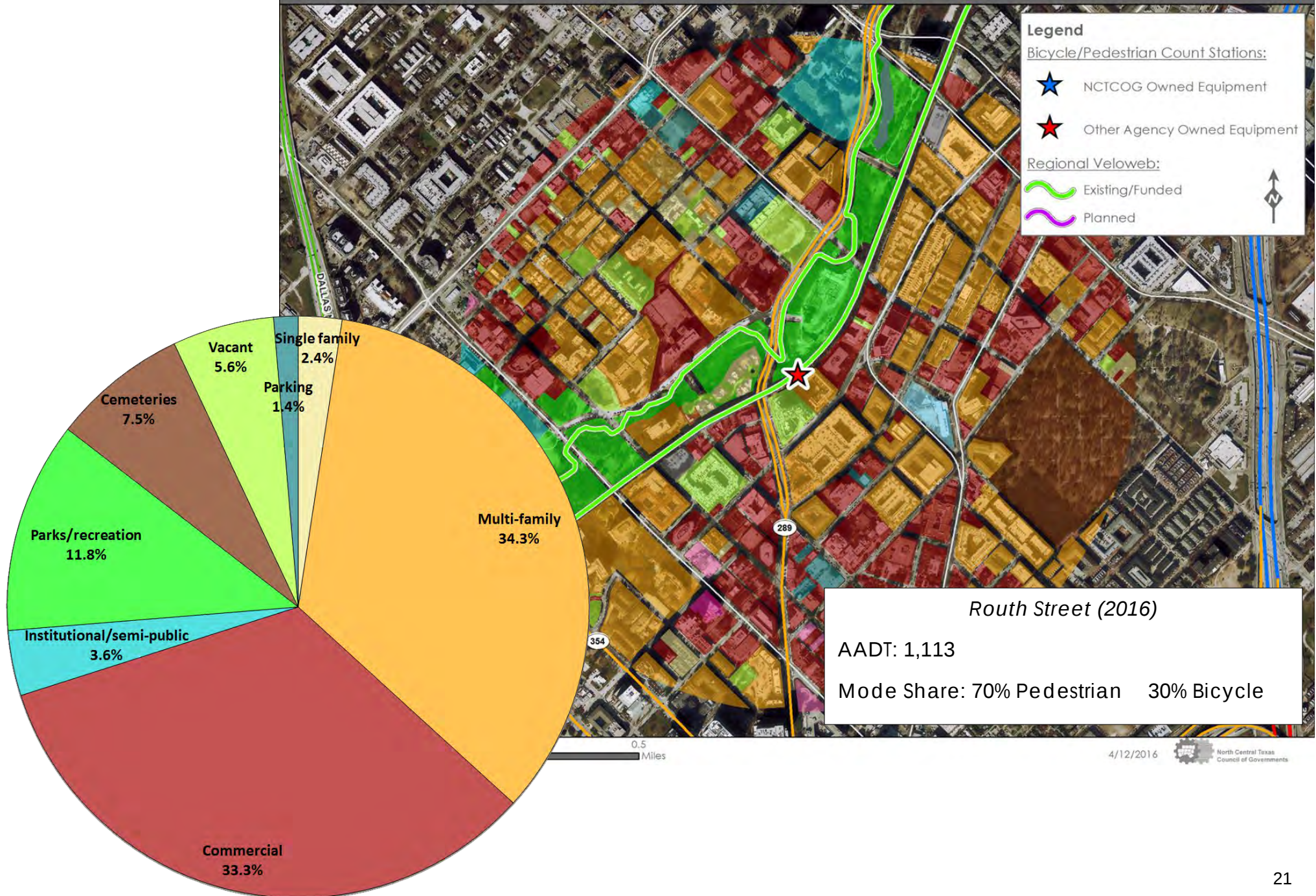


Exhibit 15:

Dallas: Katy Trail - Routh Street

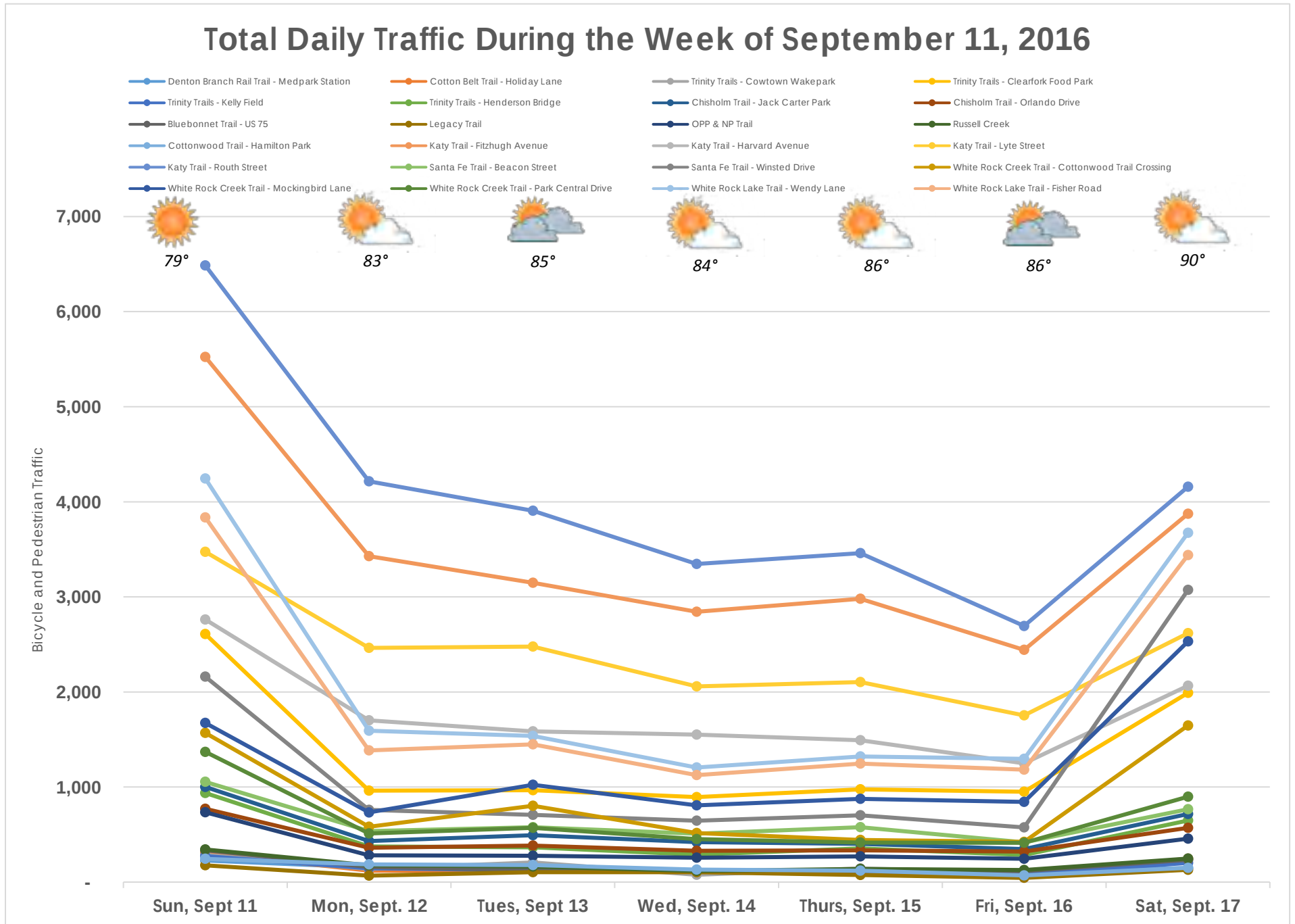


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Sample Week Data

While understanding the traffic patterns and travel behaviors of bicyclists and pedestrians by month can inform planners when activity is at its peak, understanding when bicyclists and pedestrians travel by day of the week provides additional insight. The week of September 11, 2016, as shown in Exhibit 16, is a representative snapshot of weekly travel patterns. This specific week is highlighted since it is consistent with the National Bicycle and Pedestrian Documentation Project, a nationwide effort to establish a consistent model of data collection for people using active transportation. On this week, the highest traffic counts recorded at count stations across the North Central Texas region were on Sunday, September 11 and Saturday, September 17.

Exhibit 16:



Note: The Bellaire Drive Bike Lanes and Denton Branch Rail Trail at Morse Street were not collecting data during this time.

Summary

Understanding where North Texans are walking and bicycling will allow NCTCOG and regional stakeholders to make more data-driven decisions.

In 2015, the 26 count stations monitored by NCTCOG recorded nearly 4.3 million bicycle and pedestrian traffic counts. **In 2016, all 31 of the count stations recorded over 7.4 million bicycle and pedestrian traffic counts in total.** The traffic count total would have been higher if not for battery failures and gaps in data collection among several counters. As more count equipment is installed and as all equipment locations record data throughout the year, this number is expected to greatly increase.

Limitations of Data

The amount of bicycle and pedestrian traffic registered by counting equipment presented in this report does not represent unique individuals. Similar to motor vehicle counts, the equipment counts the number of times bicyclists and pedestrians pass by each count station. The technology used by the count equipment, primarily the passive-infrared sensor, is unable to

distinguish the number of pedestrians who may walk side-by-side and in large groups. Therefore, the data in this report should be interpreted as slightly conservative. NCTCOG validated the accuracy of six NCTCOG-owned count stations in 2015 and developed a unique correction factor for each mode at each location. NCTCOG staff observed the count stations for four hours and compared the manually recorded data to that collected by the equipment. Results from the validation process found pedestrians to have a higher error rate (ranging from 3-30 percent) than bicyclists (ranging from 4-8 percent). Correction factors were applied to the following six count stations:

1. Chisholm Trail – Jack Carter Park
2. Chisholm Trail – Orlando Drive
3. Denton Branch Rail Trail – Medpark Station
4. Denton Branch Rail Trail – Morse Street
5. Trinity Trails – Henderson Street Bridge
6. Trinity Trails – Clearfork Food Park

Short Duration Count Data

In addition to the permanent count equipment collecting bicycle and pedestrian traffic counts continuously throughout the year, mobile count equipment can be deployed to collect short duration counts to capture a snapshot of activity at many locations for geographic coverage.

NCTCOG has mobile equipment available for loan to local jurisdictions to conduct short-term counts of bicyclists and pedestrians on either shared-use paths or streets. This equipment is typically installed for two to three weeks at each location.

Agencies interested in borrowing NCTCOG's mobile counting equipment can contact NCTCOG staff. Additional information about the loan program can be found online at:

www.nctcog.org/BikePedCountData

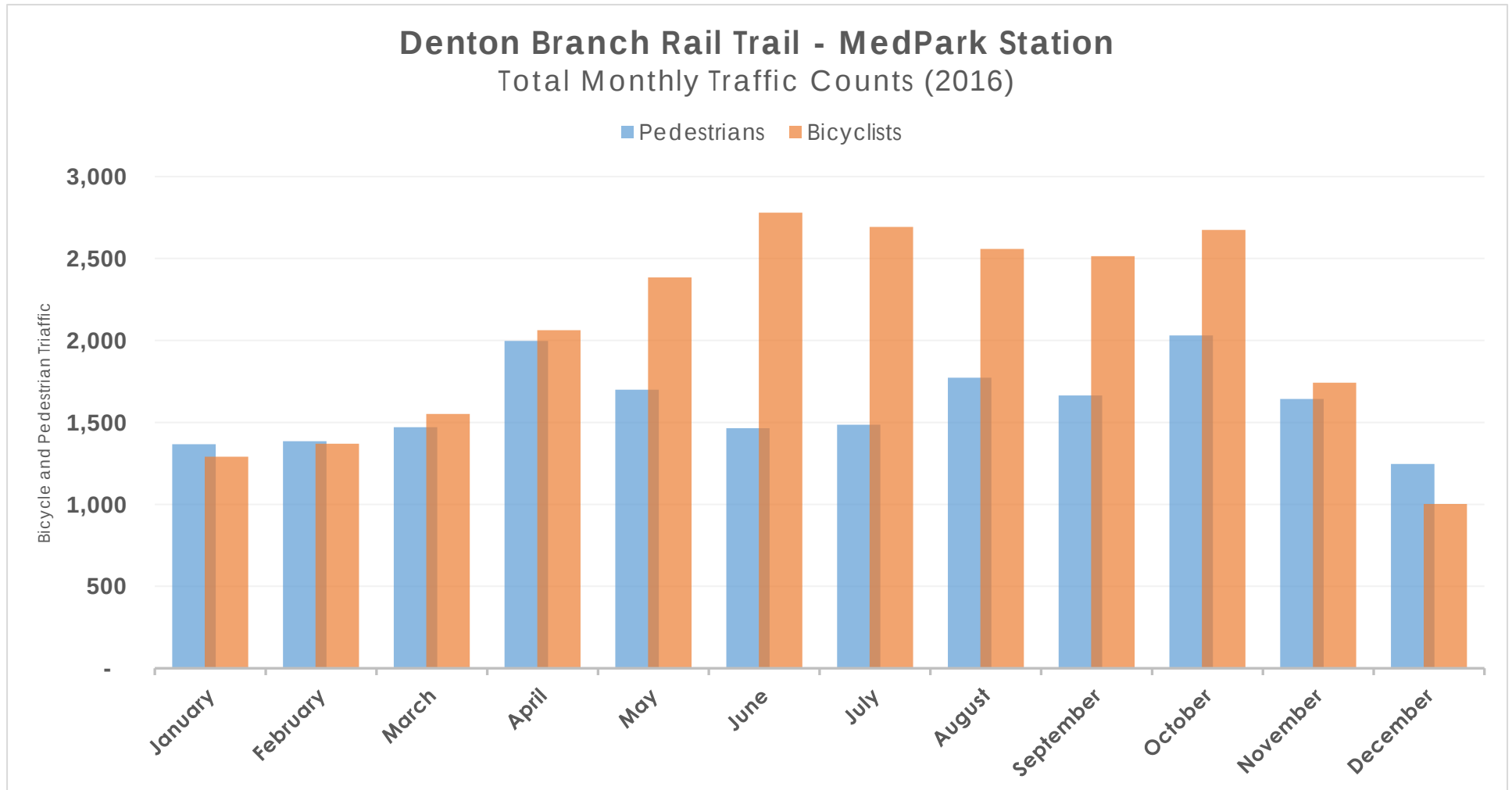


*Installation of a mobile counter on the John Barfield Trail
in North Richlands Hills*

Appendix:

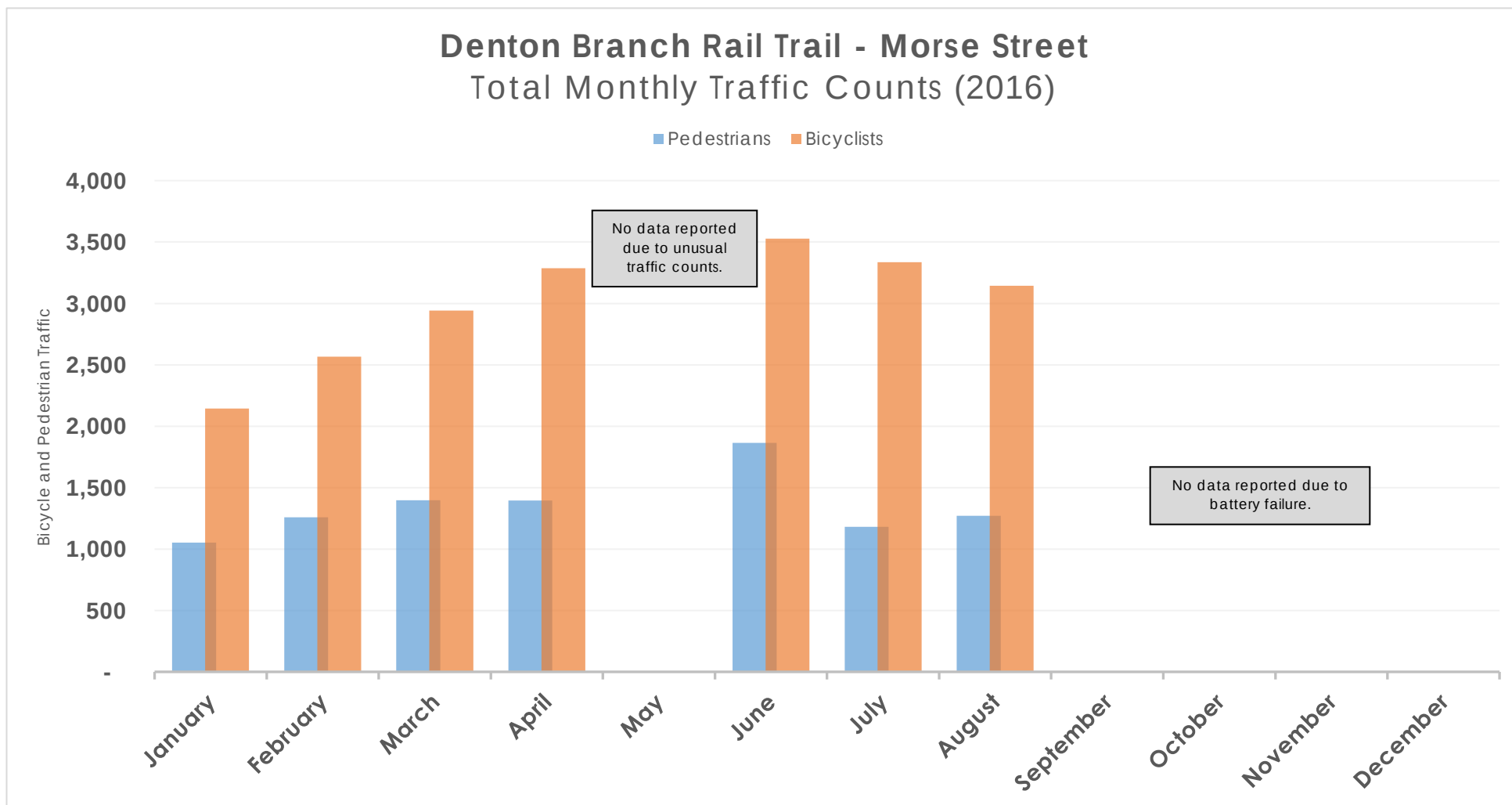
Individual Count Station Summaries

Exhibit 17:



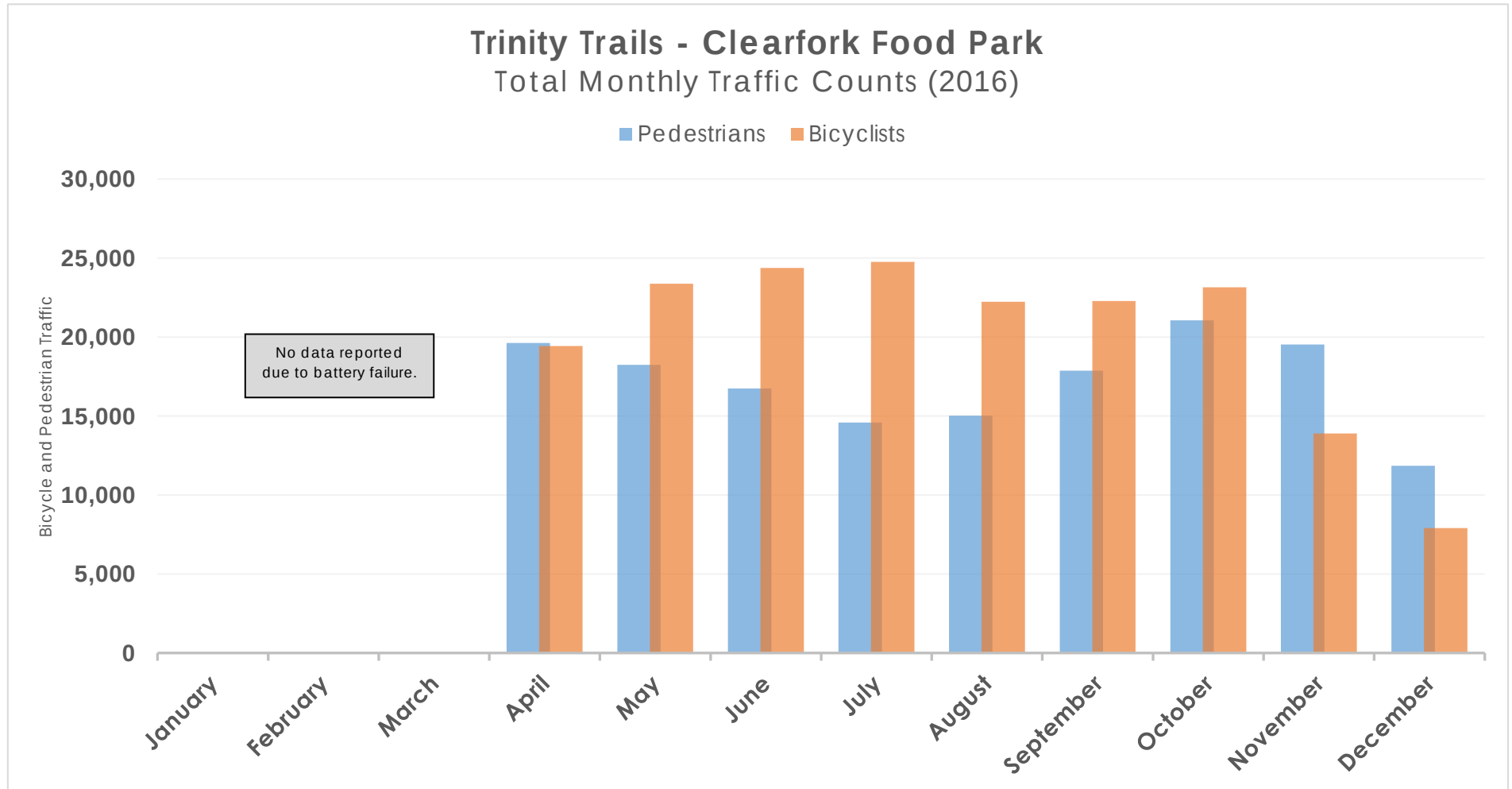
2016 Annual Traffic	
Pedestrians	19,230
Bicyclists	24,626
Total Traffic	43,856

Exhibit 18:



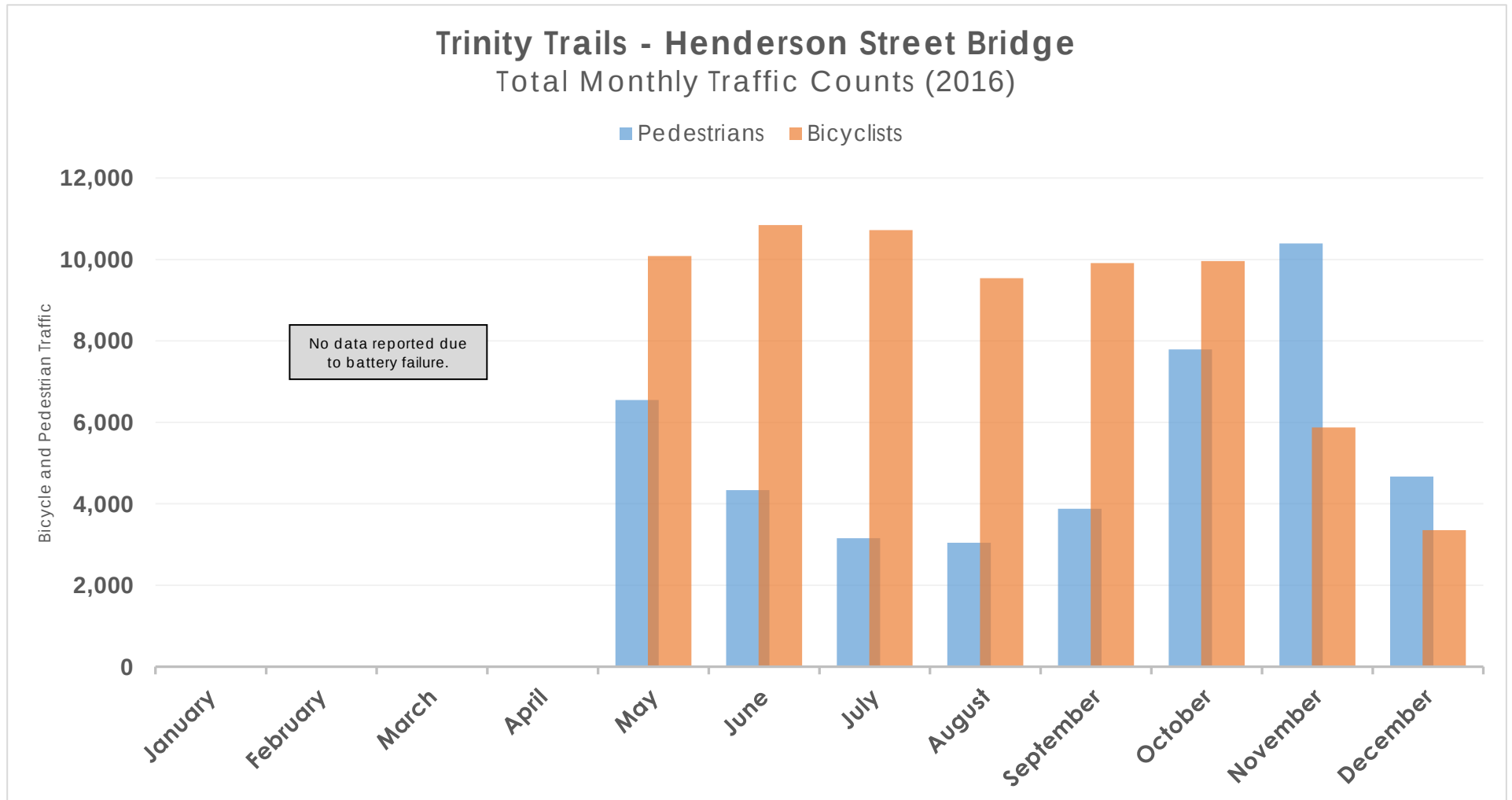
2016 Annual Traffic (partial year)	
Pedestrians	9,421
Bicyclists	20,945
Total Traffic	30,366

Exhibit 19:



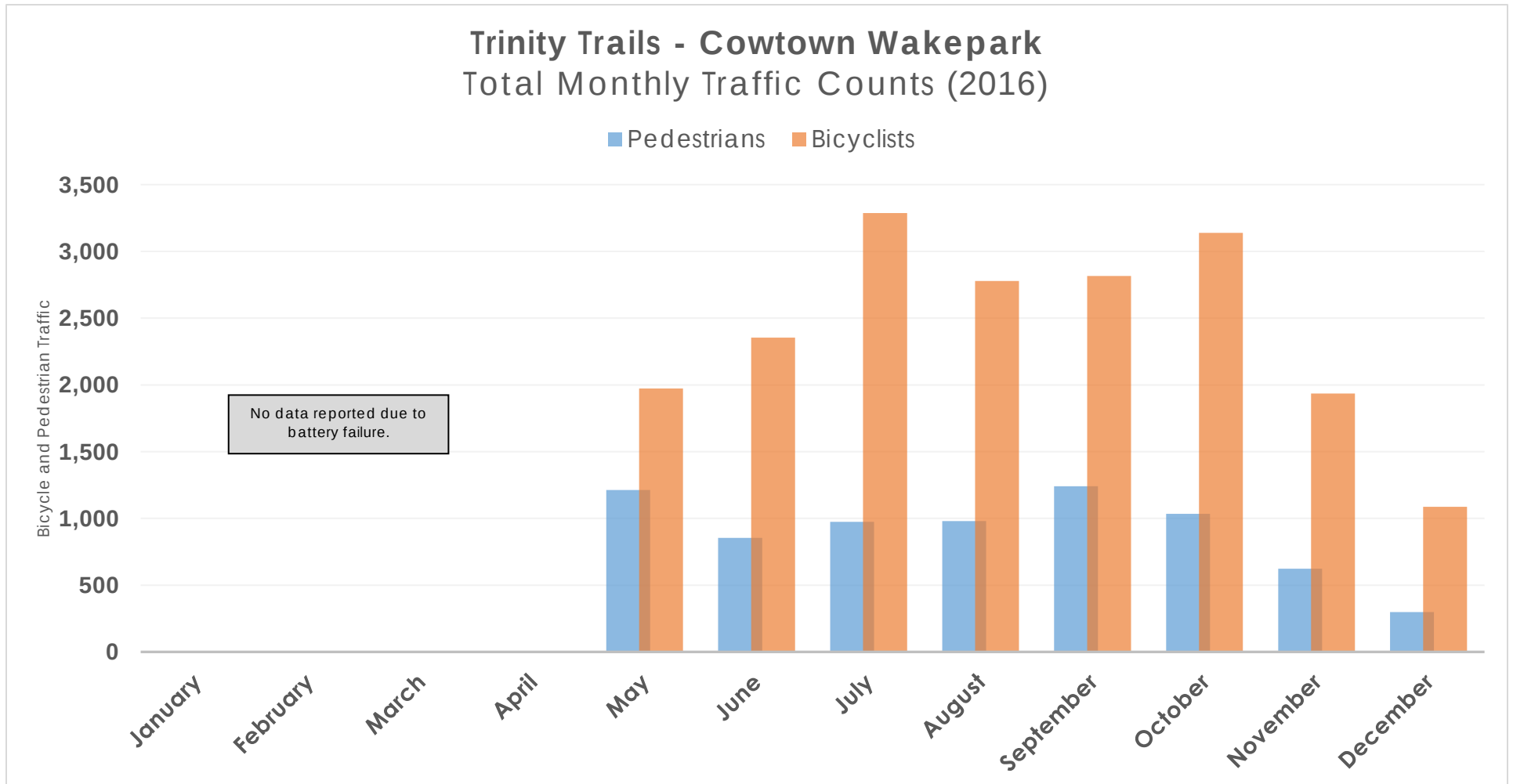
2016 Annual Traffic (partial year)	
Pedestrians	154,514
Bicyclists	181,387
Total Traffic	335,901

Exhibit 20:



2016 Annual Traffic (partial year)	
Pedestrians	43,822
Bicyclists	70,283
Total Traffic	114,105

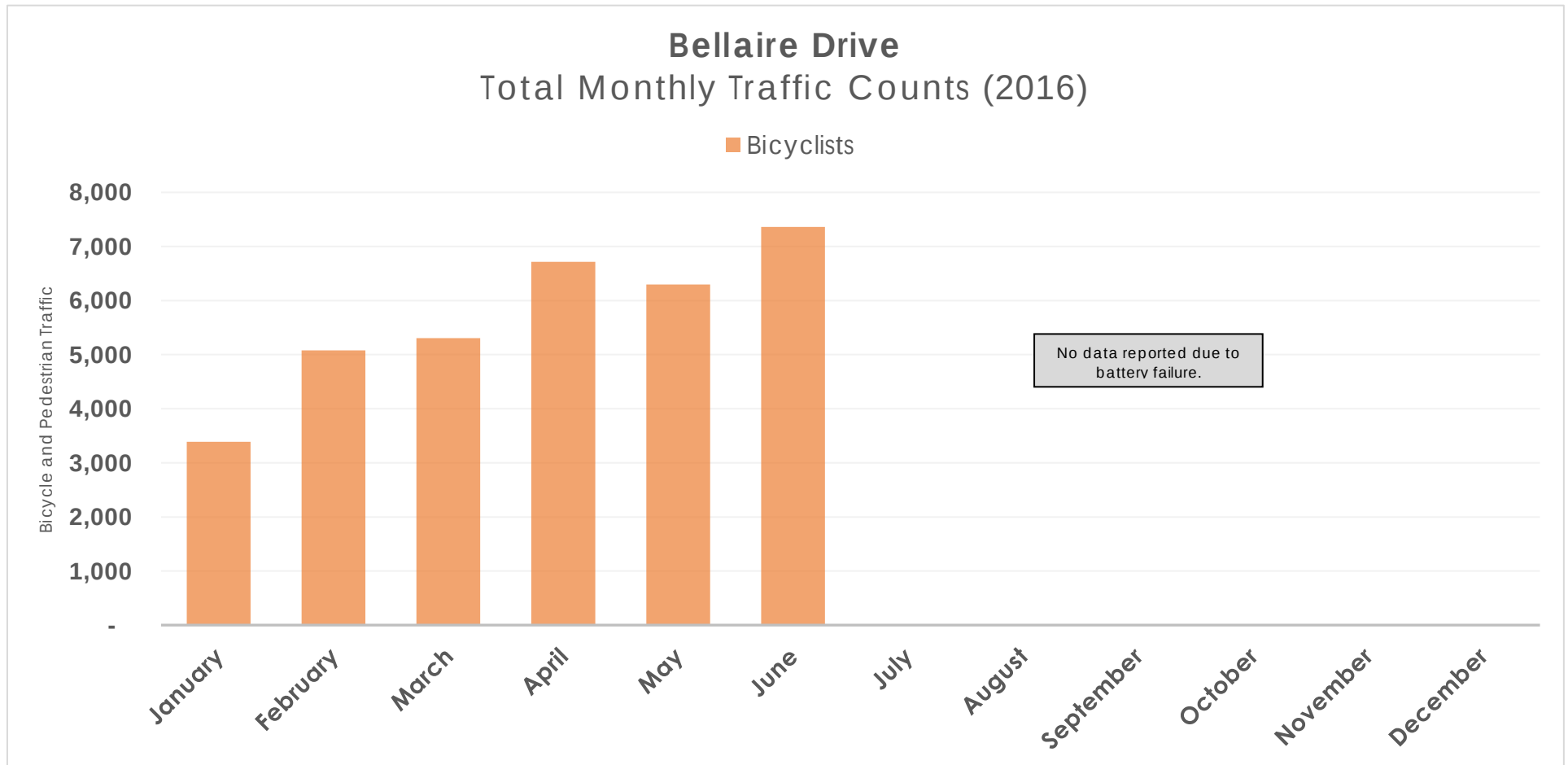
Exhibit 21:



2016 Annual Traffic (partial year)	
Pedestrians	7,219
Bicyclists	19,366
Total Traffic	26,585

Fort Worth

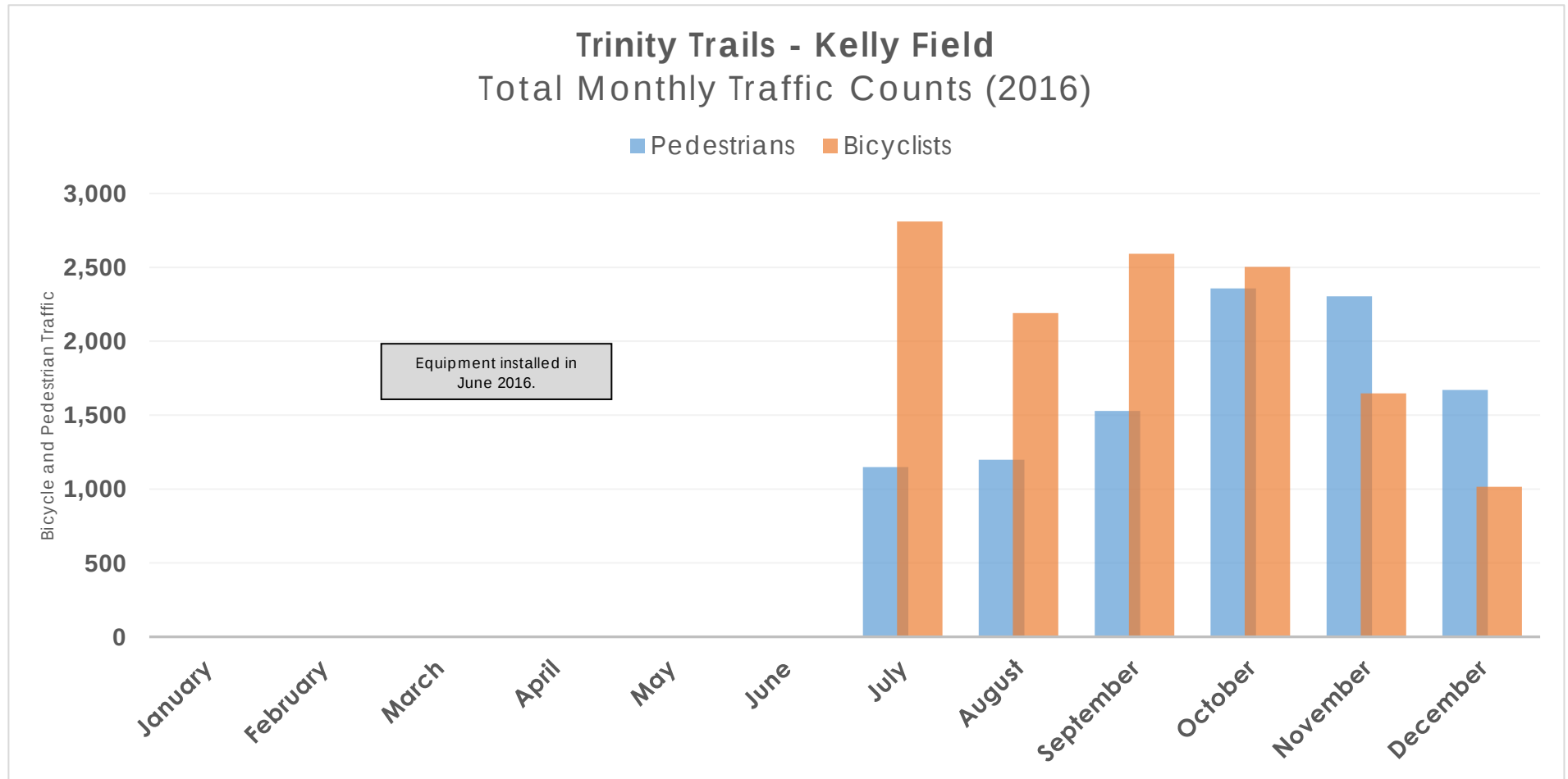
Exhibit 22:



2016 Annual Traffic (partial year)	
Bicyclists	34,143
Total Traffic	34,143

Fort Worth

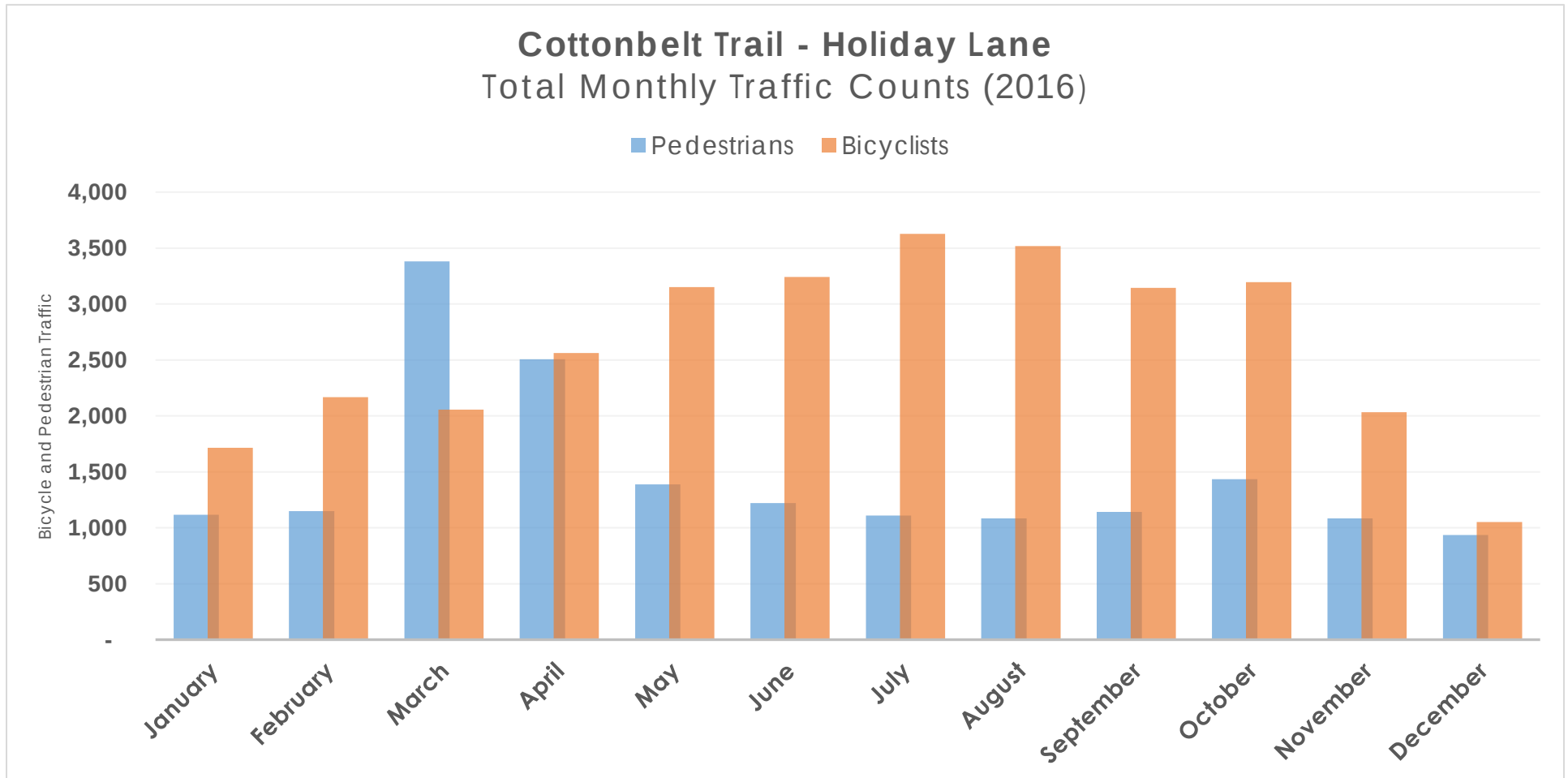
Exhibit 23:



2016 Annual Traffic (partial year)	
Pedestrians	10,206
Bicyclists	12,760
Total Traffic	22,966

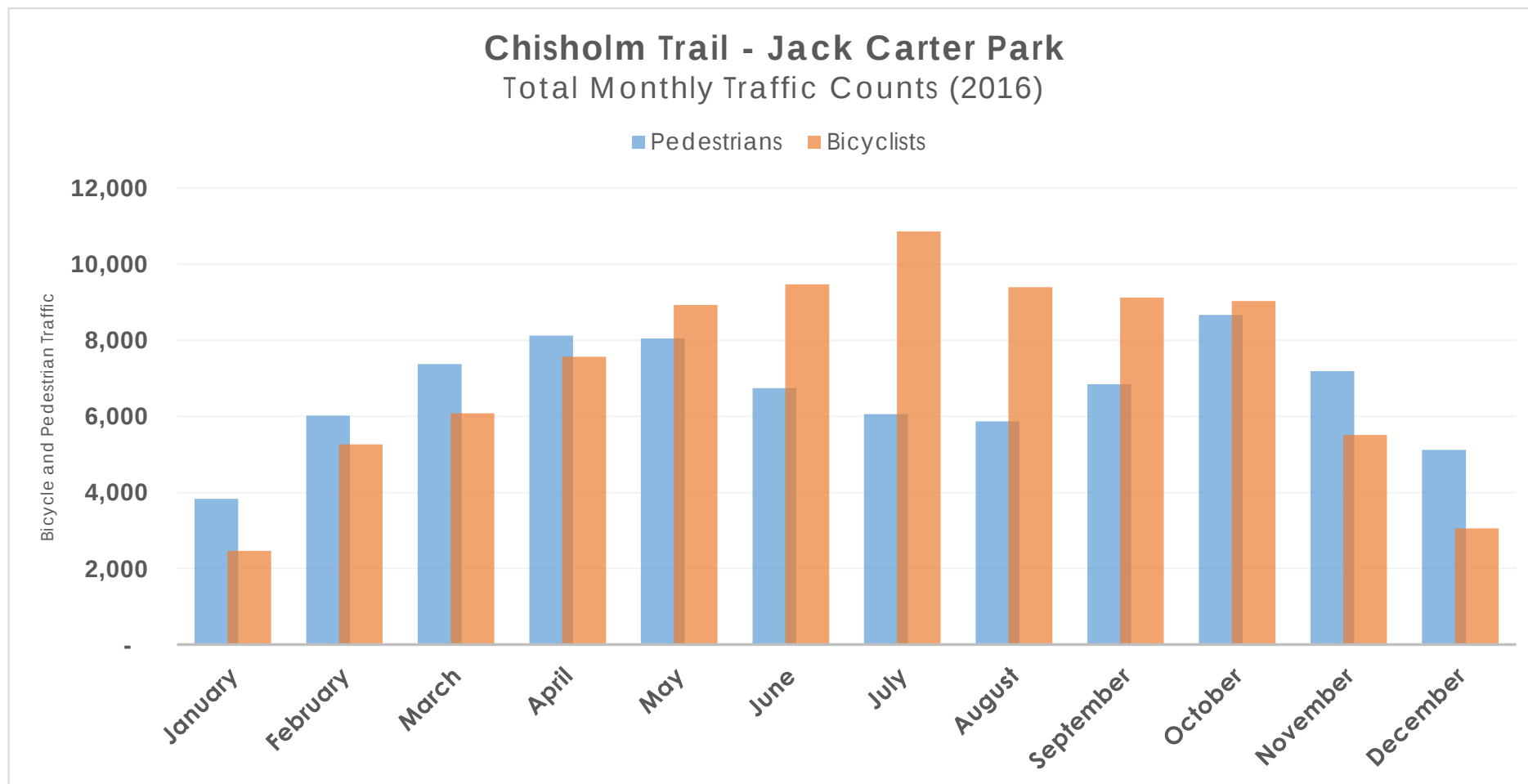
North Richland Hills

Exhibit 24:



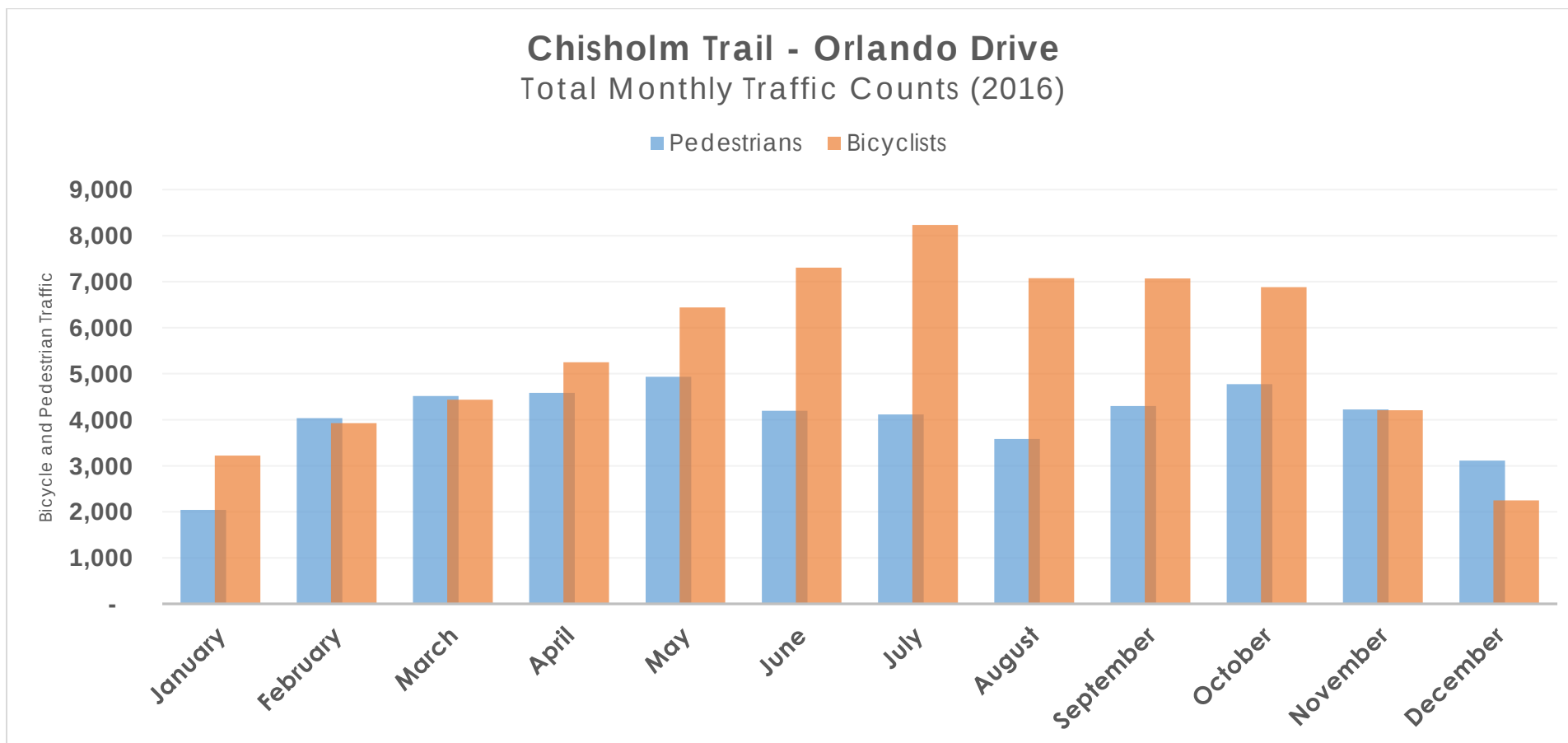
2016 Annual Traffic	
Pedestrians	17,551
Bicyclists	31,463
Total Traffic	49,014

Exhibit 25:



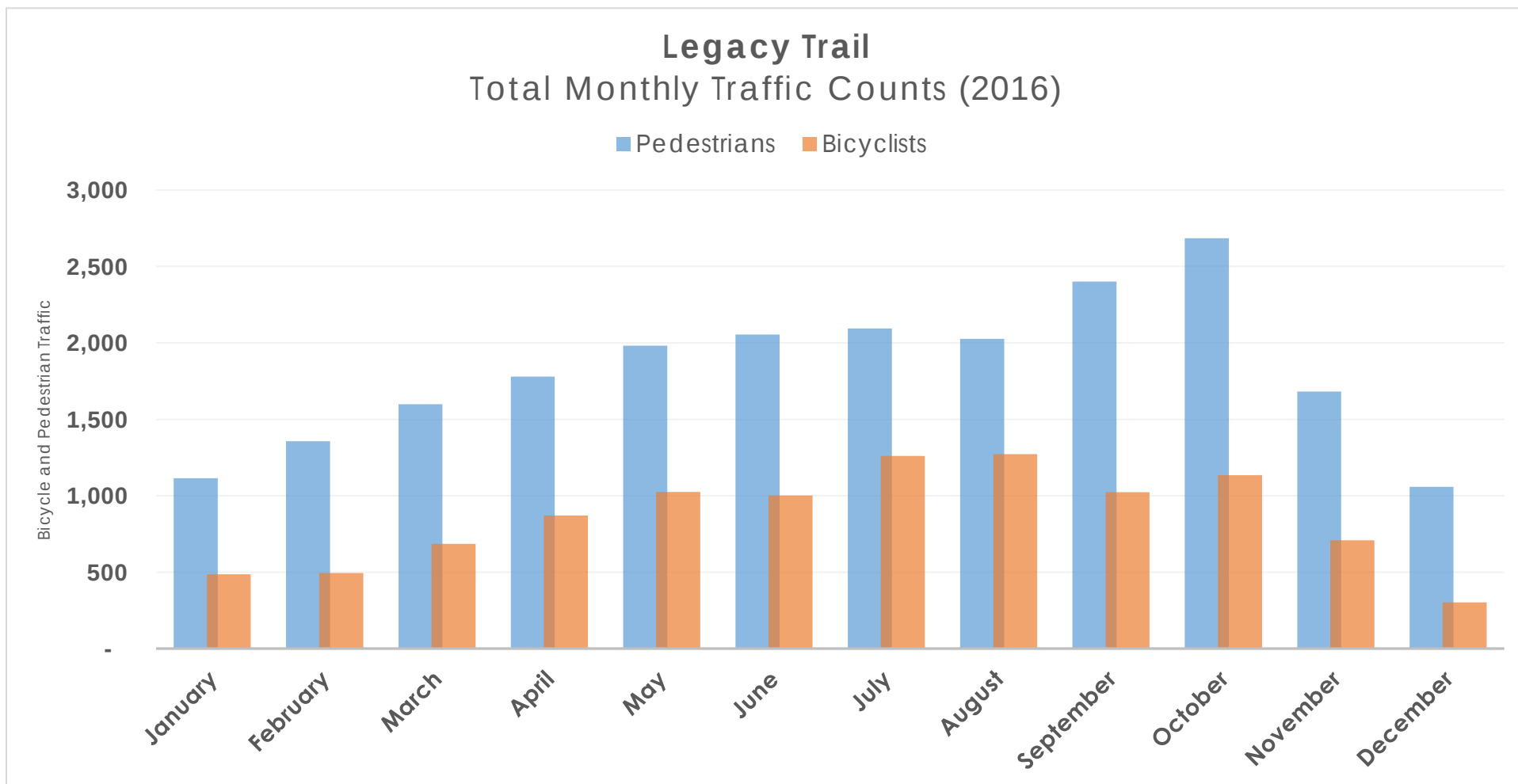
2016 Annual Traffic	
Pedestrians	79,890
Bicyclists	86,755
Total Traffic	166,646

Exhibit 26:



2016 Annual Traffic	
Pedestrians	48,411
Bicyclists	66,284
Total Traffic	114,695

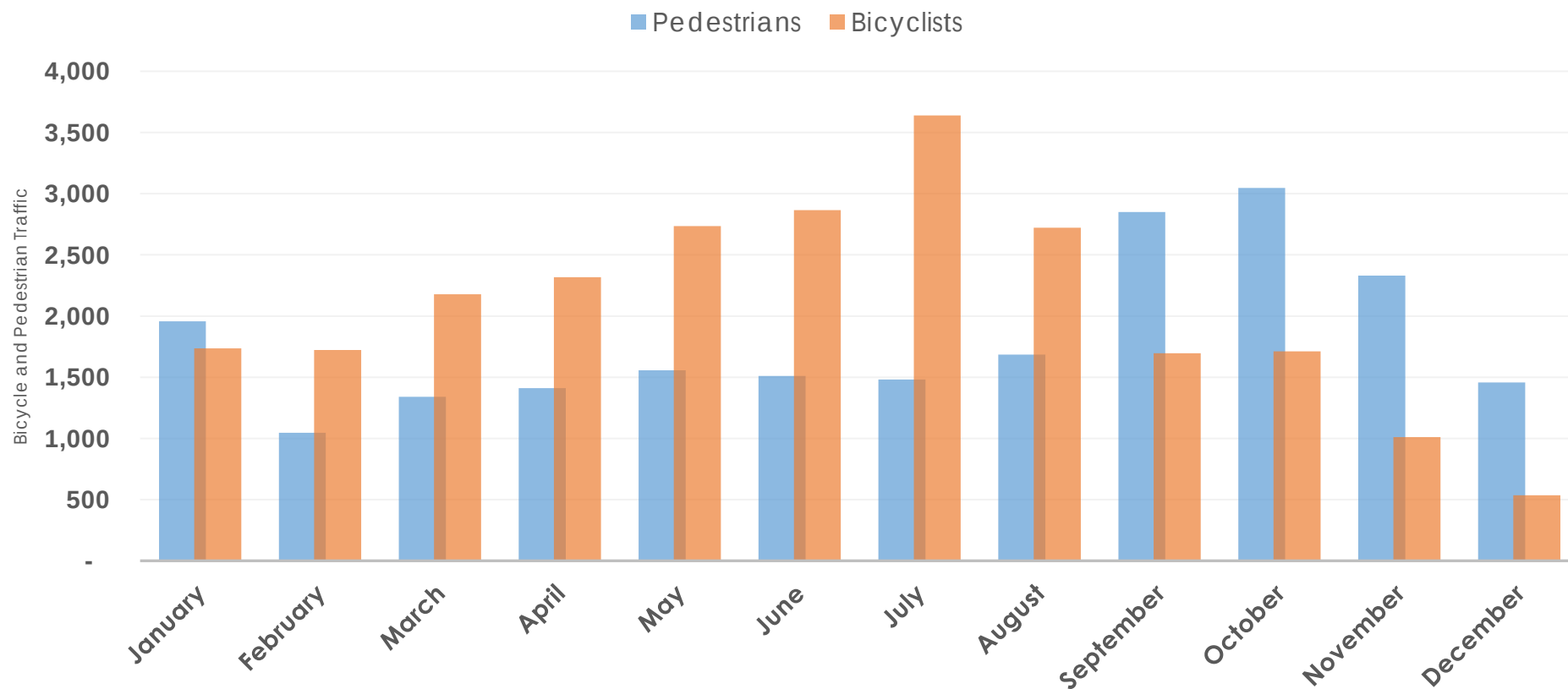
Exhibit 27:



2016 Annual Traffic	
Pedestrians	21,831
Bicyclists	10,266
Total Traffic	32,097

Exhibit 28:

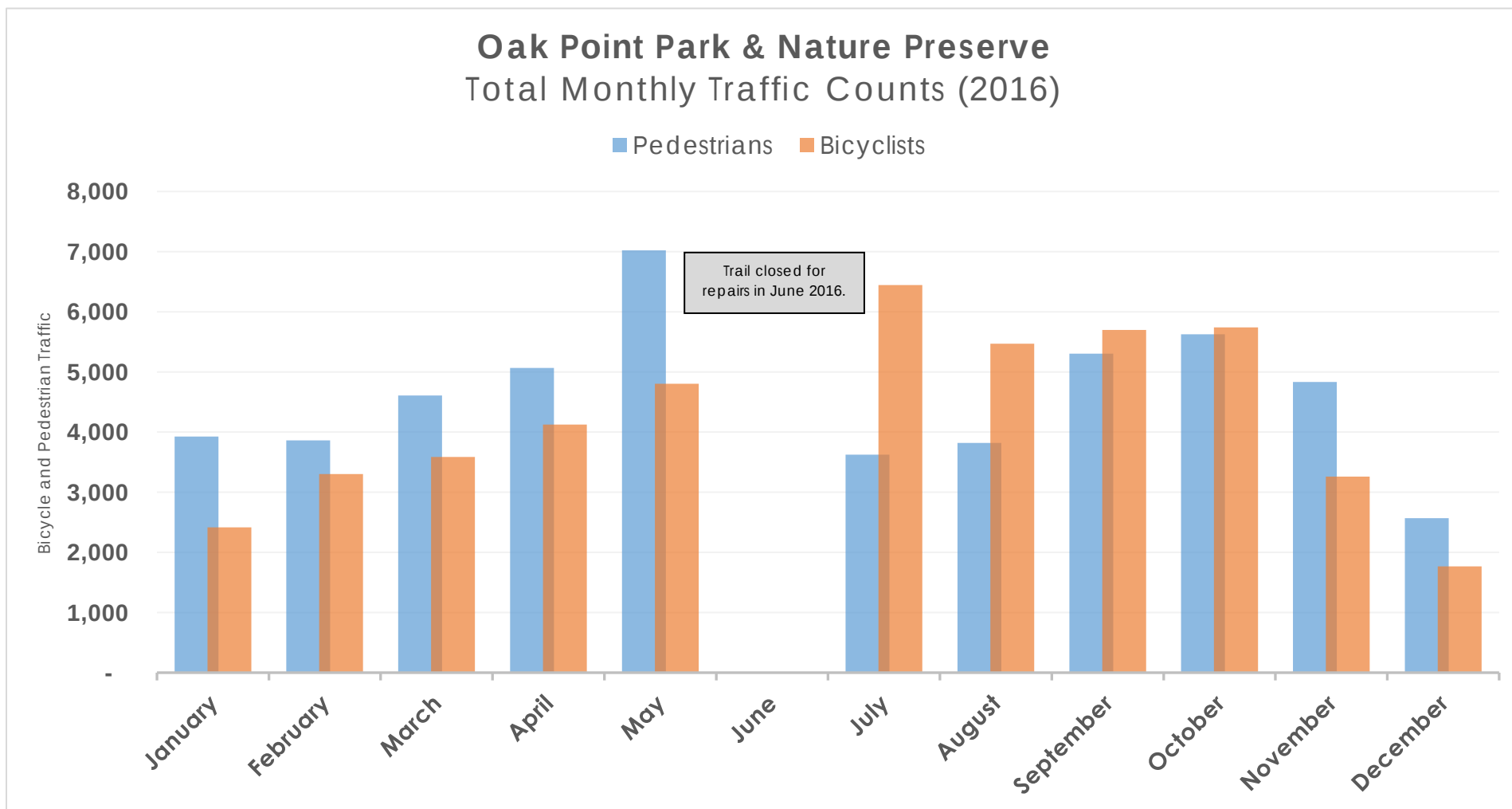
Bluebonnet Trail - US 75 Total Monthly Traffic Counts (2016)



2016 Annual Traffic

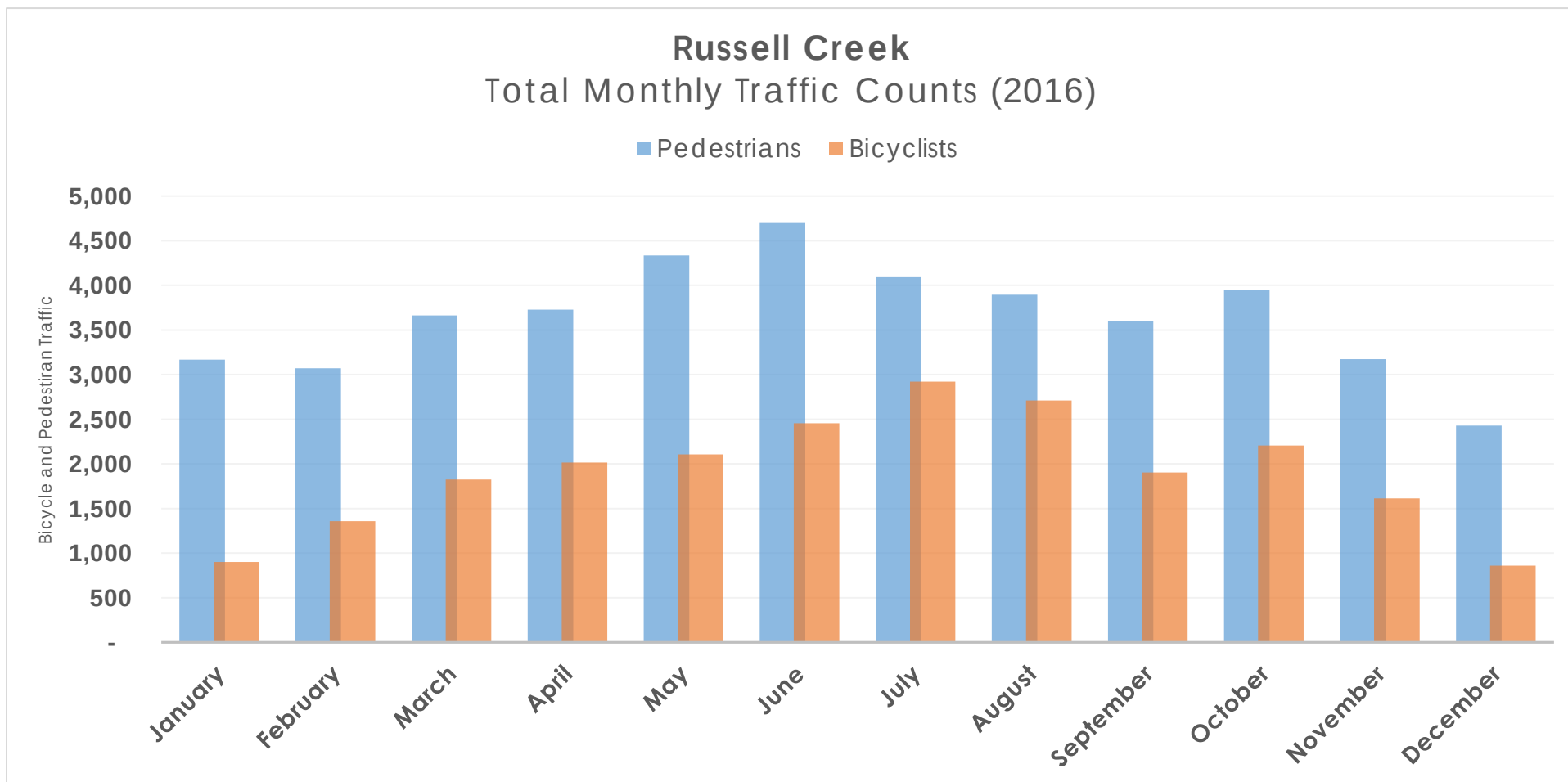
Pedestrians	21,675
Bicyclists	24,868
Total Traffic	46,543

Exhibit 29:



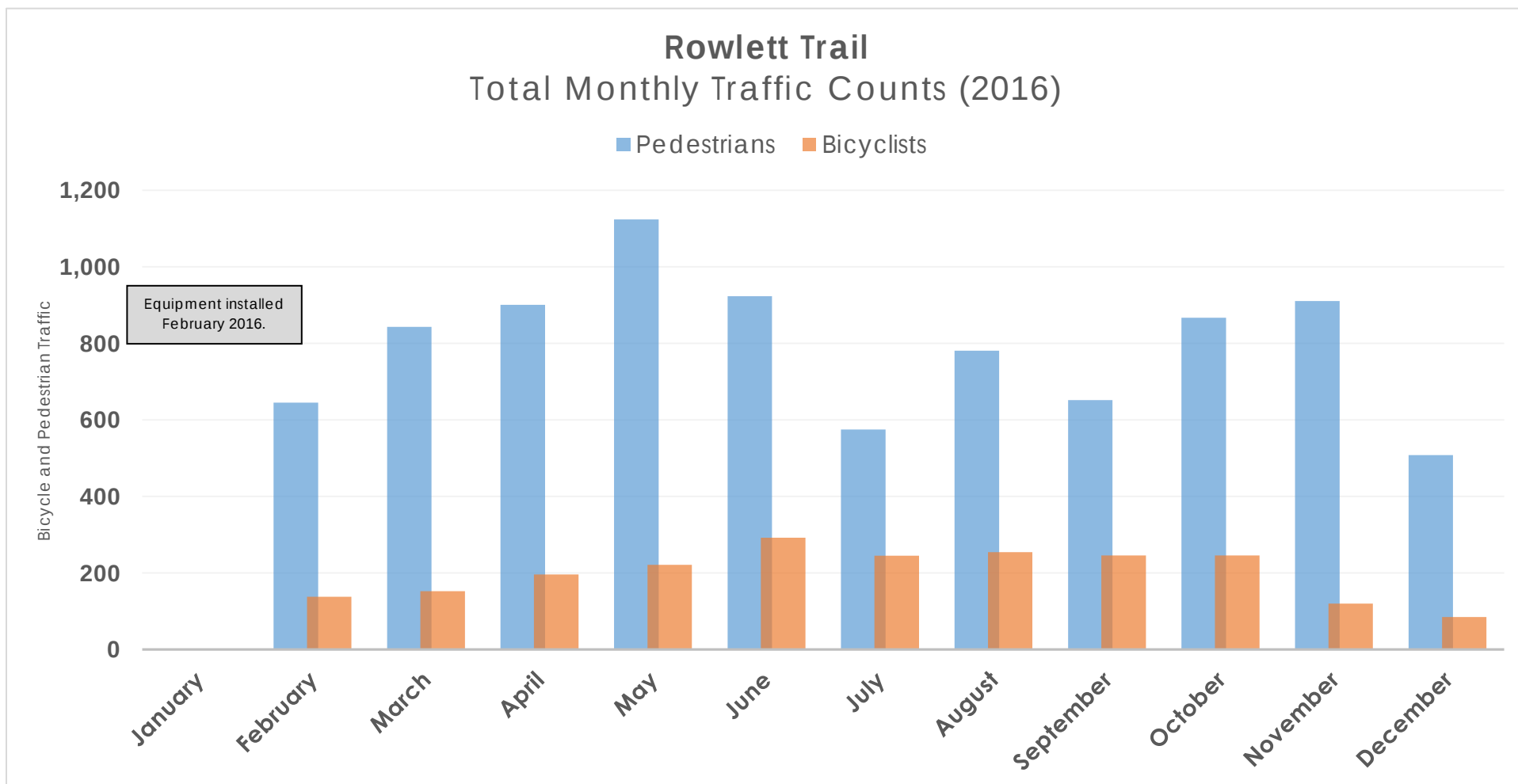
2016 Annual Traffic (Partial Year)	
Pedestrians	50,258
Bicyclists	46,617
Total Traffic	96,875

Exhibit 30:



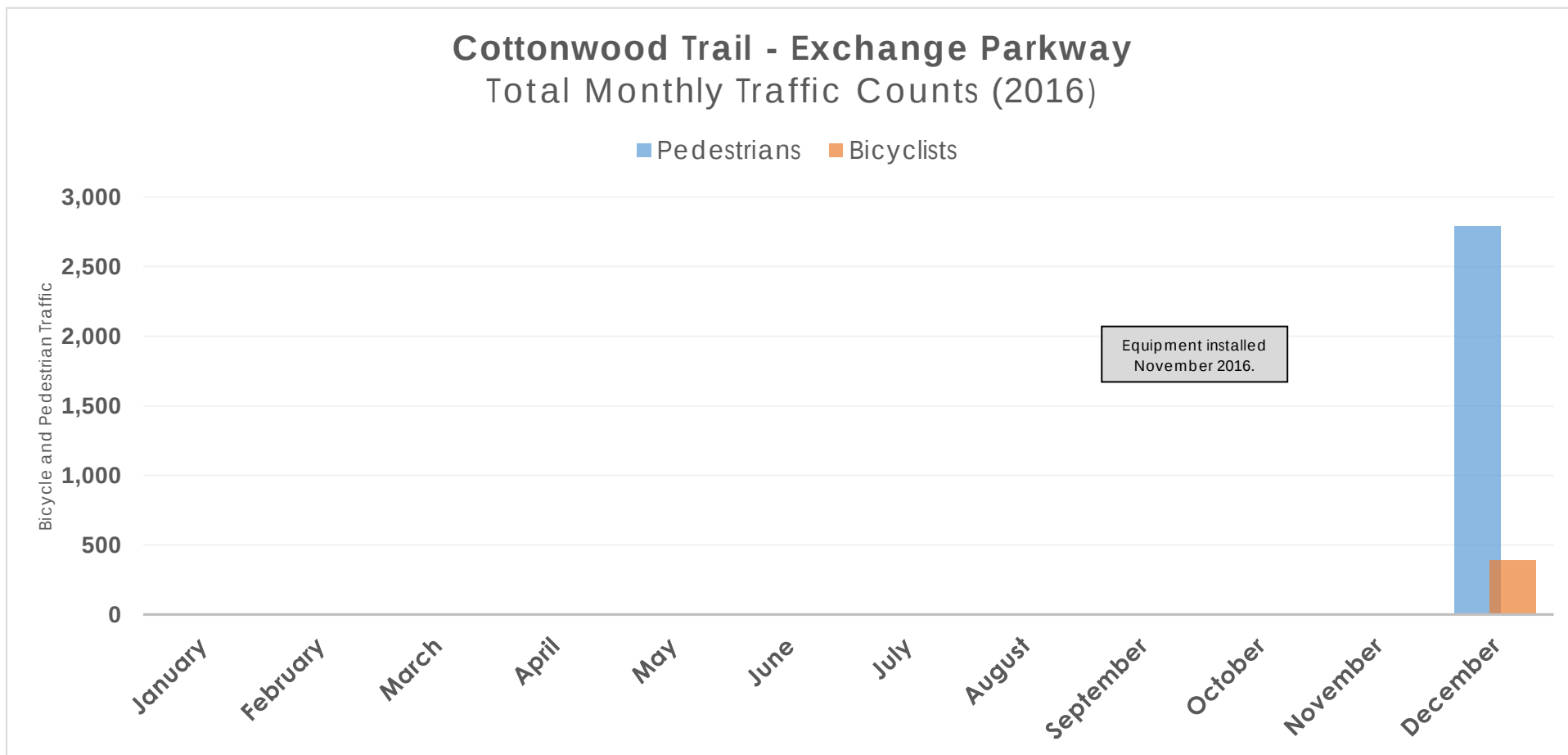
2016 Annual Traffic	
Pedestrians	43,793
Bicyclists	22,876
Total Traffic	66,669

Exhibit 31:



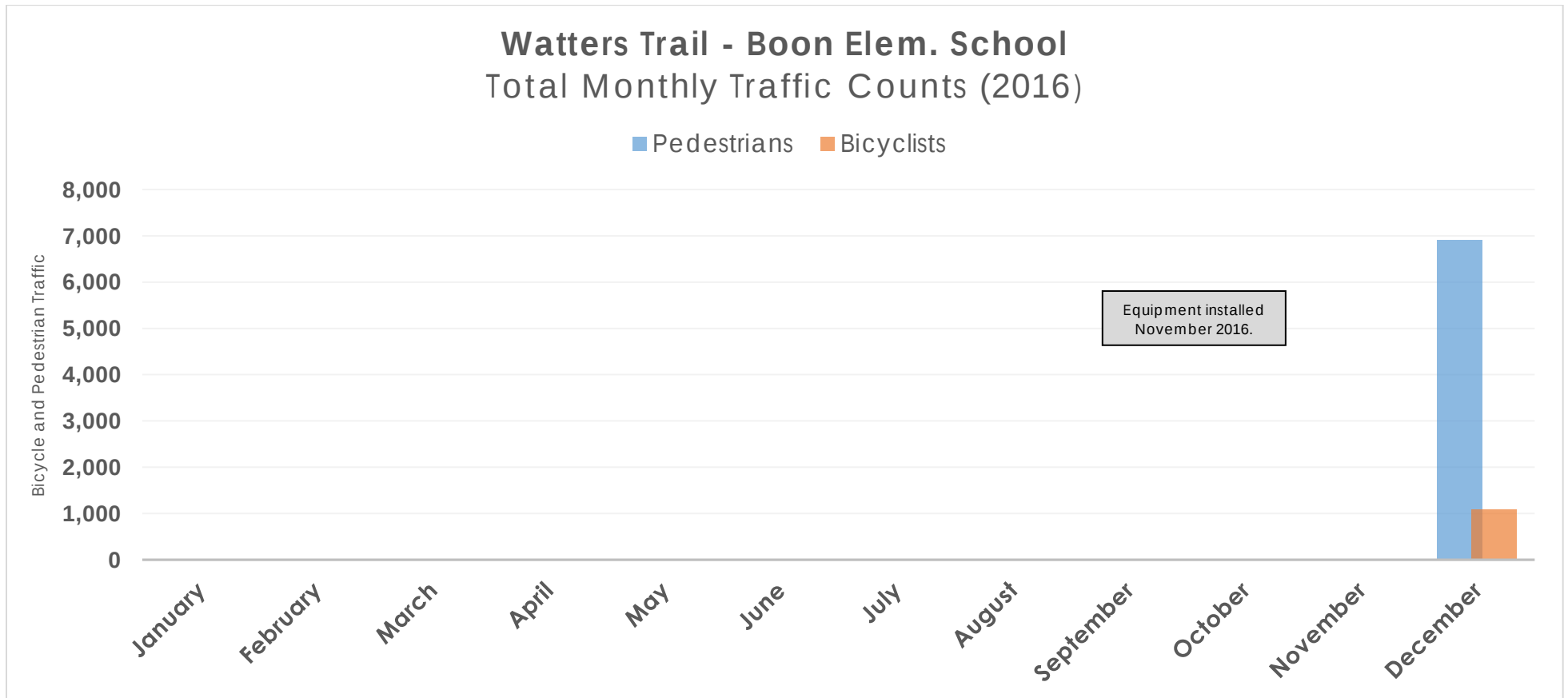
2016 Annual Traffic (partial year)	
Pedestrians	8,730
Bicyclists	2,195
Total Traffic	10,925

Exhibit 32:



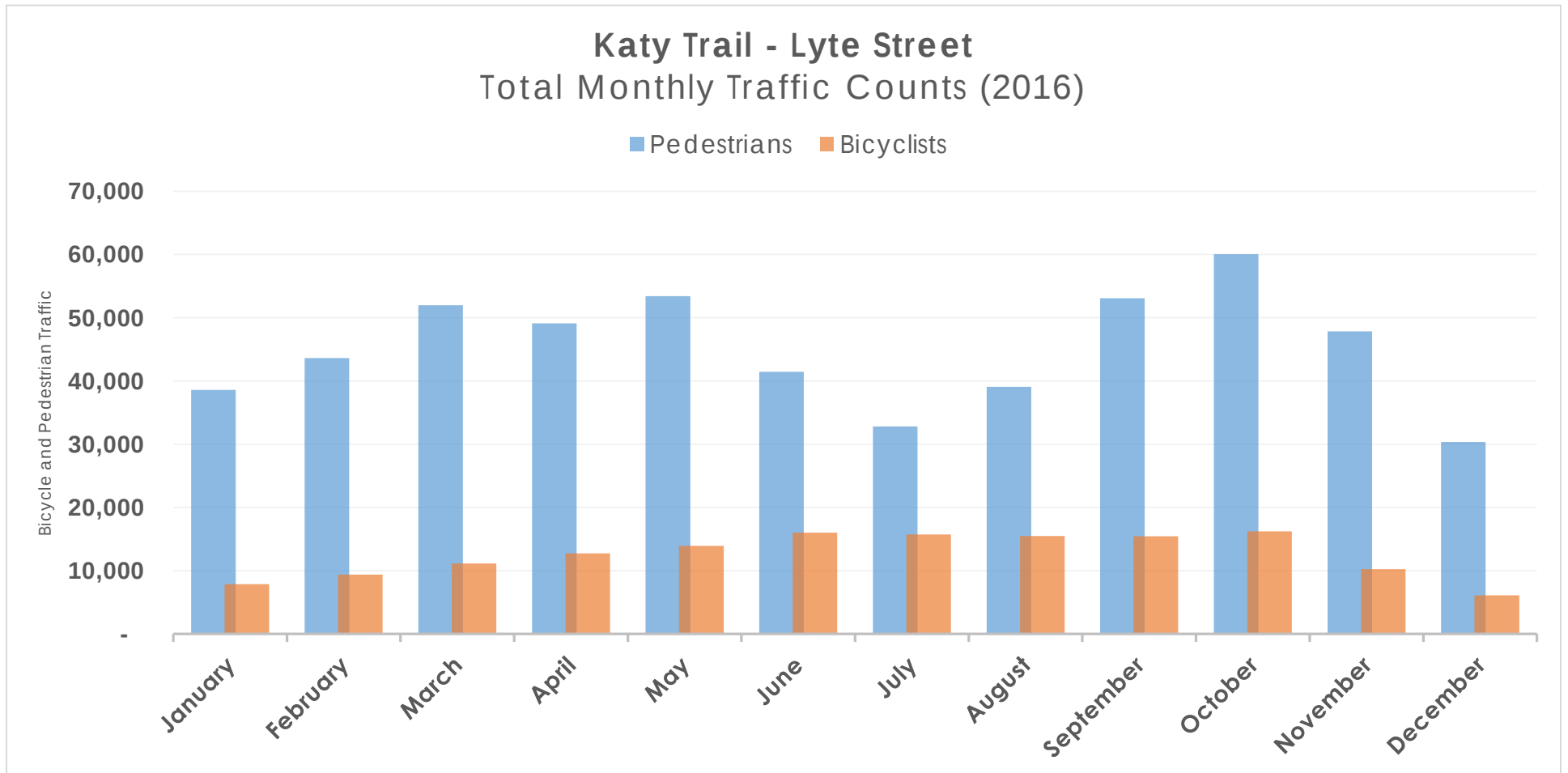
2016 Annual Traffic (partial year)	
Pedestrians	2,791
Bicyclists	392
Total Traffic	3,183

Exhibit 33:



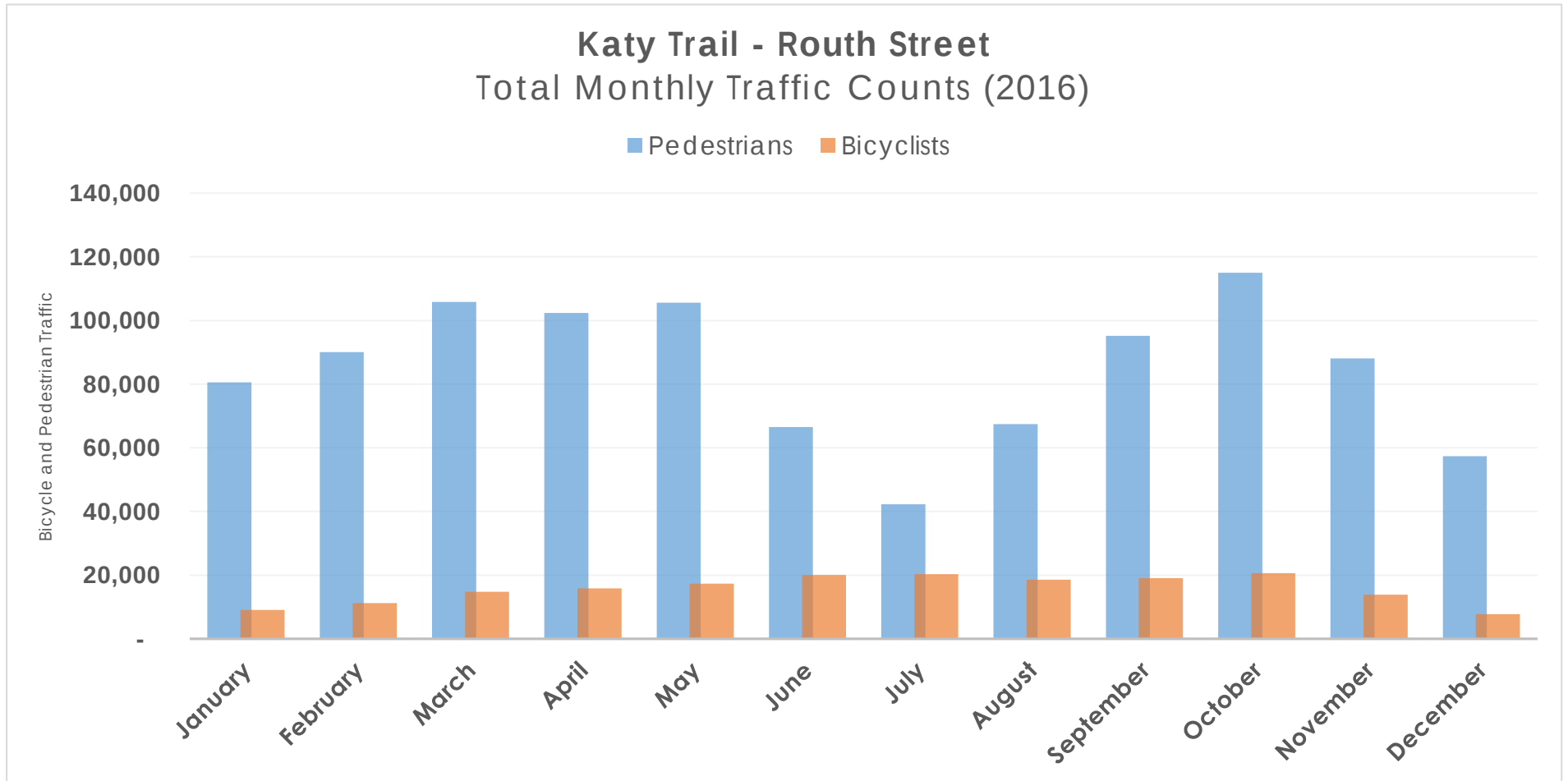
2016 Annual Traffic (partial year)	
Pedestrians	6,907
Bicyclists	1,084
Total Traffic	7,991

Exhibit 34:



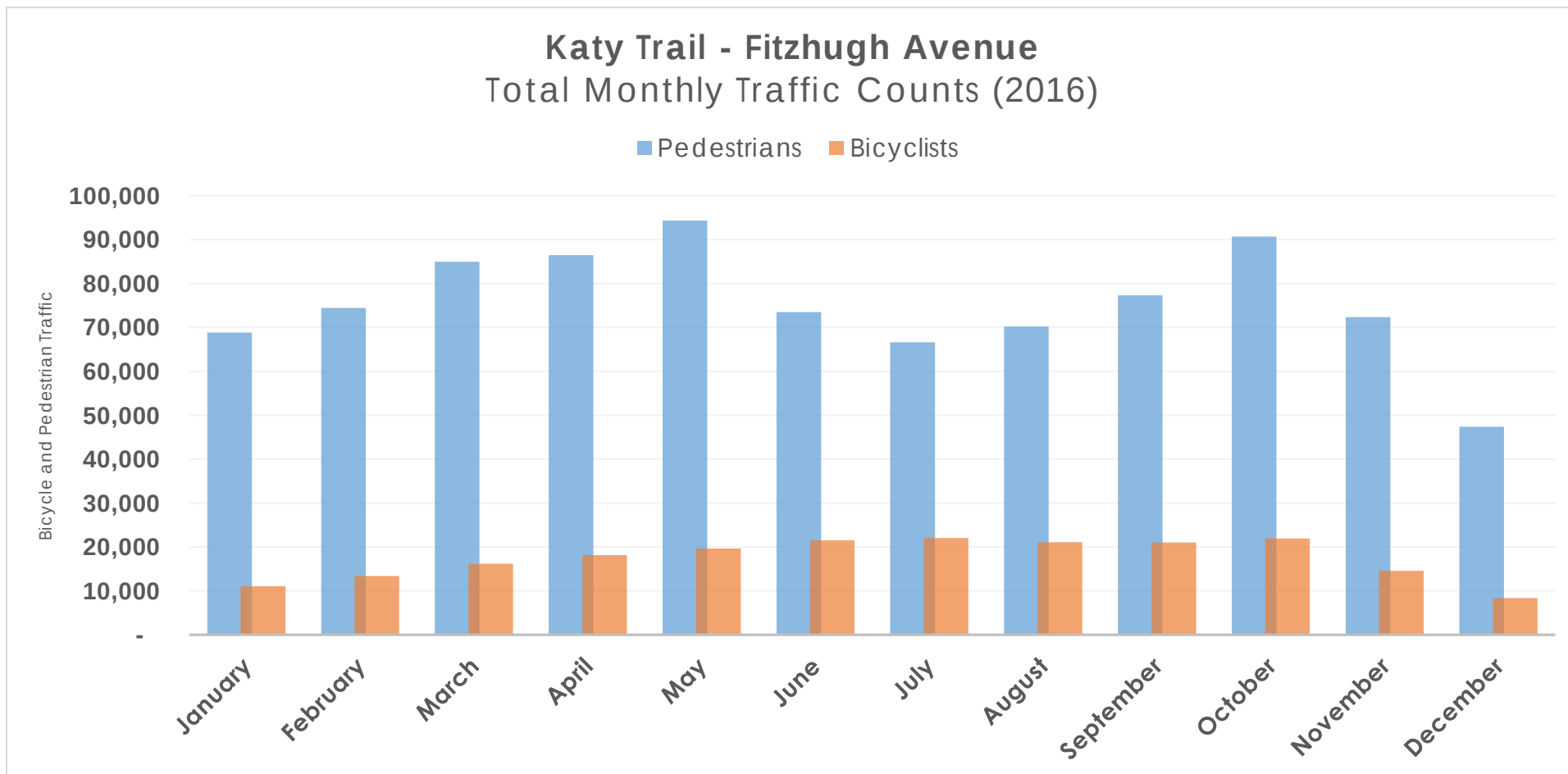
2016 Annual Traffic	
Pedestrians	541,496
Bicyclists	150,483
Total Traffic	691,979

Exhibit 35:



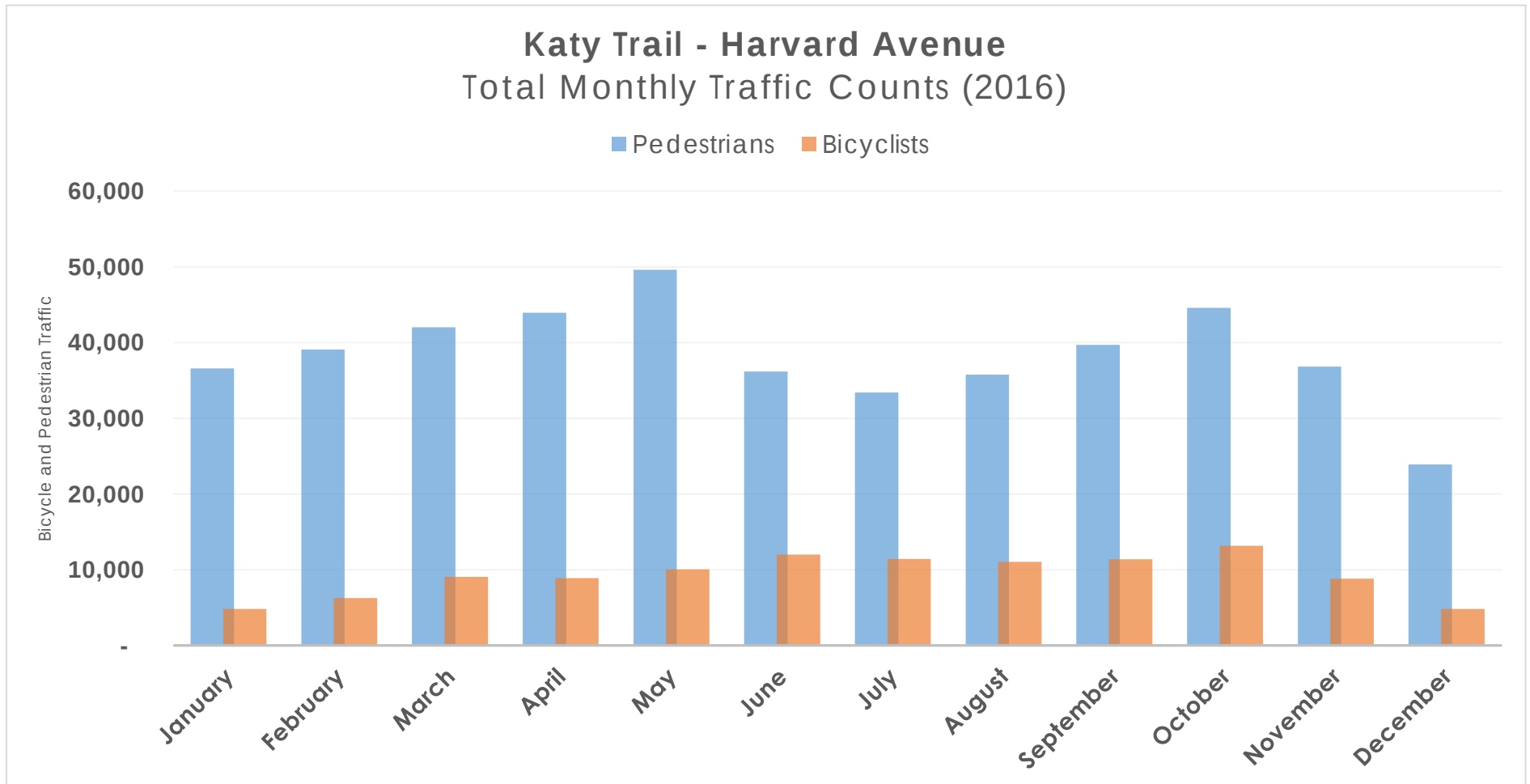
2016 Annual Traffic	
Pedestrians	1,016,208
Bicyclists	188,389
Total Traffic	1,204,597

Exhibit 36:



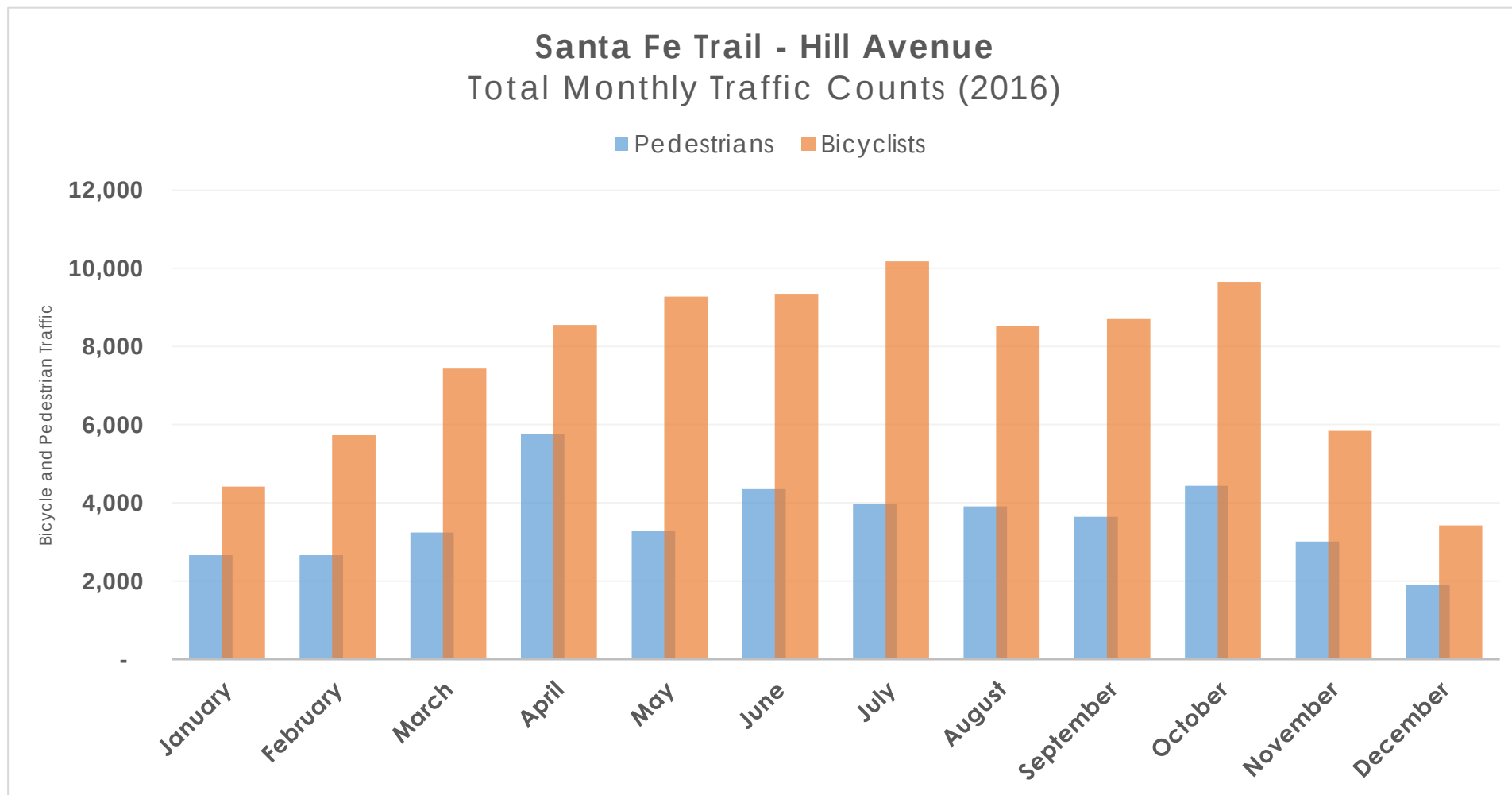
2016 Annual Traffic	
Pedestrians	907,227
Bicyclists	208,898
Total Traffic	1,116,125

Exhibit 37:



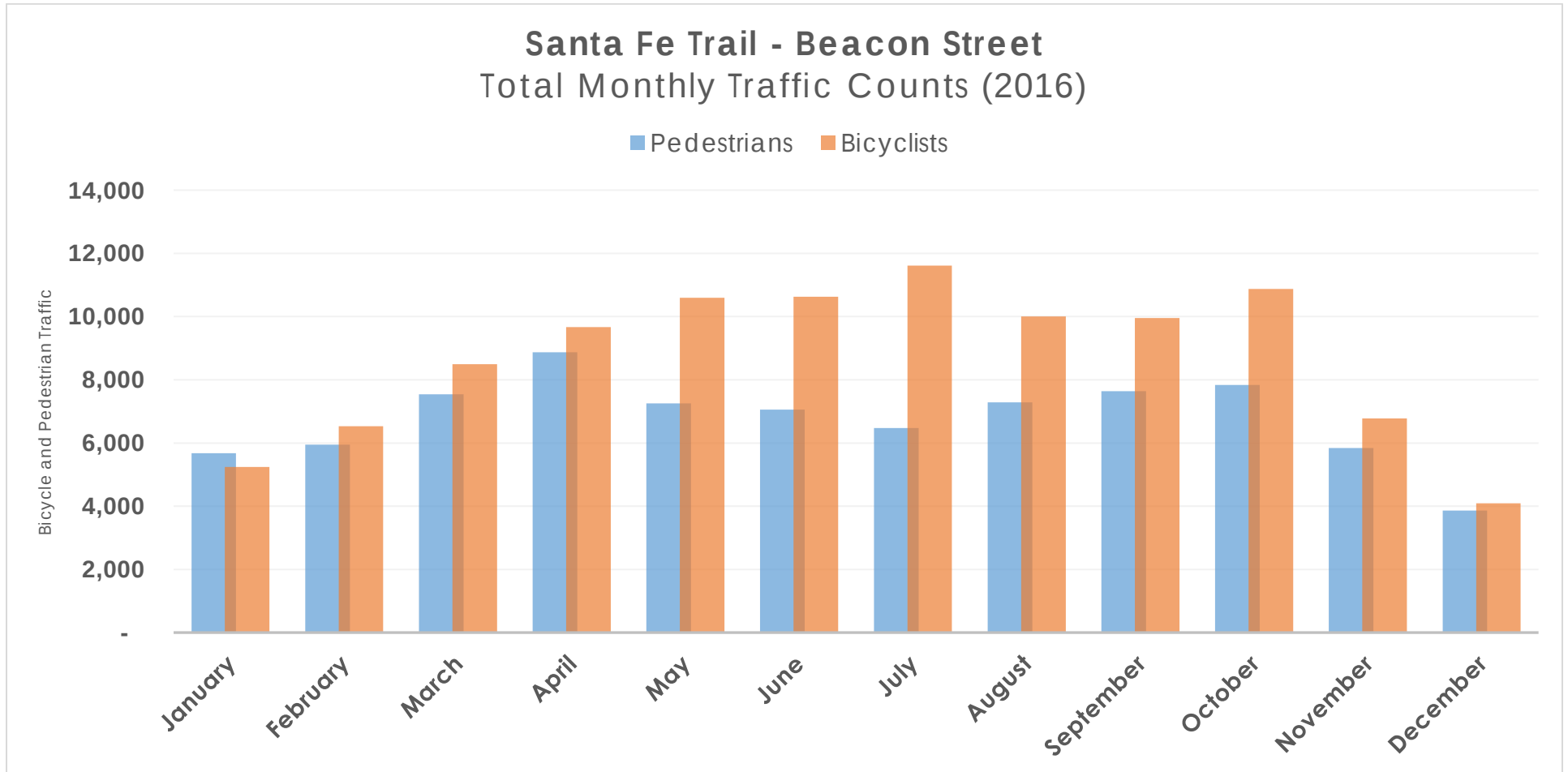
2016 Annual Traffic	
Pedestrians	461,522
Bicyclists	111,703
Total Traffic	573,225

Exhibit 38:



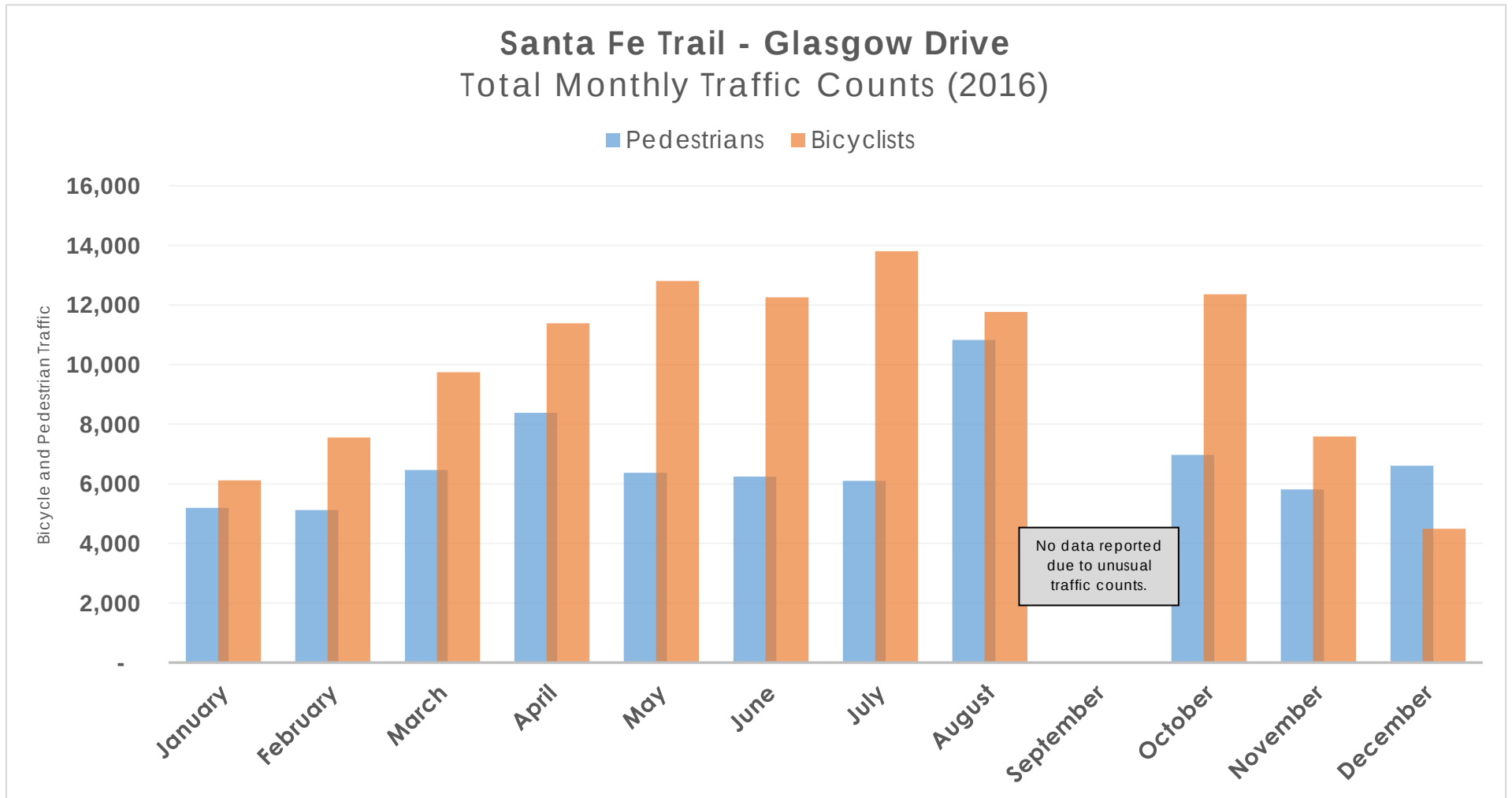
2016 Annual Traffic	
Pedestrians	42,830
Bicyclists	91,088
Total Traffic	133,918

Exhibit 39:



2016 Annual Traffic	
Pedestrians	81,270
Bicyclists	104,473
Total Traffic	185,743

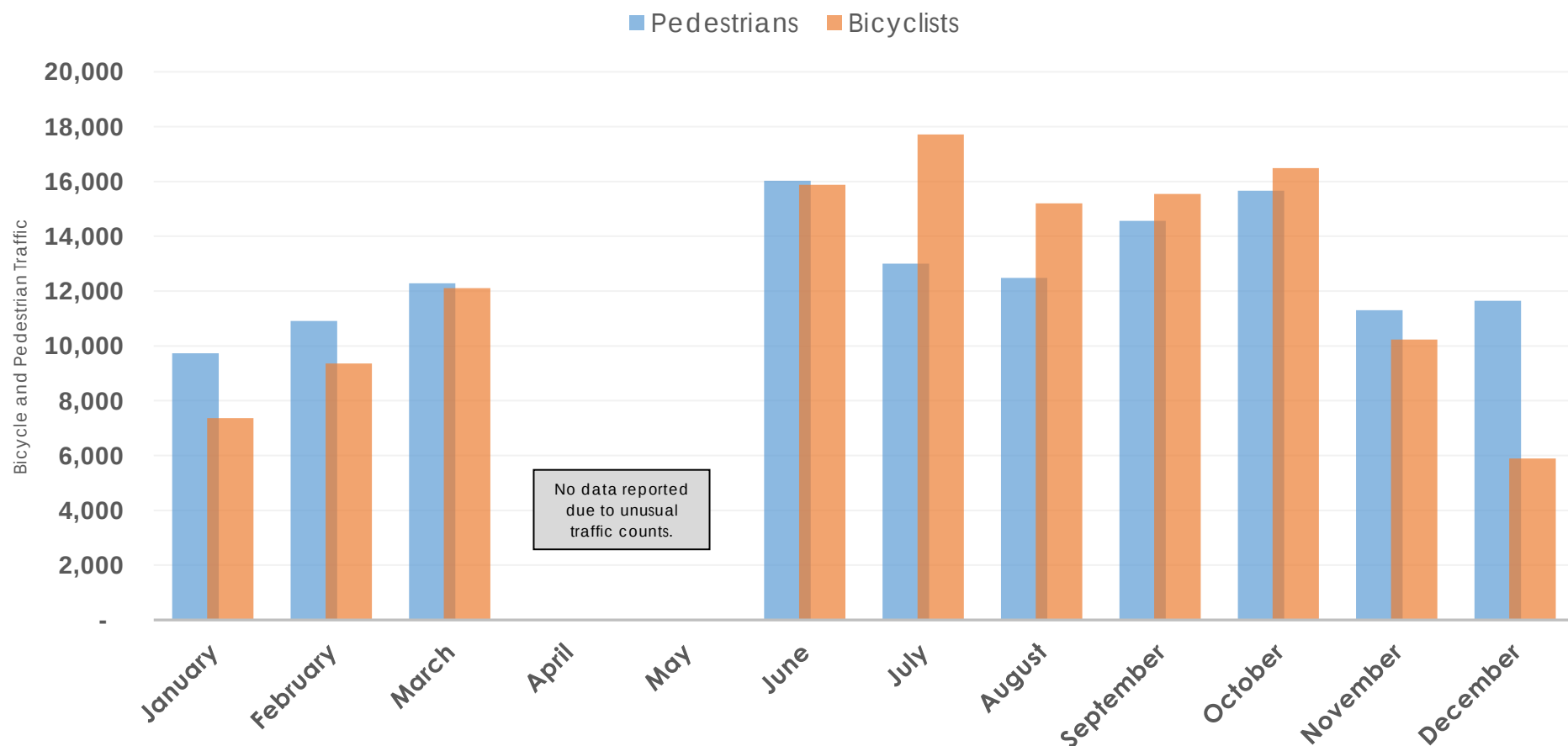
Exhibit 40:



2016 Annual Traffic (partial year)	
Pedestrians	74,084
Bicyclists	109,872
Total Traffic	183,956

Exhibit 41:

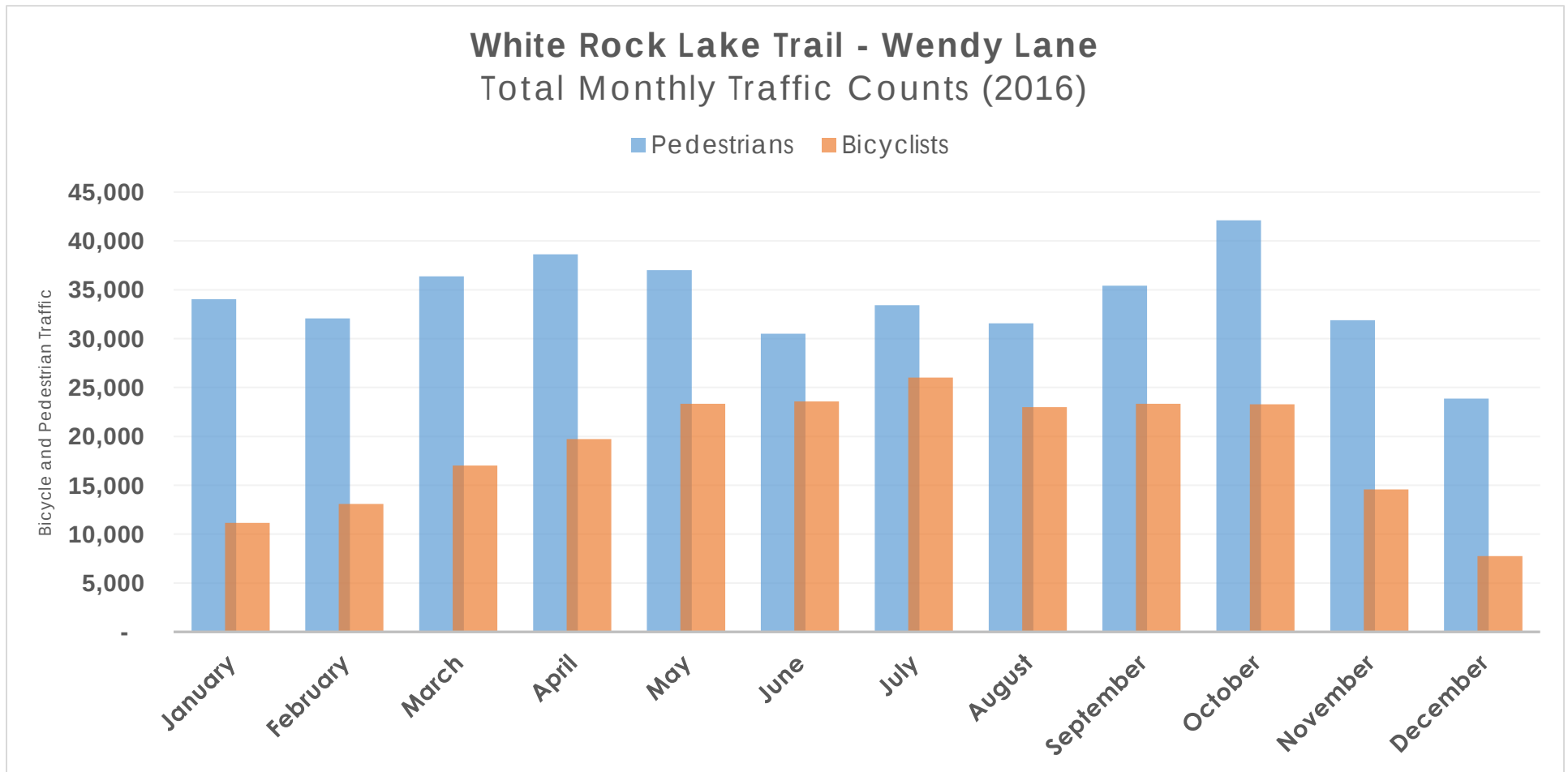
Santa Fe Trail - Winsted Drive Total Monthly Traffic Counts (2016)



2016 Annual Traffic (partial year)

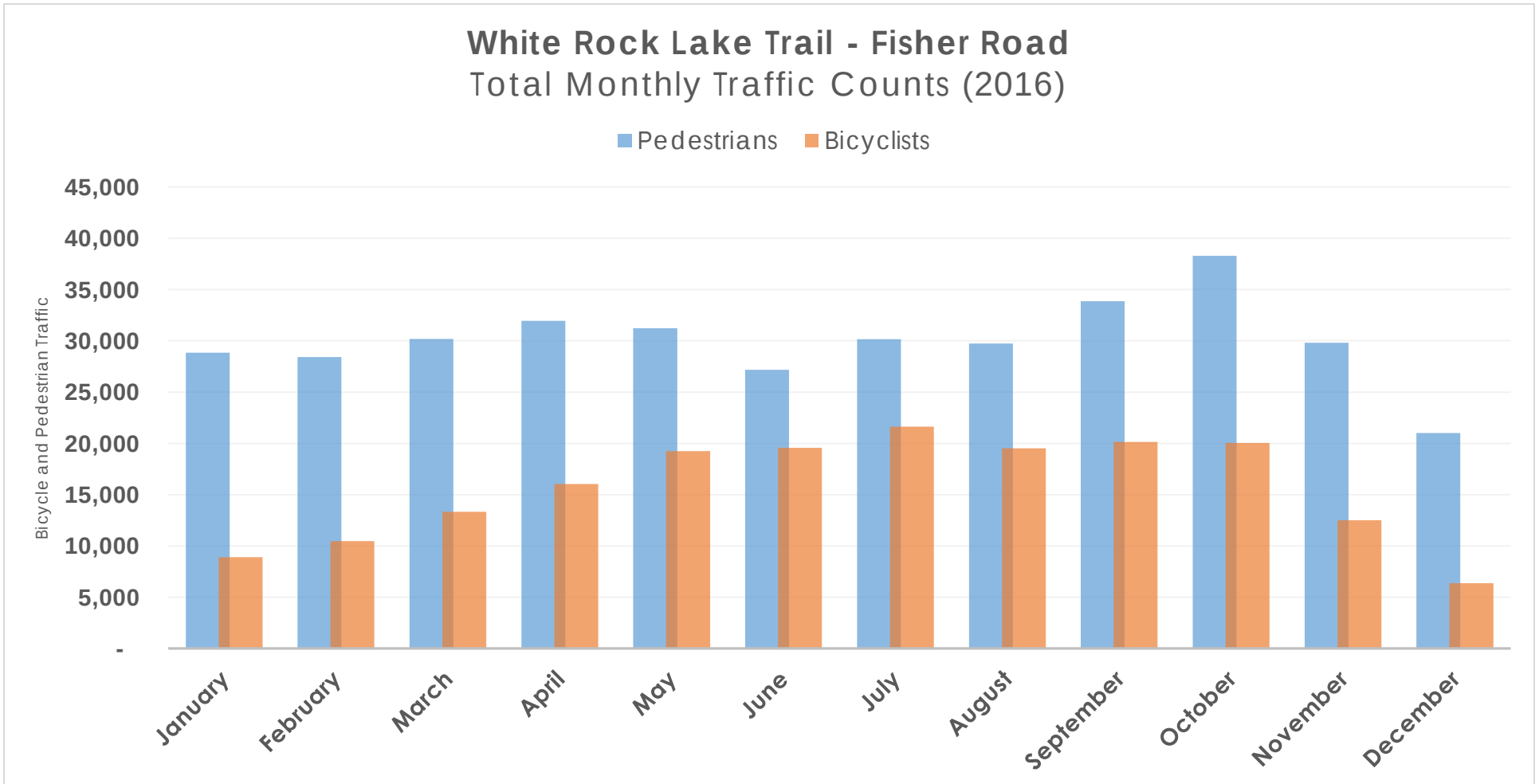
Pedestrians	127,615
Bicyclists	125,800
Total Traffic	253,415

Exhibit 42:



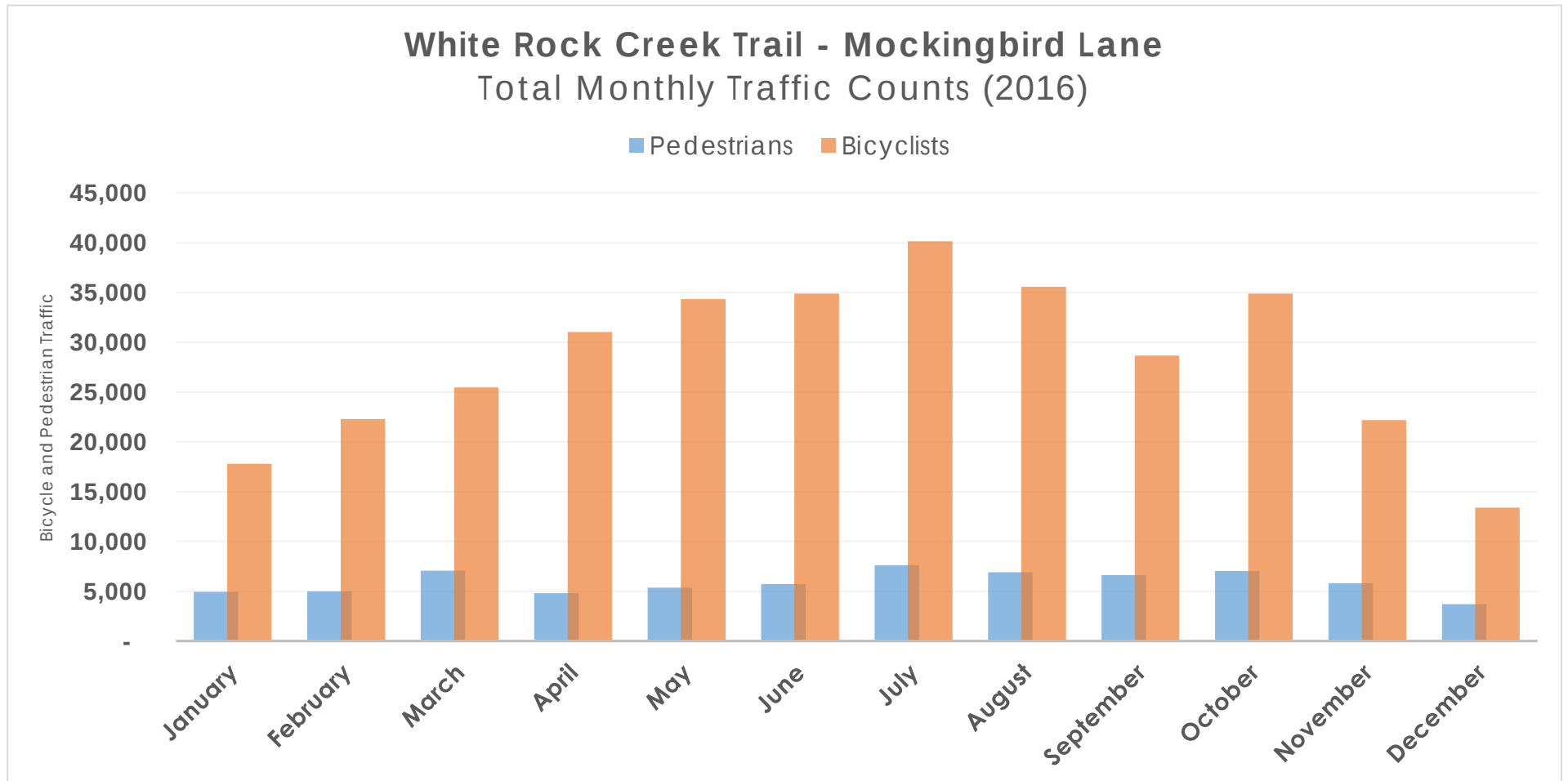
2016 Annual Traffic	
Pedestrians	406,946
Bicyclists	225,892
Total Traffic	632,838

Exhibit 43:



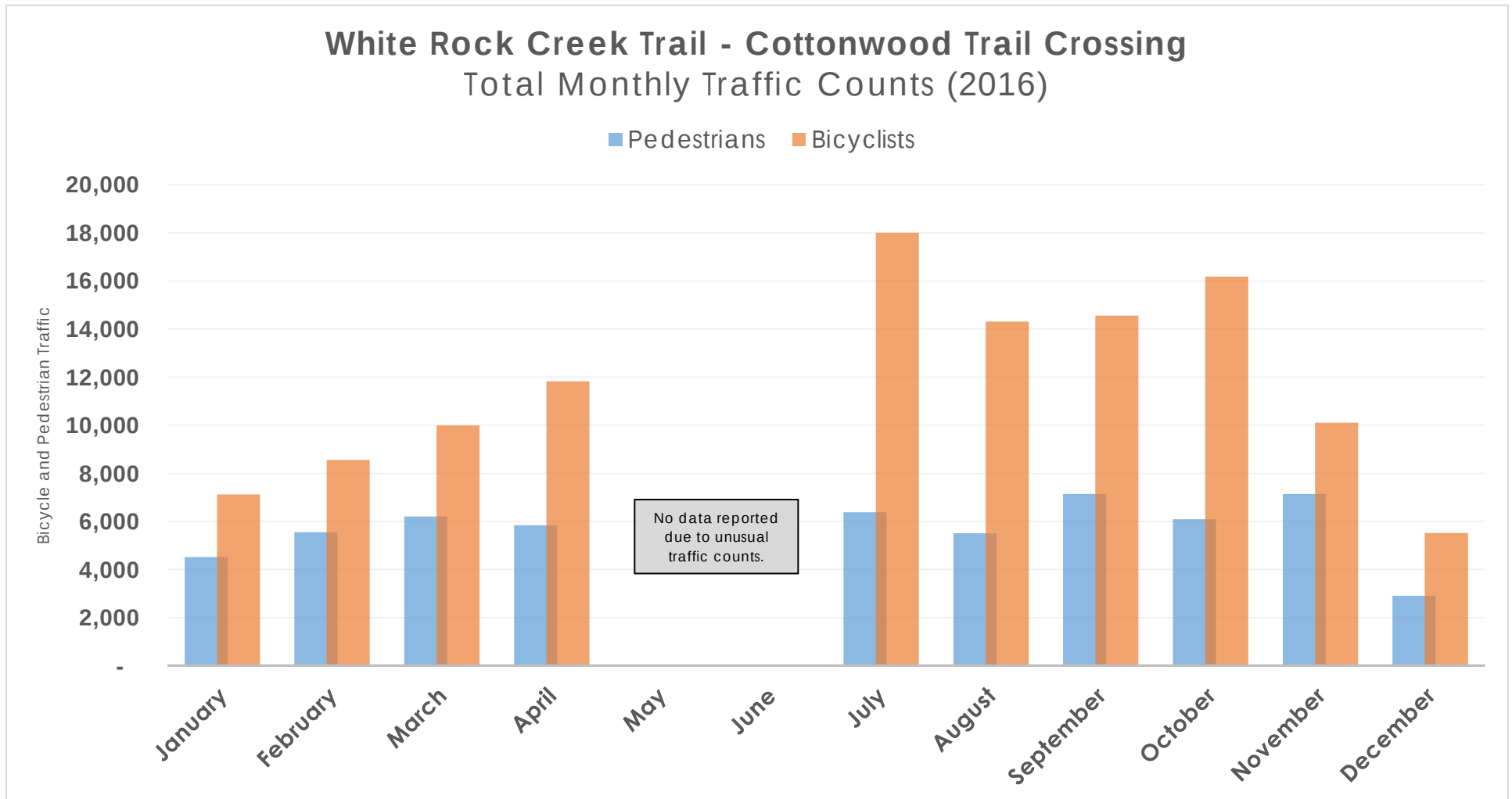
2016 Annual Traffic	
Pedestrians	360,671
Bicyclists	187,739
Total Traffic	548,410

Exhibit 44:



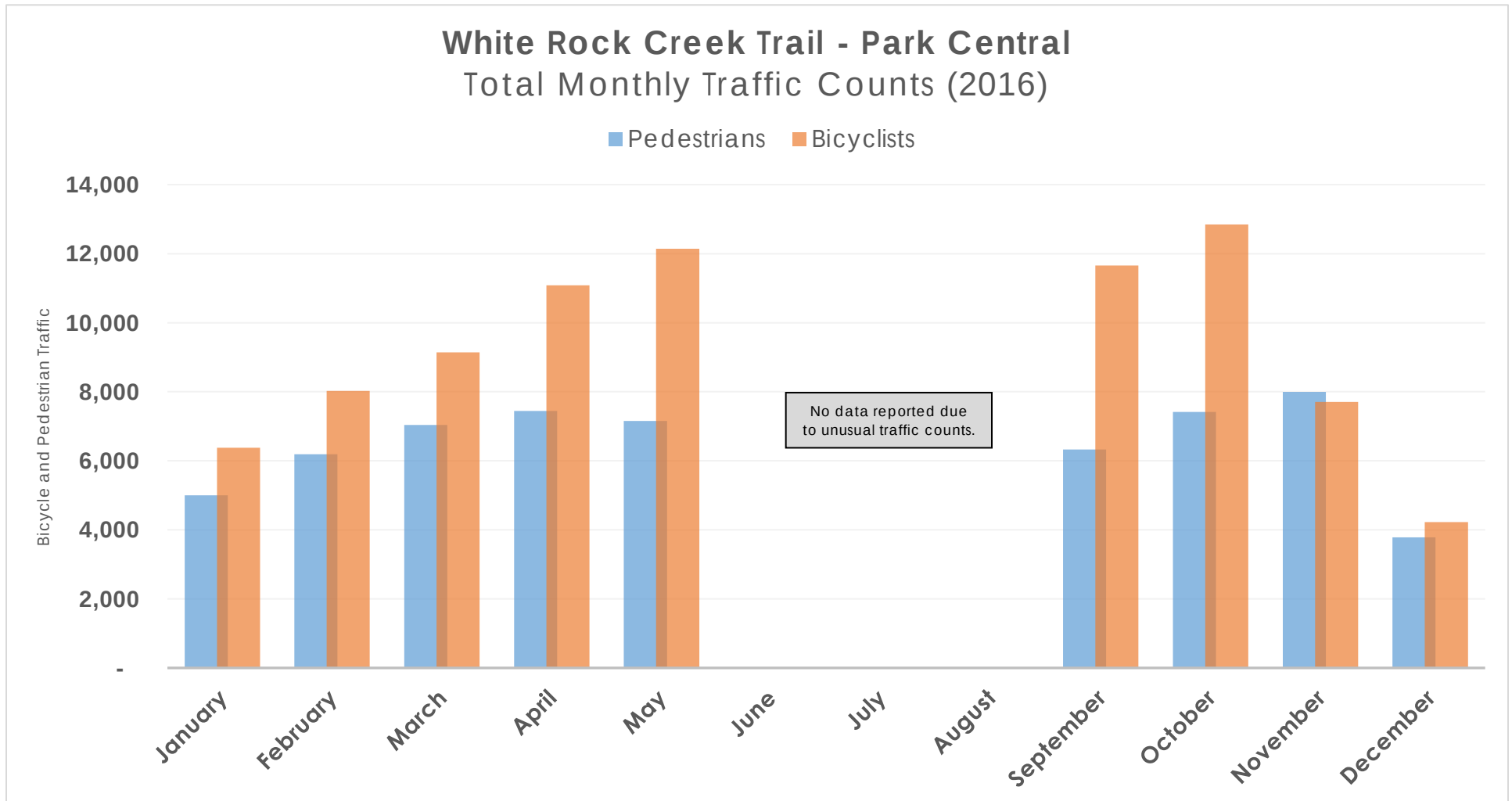
2016 Annual Traffic	
Pedestrians	70,580
Bicyclists	340,697
Total Traffic	411,277

Exhibit 45:



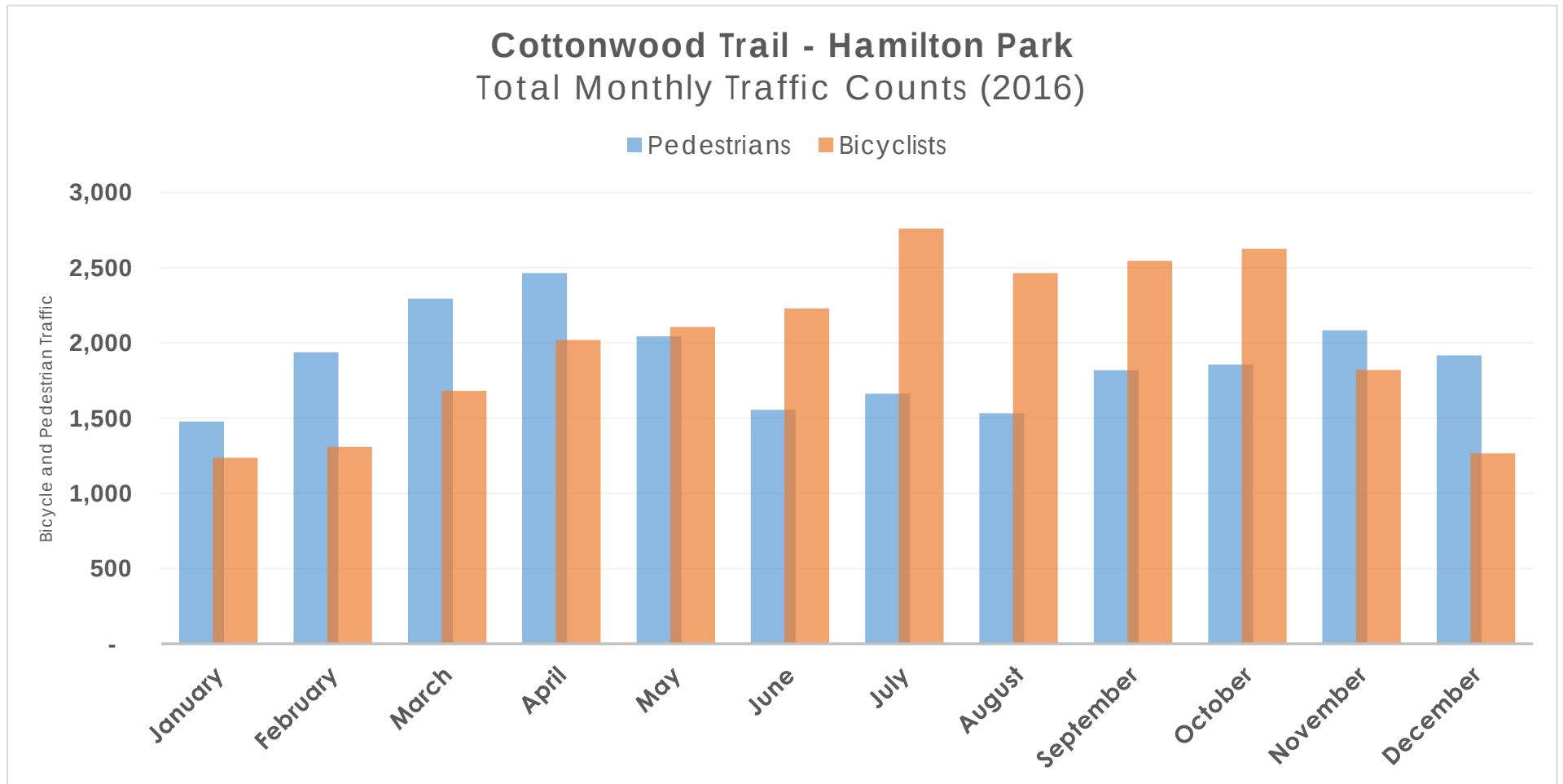
2016 Annual Traffic (partial year)	
Pedestrians	57,291
Bicyclists	116,194
Total Traffic	173,485

Exhibit 46:



2016 Annual Traffic (partial year)	
Pedestrians	58,346
Bicyclists	83,198
Total Traffic	141,544

Exhibit 47:



2016 Annual Traffic	
Pedestrians	22,644
Bicyclists	24,061
Total Traffic	46,705