

North Central Texas
Council of Governments

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

North Central Texas Council of Governments
616 Six Flags Dr. Arlington TX 76011
November 20, 2024
2:00-4:00 pm

2:00 – 2:10 (10 min)	1. Welcome Introductions and discussion of the August 21, 2024, meeting summary.	Anthony White, BPAC Vice-Chair, TxDOT Fort Worth District
2:10 – 3:00 (50 min)	2. Local Community Updates a) Addison Quorum Dr Bike Lane Pilot Project / Park(ing) Day Event – Joe Pack, Town of Addison b) Hi Line Connector Mid-Block Crossing – Philip Hiatt Haigh, The Loop Dallas c) 911 "What 3 Words" Signage – Phil Harris, City of Grand Prairie d) TXDOT's Transportation Alternative Plans and Programs – Terrence McAllister, TxDOT Fort Worth District e) Upcoming Events & Training – Anthony White, BPAC Vice-Chair, TxDOT Fort Worth District	Various Community and BPAC Members
3:00 – 3:15 (15 min)	3. City of Arlington Safe Streets Plan	Jana Wentzel, City of Arlington
3:15 – 3:30 (15 min)	4. Custom Cycle Lane Separators	Daniel Herrig, City of Richardson Andrew Howard, Team Better Block
3:30 – 3:40 (10 min)	5. Group Discussion <i>How is bicycle theft addressed in your community?</i> <i>Does your city have a program for bike registration and/or theft recovery?</i> <i>Would your city be interested in participating in a national bike registration database to improve the rate of recovery?</i>	All Attendees
3:40-3:50 (10 min)	6. NCTCOG Updates a) Status of Transportation Alternatives Funded Projects – Daniel Snyder b) Upcoming TxDOT 2025 Statewide Call for Projects – Daniel Snyder c) 2025 BPAC Representative Nomination Process – Catherine Richardson d) Separated Bike Lanes on Higher Speed Roadways – Catherine Richardson	Various NCTCOG Staff
3:50 – 4:00 (10 min)	7. Other Business This item provides committee members an opportunity to bring items of interest before the Committee or propose future agenda items.	Anthony White, BPAC Vice-Chair, TxDOT Fort Worth District
Next BPAC Meeting The next meeting of the Bicycle and Pedestrian Advisory Committee is scheduled for February 19, 2025, from 2:00-4:00pm at NCTCOG in the Transportation Council Room.		

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

Heather Dowell, Chair City of Midlothian	Brett Huntsman City of Grand Prairie	Joe Pack Town of Addison	Duane Strawn City of Euless
Anthony White, Vice-Chair TxDOT Fort Worth District	Tiana Jackson City of Burleson	Krishan Patel City of Allen	Aaron Tainter City of Coppell
Letora Anderson City of Greenville	Joel James NTTA	Brennon Peltier Town of Flower Mound	Shawn Tubre Trinity Metro
Jason Aprill City of Plano	Michael Kim City of Frisco	Patrick Perrault City of Bedford	Rachael Twiggs TxDOT Dallas District
Joe Atwood Hood County	Calvin Lehmann City of The Colony	Alex Pharmakis City of Farmers Branch	Oanh Vu City of Waxahachie
Robert Cohen City of Southlake	Cody Maberry City of Keller	Shawn Ray City of Cedar Hill	Jana Wentzel City of Arlington
Brian Crooks Hunt County	Dana Macalik Rockwall County	Minesha Reese Dallas County	James White City of Irving
Chad Davis Wise County	Karina Maldonado DCTA	Robyn Root City of McKinney	Will Wiegand City of Haltom City
Earl Escobar City of Colleyville	Rina Maloney Denton County	Jahor Roy City of Mesquite	Michael Wilson City of North Richland Hills
Patricio Gallo Dallas Area Rapid Transit	Chad Marbut City of Weatherford	Greg Scott City of Denton	VACANT
Kyle Gordon City of Hurst	Alyssa Moore Ellis County	Jessica Scott City of Dallas	City of Carrollton
Rico Govea City of Wylie	Kathy Nelson City of Grapevine	Sirwan Shahooei City of Lewisville	City of Fort Worth
Matt Grubisich City of Garland	Cintia Ortiz Parker County	Garett Smith City of Mansfield	City of Lancaster
Daniel Herrig City of Richardson	Kenneth Overstreet City of Cleburne	Bart Stevenson City of Duncanville	Tarrant County

BPAC members are nominated annually by the respective agency's Surface Transportation Technical Committee member. Other agency staff are welcome and encouraged to participate in NCTCOG's quarterly BPAC meetings.

Last Edited: September 20, 2024

Addison Quorum Drive Bike Lane Pilot Program & Park(ing) Day Event



ADDISON

Joe Pack, Assistant Director of Parks

November 20, 2024- NCTCOG BPAC

- The Addison Quorum Drive Bike Lane Pilot Project is ultimately the result of the new DART Silver Line- Addison Station planning and development project.
- The DART Silver Line is a 26-mile regional rail service that traverses seven cities- Grapevine, Coppell, Dallas, Carrollton, Addison, Richardson, and Plano. Revenue service is expected to begin in late 2025 or early 2026. The route is adjacent to the Cotton Belt Trail currently under development.
- NCTCOG hired Kimley-Horn to develop a 15% concept plan with OPCC for Bicycle Routes to the Silver Line Station along Quorum Drive.
- As a result, a strong partnership was created between NCTCOG, DART, Kimley-Horn, Popken PopUps, and the Town of Addison to create the Addison Quorum Drive Bike Lane Pilot Project & Park(ing) Day event.

Quorum Drive Bike Lanes



Quorum Drive from Westgrove Drive south to The Cotton Belt Trail-
Bike Lane Pilot Project



Addison Quorum Dr. Bike Lane Pilot 10/12/24

ADDISON



Addison Quorum Dr. Bike Lane Pilot 10/12/24

ADDISON



Addison Quorum Dr. Park(ing) Day Event 10/12/24

ADDISON



Questions

The logo for Addison-Wesley, featuring the word "ADDISON" in a bold, blue, sans-serif font, centered within a white circle. The circle is set against a blue background that is part of a larger graphic design on the right side of the slide, which includes diagonal white lines and a dark grey triangle in the top right corner.

ADDISON

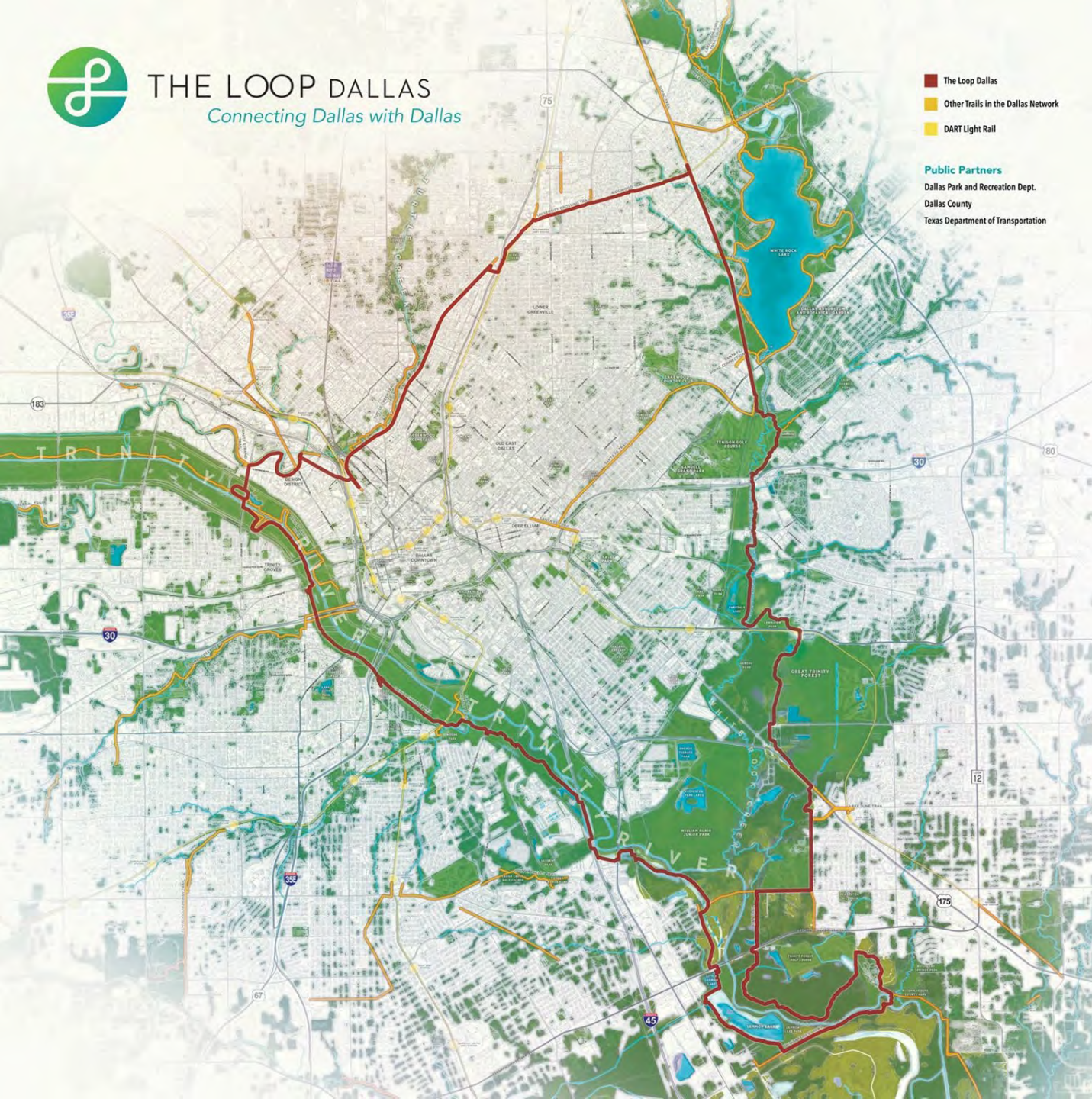


THE LOOP DALLAS

TheLoopDallas.org | PO Box 224484 Dallas, TX 75222



THE LOOP DALLAS
Connecting Dallas with Dallas



The Loop Dallas

A 50 mile shared public asset

For the first time in its history, Dallas will connect north, south, east, and west making green space a part of our city's identity.



THE LOOP
DALLAS

City-wide Connectivity

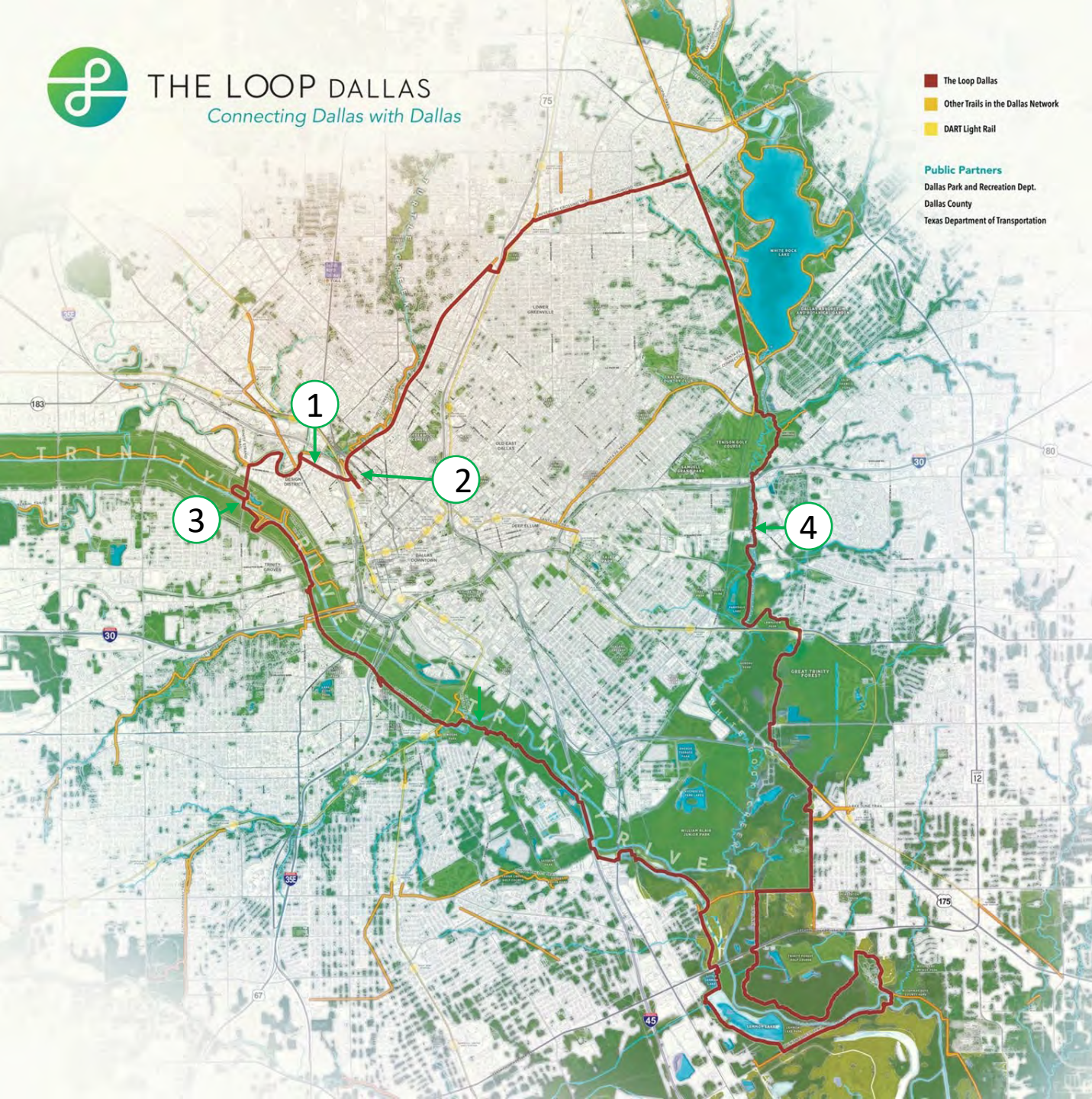
11 Miles Connect 39 Miles, Creating a 50-Mile Loop

The Loop Dallas is building a 50-mile circuit trail by the same name that will encircle the core of the city.

By connecting 39 miles of existing trails in Dallas with 11 miles of newly built trails, The Loop Dallas will increase access to public transportation and green space, ensuring residents can access these resources across the city to commute, for recreation, and wellness.



THE LOOP DALLAS
Connecting Dallas with Dallas



■ The Loop Dallas
■ Other Trails in the Dallas Network
■ DART Light Rail

Public Partners
Dallas Park and Recreation Dept.
Dallas County
Texas Department of Transportation

Four New Projects

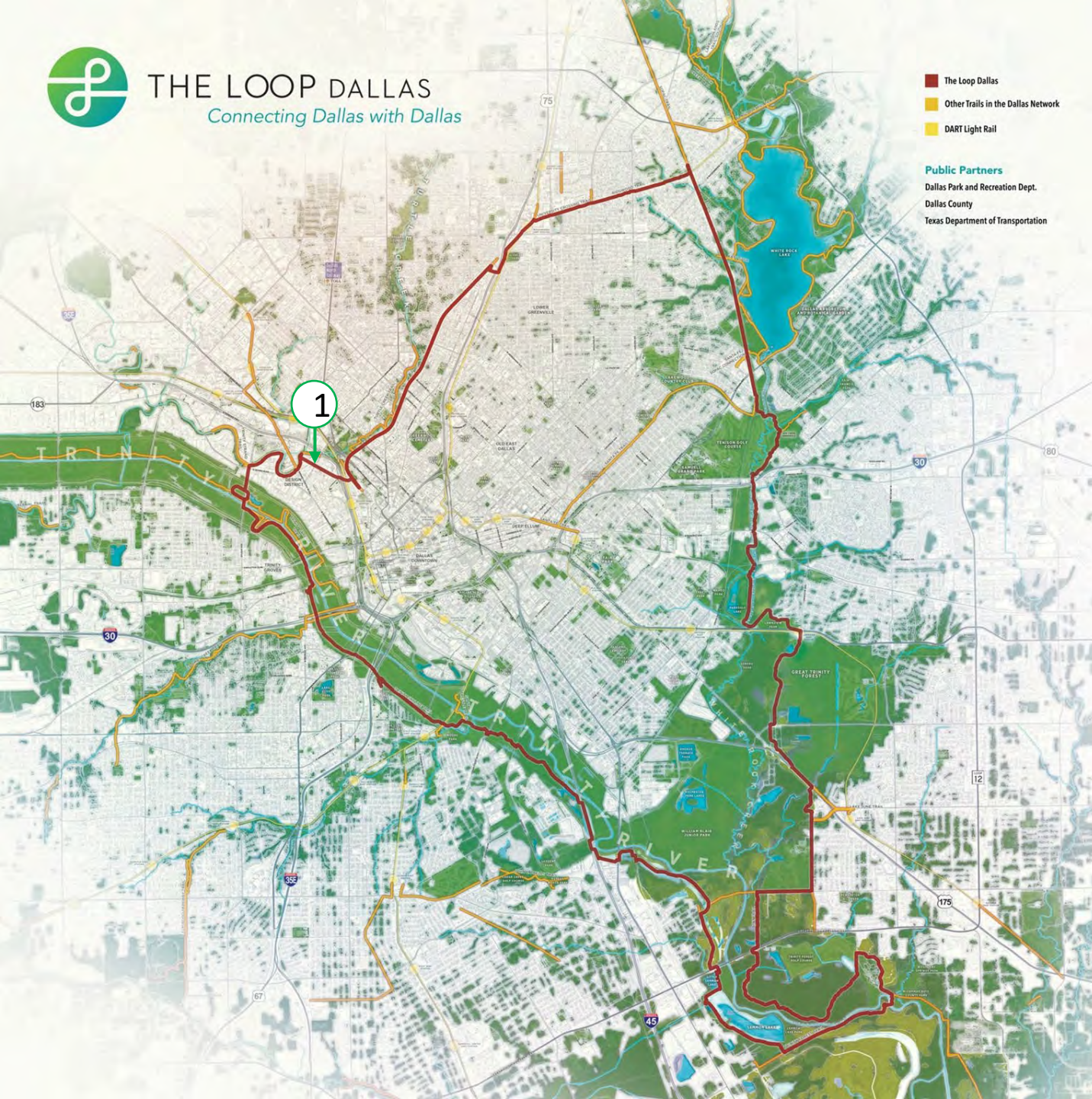
1. Hi Line Connector
2. The Loop Plaza
3. Discovery Gateway
4. Trinity Forest Spine Trail

All other trails in The Loop Dallas are existing or currently in delivery:

- AT&T Trail
- Katy Trail
- Santa Fe Trail
- Santa Fe Trestle Trail
- Skyline Trail
- SoPac Trail
- Trinity Forest Trail
- Trinity Strand Trail
- University Crossing & Ridgewood Trail



THE LOOP DALLAS
Connecting Dallas with Dallas



■ The Loop Dallas
■ Other Trails in the Dallas Network
■ DART Light Rail

Public Partners
Dallas Park and Recreation Dept.
Dallas County
Texas Department of Transportation

Hi Line Connector

Connects:

- Trinity Strand
- Katy Trail



THE LOOP
DALLAS

An Active Transportation Corridor



- Project Limits: 1 mile – Katy Trail to Trinity Strand Trail
- Connects the iconic Katy Trail in Uptown Dallas to the burgeoning Design District
- Adjacent to the American Airlines Center (sports arena for the Dallas Mavericks, Dallas Stars, and other events)
- Overcomes the barrier created by I-35E and multiple rail lines
- Now the most advanced active transportation corridor in North Texas



THE LOOP
DALLAS

An Active Transportation Corridor



Mid intersection
crossing

Hi Line Ave + Oak Lawn Ave

Southeastbound



THE LOOP
DALLAS



THE LOOP
DALLAS



Protected trail movement signal - no vehicle left turn allowed through path



Protected left turn signal - separate phasing from thru signal



Dedicated signal and phasing for Oak Lawn Ave

Victory Ave passing under DART
Westbound

Thank you



THE LOOP
DALLAS



what3words

PHIL HARRIS - GP Parks, Arts & Recreation Department - Park Planner

SGT. TOMMY CHRISTY - GP Police Department – Bike Unit

OFFICER CODY DANIEL - GP Police Department – Bike Unit

November 20, 2024





Fish Creek Linear Trail

- The surface of the Earth is divided into 3 meter / 10 foot squares.
- Each square has a unique set of 3 words associated with it.
- For trail signs – Emergency teams do not need to know the local trail code – i.e. FC 0.43, KT 2.50.



App Store Preview

This app is available only on the App Store for iPhone, iPad, and Apple Watch.



what3words: Navigation & Maps 4+

Navigate to any exact location

[what3words Ltd.](#)

#69 in Navigation

★★★★★ 4.8 • 40.3K Ratings

Free

Download the APP for Free

Grand Prairie
TEXAS



TxDOT's Transportation Alternative Plans and Programs



November 22, 2024

Table of Contents

4 | Statewide Transportation Plan

6 | TA Program and Projects

11 | Environmental Credits

12 | Local Involvement

16 | Contacts

HELP

#EndTheStreakTX

End the streak of daily deaths on Texas roadways.

TxDOT.gov

#EndTheStreakTX Toolkit



Common Engagement Priorities

Safe and Comfortable Facilities

- Design based on the context (urban versus rural)
- Speed management
- Improved Intersections
- More separated bike/ped facilities

Connection to Key Destinations

- Build based on community need
- Connect to transit
- Make connections accessible
- Plan trails across cities

Funding

- Increase multimodal funding
- Ability to retrofit roadways to benefit all users
- Prioritize for greatest community need and health impact



Improve Safety, Comfort, and Accessibility

Design for safety and comfort by providing low stress level facilities.



Enhance Connectivity

Connect community destinations through plans and project identification activities; and build more connective infrastructure.



Address Community Needs

Providing mobility options for people who don't have vehicle access or rely on active transportation modes.



Support Economic Vitality

Increase accessibility and connect our workforce.

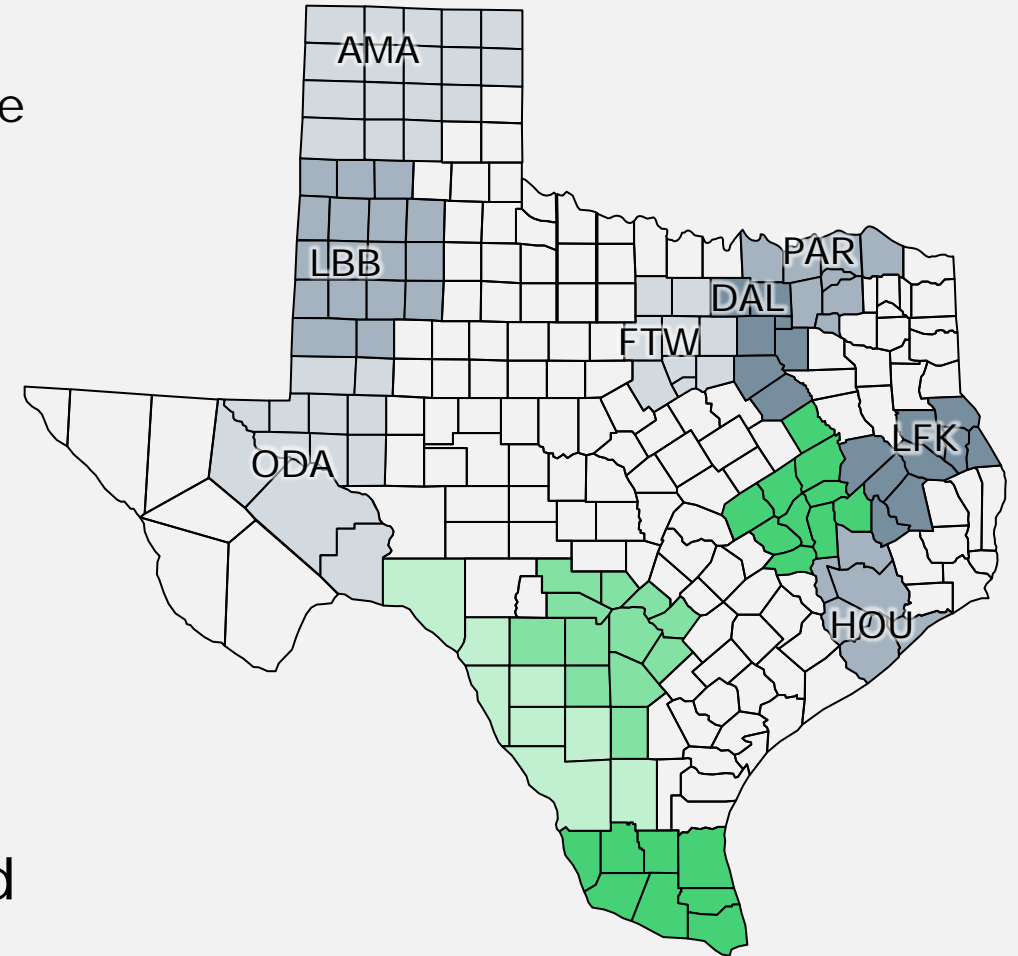


Promote Healthy Communities

Make it easier for Texans to live healthy and safe lifestyles.

District Bike Plans

- Initial District Bike Plan Pilot (BRY, SAT, LRD, & PHR)
 - Analyzes the **needs** for bicycle infrastructure on the state highway system,
 - Prioritizes **locations for bicycling improvements**,
 - Identifies what **role** different **routes should play** in the bicycling network, and
 - Incorporates the **public and stakeholder feedback**.
 - [Storymap and PDF deliverables](#)
- Round 2 of District Bike Plans
 - Starting Fall 2024
 - AMA, LBB, ODA, FTW, DAL, PAR, LFK, and HOU



Planning for TxDOT's 2025 Call for Projects Funding

TxDOT funds:

Population Area	Anticipated Funding Allocation (FY27-FY29)
Nonurban (<5,000)	\$39.5 M
Small urban (5,000 to 49,999)	\$18.6 M
Medium urban (50,000 to 200,000)	\$13.1 M
Any Area	\$180 M
Total	~\$250 M

TxDOT 2025 Transportation Alternative Set-aside (TA) Program Call for Projects ~\$250M to be made available (FY27 – FY29 funds)



TxDOT 2025 TA Call-for-Projects: Project Categories

Project Category	Eligible Activities	Eligible Entity	Local Match (without TDCs)	TDC eligibility**	Project Funding
Community-Based	Preliminary Engineering & Construction	<ul style="list-style-type: none"> • Outside of TMA & <200k <u>or</u> • Inside of TMA* & <50k in population 	20%	<input checked="" type="checkbox"/>	\$250,000 to \$5 million per project
Large Scale	Preliminary Engineering & Construction	Any Population Areas	20%	<input checked="" type="checkbox"/>	\$5 to \$25 million per project
Network Enhancements	Projects with limited construction elements to enhance bike/ped infrastructure with limited or no design and no ROW acquisition			<input checked="" type="checkbox"/>	TBD
Non-Infrastructure	Non-motorized planning documents (e.g., Pedestrian Safety Action Plans) & design activities up to 30% final design			<input checked="" type="checkbox"/>	TBD

* TMAs (Transportation Management Areas) have populations greater than 200,000 and are responsible for competitively awarding their own TA funding.

** Availability of Transportation Development Credits is TBD

Program Eligibility

	Community-Based	Large-Scale	Network Enhancements	Non-Infrastructure
Where?	<ul style="list-style-type: none"> • Outside of TMA & <200k <u>or</u> • Inside of TMA & <=50k in population* 	Anywhere in Texas		
Who?	<ul style="list-style-type: none"> • Local governments • School districts 	<ul style="list-style-type: none"> • Transit agencies • Small MPOs (<200k) 	<ul style="list-style-type: none"> • TxDOT at the request of a sponsor • Others (see Program Guide) 	
What?	Preliminary engineering** & construction for bicycle and pedestrian infrastructure		Projects with limited construction elements to enhance bike/ped infrastructure with limited or no design and no ROW acquisition	Non-motorized planning documents

All TA projects must be:

- Related to bicycle, pedestrian, and/or micromobility
- Principally for transportation rather than recreation
- Have a direct relationship to the surface transportation system
- Benefit the general public

* Entities within TMAs with populations below 50,000 are now eligible for Community Based

** For projects with less than 30% final design complete

TxDOT 2025 TA Call for Projects: *2-Step Application Process*

Step 1

Project Sponsors submit Preliminary Applications (PA)

Preliminary Application
(All Projects)

- TxDOT eligibility review
- TxDOT District meeting with eligible project sponsors

Step 2

Project Sponsors submit different Detailed Applications (DA) depending on Funding Opportunity

Community-based

- Standard Detailed Application

Large Scale

- Standard Detailed Application
- Supplemental Narrative

Network Enhancements

- Modified Detailed Application

Non-Infrastructure

- Modified Detailed Application

TxDOT's 2025 TA Call for Projects Schedule (tentative)

- October – December 2024 – Get the word out
- January 2025 – Call for Projects opens
- February 2025 – Preliminary Applications due
- June 2025 – Detailed Applications due
- October 2025 – Anticipated Commission award



TxDOT's 2025 TA Call for Projects

- Open to all areas of the state regardless of size
- Up to \$250M to be made available
- Includes large projects, quick-turnaround improvements, and non-infrastructure awards

Environmental Credits

Both federal and municipal projects involving dedicated bike lanes are subject to public hearings conducted by TxDOT's environmental section. To comply with federal regulations that mandate public hearings for every project, the TxDOT Fort Worth and Dallas Districts hold an annual virtual meeting that covers several projects for each district. As a result, TxDOT can save money on public resources and obtain environmental credit for each project.




FTW District Local Involvement

- To improve riding conditions on frequently used bike routes on TxDOT corridors, the Fort Worth District is collaborating with local biking clubs. Heavy bike routes are being mapped using GIS data obtained from these organizations. Any local bicycle organization is welcome to meet with the Fort Worth District to talk about any queries or issues they may have.
- Contact: Terrence.McAllister@txdot.gov



Pedestrian Workshops

- FHWA mandates that TxDOT provide two ADA workshops annually to inform the public about the ADA accessibility program's mission, sidewalks, curb ramps, shared-used paths, crosswalks, and cycling and pedestrian safety. The next workshops will take place on dates to be decided upon next year. They will be situated at the Fort Worth District Headquarters' Regional Training Center.



TxDOT ACCESSIBILITY PROGRAM

Pedestrian Crosswalks

ADA ACCESSIBILITY PROGRAM'S MISSION

The mission of TxDOT's ADA Accessibility Program is to ensure that TxDOT facilities are fully accessible to and usable by all individuals. To achieve our mission, TxDOT has set goals that include:

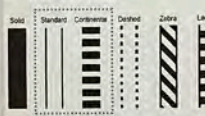
- Raising awareness and improving communication about the ADA (Americans with Disabilities Act) and how it affects our facilities at TxDOT.
- Increasing public participation in the design, planning and development process of ADA facilities.
- Developing and distributing ADA training to assist employees in proper development of ADA facilities.
- Assisting individuals with the inquiry and grievance process for existing ADA facilities.
- Ensuring ADA accessibility requirements are met within TxDOT facilities.

For more information about TxDOT's ADA Accessibility Program, visit the TxDOT accessibility page at:
<https://www.txdot.gov/about/programs/civil-rights/accessibility.html>

WHAT IS A PEDESTRIAN CROSSWALK?

Texas law defines a **pedestrian crosswalk** as a marked or unmarked crossing where the pedestrian path meets vehicular roadway. They can either be located at intersections or midblock locations. **Midblock locations** must be marked to legally establish the crosswalk.

Marked crosswalks can come in a variety of pavement marking patterns, but the standard and continental striping patterns are used most often in the State of Texas.



FHWA University Course on Bicycle and Pedestrian Transportation Fig. 10-9

TIPS FOR PEDESTRIANS AT CROSSWALKS

Never Assume Drivers See You: Even though pedestrians have the right-of-way, people should stay cautious. Look both ways when crossing the street and make eye contact with drivers. Make sure they are slowing down prior to walking into the crosswalk.

Cross at Marked Crosswalks When Available: Marked crosswalks are more recognizable to drivers and may have other protective measures in place to provide longer crossing time or higher visibility signage. If no marked crosswalks are available, cross at the nearest intersection crossing for increased safety.

For more safety tips, visit:
<https://www.txdot.gov/safety/bicycle-pedestrian-safety.html>

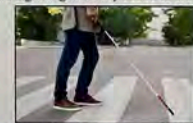
TIPS FOR DRIVERS AT PEDESTRIAN CROSSWALKS

Here are a few helpful safety tips for Drivers at crosswalks.


Scan the Intersection: When approaching an intersection or midblock crossing, look both directions to check for pedestrian movement. If a person has entered the crosswalk prior to your arrival, you must stop.

Stop Behind the Stop Bar: To allow pedestrians to safely cross, stop behind the stop bar when one is present. If a stop bar is not present, try to provide enough space for pedestrians so that they have enough space to cross and avoid conflicts with moving vehicles.

Check for Blind Individuals at the Corners of Crosswalks: at all crosswalks, but especially those without pedestrian signals, it is important to be aware of any blind individuals that may be waiting to cross. These individuals may be traveling with a service dog or carrying a white cane. If an individual standing at an intersection is tapping a cane on the ground, they are signaling that they desire to cross.



<https://deafawaredefensive driving.org/deafaware-white-cane-law/>

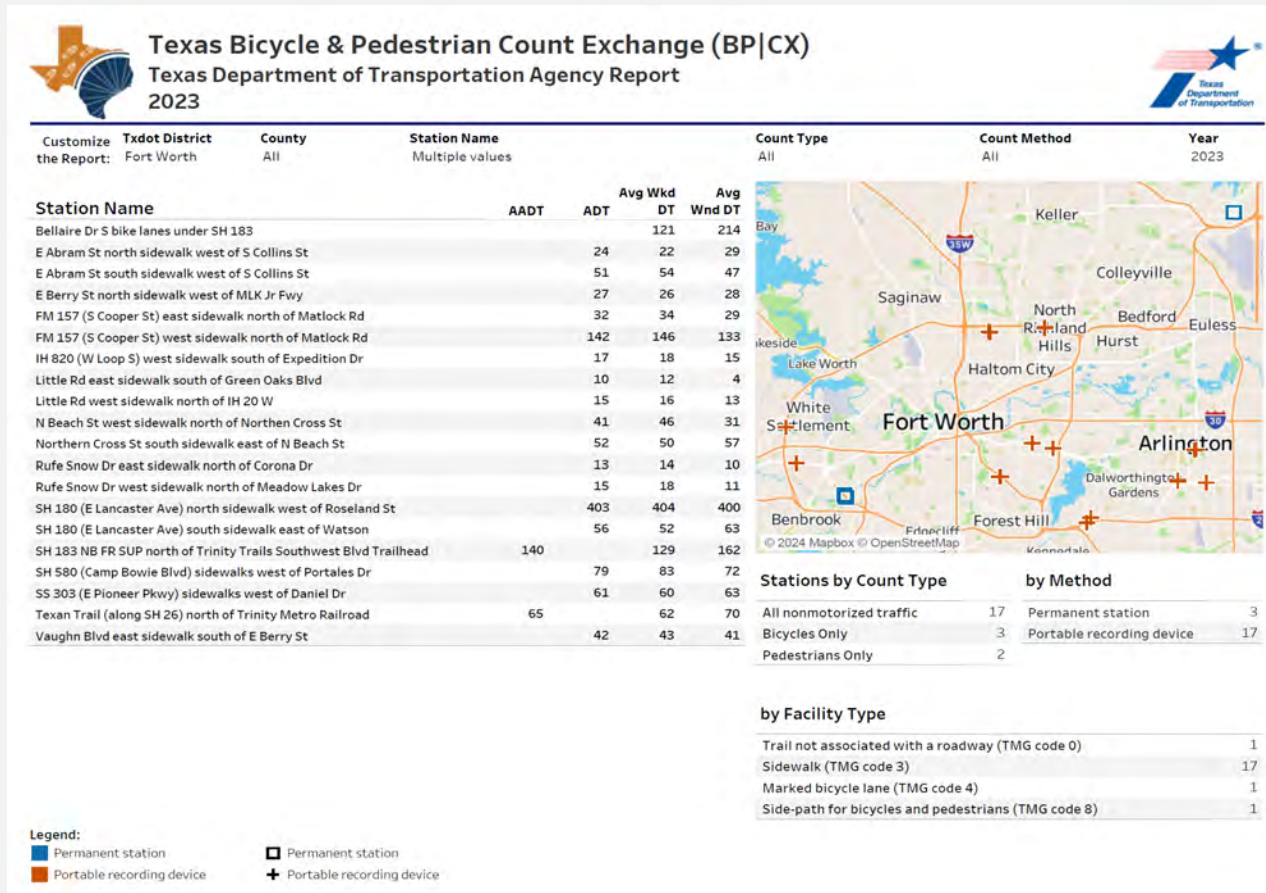


DO YOU HAVE AN ADA QUESTION? CONTACT US:

Terrence McAllister, P.E.
Fort Worth District ADA Liaison
Phone: 882-359-1938
Email: terrence.mcallister@txdot.gov

TxDOT BRYAN DISTRICT 2023

Pedestrian and Bicycle Data



Pedestrian and Bicycle Data

- Since 2021, TxDOT has been gathering information on bike lanes and trails on specific roads from the Texas A&M Transportation Institute. With the help of our TXDOTCONNECT and TCAP systems, TxDOT is monitoring the total number of miles of bike and pedestrian facilities being added. This includes sidewalks, shared-use paths, bike-friendly shoulders, and trails. In order to handle all forms of pedestrian traffic, TxDOT is renovating current routes and placing shared-use paths on future project designs.



TxDOT's Transportation Alternatives Program Team



Noah Heath, AICP

Transportation Alternatives (TA)
Coordinator

bikeped@txdot.gov



Arnold Vowles

Transportation Planner

bikeped@txdot.gov



Matthew Volkmann, PE

Bicycle and Pedestrian Engineer

bikeped@txdot.gov



Carl Seifert, AICP

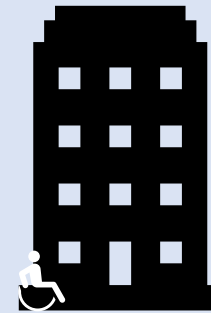
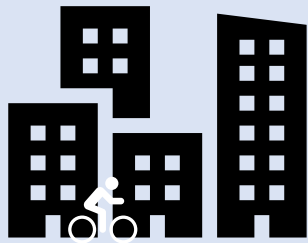
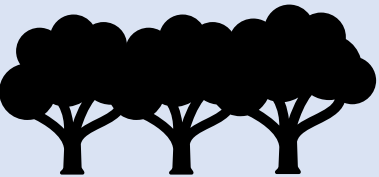
Active Transportation
Planner

bikeped@txdot.gov

UPCOMING EVENTS AND TRAINING

Bicycle and Pedestrian Advisory Committee
November 20, 2024

Anthony White, Committee Vice Chair





2024 Dallas Annual Bicycle Project

Virtual public hearing

Thursday, Nov. 7, 2024, at 5 p.m., through Monday, Nov. 25, 2024, at 11:59 p.m.

The purpose of the hearing is to provide information on transportation projects that might affect bicycle use, plans, policies and programs, and policies affecting bicycle use on the state highway system for the TxDOT Dallas District in partnership with the North Central Texas Council of Governments.

For more information visit: <https://www.txdot.gov/projects/hearings-meetings/dallas/2024/2024-bicycle-project.html>

December Webinar - University Transportation Centers 101: An Overview of the UTC Program and Exploring How Practitioners Can Engage the Process



December 18, 2024

- This webinar will provide an introduction to the University Transportation Center (UTC) program. UTCs are consortia of colleges and universities across the United States that are funded by the US DOT. UTCs aim to advance the state-of-the-art in transportation research and technology and develop the next generation of transportation professionals. Directors from the Center for Pedestrian and Bicyclist Safety will discuss their experience with the UTC program and give an overview of research, technology transfer, workforce development, and education efforts that they have been pursuing. The webinar will also explore how practitioners can engage with the UTC process. After a presentation by the UTC directors, there will be an open discussion aimed at developing collaborations between practitioners and UTCs.
- To purchase the webinar, visit: <https://apbp.mclms.net/en/package/14090/view>



- One of the largest gathering of highway safety professionals in the United States. Learn from subject matter experts about the latest highway safety research, best practices, and cutting-edge initiatives. As well as explore innovative technology and strategies used to combat risky driving behaviors and save lives.
- For more information, visit: lifesaversconference.org
- Registration is open now!

National Bike Summit

March 11-13, 2025

Washington, DC



- The National Bike Summit will feature plenary speakers, mobile workshops, breakout sessions, an award reception, and a Lobby Day to meet with members of Congress.
- For more information, visit: [National Bike Summit | League of American Bicyclists \(bikeleague.org\)](https://bikeleague.org)



2025 National Planning Conference

March 29-April 1
Denver, CO

April 23-25
Online

- 2025 core content areas will include sessions on Transportation and Infrastructure, Climate Change, Energy, and the Environment, Inclusive Planning for Social Change, and more!
- For more information, visit: [National Planning Conference \(planning.org/conference\)](https://planning.org/conference)

American Planning Association



DESIGNING CITIES 2025

May 28-May 31, 2025
Washington, D.C.

- The NACTO Designing Cities Conference brings together over 1,000 officials, planners, and practitioners to advance the state of transportation in North American cities.
- Early bird registration will open for members only on **January 22, 2025**.
- For more information, visit: <https://nacto.org/conference/designing-cities-2025-washington-d-c/>

Understanding ADA Requirements and Transition Plan Development for Title II Entities

Thursday, June 5, 2025 (Online)

Objectives:

- Technical requirements under the ADA
- Interactions between federal, state, and construction laws
- Funding, planning, and prioritizing your project
- Policy development and implementation, and more!

Register at www.nctcog.org/Training-Development-Institute/Planning-Development-Academy/Understanding-ADA-Requirements-and-Transition-1

Understanding ADA Compliance for Parks & Recreation

Thursday, Sept 11, 2025 (Online)

Focus on accessibility in the following Parks & Recreation amenities:

- Sports venues
- Playgrounds
- Parks
- Hike and bike trails, and more!

Register at <https://form.jotform.com/242116216163143>



CNU 33 New England *at Providence*

June 11-14, 2025

- This event is geared toward planning professionals and local government staff. The conference will address challenges such as sustainable housing, equitable growth, and community resilience.
- Registration will open in late winter 2025.
- For more information, visit: <https://www.cnu.org/cnu33>

Congress for the New Urbanism



ITE Annual Meeting and Exhibition

August 10-13, 2025
Orlando, FL

- **The 2025 Annual Meeting and Exhibition will explore both practical solutions and cutting-edge strategies designed to revolutionize safety and mobility in the coming years.**
- **For more information, visit: <https://www.iteannualmeeting.org/about-iteorlando2025>**

Apply to be a Bicycle Friendly Community



- The Bicycle Friendly Community (BFC) program provides a roadmap to improve conditions for bicycling and the guidance to make your distinct vision for a better, bikeable community a reality.
- Deadline to apply is **June 25, 2025**
- For more information, visit: bikeleague.org/bfa/community/



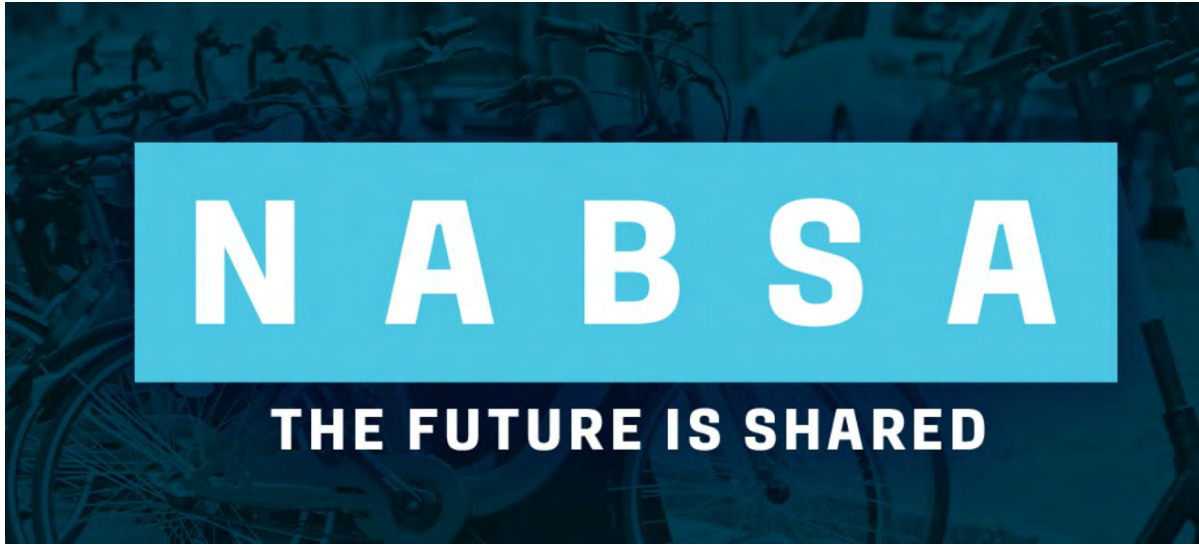
American Society of
Landscape Architects

ASLA 2025 Conference

October 10-13, 2025

New Orleans, LA

- The ASLA Conference on Landscape Architecture is the largest gathering of landscape architects and allied professionals in the world with more than 6,000 attendees—all coming together to learn, celebrate, build relationships, and strengthen friendships of our incredibly varied professional community. Visit exhibitors showcasing products and services exclusively for landscape architects.
- For more information, visit: <http://www.aslaconference.com>



2025 NABSA Conference TBD Montreal, Quebec

- The NABSA Annual Conference is the leading global venue for shared micromobility and transportation leaders, practitioners, operators, and equipment and service providers to tackle important issues facing the shared micromobility industry.
- For more information, visit: nabsa.net/conference/

Master Plans Under Development

- **City of Colleyville Active Transportation Plan**
- **City of Dallas Bikeways Master Plan (expected Spring 2025)**
- **City of Farmers Branch Trail Plan Update**
- **City of Farmersville Parks Master Plan Update**
- **City of Keller Active Transportation Plan**
- **City of Weatherford Active Transportation Plan**



APBP North Texas November Gathering

November 20, 2024 (After BPAC!)

**Boston's Restaurant & Sports Bar
2501 E Lamar Blvd, Arlington, TX**

- For more information about APBP, visit: [North Texas Chapter - Association of Pedestrian and Bicycle Professionals \(apbp.org\)](https://www.apbp.org)

Other Events or Training?

For any suggestions/topics for future training opportunities that NCTCOG can help coordinate or promote, please contact:

**Catherine
Richardson**

crichardson@nctcog.org



**Daniel
Snyder**

dsnyder@nctcog.org



Safe Streets Arlington

NCTCOG Bicycle and Pedestrian Advisory Committee

November 20, 2024
Jana Wentzel



Project Overview



Funded through the Safe Streets and Roads for All (SS4A) grant from the Federal Highway Administration (FHWA)

- Prepares City for future regional, state, and national funding opportunities

Safe Streets Arlington Plan goals:

- Engage with community on roadway safety
- Examine Arlington's crash history and identify the High Injury Networks
- Develop a cross-disciplinary implementation plan
- Create a dashboard to monitor implementation

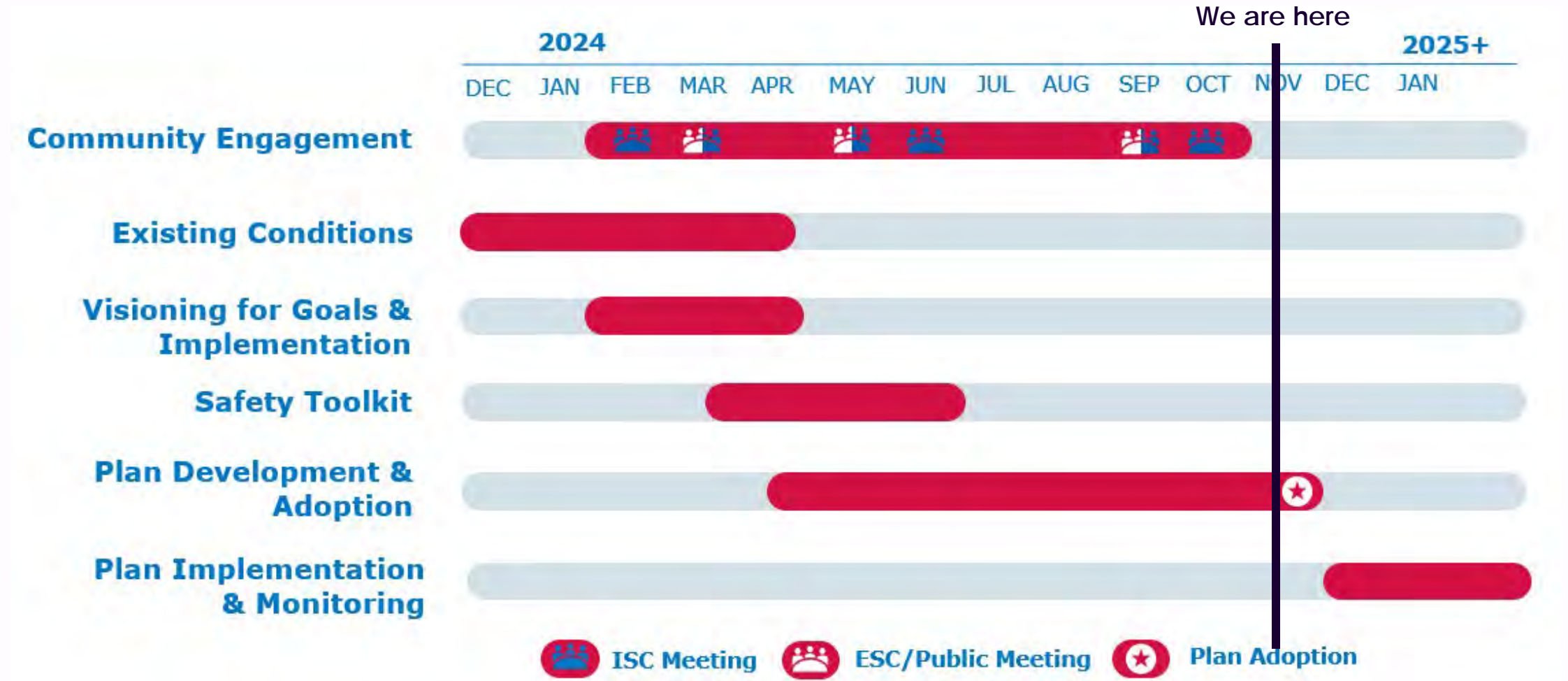
Project Team: Transportation Department, Internal Stakeholder Committee, consultant group



Expect More. Experience Better.



Project Tasks and Timeline



ISC: Internal Stakeholder Committee
 ESC: External Stakeholder Committee



What the Arlington Community Is Saying About Safety



Engagement Opportunities

Project Website

Public-facing Safety Dashboard

External Stakeholder Committee meetings (3)

Public meetings (3)

Online surveys (2)

Planning and Zoning Commission briefings (3)

Council Committee briefings (3)

Gathered input at key points of Plan development to ensure robust community and stakeholder engagement



Community Input

Top Safety Issues:

- Unsafe driving behaviors (speeding, red light running)
- Maintenance of roads, sidewalks, and multiuse paths
- Safe routes to schools
- Enforcement

Preferred Actions to Improve Safety:

- Slowing speeds through road design and speed limits
- Traffic calming
- Pedestrian and bicycle facilities
- Consistent and coordinated outreach on safety
- Stronger enforcement of laws





Vision and Strategies



Safety Vision

City leaders and staff, along with a diverse group of stakeholders, are committed to a shared vision of zero deaths and serious injuries on Arlington's streets. *Safe Streets*

Arlington recommends policy, education, enforcement, engineering, engagement, and equitable solutions to achieve safe streets for all.

Safety Goal

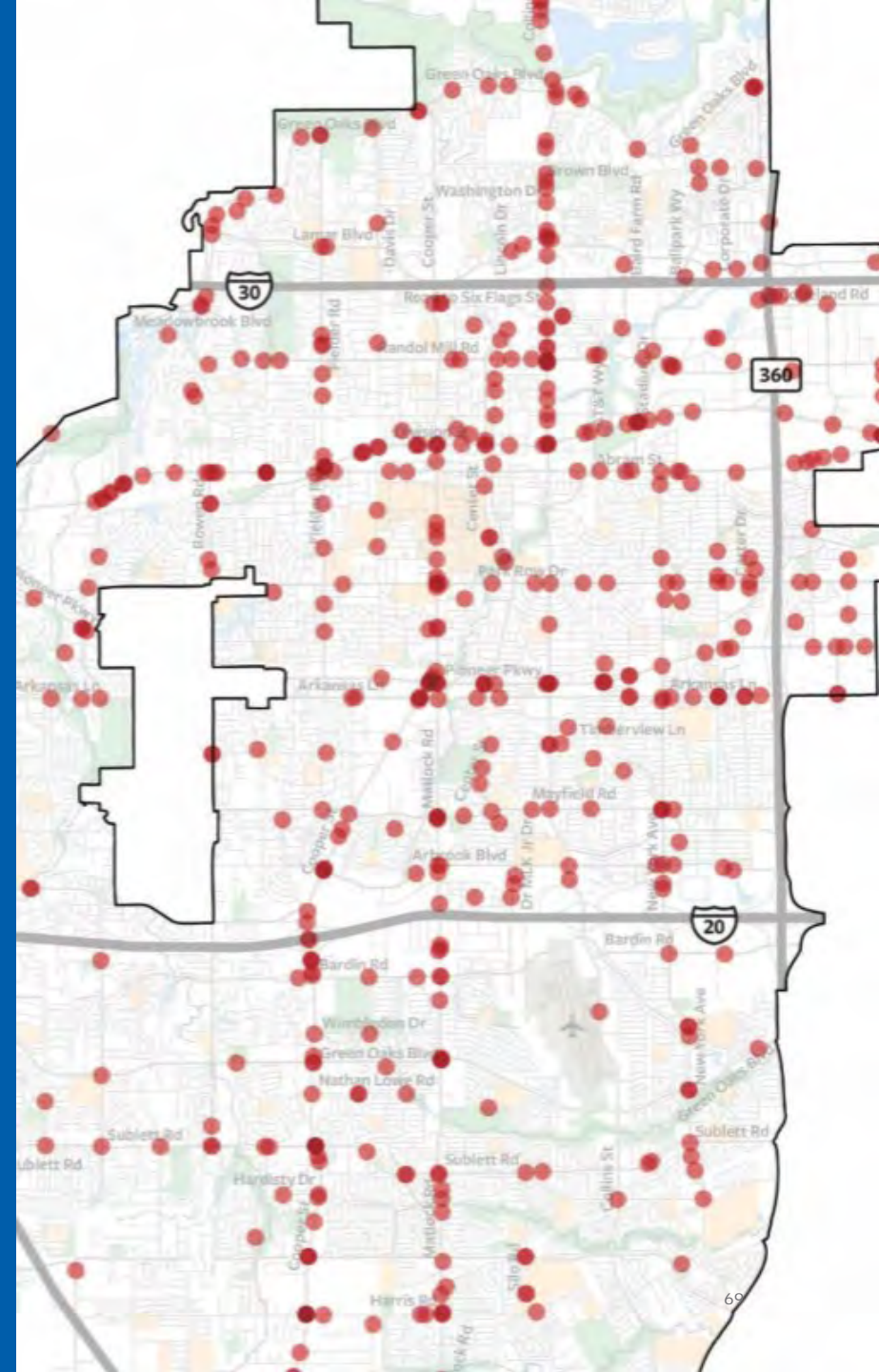
Reduce deaths and serious injuries on Arlington streets by five percent annually to achieve a shared goal of zero deaths and serious injuries by 2050.

Safety Strategies

1. Institutionalize safety into decision-making
2. Reduce fatal and severe crashes
3. Prevent future crashes
4. Design and operate the road system with safety in mind
5. Address human vulnerability
6. Work toward a shared goal
7. Create a culture of safety

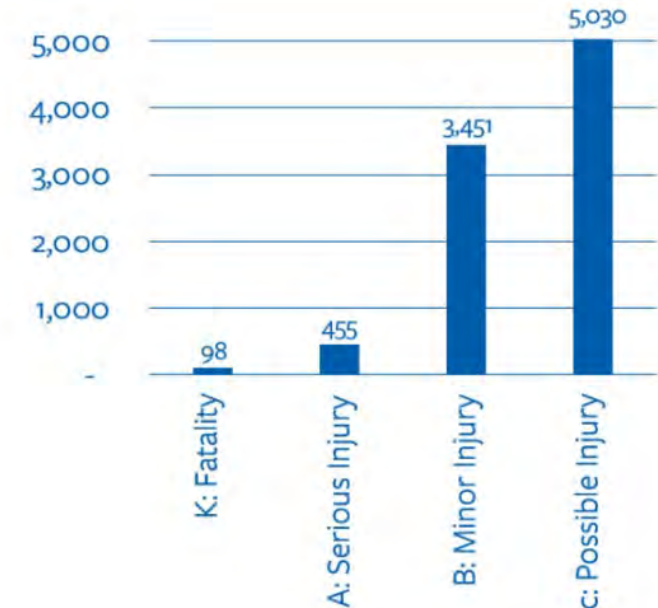
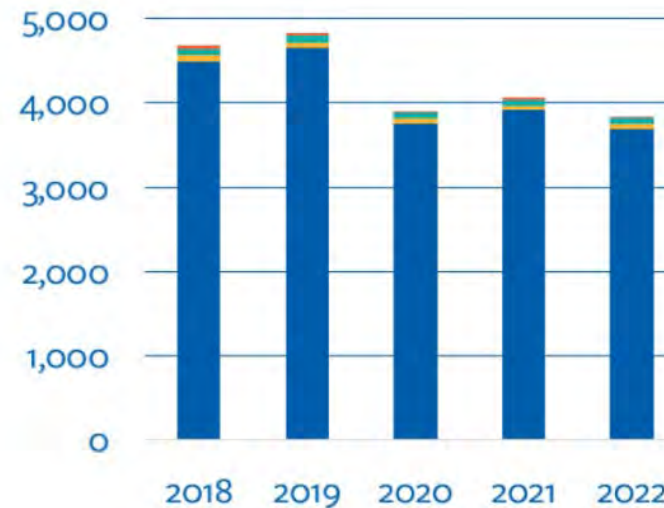


What The Data Tells Us About Safety In Arlington



Crash Data 2018-2022

- Examined all crash data from 2018 to 2022, using the State Crash Records Information System (CRIS) database
- Focus on fatal and serious injury crashes: total of 937 in these five years
 - 726 motorist
 - 91 motorcyclist
 - 15 bicyclist
 - 105 pedestrian





High Injury Network (HIN)

Developed using crash data from 2018 to 2022 and average daily traffic volumes

Focus on fatal and serious injury crashes

Includes City roadways and Texas Department of Transportation (TxDOT) arterials

Vehicle & Motorcycle HIN

The Vehicle & Motorcycle HIN contains about 80 centerline miles, or about 6% of local streets. Crashes that occur on these road segments account for 70% of all KAB crashes involving someone driving or riding as a passenger. 57% of the Vehicle & Motorcycle HIN falls within a Disadvantaged Community.

Pedestrian & Bicycle HIN

The Bicycle & Pedestrian HIN contains about 18 centerline miles, or about 1% of local streets. Crashes that occur on these road segments account for 50% of all KAB crashes involving someone walking or biking. 76% of the Pedestrian & Bicycle HIN falls within a Disadvantaged Community.

High Injury Network: All Modes

- Vehicle/Motorcycle
- Bicycle/Pedestrian
- Bicycle/Pedestrian & Vehicle/Motorcycle
- Water
- Parks
- Schools





Crash Top Contributing Factors



Vehicle and Motorcycle Crashes:

Factor	Citywide	HIN
Failed to yield right of way – turning left	16%	19%
Disregard stop and go signal	13%	17%
Followed too closely	11%	12%
Failed to control speed	9%	9%
Failed to drive in a single lane	8%	6%

Bicycle and Pedestrian Crashes:

Factor	Citywide	HIN
Pedestrian failed to yield right of way to vehicle	33%	38%
Failed to yield right of way – to pedestrian	21%	23%
Driver inattention	7%	6%
Failed to control speed	5%	5%
Disregard stop and go signal	1%	2%



Prioritization of the HIN

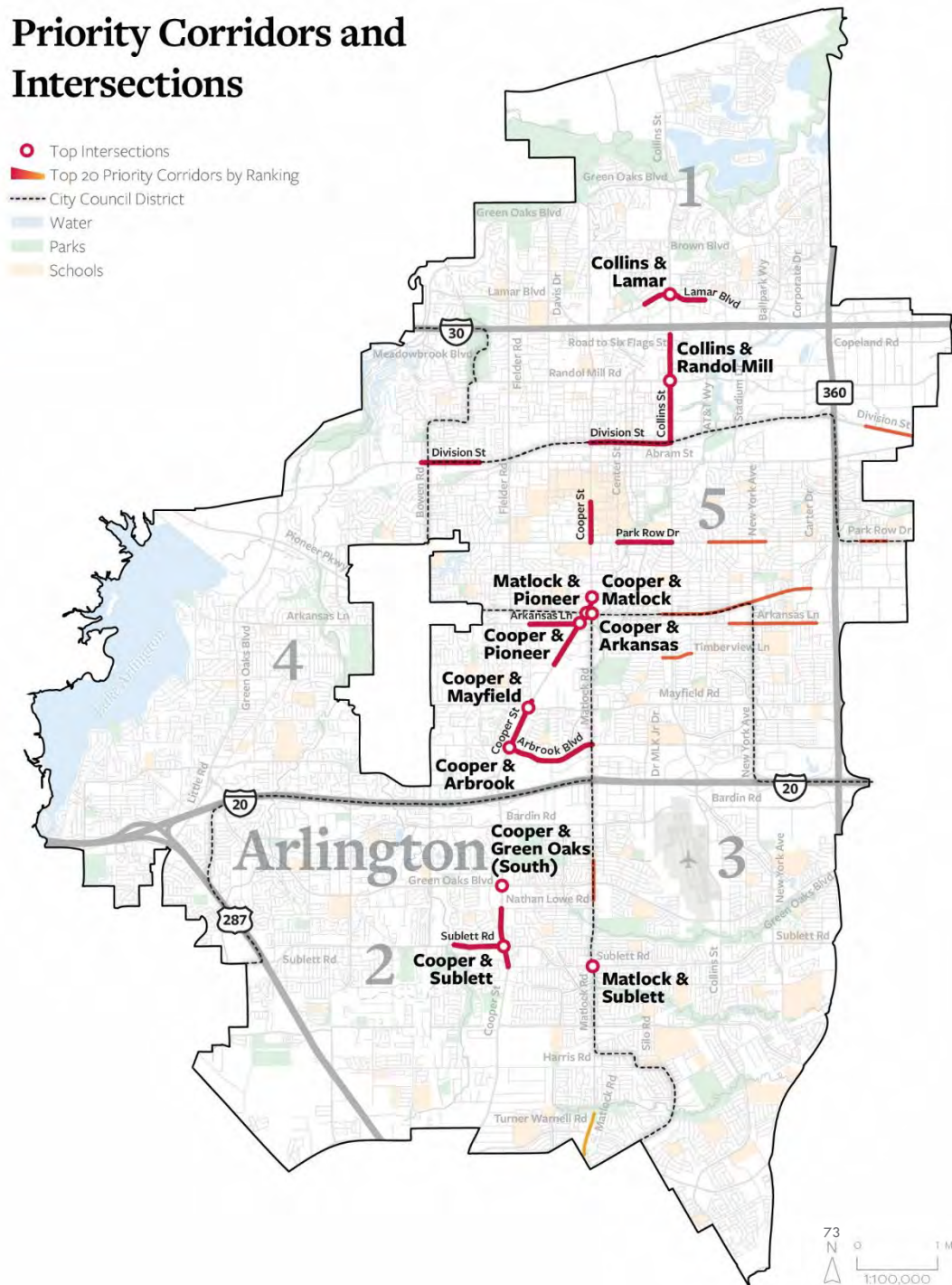
Prioritization Scoring

- **3 points** = Vehicle & Motorcycle High-Injury Network
- **3 points** = Bicycle & Pedestrian High-Injury Network
- **1 point** = Public Comment
- **1 point** = Disadvantaged Census Tract
- **1 point** = Within 1/2 mile of School
- **1 point** = Fits one of the crash profiles

Identified the top 13 priority corridor segments and top 11 priority intersections for safety improvements

Priority Corridors and Intersections

- Top Intersections
- ▬ Top 20 Priority Corridors by Ranking
- City Council District
- Water
- Parks
- Schools





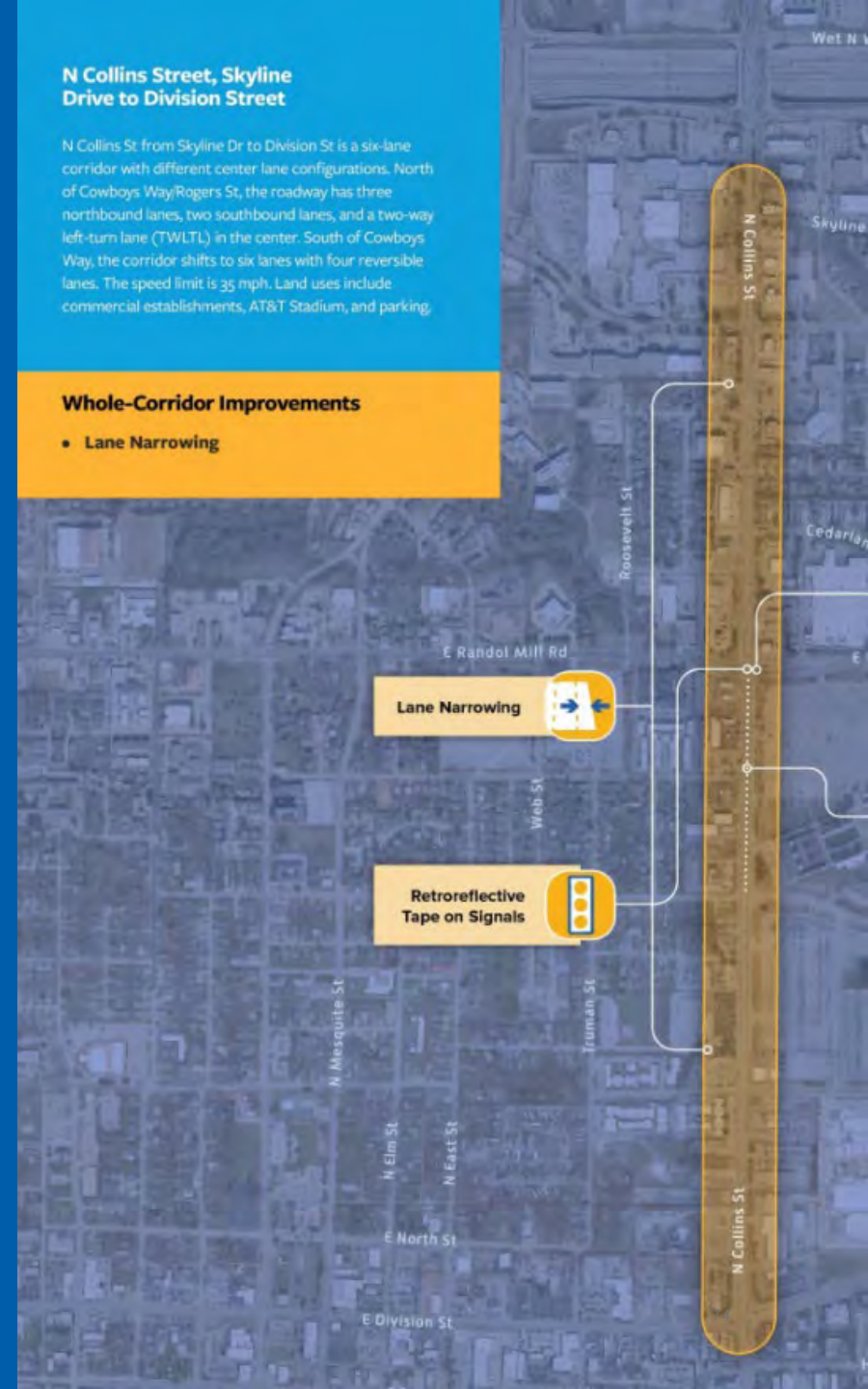
The Implementation Plan & Safety Toolkit

N Collins Street, Skyline Drive to Division Street

N Collins St from Skyline Dr to Division St is a six-lane corridor with different center lane configurations. North of Cowboys Way/Rogers St, the roadway has three northbound lanes, two southbound lanes, and a two-way left-turn lane (TWLTL) in the center. South of Cowboys Way, the corridor shifts to six lanes with four reversible lanes. The speed limit is 35 mph. Land uses include commercial establishments, AT&T Stadium, and parking.

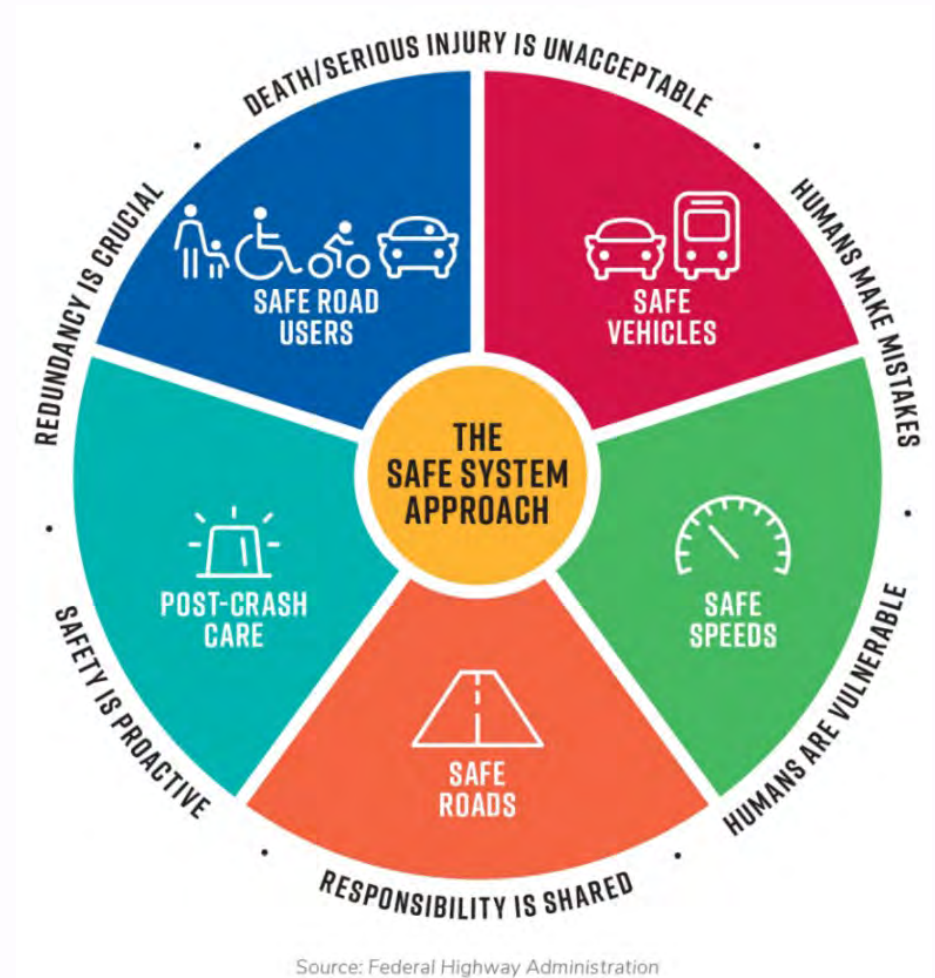
Whole-Corridor Improvements

- Lane Narrowing



Safe Systems Approach

The Safe System Approach provides a decision-making framework to be intentional about addressing all aspects of roadway safety and the role played by all roadway users.



Example Strategy & Actions

- Centered around Safe Systems Approach
- Sorted by short, mid-, and long-term timeframes
- Assigns responsibility to both internal and external partners
- Aligned around the 5 Safe System Elements

Strategy 5. Address Human Vulnerability

Human bodies have physical limits for tolerating crash forces before death or serious injury occurs; therefore, it is critical to design and operate a human-centric transportation system that protects physical human vulnerabilities from high speeds.

Action Item	Responsibility (Bold = Lead Agency)	Safe System Elements				
		Safe Roads	Safe Road Users	Safe Speed	Safe Vehicles	Post Crash Care
Short-Term						
Identify best practices related to speed education campaigns and customize one for the City of Arlington.	Police Transportation Communications		X	X		
Mid-Term						
Update the context classification guidance in the Arlington Thoroughfare Development Plan (so it addresses local roads) and the Bicycle Facility Decision Tree in the Arlington Hike and Bike System Master Plan to help prioritize facilities for bicycle and pedestrian improvements.	Transportation Public Works	X		X		
Long-Term						
Review speed limit setting policies for other similar sized Texas cities and consider the development of a policy for Arlington.	Transportation Public Works Police UTA Bicycle Coordinating Committee	X		X		

Note: Short-Term = 0-2 years, Mid-Term = 3-5 years, Long-Term = 5-7 years.

INTERSECTIONS & ROADWAYS



Neighborhood Traffic Circle

Neighborhood traffic circles are circular intersections similar to roundabouts, but are stop controlled on the approach and intended for smaller intersections. Typically, they supplement existing stop-controlled intersections with a circular island in the center that is designed to slow traffic and eliminates severe conflict points (such as conflicting left-turn movements).

Cost **\$\$\$**
Low Cost / Quick Build alternative available

Relevant Crash Types
Rear-End

Safe System Hierarchy			
Tier 1	Tier 2	Tier 3	Tier 4
Remove Severe Conflicts	Reduce Vehicle Speeds		

PEDESTRIAN FACILITIES



Pedestrian Hybrid Beacon

A pedestrian-hybrid beacon (PHB) is used at unsignalized intersections or mid-block crosswalks to notify oncoming motorists to stop with a series of red and yellow lights. Unlike a traffic signal, the PHB rests in dark until a pedestrian activates it via pushbutton or other form of detection.

Cost **\$\$\$**

Relevant Crash Types
Pedestrians at Unsignalized Intersections

Safe System Hierarchy			
Tier 1	Tier 2	Tier 3	Tier 4
		Manage Conflicts in Time	Increase Attentiveness and Awareness

NON-ENGINEERING COUNTERMEASURE



Update City Policies and Standards

Update policies, standards, and guidelines on topics such as signal timing, street design, street lighting, complete streets, and pedestrian crossings to incorporate current best practices and improve safety for all modes.

Safe System Hierarchy

Tier 1	Tier 2	Tier 3	Tier 4
Remove Severe Conflicts	Reduce Vehicle Speeds	Manage Conflicts in Time	

- Implementation will be reported annually to City Council and tracked on the Safety Dashboard

Outcome-
Based

- Number of serious deaths, serious injuries, and minor injuries
- Before/after studies for implemented projects

Activity-
Based

- Actions completed, in progress, or incomplete



Safety Dashboard



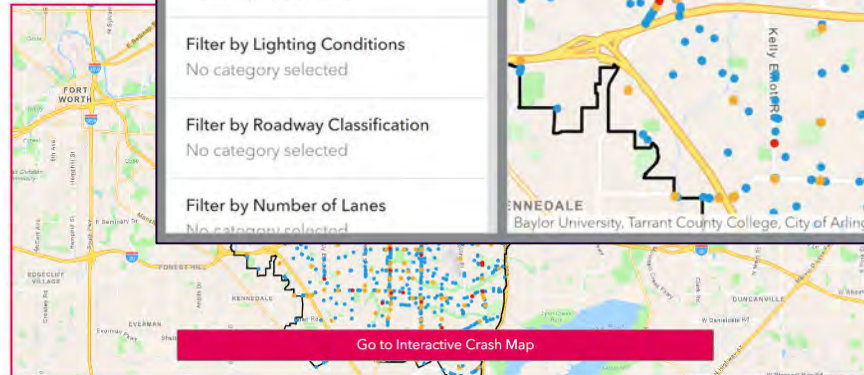
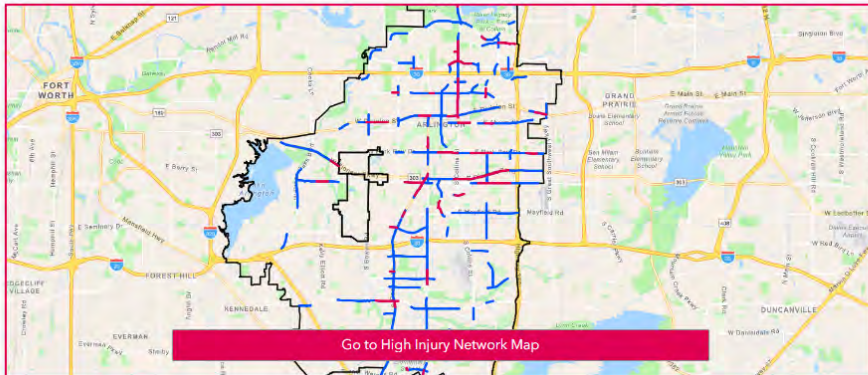
Safe Streets Arlington

Welcome to the Safe Streets Arlington online dashboard. Use this tool to explore and visualize crash trends and locations within the City of Arlington, Texas using data between 2018 and 2022. The interactive maps below provide different ways to explore the data. Hover over the map of interest to see more information and click the "Go to" button.

This dashboard was developed as a component of the Safe Streets Arlington program. It is a program that includes a collection of tools, policies, strategies, and infrastructure aimed at eliminating all roadway traffic deaths and injuries in Arlington.

For the best performance and experience please use a laptop or desktop computer to view the dashboard.

[Project Website](#)



Interactive Crash Map

[Home Page](#)

[High Injury Network](#)

Filter by Crash Type
No category selected

Filter by Severity
No category selected

Filter by Posted Speed
No category selected

Filter by Year
No category selected

Filter by Day of Week
No category selected

Filter by Collision Type
No category selected

Filter by Positive Alcohol Test Result
No category selected

Filter by Hit & Run
No category selected

Filter by Lighting Conditions
No category selected

Filter by Roadway Classification
No category selected

Filter by Number of Lanes
No category selected

12% of Total Crashes
4,004
(32,286 Total Crashes)

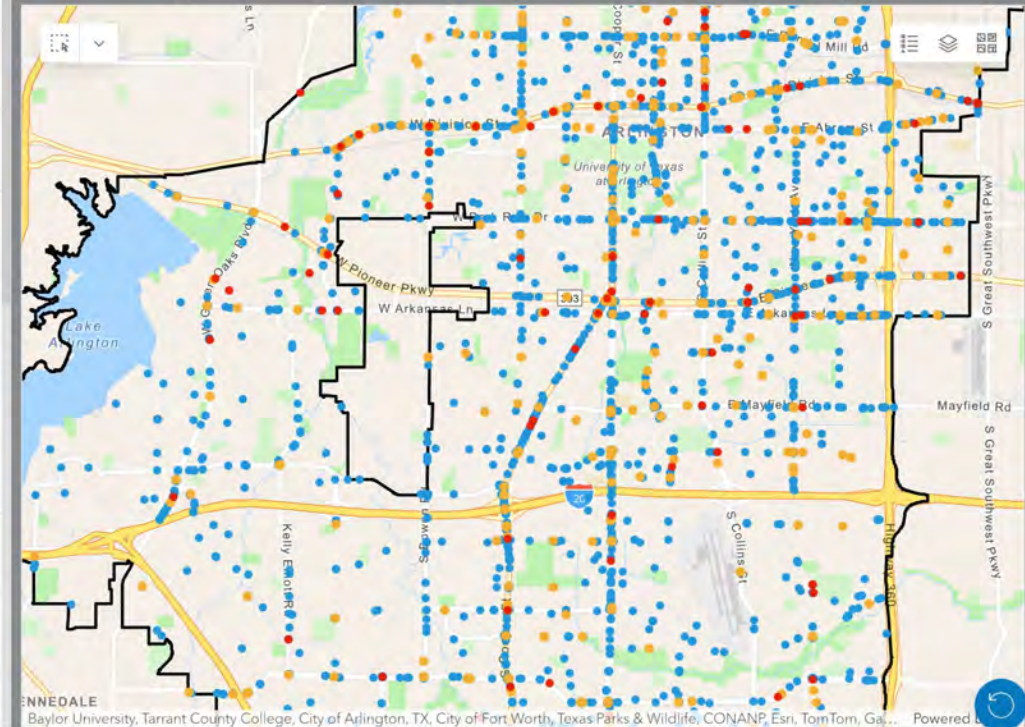
61% of Fatalities
102
(167 Total Fatalities)

57% of Serious Injuries
511
(890 Total Serious Injuries)

100% of Motorcycle Crashes
247
(247 Total Motorcycle Crashes)

53% of Bicyclist Crashes
93
(176 Total Bicyclist Crashes)

57% of Pedestrian Crashes
229
(402 Total Pedestrian Crashes)





Next Steps



Adoption Process:

- November 13: Planning and Zoning Commission action
- November 19: Council public hearing and first reading
- December 10: Council second reading

Implementation and monitoring work will begin after Plan adoption

- Plan action and project implementation
- ADA Transition Plan update and Master Sidewalk Plan creation (Round 2 Funding)
- Safe Routes to Schools Master Plan and demonstration projects (Round 3 Funding)
- Roadway safety audits (with North Central Texas Council of Governments)
- Continue Internal and External Stakeholder Committee meetings



Questions?

Jana Wentzel, Principal Planner
Jana.Wentzel@arlingtontx.gov
817-459-6672

[Bit.ly/SafeStreetsArlington](https://bit.ly/SafeStreetsArlington)

BIKE LANE SEPARATION DESIGN AND MATERIALS

November 20, 2024

MATERIAL SELECTION

ATP Adopted
Feb 2023

FY2024
Budget

BPAC Briefing
Dec 2023

Design &
Procurement
Summer 2024

Installation
Oct 2024



Separation Type	Cost	Durability	User Comfort/ Safety	Maintenance
Channelizers	Low	Low	Low	High
K71 Bollards	Low	Low	Low	High
Bike Lane Separator	Low	Moderate/High	Low	High
Armadillo	Low	Moderate/High	Low/Moderate	Moderate
Precast Concrete Curb	Moderate	Moderate/High	Moderate/High	Low
Traditional Concrete Island	High	High	High	Low

MATERIAL – PRECAST CONCRETE

REMAINING QUESTIONS:

- What dimensions for the separators?
- What is the spacing?
- How do we maintain? (street sweeping)
- Who can cast and install these?
- How do we procure?



DESIGN & PROCUREMENT

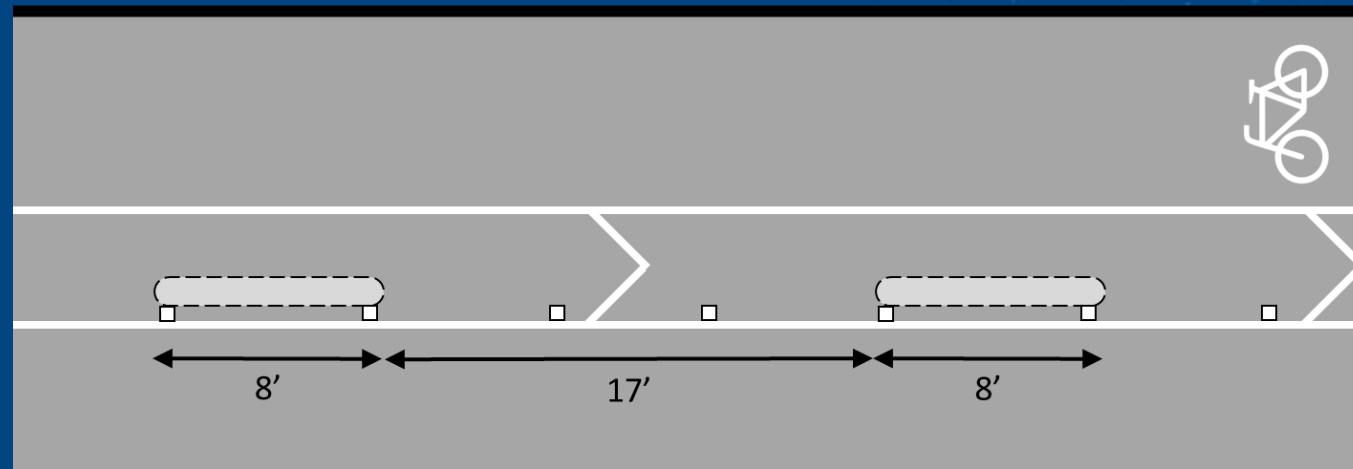
About \$120,000
per centerline mile

DESIGN

- Concrete dimensions based on precast product out of Houston
- Spacing based on budget and future flexibility
 - Street sweeping
- Plans designed in-house

PROCUREMENT

- Material from local supplier
- Installation provided through vendor with annual contract
 - Line item for other work
 - Ability to procure materials



INSTALLATION



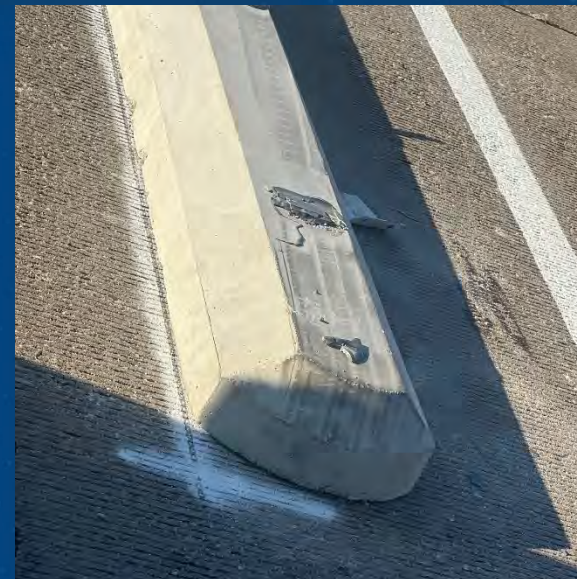
FEEDBACK & ISSUES

- Positive feedback from bike community
- Ongoing issues
 - Driver behavior
 - Transit buses



FEEDBACK & ISSUES

- Positive feedback from bike community
- Ongoing issues
 - Driver behavior
 - Transit buses



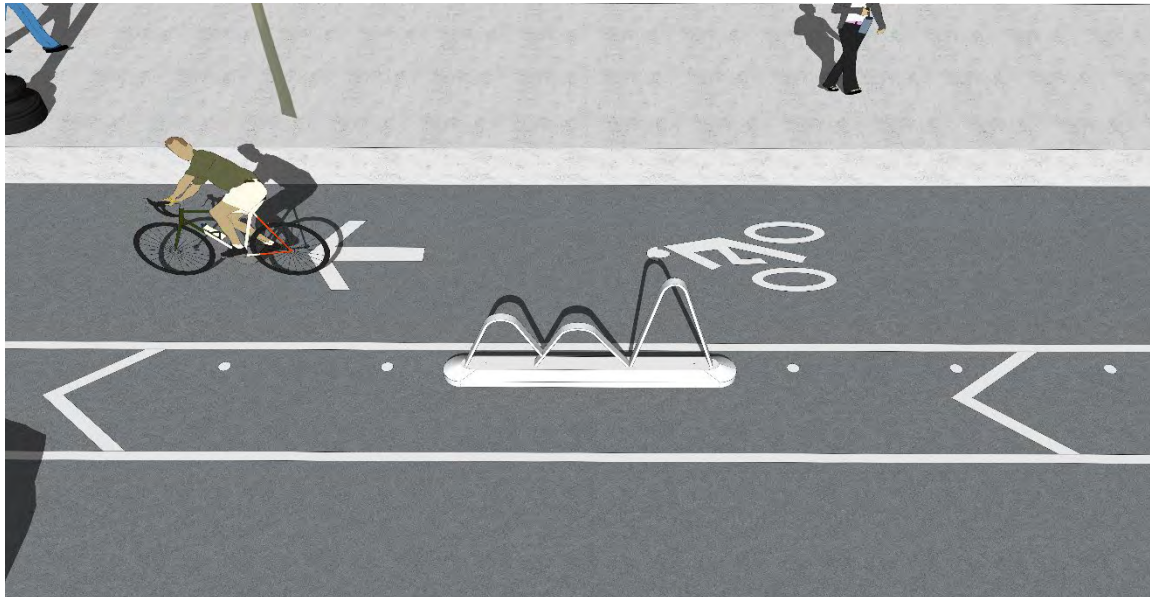
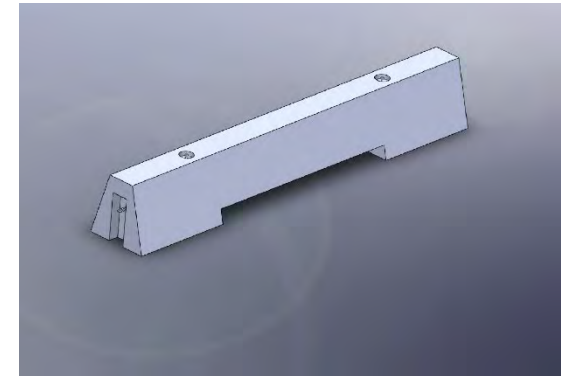
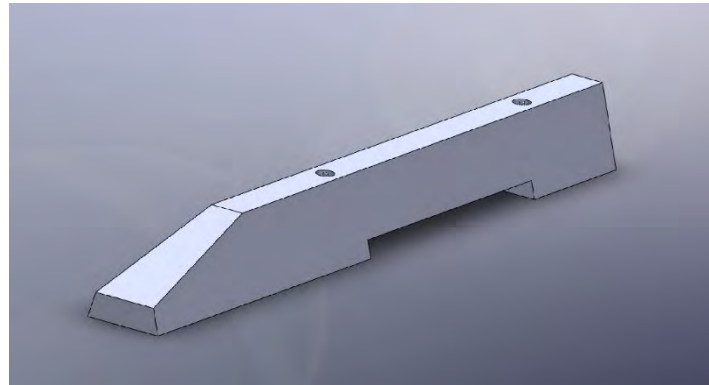
Purchase Options



cyclelaneseparator.com



What is next?



What is next?



What is next?



What is next?







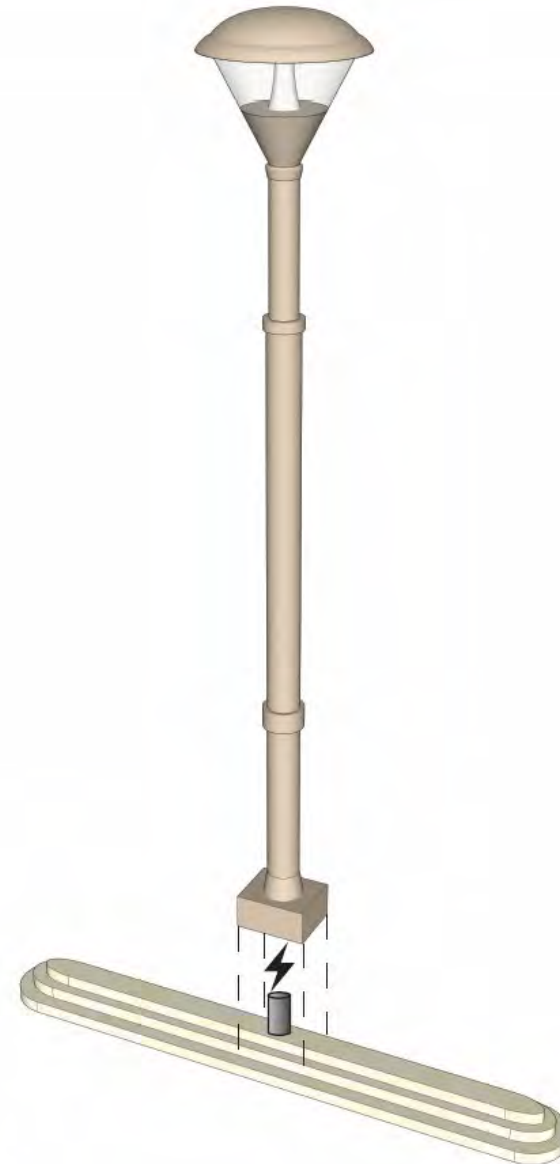
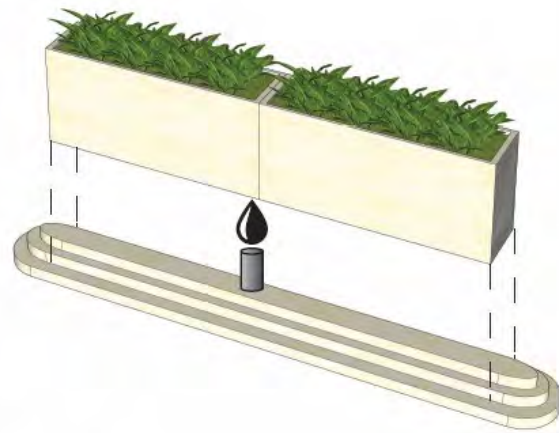
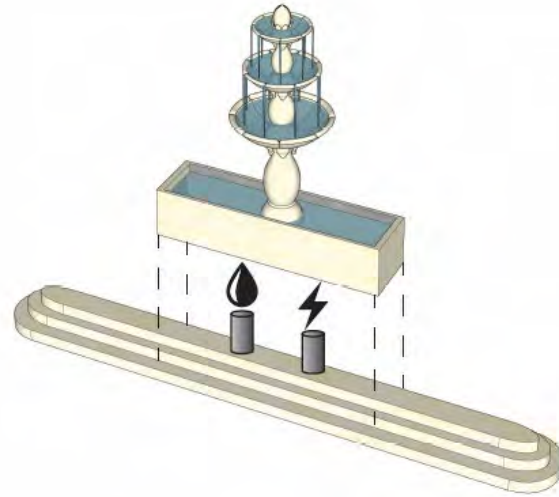




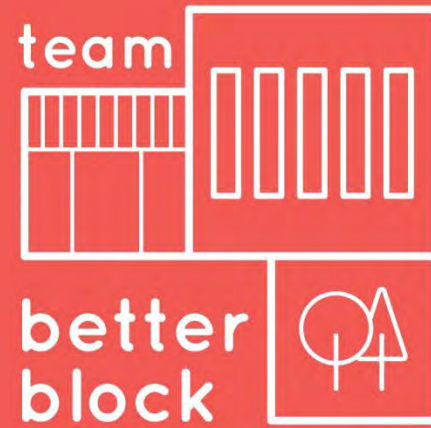


|—— Sidewalk ——|—— Steel Plate ——|—— RADblock ——|—— Street ——|

RADbuild



RADbuild



ANDREW HOWARD

EMAIL: ANDREW@TEAMBETTERBLOCK.COM

SOCIAL MEDIA: [@TEAMBETTERBLOCK](https://www.instagram.com/TEAMBETTERBLOCK)

WWW.TEAMBETTERBLOCK.COM

The background of the slide is a light blue, semi-transparent image of several bicycles parked on a paved path. The bicycles are slightly out of focus, creating a soft, textured background. The title 'Discussion' is centered at the top in a large, black, sans-serif font.

Discussion

- *How is bicycle theft addressed in your community?*
- *Does your city have a program for bike registration and/or theft recovery?*
- *Would your city be interested in participating in a national bike registration database to improve the rate of recovery?*



Status of Programmed Transportation Alternatives Projects Pending Obligation

for the North Central Texas Region

Bicycle and Pedestrian Advisory Committee

Daniel Snyder, AICP

November 20, 2024



At Risk of Lapsing

Implementing Agency	CSJ #	Project Application Name	Project Status	Risk Level	Date Approved by the RTC	CFP Deadline for Obligating Funds	Anticipated Let Date
City of Arlington	0902-90-198	Crow Leadership Academy SRTS Project, Thornton Elementary School SRTS Project, & Webb Elementary School SRTS Project (Combined)	Under Design	At Risk	September 10, 2020	September 10, 2023	October 2025
City of Dallas	0918-47-325	Ross Avenue Shared-Use Path	Under Design	At Risk	September 10, 2020	September 10, 2023	December 2024



Potentially At Risk of Lapsing

Implementing Agency	CSJ #	Project Application Name	Project Status	Risk Level	Date Approved by the RTC	CFP Deadline for Obligating Funds	Anticipated Let Date
City of Fort Worth	0902-90-296	Oakland-Miller Safe Streets	TIP modification being processed. Project coordination with railroad may cause delays.	Potentially at Risk	December 8, 2022	December 8, 2025	October 2025



Not At Risk of Lapsing

Implementing Agency	CSJ #	Project Application Name	Project Status	Risk Level	Date Approved by the RTC	CFP Deadline for Obligating Funds	Anticipated Let Date
City of Fort Worth	0902-90-293	AM Pate Safe Routes to School Project	AFA Executed, Under Design	Currently Not at Risk	December 8, 2022	December 8, 2025	October 2025
City of Fort Worth	0902-90-294	AV Cato Safe Routes to School Project	AFA Executed, Under Design	Currently Not at Risk	December 8, 2022	December 8, 2025	October 2025
City of Allen	0918-24-296	Rowlett Creek Trail	AFA Executed, Under Design	Currently Not at Risk	December 8, 2022	December 8, 2025	December 2025
City of Arlington	0902-90-291	Allen Avenue Sidewalk Project	AFA Executed, Under Design	Currently Not at Risk	December 8, 2022	December 8, 2025	August 2025
City of Frisco	0918-46-348	Iron Horse Trail	AFA Executed, Under Design	Currently Not at Risk	December 8, 2022	December 8, 2025	December 2025



Not At Risk of Lapsing, cont

Implementing Agency	CSJ #	Project Application Name	Project Status	Risk Level	Date Approved by the RTC	CFP Deadline for Obligating Funds	Anticipated Let Date
City of Garland	0918-47-470	Sidewalks to Downtown Garland DART Station	AFA Executed, Under Design	Currently Not at Risk	December 8, 2022	December 8, 2025	December 2025
City of North Richland Hills	0902-90-292	Smithfield Middle Safe Routes to School Project	AFA Executed, Under Design	Currently Not at Risk	December 8, 2022	December 8, 2025	August 2025
Dallas County	0918-47-473	Central Trail Extension	AFA Executed, Under Design	Currently Not at Risk	December 8, 2022	December 8, 2025	December 2025
Dallas County	0918-47-472	Chalk Hill Trail Phase 1A	AFA Executed, Under Design	Currently Not at Risk	December 8, 2022	December 8, 2025	December 2025
Town of Sunnyvale	0918-47-471	Sunnyvale Rails to Trails	AFA Executed, Under Design	Currently Not at Risk	December 8, 2022	December 8, 2025	December 2025



A photograph of a paved path lined with trees, with two people riding bicycles away from the camera. A signpost stands on the grassy shoulder, featuring a yellow pentagon sign with a pedestrian and bicycle symbol, two circular green signs with bicycle and pedestrian symbols, and a rectangular white sign with a bicycle symbol and the text 'TO PEDESTRIANS'.

Upcoming TxDOT 2025 Statewide Transportation Alternatives Call for Projects

Bicycle and Pedestrian Advisory Committee

Daniel Snyder, AICP

November 20, 2024

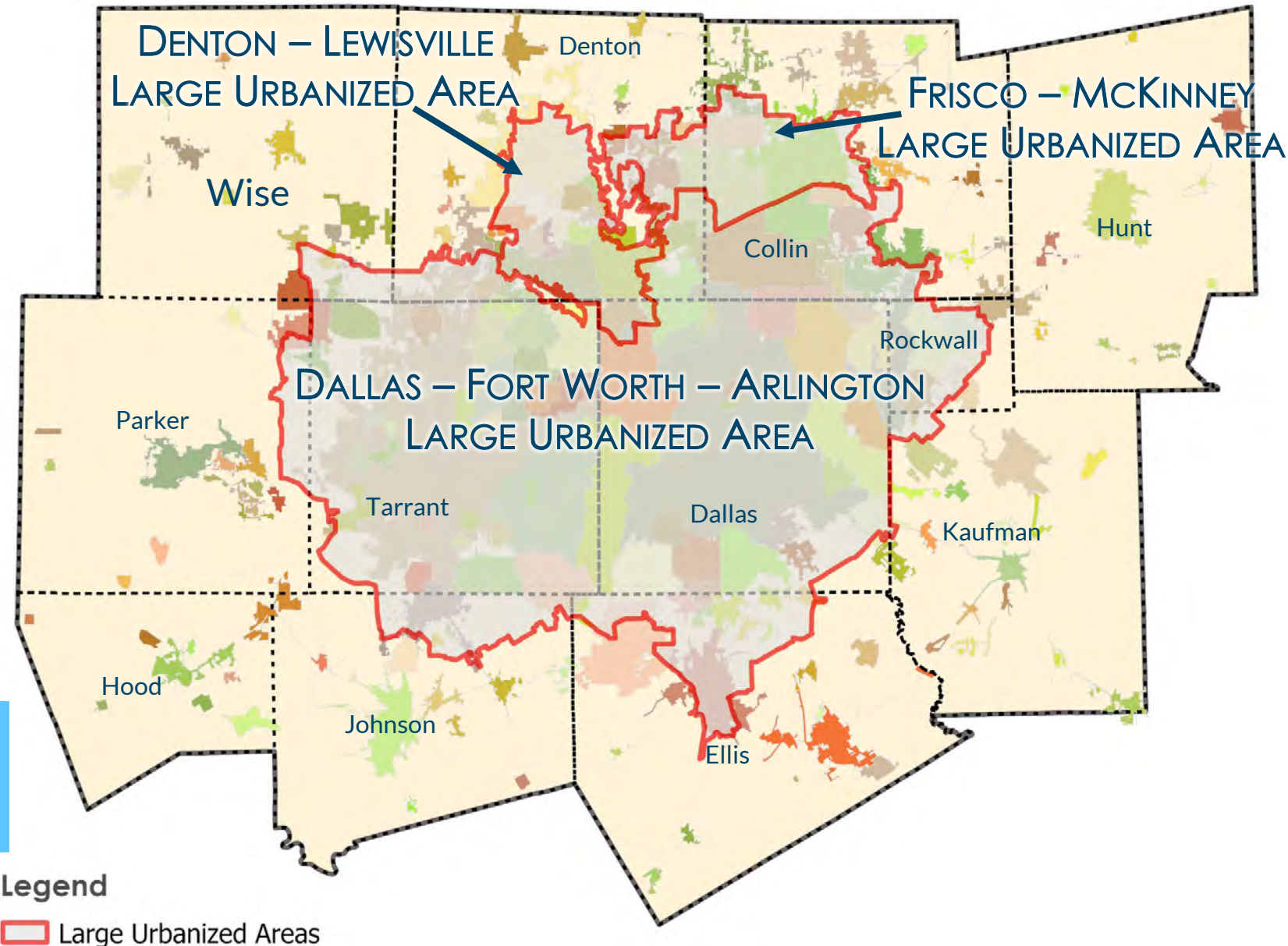


Eligible Project Areas

All proposed projects must be within one of the three large urbanized areas (exceeding 200K population)

NOTE:

TxDOT Statewide TA Call for Projects is anticipated to open January 2025



Urban Area and Statewide TA Calls for Projects

NCTCOG

- NCTCOG Large Urbanized Areas
- \$50 million available
 - Construction: \$3M to \$10M for project awards (federal portion)
 - Planning (SRTS only) *NEW \$200k to \$500k

www.nctcog.org/tap2025

TxDOT

- Any area in the state
- \$180 million available
 - Community Based Projects: Up to \$5M
 - Large Projects Between \$5M - \$25M
- Construction
- Non-Infrastructure (Planning)

www.txdot.gov/business/grants-and-funding/bicycle-pedestrian-local-federal-funding-programs.html



TxDOT 2025 TA Call-for-Projects: Project Categories

Project Category	Eligible Activities	Eligible Entity	Local Match (without TDCs)	TDC eligibility**	Project Funding
Community-Based	Preliminary Engineering & Construction	<ul style="list-style-type: none"> • Outside of TMA & <200k <u>or</u> • Inside of TMA* & <50k in population 	20%	<input checked="" type="checkbox"/>	\$250,000 to \$5 million per project
Large Scale	Preliminary Engineering & Construction	Any Population Areas	20%	<input checked="" type="checkbox"/>	\$5 to \$25 million per project
Network Enhancements	Projects with limited construction elements to enhance bike/ped infrastructure with limited or no design and no ROW acquisition			<input checked="" type="checkbox"/>	TBD
Non-Infrastructure	Non-motorized planning documents (e.g., Pedestrian Safety Action Plans) & design activities up to 30% final design			<input checked="" type="checkbox"/>	TBD

* TMAs (Transportation Management Areas) have populations greater than 200,000 and are responsible for competitively awarding their own TA funding.

** Availability of Transportation Development Credits is TBD

Urban Area and Statewide TA Calls for Projects

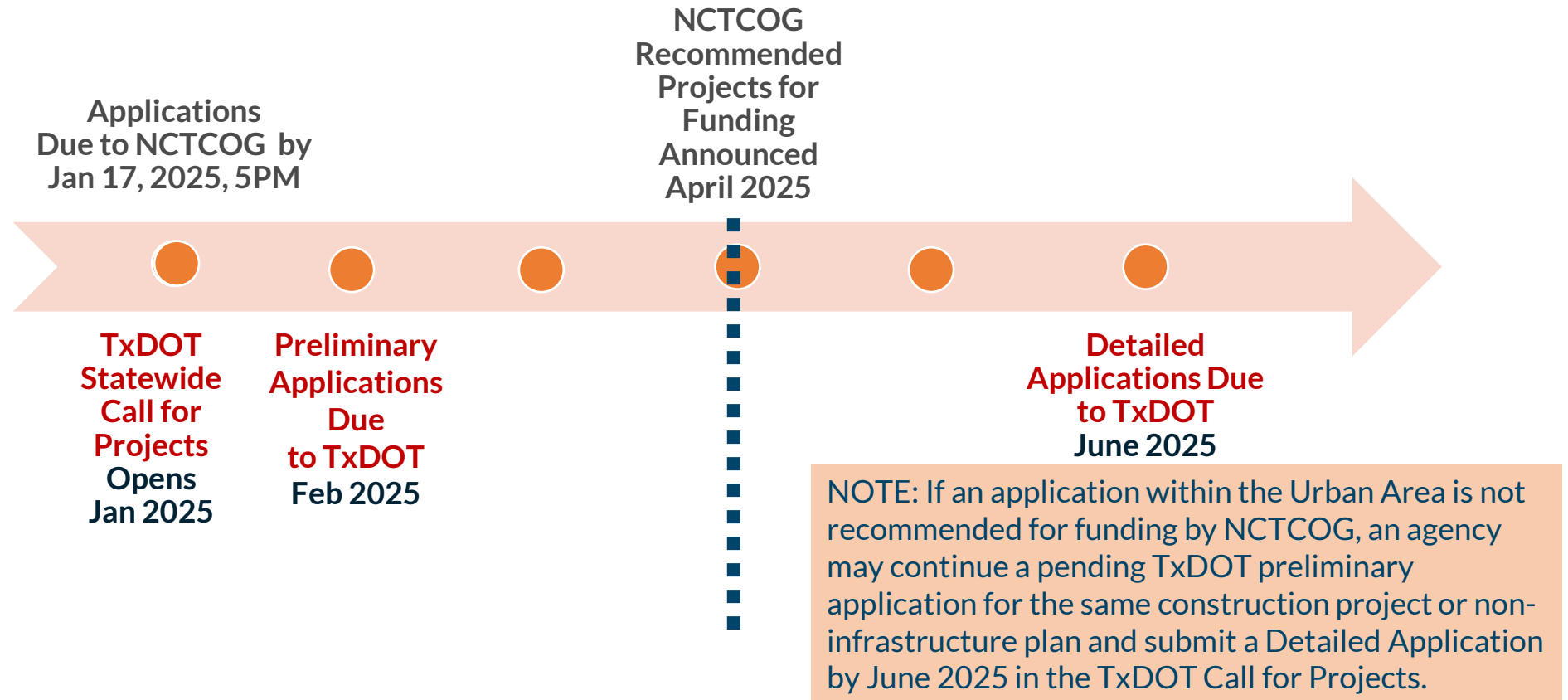
Agencies can potentially submit applications to both NCTCOG and TxDOT

NCTCOG Urban Areas TA Call

(one application)

TxDOT Statewide TA Call

(two-step process)



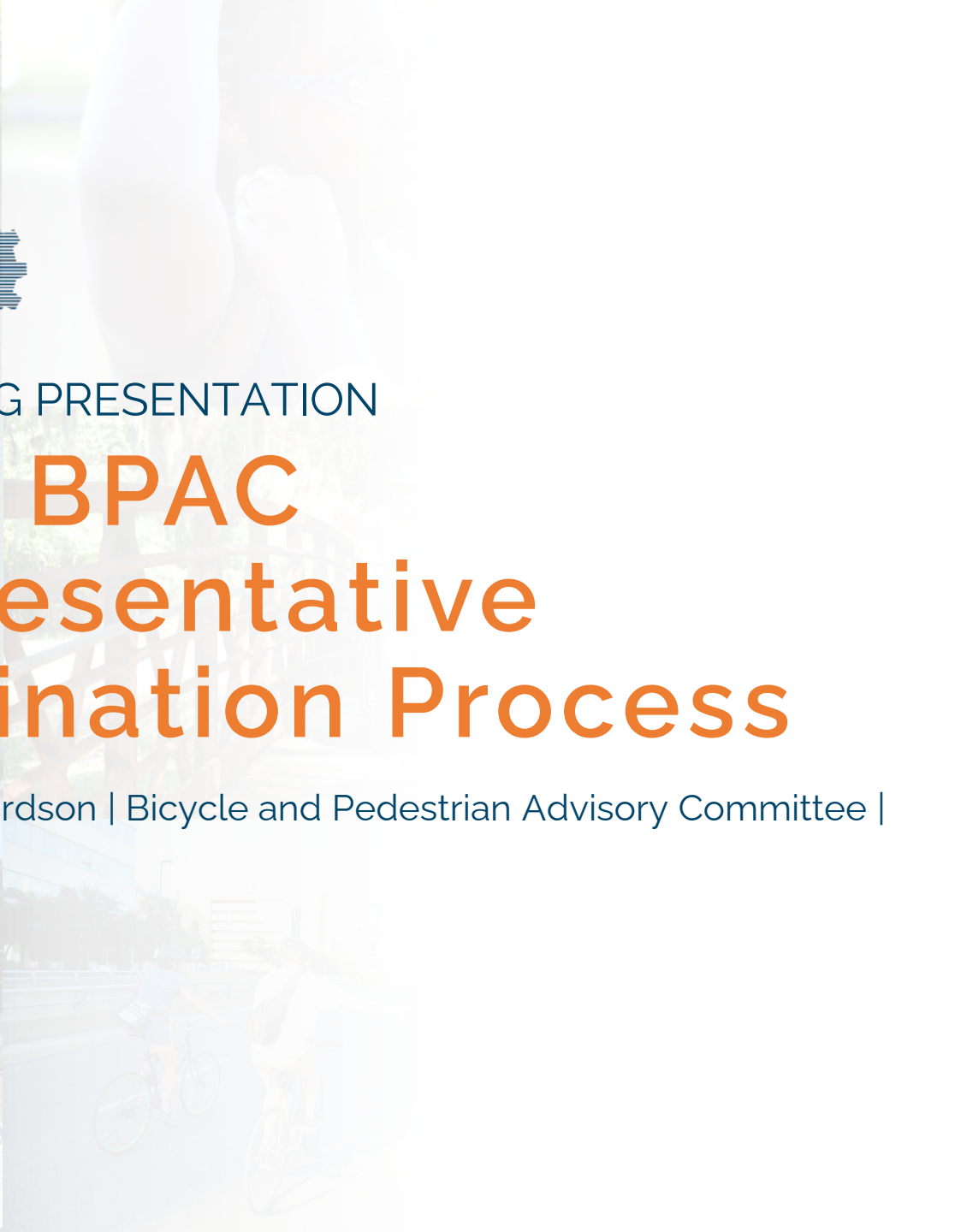


NCTCOG PRESENTATION



2025 BPAC Representative Nomination Process

Catherine Richardson | Bicycle and Pedestrian Advisory Committee |
11.20.2024



Nomination Process

- Surface Transportation Technical Committee (STTC) members annually nominate your agency representative for BPAC
- NCTCOG staff contacts STTC members via email
- Confirm any new representation for your agency
 - the current BPAC member for each agency will continue, unless NCTCOG staff is notified of a new representative



CONTACT US



Catherine Richardson

Transportation Planner II

crichardson@nctcog.org | (682) 433-0485



Kevin Kokes, AICP

Program Manager

kkokes@nctcog.org | (817) 695-9275



Daniel Snyder, AICP

Senior Transportation Planner

dsnyder@nctcog.org | (817) 608-2394



NCTCOG PRESENTATION

Separated Bike Lanes on Higher Speed Roadways: A Tool Kit and Guide

Catherine Richardson |
Bicycle and Pedestrian Advisory Committee |

11.20.2024



https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/separated_bike_lanes/#intro

- Guide released in June 2024 informs best practices to plan, design, and maintain buffers and vertical separations for higher speed arterials with bicycle lanes
- Synthesizes current research
- Key elements for various forms of vertical separation
- Best practices for design and maintenance

CONTACT US



Catherine Richardson
Transportation Planner II

crichardson@nctcog.org | (682) 433-0485



Kevin Kokes, AICP
Program Manager

kkokes@nctcog.org | (817) 695-9275



Daniel Snyder, AICP
Senior Transportation Planner

dsnyder@nctcog.org | (817) 608-2394