

North Central Texas
Council of Governments

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

North Central Texas Council of Governments
Virtual Teams Meeting
May 18, 2022
2 - 4:00 pm

2:00 – 2:05 (5 min)	1. Welcome – Introductions Discussion of the February 16, 2022, BPAC meeting summary, as necessary.	Robert Caskey , Chair, City of Frisco
2:05 – 2:15 (10 min)	2. Improving Bicycling and Walking at University of Texas at Dallas	Gary Cocke & Ian Seamans , University of Texas at Dallas
2:15 – 3:00 (45 min)	3. Local Community Updates a. Julia Burgen Park Trail Connection – Mitali Mandlekar, City of Arlington b. Richardson Active Transportation Plan – Daniel Herrig, City of Richardson c. North Texas Local APBP Chapter – Daniel Herrig, City of Richardson and Brendan Yarborough, Kimley-Horn d. Dallas Bicycle Facility Implementation Update – Jessica Scott, City of Dallas e. Federal Update: Complete Streets Resources, Active Transportation Funding Toolkit, & Upcoming Funding Opportunities – f. Millie Hayes, FHWA g. Upcoming Events – Chad Marbut, BPAC Vice-Chair	Various BPAC Members and Guests
3:00 – 3:10 (10 min)	4. Fort Worth High-Injury Network	Namoo Han , City of Fort Worth
3:10 – 3:55 (45 min)	5. NCTCOG Updates a. Active Transportation Plan Inventory (ATPI) – Julie Anderson b. TxDOT Roadway Manual – Julie Anderson c. Annual GDB Edits – Cauner McDonald d. Demand Zones for Walking and Bicycling – Cauner McDonald e. State BPAC Update – Kevin Kokes f. 2022 Transportation Alternatives Set-Aside Call for Projects – Daniel Snyder	Various NCTCOG Staff
3:55 – 4:00 (5 min)	6. Other Business/Open Discussion This item provides an opportunity to bring items of interest before the Committee or propose future agenda items.	Robert Caskey , Chair, City of Frisco

Next BPAC Meeting

The **next** meeting of the Bicycle and Pedestrian Advisory Committee is scheduled for **August 17, 2022**, from 2:00-4:00pm. The meeting is anticipated to be in person at NCTCOG in the Transportation Council Room.



▀ Bicycle Friendly University at UTD

Overview of BFU

- Part of the Bicycle Friendly America program by League of American Bicyclists
- 5 E's. Equity, Engineering, Education, Encouragement, Evaluation
- Reporting every 4 years
- Stakeholder involvement is fundamental

The Value of Bicycle Friendly Programs

- Creates a roadmap and sets standards
- Inspires goals and spurs action
- Encourages collaboration and community involvement
- Makes progress visible and rewarded



■ BFU at UTD

- BFU Advisory Committee and outreach to stakeholders
- Collaborates with municipalities, transit agencies, and other university entities
- Encourages and educates
- Center for data collection and evaluation
- Motivates and leads new programs and policies

Collaborating with Local Government

- Participation in the creation of Richardson's Active Transportation Plan
 - Student outreach
 - Organization priorities
 - Hyper-local knowledge
 - Bringing together routes and end-of-trip facilities

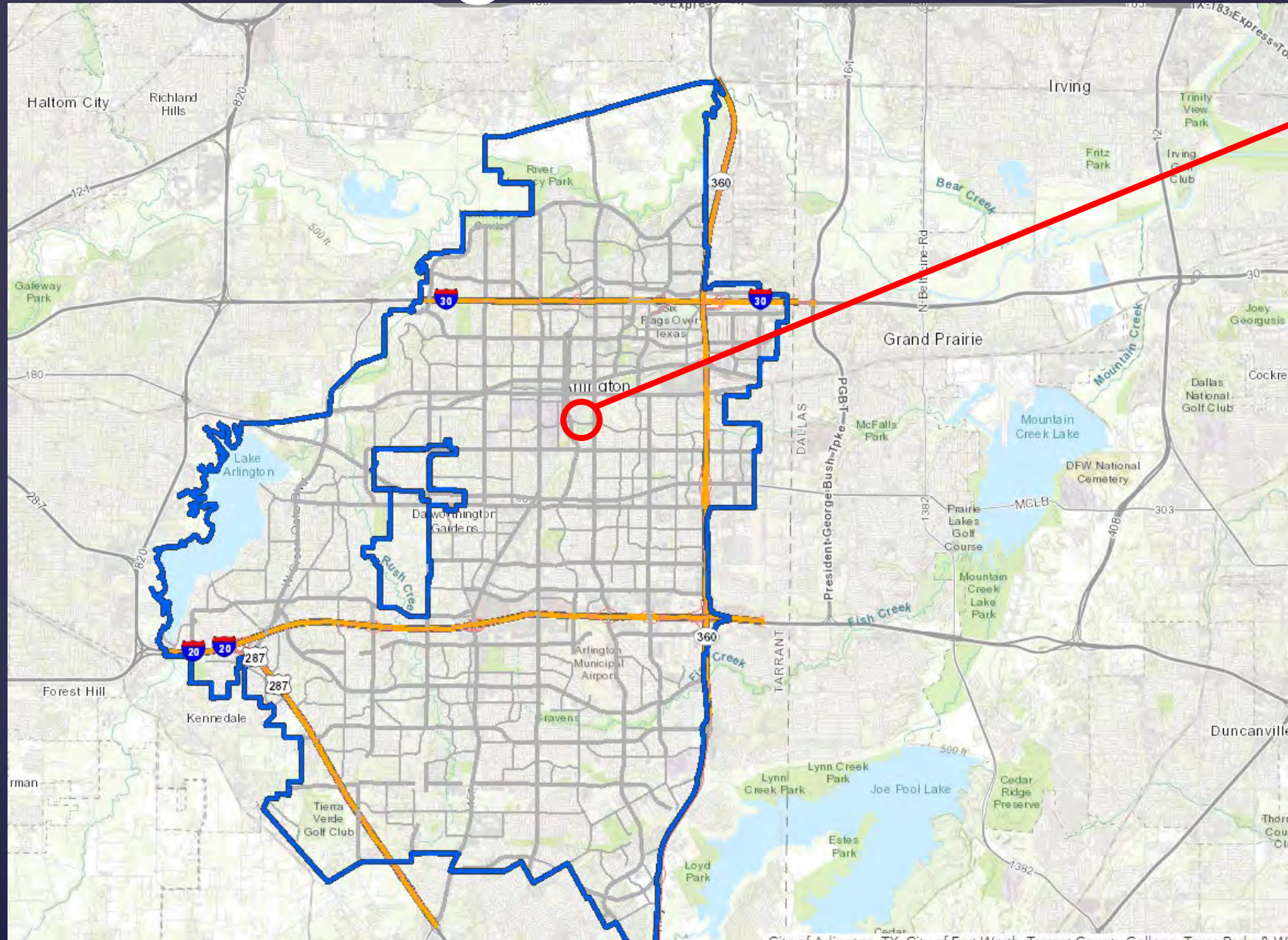


Julia Burgen Park Trail Connection Update



BPAC PRESENTATION | MAY 18, 2022

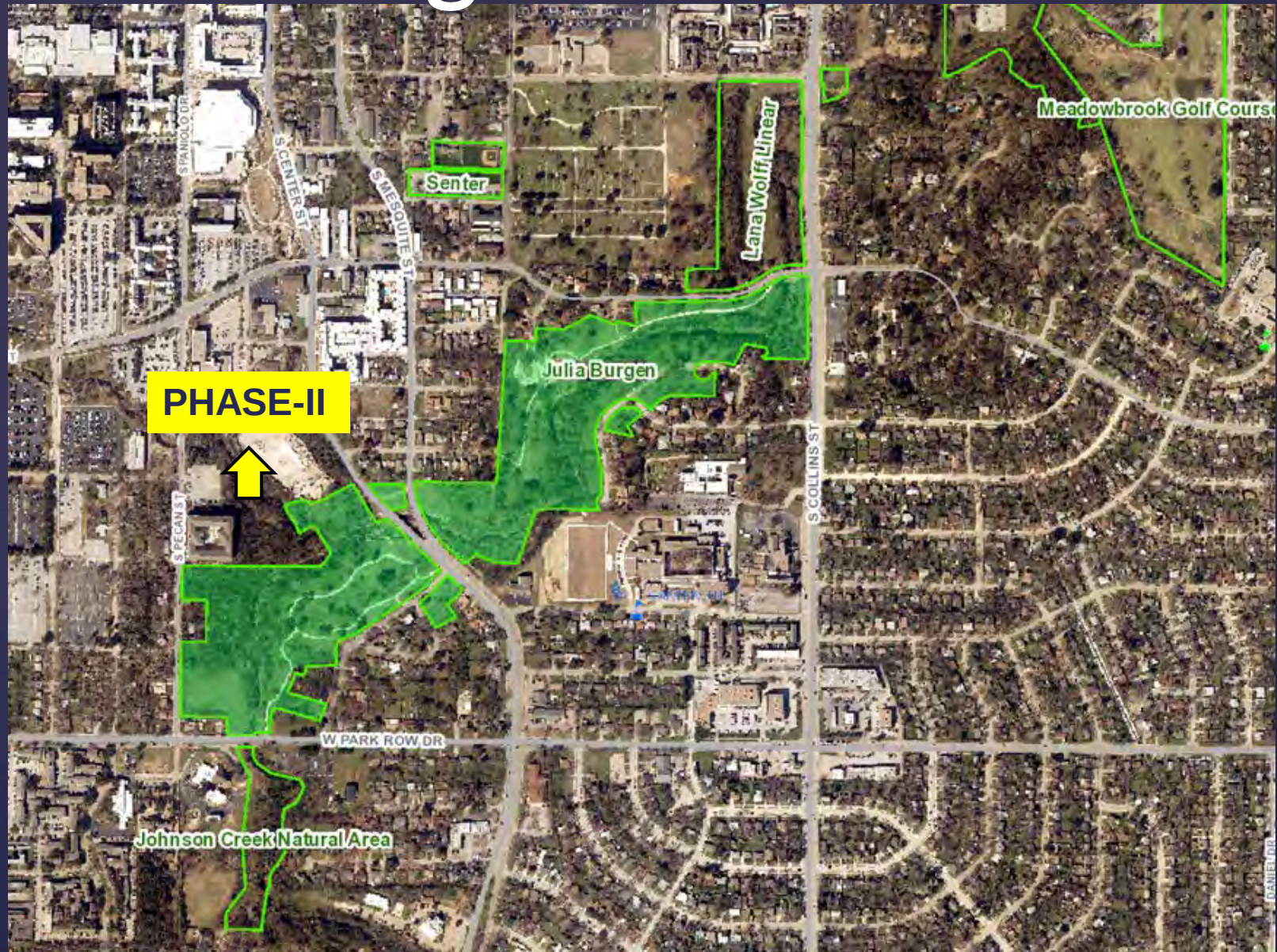
Regional Location



**Julia Burgen
Park**



Julia Burgen Park Location



Phase-I Development Master Plan

LEGEND - CONCEPT "B"

- 1 HIKE & BIKE TRAIL (12' W)
- 2 PEDESTRIAN BRIDGE
- 3 WILDFLOWER AREA
- 4 INTERNAL LOOP TRAIL (10' W)
- 5 NEIGHBORHOOD TRAILHEAD W/ BENCHES & WAYFINDING SIGNAGE
- 6 CUL DE SAC PARKING LOT W/ 54' MIN RADIUS (25 SPACES)
- 7 PICNIC AREAS
- 8 PLAYGROUND
- 9 DRINKING FOUNTAIN
- 10 PAVILION
- 11 CUL DE SAC TURN-AROUND W/ 54' MIN RADIUS

FUTURE UTA/
NEIGHBORHOOD TRAIL
CONNECTION

PHASE-II



EXISTING PICNIC
TABLES TO REMAIN

SPLIT RAIL FENCE ALONG
MARY STREET BOUDARY



CITY OF ARLINGTON

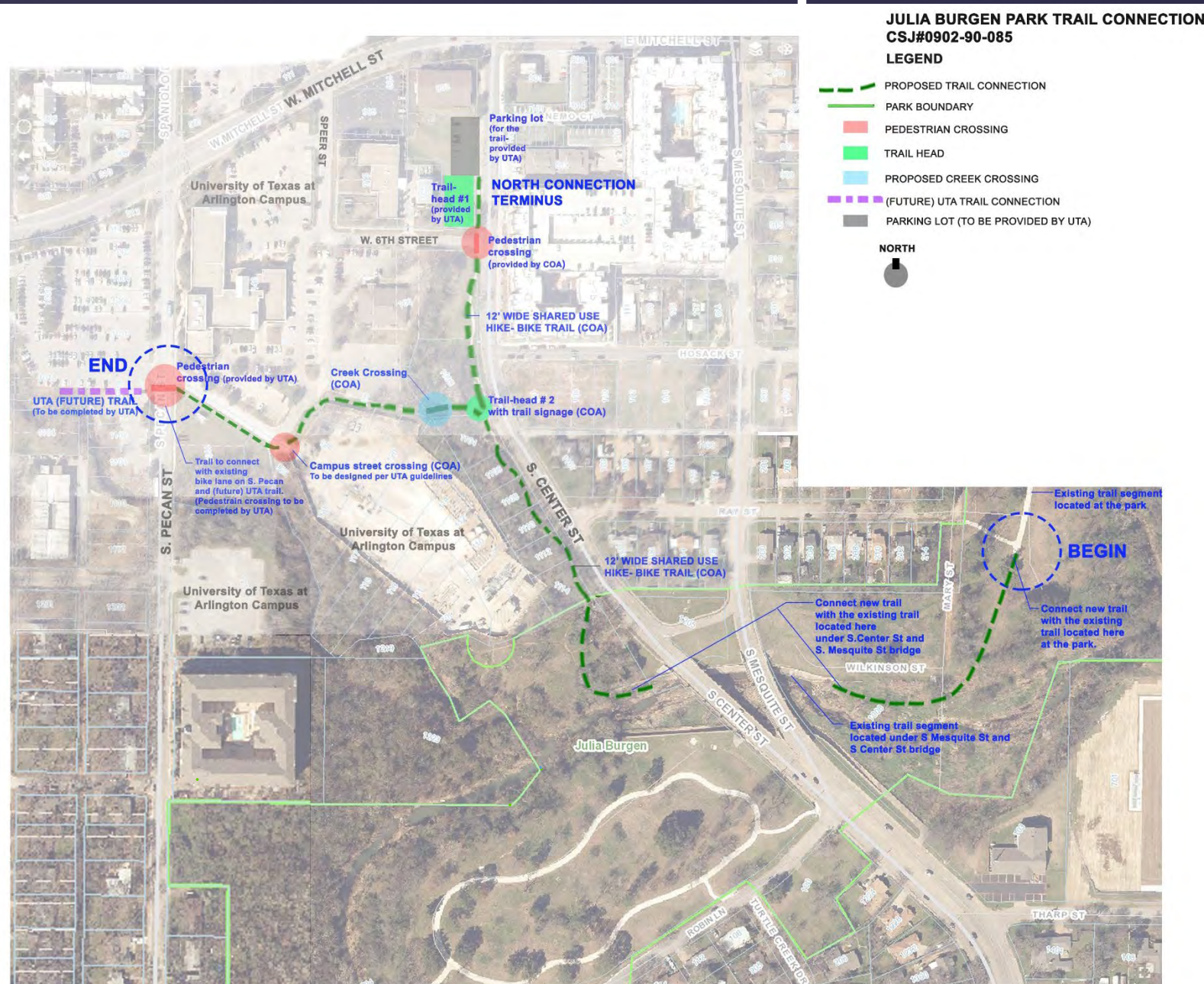
Julia Burgen Park



Phase-I Development Photos



Phase-II Development



Phase-II Development Schedule

- Engineering & Design- 90%
- Environmental Clearance- Complete- April 2022
- Utilities Clearance- August 2022
- ROW Clearance – September 2022
- Anticipated Project Letting- December 2022
- Project Construction- Spring 2023- Spring 2024
- Project Completion- Spring 2024

Project Challenges

- Easement Acquisition Efforts are underway with University of Texas at Arlington (UTA) since October 2021
- City has made progress but awaiting final easement execution

RICHARDSON ACTIVE TRANSPORTATION PLAN



MAY 18, 2022

DANIEL HERRIG, P.E.
DANIEL.HERRIG@COR.GOV

BACKGROUND

Richardson infrastructure is “good,” but many facilities contain stressful conditions prohibiting all ages and abilities from use



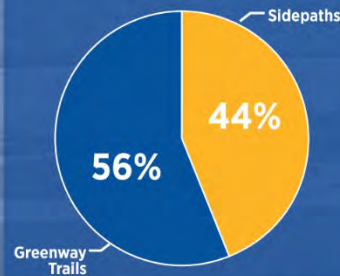
EXISTING TRAILS IN RICHARDSON

Mileage (All Trails): **91.7 miles**

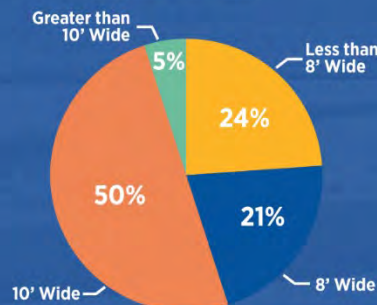
Multi-use Trails (% of Total): **74%**

Percent of households that are within a 1/4 mile of a multi-use Trail: **90%**

Multi-Use Trails By Type



Multi-Use Trails By Width



EXISTING SIDEWALKS IN RICHARDSON

Total Sidewalk Mileage: **702.9 miles**

Roadways with sidewalks: **96%**

Percent of households that are within a 1/4 mile of a sidewalk: **94%**

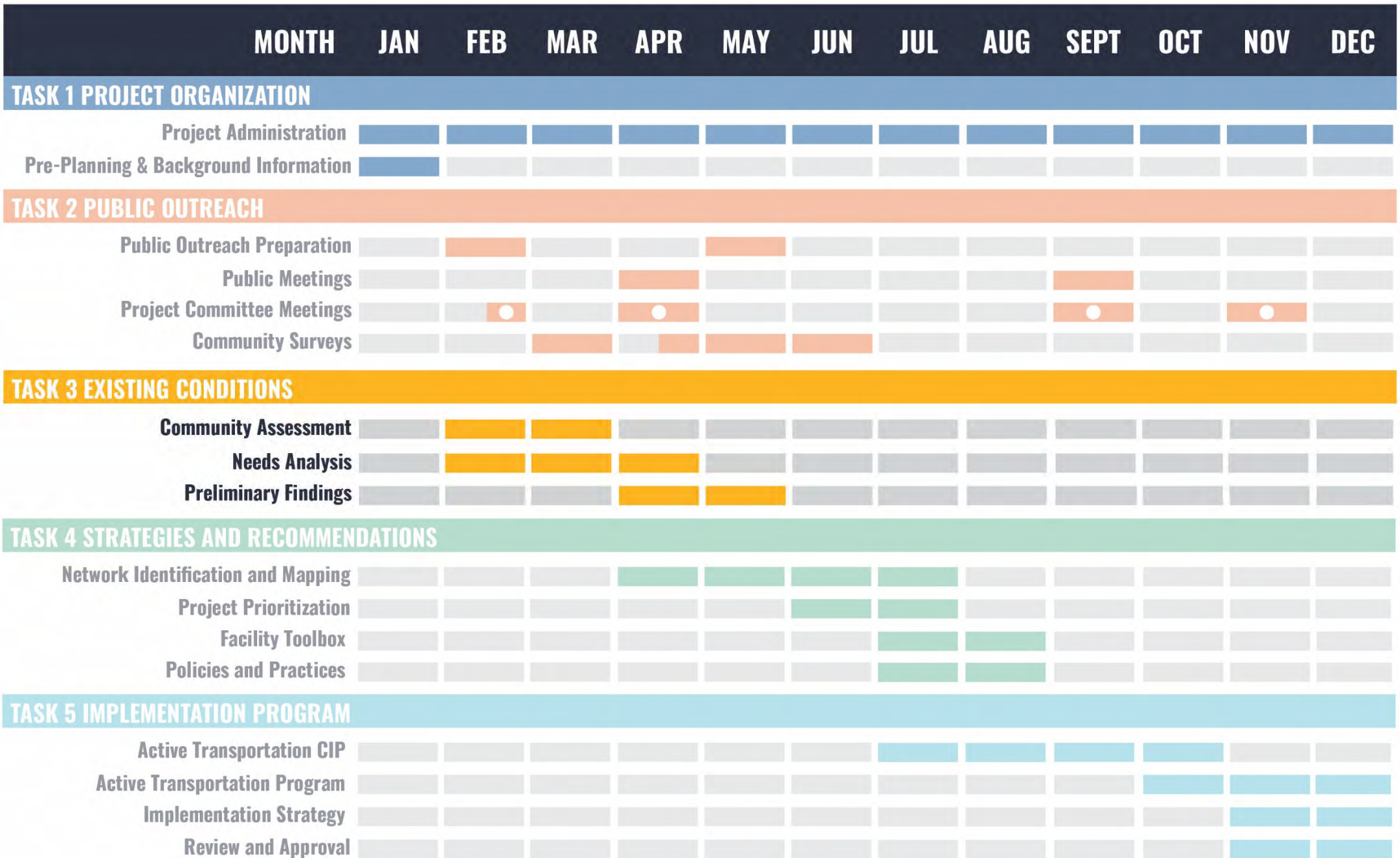
EXISTING BIKEWAYS IN RICHARDSON

Total Bikeway Mileage: **67.5 miles**

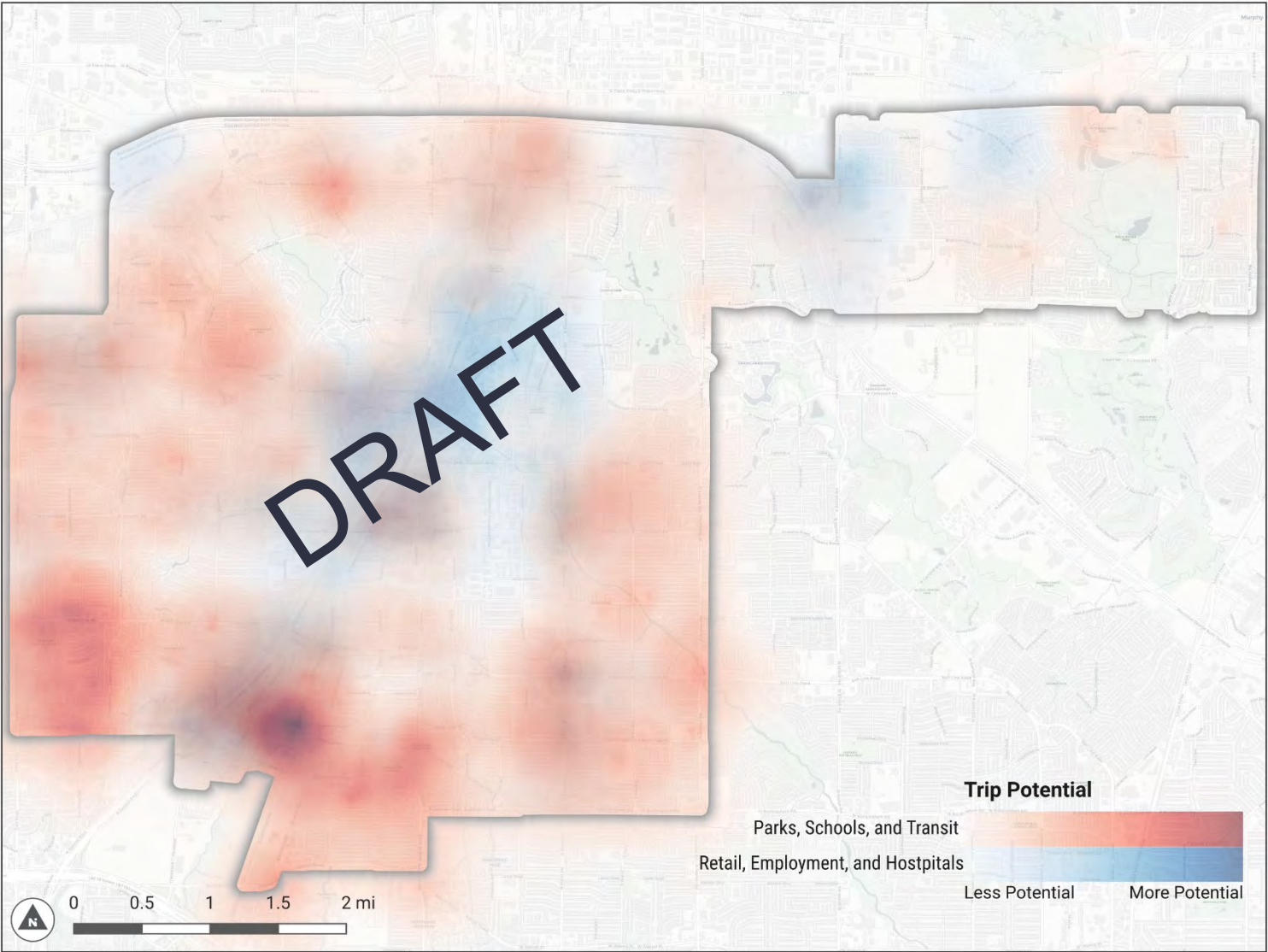
- Bicycle Lanes: **22.9 (37%)**
- Shared Lane Markings: **11.6 (18%)**

Roadways with Bikeways: **16%**

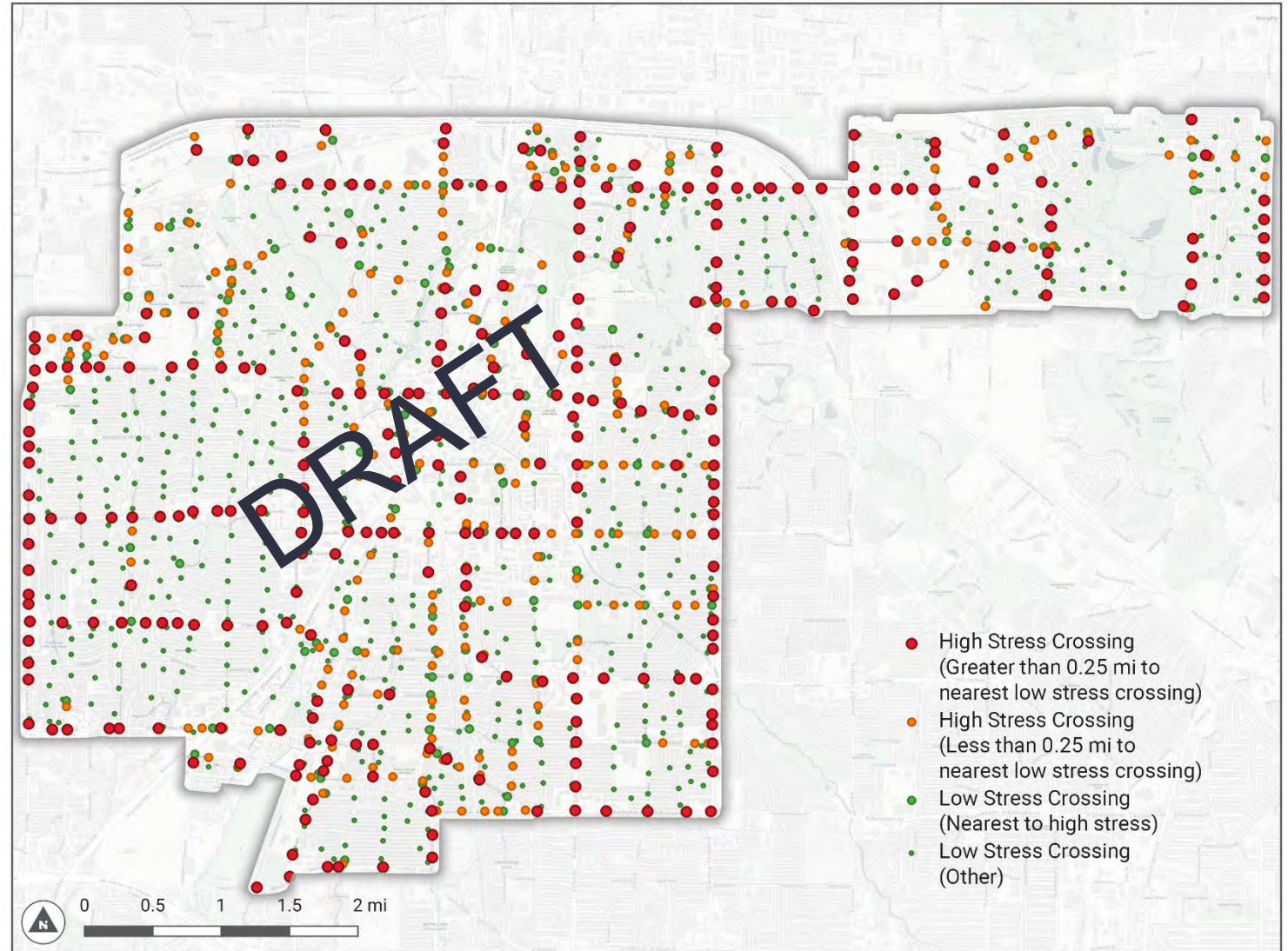
Percent of households that are within a 1/4 mile of a bikeway: **76%**



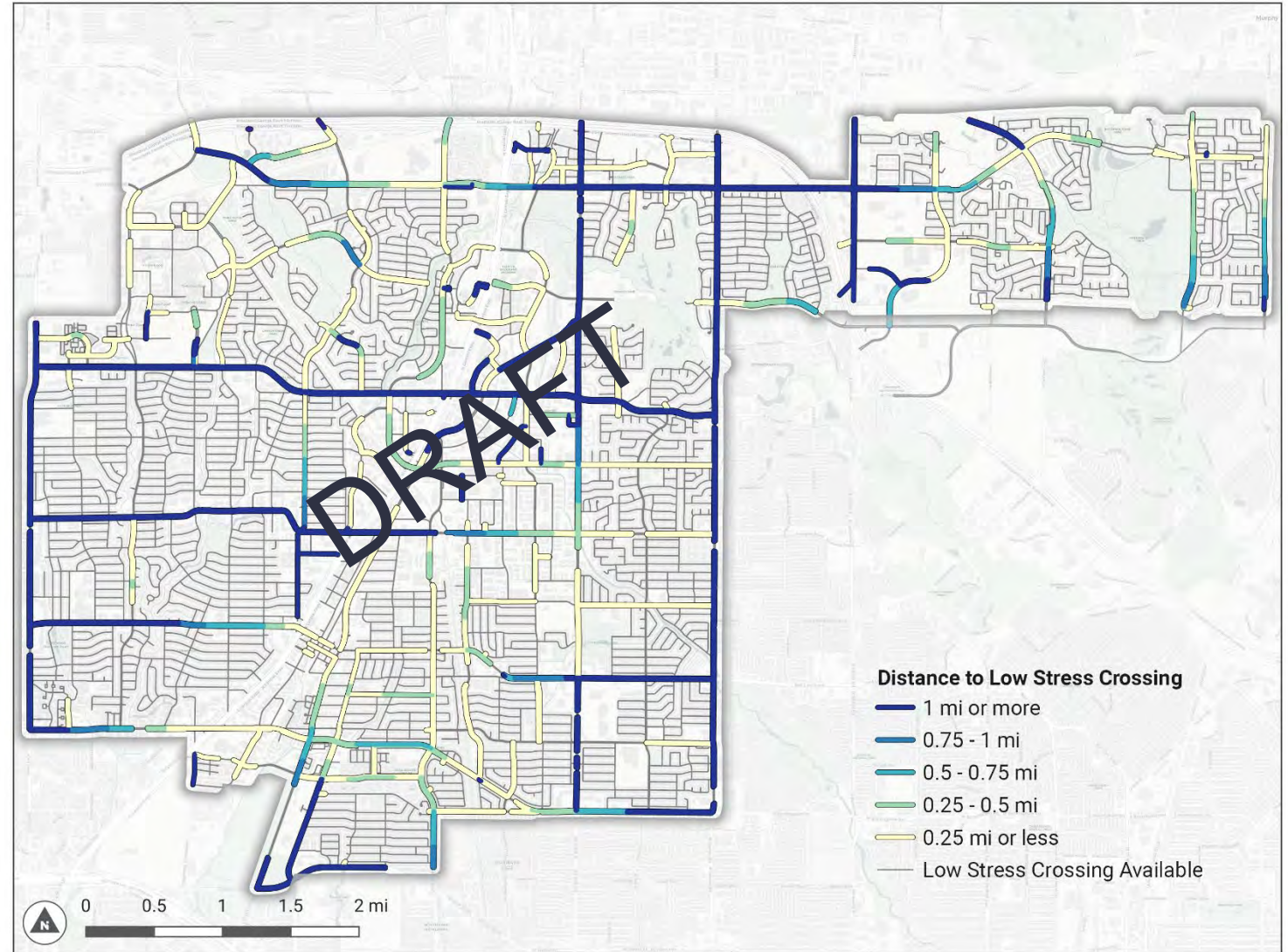
TRIP POTENTIAL ANALYSIS



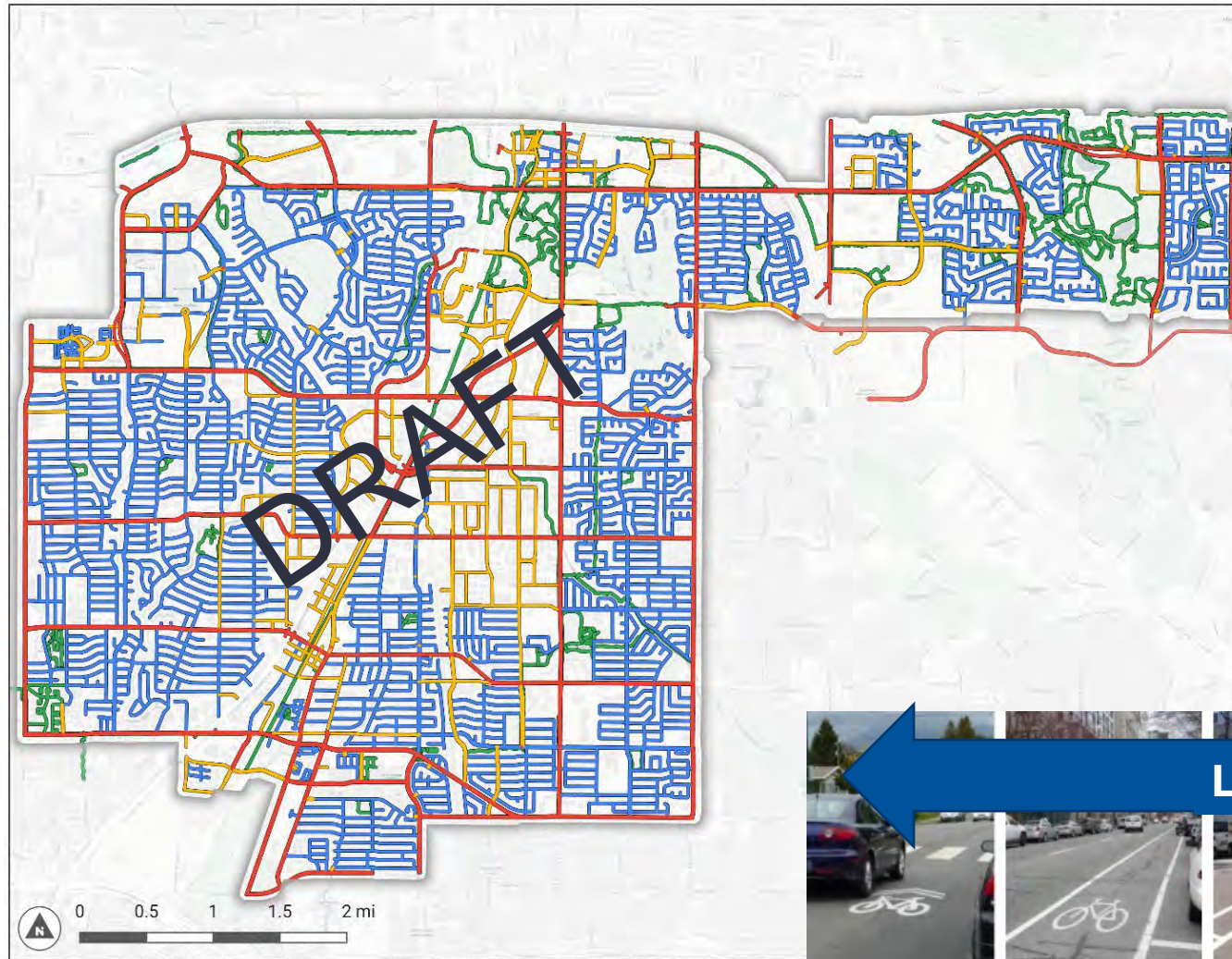
PXLTS – WHAT WE FOUND

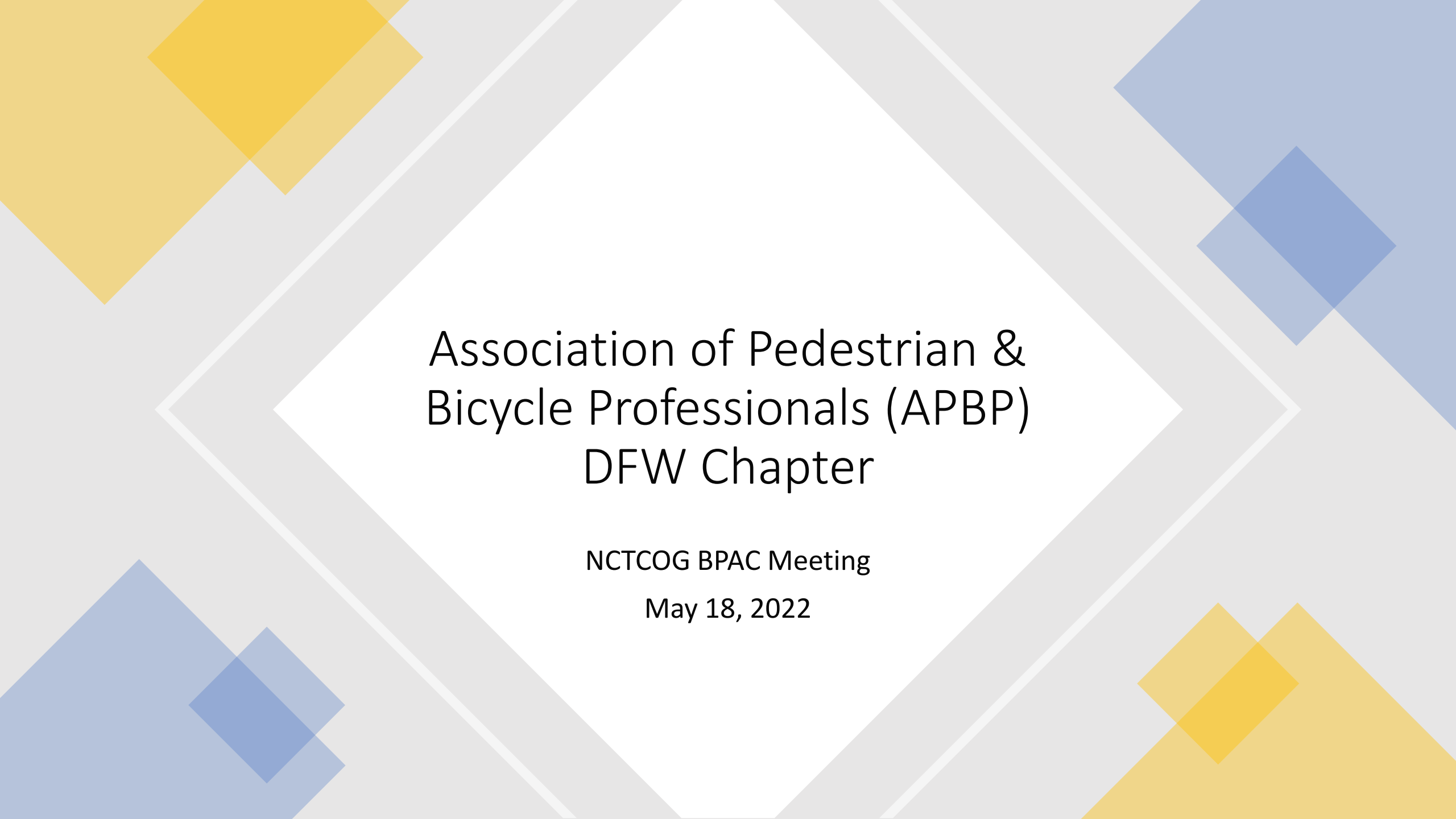


PXLTS – WHAT WE FOUND



BICYCLE LTS – WHY IT'S IMPORTANT





Association of Pedestrian & Bicycle Professionals (APBP) DFW Chapter

NCTCOG BPAC Meeting

May 18, 2022

Association of Pedestrian & Bicycle Professionals

*APBP is a community of practitioners working to create more walkable, bikeable places. We foster **peer knowledge sharing, advance technical expertise, and support the professional development** of our members who work in **government, consulting firms, and in non-profit organizations** in the fields of transportation planning and engineering, urban design and planning, public health and active living.*

Reasons to be an APBP Member

- Network of 1000+ passionate active transportation practitioners
 - APBP Community Forum to post questions and have discussions
- Access to trends, news, and best practices
- Guidance and support from APBP policy statements on relevant topics
- A collective voice on governmental issues that affect walking and biking
- Opportunities for professional development that share projects, working examples, and lessons learned

APBP Membership Dues

- **Professional – \$120/year (government, consulting, academic)**
- Advocate – \$88/year (advocacy organization staff/volunteer)
- Young Professional – \$50/year (<3 years in practice)
- Student – \$30/year
- Retired – \$30/year
- Group Memberships – 5+ people from same organization save 20%

Purpose of Local Chapter

- Help active transportation professionals succeed in North Texas
- Grow active transportation knowledge and expertise
- Strengthen and grow the profession locally
- Promote interdisciplinary conversation and collaboration
- Provide networking and mentorship opportunities
- Outreach and education

Local Chapter Workplan Ideas

- Networking/Social
 - Happy hours, active transportation trivia
 - Bike rides
- Education and Professional Development
 - APBP Webinars
 - Educational tours (walk/bike)
 - Speaker series, partner with other organizations
- Communication
 - APBP Community Forum platform for dialogue

Partner with Other Organizations



Texas District of the
Institute of Transportation Engineers



BikeDFW



Interested in an APBP Local Chapter?

Interest survey link (4 questions):

<https://forms.office.com/g/rrgP64wfxn>

Complete the
interest survey!



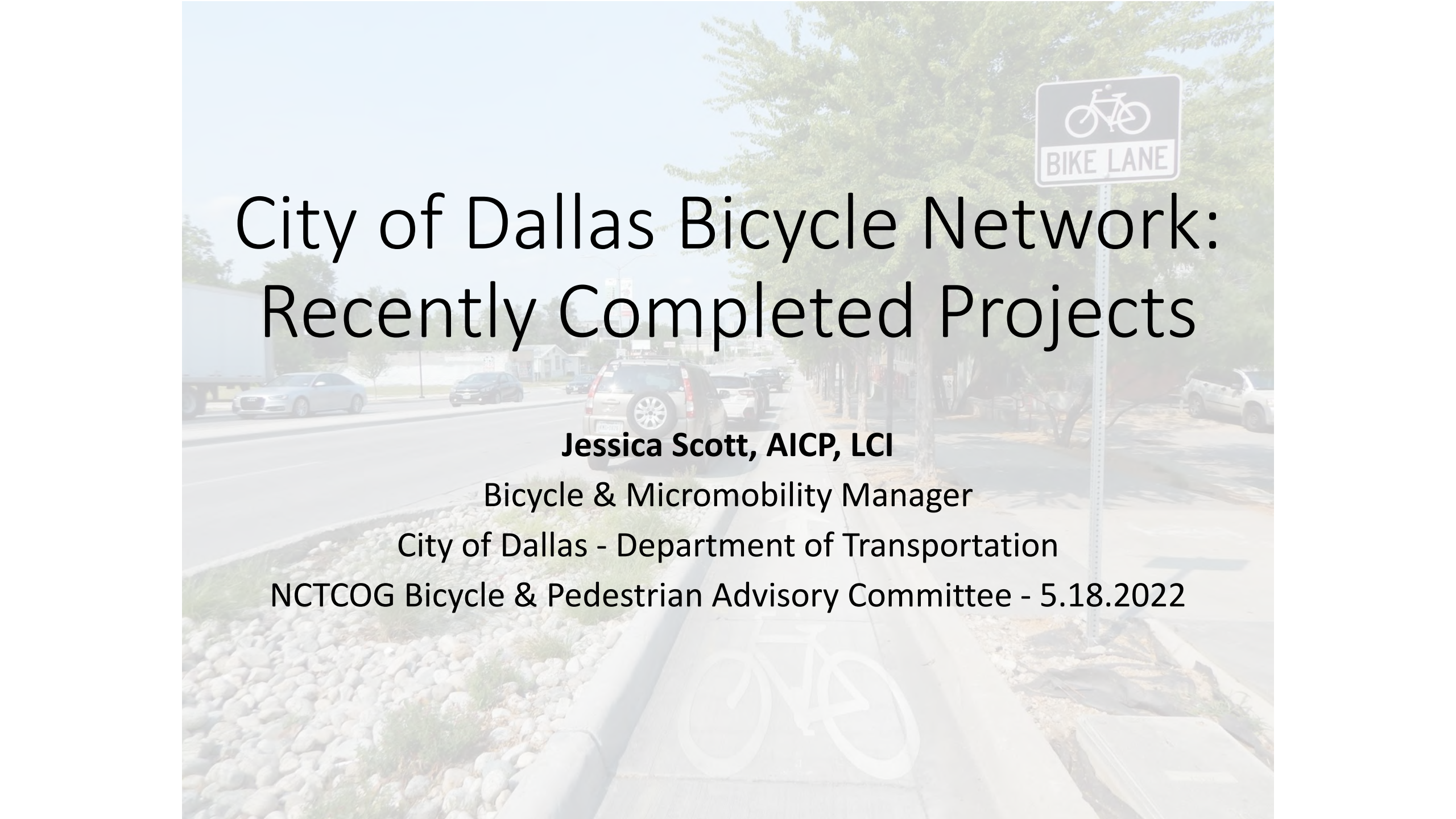
Following the survey, an interest meeting
will be planned (happy hour or Teams meeting)

Questions?

Contact Information

Daniel Herrig: daniel.herrig@cor.gov

Brendan Yarborough: brendan.yarborough@kimley-horn.com



City of Dallas Bicycle Network: Recently Completed Projects

Jessica Scott, AICP, LCI

Bicycle & Micromobility Manager

City of Dallas - Department of Transportation

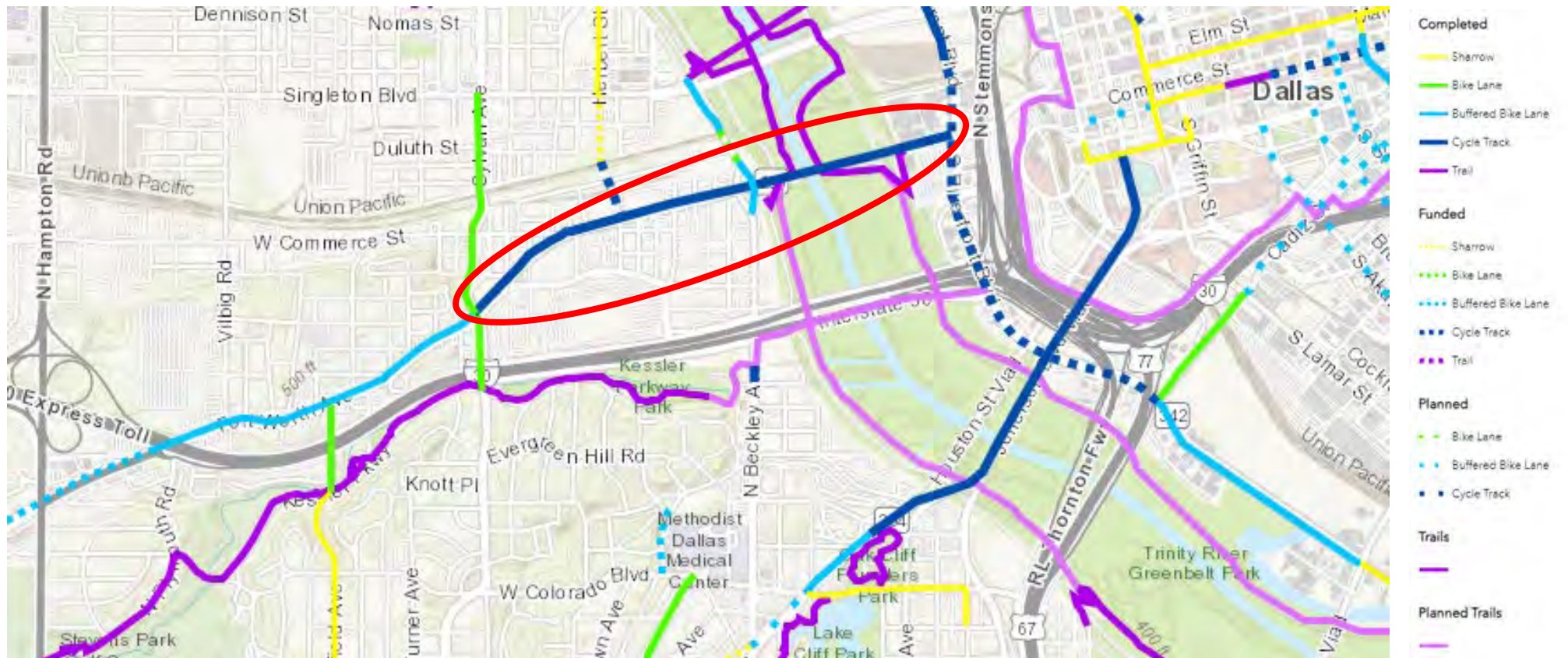
NCTCOG Bicycle & Pedestrian Advisory Committee - 5.18.2022

Purpose & Projects

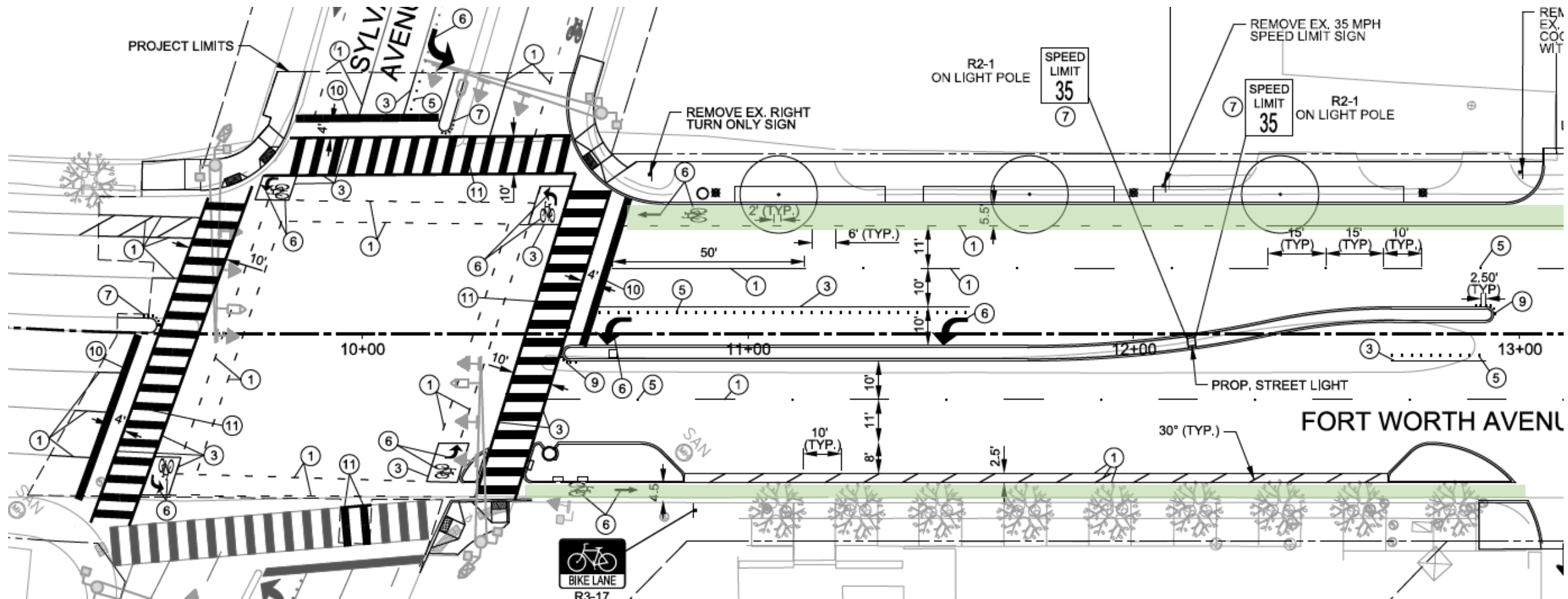
This presentation will highlight and discuss recently completed projects in Dallas through various funding sources to highlight their strengths and challenges along the way.

1. Fort Worth Avenue and W. Commerce Street parking protected and separated bike lanes
2. Abrams Road concrete and separated bike lanes

Fort Worth Avenue & W. Commerce Street



Fort Worth Avenue & W. Commerce Street



Ft. Worth Ave

Rain gardens and vegetated areas included throughout project.

Maintenance agreements are needed!



Ft. Worth Ave



Ft. Worth Ave

A pinch point along the corridor – planned to be addressed with future redevelopment to relocate median and widen travel lanes and buffer space.





W. Commerce Street



W. Commerce Street

Bike boxes have been added at Commerce Street and Beckley Avenue to help facilitate left turns of cyclists through the intersection.



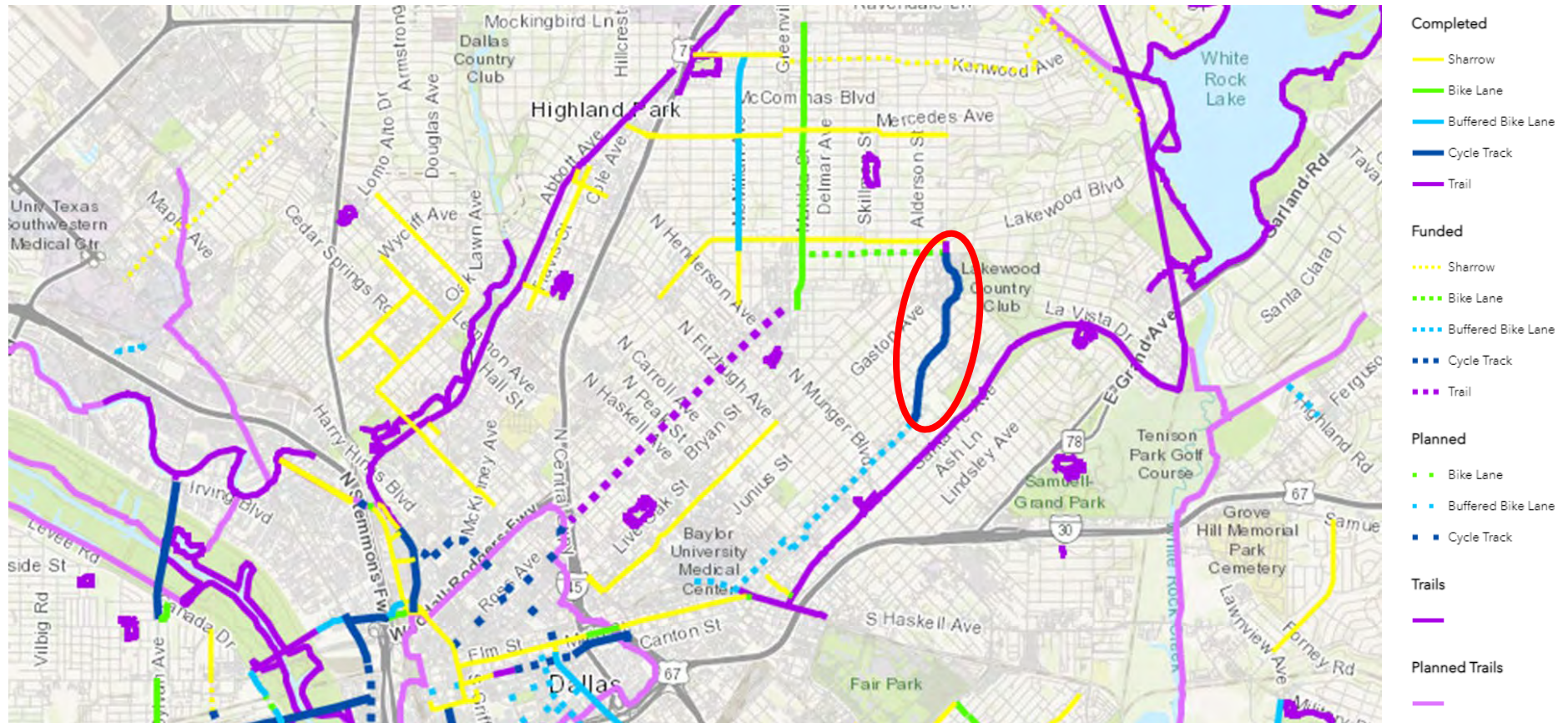
W. Commerce Street

Maintenance of flex post separators has been a challenge.

Seen in the picture are 3 generations of maintenance.

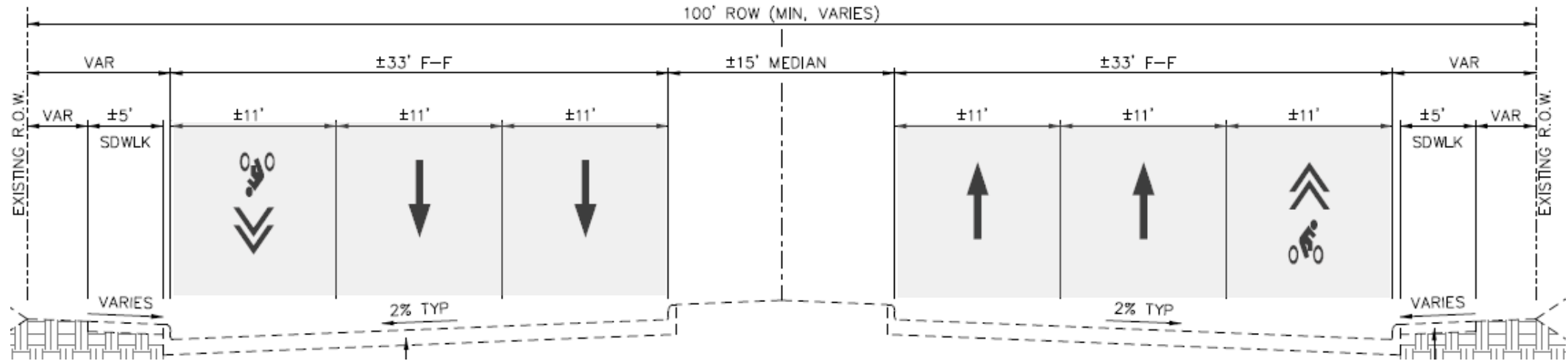
A future study is needed to determine if concrete separators are possible on this bridge.

Abrams Road

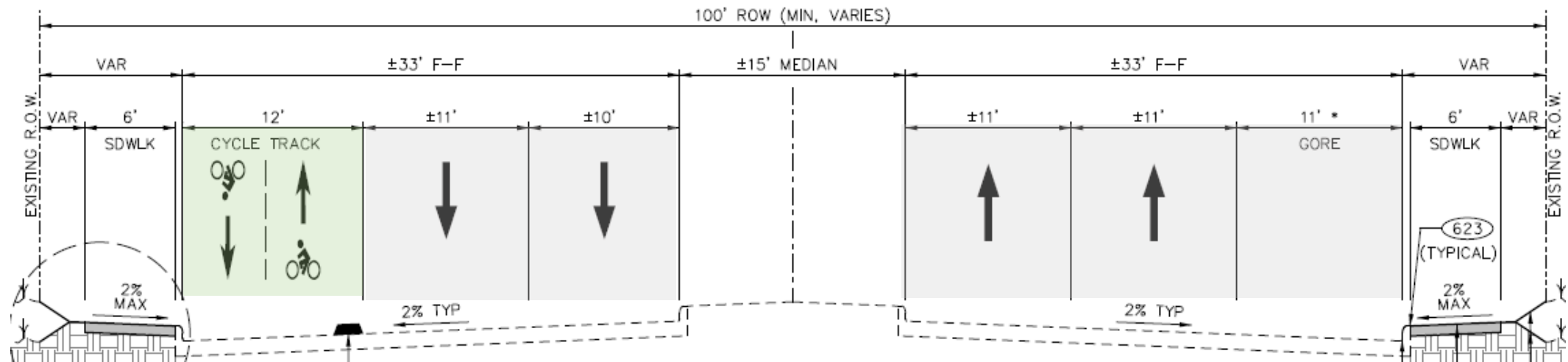


Abrams Road – Northern End of Project Limit

Before

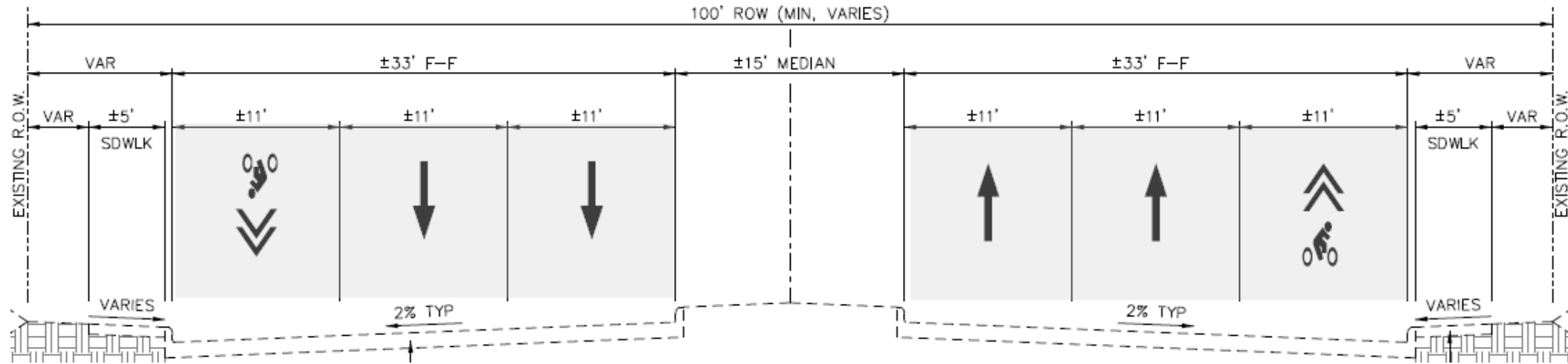


After

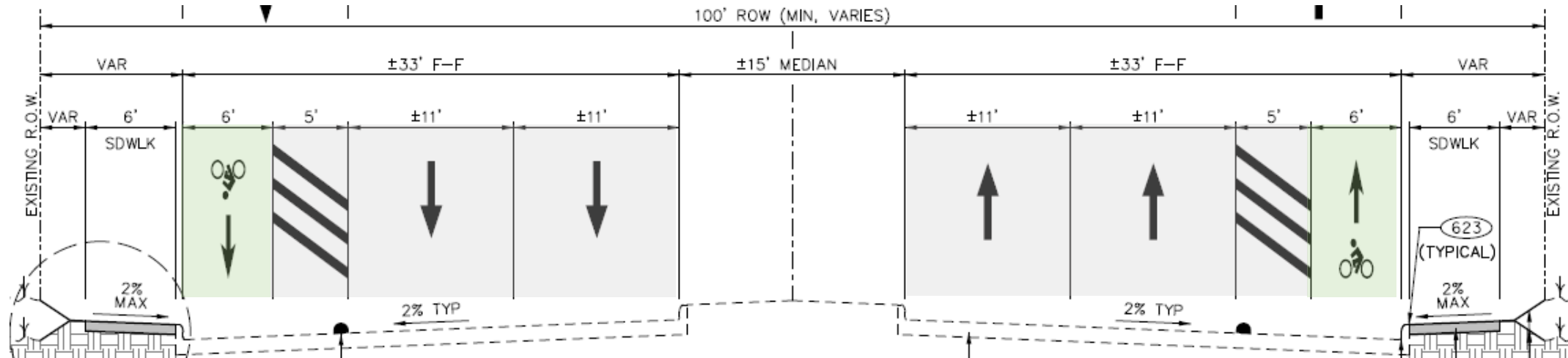


Abrams Road – Southern End of Project Limit

Before



After



Abrams Road

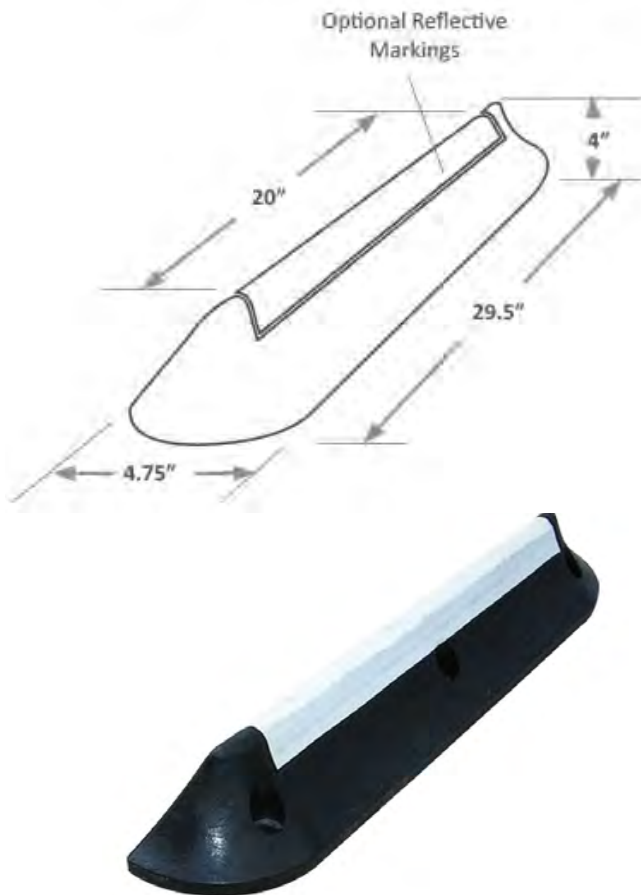
Yellow center-line flex posts have been added to the center line to deter motorists from entering the cycle facility.

White edge-line flex posts have been added to the concrete curb to increase visibility.



Abrams Road

Traffic Logix Cycle Lane Dimensions



Abrams Road

Bus stops are shared with the bike lane along the corridor. This design was changed mid-construction.





Thank you!

Jessica Scott, AICP, LCI

Jessica.Scott@dallas.gov * new domain name

Bicycle & Micromobility Manager
City of Dallas - Department of Transportation

NCTCOG BPAC
Amelia (Millie) Hayes

May 18, 2022



- Learn more about **effective strategies** for expanding bicycle and pedestrian infrastructure.
- Use the highlighted **success stories** as a **conversation-starter** for planning active transportation projects
- **Build support** for active transportation projects



Funding Strategies

Financing Strategies

Public-Private Partnerships

Emerging and Supporting Strategies to Deliver Active
Transportation Projects

Case Studies

Peer Exchange

Considerations for Implementation

Case Study Projects

Seattle
Children's
Hospital



Maurice
Avenue Cycle
Track



Transportation
System
Development
Charges



Tweetsie Trail



The Hampline



Austin Mobility Bonds



Project	Land Value Return Methods	Federal Funding Sources	Public-Private Partnerships	Local Funding Options	Debt Financing
Tweetsie Trail				✓	
Zach Scott Street and Schieffer Avenue Improvements					✓
Maurice Avenue Cycle Track		✓		✓	
Cully Boulevard Green Street Project	✓				
The Hampline		✓	✓	✓	
Seattle Children's Hospital Livable Streets Initiative		✓			

Pedestrian and Bicycle Funding Opportunities
U.S. Department of Transportation Transit, Highway, and Safety Funds
Updated January 21, 2021

This table indicates potential eligibility for pedestrian and bicycle projects under U.S. Department of Transportation surface transportation funding programs. Additional restrictions may apply. See notes and basic program requirements below, and see program guidance for detailed requirements. Project sponsors should fully integrate nonmotorized accommodation into surface transportation projects. Section 1404 of the Fixing America's Surface Transportation (FAST) Act modified 23 U.S.C. 109 to require federally-funded projects on the National Highway System to consider access for other modes of transportation, and provides greater design flexibility to do so.

Pedestrian and Bicycle Funding Opportunities: U.S. Department of Transportation Transit, Highway, and Safety Funds																
Key: \$ = Funds may be used for this activity (restrictions may apply). ~\$ = Eligible, but not competitive unless part of a larger project. \$* = See program-specific notes for restrictions.																
Activity or Project Type	BUILD	INFRA	TFIA	FTA	ATI	CMAQ	HSIP	NHPP	STBG	TA	RIP	SRTS	PLAN	NHTSA 402	NHTSA 405	FLTP
Access enhancements to public transportation (includes benches, bus pads)	\$	~\$	\$	\$	\$	\$		\$	\$	\$						\$
ADA/504 Self Evaluation / Transition Plan									\$	\$	\$		\$			\$
Bicycle plans				\$					\$	\$		\$	\$			\$
Bicycle helmets (project or training related)									\$	SSRTS		\$		\$*		
Bicycle helmets (safety promotion)									\$	SSRTS		\$				
Bicycle lanes on road	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$		\$				\$
Bicycle parking	~\$	~\$	~\$	\$	\$	\$		\$	\$	\$	\$	\$				\$
Bike racks on transit	\$	~\$	\$	\$	\$	\$			\$	\$						\$
Bicycle repair station (air pump, simple tools)	~\$	~\$	~\$	\$	\$	\$			\$	\$						\$
Bicycle share (capital and equipment; not operations)	\$	~\$	\$	\$	\$	\$		\$	\$	\$						\$
Bicycle storage or service centers (example: at transit hubs)	~\$	~\$	~\$	\$	\$	\$			\$	\$						\$
Bridges / overcrossings for pedestrians and/or bicyclists	\$	~\$	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$				\$
Bus shelters and benches	\$	~\$	\$	\$	\$	\$		\$	\$	\$						\$
Coordinator positions (State or local)						\$ 1 per State			\$	SSRTS		\$				
Crosswalks (new or retrofit)	\$	~\$	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$				\$
Curb cuts and ramps	\$	~\$	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$				\$
Counting equipment				\$	\$		\$	\$	\$	\$	\$	\$	\$*			\$
Data collection and monitoring for pedestrians and/or bicyclists				\$	\$		\$	\$	\$	\$	\$	\$	\$*			\$
Historic preservation (pedestrian and bicycle and transit facilities)	\$	~\$	\$	\$	\$				\$	\$						\$
Landscaping, streetscaping (pedestrian and/or bicycle route; transit access); related amenities (benches, water fountains); generally as part of a larger project	~\$	~\$	~\$	\$	\$			\$	\$	\$						\$
Lighting (pedestrian and bicyclist scale associated with pedestrian/bicyclist project)	\$	~\$	\$	\$	\$		\$	\$	\$	\$	\$	\$				\$
Maps (for pedestrians and/or bicyclists)				\$	\$	\$			\$	\$		\$	\$*			
Paved shoulders for pedestrian and/or bicyclist use	\$	~\$	\$			\$*	\$	\$	\$	\$		\$				\$
Pedestrian plans				\$					\$	\$		\$	\$			\$
Recreational trails	~\$	~\$	~\$						\$	\$	\$					\$
Road Diets (pedestrian and bicycle portions)	\$	~\$	\$				\$	\$	\$	\$						\$
Road Safety Assessment for pedestrians and bicyclists							\$		\$	\$			\$			\$
Safety education and awareness activities and programs to inform pedestrians, bicyclists, and motorists on ped/bike safety									SSRTS	SSRTS		\$	\$*	\$*	\$*	
Safety education positions									SSRTS	SSRTS		\$		\$*		

U.S. Department of Transportation
Federal Highway Administration

About Programs Resources Briefing Room Contact Search FHWA

Office of Planning, Environment, & Realty (HEP)

Planning Environment Real Estate HEP Events Guidance Publications Glossary Awards Contacts

Bicycle and Pedestrian Program

Legislation
Funding
Guidance
Publications
Resources

[FHWA → Environment](#)

Bicycle and Pedestrian Program

The Federal Highway Administration's Bicycle and Pedestrian Program promotes safe, comfortable, and convenient walking and bicycling for people of all ages and abilities. We support pedestrian and bicycle transportation through funding, policy guidance, program management, and resource development.

Each State has a [State Bicycle and Pedestrian Coordinator](#), and each FHWA Division office has an [FHWA Bicycle and Pedestrian Coordinator](#) point of contact.

Key Resources

- [Pedestrian and Bicycle Funding Opportunities](#)
- [FHWA Guidance: Bicycle and Pedestrian Planning, Program, and Project Development](#) (September 26, 2019)
- [Bicycle Facilities and the Manual on Uniform Traffic Control Devices](#)
- [Memorandum: Bicycle and Pedestrian Facility Design Flexibility](#)
- [Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations | Memorandum](#)
- See more [Resources...](#)

Featured Resources

Strategies for Accelerating Multimodal Project Delivery
This guidebook identifies specific strategies and techniques for accelerating multimodal project delivery. It highlights proven techniques that agencies are using to get high quality results, and opportunities to address barriers or delays in the project delivery process.

Case Studies in Realizing Co-Benefits of Multimodal Roadway Design and Gray and Green Infrastructure
This report provides information to encourage agencies interested in making improvements to their pedestrian and bicycle networks that also provide green infrastructure and resiliency benefits.

Guidebook for Measuring Multimodal Network Connectivity
This resource focuses on measuring pedestrian and bicycle network connectivity and incorporating connectivity analysis into the transportation planning process.

State Coordinator and FHWA Division Coordinator
Each State has a [Bicycle and Pedestrian Coordinator](#), and each [FHWA Division office](#) has a point of contact.

FHWA Headquarters Contact
For more information, please contact [Darren Buck](#), 202-366-1362.

FHWA Supports:

U.S. Department of Transportation
Federal Highway Administration

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Resources

[FHWA → Multimodal Finance Toolkit](#)

Active Transportation Funding and Finance Toolkit Innovative Strategies for Funding and Financing Bicycle and Pedestrian Projects

Background

Across the country, interest in and demand for better pedestrian and bicycle infrastructure has increased. The interest of State and local agencies in using innovative funding and financing strategies to deliver projects. Many traditional funding programs reserve limited sums for active transportation projects or require competing for funding with other project types that may fare better when applying established prioritization criteria. This issue is often compounded by the need to leverage funds for matching or the need for financing to bring projects online more rapidly. While bicycle and pedestrian projects tend to be lower cost than most road projects, transportation agencies throughout the country face unique challenges in securing timely, adequate funding for active transportation projects. Strategies that have not typically been used for active transportation projects, such as value capture and bond financing, are increasingly gaining attention as successful methods.

As interest in active transportation has increased among the general public and public officials alike, tools for accelerating delivery of bike and pedestrian projects are more important than ever. This toolkit highlights notable, innovative practices for paying for such projects.

How to Use the Toolkit

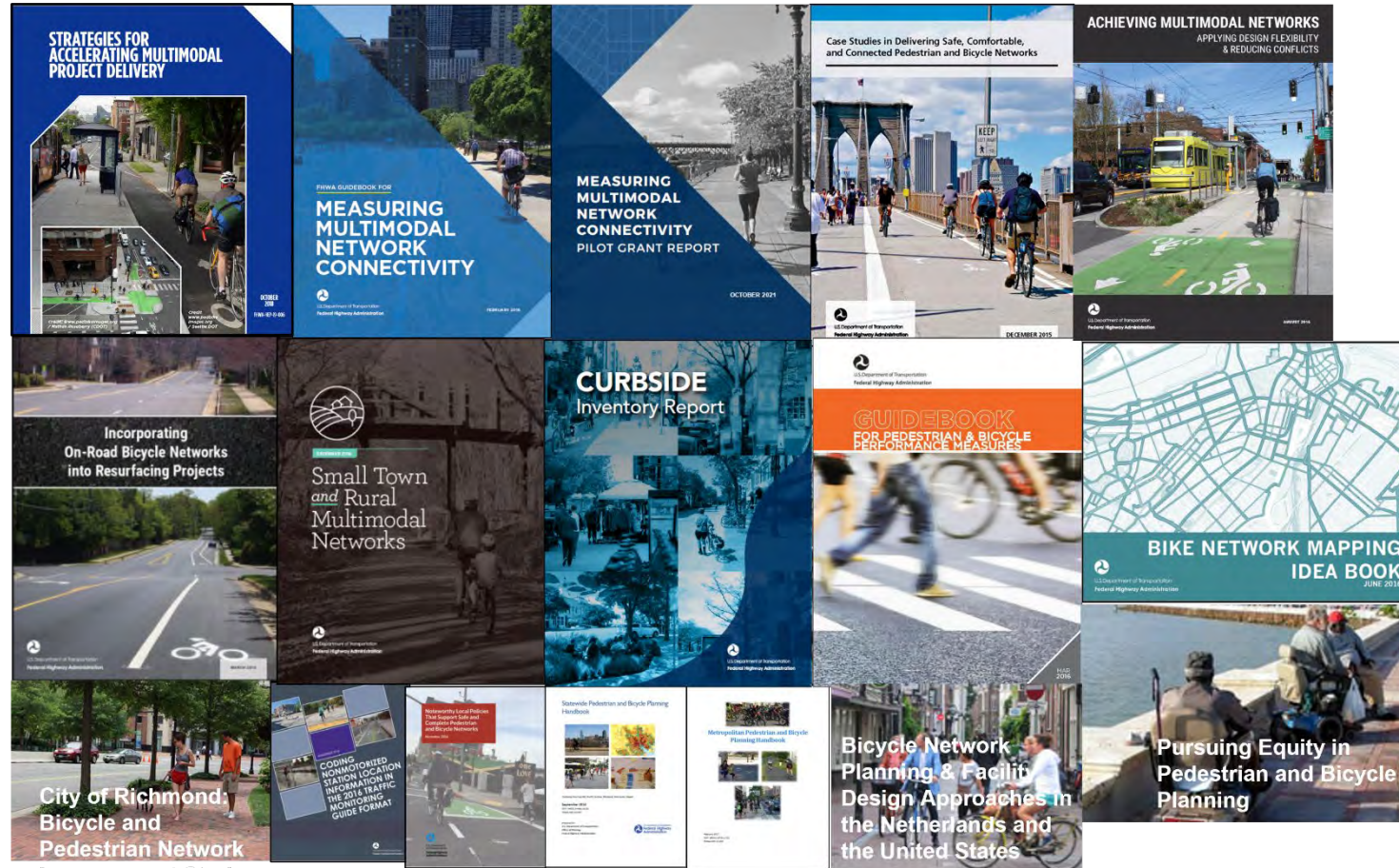
- This toolkit is for anyone interested in expanding bicycle and pedestrian infrastructure.** While transportation agencies are the primary users of this toolkit, it also serves as a resource for...

State Coordinator and FHWA Division Coordinator
Each State has a [Bicycle and Pedestrian Coordinator](#), and each [FHWA Division office](#) has a point of contact.

FHWA Headquarters Contact
For more information, please contact [Darren Buck](#), 202-366-1362.

FHWA Supports:

https://www.fhwa.dot.gov/environment/bicycle_pedestrian/resources/atfft/index.cfm



https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/



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NHTSA



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NHTSA

Safe Streets and Roads for All Grants

Key program that supports the National Roadway Safety Strategy



Funding supports local initiatives to prevent death and serious injury on roads and streets, commonly referred to as “Vision Zero” or “Toward Zero Deaths” Initiatives.

SS4A Eligibility

Eligible Recipients

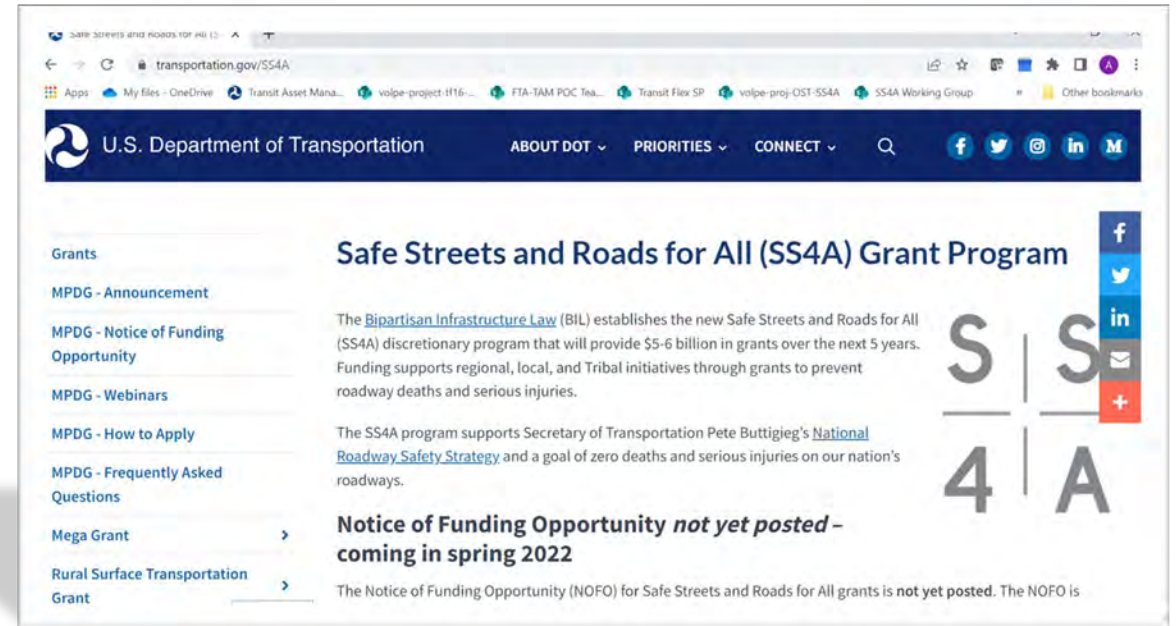
- Metropolitan planning organization (MPOs)
- Political subdivision of a State
- Federally recognized Tribal government
- Multijurisdictional groups comprised of the entities above

Eligible Activities

- Develop a Comprehensive Safety Action Plan
- Conduct planning, design, and development activities
- Carry out projects and strategies identified in an Action Plan

For More information & Questions...

- Notice of Funding Opportunity (NOFO) released on **May 16, 2022**, for Round One of funding (available on SS4A website and Grants.gov www.grants.gov/)
- SS4A website (NOFO, materials and resources, webinar recordings, FAQs) www.transportation.gov/SS4A
- SS4A email address SS4A@DOT.GOV (monitored daily and will respond to specific questions)



The Safe Streets and Roads for All (SS4A) Program will convene a series of **stakeholder webinars** to help potential applicants learn about the program and what they need to know to prepare an application.

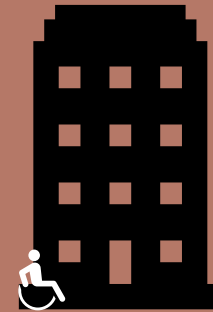
- **Monday, June 13:** How to Apply for the Safe Streets and Roads for All (SS4A) Opportunity
- **Wednesday, June 15:** How to Apply for the Safe Streets and Roads for All (SS4A) Opportunity: Focus on Action Plan Grants
- **Thursday, June 23:** How to Apply for the Safe Streets and Roads for All (SS4A) Opportunity: Focus on Implementation Grants

www.transportation.gov/grants/SS4A/webinars

UPCOMING EVENTS AND TRAINING

Bicycle and Pedestrian Advisory Committee
May 18, 2022

Chad Marbut, BPAC Vice-Chair



National Planning Conference Online 2022

May 18-20, 2022

**The in-person and online conferences will
each have unique content and sessions.**

American Planning Association



Bike-to-Work Day

May 20, 2022

MAY IS
BIKE
MONTH



I RIDE BECAUSE IT
MAKES MY BUSINESS
RUN BETTER.



I RIDE TO TURN
MY COMMUTE
INTO A WORKOUT.



#BIKEMONTH [BIKELEAGUE.ORG/BIKEMONTH](https://bikeleague.org/bikemonth)

City of Lewisville Bike Month Celebrations

The Green Team & Office of Sustainability present:

Celebrate National Bike Month in May

5/6

Bike Maintenance Workshop

12:00 pm

Learn the basics of bike maintenance. Join us outside the Library's east entrance at the Bike Fixit station. Bring your bike (optional).

5/13

Bike Safety Workshop & Old Town Ride

12:00 pm

Learn bike safety tips from a League of American Bicyclists certified instructor and join us for an employee group ride in Old Town (3.2 mi.). Learn how to load your bike onto a DCTA train.

5/20

Bike to Work Day

Ride your bike to work on National Bike to Work Day!

5/21

Bike with the Mayor*

8:30 am

Please join Mayor TJ Gilmore and other local elected officials from Corinth and Denton on a group ride on the DCTA Rail Trail. Starting location is at the DCTA Highland Village/Lewisville Lake station.

5/27

Employee Group Ride

12:00 pm

Join us for an employee group ride in central Lewisville (6.2 mi.). The ride will start and end at Thrive and include transitions from paved trails to streets.

**Bike with the Mayor event is open to the public. All other events are for City of Lewisville employees.*



See attached routes for the group rides.
Bike helmets are required.

5/20

Bike to Work Day

Ride your bike to work on National Bike to Work Day!

5/21

8:30 am

Bike with the Mayor*

Please join Mayor TJ Gilmore and other local elected officials from Corinth and Denton on a group ride on the DCTA Rail Trail. Starting location is at the DCTA Highland Village/Lewisville Lake station.

5/27

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Employee Group Ride

Join us for an employee group ride in central Lewisville (6.2 mi.). The ride will start and end at Thrive and include transitions from paved trails to streets.

**Bike with the Mayor event is open to the public. All other events are for City of Lewisville employees.*



Association of Pedestrian & Bicycle Professionals

Twin Cities, MN August 22-24



Over 30 panels, workshops, poster displays, keynote speakers and plenary sessions, and mobile tours you won't want to miss!

Registration is now open at

www.apbp.org/2022-conference-register

Master Plans Underway or Anticipated in 2022

- Flower Mound Parks and Trails Master Plan (expected June 2022)
- City of Ennis Parks Master Plan (expected June 2022)
- McKinney Trails Master Plan (expected July 2022)
- Highland Village Trails Master Plan (expected fall 2022)
- Cedar Hill Trails Master Plan (expected fall 2022)
- Richardson Active Transportation Plan (expected fall 2022)

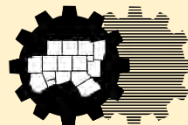
Recently Completed

- Carrollton Trails Master Plan (April 2022 Adoption)
- Denton Mobility Plan (March 2022 Adoption)
- City of Dallas Bikeways Master Plan (expected late 2022)
- City of Irving's Bike Plan (expected spring 2023)

Other Events or Training?

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

Daniel Snyder
dsnyder@nctcog.org



North Central Texas
Council of Governments

Vision Zero - High Injury Network

Namoo Han, P.E.

Traffic Engineering, Neighborhood Safety

Transportation and Public Works Department

May 18, 2022

Agenda

- Background
- High Injury Network (HIN) Development
- Top 10 Pedestrian, and Bicyclist HIN Locations
- HIN Roadway Safety Assessments
- 2022 Bond - Safety/Mobility Category

Background - What is Vision Zero?

A strategy to eliminate all traffic fatalities and serious injuries through design, education, and policies and regulations which prioritize safe, multi-modal streets

Basic principles of Vision Zero policies:

- There is no acceptable level of fatality or injury on our streets.
- Traffic deaths and injuries are not accidents; they are preventable collisions.
- The public should expect safe behavior on City streets.

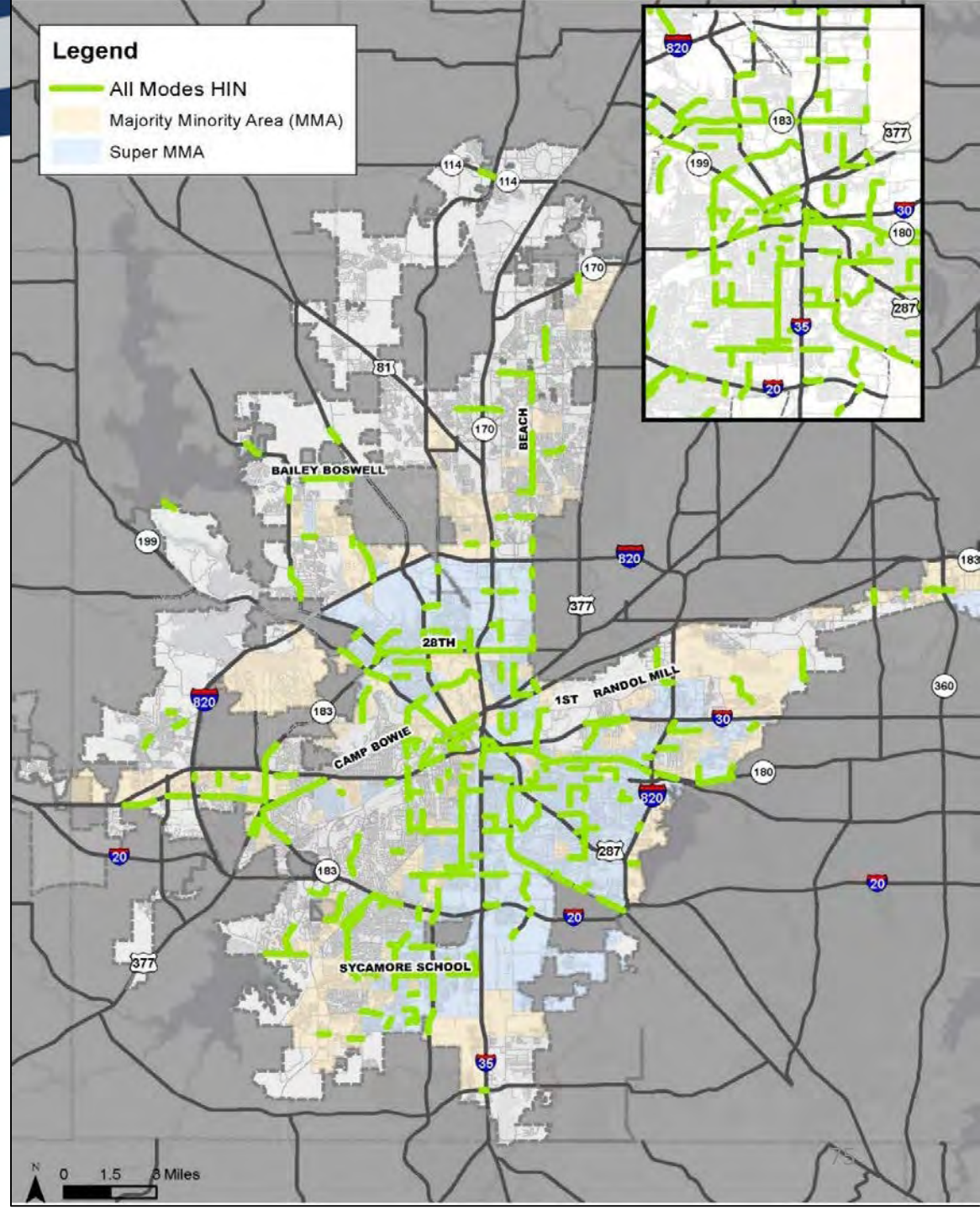
In November 2019, Fort Worth City Council adopted Resolution #5149-11-2019, supporting the Vision Zero goal by supporting the development of a Vision Zero-based strategy and related performance measures to achieve the goal.

High Injury Network Development

- The High Injury Network is a map that identifies where the highest concentrations of fatal and serious injury crashes occur on the roadway network.
- Collision data for five years (2015-2019) was collected and geospatially mapped to represent the distribution of collisions throughout the citywide transportation network.
- 88,480 vehicle, pedestrian, and bicycle collisions occurred in Fort Worth from 2015 to 2019.
- The HIN represents where 50% (44,240) of all vehicle, pedestrian, and bicycle collisions occurred on the City's roadway network from 2015 to 2019.
- Fatal and severe injury crashes were used to rank/prioritize HIN locations for future study and countermeasure implementation.

All Modes: Vision Zero HIN

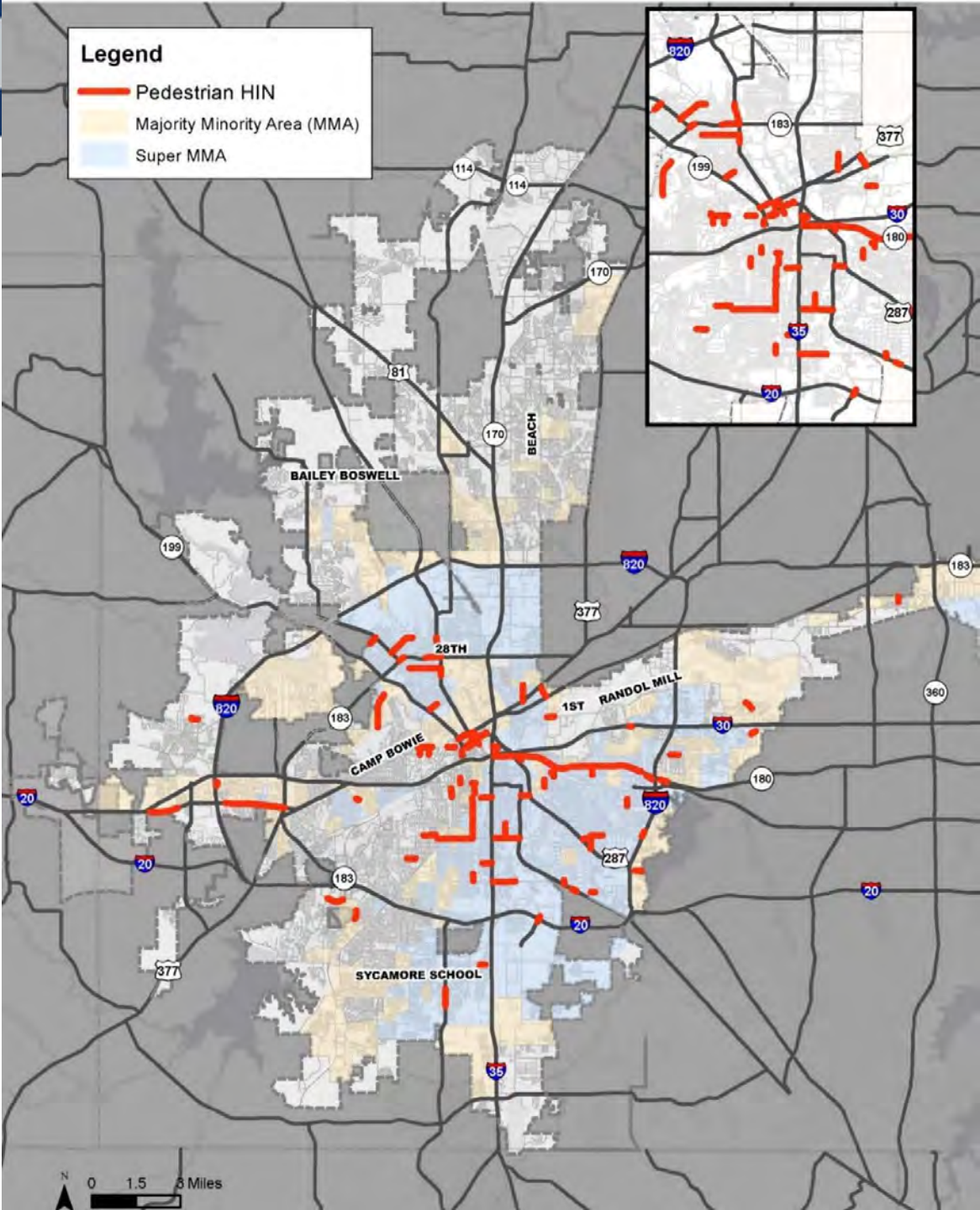
- From 2015 to 2019, 25% (772) of the City's traffic fatalities and serious injuries (3,126) occurred on only 3.2% of the City's roadway network.
- 79% of HIN roadways fall within or are adjacent to Super Majority Minority Areas (SMMAs)
 - 75% minority population
- SMMAs account for 95.6% of all HIN fatalities.
- **100% of pedestrian (47) and bicycle (2) HIN fatalities occurred within a Super MMA.**



Pedestrian HIN

All Pedestrian Fatalities & Severe Injuries by Year			
Year	Pedestrian Fatalities	Pedestrian Serious Injuries	Total
2015	24	59	83
2016	29	50	79
2017	33	58	91
2018	34	44	78
2019	22	44	66
Total	142	255	397

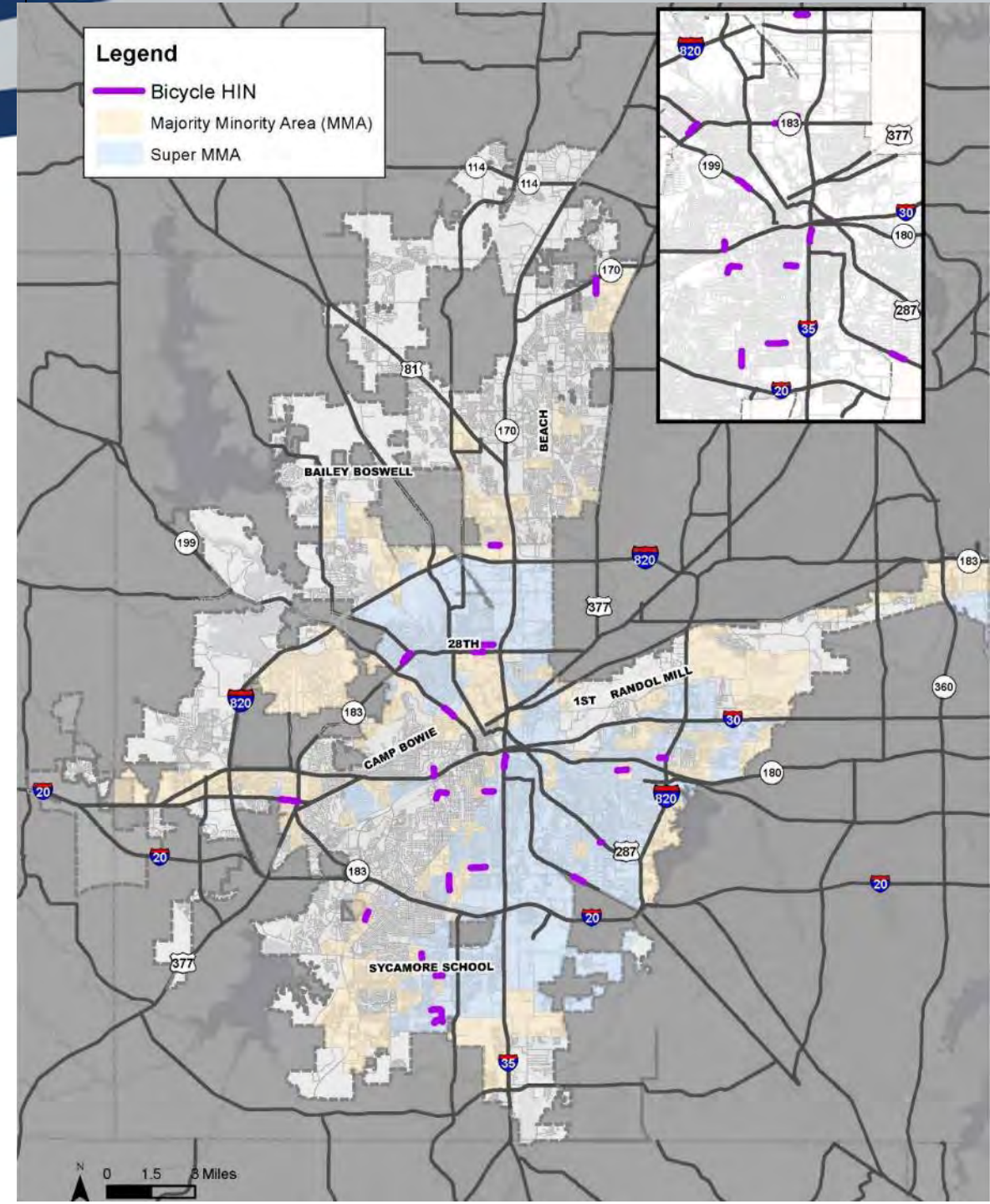
HIN Pedestrian Fatalities & Severe Injuries by Year			
Year	HIN Pedestrian Fatalities	HIN Pedestrian Serious Injuries	Total
2015	6	23	29
2016	10	21	31
2017	18	24	42
2018	9	15	24
2019	4	18	22
Total	47	101	148



Bicycle HIN

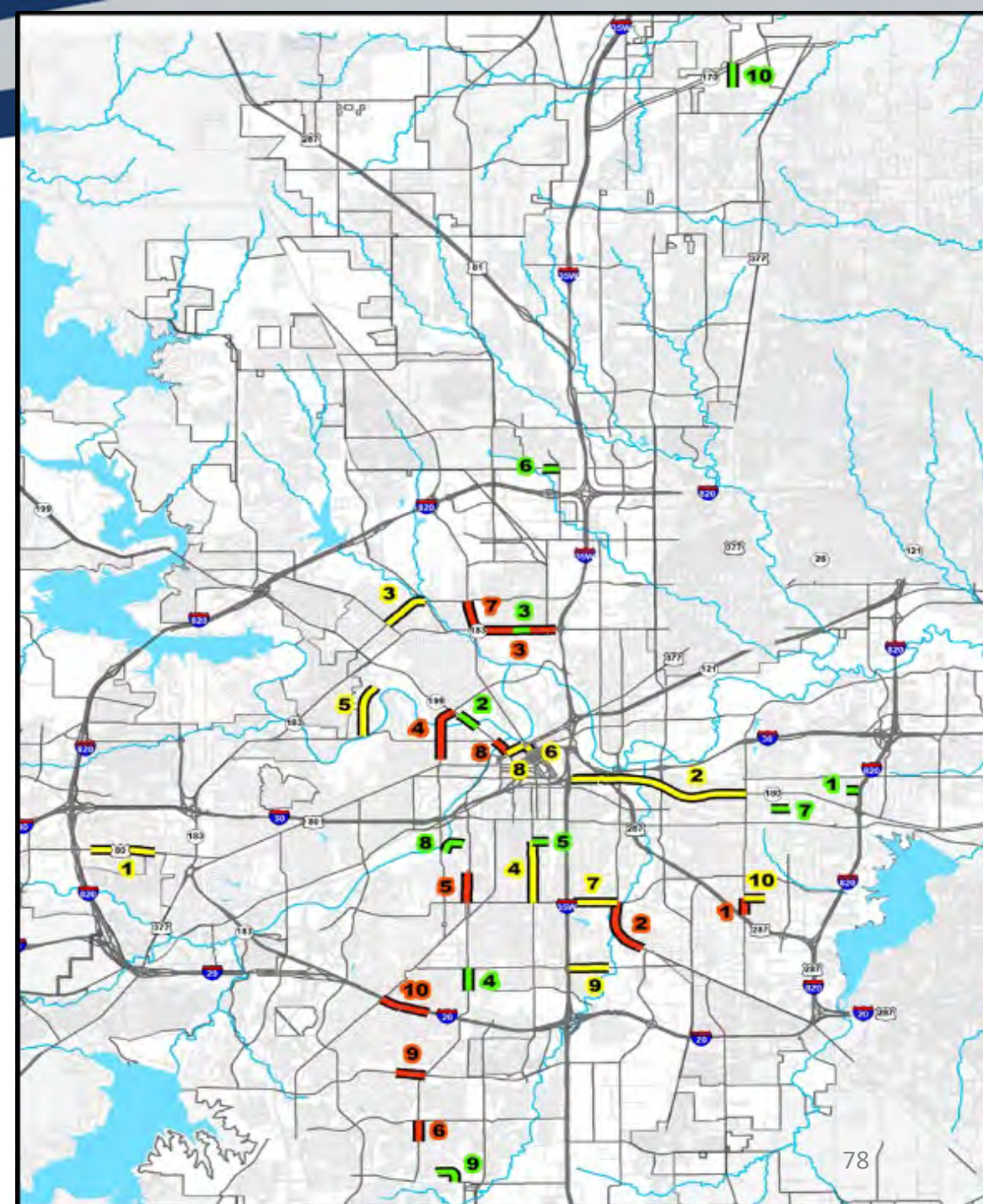
All Bicycle Fatalities & Severe Injuries by Year			
Year	Bicycle Fatalities	Bicycle Serious Injuries	Total
2015	1	11	12
2016	1	8	9
2017	1	18	19
2018	1	8	9
2019	0	4	4
Total	4	49	53

HIN Bicycle Fatalities & Severe Injuries by Year			
Year	HIN Bicycle Fatalities	HIN Bicycle Serious Injuries	Total
2015	1	4	5
2016	0	2	2
2017	1	8	9
2018	0	6	6
2019	0	0	0
Total	2	20	22



Top 10 HIN Bike, Ped, and Vehicle Locations

TOP 10 HIGH INJURY NETWORK LOCATIONS (ALL MODES)			
RANK	NETWORK	CORRIDOR	LIMITS
1	Bicycle	Greenlee St	Canton Dr - 820 SBFR
2	Bicycle	Jacksboro Hwy	University Dr - Shamrock Ave
3	Bicycle	NE 28th St	Decatur Ave - Glendale Ave
4	Bicycle	McCart Ave	W Seminary Dr - Bilglade Rd
5	Bicycle	Allen Ave	Hemphill St - S Main St
6	Bicycle	Cantrell Sansom	Deerfoot Trl - Mark IV Pkwy
7	Bicycle	Hampshire Blvd	S Edgewood Ter - House St
8	Bicycle	Colonial Pkwy	Zoological Park Dr - Park Place Ave
9	Bicycle	Carolina Dr	Charleston Ave - Prospect Hill Dr
10	Bicycle	Park Vista Blvd	Alliance Gateway Fwy - Westport Pkwy
1	Pedestrian	Camp Bowie W	Renzel Blvd - Williams Rd
2	Pedestrian	E Lancaster Ave	Kentucky St - Oakland Blvd
3	Pedestrian	W Long Ave	Azle Ave - Angle Ave
4	Pedestrian	Hemphill St	W Allen Ave - W Berry St
5	Pedestrian	Isbell Rd	Ohio Garden Rd - White Settlement Rd
6	Pedestrian	Main St	W Weatherford St - W 9th St
7	Pedestrian	E Berry St	Evans Ave - S Riverside Dr
8	Pedestrian	E Belknap St	Henderson St - N Houston St
9	Pedestrian	E Seminary Dr	South Fwy - Carter Park Dr
10	Pedestrian	Eastland St	Miller Ave - S Edgewood Ter



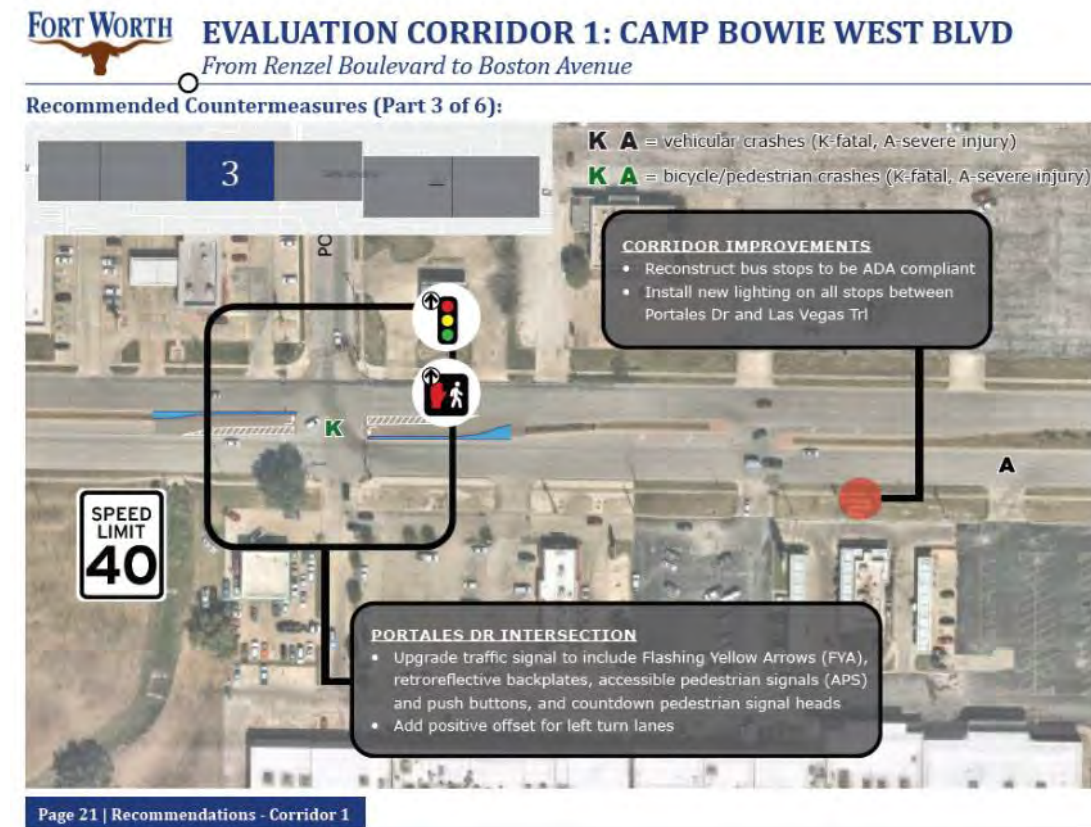


HIN Roadway Safety Assessment Locations

Mode	Roadway
Pedestrian	Camp Bowie West Boulevard (from Renzel Boulevard to Boston Avenue)
Pedestrian	Isbell Road (from White Settlement Road to Ohio Garden Road)
Pedestrian	Long Avenue (form Azle Avenue to Angle Avenue)
Pedestrian	Eastland Street (from Miller Avenue to Edgewood Terrace)
Pedestrian	Belknap St (from Henderson St to N Houston St)
Bicycle	Allen Avenue (from Hemphill Street to Main Street)

HIN Roadway Safety Assessments (RSA)

- A roadway safety assessment is a field based evaluation of a roadway.
- It is used to identify roadway features that may pose a safety issue and countermeasures to mitigate those concerns.
- In 2021, RSAs were performed for eight Top 10 Vision Zero HIN locations with a consultant
- An additional RSA was performed with FHWA and NCTCOG through their Regional Pedestrian Safety Action Plan
- Assessments will be used to scope Proposed 2022 Bond projects.



Safety/Mobility Vision Zero Bond Category

- The High-Injury Network and Roadway Safety Assessments were used to justify a new category in the proposed 2022 Bond Program.
- Approximately \$5M will be dedicated for safety improvements at HIN locations.
- The category may include components from various categories, such as a project that includes sidewalks, crosswalk and ADA modifications, access management, new streetlights, traffic signal modifications, pavement markings, signs and minor geometric improvements, etc.

- Namoo Han, P.E.
- Traffic Engineering
- namoo.han@fortworthtexas.gov

Active Transportation Plan Inventory





What is the Active Transportation Plan Inventory (ATPI)?

A map-based, central repository of bicycle, pedestrian, or any other form of human-powered, non-motorized transportation (e.g., micro mobility, skateboarding, wheelchair use, etc.)



Provide a centralized inventory of active transportation plans across Texas.

Enable easy access to active transportation plan by engineers and the public.

Increase collaboration and coordination among planning professionals.

Facilitate the development of safe bicycle and pedestrian networks.



**Your
organization
should
contribute to
the Texas
active
transportation
plan inventory
because...**

Roadway designers will have easy access to your community's vision for building bicycle and pedestrian infrastructure and networks.

Planning professionals can easily find examples of different types of active transportation plans, goals and actions, and performance measures.

Awareness can facilitate coordinated and seamless transitions between communities to create integrated active transportation networks.

Local and regional entities can benchmark against their peers.

The more plans in the inventory, the greater the opportunity for statewide collaboration.

All these benefits combine to encourage safer and more sustainable active transportation networks in Texas!



Welcome to the Texas Active Transportation Plan Submission Portal!

Use this self-service tool to add or update entries in the Texas Active Transportation Plan Inventory.

To begin, click on the map near the area applicable to the plan being added or updated. After selecting the appropriate Planning Area Boundary from the list of existing entity boundaries (or drawing your own), enter the plan details, then submit the information to TxDOT for review. Once the plan information is validated, the plan information will be available to view on the Texas Active Transportation Plan Inventory.

Click on the "Layers List" icon in the upper right to view layer options. Toggle layers on and off until the desired Planning Area Boundary appears in the list.

For more information, refer to the [user guide](#).

Zoom to a region on the map and click on the map to begin.

Plan Submission Portal



Zoom to your
area of the
region and click
on the map.

Active Transportation Plan Submission Portal

Welcome to the Texas Active Transportation Plan Submission Portal!

Use this self-service tool to add or update entries in the Texas Active Transportation Plan Inventory.

To begin, click on the map near the area applicable to the plan being added or updated. After selecting the appropriate Planning Area Boundary from the list of existing entity boundaries (or drawing your own), enter the plan details, then submit the information to TxDOT for review. Once the plan information is validated, the plan information will be available to view on the Texas Active Transportation Plan Inventory.

Click on the "Layers List" icon in the upper right to view layer options. Toggle layers on and off until the desired Planning Area Boundary appears in the list.

Existing plans in the Plan Inventory layer may cover large areas like MPOs or smaller areas such as corridors. Larger geographies may overlap with small ones. To update existing subarea plans or to draw boundaries for new ones, zoom into the map and click on the location. For plans with smaller areas, it is important to be as precise as possible when clicking on the location. All existing plans in the inventory for that region will appear in the popup box. Turn layers off and/or change the basemap to experiment with visibility.

For more information, refer to the [user guide](#).

To explore the Active Transportation Plan Inventory, [click here](#).

Zoom to a region on the map and click on the map to begin.

Support services are available to accommodate the communication needs of individuals with disabilities. Support is available via BikePed@txdot.gov



Under “Submit
new plan”
select which
entity you are
representing

Update an existing plan

The entities listed below are existing plans that have already been entered. In order to correct or provide additional information to a plan, select that plan by clicking on it.

[NCTCOG Pedestrian Safety Action Plan](#)

[NCTCOG Mobility 2045](#)

Submit a new plan

The entities listed below have boundaries that overlap with your map click selection. Click on the entity from the list below for which you would like to submit plan information.

[Dallas District](#)

[Denton County](#)

[City of Denton](#)

[North Central Texas Council of Governments MPO](#)

Create a custom Planning Area Boundary

Draw a polygon on the map to create a customized Planning Area Boundary for your project.

[Draw Custom Planning Area Boundary](#)

Enter the plan information

Enter your plan information below

Reset

Entity Name (required)

City of Denton

Department Name

Example: Public Works

Contact information is for internal TxDOT use only and will not be published publicly.

Contact Name

Example: Jane Planner

Contact Email (required)

Example: jane.p@pleasantville.gov

Contact Phone (required)

Example: 512-215-5555

Extension

Example: 255

Plan Name (required)

Example: Pleasantville Bicycle Master Plan

Plan URL (required)

To avoid broken links, please provide a URL to either the plan website or document, whichever is less likely to change.

Example: www.pleasantville.gov/bikeplan

Year of Plan Adoption or Publication (YYYY)

Example: 2016

Plan GIS URL

Provide the URL to the plan GIS Layer or Map.

Example: www.pleasantville.gov/server/rest/services/I/0

Plan Description (required)

Please include as many details as possible, such as page numbers for active transportation specific information, network maps, horizon year, and design guidelines.

Example: The Pleasantville Bicycle Master Plan is a blueprint for promoting the safety and convenience of bicycling in Pleasantville. See page 45 for bicycle infrastructure design guidelines and 52 for a map of the Pleasantville bicycling network. This plan covers a 10-

Active Transportation Specific Page Numbers

If your document is not dedicated entirely to active transportation, add the page numbers or range of pages that discuss active transportation.

Plan Tags and Keywords

Add searchable, informative tags or keywords to indicate the content of the document. Remove unwanted tags by clicking on the bolded word underneath the text box. Examples include countermeasure, ADA, equity, and shared-use path.

Add Tags and Keywords

Add Tag

Modes Covered (required)

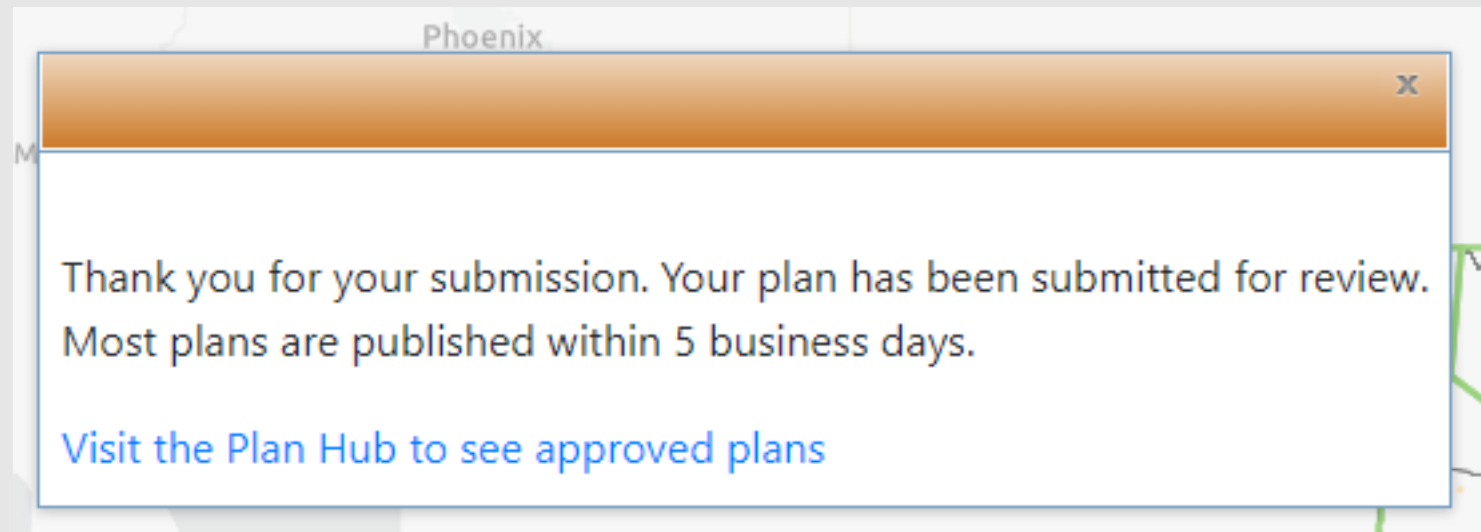
Hold down the control key for Windows or Command key for Mac to select multiple options.

Bicycle
Pedestrian
Micromobility
Other

Submit Plan



Your plan will
be reviewed.
Once approved,
you will receive
an email
notifying you.





North Central Texas
Council of Governments

TxDOT

Roadway Design Manual

Updated Bicycle Accommodation Design Guidance

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

MAY 18, 2022

JULIE ANDERSON, SR. TRANSPORTATION PLANNER

UPDATE

- At the May 2021 BPAC meeting, Ken Mora with the TxDOT Design Division/Roadway Design Section presented the Interim Guidance for Design Practices to Accommodate Bicycles, in anticipation of being included in the updated Roadway Design Manual (RDM)
- The Federal Highway Administration approved the RDM updates this summer.
- The updated Ch 6., Sect. 4 Bikeway Facilities emphasizes “**context**” considerations and Bikeway Planning Principles: **safety, comfort, connectivity, and cohesiveness**
- TxDOT Districts are currently using the updated bicycle facility guidance for new projects

UPDATE

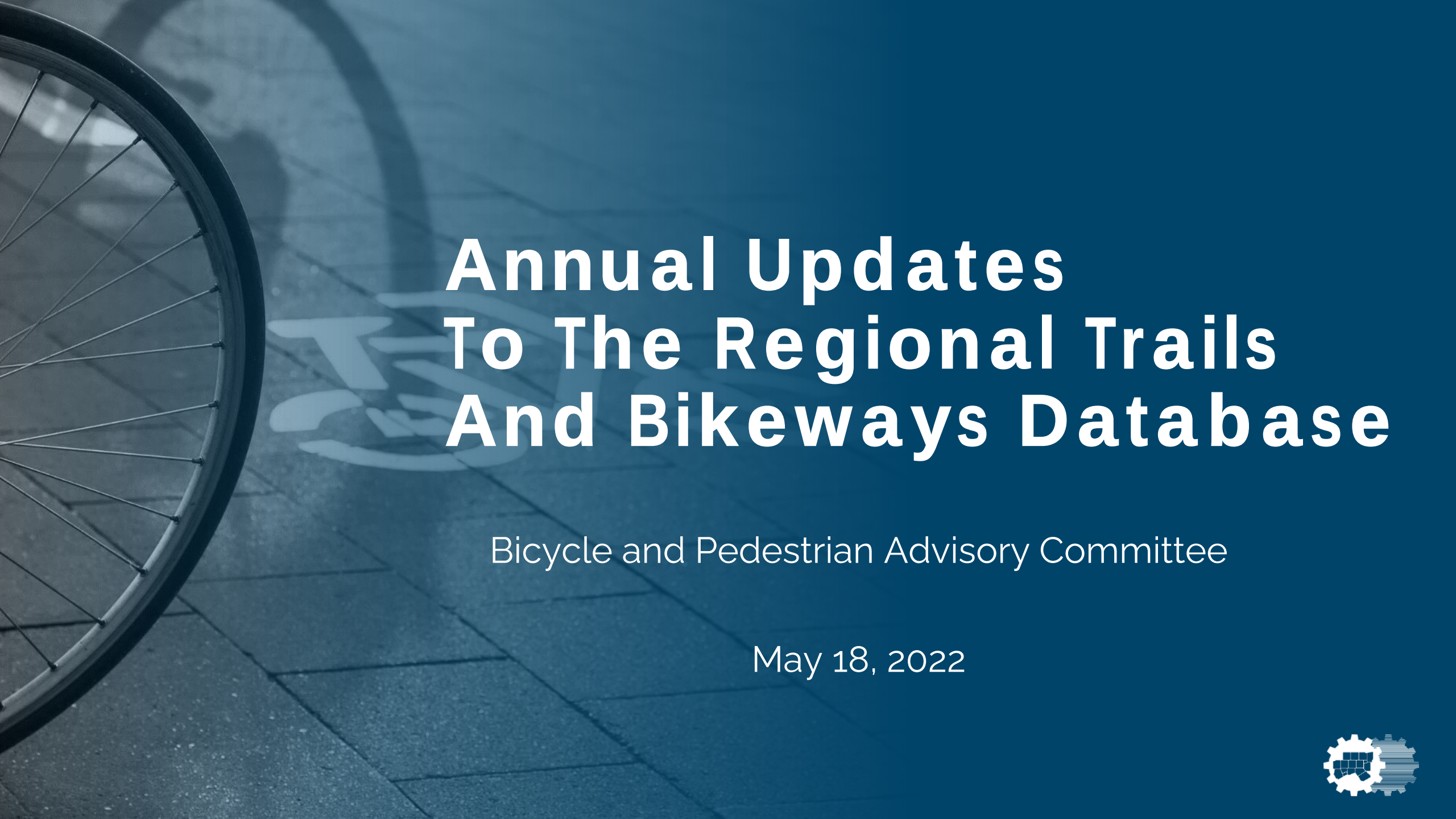
New TxDOT RDM has been published!

Roadway Design Manual

- Chapter 6: Special Facilities
 - Section 4: Bicycle Facilities

http://onlinemanuals.txdot.gov/txdotmanuals/rdw/bicycle_facilities.htm





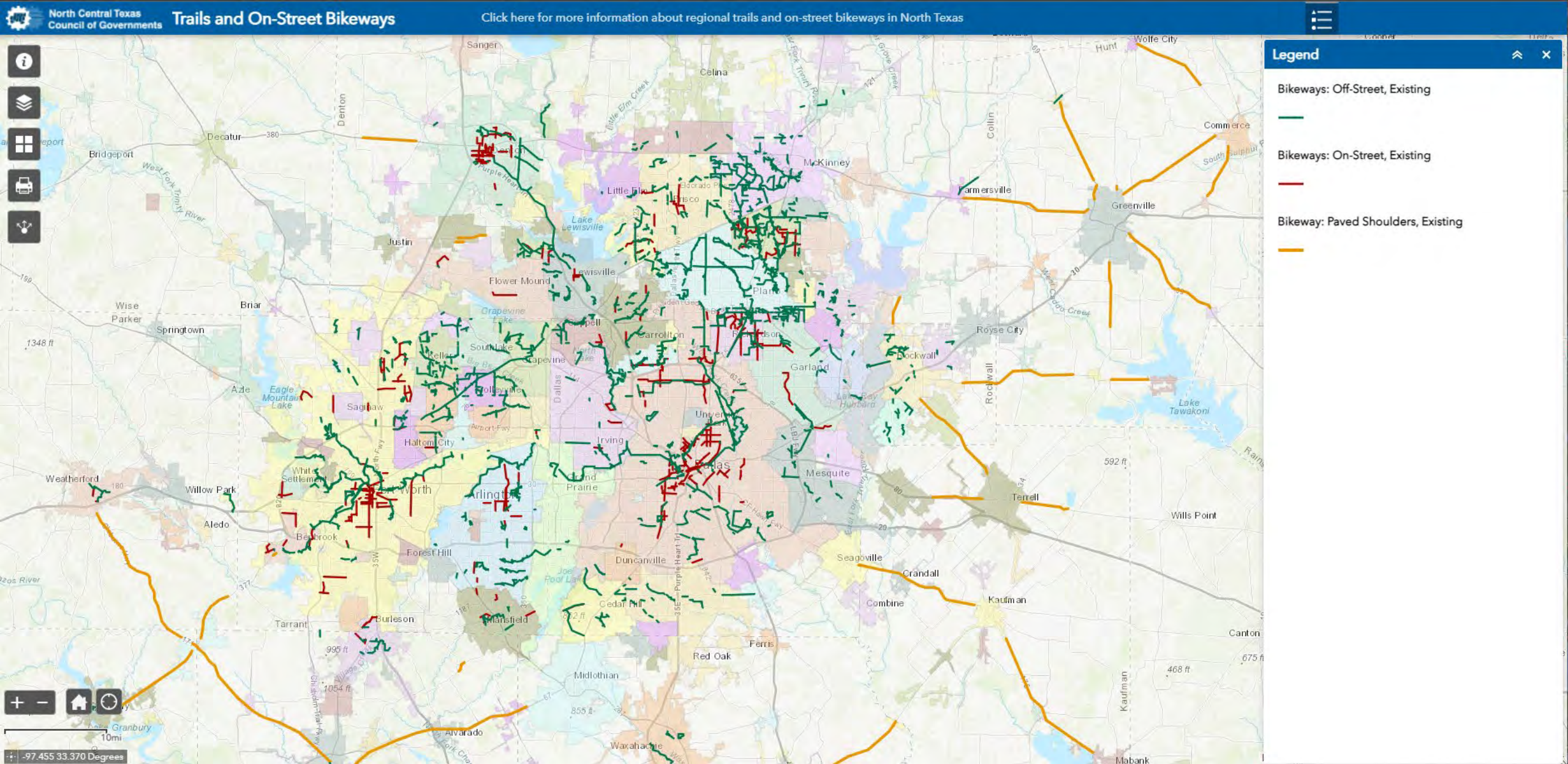
Annual Updates To The Regional Trails And Bikeways Database

Bicycle and Pedestrian Advisory Committee

May 18, 2022



Background

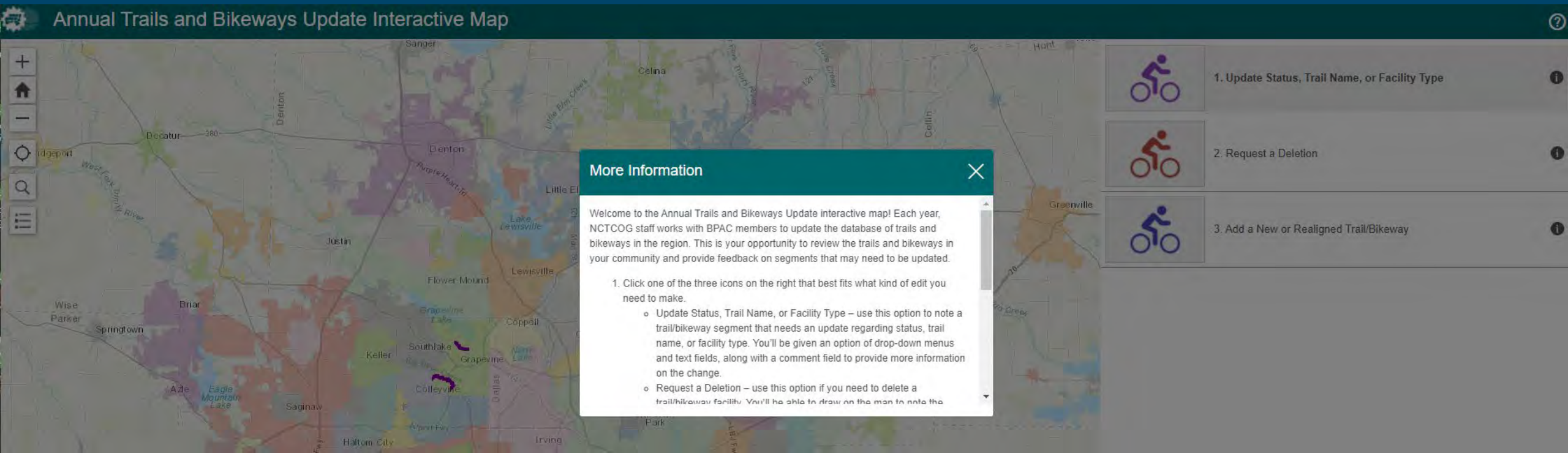


Methods of Making Annual Edits 2021

Process used in 2021

Provide edits via the online interactive map

- Manually add suggested edits (new trails/bikeways alignments, deletions, trail names, etc.) by drawing and commenting on the GIS online map.
- Works for everyone. No GIS license is required.

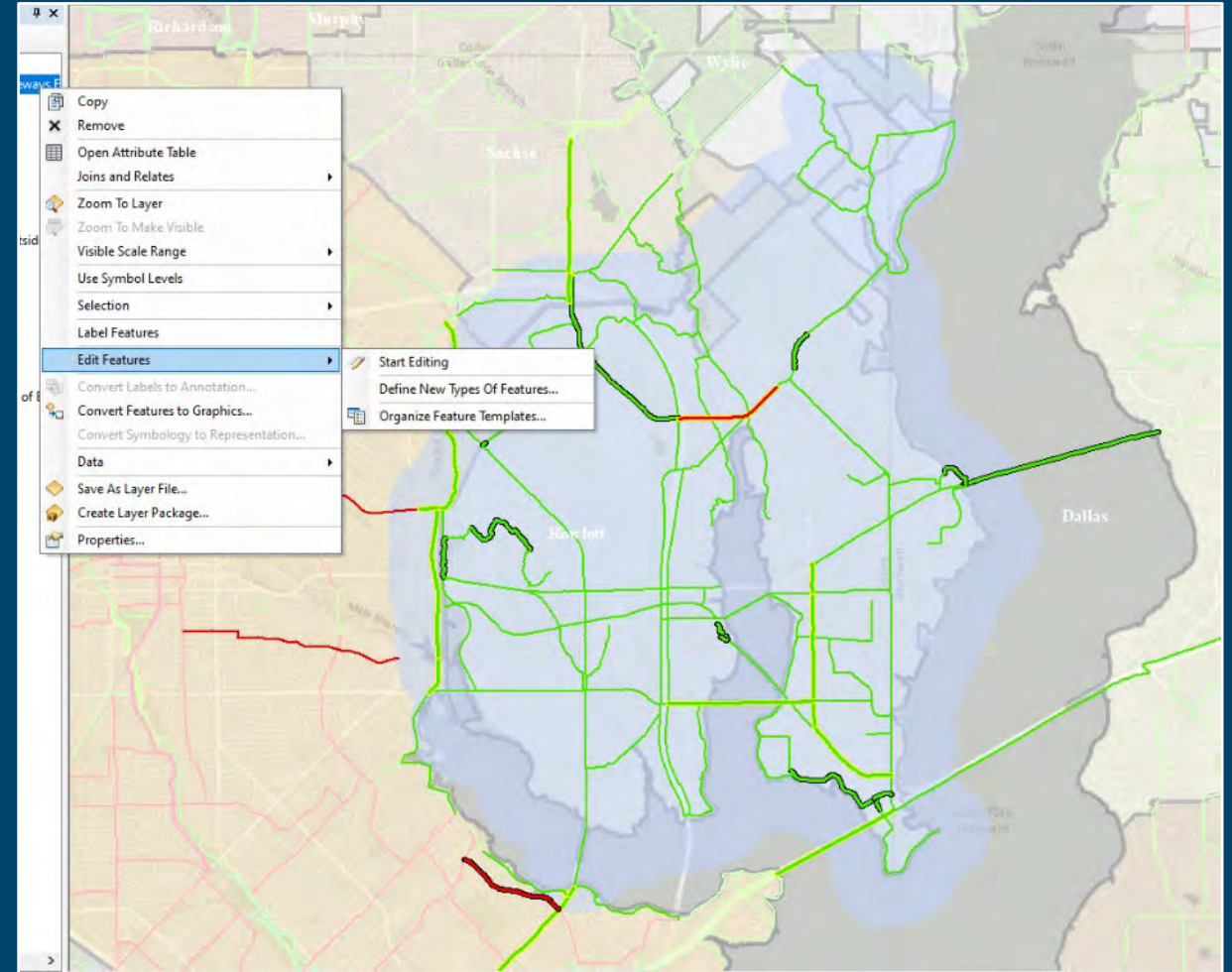


Methods of Making Annual Edits 2022

2021 Process PLUS a new process

Make edits via a GIS “check-out” process through ArcGIS desktop

- Users suggest trails and bikeways edits/updates by editing a “checked-out” replicated-shapefile of NCTCOG’s current GIS trails and bikeways network.
- Requires a GIS license.



Survey Questions

- Do you or someone on your team have access to ArcGIS?
- Would your city rather provide edits online or via GIS data

Respond to Microsoft Forms survey in the chat, or scan the QR code with your phone



Next Steps:

- NCTCOG staff will refine the process as necessary to launch by August 2022
- Overview of the Annual Update process at the August 17, 2022 BPAC meeting
- Data collection and updates (Aug-Nov)

Staff Contacts:

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Sr. Transportation Planner
janderson@nctcog.org

Kevin Kokes, AICP

Program Manager
kkokes@nctcog.org





Demand Zones For Walking And Bicycling

Bicycle and Pedestrian Advisory Committee

May 18, 2022



Purpose of Demand Zones for Walking and Bicycling

- ❑ Define and locate areas in the region with the potential highest demand for walking and bicycling travel
- ❑ Integrated into Mobility 2045 (2022 Update)
- ❑ May be used to prioritize future regional investment of federal transportation funding for walking and bicycling infrastructure

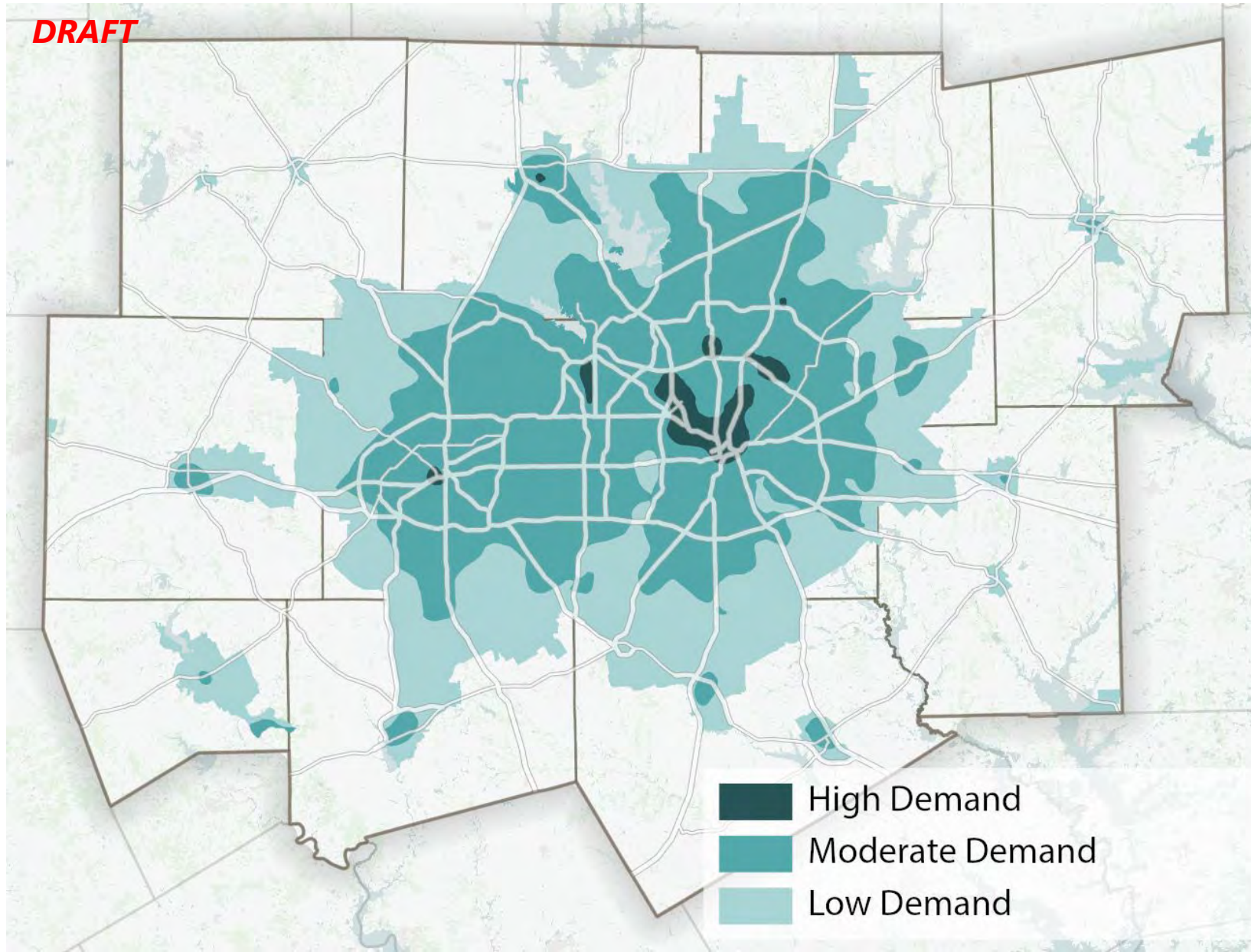


Criteria for Creating Demand Zones

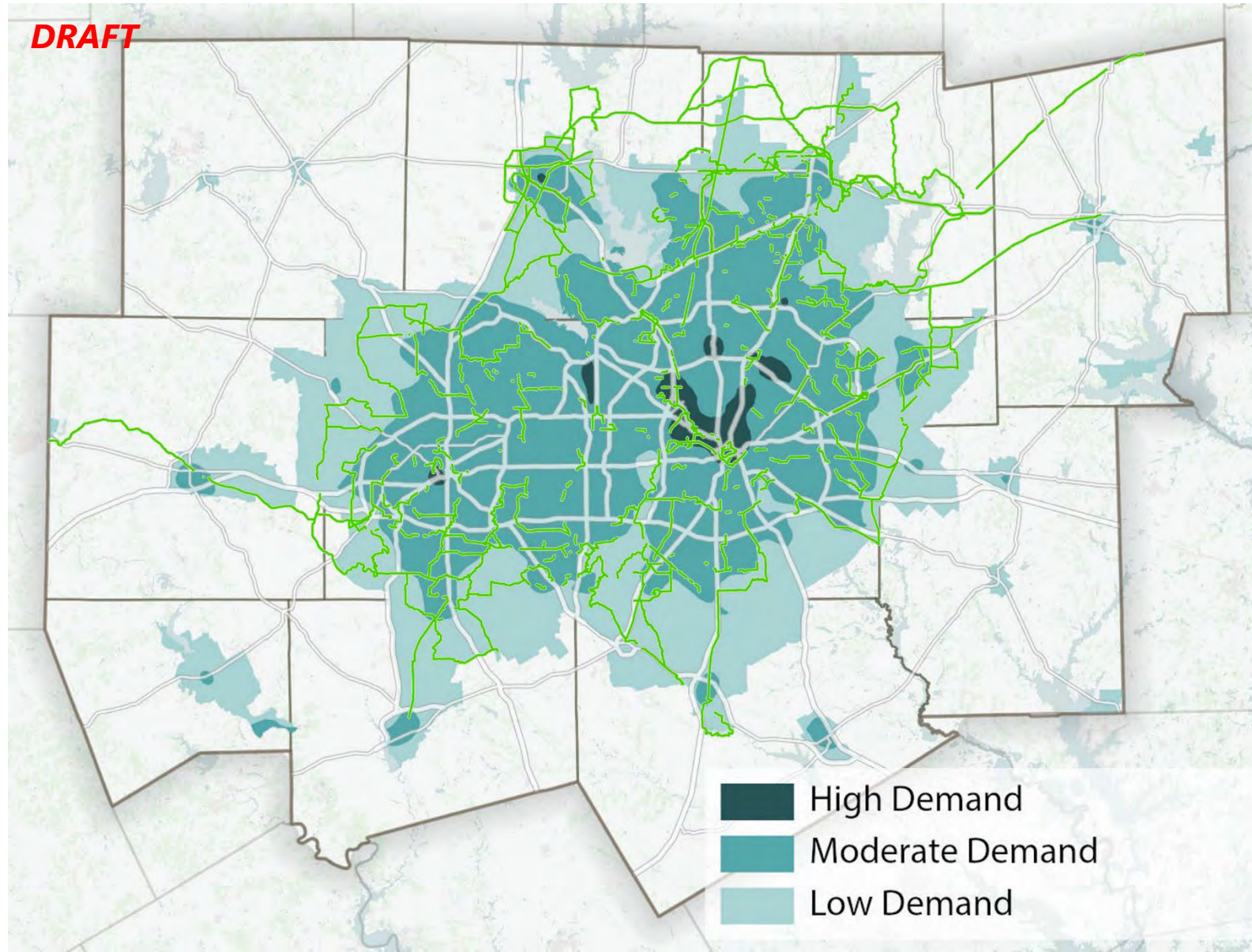
Criteria	Data Source	Data Boundary	Weight
Population & Employment Density	NCTCOG 2020 Population Estimates NCTCOG 2019 Employment Estimates (pre-COVID impact)	2020 Census block group 2010 Census block group	35%
High Density of Short Trips	2019 LOCUS location-based cell-phone service data (trip distance up to 2.5 miles)	2010 Census block group	20%
Density of Low-Income Populations	2019 ACS 5-year estimates (NCTCOG Environmental Justice Index)	2010 Census block group	15%
Density of Zero-Car Households	2019 ACS 5-year estimates (NCTCOG Environmental Justice Index)	2010 Census block group	15%
Density of High Vehicle Congestion	NCTCOG speed data for Level of Service (LOS)	2010 Census block group	15%



Demand Zones for Walking & Bicycling



Planned Regional Veloweb Overlayed on Demand Zones



Priority Areas to Improve Facilities for Accessibility Mobility 2045 (2022 Update)

- ❑ Public transportation facilities (transit stations and bus stops)
- ❑ Destination density (e.g., mixed-use/transit-oriented development areas, employment centers, central business districts, education institutions, neighborhood services, community centers)
- ❑ Safe crossings of existing travel obstacles (e.g., major roadways, interstate interchanges, railroads, and bodies of water)
- ❑ Neighborhoods with transit-dependent populations
- ❑ Areas with pedestrian and bicycle safety concerns and high rates of crashes
- ❑ Routes of statewide and regional significance identified by the Texas Department of Transportation Bicycle Tourism Trails Study



Project Schedule

May 18, 2016	BPAC Briefing Intro to need for demand zones, overview of examples from around the country, sample methodology
August 21, 2019	BPAC Briefing Initial discussion of criteria to be used to identify priority zones for investment
May 19, 2021	BPAC Presentation and Discussion
August 21, 2021	BPAC Discussion Using Demand Zones to Prioritize the Regional Network
Aug '21 – Feb '22	Refine and Finalize Demand Zones
May 18, 2022	BPAC Presentation Final Demand Zones
May 2022	STTC: Mobility Plan 2045 (2022 Update)
June 2022	RTC Adoption of the Mobility Plan 2045 (2042 Update) which includes Demand Zones

Staff contacts:

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Karla Windsor, AICP

Senior Program Manager
kwindsor@nctcog.org



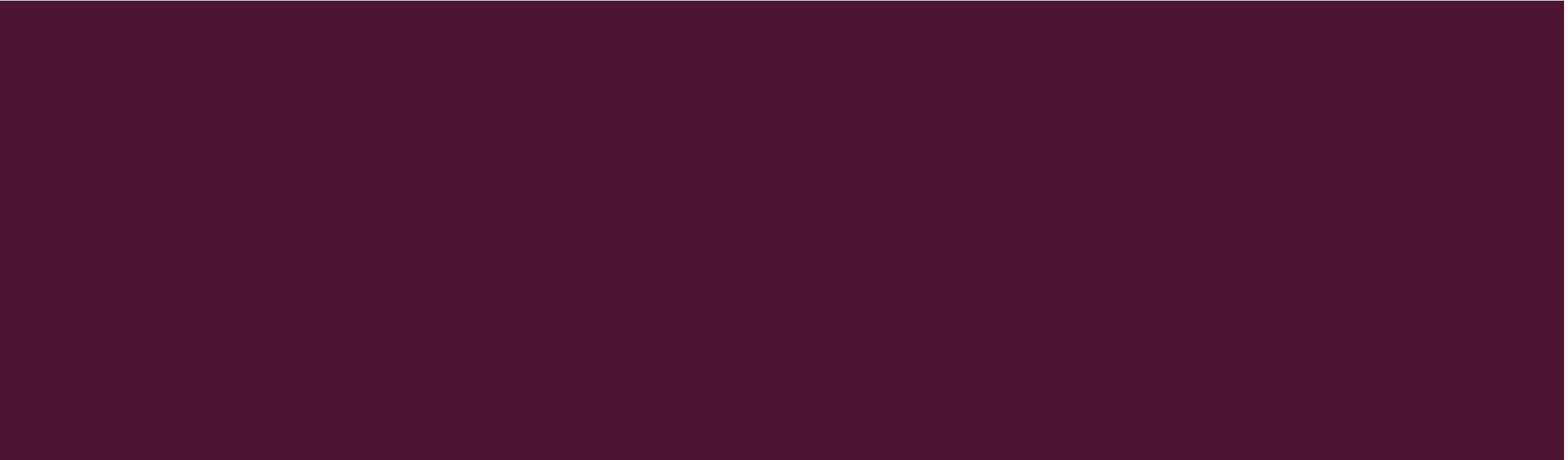
Discussion/Questions



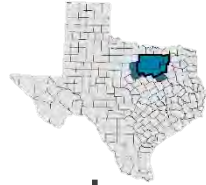
STATE BPAC UPDATE

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

MAY 18, 2022



FUTURE STATEWIDE TRANSPORTATION ALTERNATIVES FUNDING OPPORTUNITY



- New TxDOT program to urban areas.
- “Any area funds” of the state will be available for a call for projects.
- Discussion on possible focus on high impact projects in urban areas.
(~\$10+ million minimum)
- State July BPAC meeting anticipated to include draft rulemaking
- The State’s Call is anticipated to open
late Fall 2022



FUTURE STATEWIDE TRANSPORTATION ALTERNATIVES FUNDING OPPORTUNITY

- TxDOT staff will be forwarding a survey to local governments
(please copy NCTCOG staff with your survey responses)
- NCTCOG staff can help formulate project ideas and assist with local application submittals





Transportation Alternatives Set-Aside Program

2022 Call for Projects for the North Central Texas Region

Bicycle and Pedestrian Advisory Committee

May 18, 2022



Eligible Project Activities

DRAFT

May include:

- Shared-Use Paths (Trails)
- On-Street Bikeways
- Protected Intersections
- Sidewalks, Crosswalks, Curb Ramps
- Safe Routes to School Plans and Projects
- Pedestrian & Bicycle Safety Countermeasures
- Traffic Controls and Calming Measures
- Signage
- Road Diets



Project Application Categories

Active Transportation

Safe Routes to School

Safe Routes to Transit

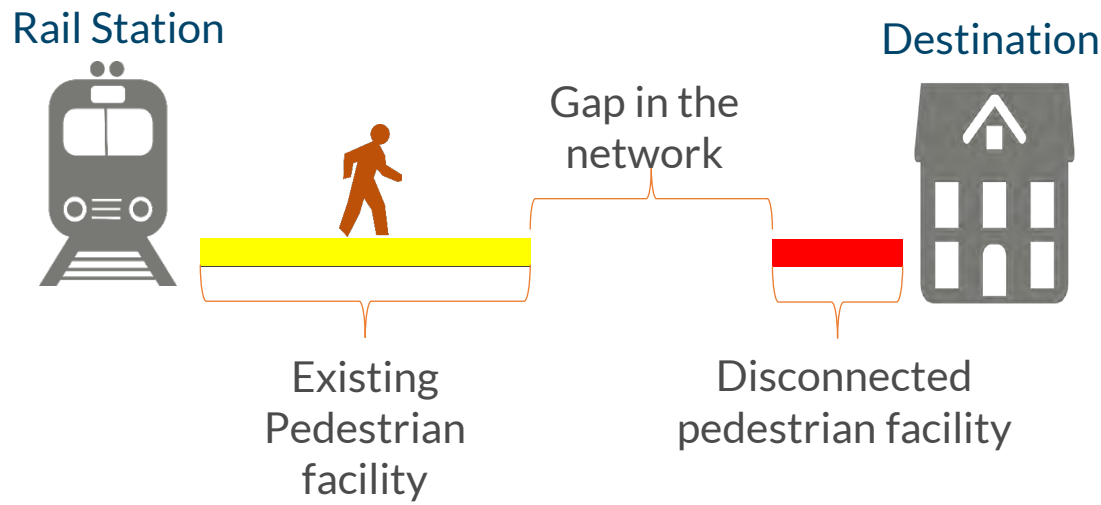
Safety

DRAFT

Safe Routes to School



Safe Routes to Transit



Safety

FHWA's Proven Safety Countermeasures (PCS) Tools

<https://safety.fhwa.dot.gov/provencountermeasures/>

PEDESTRIAN/BICYCLIST



Crosswalk Visibility Enhancements



Bicycle Lanes



Rectangular Rapid Flashing Beacons



Leading Pedestrian Interval



Medians and Pedestrian Refuge Islands in Urban and Suburban Areas



Pedestrian Hybrid Beacons



Road Diets (Roadway Reconfiguration)



Walkways



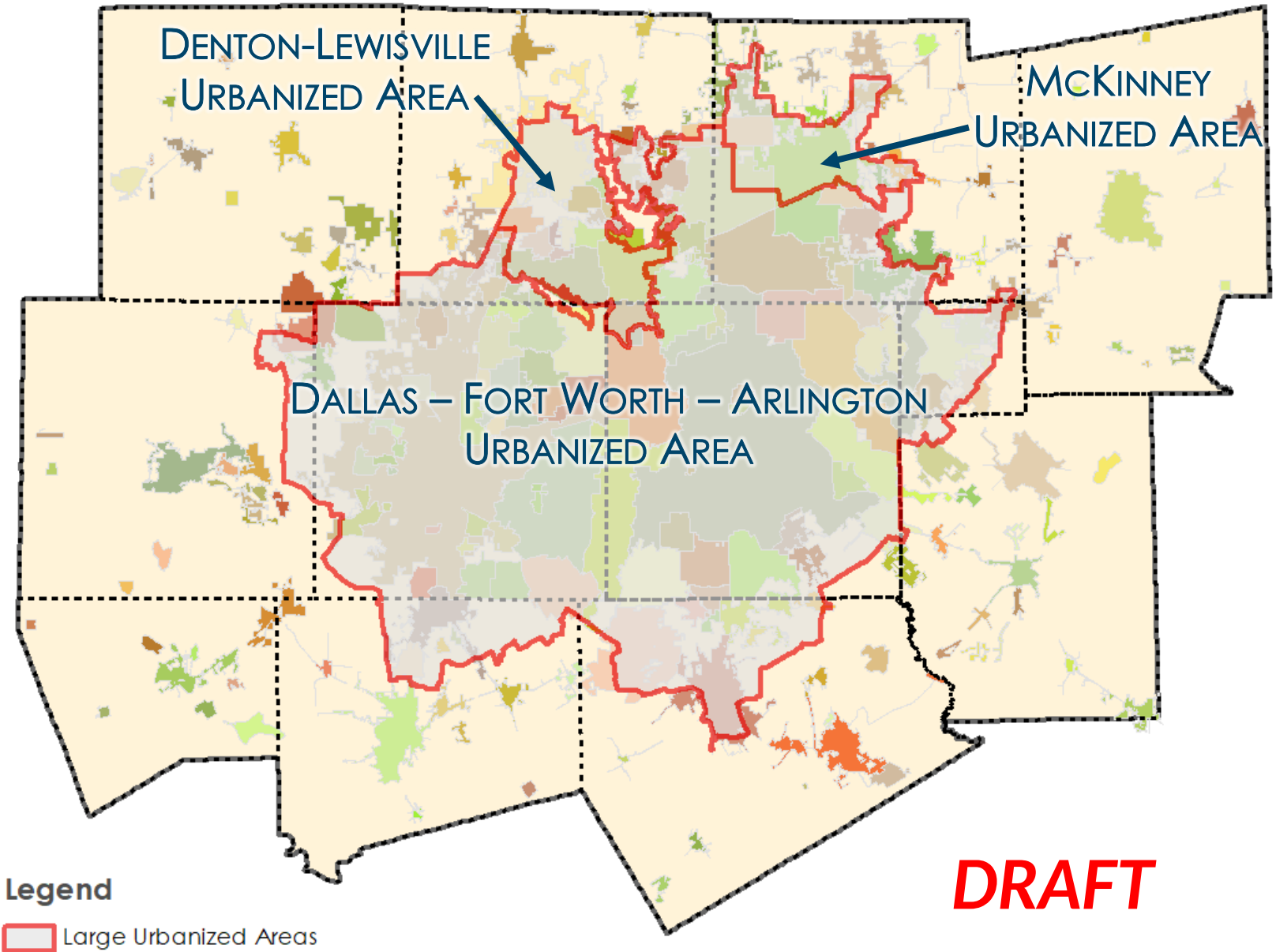
Eligible Project Sponsors

- Local Governments
- Regional Transportation Authorities
- Transit Agencies
- School Districts, Local Education Agencies, or Schools
- Tribal Governments
- Other local or regional governmental entity with responsibility for oversight of transportation or recreational trails

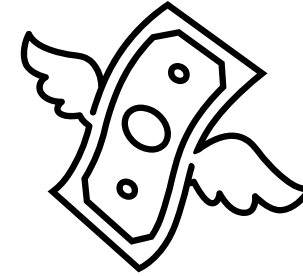


Eligible Project Areas

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



Funding Overview



DRAFT

Approximately \$40 million in federal funding is anticipated.

<i>Minimum Federal Funding Award per Project for Construction</i>	<i>Maximum Federal Funding Award per Project</i>
\$500,000	No Limit

*Safe Routes to School *Plans* and *Education Campaigns* may have a lower minimum funding award



Funding Overview, cont.

DRAFT

- Construction-implementation focus.
- Engineering/design and environmental to be 100 percent locally funded.
- Minimum 20 percent local match required for construction.
- Local match must be cash or TDCs – no in-kind contributions.
- Agencies are eligible to request TDCs in lieu of a local match if qualified through the MTP Policy Bundle process.



Anticipated Schedule

DRAFT

Milestone	Date
Surface Transportation Technical Committee (STTC) – Action on Call for Projects	June 24, 2022
Regional Transportation Council (RTC) – Action on Call for Projects	July 14, 2022
Call for Projects Opens	July 18, 2022
Call for Projects Public Workshop	July 19, 2022
Call for Projects Closes (Applications Due by 5PM)	Sept 9, 2022
Review of Projects/Scoring by NCTCOG Staff	Sept – Oct 2022
Public Meeting	Nov 2022
Surface Transportation Technical Committee (STTC) – Action to Approve Selected Projects	Dec 2, 2022
Regional Transportation Council (RTC) – Action to Approve Selected Projects	Dec 8, 2022



Contact Us



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Transportation Planner

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Principal Transportation Planner

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(817) 704-5695

