



2018
North Central Texas
.....
Bicycle and Pedestrian
Traffic Count Report

February 2019



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Council of Governments

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February 2019

2018
North Central Texas



Bicycle and Pedestrian Traffic Count Report



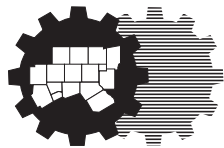
North Central Texas
Council of Governments

What is NCTCOG?

The **North Central Texas Council of Governments** (NCTCOG) is a voluntary association of, by, and for **local governments** within the 16-county North Central Texas Region. The agency was established by state enabling legislation in 1966 to assist local governments in **planning** for common needs, **cooperating** for mutual benefit, and **coordinating** for sound regional development. Its purpose is to strengthen both the individual and collective power of local governments, and to help them recognize regional opportunities, resolve regional problems, eliminate unnecessary duplication, and make joint regional decisions – as well as to develop the means to implement those decisions.

North Central Texas is a 16-county **metropolitan region** centered around Dallas and Fort Worth. The region has a population of more than 7 million (which is larger than 38 states), and an area of approximately 12,800 square miles (which is larger than nine states). NCTCOG has 229 member governments, including all 16 counties, 167 cities, 19 independent school districts, and 27 special districts.

NCTCOG's **structure** is relatively simple. An elected or appointed public official from each member government makes up the **General Assembly** which annually elects NCTCOG's **Executive Board**. The Executive Board is composed of 17 locally elected officials and one ex-officio non-voting member of the legislature. The Executive Board is the policy-making body for all activities undertaken by NCTCOG, including program activities and decisions, regional plans, and fiscal and budgetary policies. The Board is supported by policy development, technical advisory and study **committees** – and a professional staff led by **R. Michael Eastland**, Executive Director.



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

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

NCTCOG's Department of Transportation

Since 1974 NCTCOG has served as the Metropolitan Planning Organization (MPO) for transportation for the Dallas-Fort Worth area. NCTCOG's Department of Transportation is responsible for the regional planning process for all modes of transportation. The department provides technical support and staff assistance to the Regional Transportation Council and its technical committees, which compose the MPO policy-making structure. In addition, the department provides technical assistance to the local governments of North Central Texas in planning, coordinating, and implementing transportation decisions.

Prepared in cooperation with the Federal Highway Administration, US Department of Transportation, and the Texas Department of Transportation.

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

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Introduction

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

Twenty-nine count stations are included in this report for transportation purposes, with additional count stations in the region also collecting data for areas that are primarily recreational in nature. From January 1, 2018 through December 31, 2018, nearly 7 million bicycle and pedestrian traffic counts were recorded at the 29 count locations.

Exhibit 1 identifies the number of count stations per agency, while Exhibit 2 identifies the existing shared use path corridors with equipment collecting data. All count stations in the North Central Texas region are on shared use paths.

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

During 2018, there were several instances in which some count equipment failed to collect data due to battery failure or unusual traffic counts resulted due to infestations of insects. These gaps and adjustments to the data are noted in the report. Statistics are not available for the full year due to partial year data for some counters. The MedPark Station, Bluebonnet Trail, and Bellaire Drive bicycle lane count equipment did not collect data due to malfunctioning equipment and therefore is not included in this report.

Exhibit 1: Counters by City (2018)

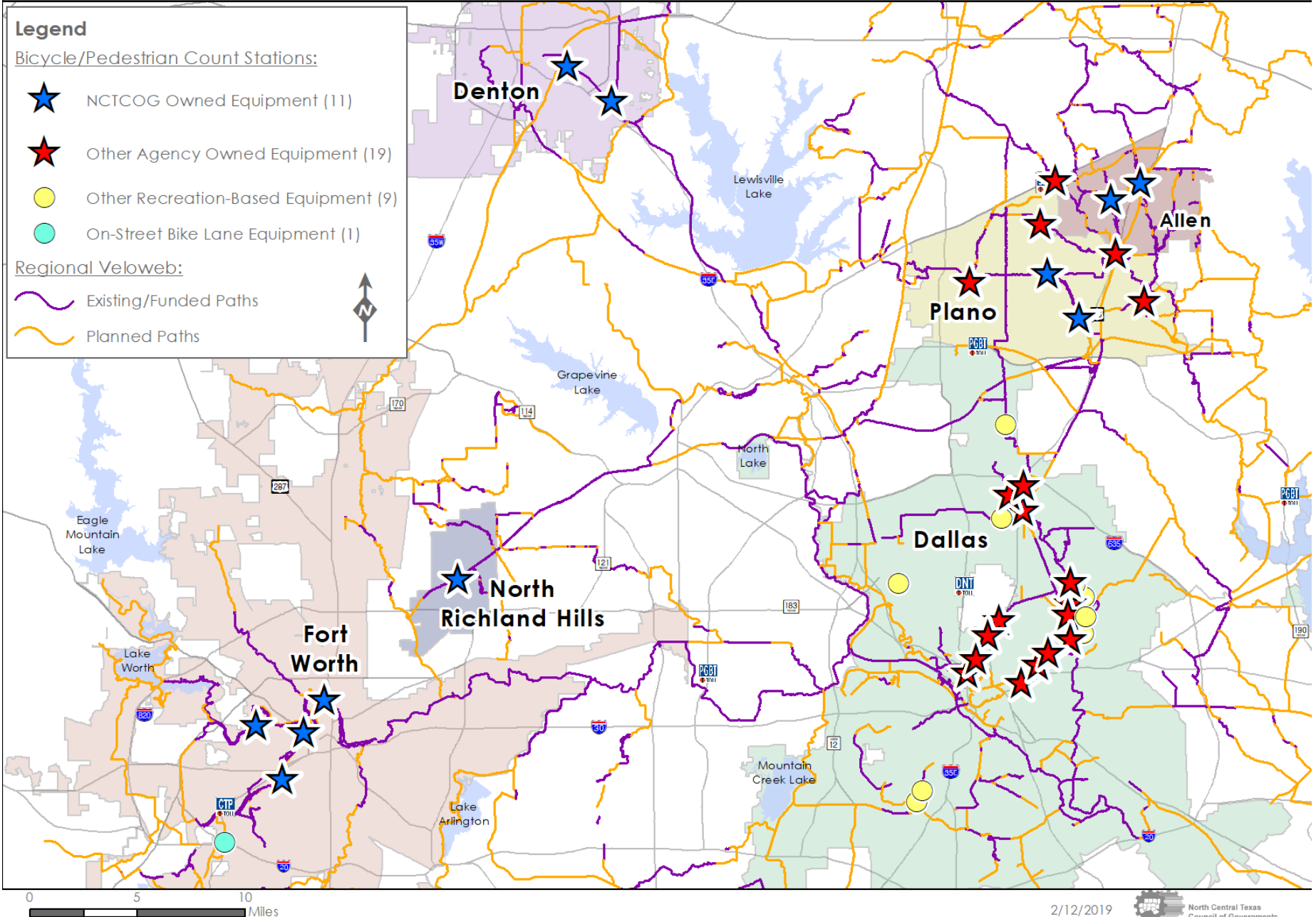
Agency	Number of Installed Permanent Counters
City of Allen	2
City of Dallas ¹	14
City of Denton	1
Tarrant Regional Water District ²	4
City of North Richland Hills	1
City of Plano	7
Total	29

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

² Tarrant Regional Water District counters are located in Fort Worth.

Exhibit 2:

Bicycle and Pedestrian Count Stations in the North Central Texas Region (2018)



0 5 10 Miles

2/12/2019



* Bellaire Drive Bike Lane Counter note included in 2018 report due to equipment failure.

Mode Share Split

For the second consecutive year the regional average mode share split of all count stations combined was 54 percent pedestrians and 46 percent bicyclists (see Exhibit 3). Exhibit 4 identifies the mode share split for each of the count locations in 2018.



Bicycle and pedestrian traffic along the Katy Trail in Dallas.

Exhibit 3:

Average Mode Share Split of Count Stations in the North Central Texas Region (2018)

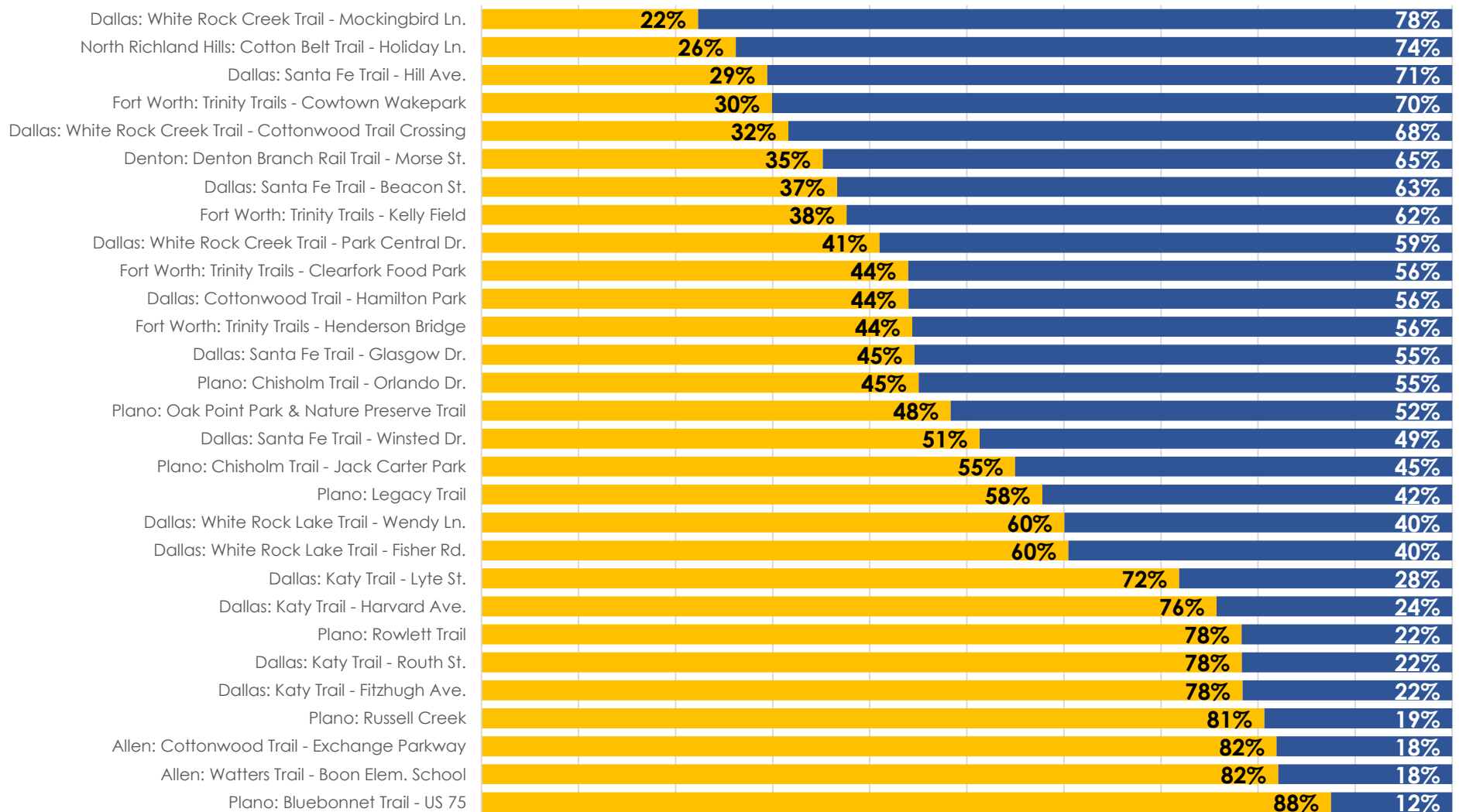
■ Pedestrians ■ Bicyclists



Exhibit 4:

Mode Share Split by Count Station (2018)

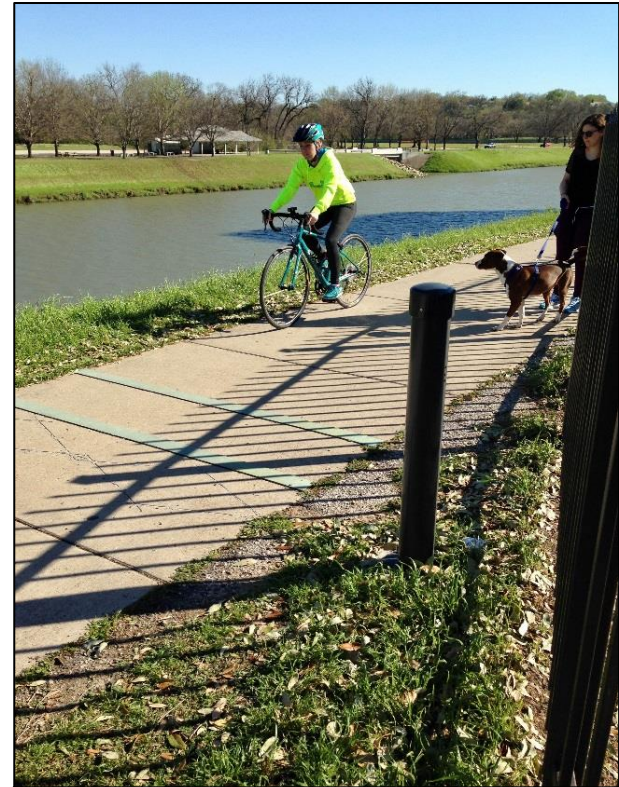
■ Pedestrians ■ Bicyclists



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Monthly Snapshot

Exhibit 5 compares the total bicycle and pedestrian traffic counts in October over three years (2016, 2017, and 2018) at 19 locations in which data was recorded. Total monthly traffic counts ranged from approximately 650 to over 99,000 during October 2018. The majority of count stations recorded less traffic counts in October 2018 than in October 2017.

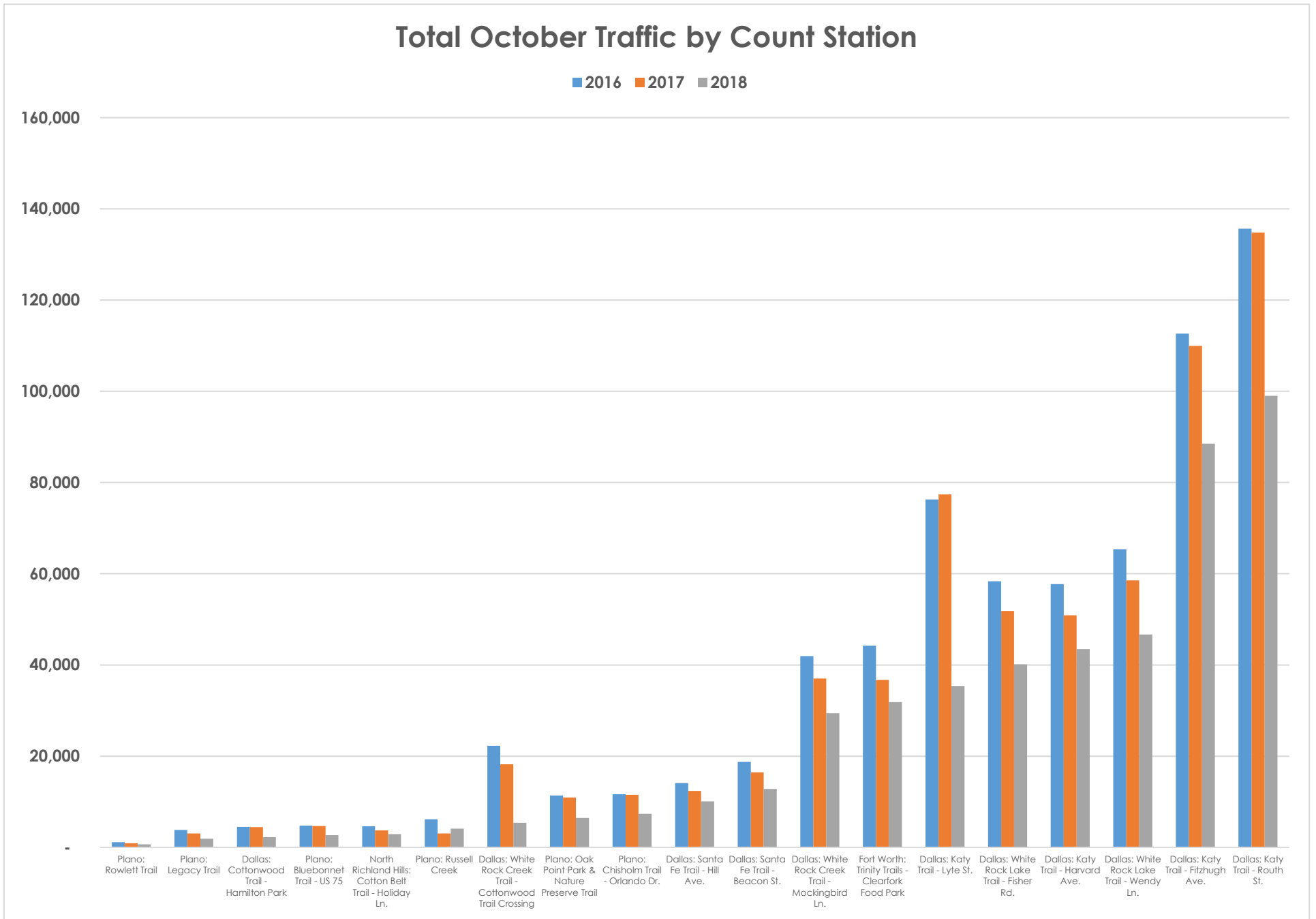


Data collection along the Trinity Trails near the Clearfork Food Park in Fort Worth

Exhibit 5:

Total October Traffic by Count Station

■ 2016 ■ 2017 ■ 2018



Average Daily Traffic Counts by Month

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

Exhibits 6-11 chart the average daily traffic by month (MADT) among the count station locations for each city involved in collecting bicycle and pedestrian traffic data.



Data collection along the Trinity Trails near Kelly Field in Fort Worth.

Exhibit 6:

Dallas Count Stations Average Daily Traffic by Month (2018)

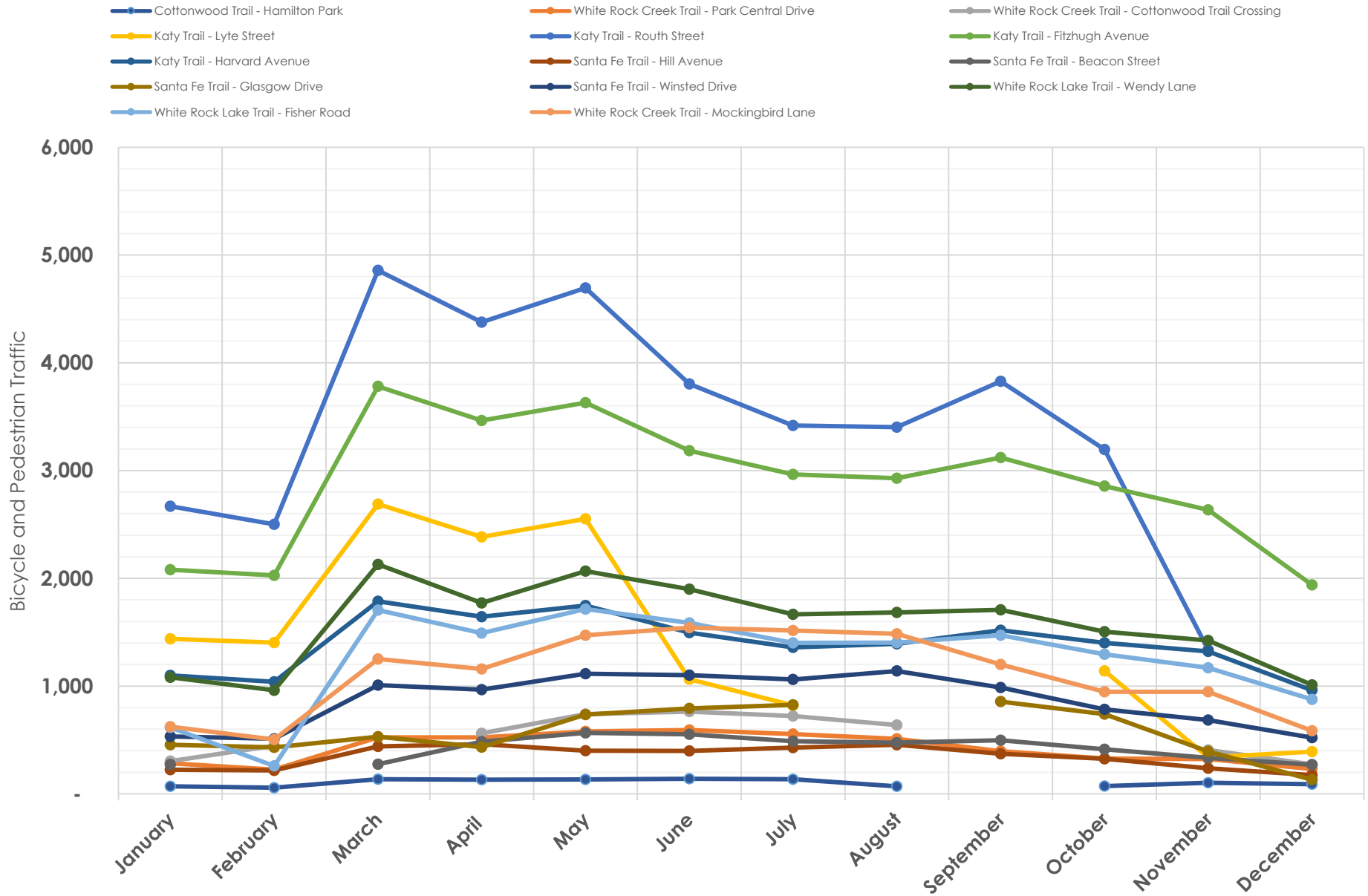


Exhibit 7:

Denton Count Stations Average Daily Traffic by Month (2018)

—●— Denton Branch Rail Trail - Morse Street

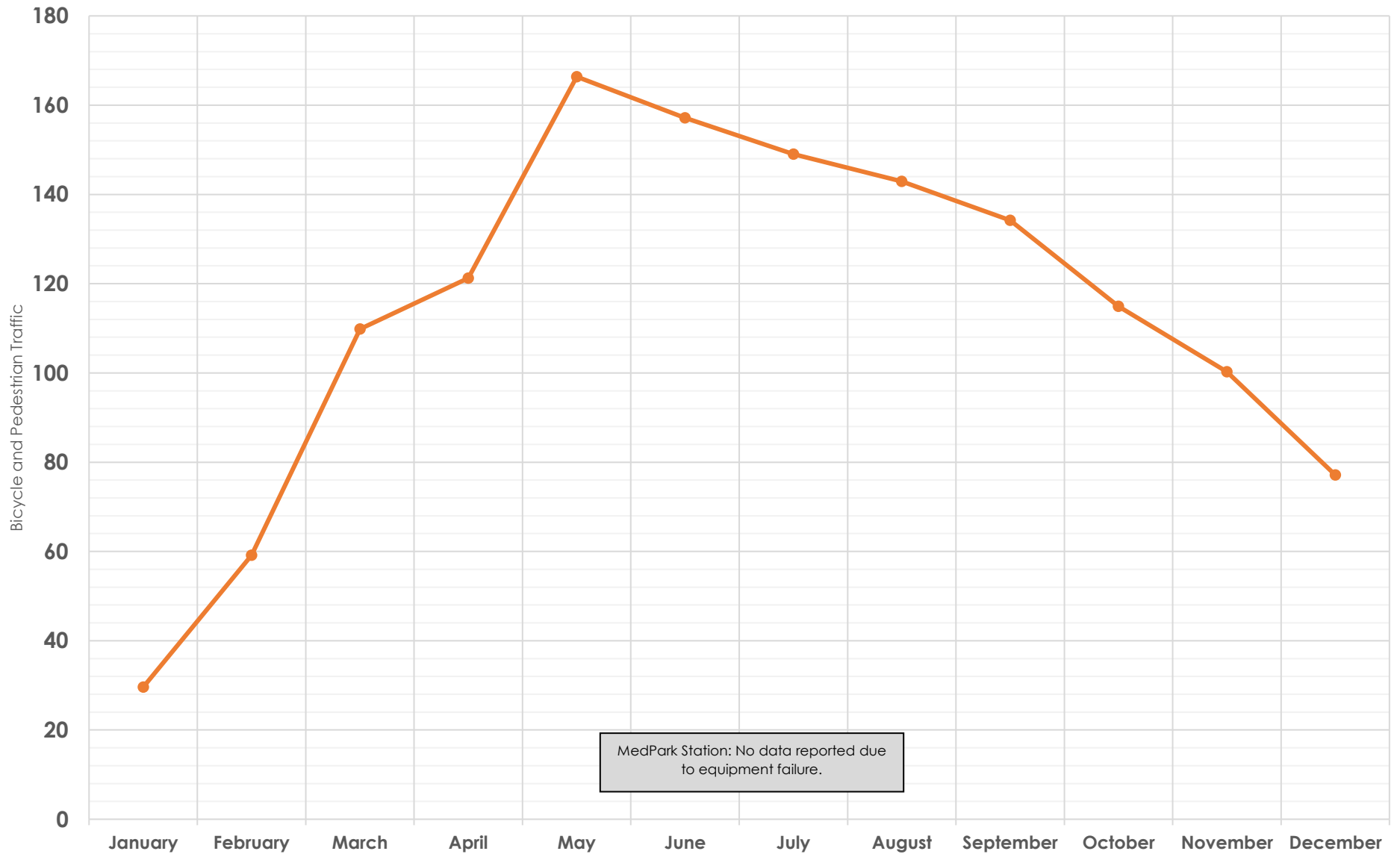


Exhibit 8:

Fort Worth Count Stations

Average Daily Traffic by Month (2018)

- Trinity Trails - Clearfork Food Park
- Trinity Trails - Henderson Bridge
- Trinity Trails - Cowtown Wakepark
- Trinity Trails - Kelly Field

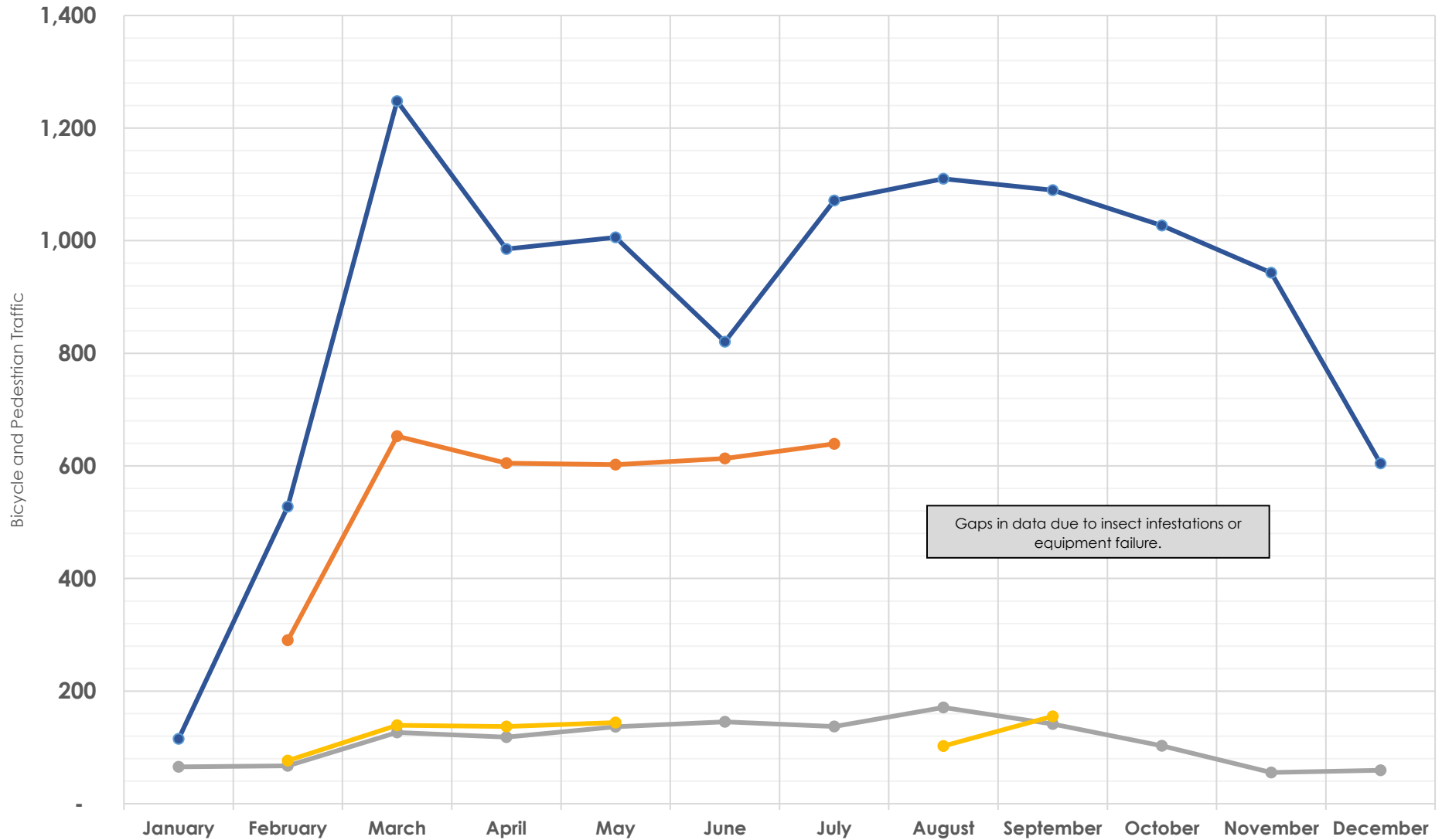


Exhibit 9:

North Richland Hills Count Station Average Daily Traffic by Month (2018)

● Cotton Belt Trail - Holiday Lane

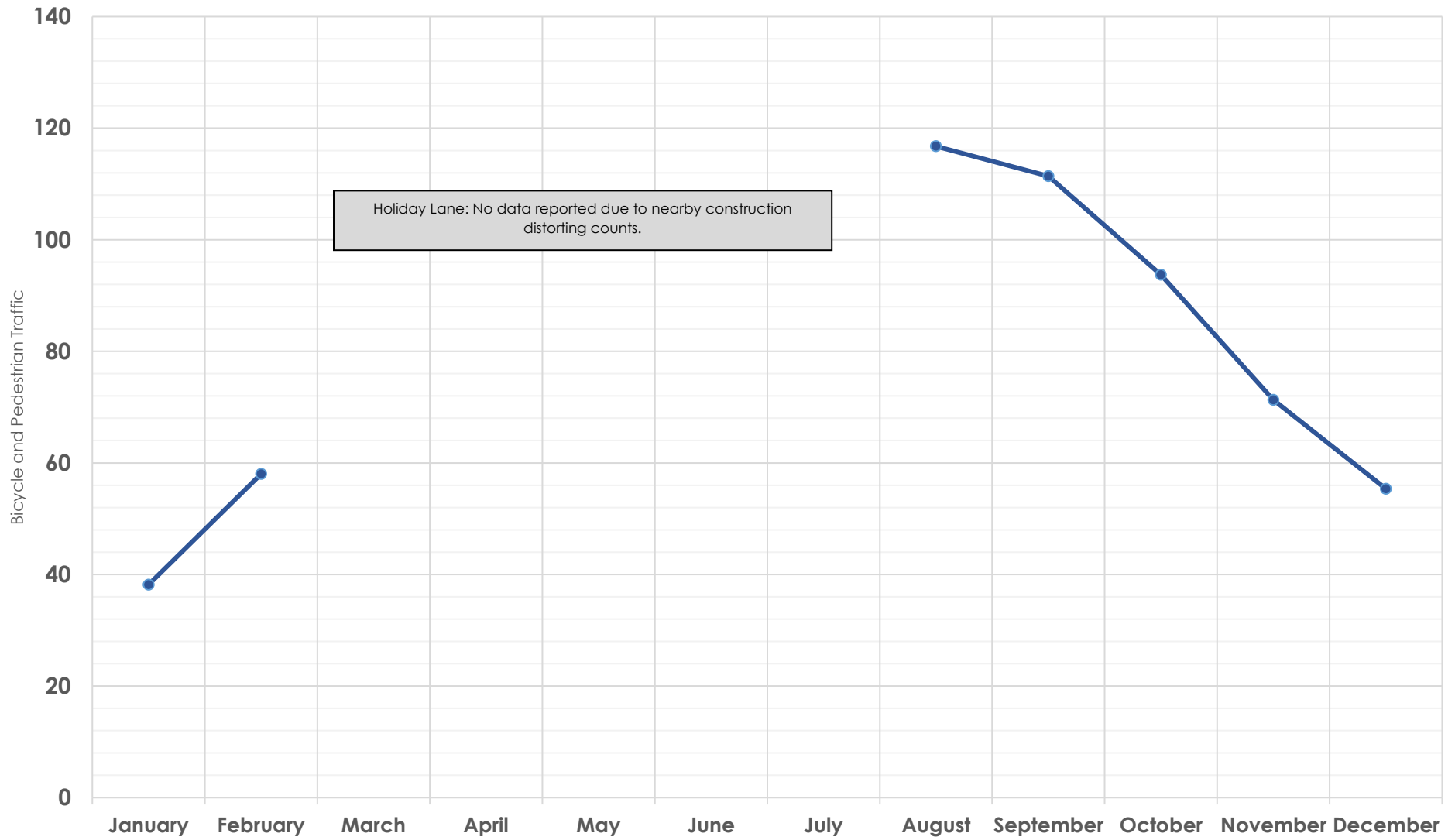
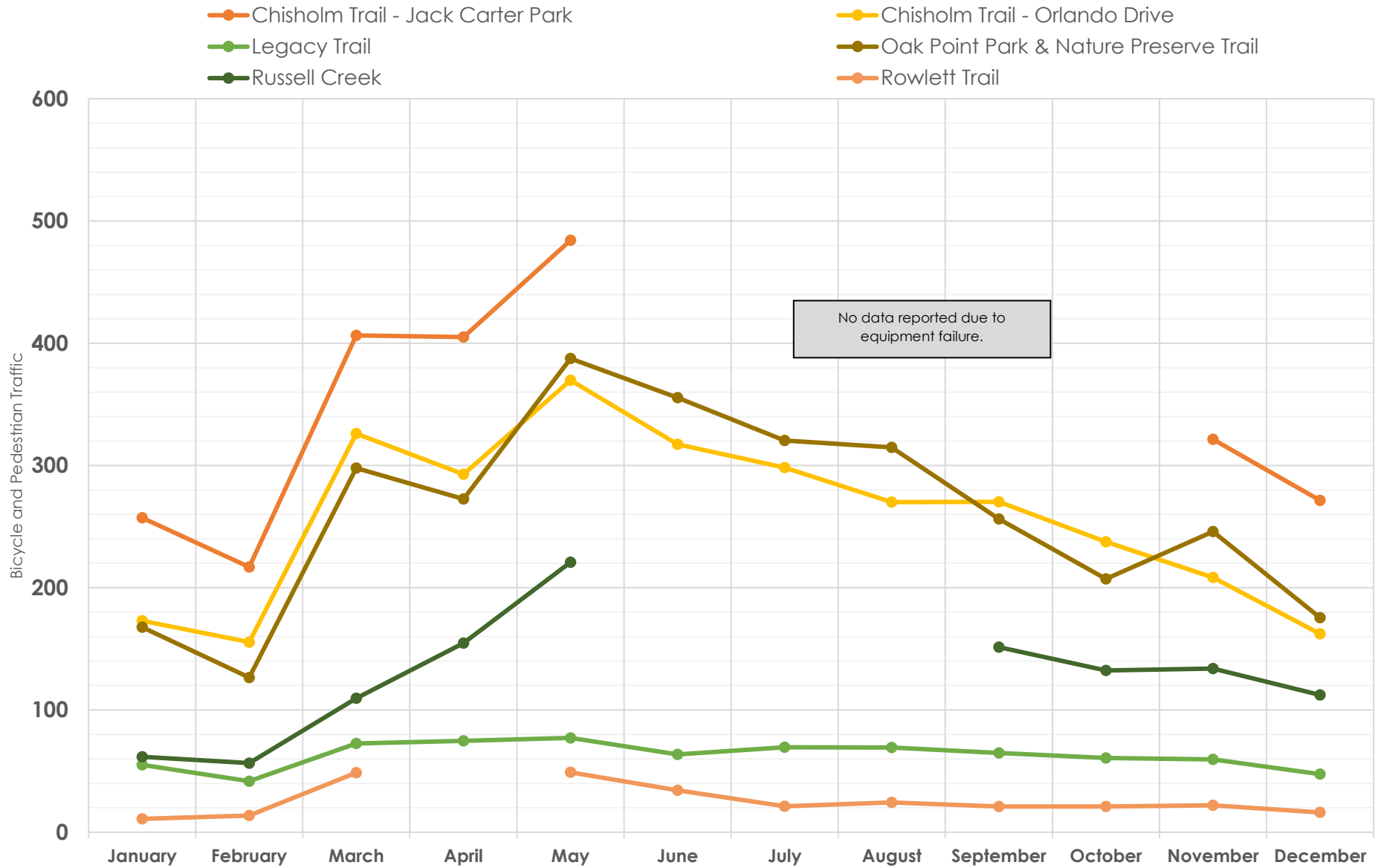


Exhibit 10:

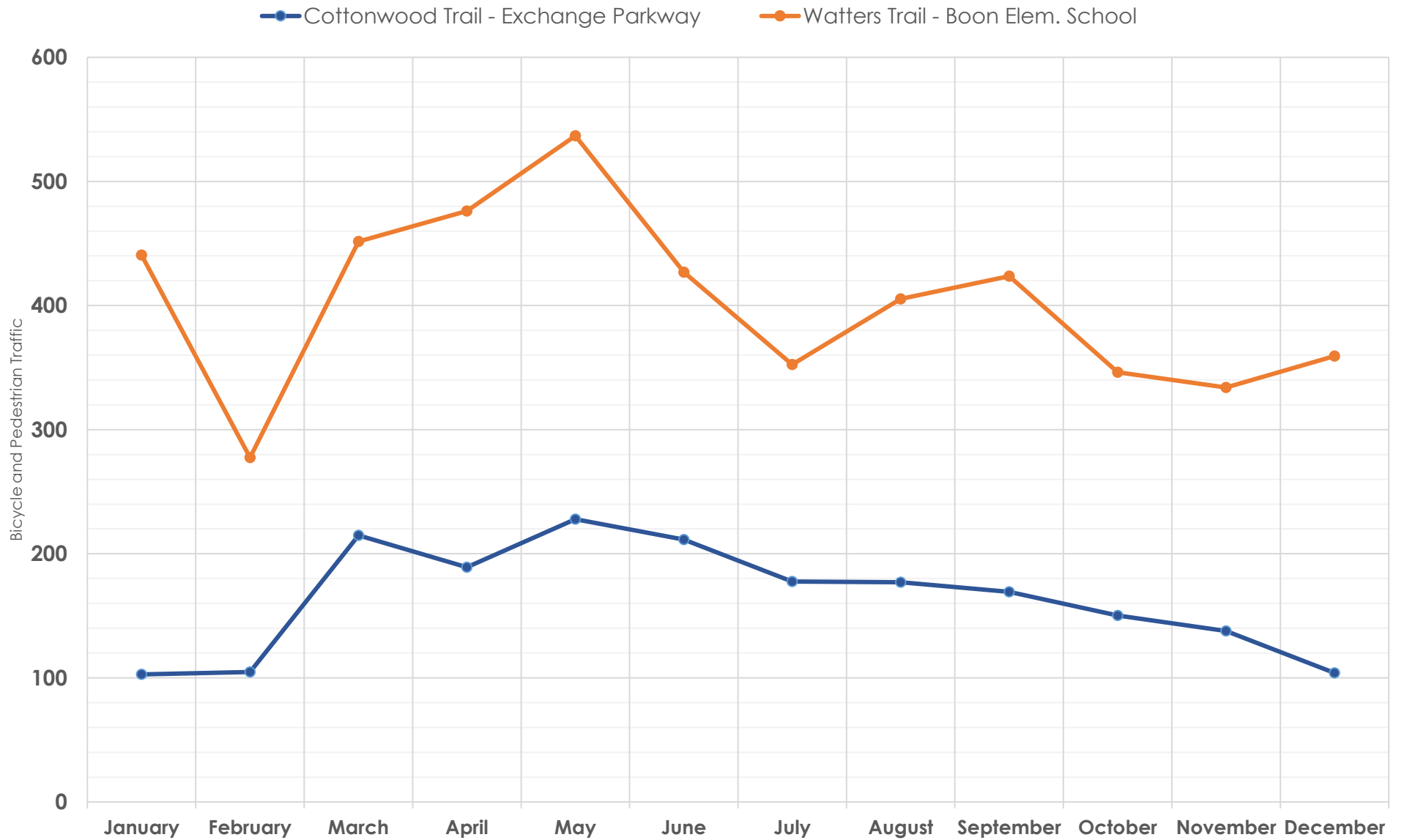
Plano Count Stations
Average Daily Traffic by Month (2018)



Note: The Bluebonnet Trail at US 75 count location was not included due to equipment failure.

Exhibit 11:

Allen Count Stations Average Daily Traffic by Month (2018)

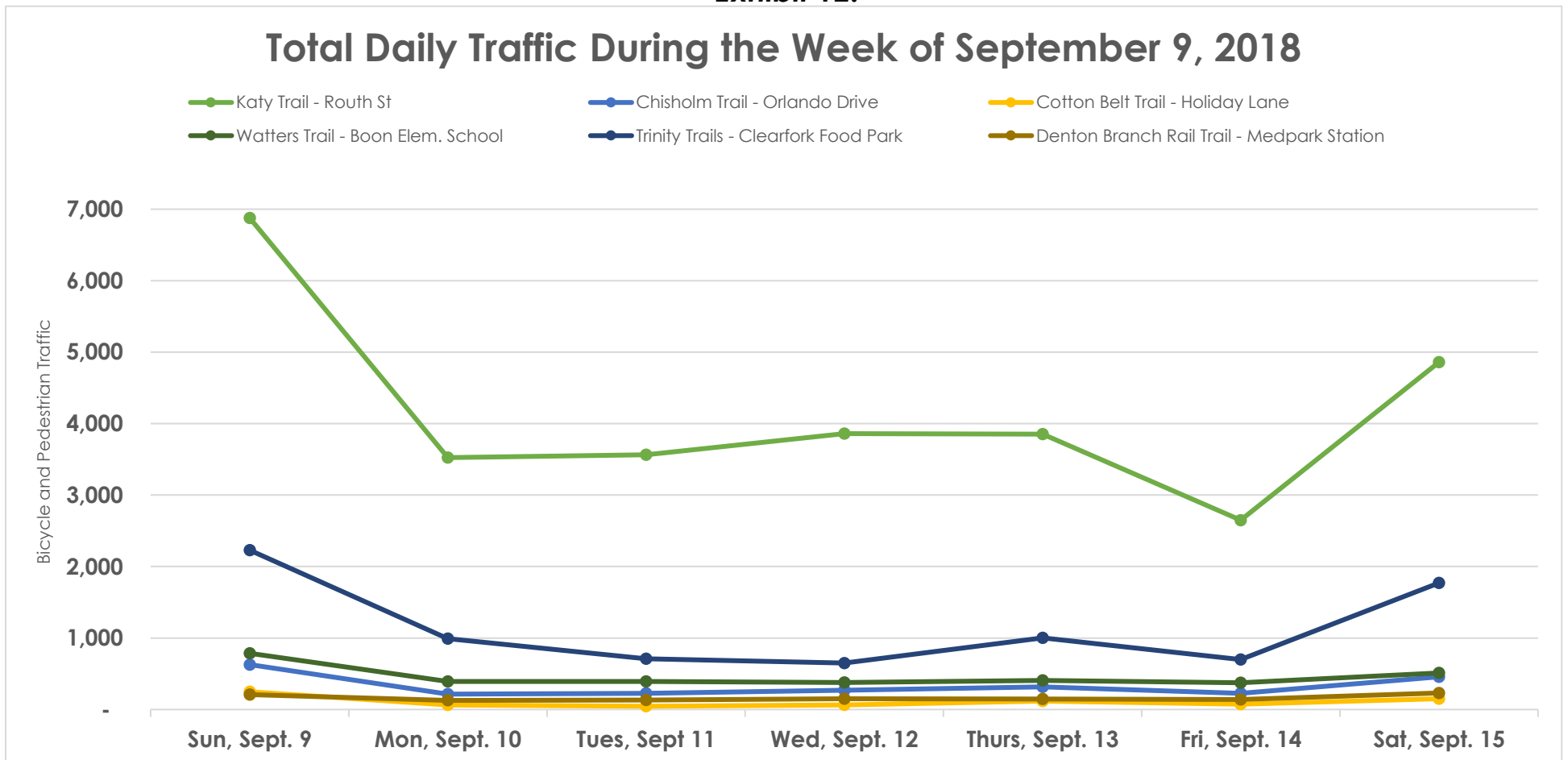


Sample Week Data

The week of September 9, 2018, as shown in Exhibit 12, is a representative snapshot of weekly travel patterns. This specific week is highlighted since it coincides with the National Bicycle and Pedestrian Documentation Project, a nationwide effort to establish a consistent model of data collection for people using

active transportation. A count station with the highest recording volumes was selected among each of the communities. All trail locations recorded the highest volumes on Sunday, except for MedPark Station recording higher volumes on Saturday.

Exhibit 12:



Summary

In 2017, the 31 count stations monitored by NCTCOG recorded over 8 million bicycle and pedestrian traffic counts in total. In 2018, all 29 of the count stations recorded nearly 7 million bicycle and pedestrian traffic counts in total. The traffic count total would have been significantly higher if not for battery failures and gaps in data collection among several counters.

Limitations of Data

The amount of bicycle and pedestrian traffic registered by counting equipment presented in this report does not represent unique individuals. Similar to motor vehicle counts, the equipment counts the number of times bicyclists and pedestrians pass by each count station. The technology used by the count equipment, primarily the passive-infrared sensor, is unable to distinguish the number of pedestrians who may walk side-by-side and in large groups. Therefore, the data in this report should be interpreted as slightly conservative. NCTCOG validated the accuracy of six NCTCOG-owned count stations in 2015 and developed a unique correction factor for each mode at each location. NCTCOG staff observed the count stations for four hours

and compared the manually recorded data to that collected by the equipment. Results from the validation process found pedestrians to have a higher error rate (ranging from 3 to 30 percent) than bicyclists (ranging from 4 to 8 percent). Correction factors were applied to the following six count stations:

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

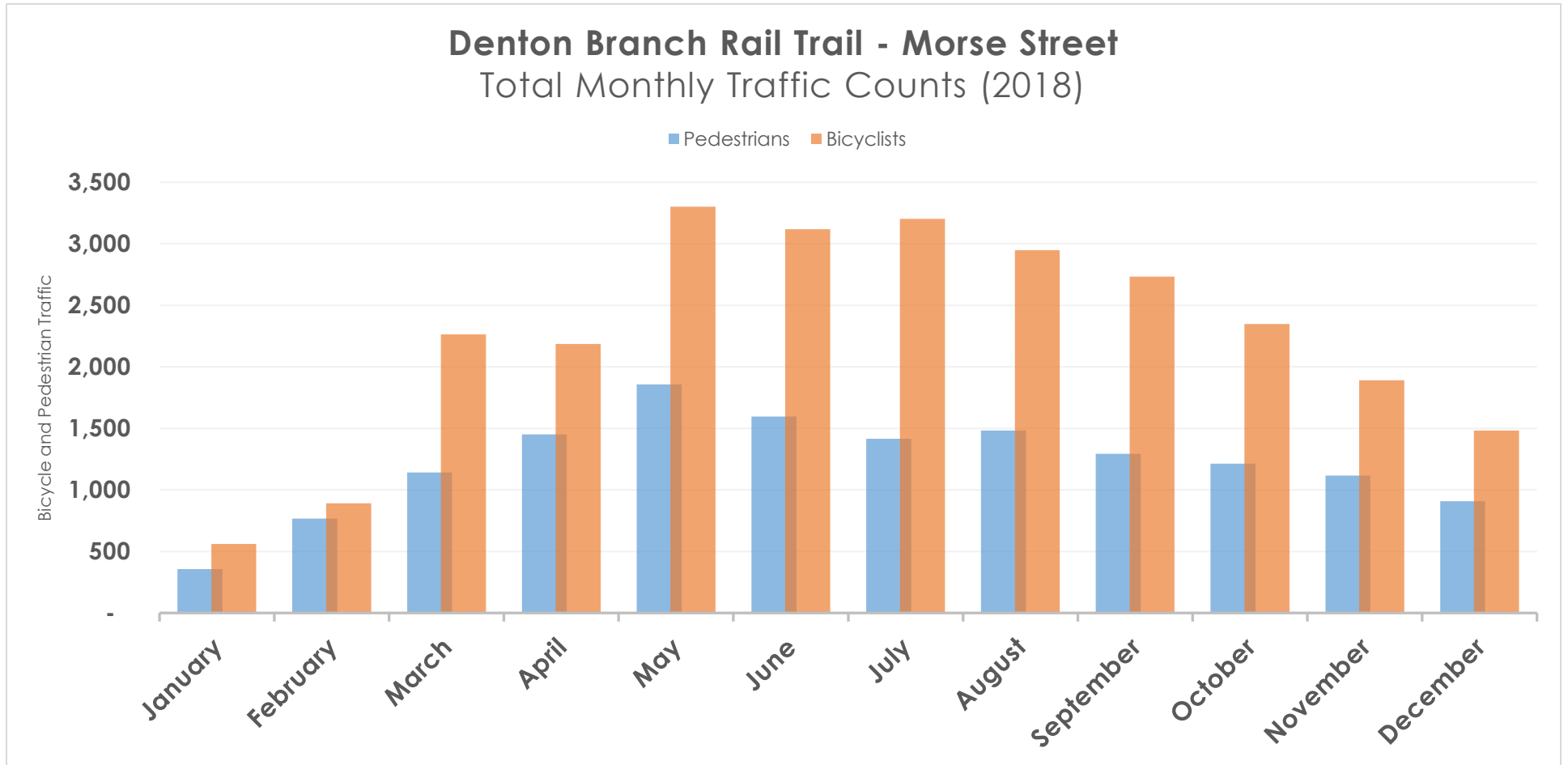
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Appendix:

Individual Count Station Summaries

Denton

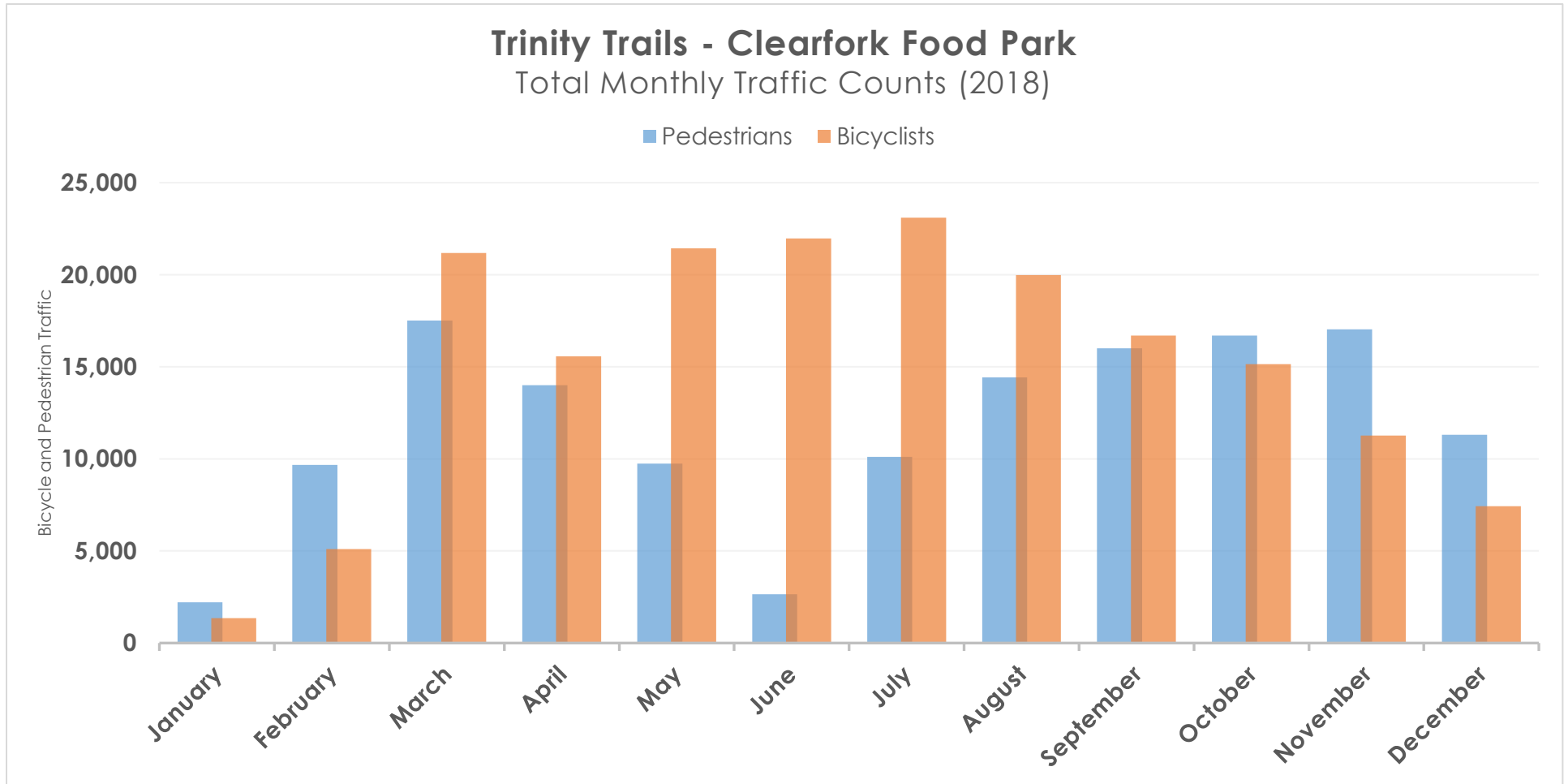
Exhibit 13:



2018 Annual Traffic	
Pedestrians	14,602
Bicyclists	26,925
Total Traffic	41,527

Fort Worth

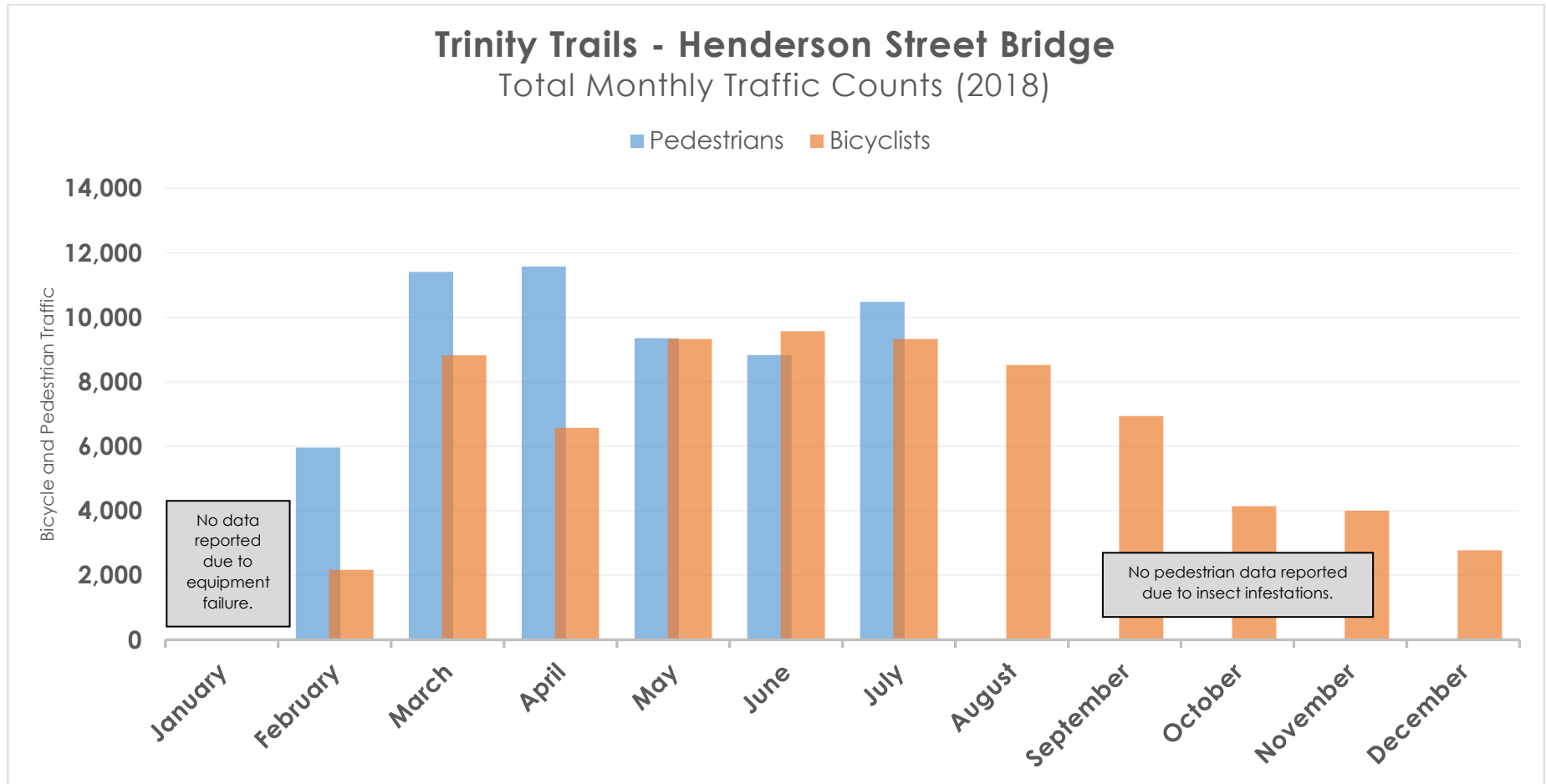
Exhibit 14:



2018 Annual Traffic	
Pedestrians	141,352
Bicyclists	180,212
Total Traffic	321,564

Fort Worth

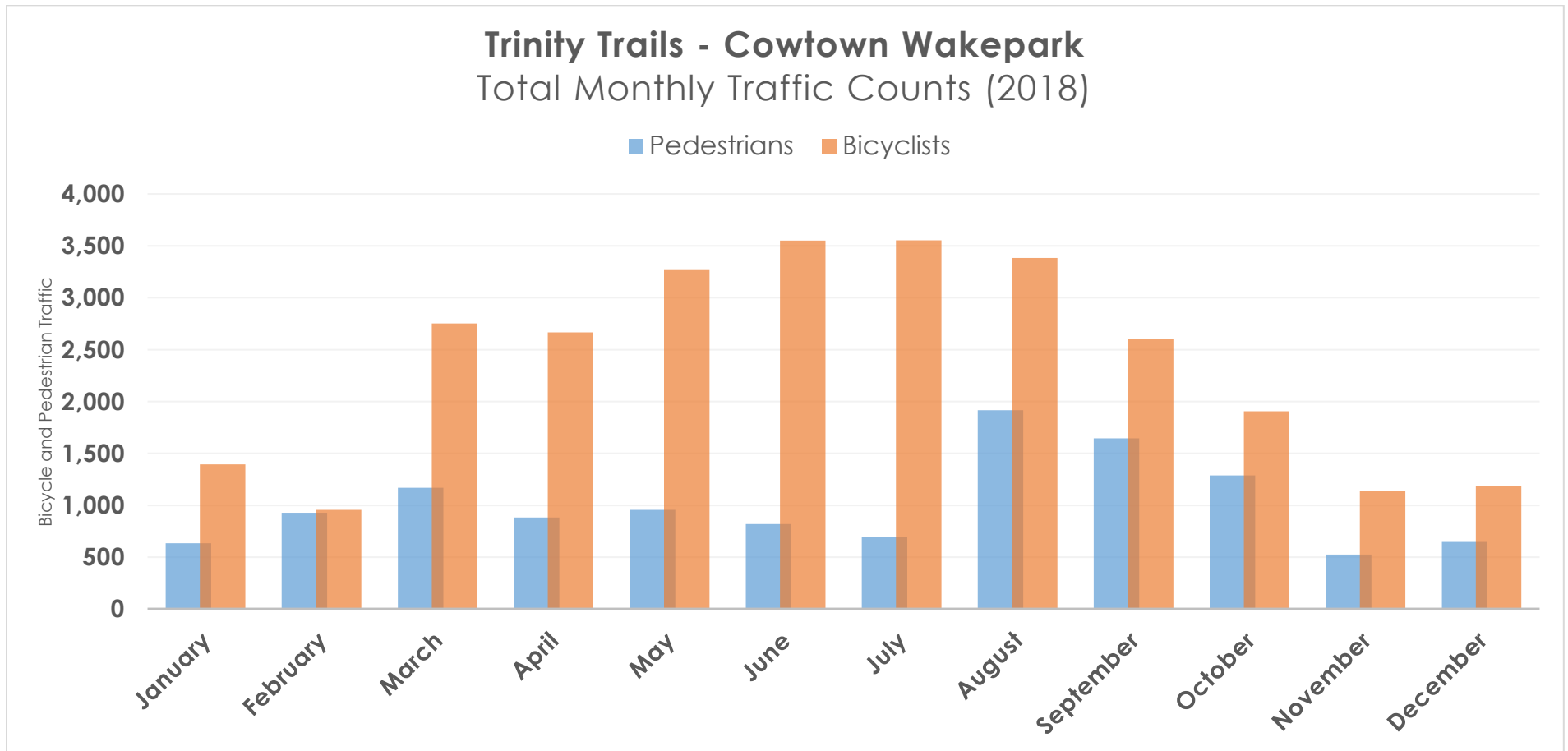
Exhibit 15:



2018 Annual Traffic (partial year)	
Pedestrians	57,612
Bicyclists	72,171
Total Traffic	129,784

Fort Worth

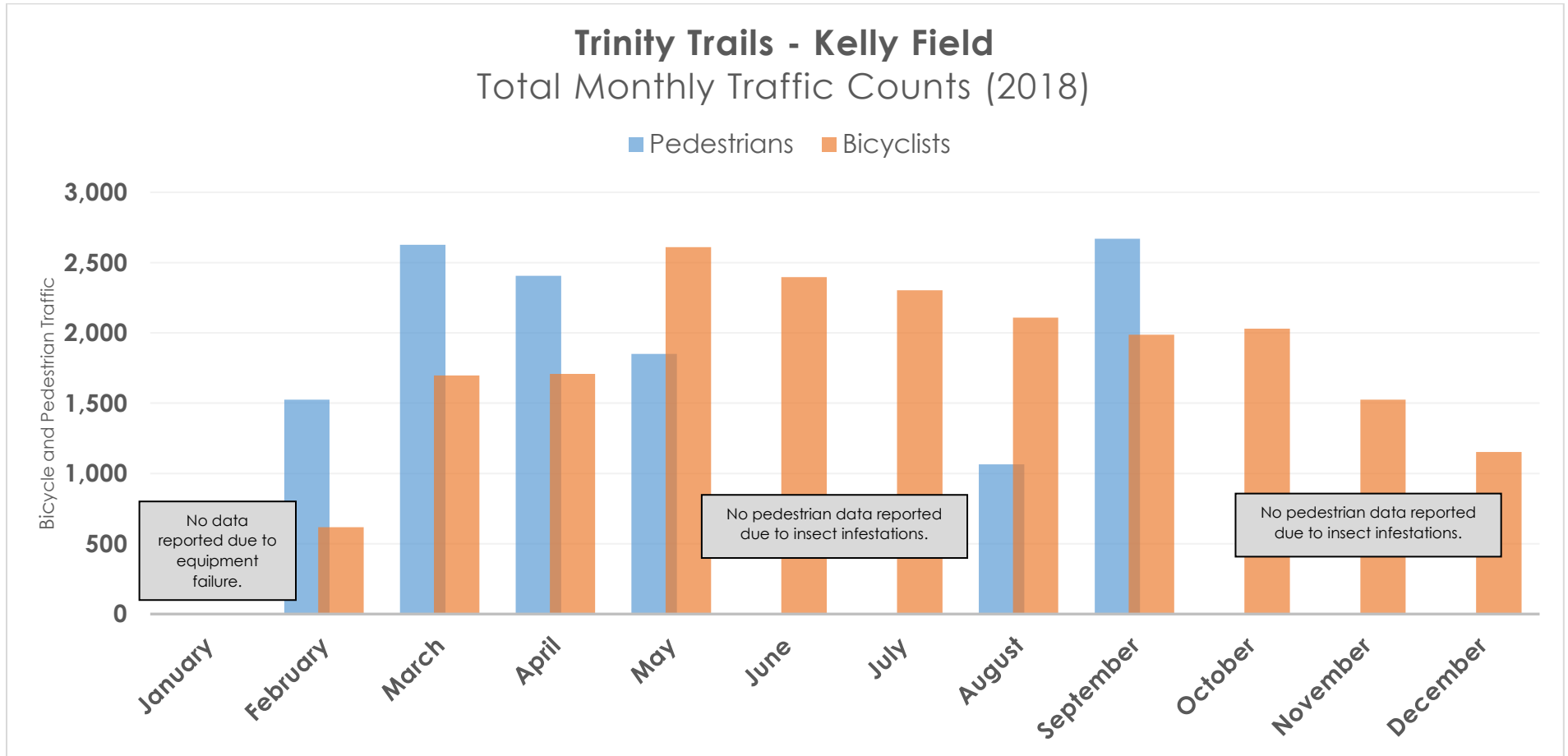
Exhibit 16:



2018 Annual Traffic	
Pedestrians	12,106
Bicyclists	28,358
Total Traffic	40,464

Fort Worth

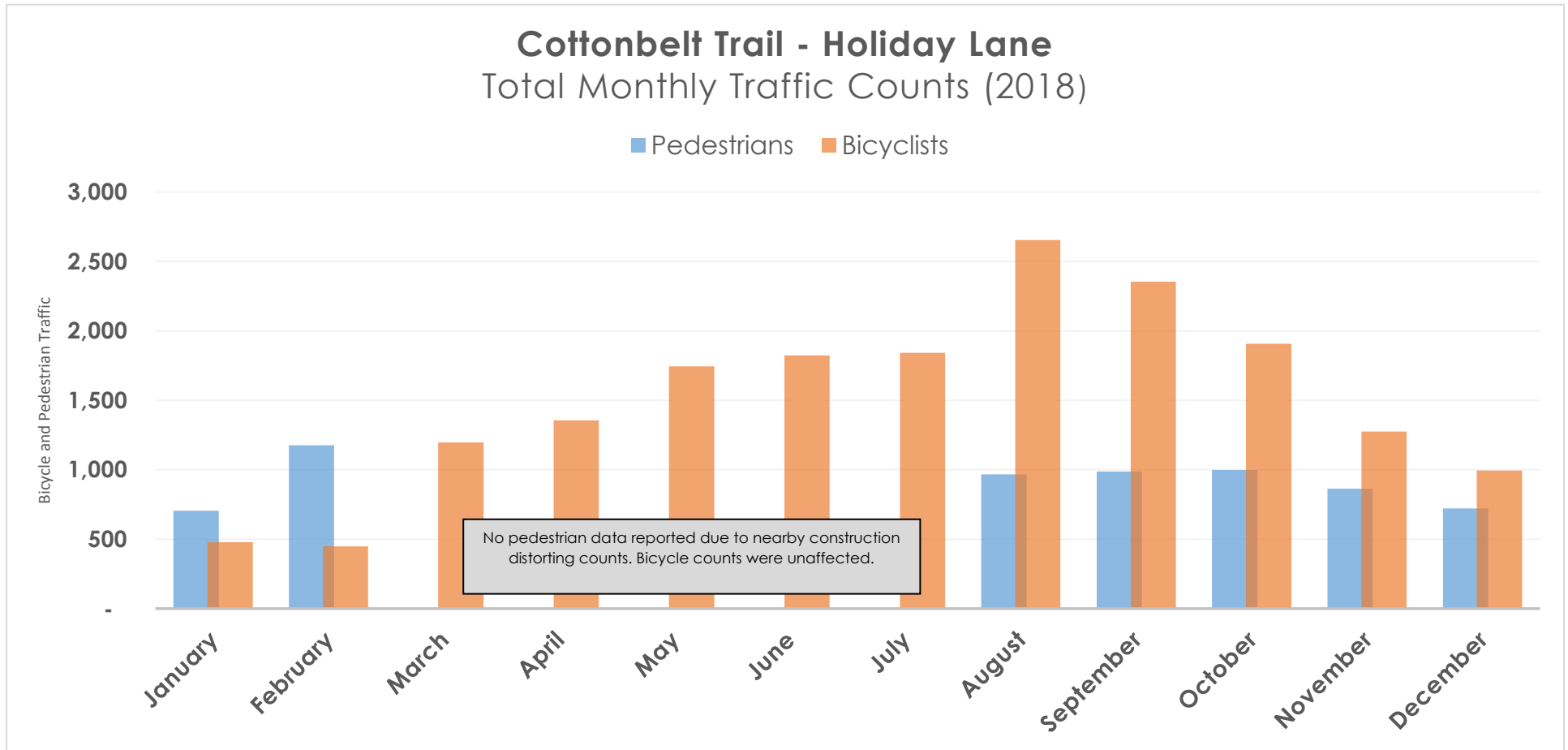
Exhibit 17:



2018 Annual Traffic (partial year)	
Pedestrians	12,145
Bicyclists	20,140
Total Traffic	32,285

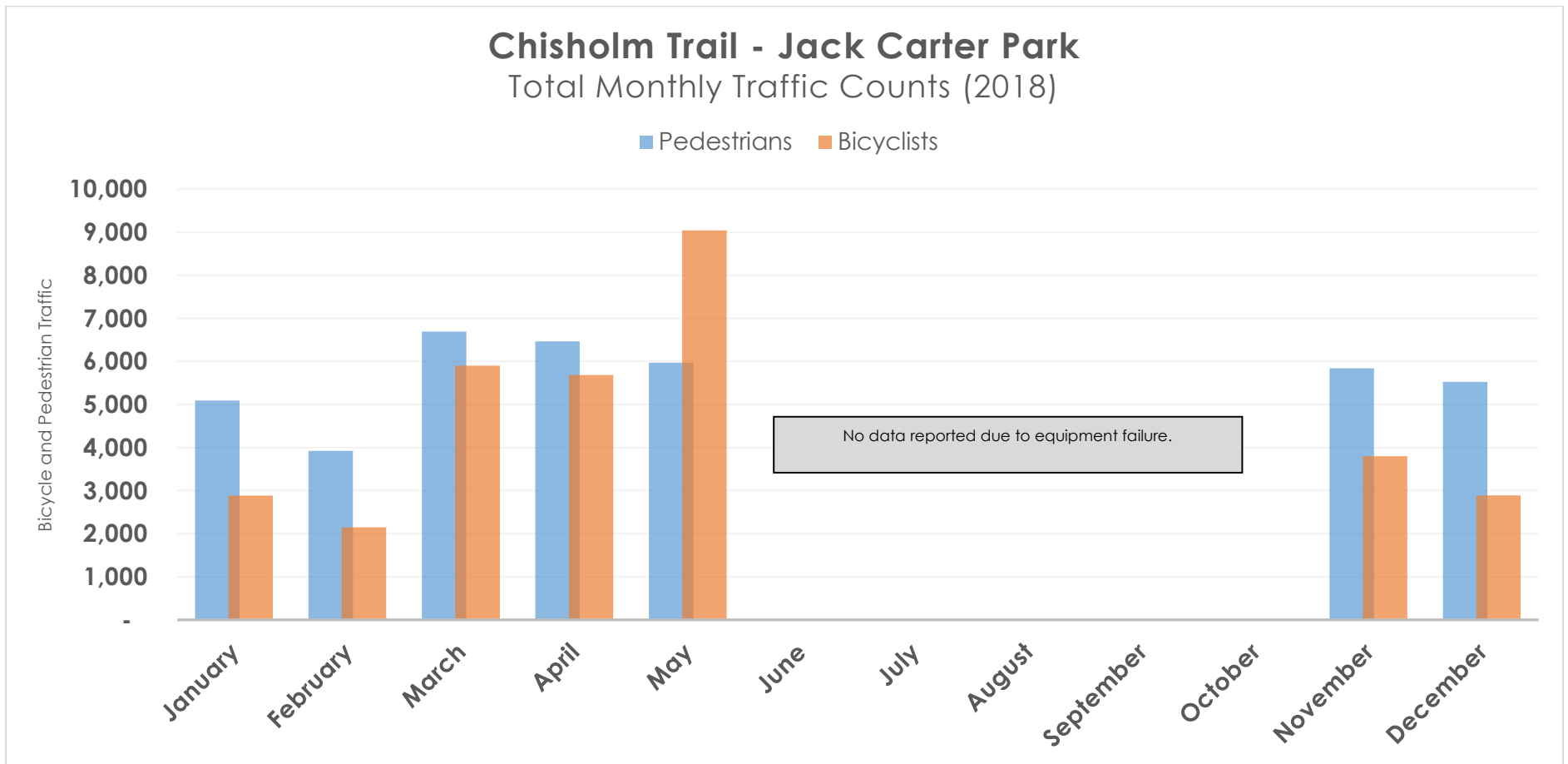
North Richland Hills

Exhibit 18:



2018 Annual Traffic (partial year)	
Pedestrians	6,418
Bicyclists	18,078
Total Traffic	24,496

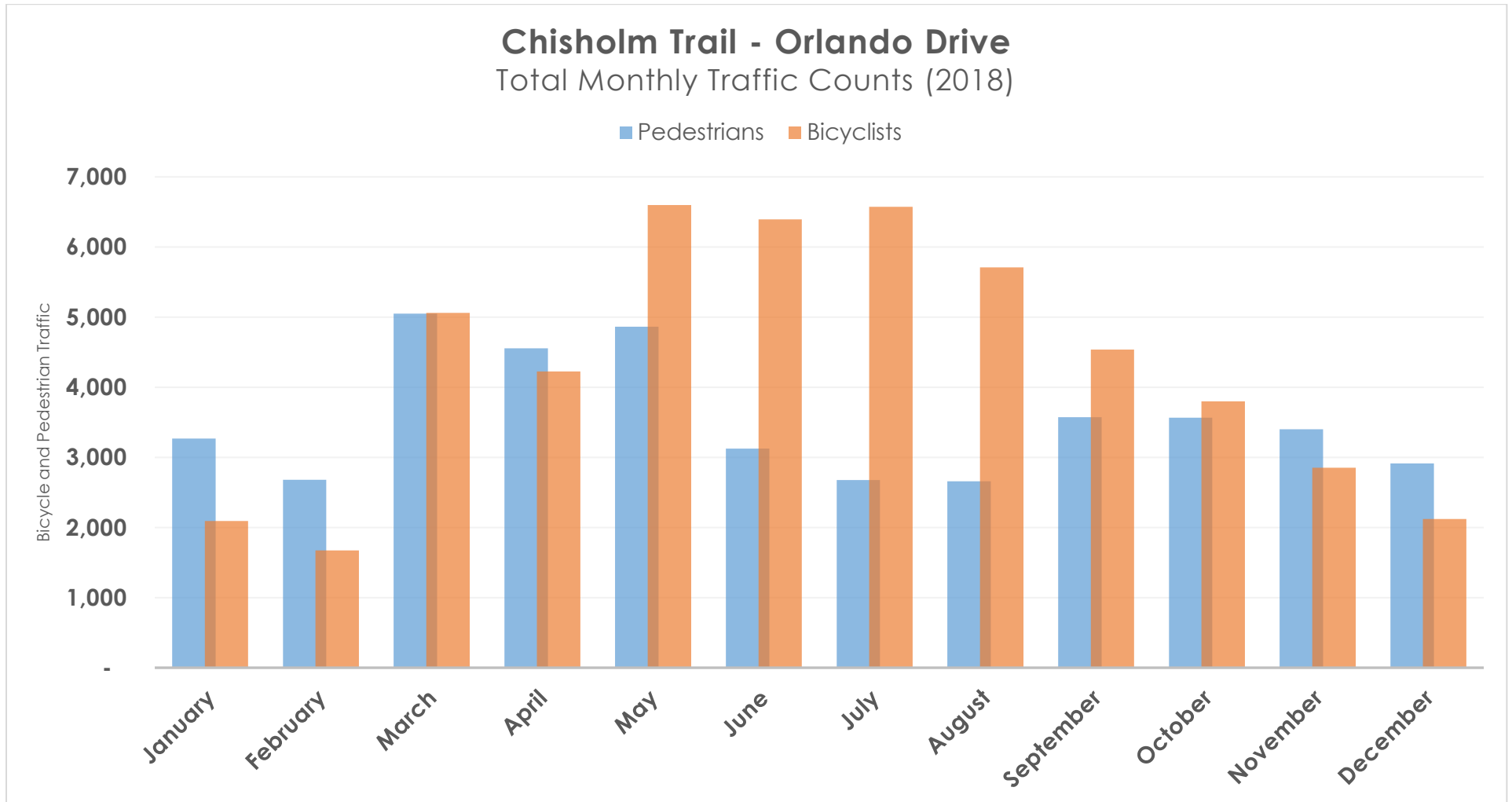
Exhibit 19:



2018 Annual Traffic (partial year)	
Pedestrians	39,510
Bicyclists	32,351
Total Traffic	71,862

Plano

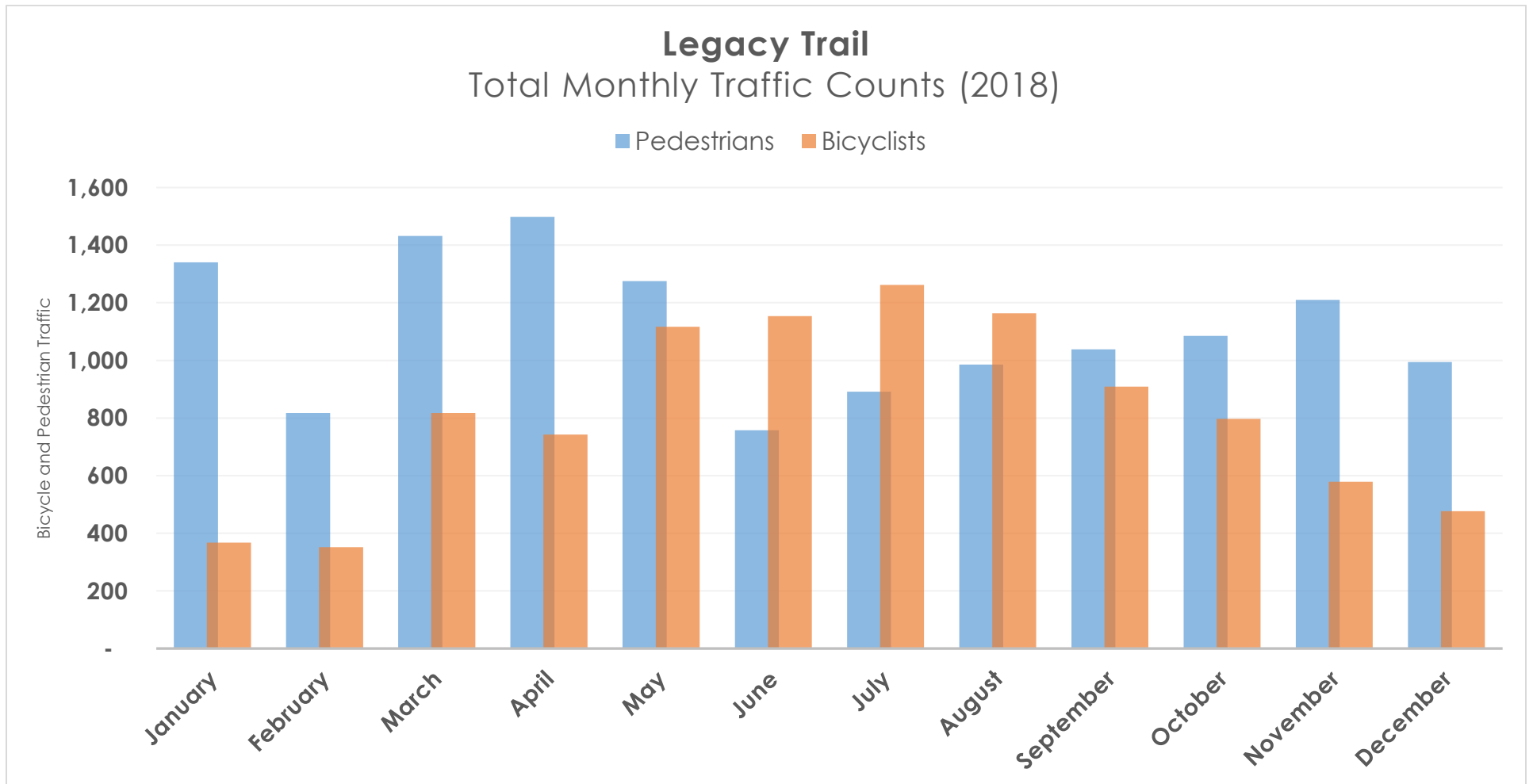
Exhibit 20:



2018 Annual Traffic	
Pedestrians	42,335
Bicyclists	51,633
Total Traffic	93,967

Plano

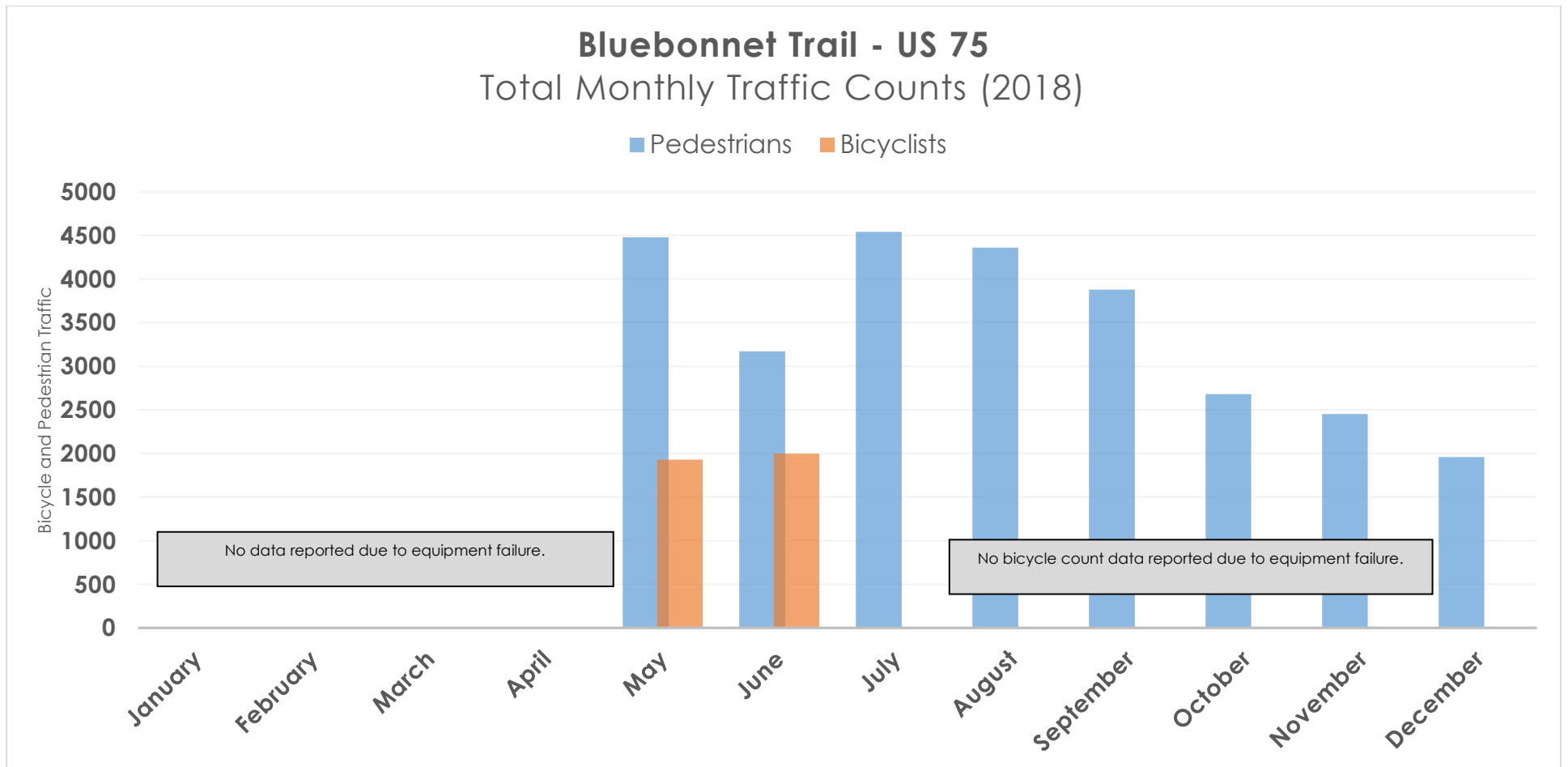
Exhibit 21:



2018 Annual Traffic	
Pedestrians	13,324
Bicyclists	9,738
Total Traffic	23,062

Plano

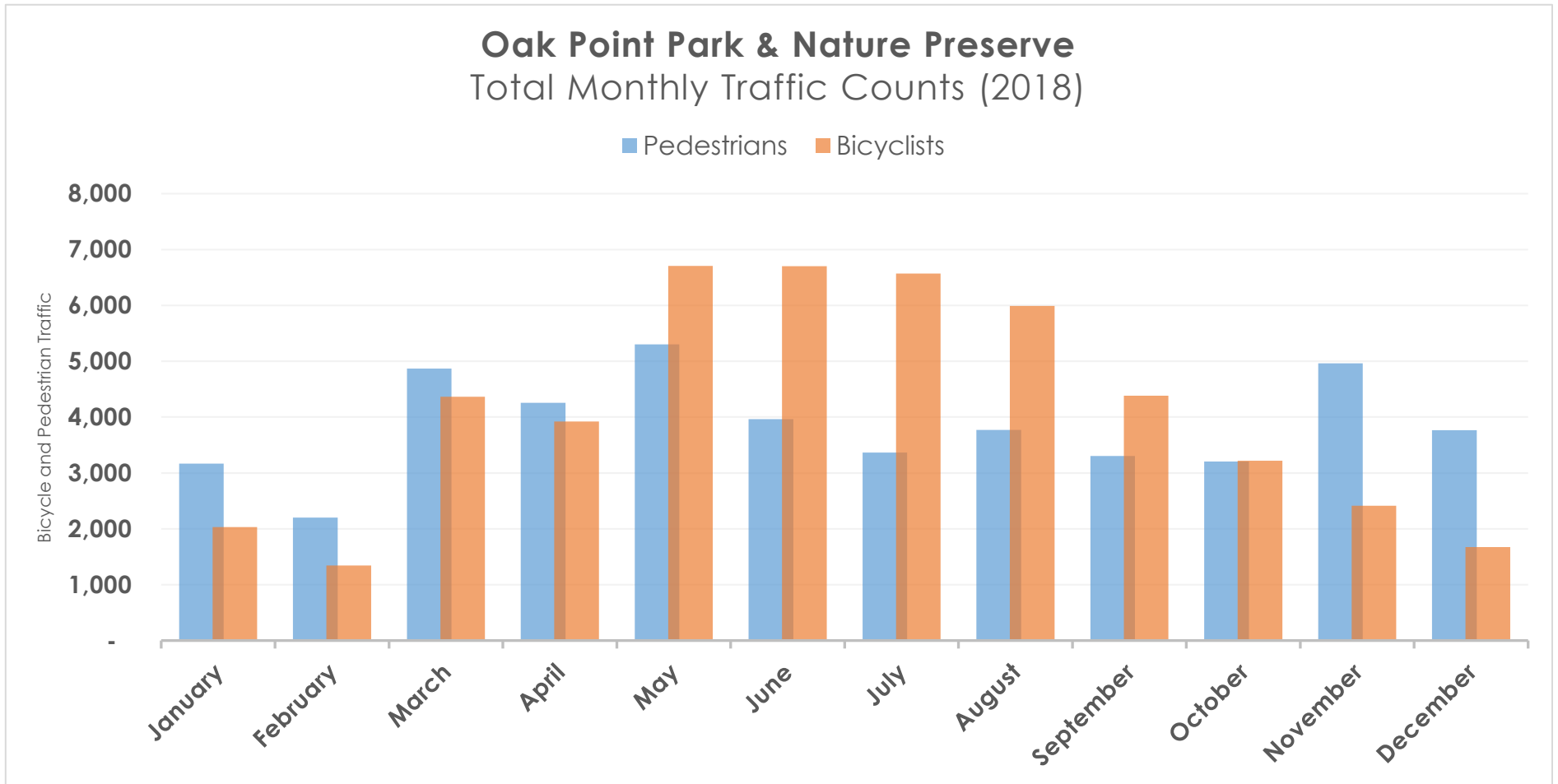
Exhibit 22:



2018 Annual Traffic (partial year)	
Pedestrians	27,520
Bicyclists	3,926
Total Traffic	31,446

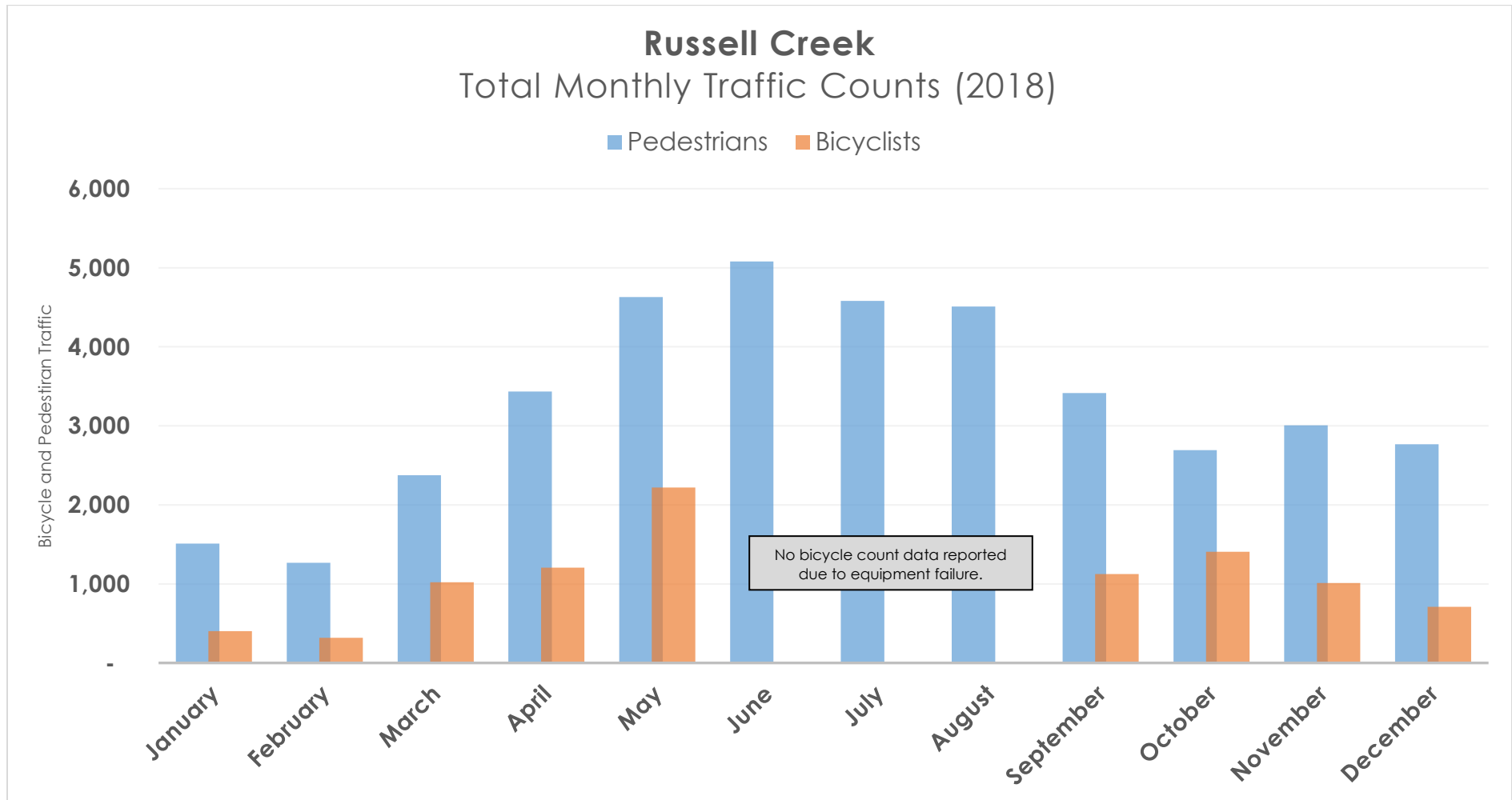
Plano

Exhibit 23:



2018 Annual Traffic	
Pedestrians	46,134
Bicyclists	49,316
Total Traffic	95,450

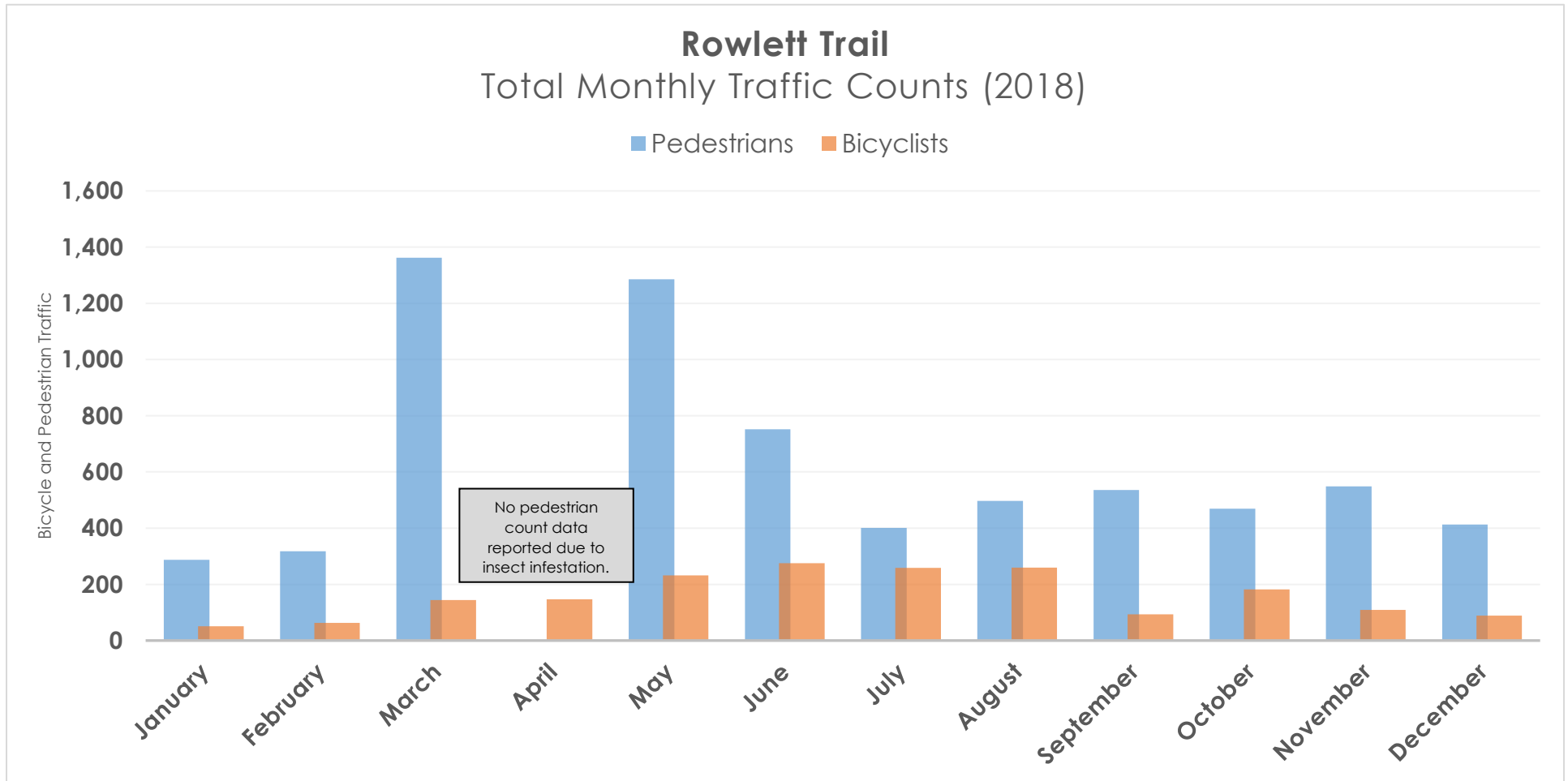
Exhibit 24:



2018 Annual Traffic (partial year)	
Pedestrians	39,266
Bicyclists	9,419
Total Traffic	48,685

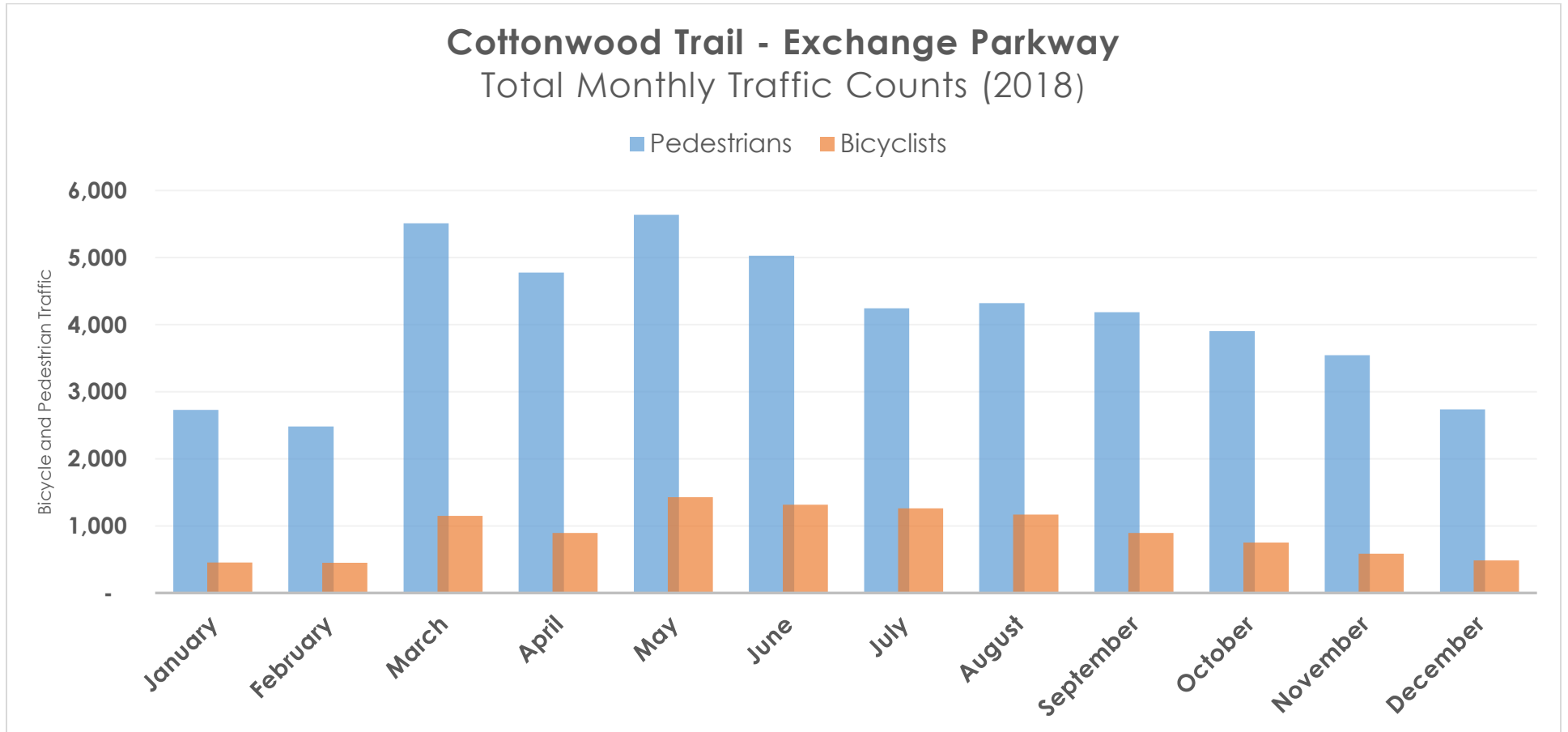
Plano

Exhibit 25:



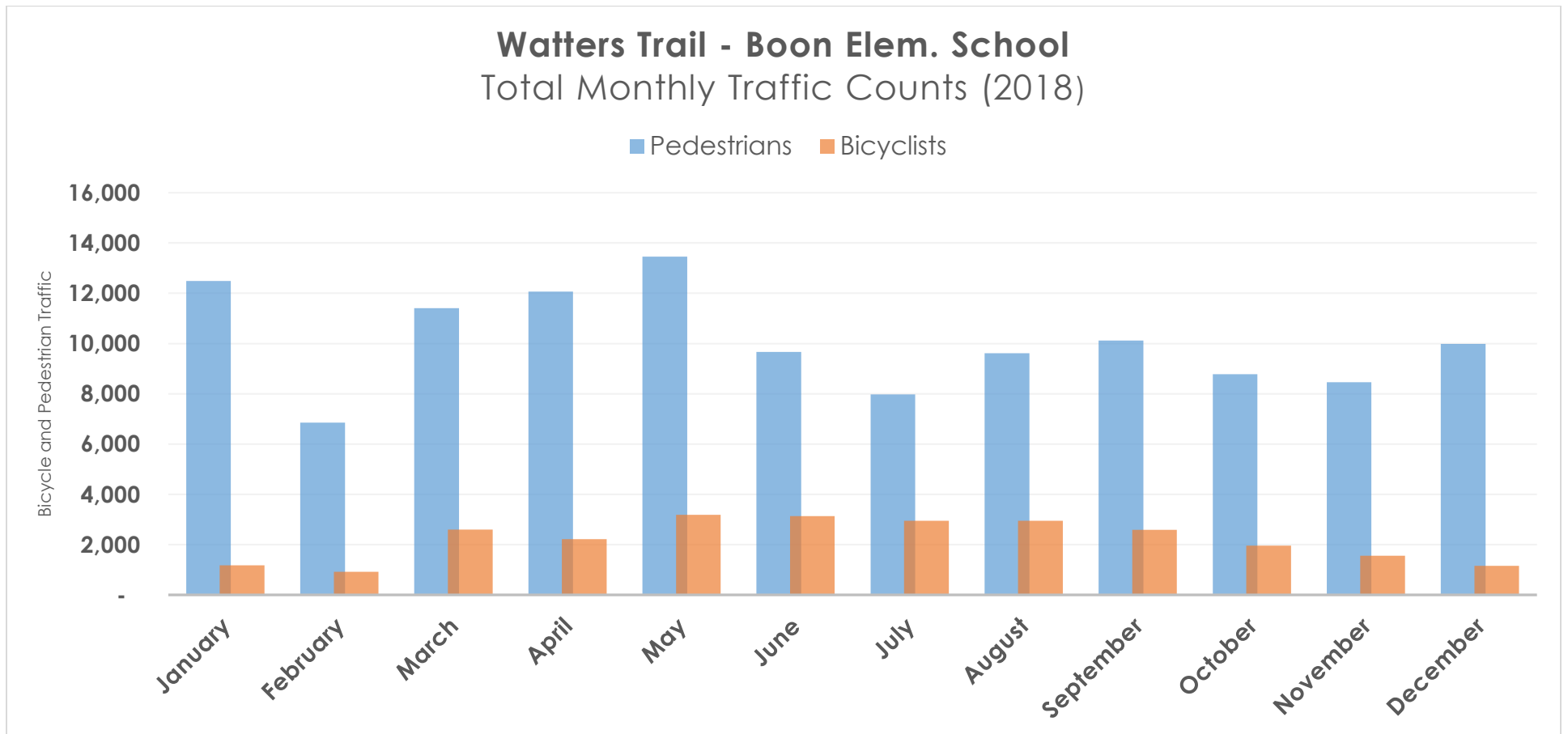
2018 Annual Traffic (partial year)	
Pedestrians	6,870
Bicyclists	1,904
Total Traffic	8,774

Exhibit 26:



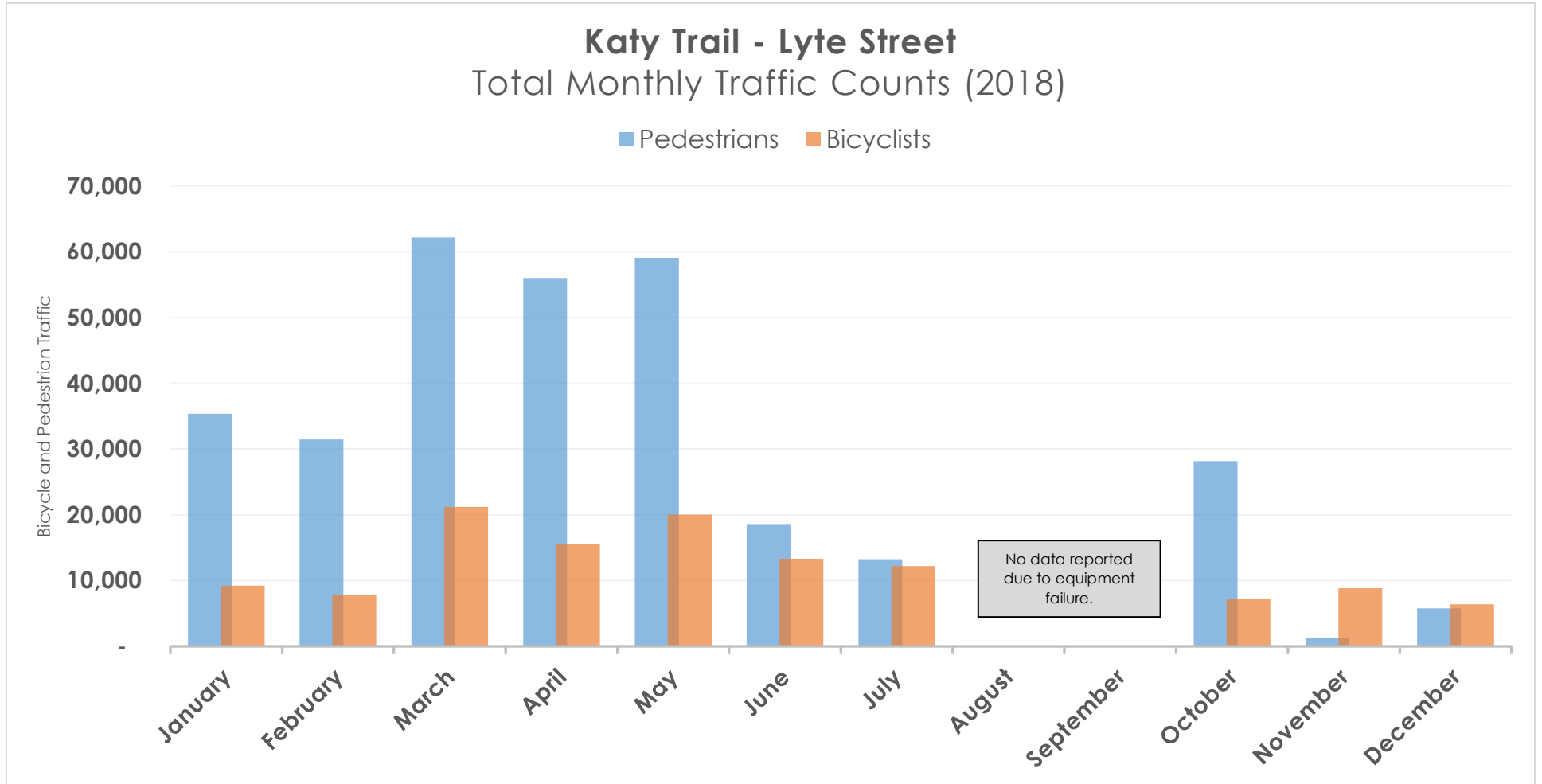
2018 Annual Traffic	
Pedestrians	49,106
Bicyclists	10,841
Total Traffic	59,947

Exhibit 27:



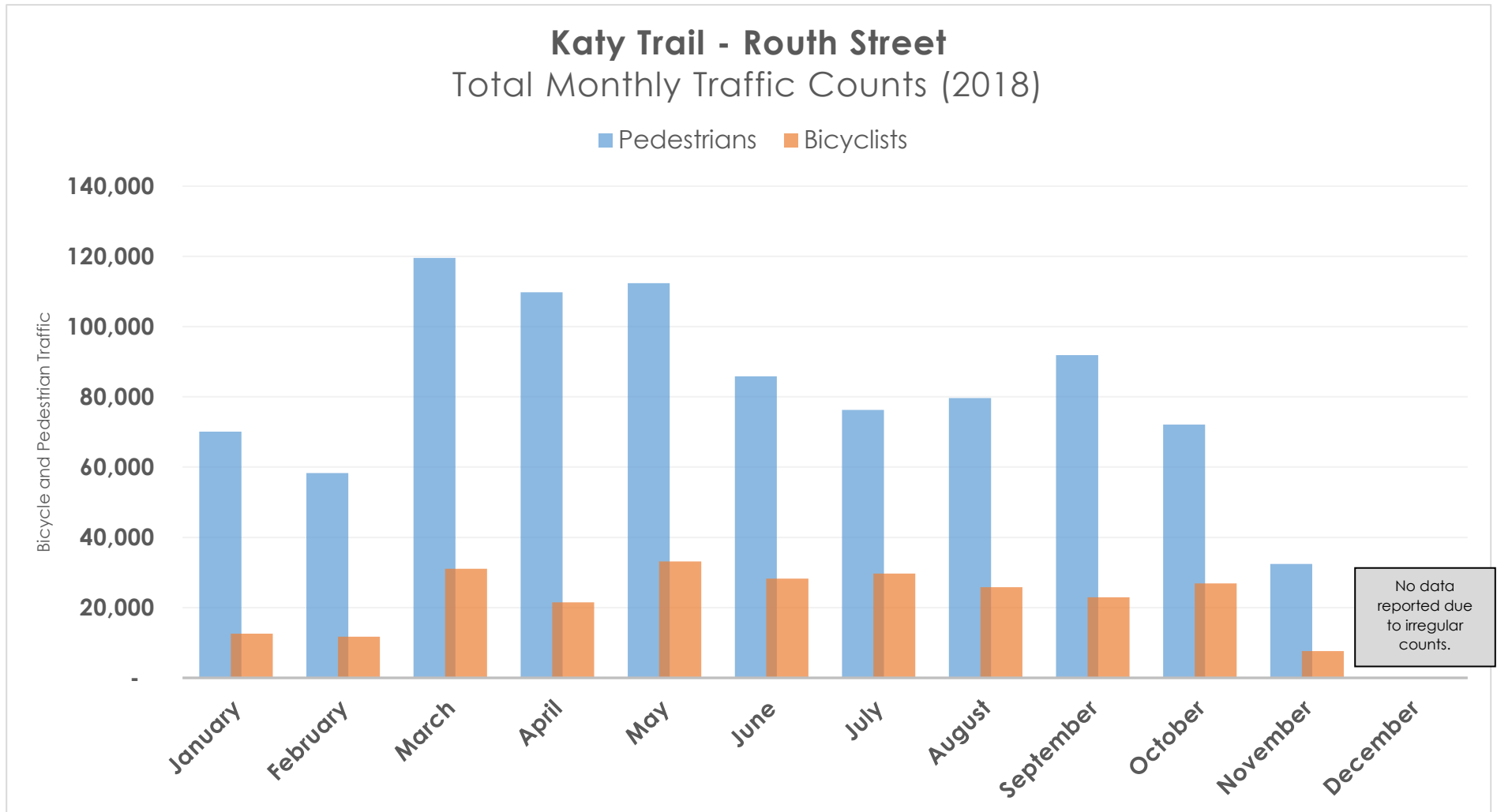
2018 Annual Traffic	
Pedestrians	120,865
Bicyclists	26,393
Total Traffic	147,258

Exhibit 28:



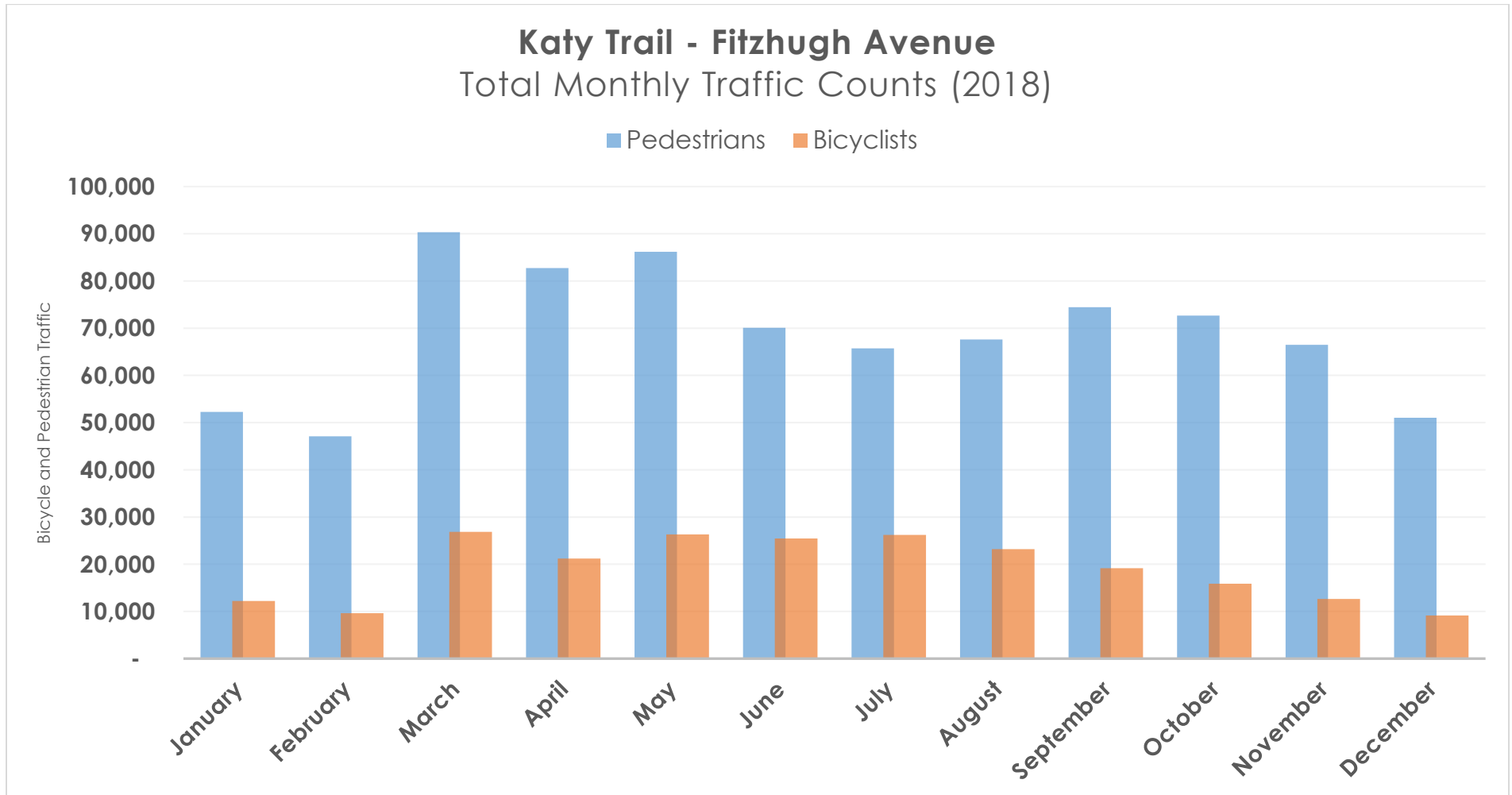
2018 Annual Traffic (partial year)	
Pedestrians	311,150
Bicyclists	121,799
Total Traffic	432,949

Exhibit 29:



2018 Annual Traffic (partial year)	
Pedestrians	908,353
Bicyclists	251,253
Total Traffic	1,159,606

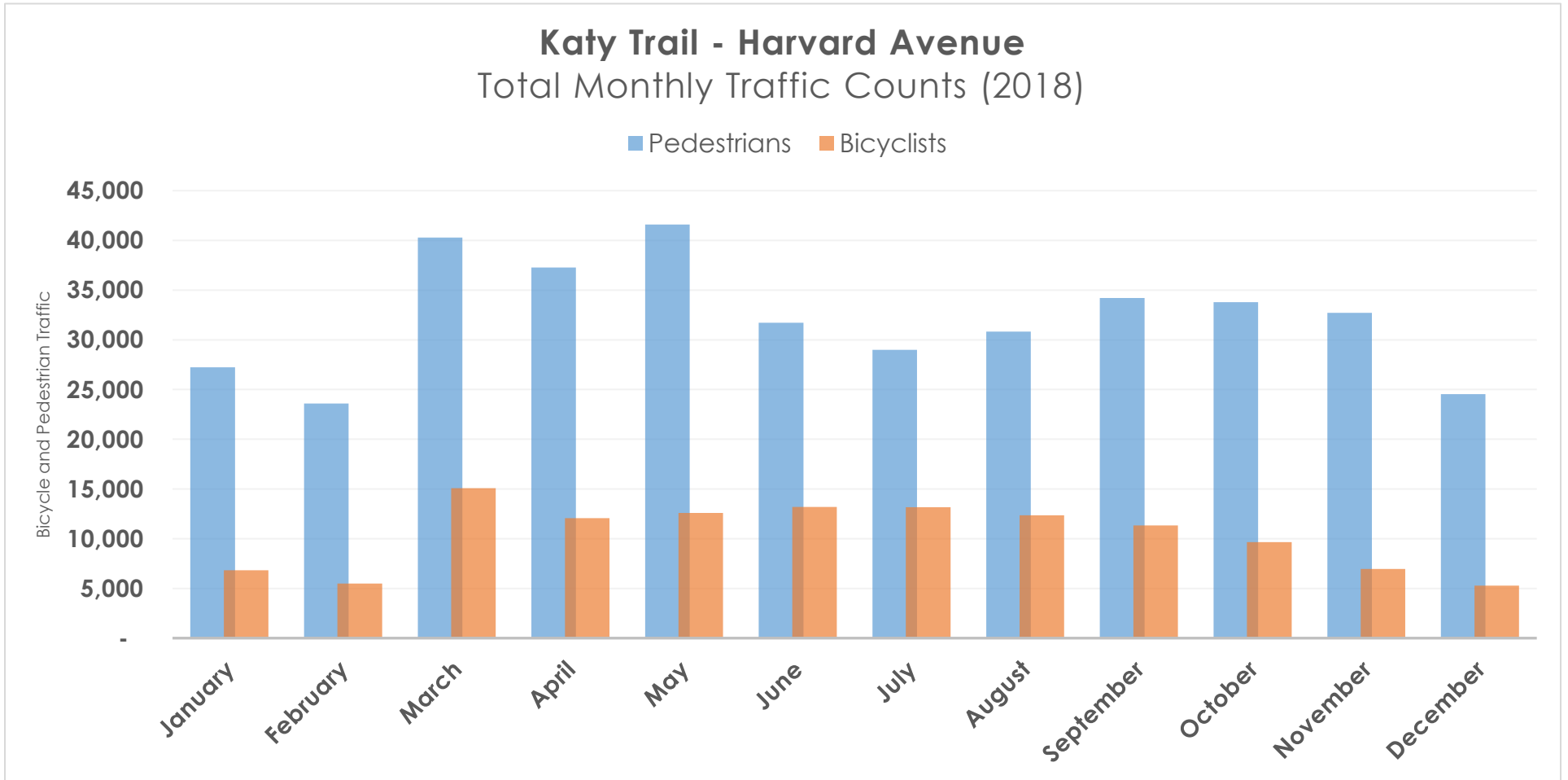
Exhibit 30:



2018 Annual Traffic	
Pedestrians	826,657
Bicyclists	227,797
Total Traffic	1,054,454

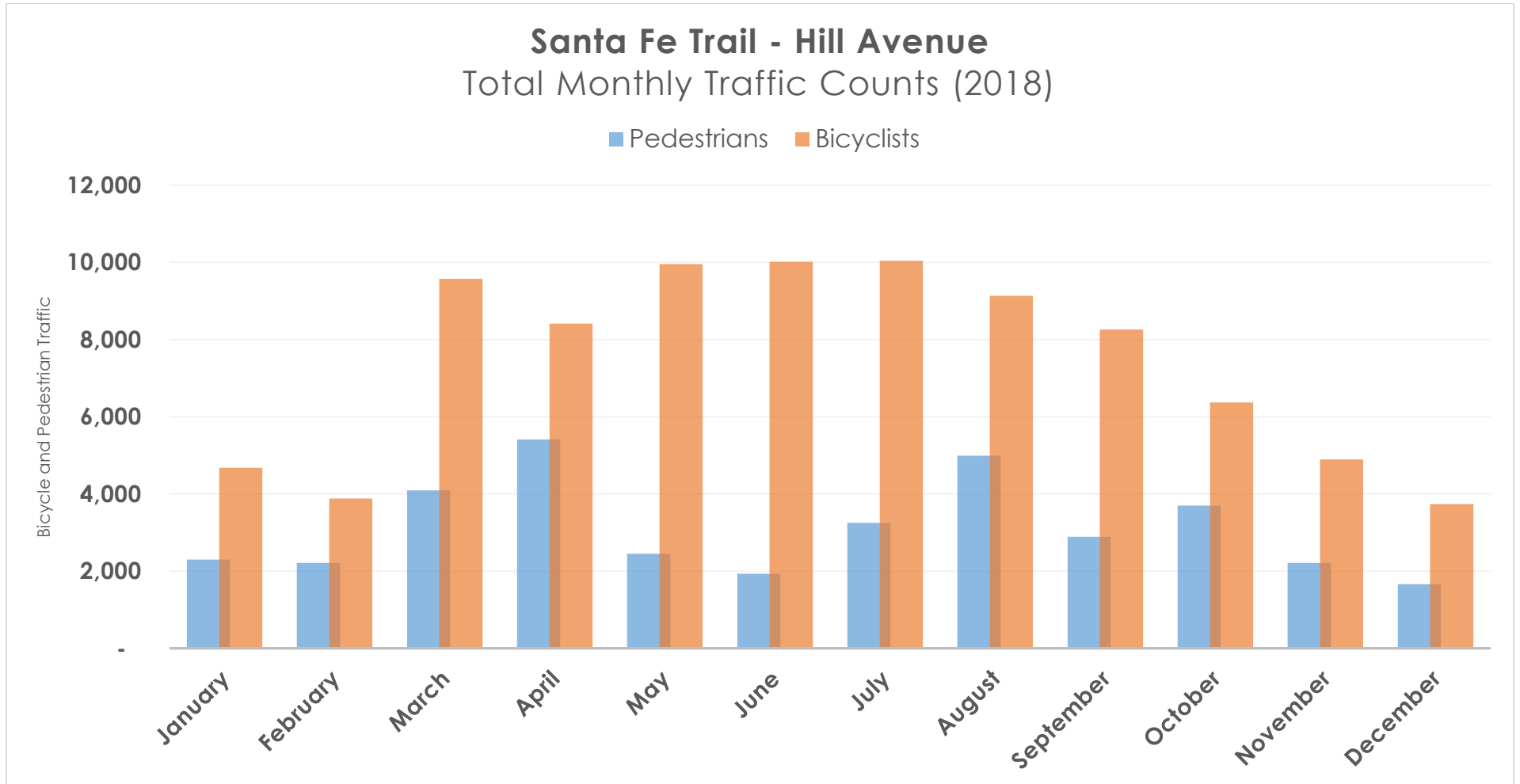
Dallas

Exhibit 31:



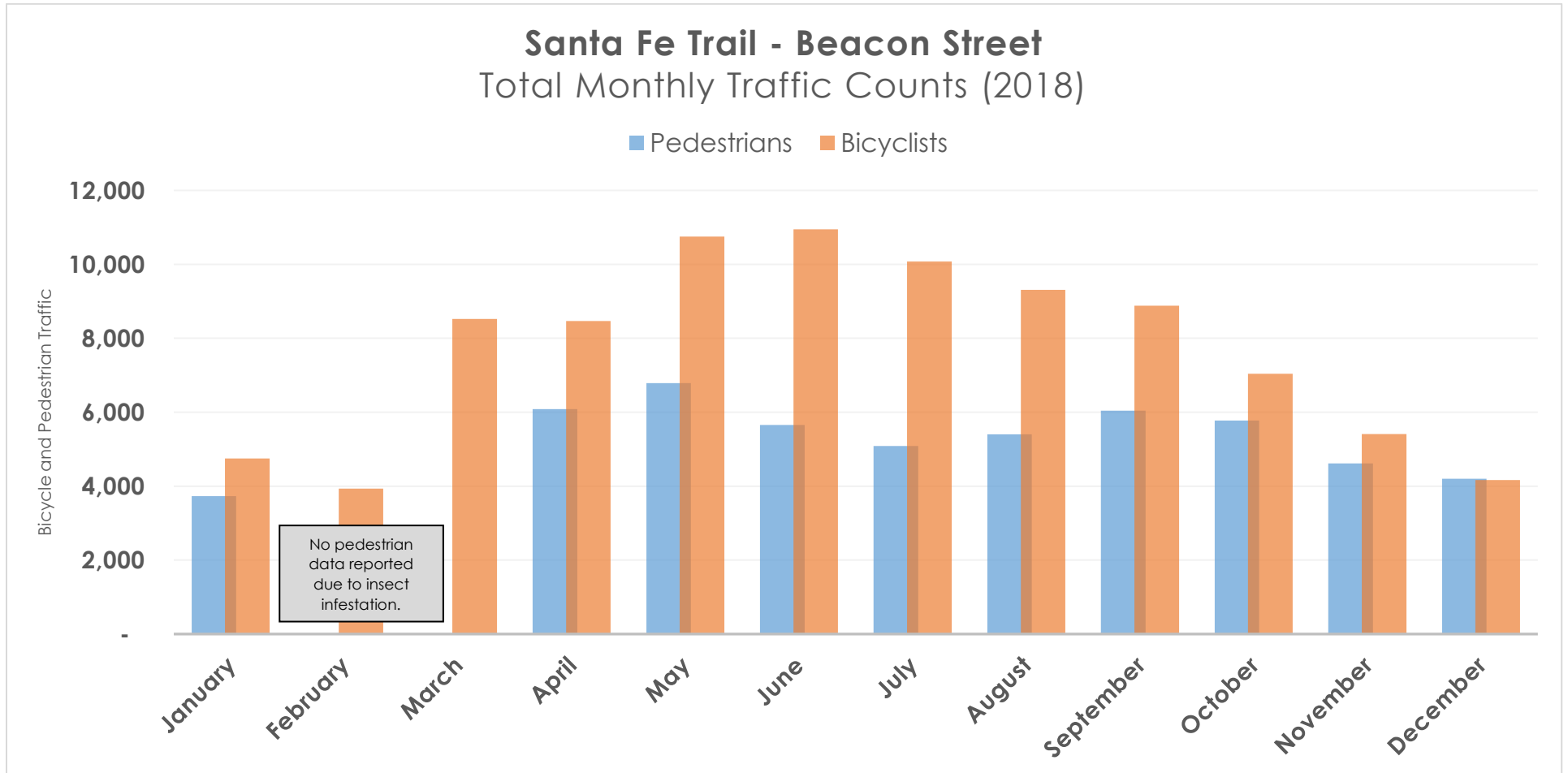
2018 Annual Traffic	
Pedestrians	386,736
Bicyclists	124,005
Total Traffic	510,741

Exhibit 32:



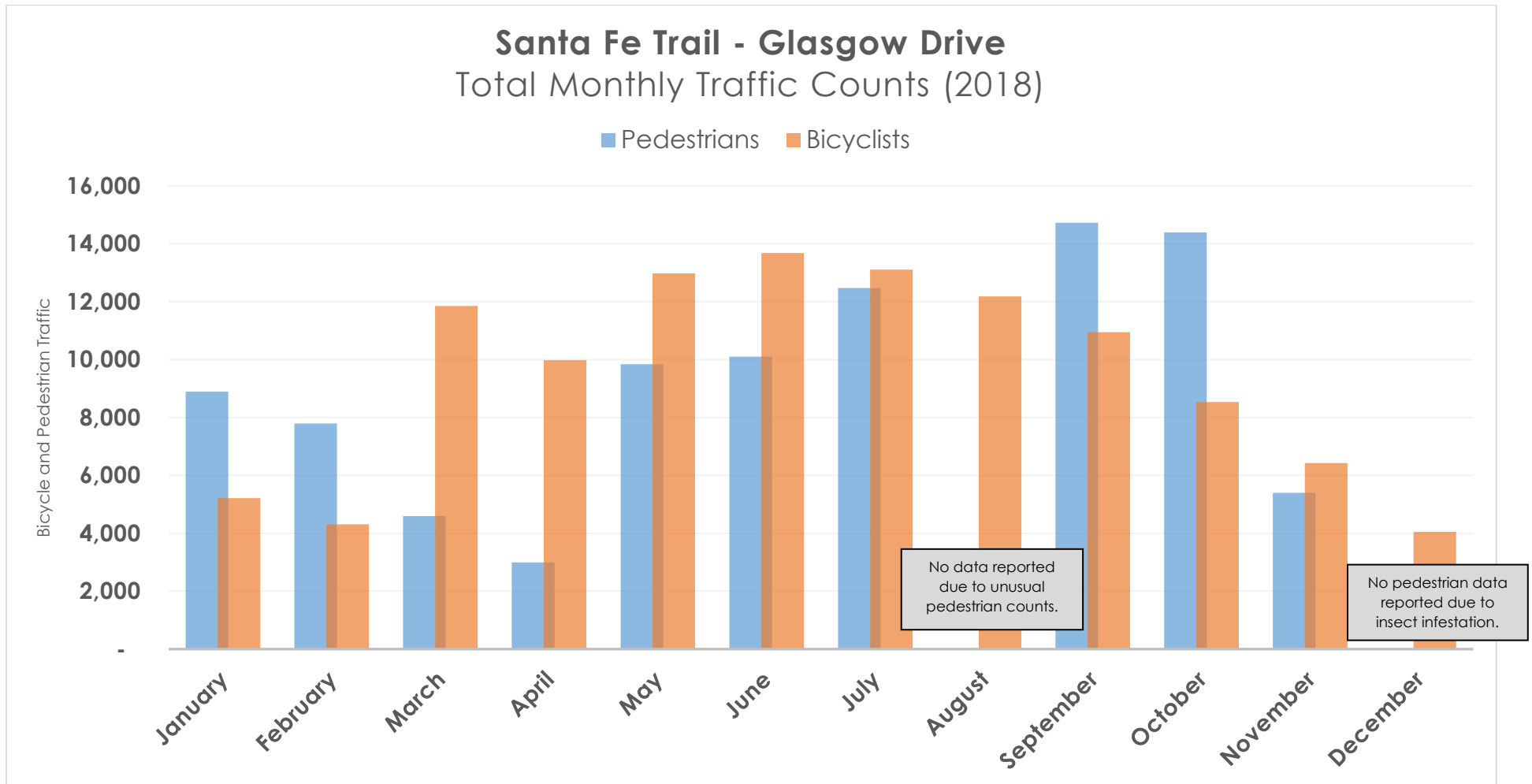
2018 Annual Traffic	
Pedestrians	37,125
Bicyclists	88,947
Total Traffic	126,072

Exhibit 33:



2018 Annual Traffic (partial year)	
Pedestrians	53,380
Bicyclists	92,263
Total Traffic	145,643

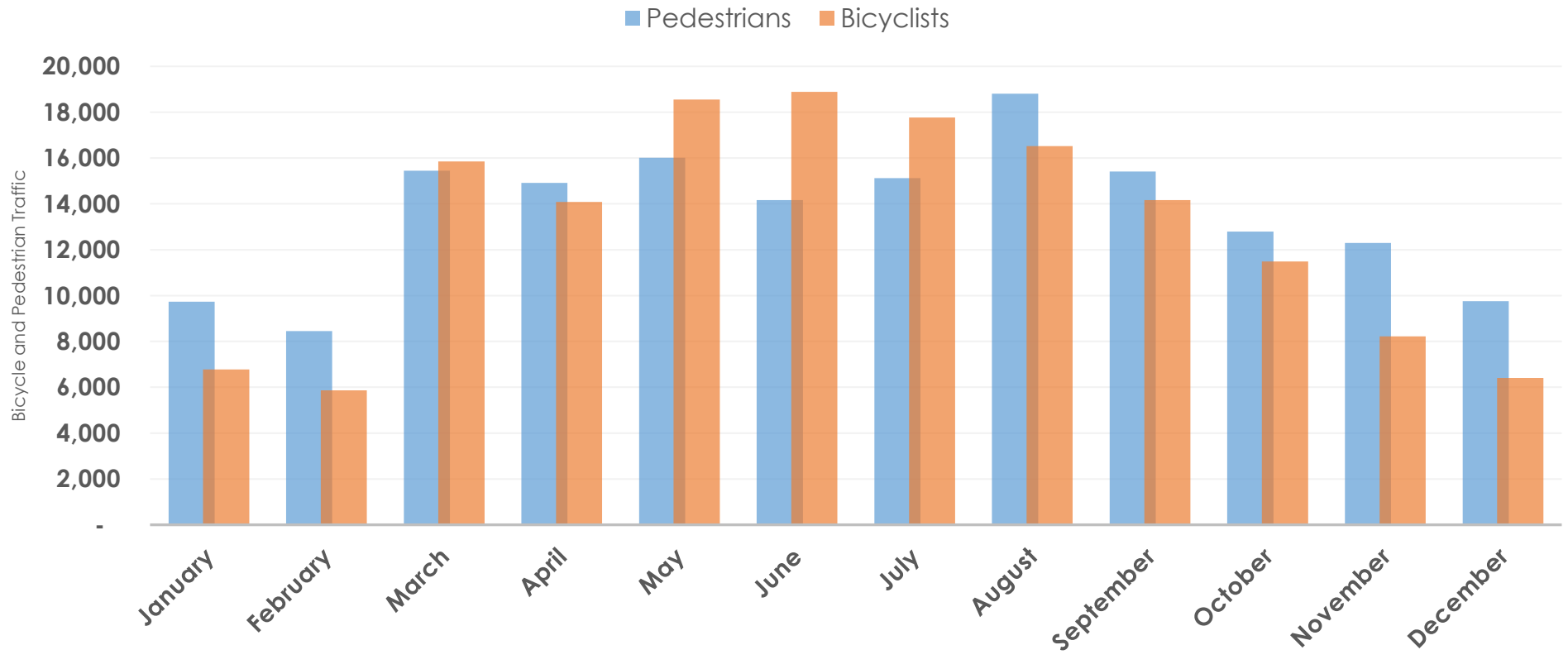
Exhibit 34:



2018 Annual Traffic (partial year)	
Pedestrians	91,208
Bicyclists	113,263
Total Traffic	204,471

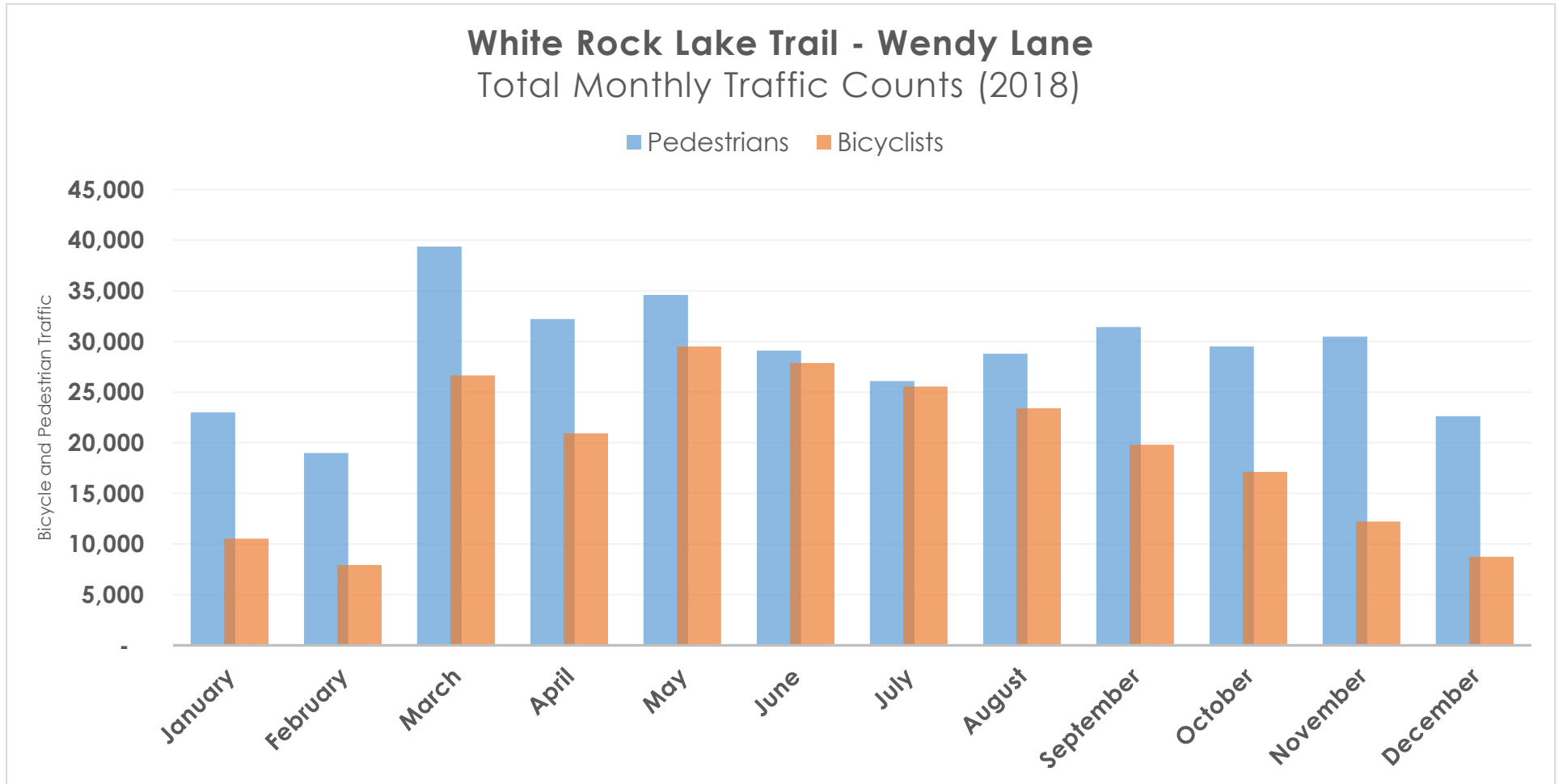
Exhibit 35:

Santa Fe Trail - Winsted Drive Total Monthly Traffic Counts (2018)



2018 Annual Traffic	
Pedestrians	162,917
Bicyclists	154,597
Total Traffic	317,514

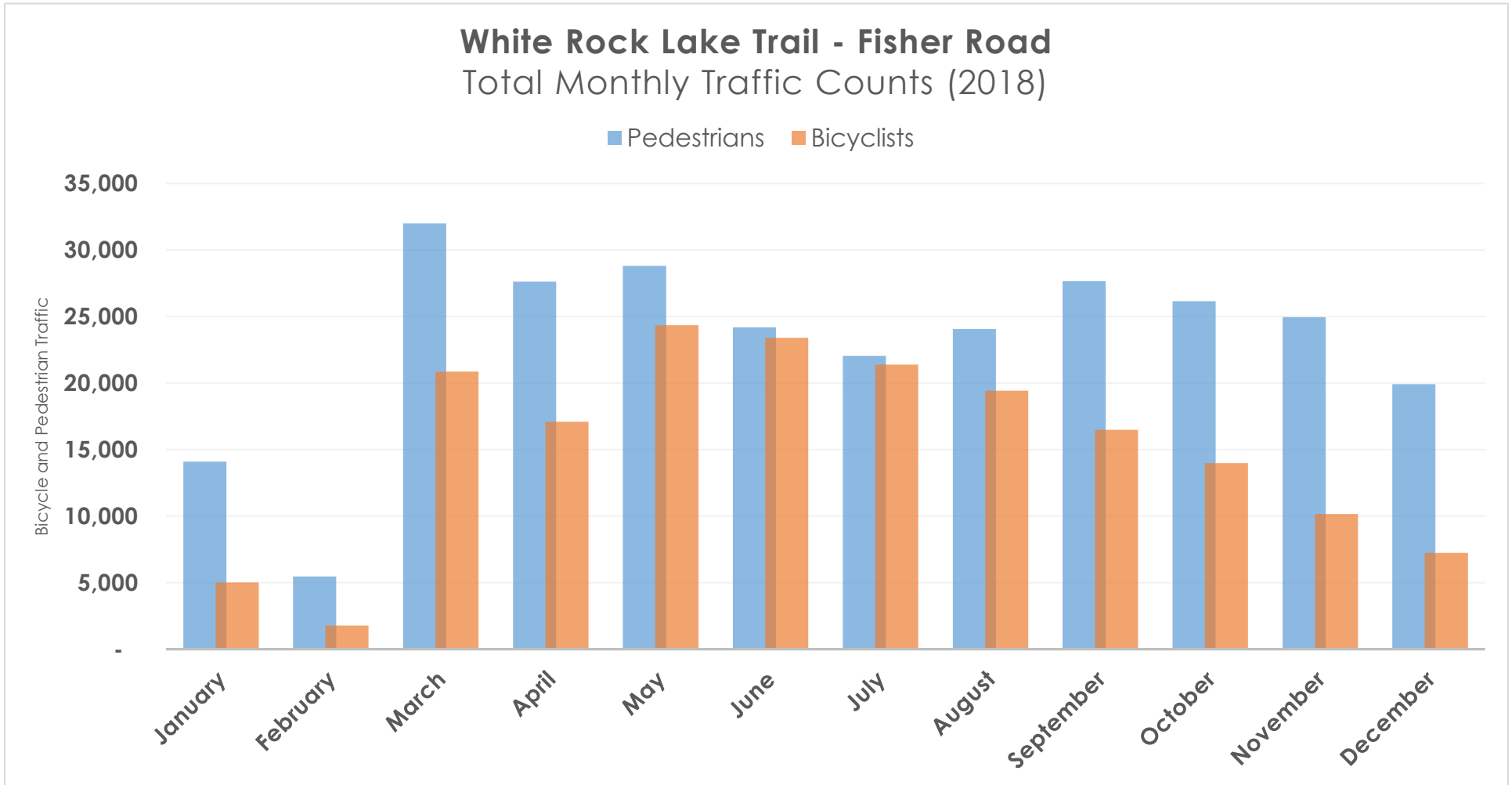
Exhibit 36:



2018 Annual Traffic	
Pedestrians	346,185
Bicyclists	230,295
Total Traffic	576,480

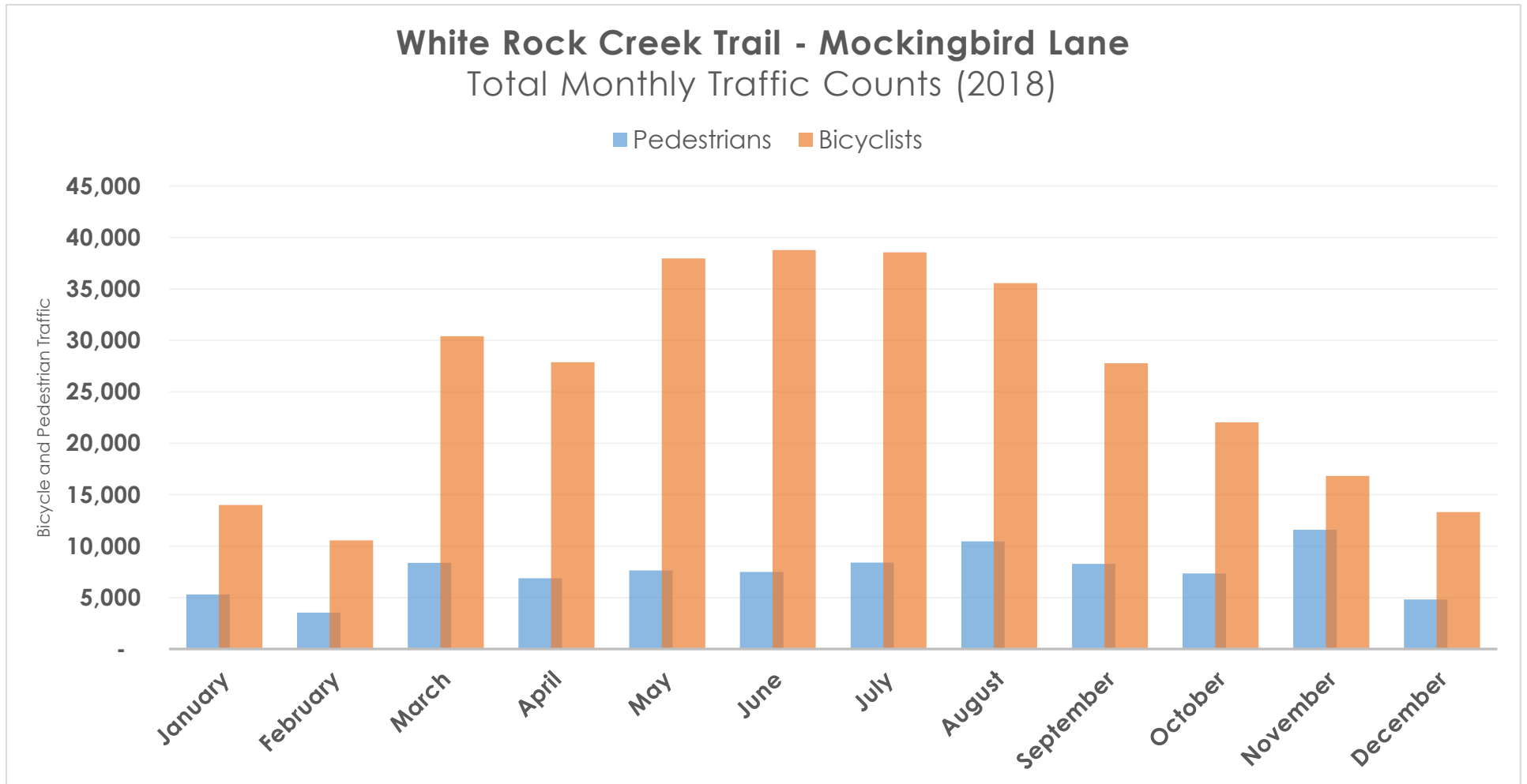
Dallas

Exhibit 37:



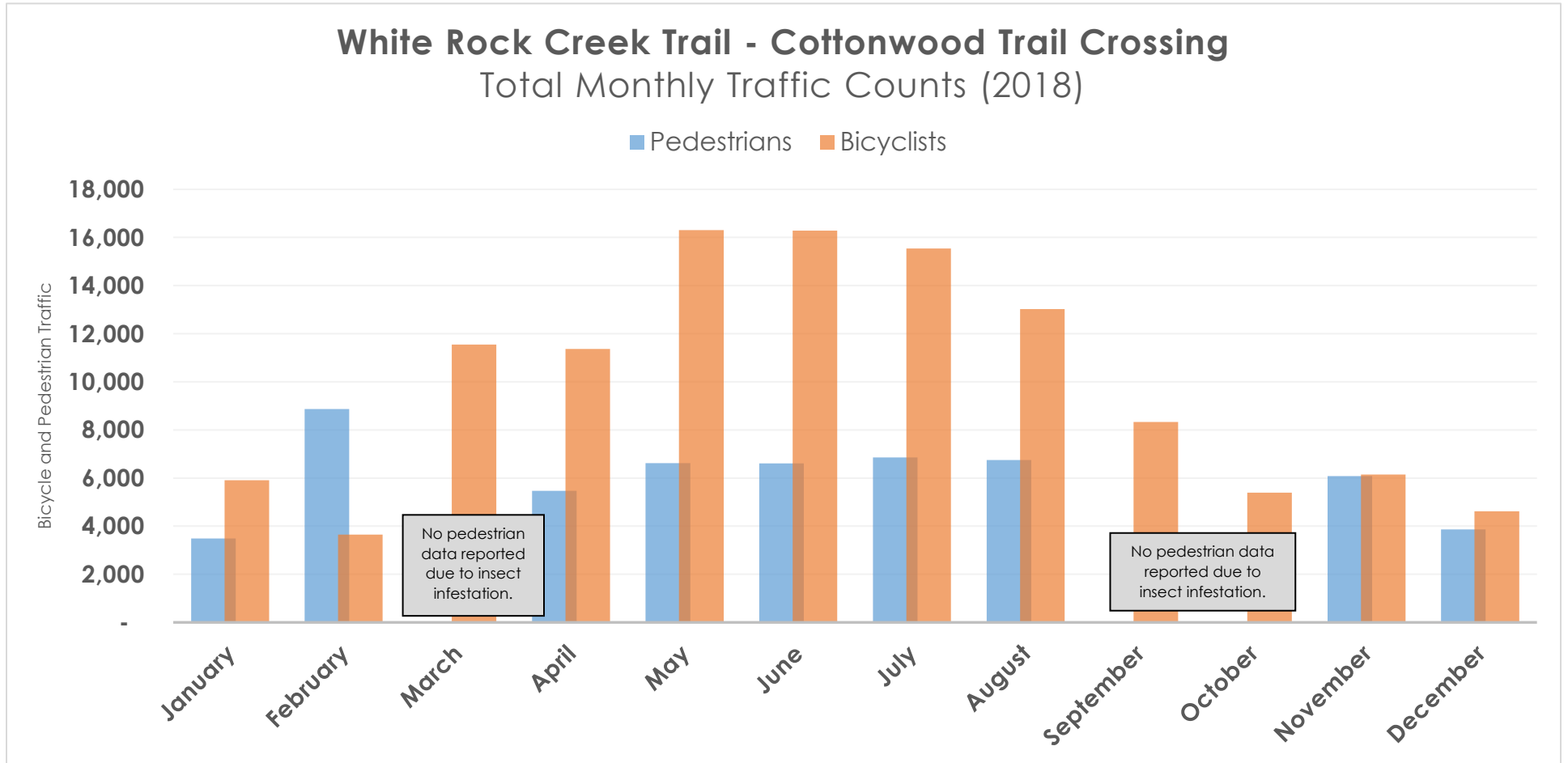
2018 Annual Traffic	
Pedestrians	277,004
Bicyclists	181,183
Total Traffic	458,187

Exhibit 38:



2018 Annual Traffic	
Pedestrians	90,133
Bicyclists	313,688
Total Traffic	403,821

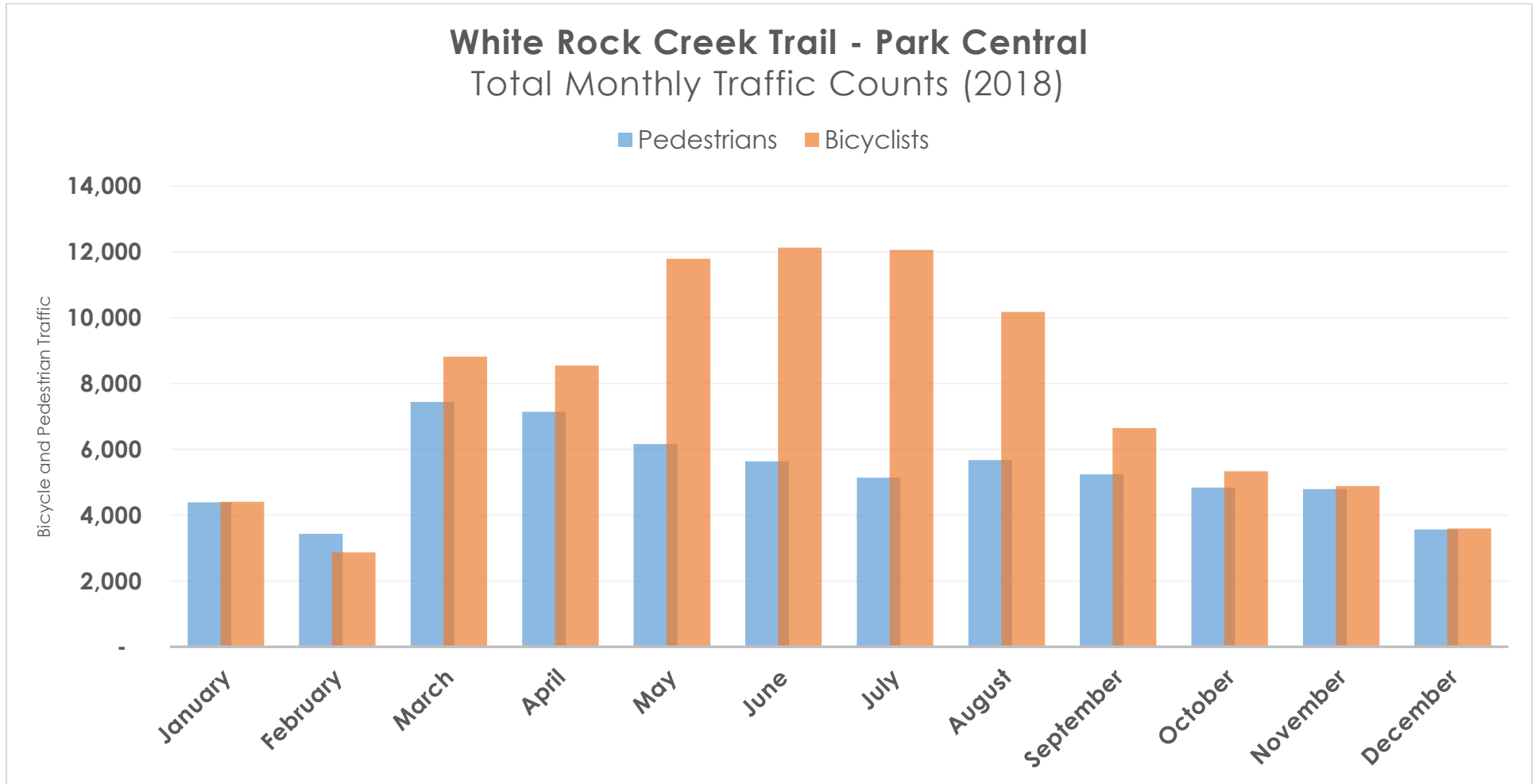
Exhibit 39:



2018 Annual Traffic	
Pedestrians	54,600
Bicyclists	118,112
Total Traffic	172,712

Dallas

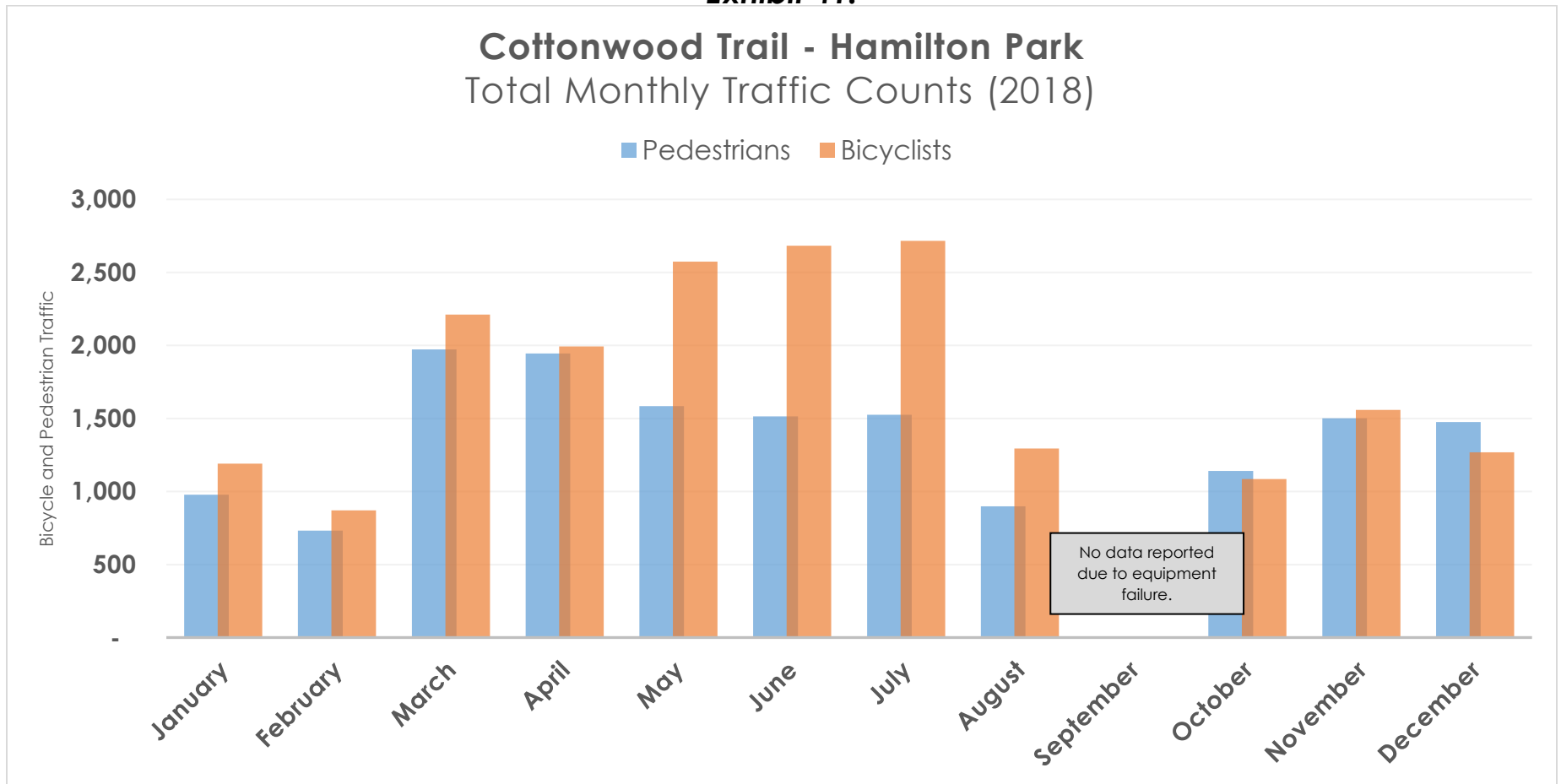
Exhibit 40:



2018 Annual Traffic	
Pedestrians	63,468
Bicyclists	91,272
Total Traffic	154,740

Dallas

Exhibit 41:



2018 Annual Traffic (partial year)	
Pedestrians	15,269
Bicyclists	19,445
Total Traffic	34,714