

July 2020

2019  
North Central Texas



# Bicycle and Pedestrian Traffic Count Report



North Central Texas  
Council of Governments

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July 2020

2019

North Central Texas



# Bicycle and Pedestrian Traffic Count Report



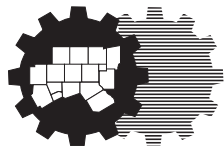
North Central Texas  
Council of Governments

## 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.

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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 travel behavior and how much activity is occurring on shared-use paths throughout the region for trips.

Twenty-eight count stations are included in this report focused on transportation purposes, with additional count stations in the region also collecting data. The City of Irving installed four counters in February 2019 along the 14.7 mile Champion Trail network stretching from the border of Coppell in the north to the border of Grand Prairie in the south, three of which are featured in this report. Three agencies in the region now locally own and maintain bicycle and pedestrian count equipment. NCTCOG owns and operates 9 of the 28 counters and partners with five agencies to collect data.

Exhibit 1 identifies the number of count stations per agency, while Exhibit 2 identifies the location of existing shared-use path corridors with equipment collecting data. The permanent equipment utilizes inductive loop and passive-infrared sensor technology to distinguish bicyclists from pedestrians, as well as their direction of travel.

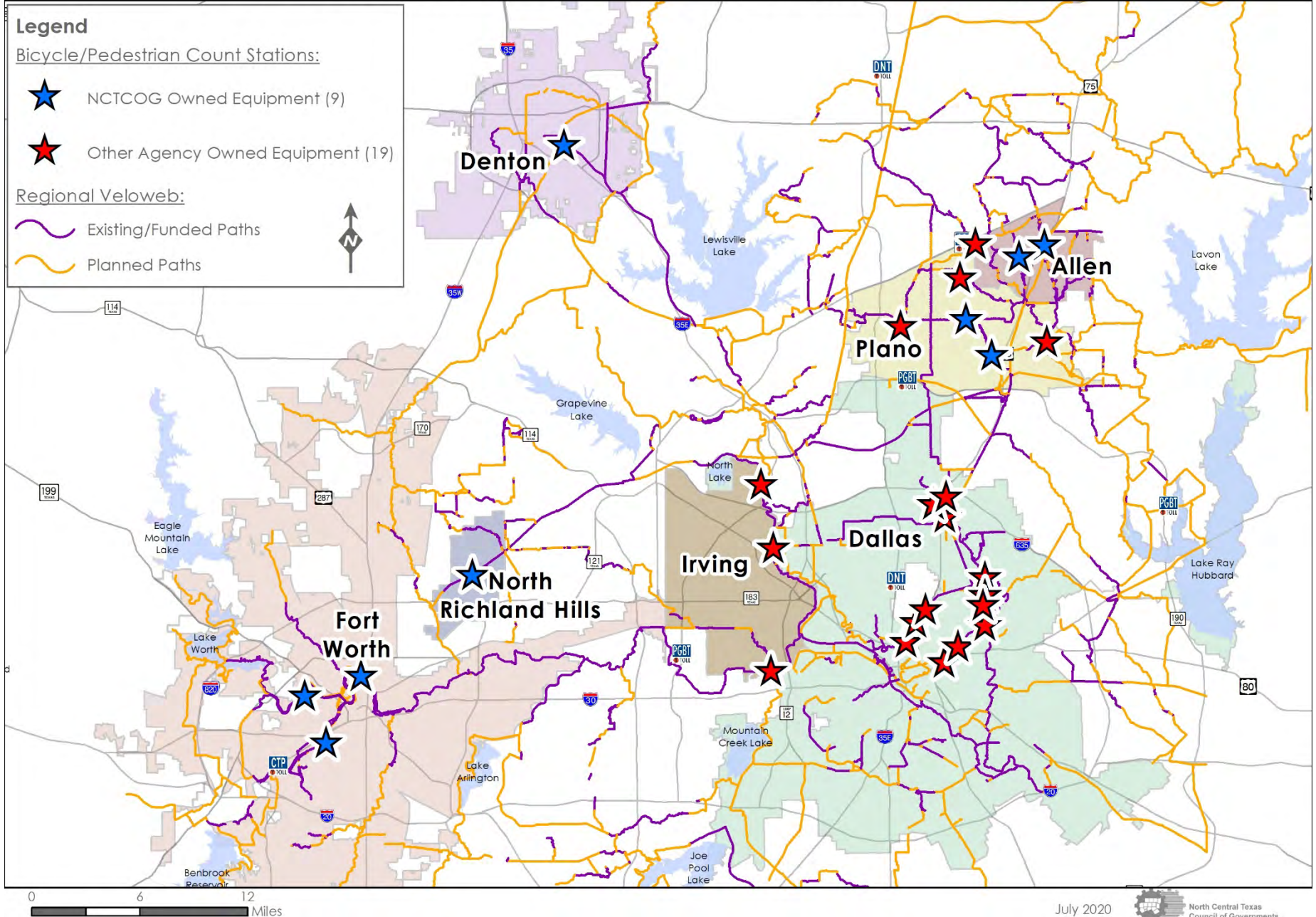
***Exhibit 1: Counters by City (2019)***

<b>Agency</b>	<b>Number of Counters Featured in the Annual Report</b>
City of Allen	2
City of Dallas	12
City of Denton	1
City of Irving	3
City of North Richland Hills	1
City of Plano	6
Tarrant Regional Water District (Fort Worth)	3
<b>Total</b>	<b>28</b>



Exhibit 2:

# Bicycle and Pedestrian Count Stations in the North Central Texas Region (2019)



## Mode Share Split

In 2019, the regional mode share split of all 28 count stations featured in this annual report was 35 percent bicyclists and 65 percent pedestrians (see Exhibit 3). Exhibit 4 identifies the mode share split per individual count station with a marker indicating how that site compares to the regional average. While the number of count stations with the ratio of pedestrians to bicyclists varies, the locations recording a majority of people walking, such as the Katy Trail, feature the highest volumes which contribute to a regional mode split with 65 percent pedestrians.



Bicycle and pedestrian traffic along the Katy Trail in Dallas.

**Exhibit 3:**

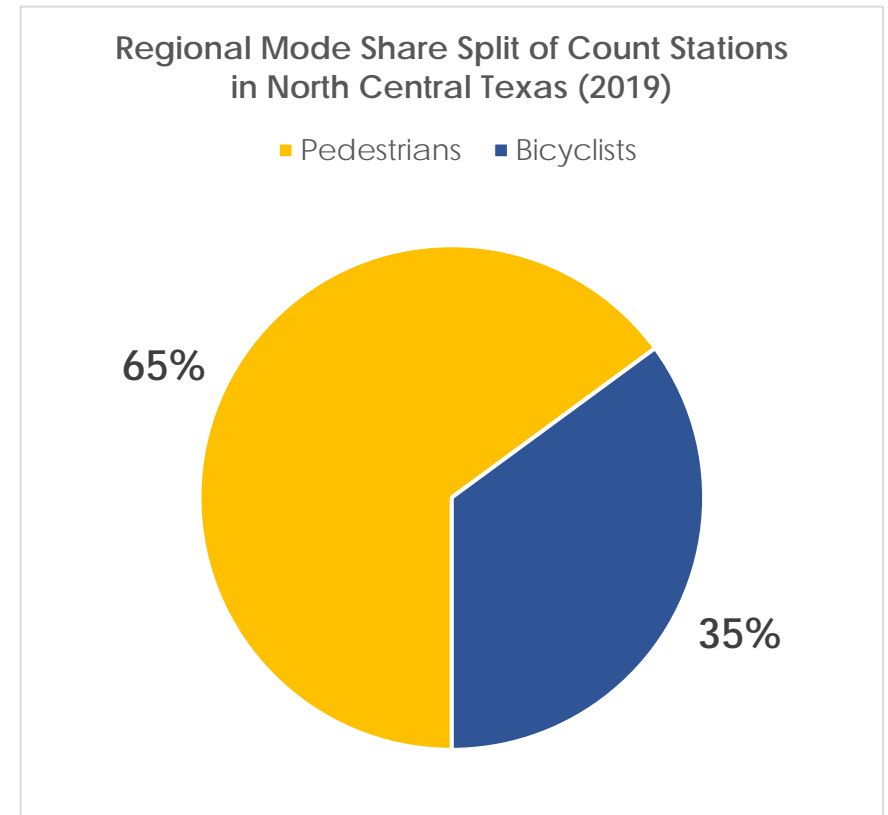
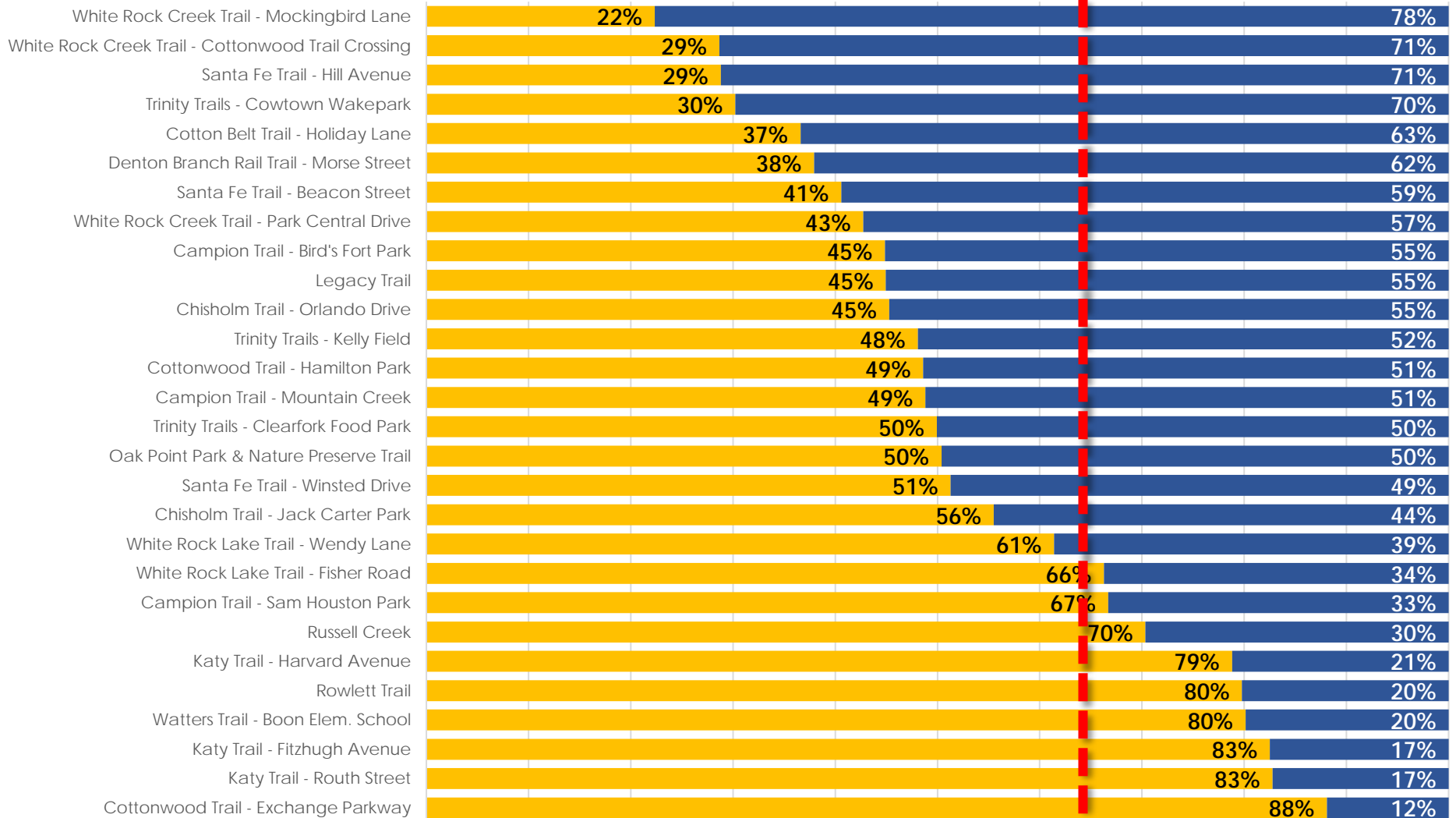


Exhibit 4:

# Mode Share Split by Count Station (2019)

■ Pedestrians ■ Bicyclists

Regional Mode Share Split  
(65% Pedestrian / 35% Bicyclist)





## Average Traffic Counts

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

Exhibit 5 identifies bicycle and pedestrian AADT in 2019 for all locations reported. One location along the Katy Trail in Dallas averaged more than 3,500 bicycle and pedestrian traffic counts per day, which was the highest in the region.

Exhibit 6 through Exhibit 12 identify the average daily traffic by month among the count station locations for each city involved in collecting bicycle and pedestrian traffic data. Exhibit 10 reports the City of Irving's first inclusion in NCTCOG's annual report.

Months with an asterisk indicate historical data was used to fill in a gap or unusual spike in the data. A summary of this methodology is described in detail at the end of report.



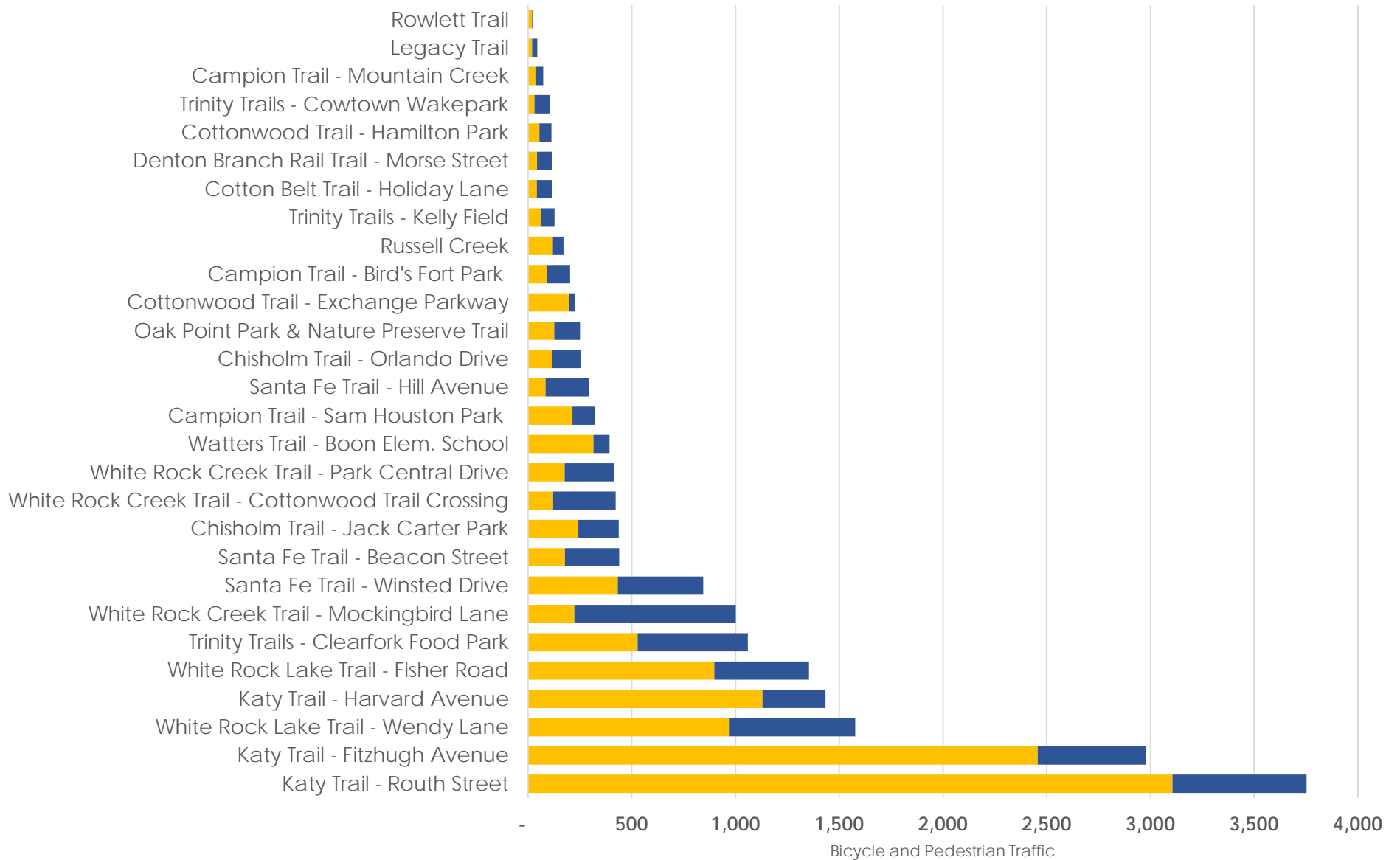
Data collection along the Trinity Trails near Kelly Field in Fort Worth.



Exhibit 5:

# Annual Average Daily Bicycle and Pedestrian Traffic (2019)

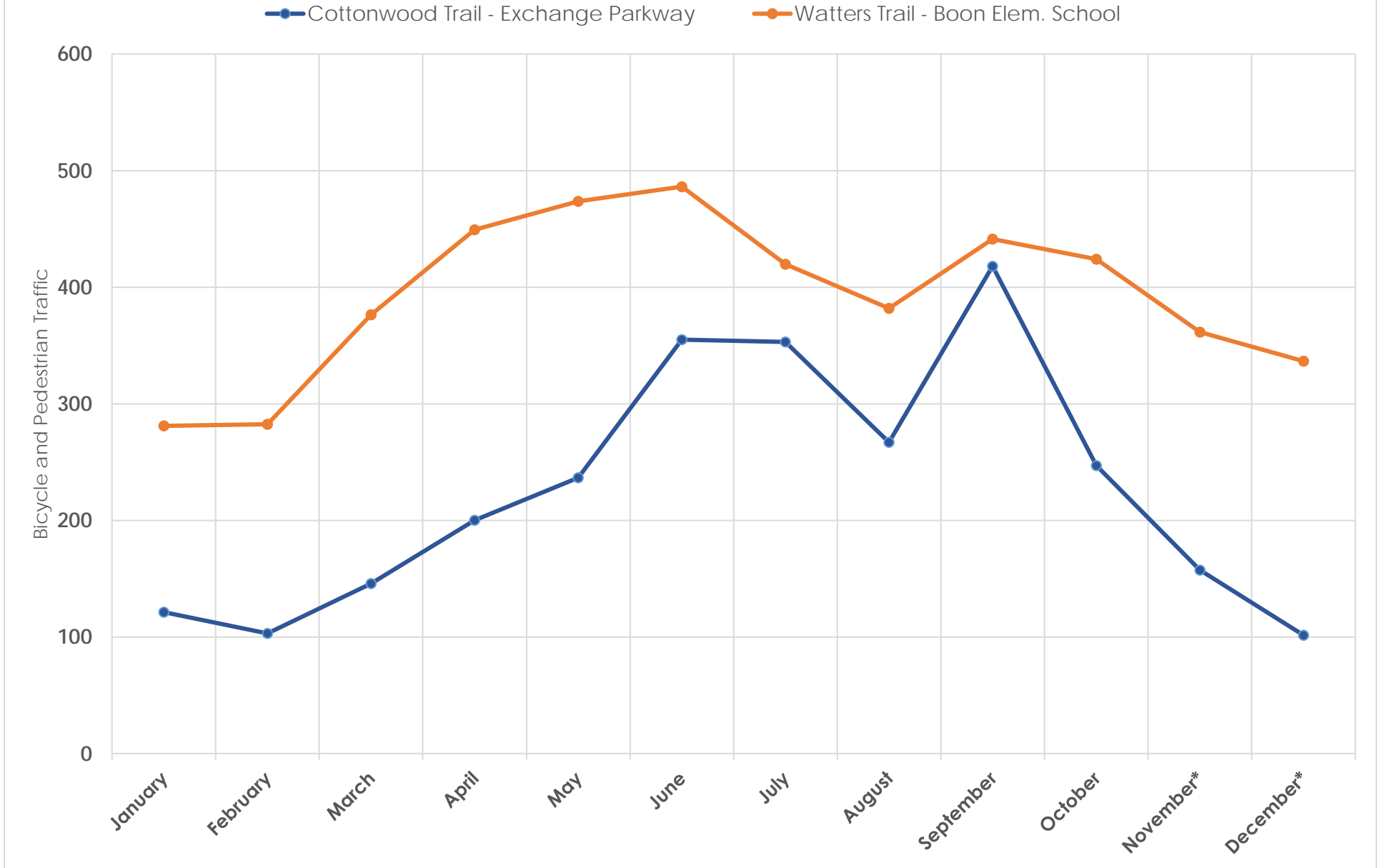
■ Pedestrians ■ Bicyclists



**Exhibit 6:**

# Allen Count Stations

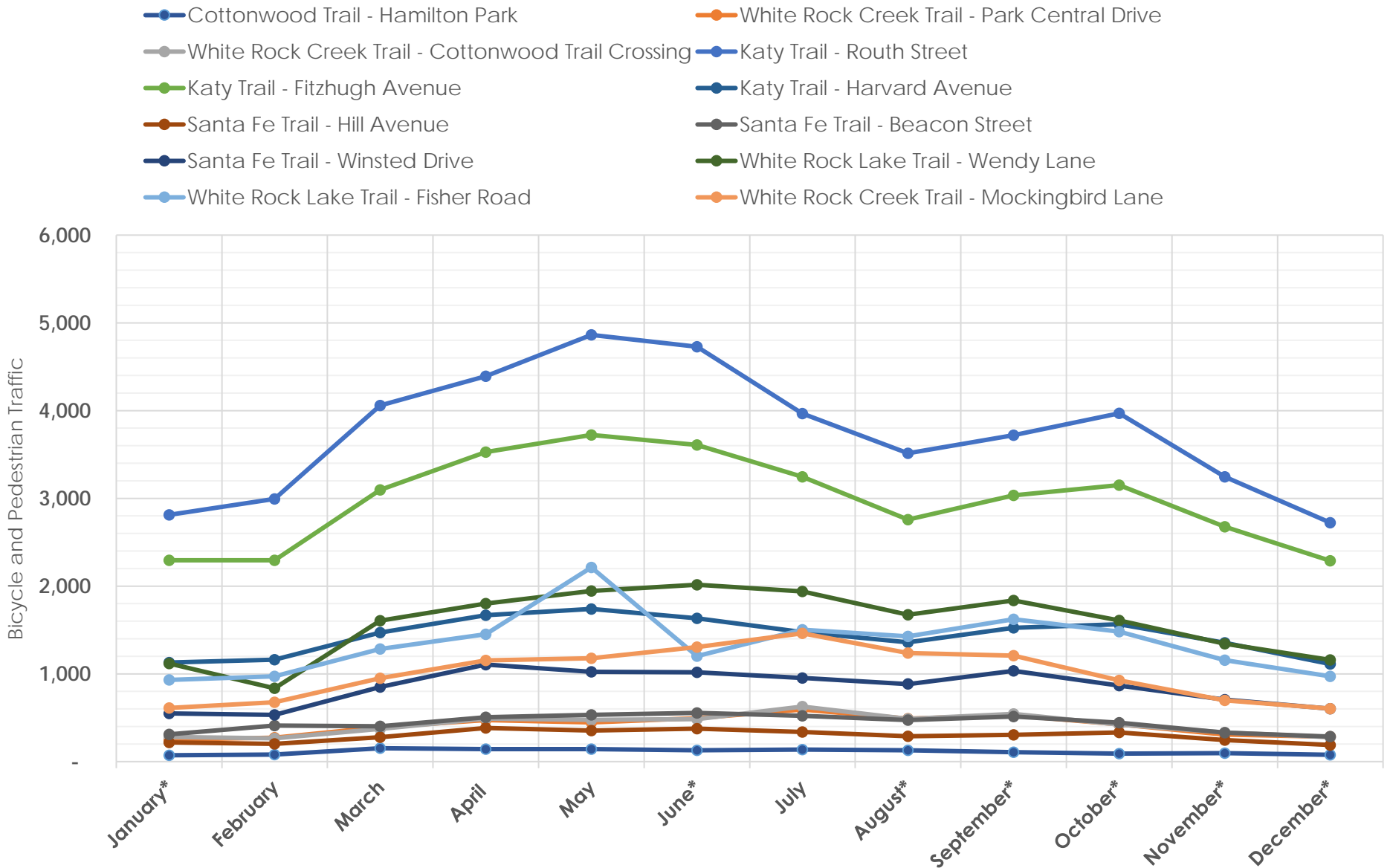
## Average Daily Traffic by Month (2019)



Months with an asterisk indicate historical data was used to fill in a gap or unusual spike in the data.

**Exhibit 7:**

## Dallas Count Stations Average Daily Traffic by Month (2019)

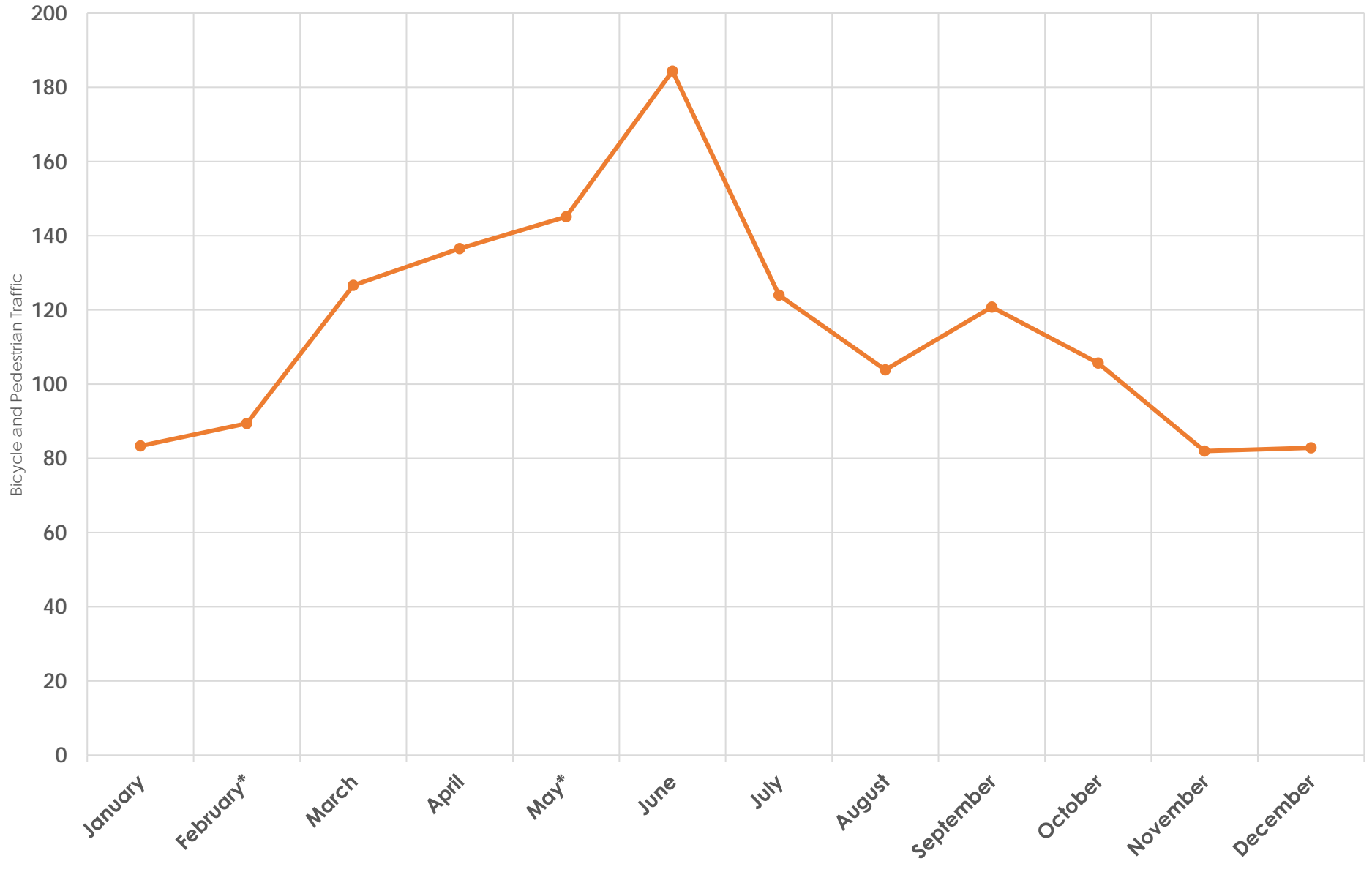


Months with an asterisk indicate historical data was used to fill in a gap or unusual spike in the data.

**Exhibit 8:**

### Denton Count Station Average Daily Traffic by Month (2019)

—●— Denton Branch Rail Trail - Morse Street

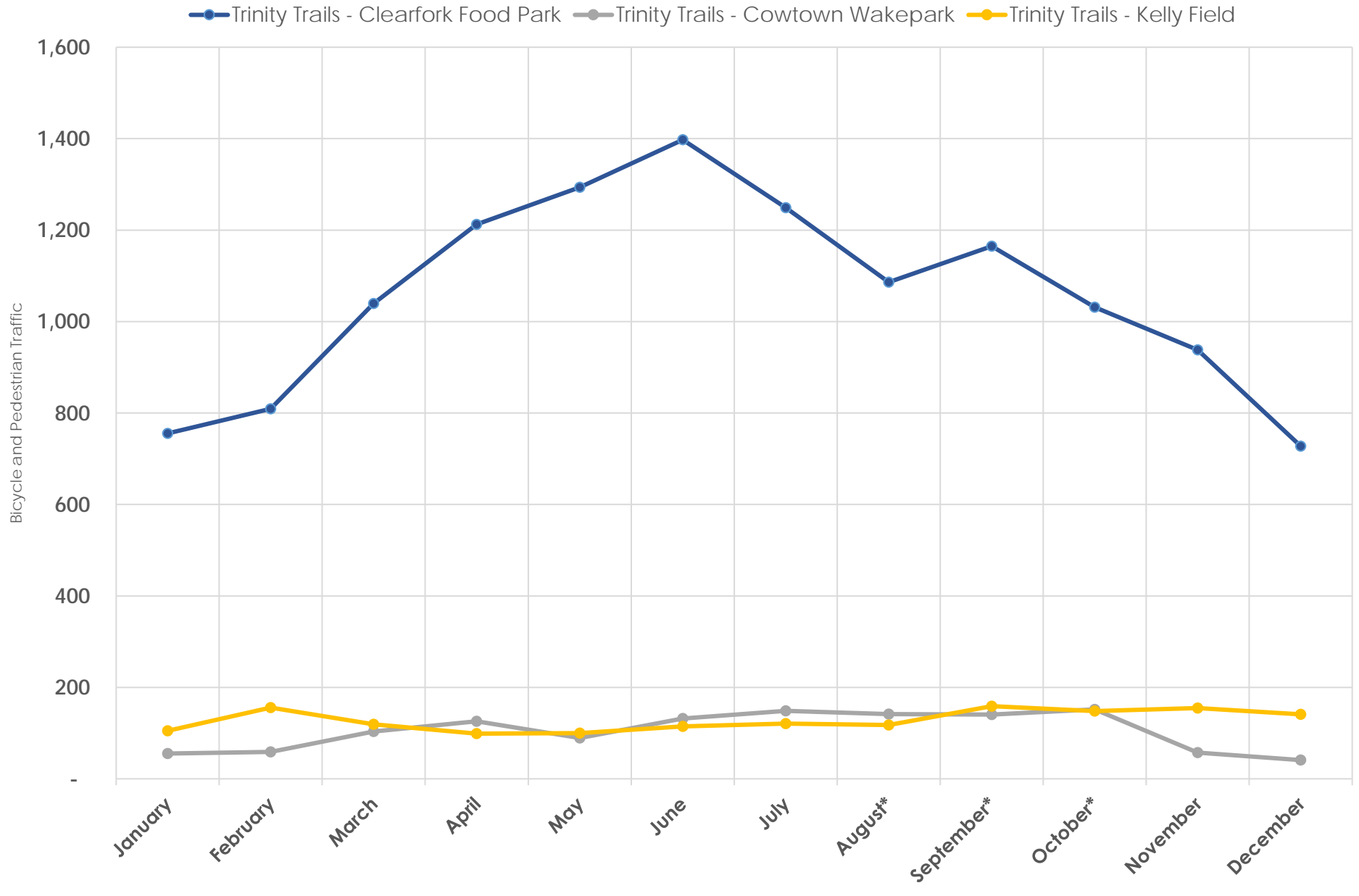


Months with an asterisk indicate historical data was used to fill in a gap or unusual spike in the data.



Exhibit 9:

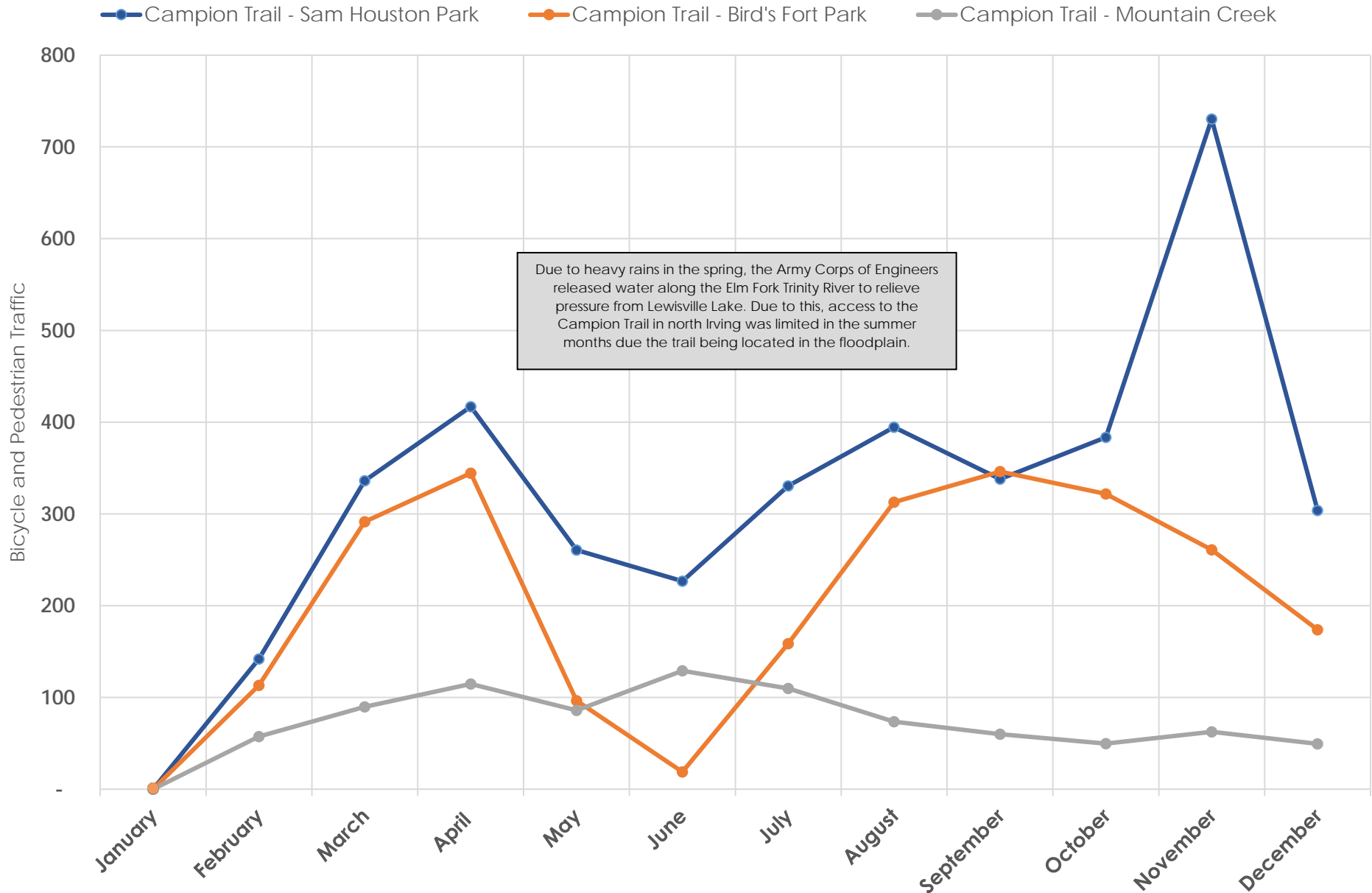
### Fort Worth Count Stations Average Daily Traffic by Month (2019)



Months with an asterisk indicate historical data was used to fill in a gap or unusual spike in the data.

Exhibit 10:

## Irving Count Stations Average Daily Traffic by Month (2019)

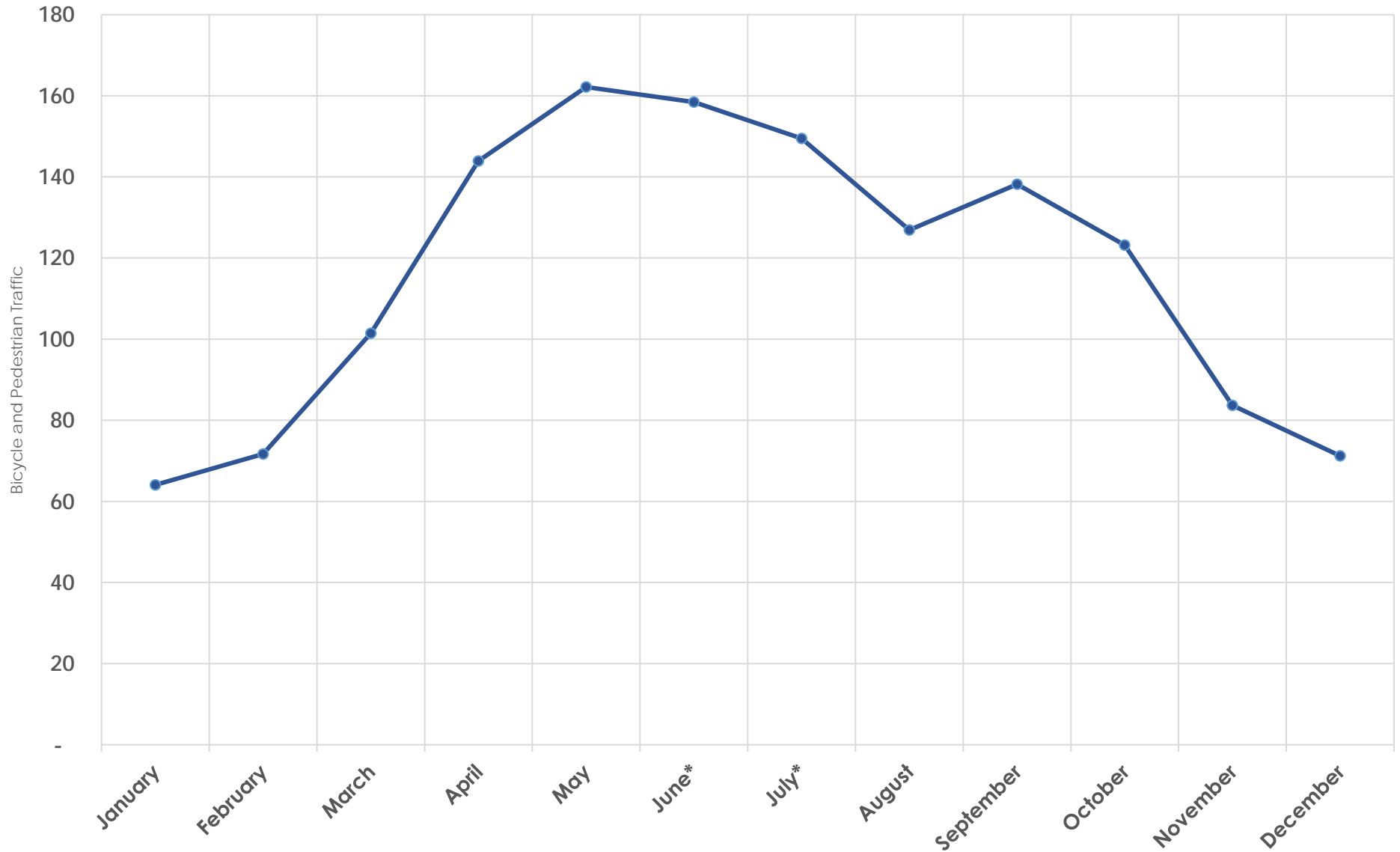


Months with an asterisk indicate historical data was used to fill in a gap or unusual spike in the data.

**Exhibit 11:**

### North Richland Hills Count Station Average Daily Traffic by Month (2019)

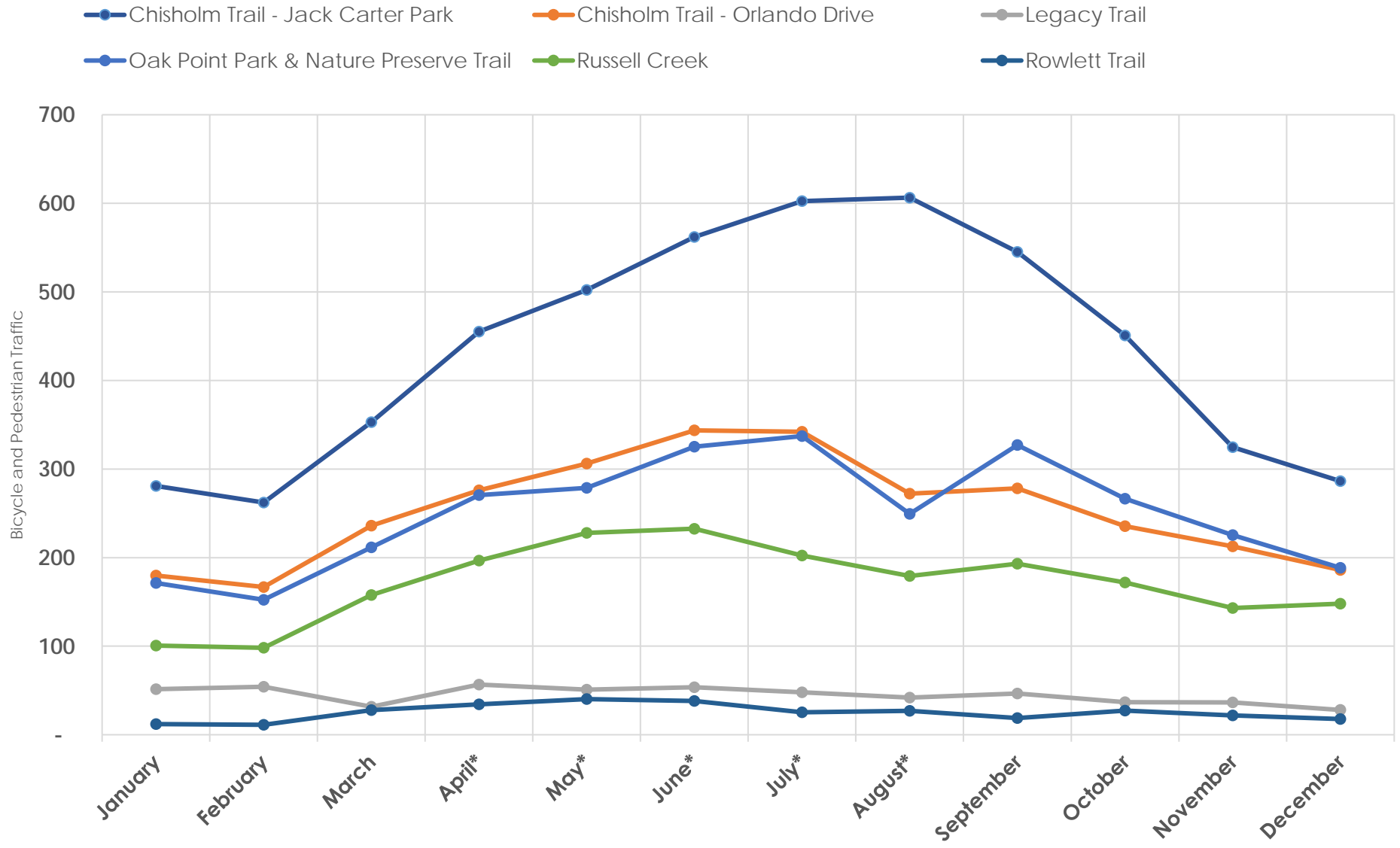
● Cotton Belt Trail - Holiday Lane



Months with an asterisk indicate historical data was used to fill in a gap or unusual spike in the data.

Exhibit 12:

### Plano Count Stations Average Daily Traffic by Month (2019)



Months with an asterisk indicate historical data was used to fill in a gap or unusual spike in the data.



## Sample Week Data

The week of September 8, 2019, as shown in Exhibits 13 and 14, 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. The highest total traffic counts recorded this week at count stations in the region were

on Saturday, September 14 with over 26,000 bicycle and pedestrian counts. Sunday, September 8 had over 23,000 counts. All 28 count stations registered a total of over 127,000 counts of people walking and bicycling in the North Central Texas region in one week.



The Clearfork Food Park in Fort Worth registers the highest number of bicycle and pedestrian traffic counts in the western part of the region

Exhibit 13:

## Total Daily Traffic During the Week of September 8, 2019 (Locations Exceeding 1,000 Bicycle and Pedestrian Counts Per Day)

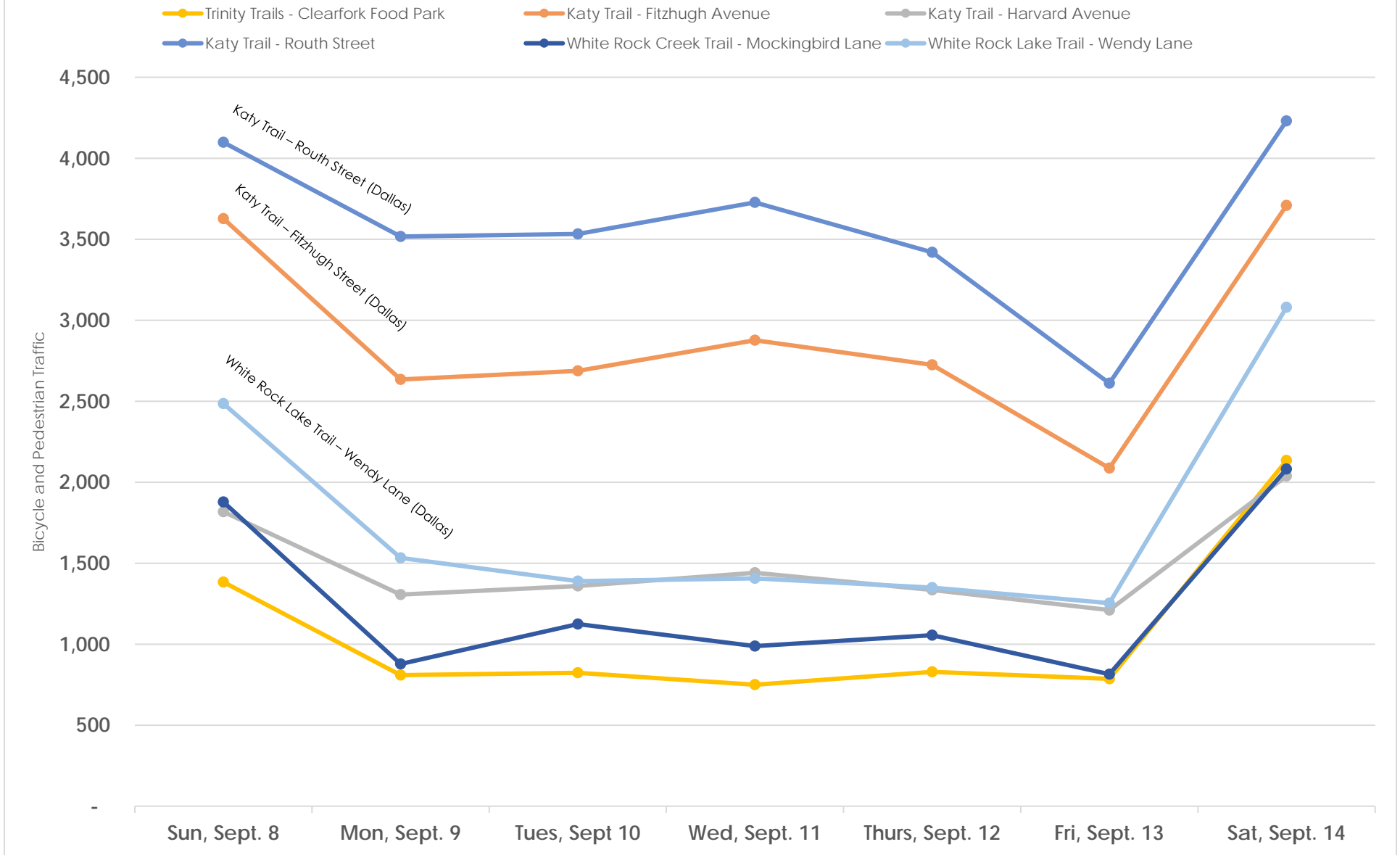
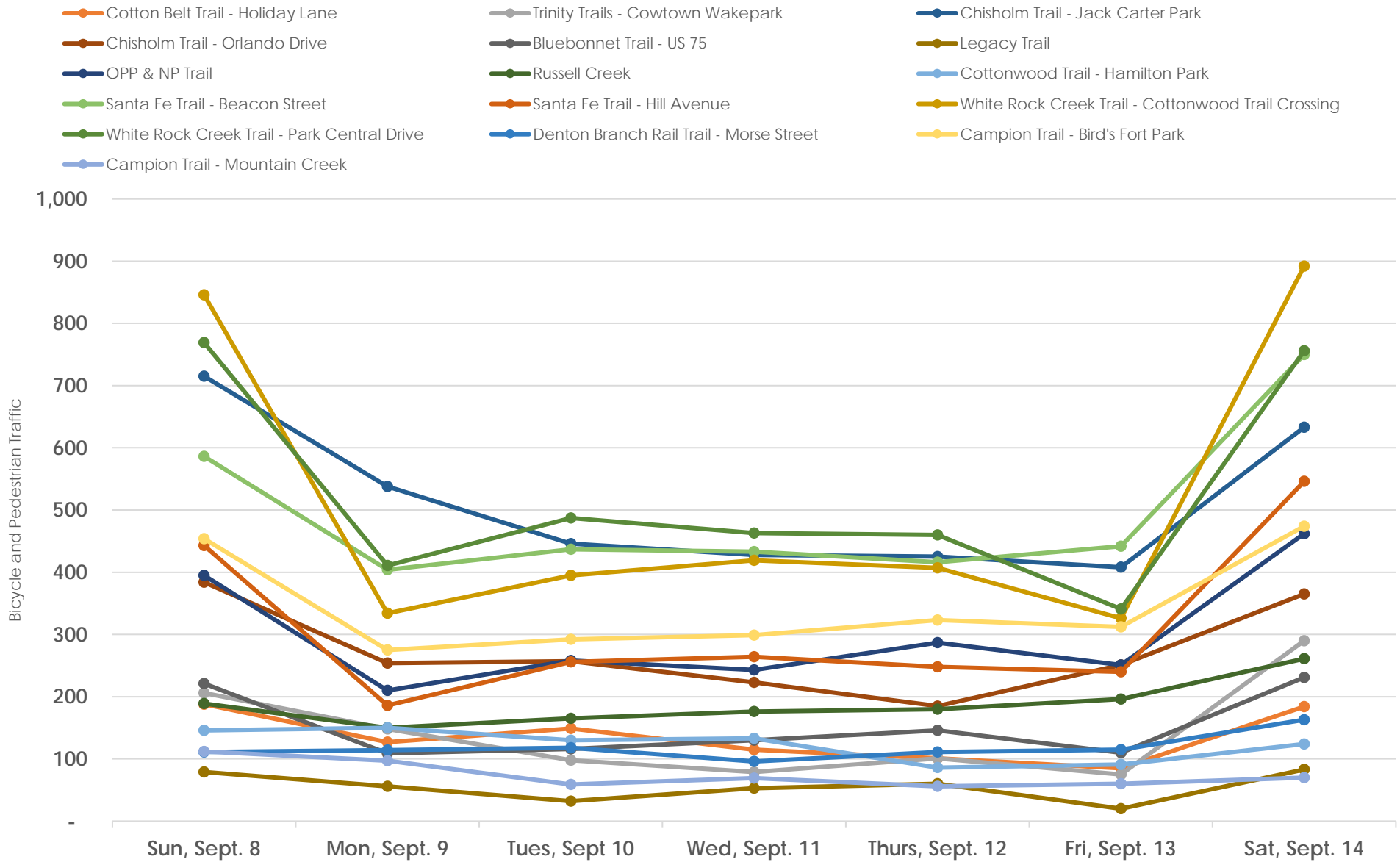


Exhibit 14:

## Total Daily Traffic During the Week of September 8, 2019 (Locations Less than 1,000 Bicycle and Pedestrian Counts Per Day)



## Summary

From January 1, 2019 through December 31, 2019, over 6.7 million bicycle and pedestrian traffic counts were recorded at the 28 count locations. As more count equipment is installed and the coverage area in the region increases, this number is also expected to increase. In 2018, over 8 million counts were recorded across 31 count locations. Several of the highest volumes did not have sufficient data to be reported in this year's report, contributing to less counts.

## 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

The following five counters that have been included in previous annual reports collected substantially less than a years worth of data and were therefore not included in this report: Trinity Trails Henderson Bridge, Santa Fe Trail Glasgow Drive, Katy Trail Lyte Street, Bluebonnet Trail at US 75, and Denton Branch Rail Trail MedPark Station.

## **Estimating Traffic Count Data**

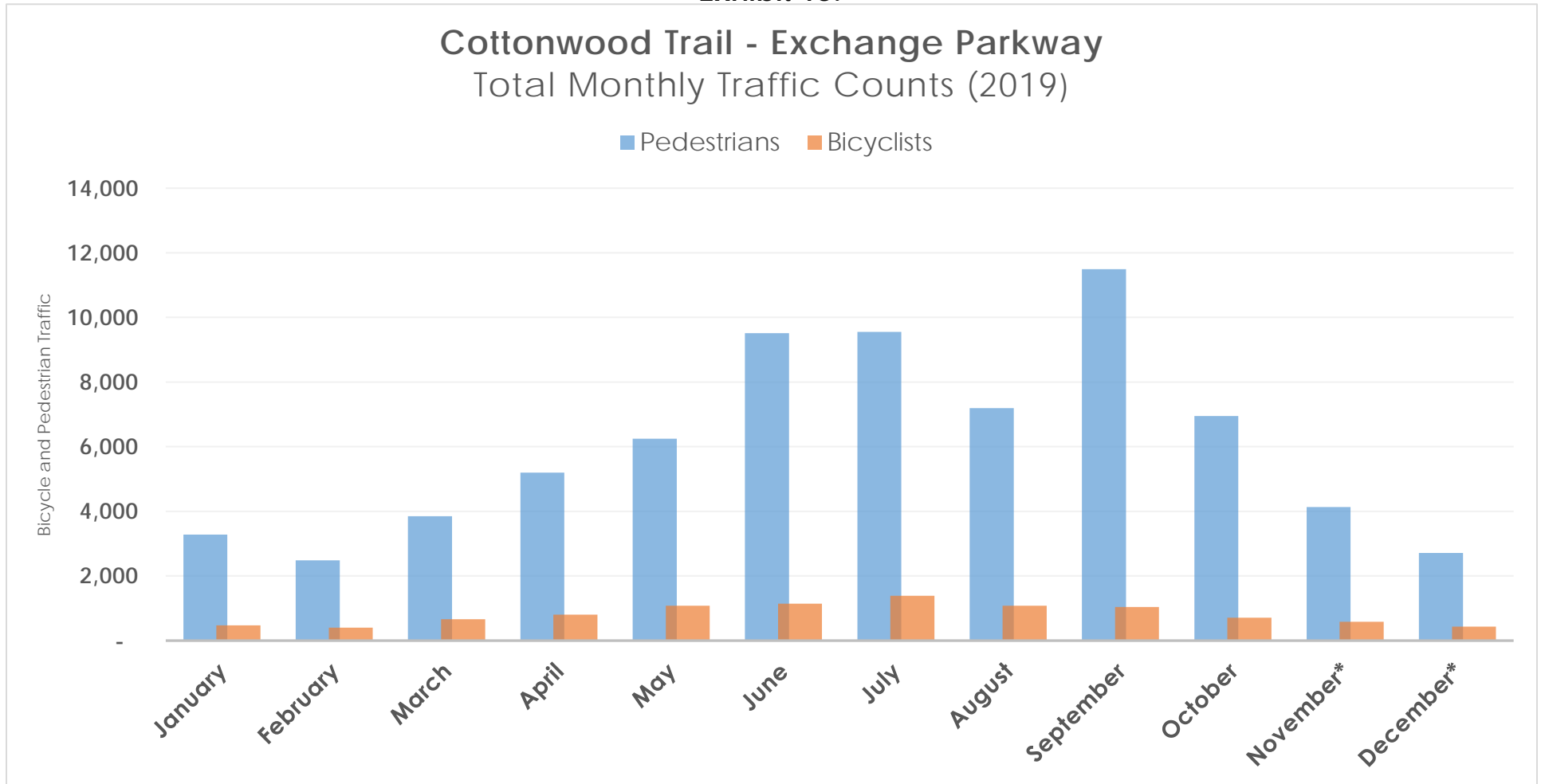
With four years of historical data, NCTCOG staff filled in gaps of data for months in which information was not collected or considered unusual. Monthly data from prior years was used

to calculate an average and develop an estimate for the number of bicycle and pedestrian traffic counts for several counters in 2019. Months with an asterisk indicate when the methodology was employed.

# **Appendix:**

# **Individual Count Station Summaries**

Exhibit 15:

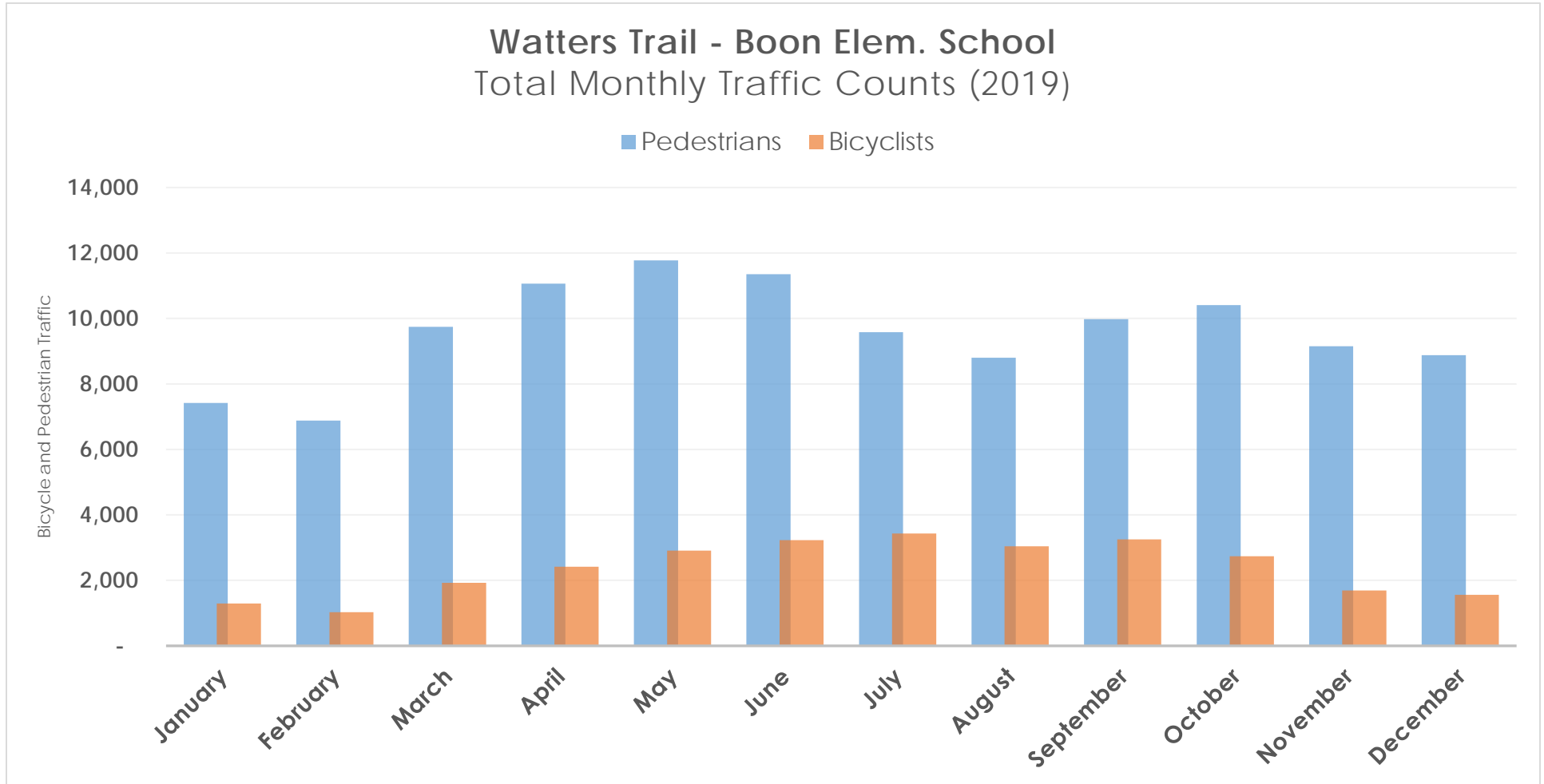


2019 Annual Traffic	
Pedestrians	72,617
Bicyclists	9,819
<b>Total Traffic</b>	<b>82,436</b>

Months with an asterisk indicate historical data was used to fill in a gap or unusual spike in the data.

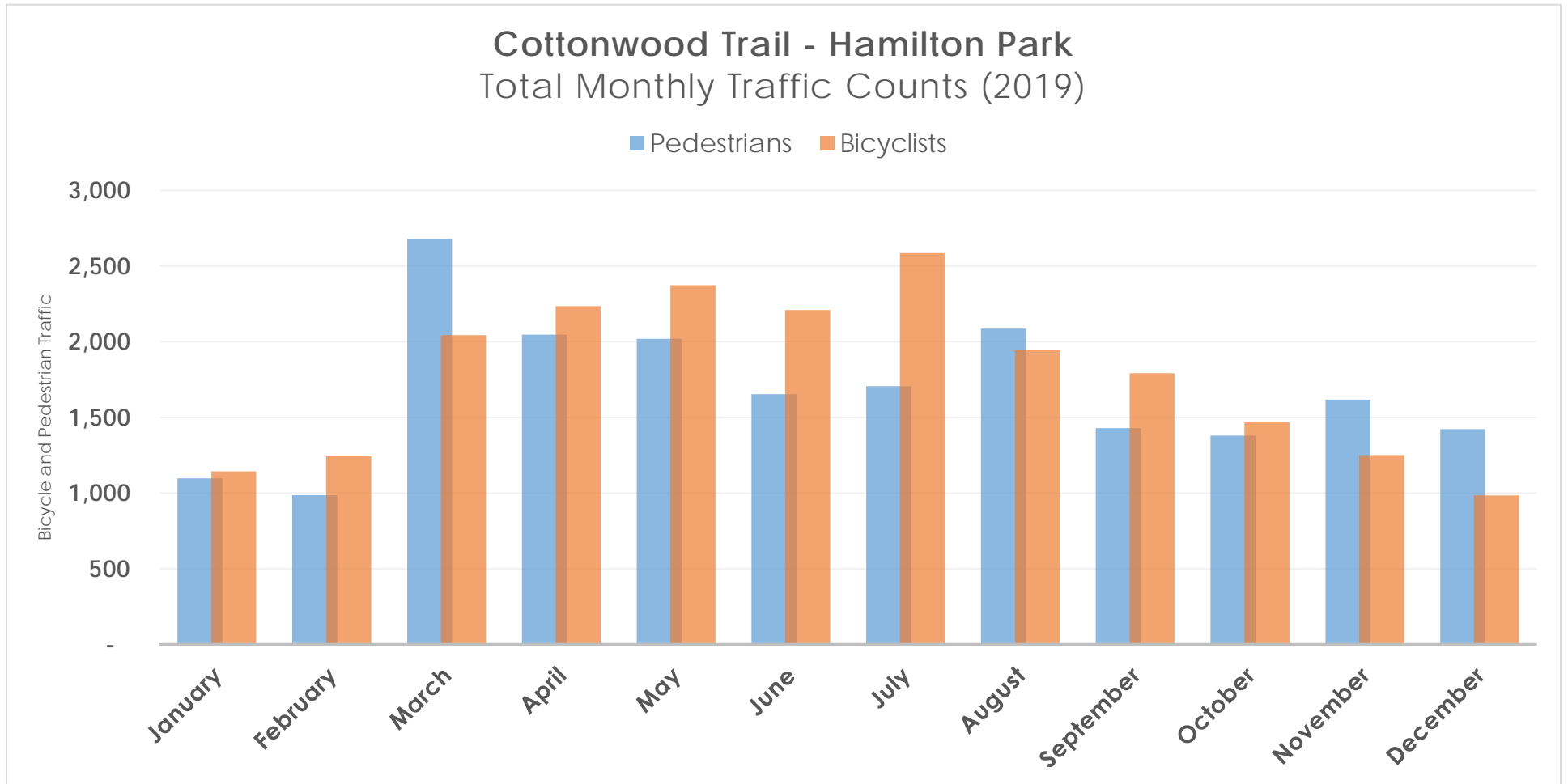


Exhibit 16:



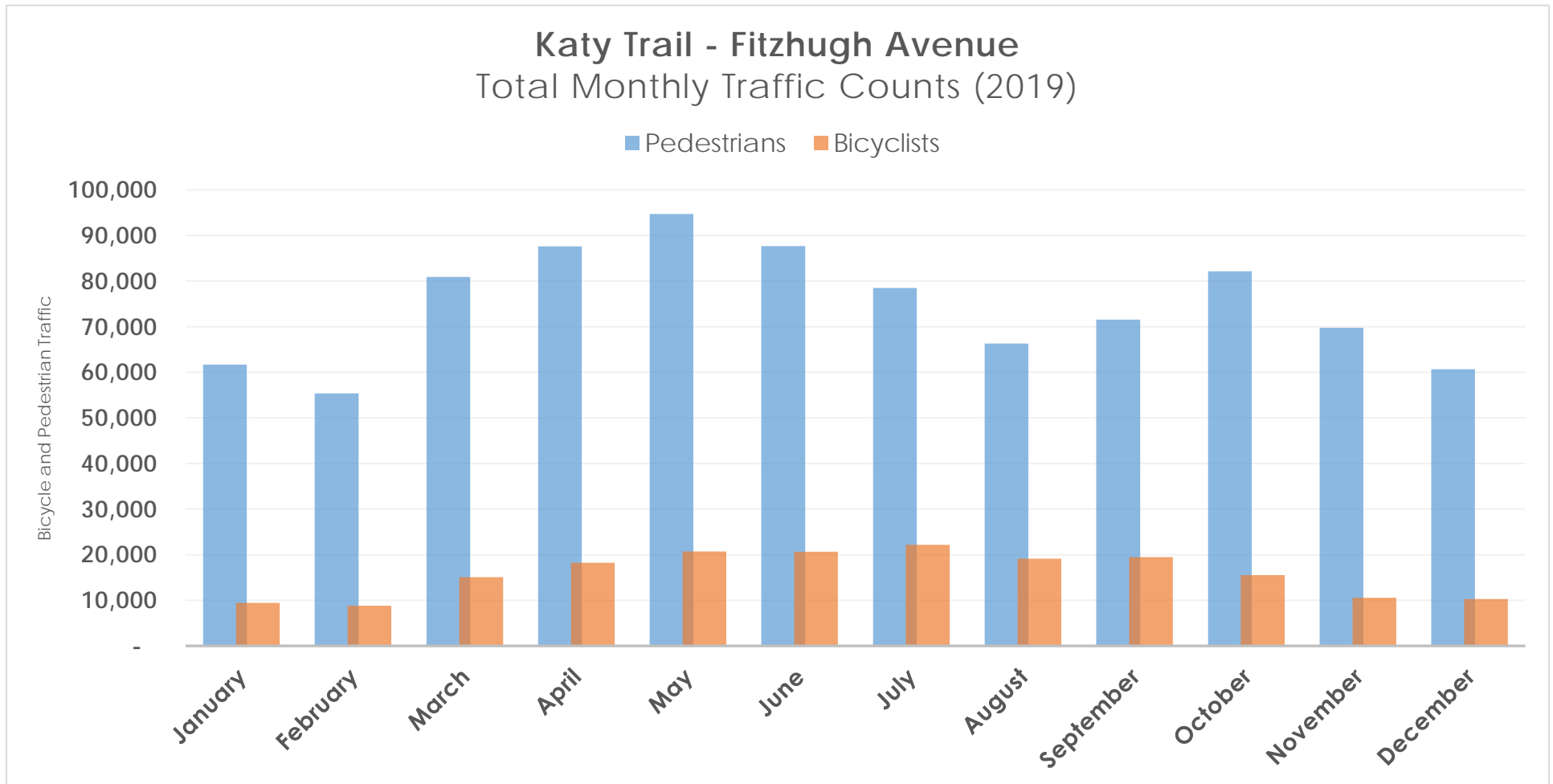
2019 Annual Traffic	
Pedestrians	115,051
Bicyclists	28,507
<b>Total Traffic</b>	<b>143,558</b>

Exhibit 17:



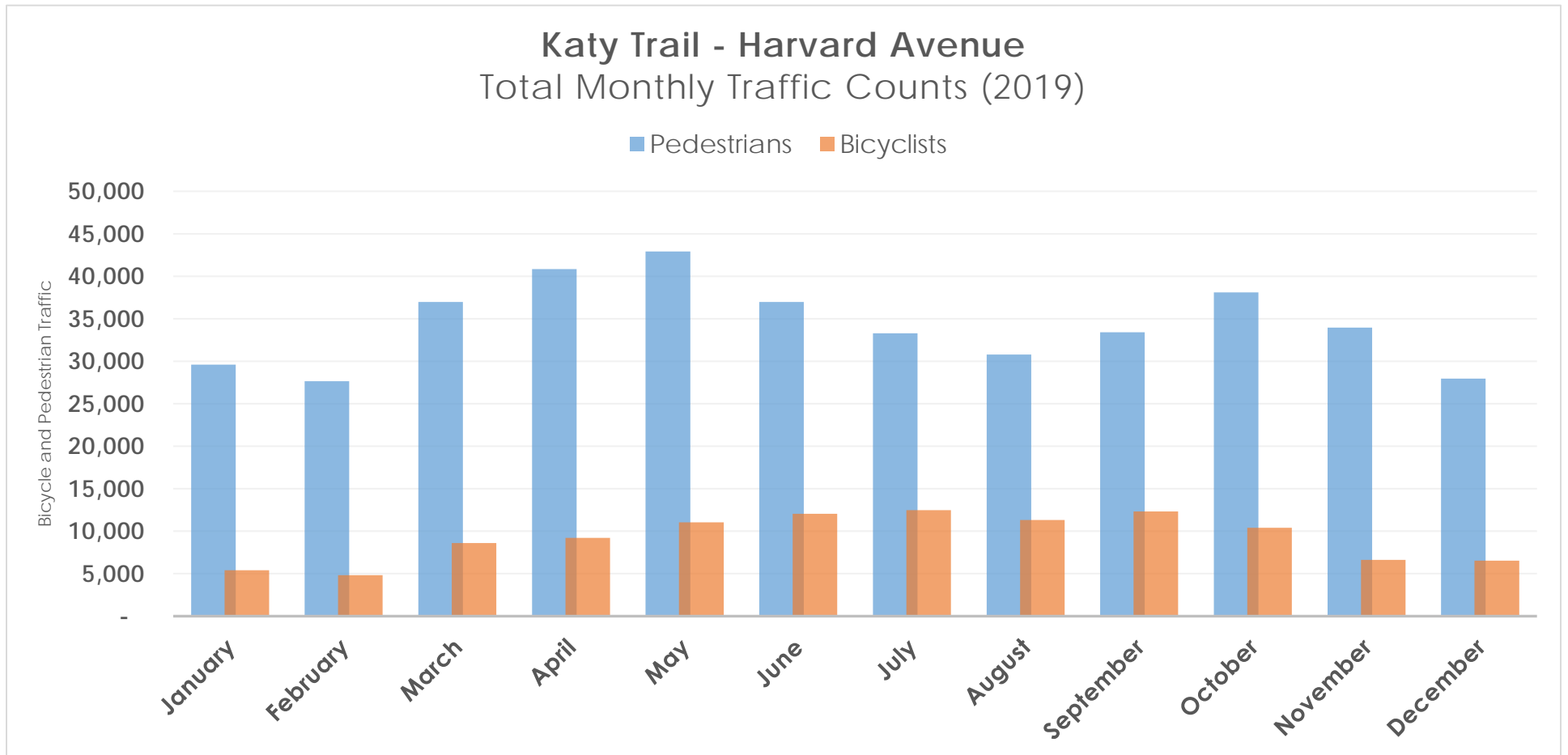
2019 Annual Traffic	
Pedestrians	20,122
Bicyclists	21,274
<b>Total Traffic</b>	<b>41,396</b>

Exhibit 18:



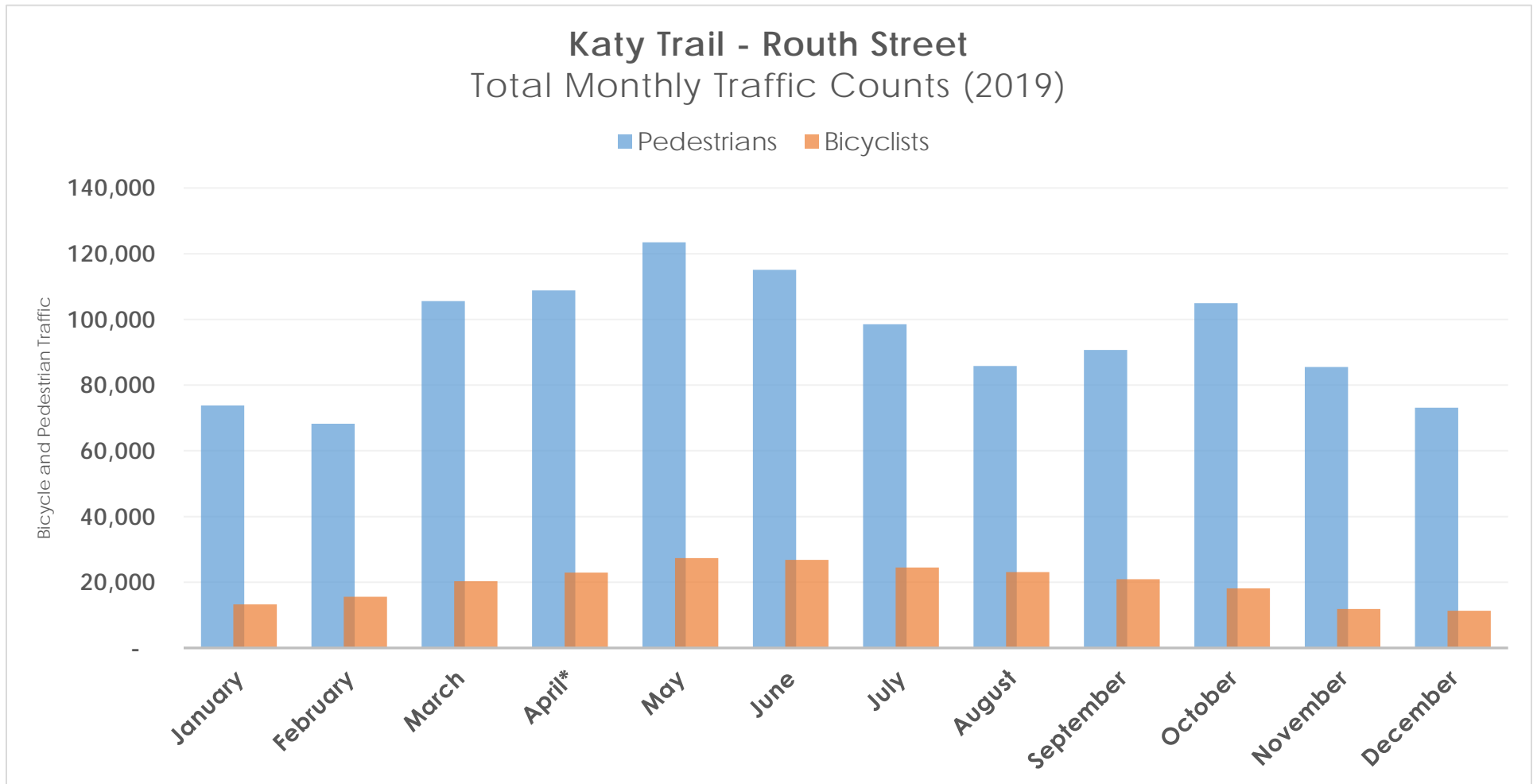
2019 Annual Traffic	
Pedestrians	896,841
Bicyclists	190,080
<b>Total Traffic</b>	<b>1,086,921</b>

Exhibit 19:



2019 Annual Traffic	
Pedestrians	412,440
Bicyclists	110,838
<b>Total Traffic</b>	<b>523,278</b>

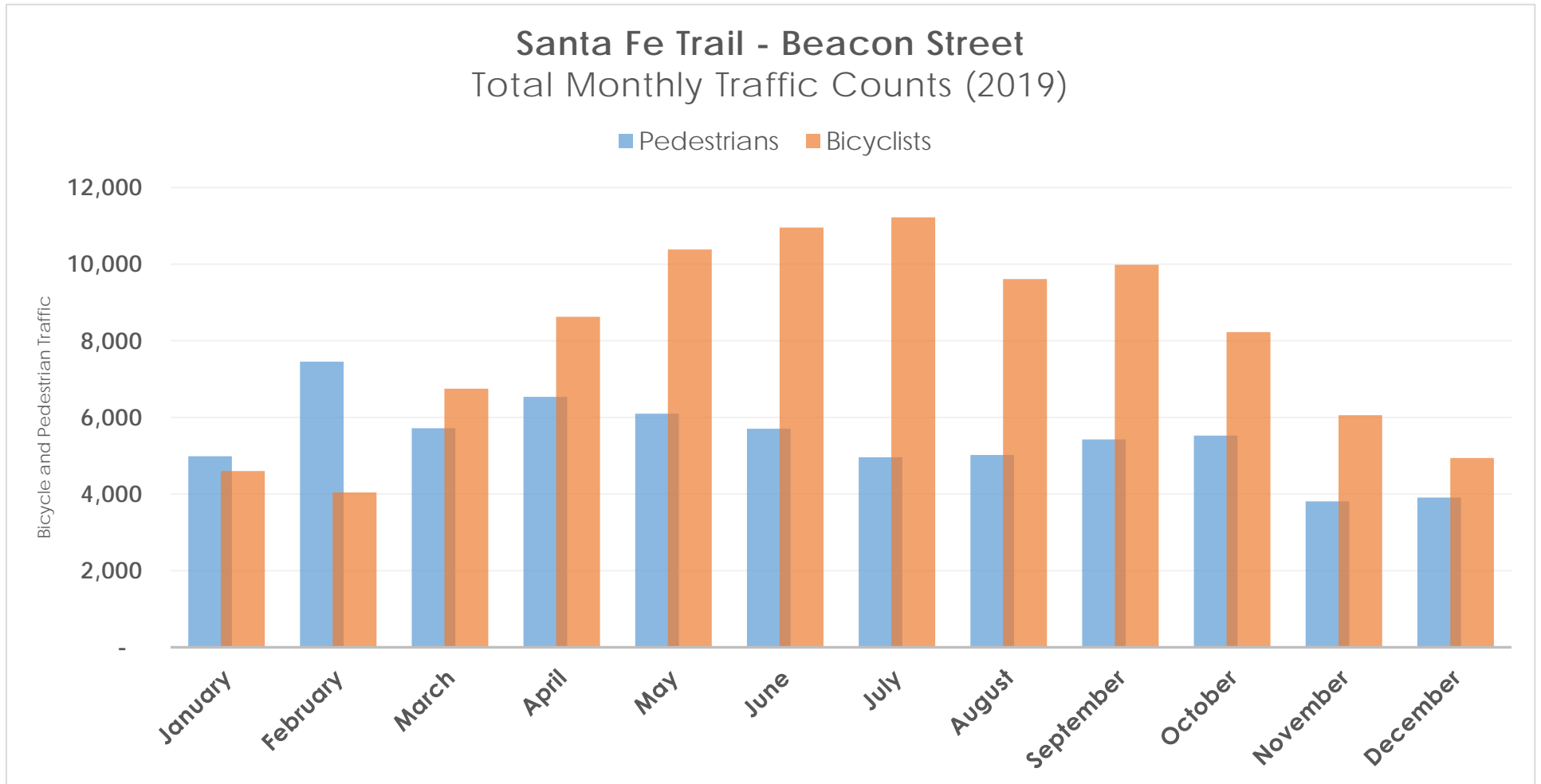
Exhibit 20:



2019 Annual Traffic	
Pedestrians	1,133,605
Bicyclists	235,948
<b>Total Traffic</b>	<b>1,369,553</b>

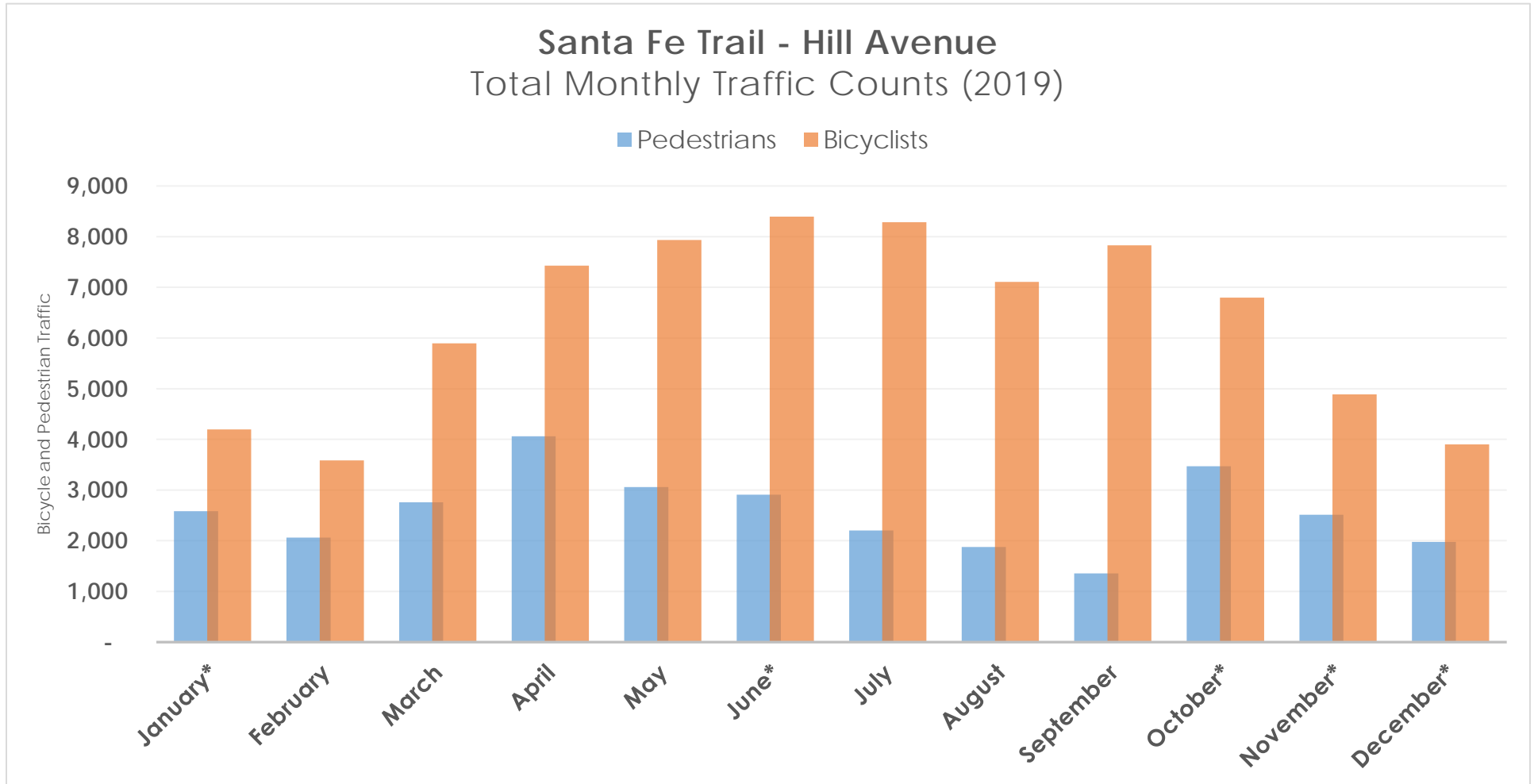
Months with an asterisk indicate historical data was used to fill in a gap or unusual spike in the data.

Exhibit 21:



2019 Annual Traffic	
Pedestrians	65,156
Bicyclists	95,402
<b>Total Traffic</b>	<b>160,558</b>

Exhibit 22:

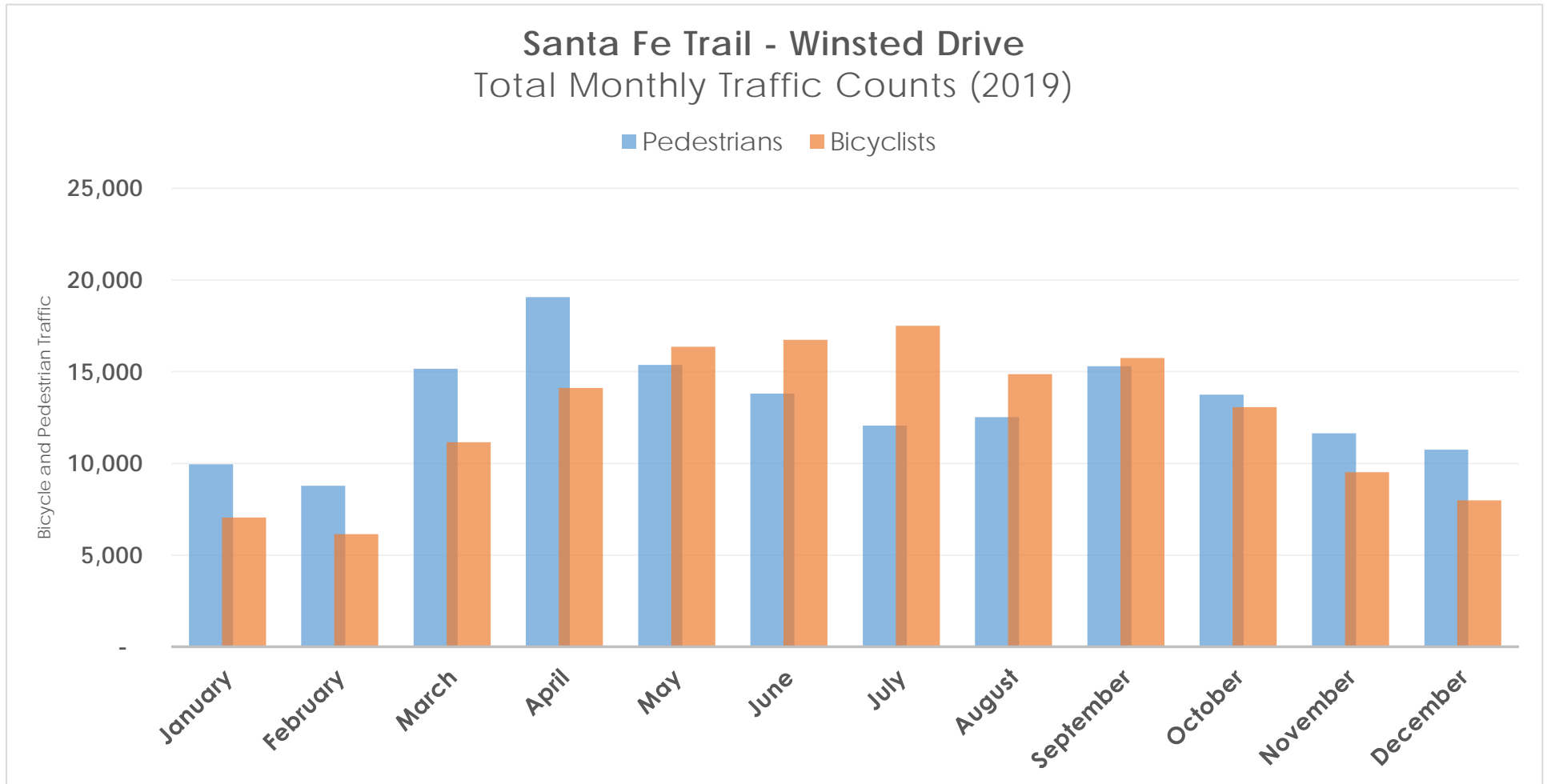


2019 Annual Traffic	
Pedestrians	30,841
Bicyclists	76,240
<b>Total Traffic</b>	<b>107,081</b>

Months with an asterisk indicate historical data was used to fill in a gap or unusual spike in the data.

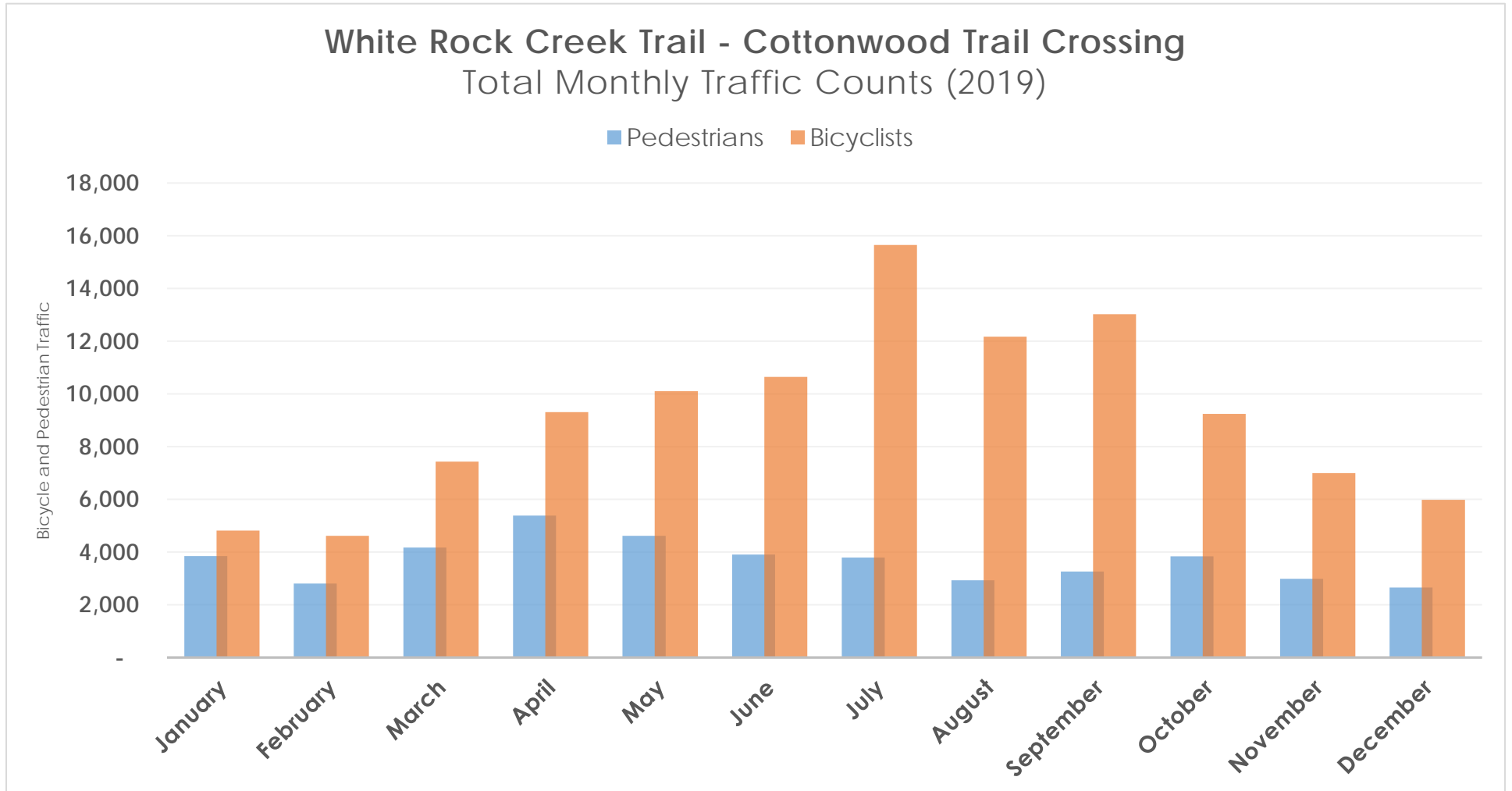


Exhibit 23:



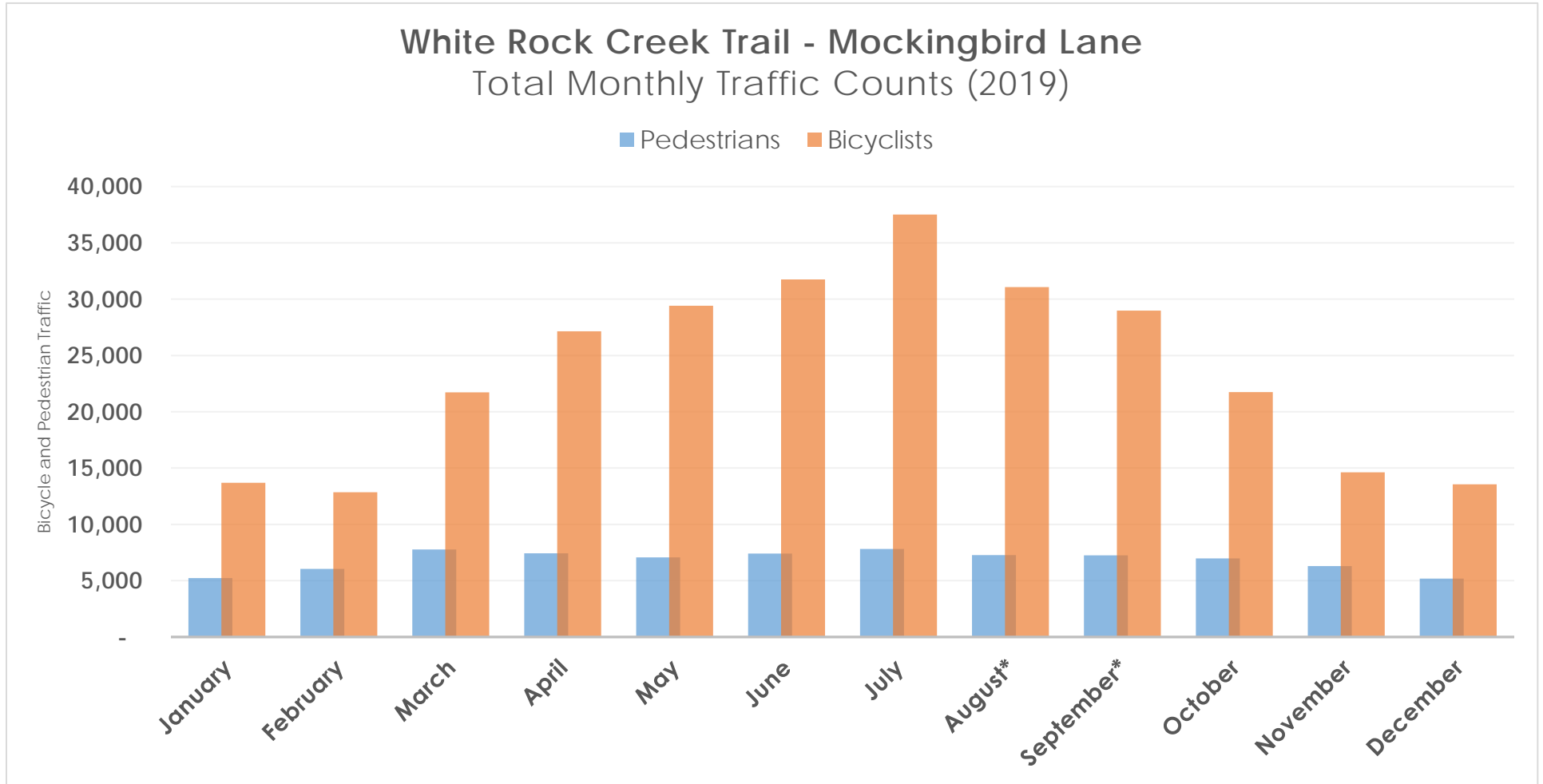
2019 Annual Traffic	
Pedestrians	158,157
Bicyclists	150,220
<b>Total Traffic</b>	<b>308,377</b>

Exhibit 24:



2019 Annual Traffic	
Pedestrians	44,207
Bicyclists	109,993
<b>Total Traffic</b>	<b>154,200</b>

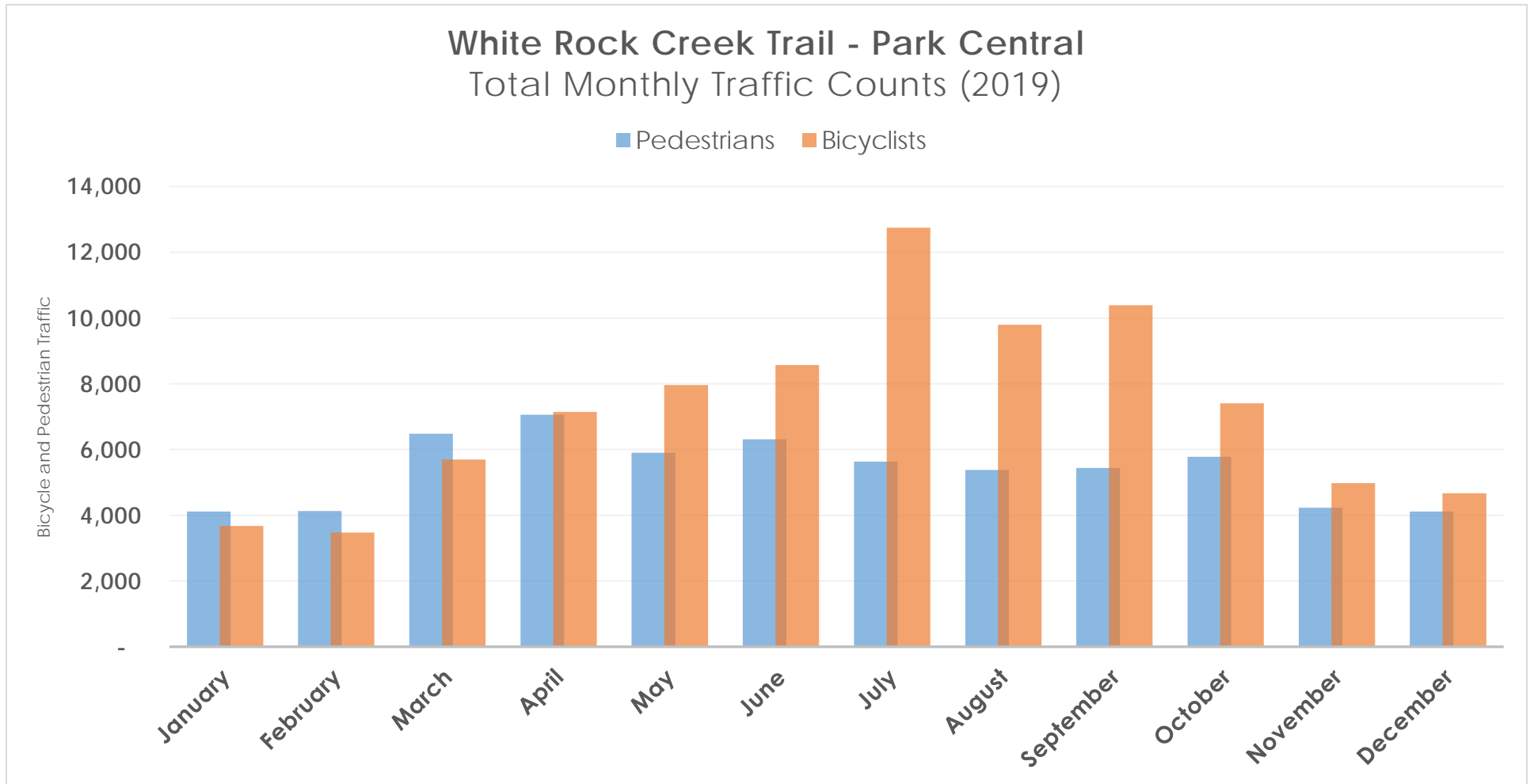
Exhibit 25:



2019 Annual Traffic	
Pedestrians	81,752
Bicyclists	284,055
<b>Total Traffic</b>	<b>365,807</b>

Months with an asterisk indicate historical data was used to fill in a gap or unusual spike in the data.

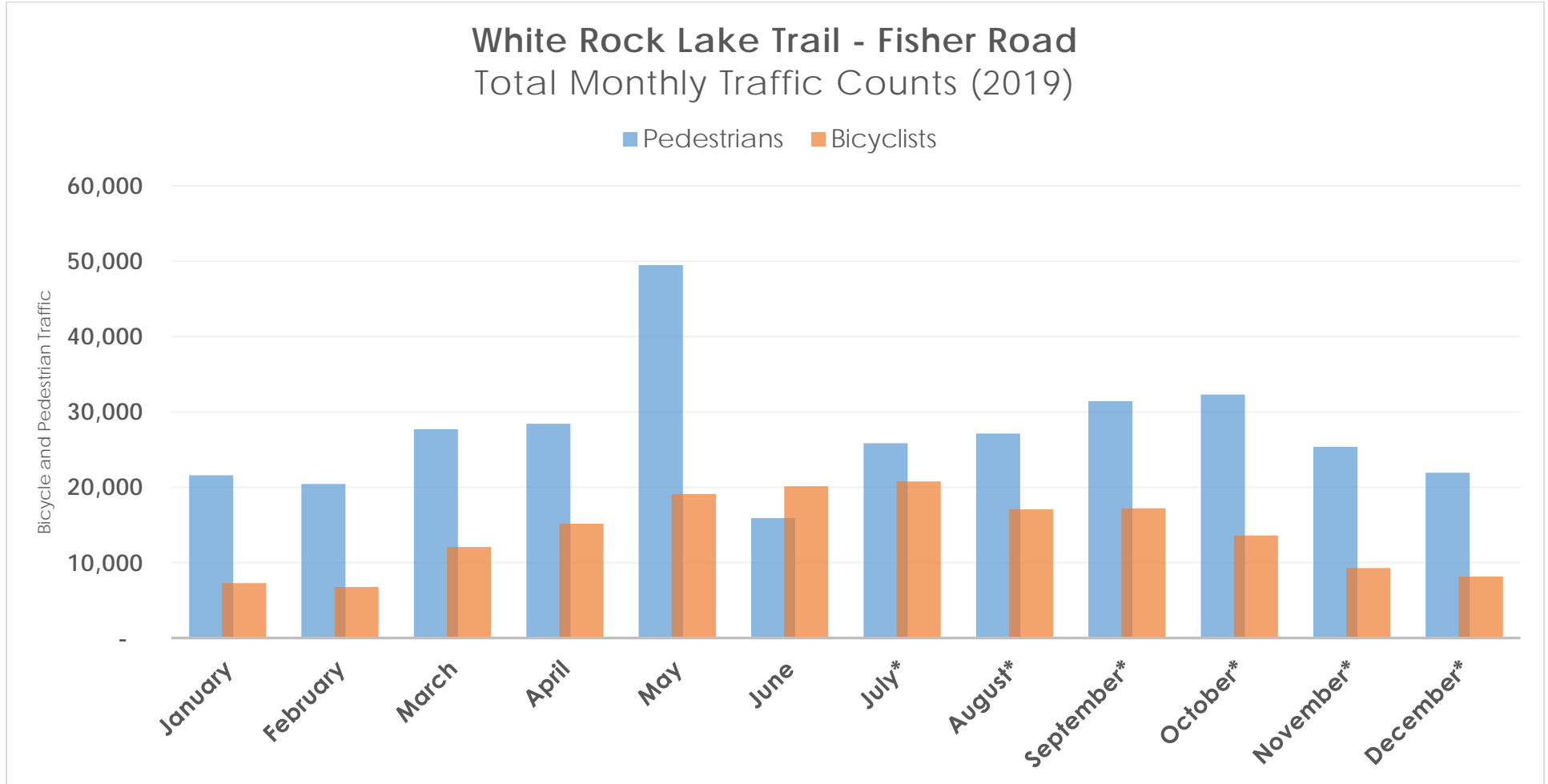
Exhibit 26:



2019 Annual Traffic	
Pedestrians	64,580
Bicyclists	86,520
<b>Total Traffic</b>	<b>151,100</b>

# Dallas

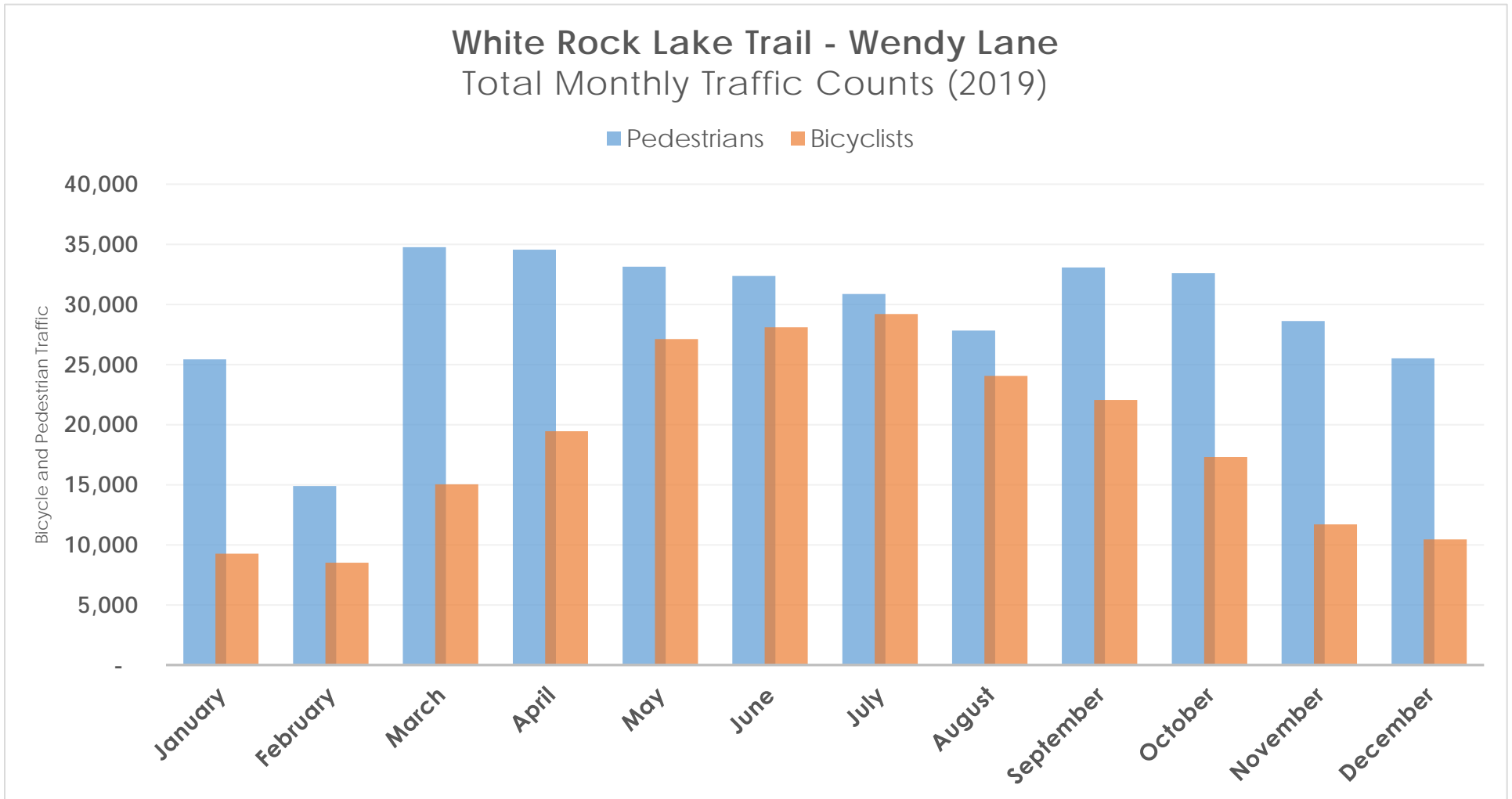
Exhibit 27:



2019 Annual Traffic	
Pedestrians	327,630
Bicyclists	166,703
<b>Total Traffic</b>	<b>494,333</b>

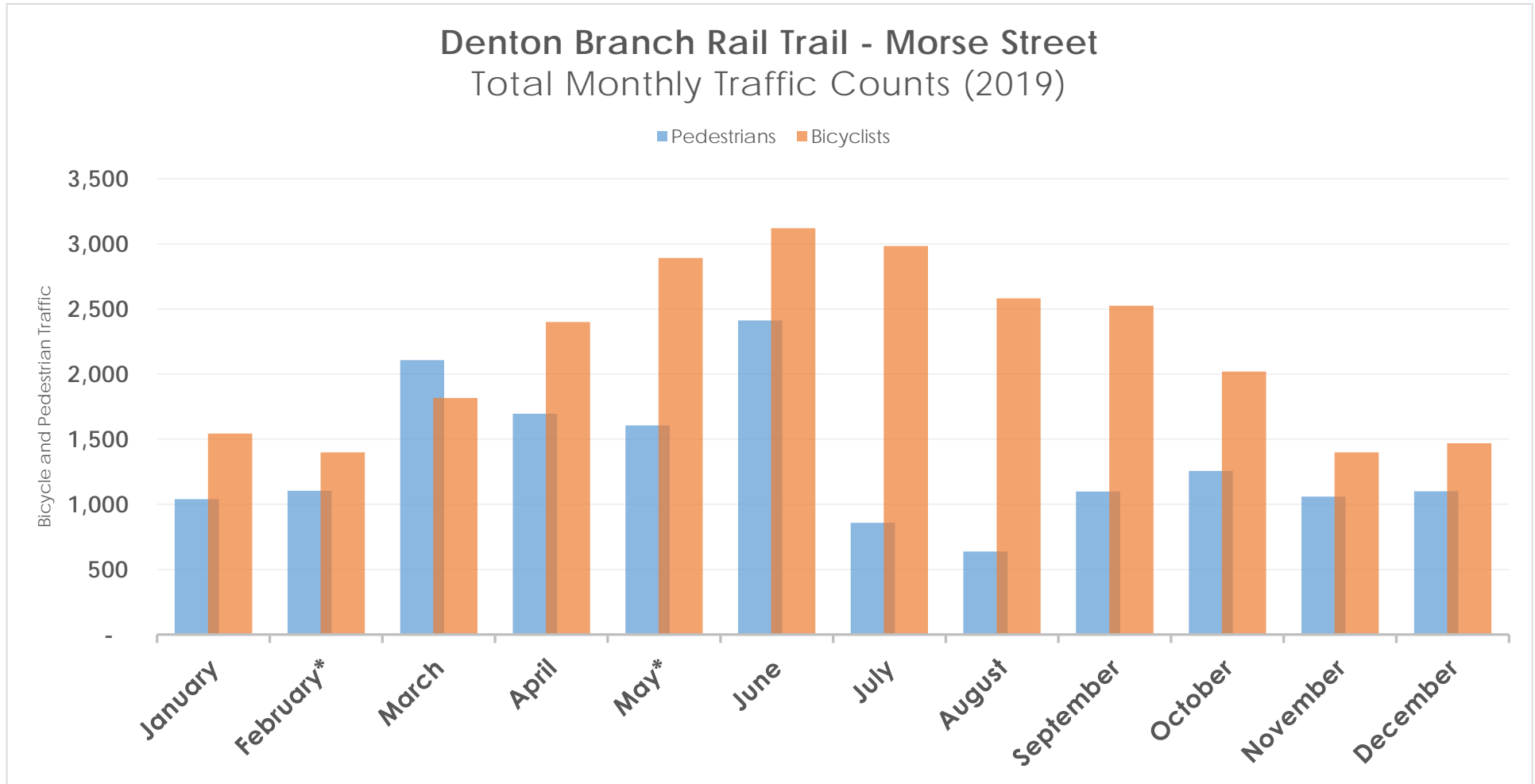
Months with an asterisk indicate historical data was used to fill in a gap or unusual spike in the data.

Exhibit 28:



2019 Annual Traffic	
Pedestrians	353,626
Bicyclists	222,213
<b>Total Traffic</b>	<b>575,839</b>

Exhibit 29:



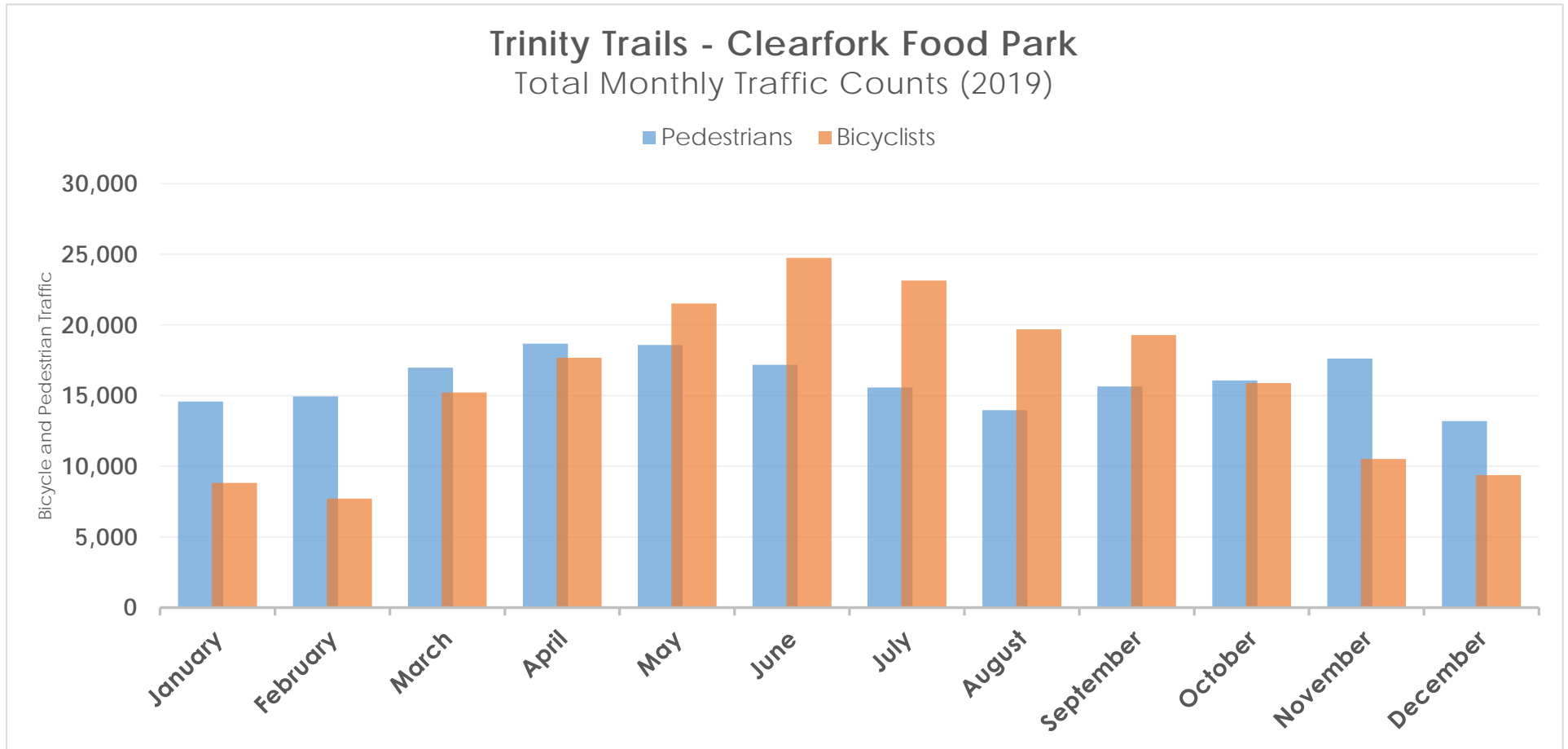
2019 Annual Traffic	
Pedestrians	15,977
Bicyclists	26,155
<b>Total Traffic</b>	<b>42,132</b>

Months with an asterisk indicate historical data was used to fill in a gap or unusual spike in the data.



# Fort Worth

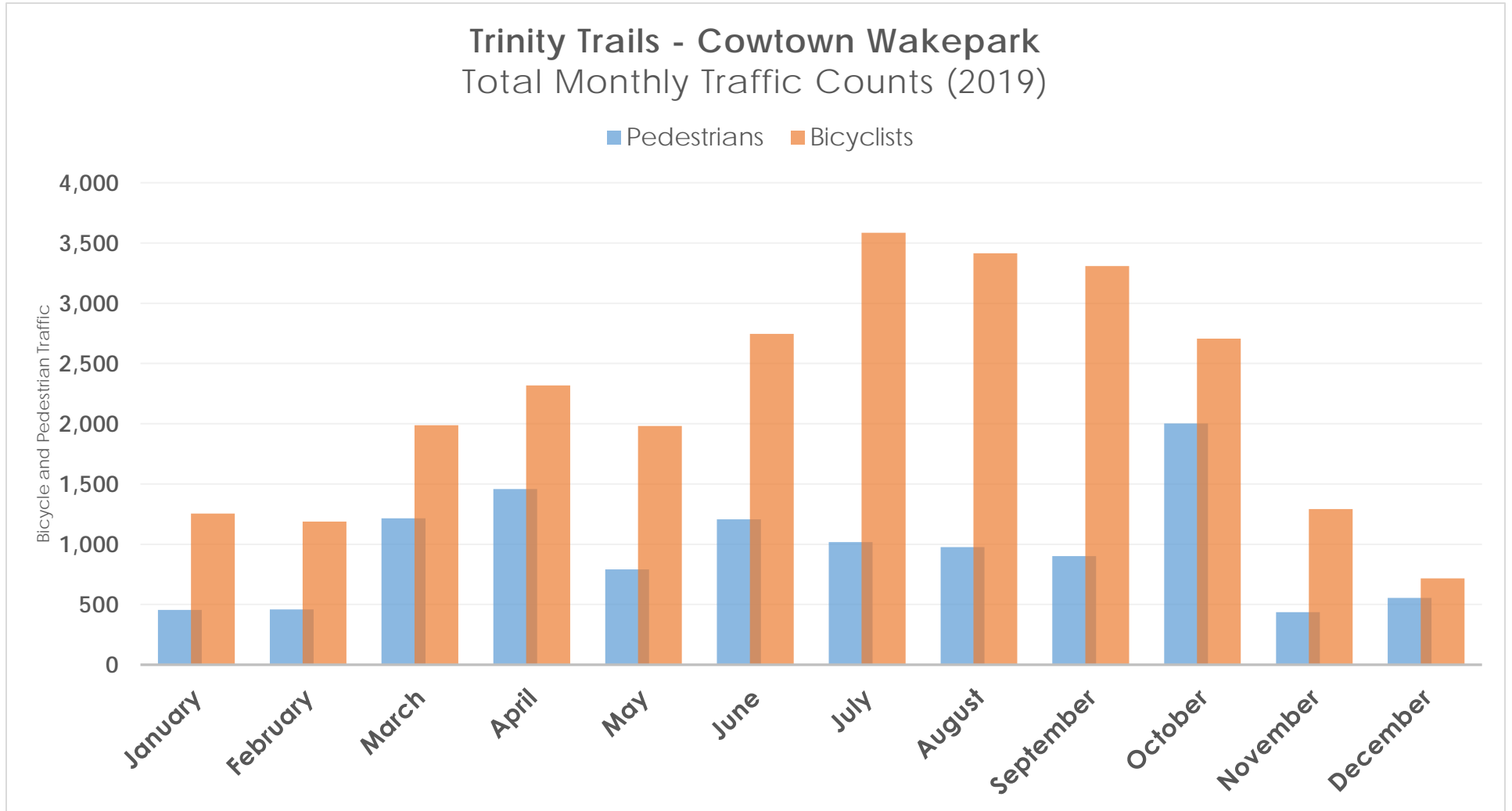
Exhibit 30:



2019 Annual Traffic	
Pedestrians	193,062
Bicyclists	193,618
<b>Total Traffic</b>	<b>386,680</b>

# Fort Worth

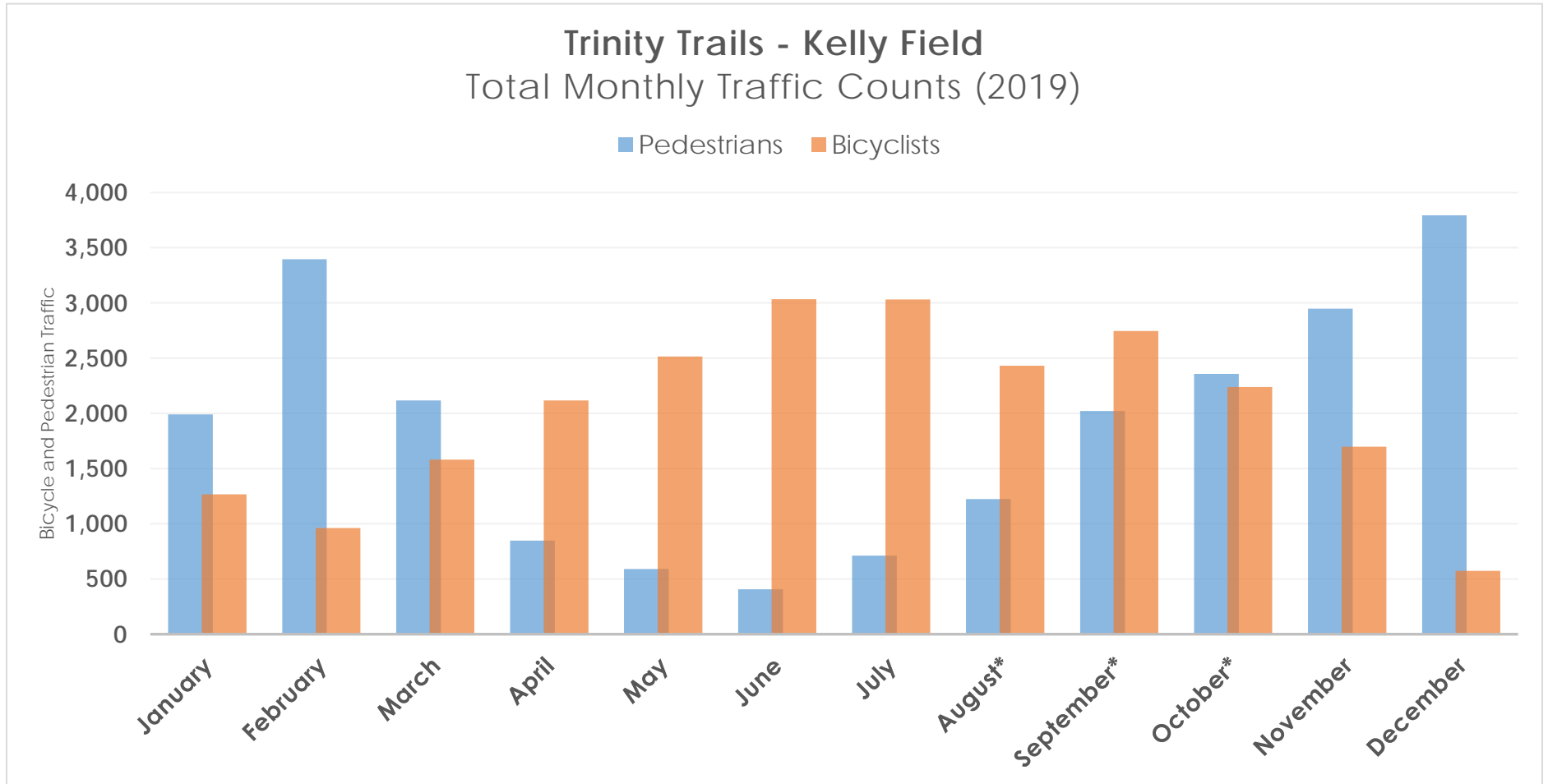
Exhibit 31:



2019 Annual Traffic	
Pedestrians	11,472
Bicyclists	26,501
<b>Total Traffic</b>	<b>37,973</b>

# Fort Worth

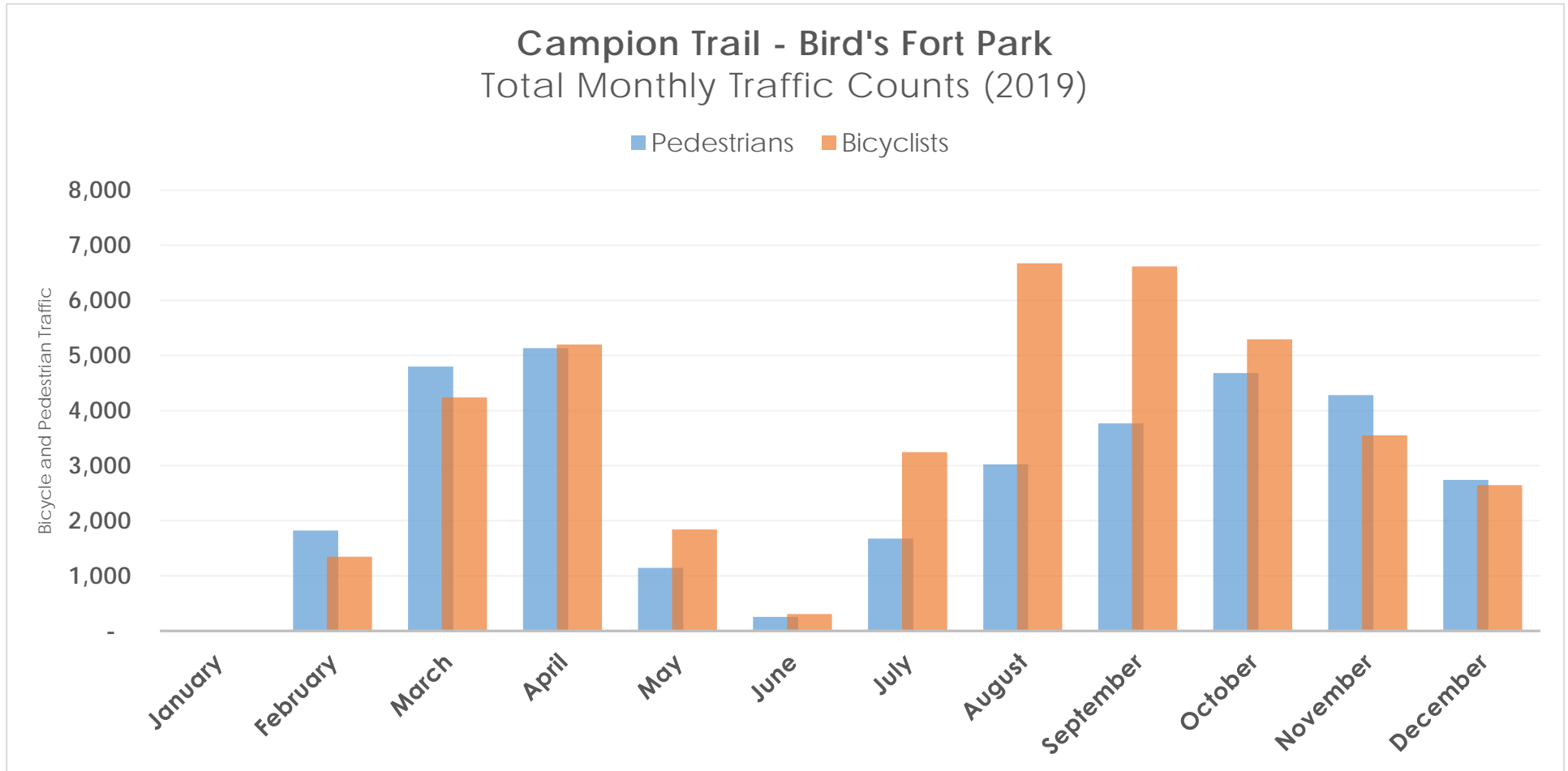
Exhibit 32:



2019 Annual Traffic	
Pedestrians	22,405
Bicyclists	24,199
<b>Total Traffic</b>	<b>46,604</b>

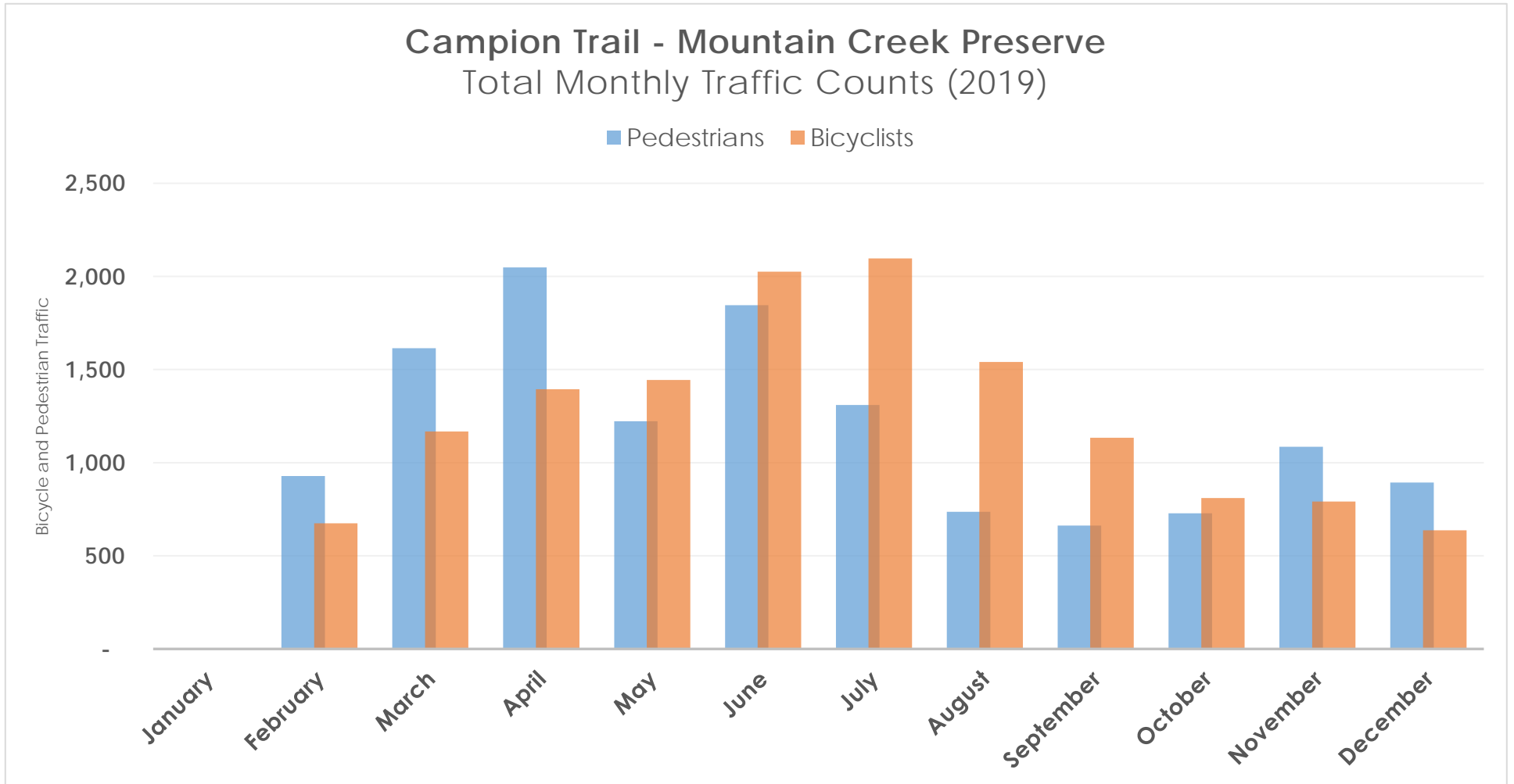
Months with an asterisk indicate historical data was used to fill in a gap or unusual spike in the data.

Exhibit 33:



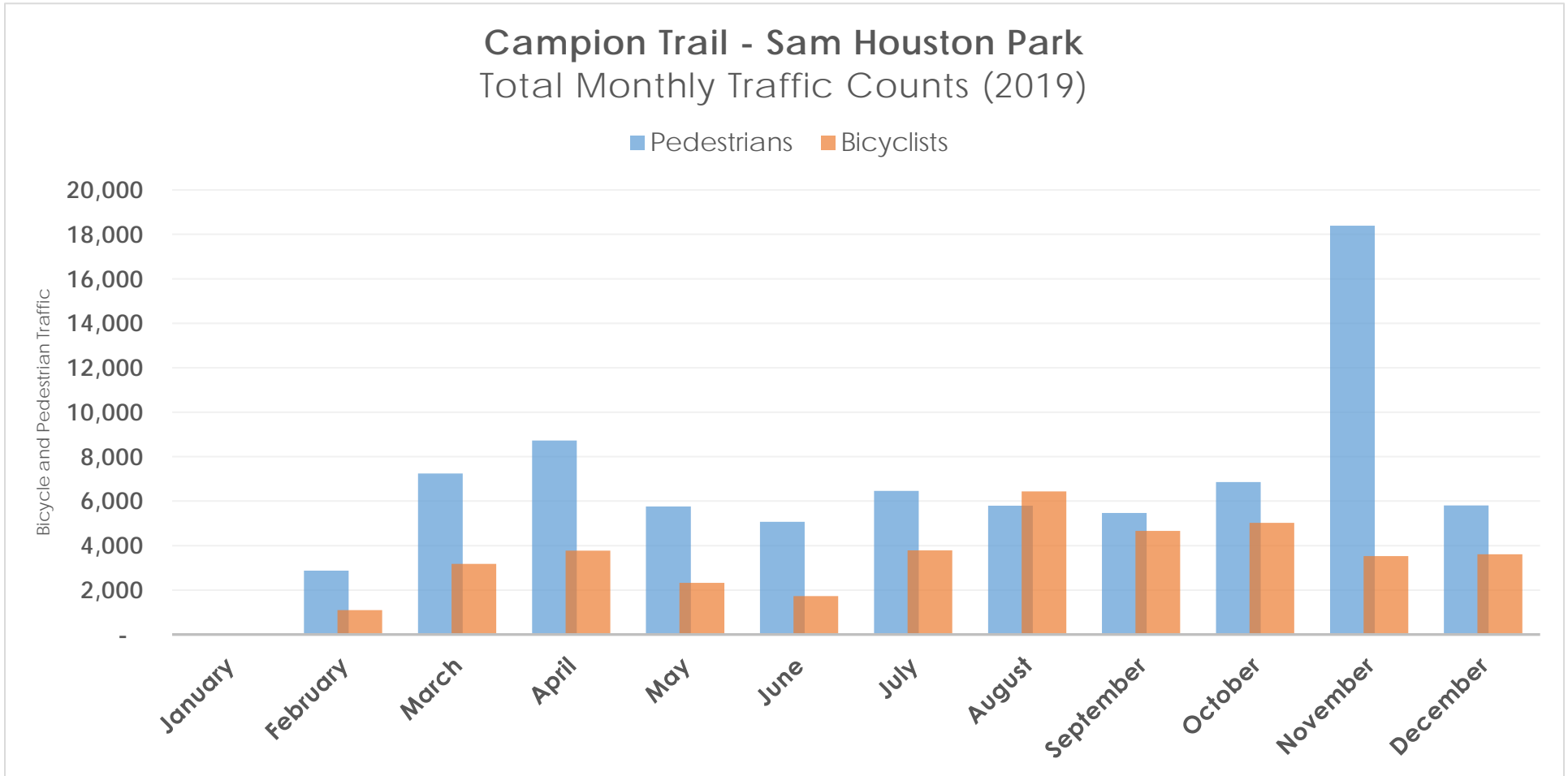
2019 Annual Traffic (partial year)	
Pedestrians	33,324
Bicyclists	40,956
<b>Total Traffic</b>	<b>74,280</b>

Exhibit 34:



2019 Annual Traffic (partial year)	
Pedestrians	13,077
Bicyclists	13,717
<b>Total Traffic</b>	<b>26,794</b>

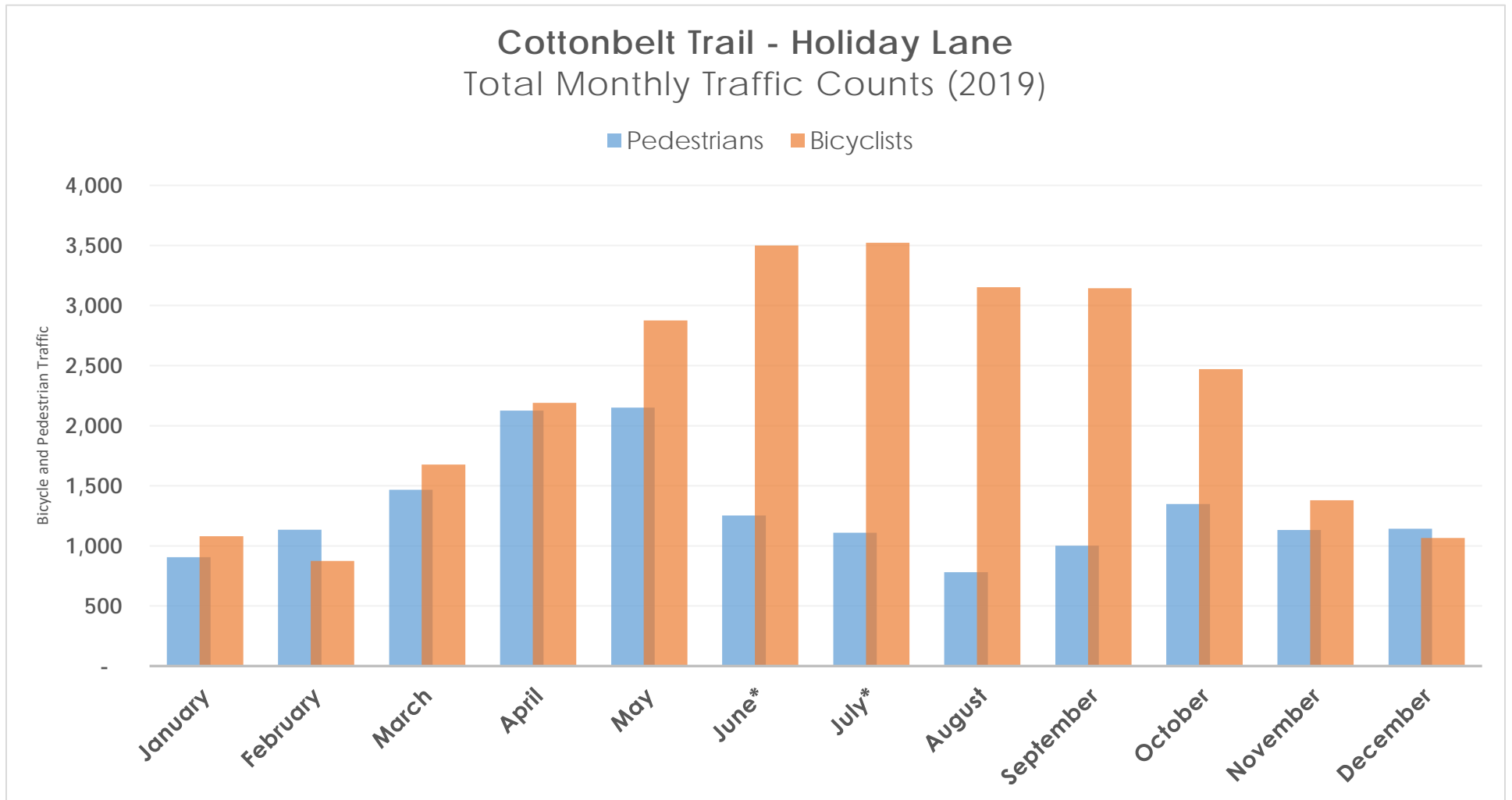
Exhibit 35:



2019 Annual Traffic (partial year)	
Pedestrians	78,465
Bicyclists	39,162
<b>Total Traffic</b>	<b>117,627</b>

# North Richland Hills

Exhibit 36:



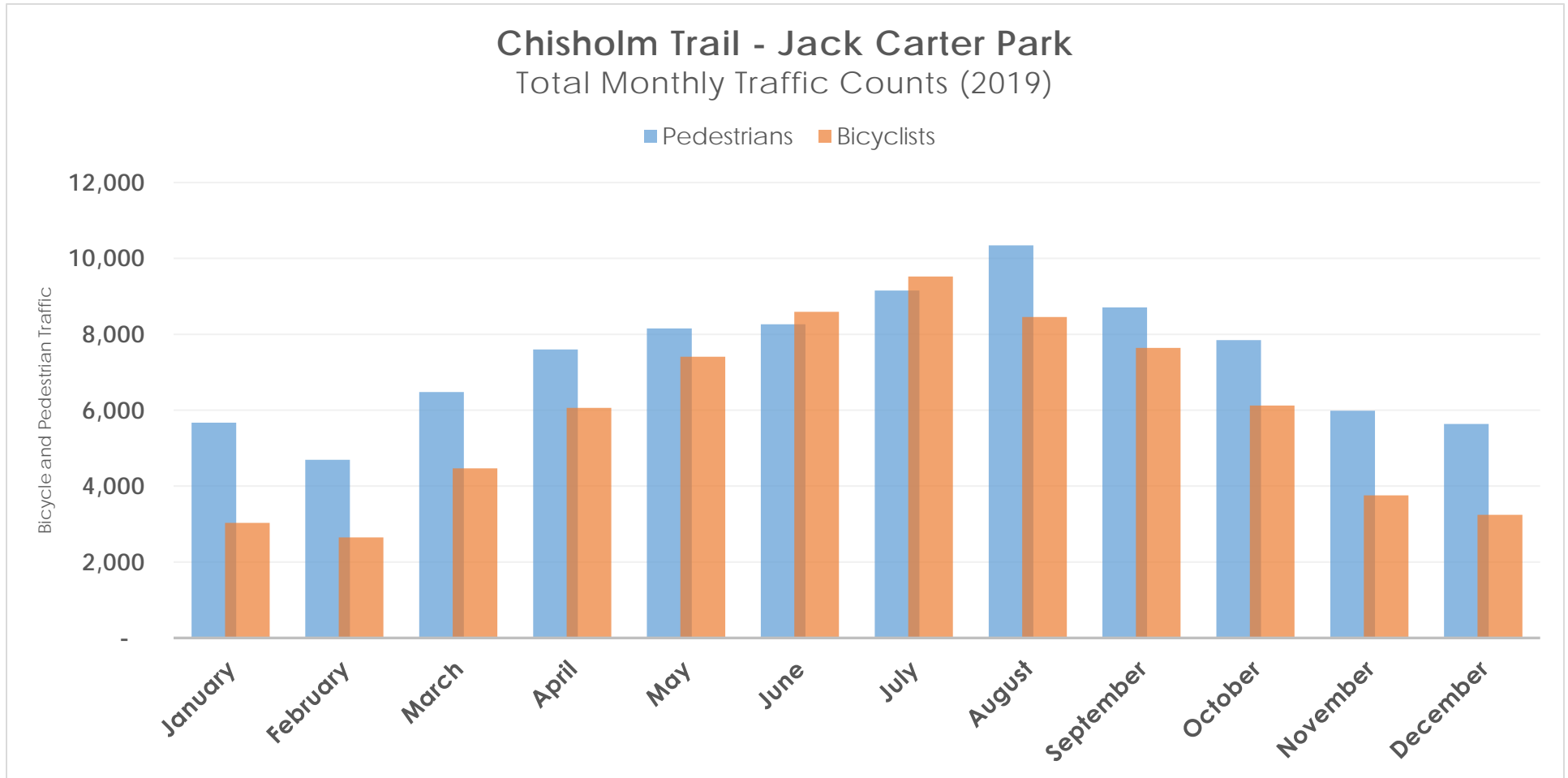
2019 Annual Traffic	
Pedestrians	15,552
Bicyclists	26,935
<b>Total Traffic</b>	<b>42,487</b>

Months with an asterisk indicate historical data was used to fill in a gap or unusual spike in the data.



# Plano

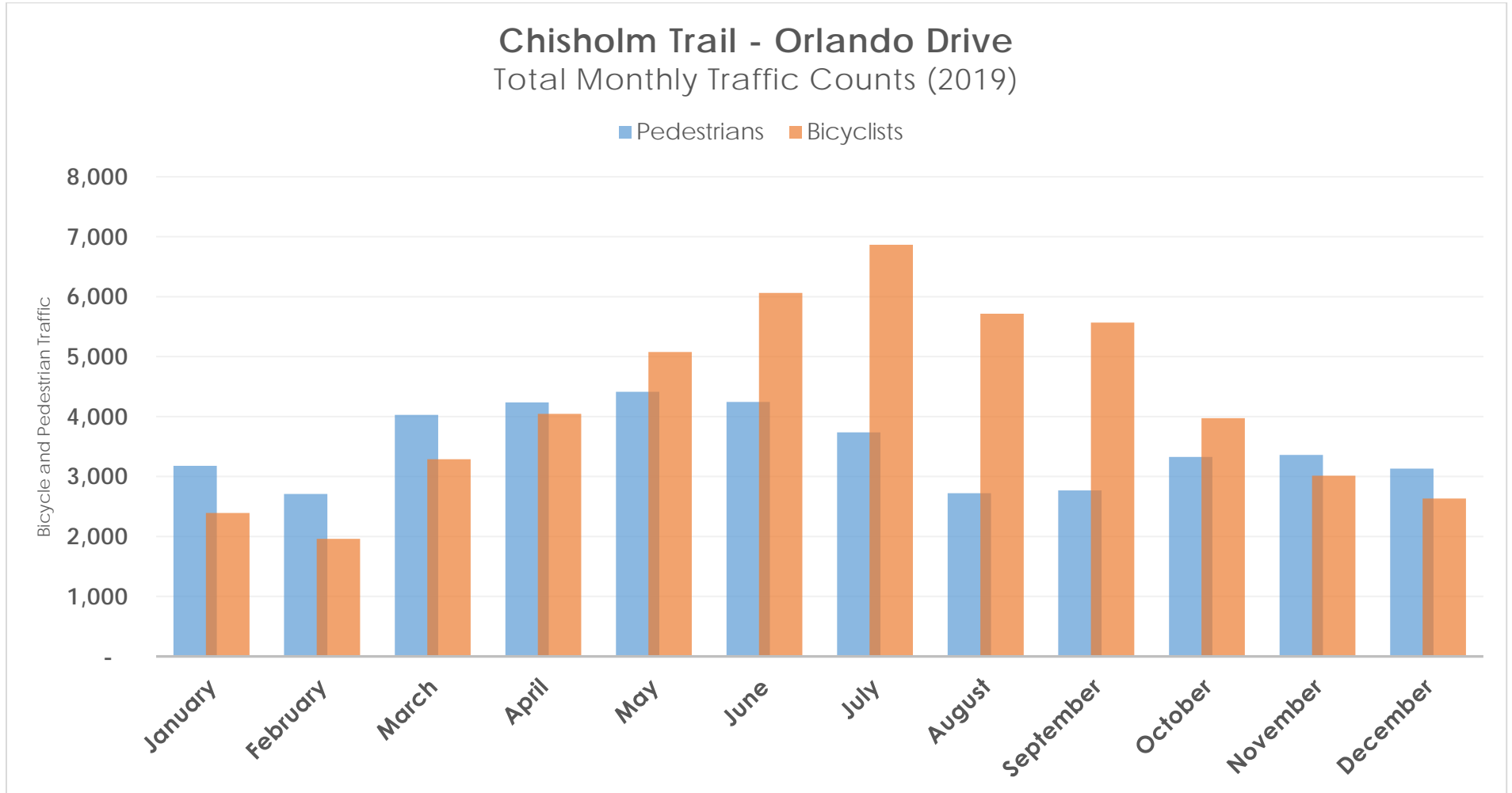
Exhibit 37:



2019 Annual Traffic	
Pedestrians	88,539
Bicyclists	70,956
<b>Total Traffic</b>	<b>159,495</b>

# Plano

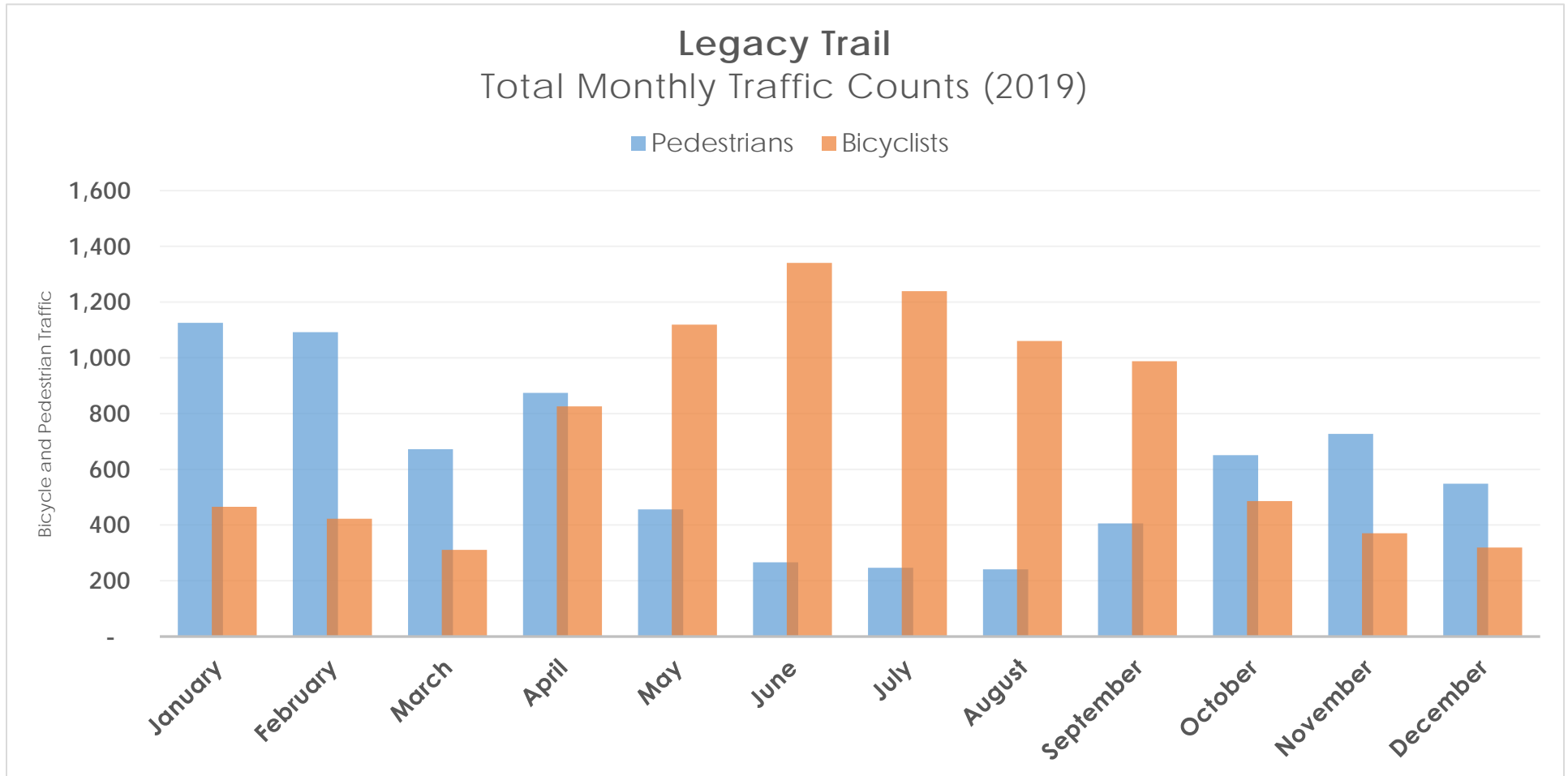
Exhibit 38:



2019 Annual Traffic	
Pedestrians	41,865
Bicyclists	50,603
<b>Total Traffic</b>	<b>92,468</b>

# Plano

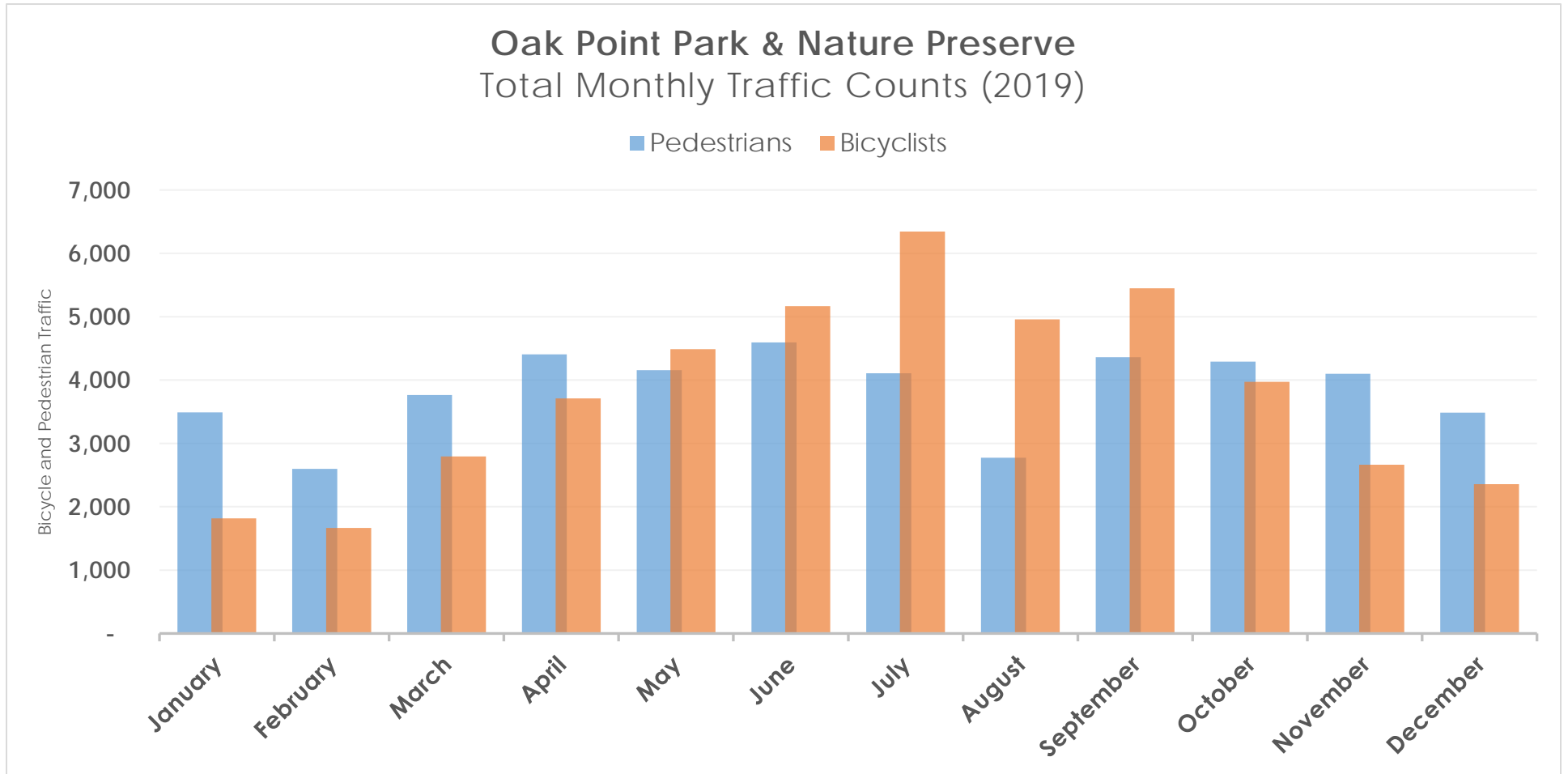
Exhibit 39:



2019 Annual Traffic	
Pedestrians	7,306
Bicyclists	8,949
<b>Total Traffic</b>	<b>16,255</b>

# Plano

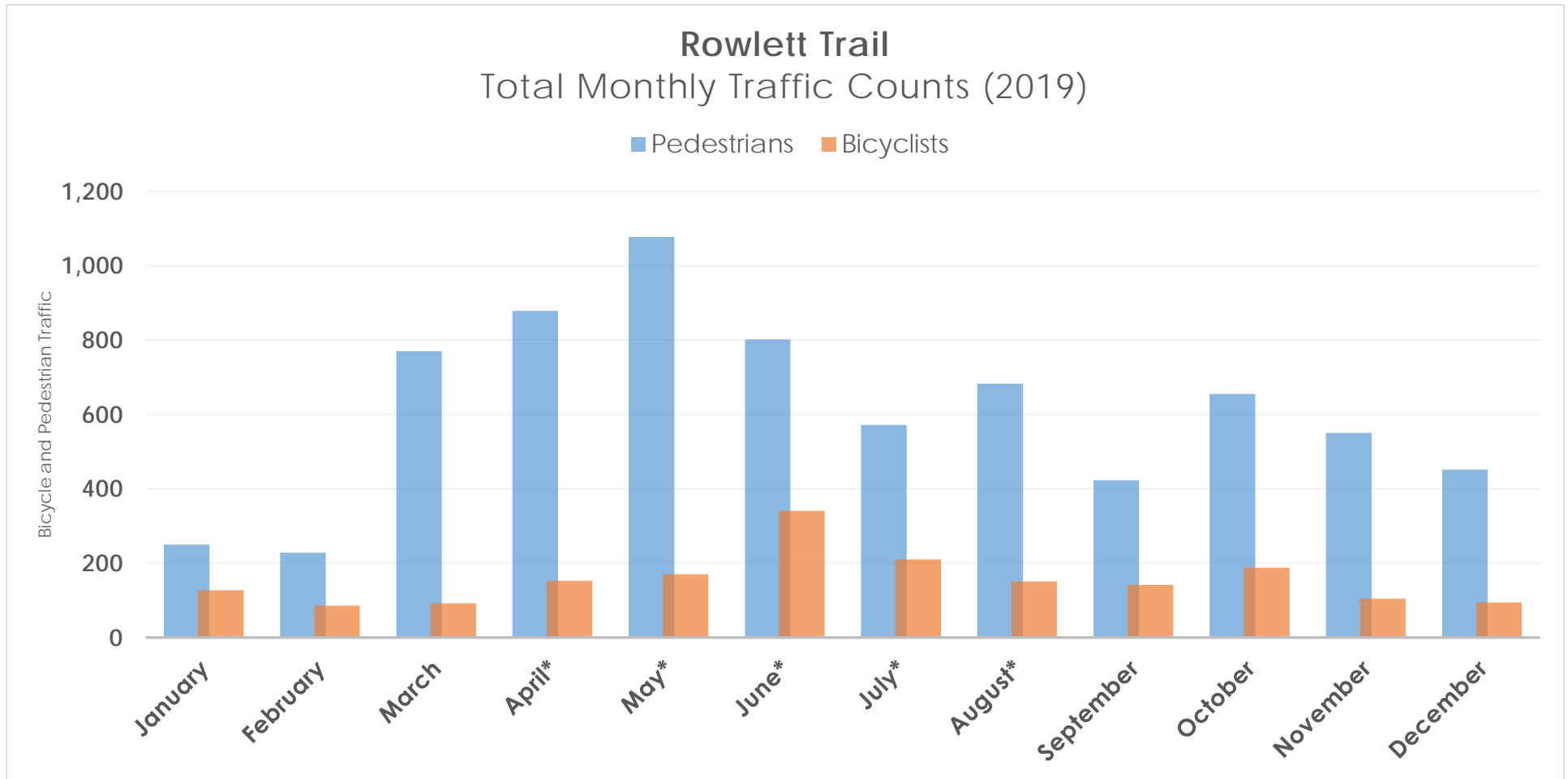
Exhibit 40:



2019 Annual Traffic	
Pedestrians	46,128
Bicyclists	45,391
<b>Total Traffic</b>	<b>91,519</b>

# Plano

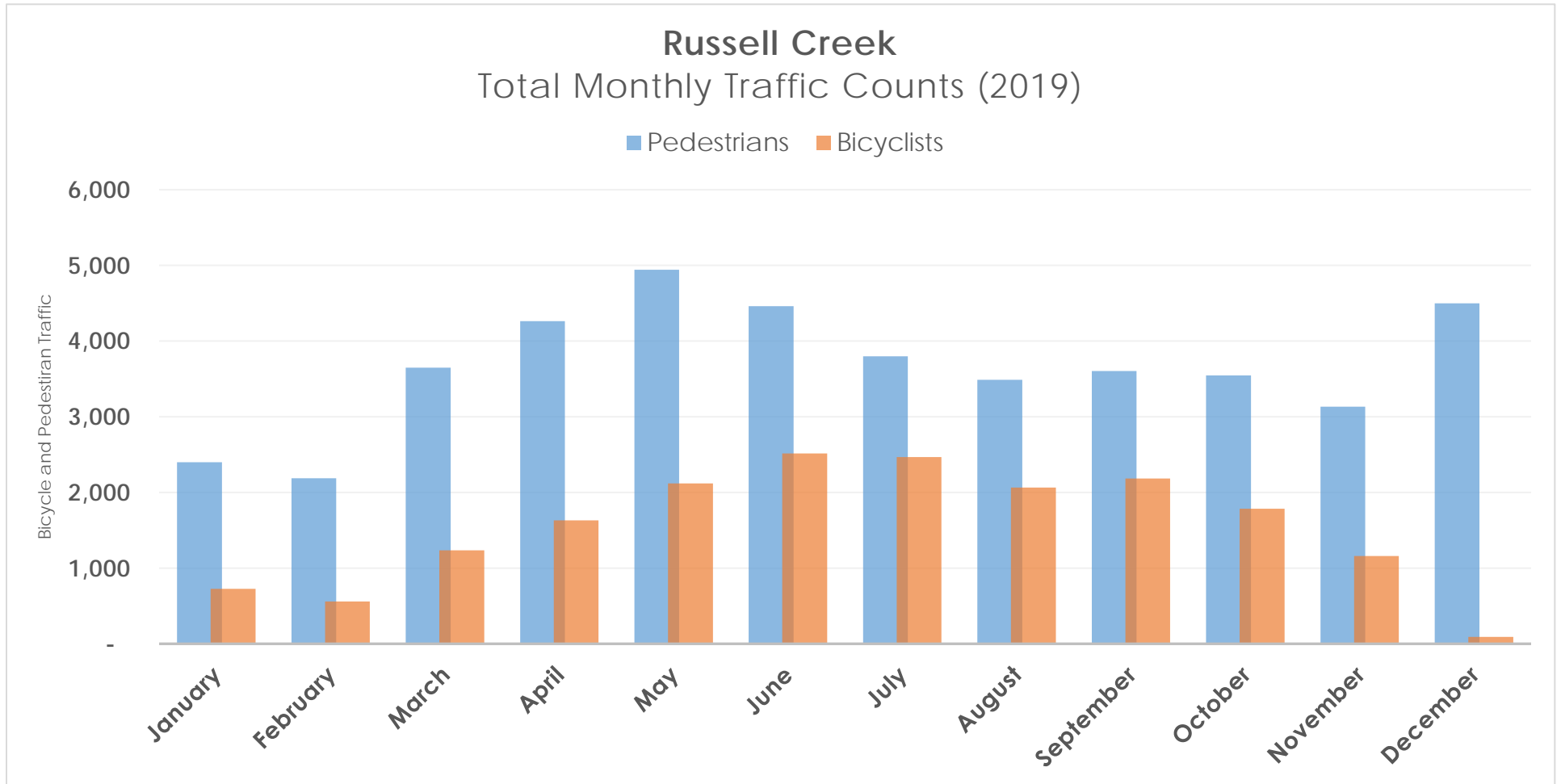
Exhibit 41:



2019 Annual Traffic	
Pedestrians	7,340
Bicyclists	1,859
<b>Total Traffic</b>	<b>9,199</b>

Months with an asterisk indicate historical data was used to fill in a gap or unusual spike in the data.

Exhibit 42:



2019 Annual Traffic	
Pedestrians	43,978
Bicyclists	18,546
<b>Total Traffic</b>	<b>62,524</b>

Exhibit 43: All Count Stations Installed in the North Central Texas Region

