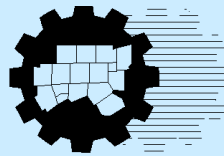


Mobility 2035: The Metropolitan Transportation Plan

**Bicycle and Pedestrian
Transportation Chapter**

**Bicycle and Pedestrian Advisory
Committee (BPAC) Meeting**



NOVEMBER 17, 2010

Bicycle and Pedestrian Transportation

Chapter Outline

1.0 Introduction

2.0 Benefits

3.0 Overview of Planning Efforts

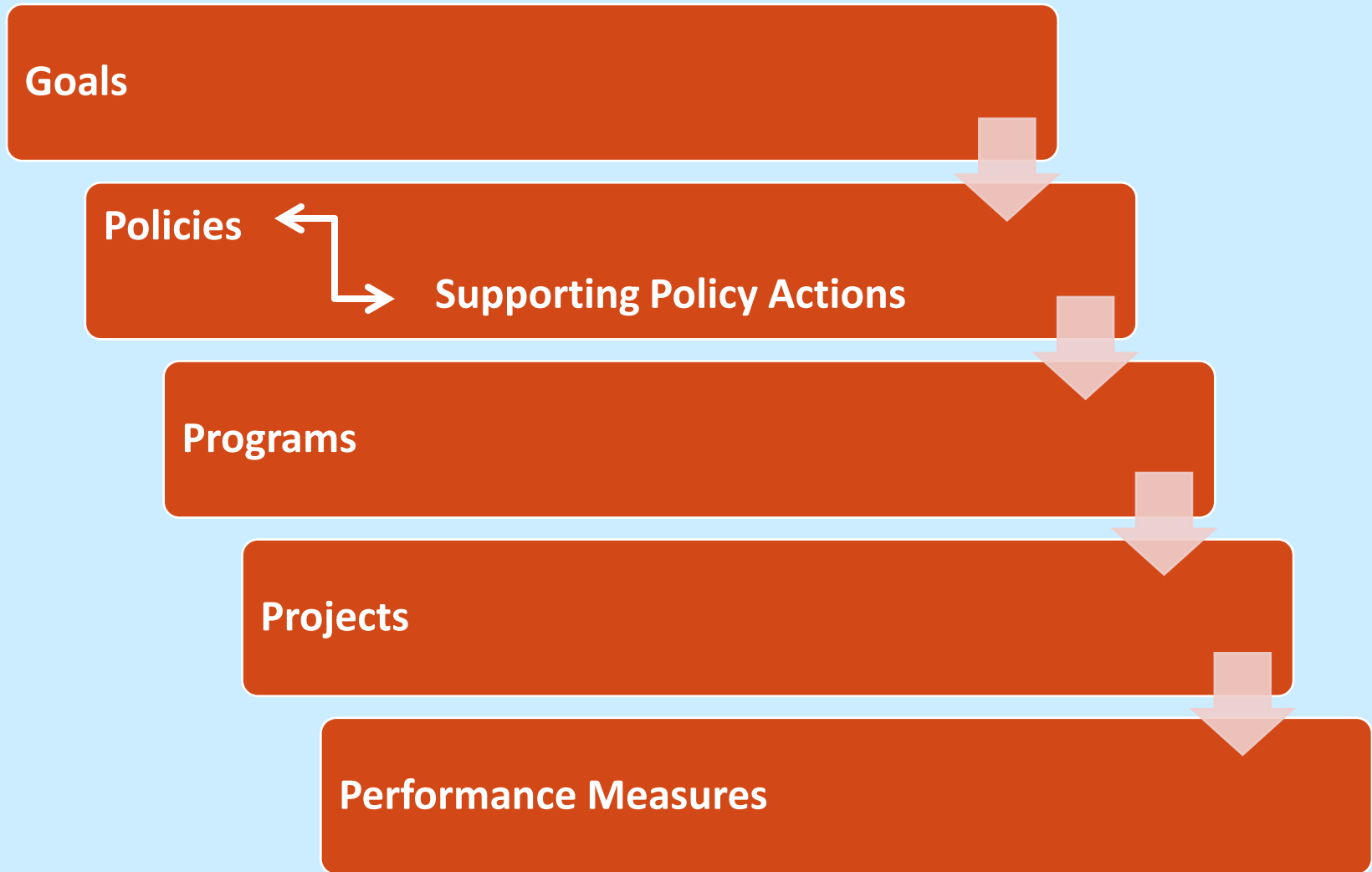
4.0 Bicycling

5.0 Walking

6.0 Policies, Programs, and Performance Measures

7.0 Implementation and Funding

Bicycle and Pedestrian Transportation



Bicycle and Pedestrian Transportation

Existing Goals for Bicycle and Pedestrian Program

- 1. Improving safety and mobility for current trips made solely by non-motorized alternative means or which access transit by non-motorized means.**
- 2. Increasing the service area of bicycle and pedestrian facilities in order to increase the share of trips taken solely by non-motorized means.**
- 3. Making further progress toward the regional commuting goal of an eight percent combined alternative transportation mode share.**

Bicycle and Pedestrian Transportation

Proposed Goals for Bicycle and Pedestrian Program

1. Increase accommodation and planning for bicyclists and pedestrians.

Promote the integration of Complete Streets, Context Sensitive Solutions, and other relevant initiatives into roadway planning, design, and maintenance policies so that all roadways safely accommodate all users, including bicyclists, pedestrians, transit riders, children, older individuals, disabled individuals, and motorists.

Supports **Mobility 2035 Goal**: Improving the availability of transportation options for people and goods

2. Improve safety and mobility for bicycle and pedestrian transportation.

Improve bicycling and walking safety by increasing education and training opportunities for cyclists, pedestrians, motorists, and professionals who are designing and implementing roadway facilities, and by promoting enforcement of traffic laws to reduce bicycle and pedestrian-related conflicts.

Supports **Mobility 2035 Goal**: Ensuring adequate maintenance and enhancing the safety and reliability of the existing transportation system

3. Increase bicycle and pedestrian use in the NCTCOG Region as an alternative to vehicle trips.

Increase bicycling and walking for all trip purposes through consistent support of programs and infrastructure projects that address the five Es: Education, Encouragement, Enforcement, Engineering, and Evaluation.

Supports **Mobility 2035 Goal**: Preserving and enhancing the natural environment, improving air quality, and promoting active lifestyles

Bicycle and Pedestrian Transportation

Existing Policies

For all new construction or reconstruction of arterials or collectors, provide at least a wide outside lane or, if warranted, build dedicated bicycle lanes as part of the project. Exceptions can be made if right-of-way is not available or the cost of providing the bicycling facilities is exceptionally high (greater than 20 percent of total project cost).

New development, redevelopments, and transit-oriented developments are encouraged to be responsible to the Veloweb plan and implement new points of access to continuity with the Veloweb.

Conduct a substantive study of bicycle mobility in the corridor as part of the Congestion Mitigation Strategy portion of each major transportation corridor study.

End or strongly curtail the use of waivers to sidewalk construction requirements during the development process.

Local governments should modify local transportation plans and standards to provide for on-street bicycle access.

Construct sidewalks as a routine part of roadway construction and reconstruction, with the funding of the sidewalk coming from 1) the roadway funds or 2) an assessment on the adjacent landowner.

Transit authorities should modify station plans and standards to provide for access to on-street bicycle facilities and should consider the feasibility of including parallel bicycle/pedestrian facilities within planned fixed-route transit corridors.

Build sidewalks within one-fourth mile of existing or future transit facilities concurrent with rail and bus capital improvements.

All local governments should include the Veloweb and connections to the Veloweb in the municipal Thoroughfare Plan, Park Plan, and Comprehensive Plan.

Incorporate Pedestrian Transportation Districts in local planning documents to provide for 1) increased densities, 2) mixed land uses, 3) pedestrian-oriented building design, and 4) complete pedestrian infrastructure.

Bicycle and Pedestrian Transportation

Existing Policies

Improving safety and mobility for current trips made solely by non-motorized alternative means or which access transit by non-motorized means.

Increasing the service area of bicycle and pedestrian facilities in order to increase the share of trips taken solely by non-motorized means.

Making further progress toward the regional commuting goal of and eight percent combined alternative transportation mode share.

Incorporate bicycle and pedestrian modes in corridor studies; support the funding and construction of bicycle and pedestrian elements of final corridor studies.

Give preference to STEP projects with air quality benefits.

Program projects locally.

Support STEP projects selected by the Texas Transportation Commission.

Bicycle and Pedestrian Project Funding Criteria:

1. Stand-alone bicycle and pedestrian construction projects will be limited to those projects that:
 - Include cost estimates based on site-specific conditions, a review of potential right-of-way and regional design standards
 - Provide direct access to existing or programmed transit centers or provide mobility for an existing or zoned area with a mix of uses accessible by walking
 - Improve an existing network of pedestrian facilities or implement a city council-approved plan for a future network of pedestrian facilities
 - Can demonstrate a potential impact on peak-period mode choice for developments adjacent to the proposed facility
 2. The standards established in Item 1 for stand-alone bicycle and pedestrian construction projects shall apply to:
 - Funds programmed directly by the RTC
 - Funds programmed or earmarked by other entities for which a letter of support by the RTC is required
 - Funding projections reflected in the regional long-range transportation plan
 3. Funds from selected roadway or transit projects may be utilized in accordance with federal bicycle and pedestrian policy to accommodate these modes on federally funded projects
 4. Planning, design, signage, public outreach, and education activities are not subject to the standards of Item 1
- Projects funded in the 1994 and 1999 RTC Calls for Projects and identified as significantly delayed are also subject to Item 1. Opportunities may be explored to de-federalize such projects.

Bicycle and Pedestrian Transportation

Proposed Policies

1. **(3001) Promote bicycle and pedestrian transportation, safety, and education.**
2. **(3002) Incorporate bicycle and pedestrian modes in regional planning efforts and programming of funds.**



1. Promote bicycle and pedestrian transportation, safety, and education

Recommended Policy Actions

- ***Policy Action 3001a.*** Through the NCTCOG Bicycle and Pedestrian Advisory Committee (BPAC), provide continued guidance on the use of bicycle-friendly designs and innovative treatments through updates to a Regional bicycle facility design manual and through other means of communication with local jurisdictions.
- ***Policy Action 3001b.*** Encourage reallocation of roadway rights-of-way where appropriate to accommodate bicycling and walking and bicycle and pedestrian facilities.
- ***Policy Action 3001c.*** Support and create programs that educate bicyclists, pedestrians, and the general public about bicycle operation, bicyclists' and pedestrians' rights and responsibilities, and lawful interactions between motorists, bicyclists and pedestrians.
- ***Policy Action 3001d.*** Support and create marketing and public awareness campaigns aimed at promoting bicycling and walking and improving safety.

1. Promote bicycle and pedestrian transportation, safety, and education

Recommended Policy Actions

- ***Policy Action 3001e.*** Support Bike to Work Month promotional activities and events.
- ***Policy Action 3001f.*** Monitor and evaluate the North Central Texas region's bicycling and walking efforts by collecting bicycle and pedestrian count data, collecting bicycle and pedestrian crash data, conducting a regional non-motorized travel survey, and publishing findings.
- ***Policy Action 3001g.*** Support programs aimed at increasing bicycle and walking trips by providing incentives, recognition, or services that make bicycling and walking more convenient transportation modes.
- ***Policy Action 3001h.*** Encourage enforcement efforts that target unsafe bicyclist, pedestrian, and motorist behaviors and the enforcement of laws that reduce bicycle/motor vehicle and pedestrian/motor vehicle collisions and conflicts.

1. Promote bicycle and pedestrian transportation, safety, and education

Recommended Policy Actions

- **Policy Action 3001i.** Encourage local jurisdictions to install end-of-trip facilities within the public right-of-way and on public property, and incentivize building owners and employers to provide end-of-trip facilities where density warrants.
- **Policy Action 3001j.** Encourage local jurisdictions to adopt bicycle parking ordinances and zoning standards that are conducive to encouraging bicycle and pedestrian modes of travel.
- **Policy Action 3001k.** Provide current and relevant information to bicyclists and pedestrians regarding existing and planned facilities, existing bicycle and pedestrian amenities, and safety and education throughout the region through a variety of formats.
- **Policy Action 3001l.** Encourage development of local bicycle and pedestrian plans.

2. Incorporate bicycle and pedestrian modes in regional planning efforts and programming of funds

Recommended Policy Actions

- ***Policy Action 3002a.*** Consider development of a region-wide Complete Streets policy and guidelines manual.
- ***Policy Action 3002b.*** Encourage local jurisdictions to adopt a Complete Streets policy to include in their general plans.
- ***Policy Action 3002c.*** Provide Complete Streets and other pertinent training to transportation-related professionals.
- ***Policy Action 3002d.*** For all new roadway construction or reconstruction, provide appropriate bicycle and pedestrian facilities and enhancements as routine accommodations.

2. Incorporate bicycle and pedestrian modes in regional planning efforts and programming of funds

Recommended Policy Actions

- ***Policy Action 3002e.*** Support bicycle and pedestrian improvement projects that close gaps, either by implementing specific projects recommended in the Plan or through other treatments.
- ***Policy Action 3002f.*** End or strongly curtail the use of waivers for bicycle and pedestrian facility requirements during the development process, including implementation of sidewalks at a minimum of five ft. wide.
- ***Policy Action 3002g.*** Encourage local government bicycle and pedestrian projects that connect local facilities to the Regional Veloweb.
- ***Policy Action 3002h.*** Promote consistent signage that directs bicyclists to destinations and increases visibility of the Regional Veloweb, per MUTCD guidelines.

2. Incorporate bicycle and pedestrian modes in regional planning efforts and programming of funds

Recommended Policy Actions

- ***Policy Action 3002i.*** Local governments should include the Regional Veloweb and connections to the Regional Veloweb in the municipal Thoroughfare Plan, Park Plan, and Comprehensive Plan.
- ***Policy Action 3002j.*** Promote the preservation of bicycle and pedestrian access within all roadway rights-of-way, as well as the development of innovative, safety-enhanced on-street facilities.
- ***Policy Action 3002k.*** Support the development of bicycle and pedestrian facilities that provide access to regional and local public transit services wherever possible.
- ***Policy Action 3002l.*** Coordinate with transit providers to ensure accessibility through on-street bicycle facilities and sidewalks, parallel bicycle and pedestrian facilities within fixed route transit corridors, and encourage station designs to include end-of-trip facilities.

2. Incorporate bicycle and pedestrian modes in regional planning efforts and programming of funds

Recommended Policy Actions

- **Policy Action 3002m.** Continue the Sustainable Development funding program that directs funds to local governments to improve and expand bicycle and pedestrian facilities and programs throughout the North Central Texas region.
- **Policy Action 3002n.** Encourage local governments to preserve right-of-way for future trail expansion and development, especially in master planned development locations within proximity to the Regional Veloweb network trail system.
- **Policy Action 3002o.** New developments, redevelopments, and transit-oriented developments should be responsible to the Regional Veloweb plan, and implement new points of access to add continuity to the Regional Veloweb.

2. Incorporate bicycle and pedestrian modes in regional planning efforts and programming of funds

Recommended Policy Actions

- ***Policy Action 3002p.*** Local governments / agencies should modify local transportation plans and standards to provide for on-street bicycle access and connections to off-street trail networks.
- ***Policy Action 3002q.*** Conduct a study of bicycle and pedestrian mobility in all transportation corridor studies, incorporate bicycle and pedestrian modes in corridor studies, and support the funding and construction of bicycle and pedestrian elements of final corridor studies.
- ***Policy Action 3002r.*** Encourage local governments / agencies to provide usable sidewalks whenever there is an installation of American with Disabilities (ADA) compliant curb ramps for any traffic intersection improvement project.

Bicycle and Pedestrian Transportation

Existing Programs

1. Bicycle and Pedestrian Outreach
2. Spot Improvement Program
3. Bicycle and Pedestrian Program
4. Regional Veloweb
5. Statewide Transportation Enhancement Program (STEP)
6. On-Street Bicycle Access Initiative
7. Access to Rail
8. Safe Routes to School (SRTS) Program
9. Bicycle and Pedestrian Transportation Districts



Bicycle and Pedestrian Transportation

Proposed Programs

1. Bicycle and Pedestrian Program
2. Bicycle and Pedestrian Outreach
3. Spot Improvement Program
4. Regional Veloweb
5. Transportation Enhancement (TE) Program – previously STEP
6. Regional Design Guidelines
7. Access to Rail
8. Safe Routes to School (SRTS) Program
9. Data Collection and Mapping



Bicycle and Pedestrian Transportation

Proposed Programs

10. Special Studies
11. Legislation/Local Law
12. Resources/Research
13. Public Health
14. Local Air Quality (LAQ)
15. Sustainability and Livability
16. Complete Streets
17. Congestion Mitigation and Air Quality Improvement Program (CMAQ) Surface Transportation Program – Metropolitan Mobility (STP – MM)



Bicycle and Pedestrian Transportation

Timeline	
May 2010	Draft Goals, Policies and Programs presented
June 2010	Supplemental BPAC Meeting for Mobility 2035 feedback
October 2010	Draft Chapter due to Mobility Team
November 2010	Finalized Draft Goals, Policies, Programs, and Projects presented
January 2011	Public Meetings → Finalized Draft version of chapter available for review
March 2011	Local Adoption
Summer 2011	Federal Approval

Questions / Comments



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