

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

North Central Texas Council of Governments 616 Six Flags Dr. Arlington TX 76011 August 16, 2023 2:00-4:00 pm

2:00 – 2:05 (5 min)	 Welcome – Introductions Discussion of the March 15, 2023, BPAC meeting summary, as necessary. 	Chad Marbut, Chair, City of Weatherford
2:05 – 2:30 (25 min)	 2. Local Community Updates a) Park Sign and Wayfinding Landscape Elements – Stacie Anaya, City of Lewisville b) Arlington Bicycle Friendly Community Workshop – Chris Funches, City of Arlington c) Upcoming Events – Heather Dowell, City of Midlothian, BPAC Vice-Chair 	Various BPAC Members
2:30 – 2:50 (20 min)	3. Pedestrian Safety Improvements at Intersections	Daniel Herrig , City of Richardson
2:50 – 3:10 (20 min)	4. Shared Dockless Vehicle Relaunch Update	Jessica Scott, City of Dallas
3:10 – 3:30 (20 min)	5. Silver Line TOD Planning and Thoroughfare Plan Update	Jason Aprill, City of Plano
3:30 – 3:55 (25 min)	 6. NCTCOG Updates a) Annual Updates to the Regional Trails and On-Street Bikeways Database – Brandi McDow b) Regional Coordination on Crossing Guard Guidance – Shawn Conrad c) Walk to School Day Promotion – Erin Curry d) NCTCOG Pilot Placemaking for Transportation Guide and Workshop – Sydnee Mangini e) Bicycle and Pedestrian Crash Maps for the DFW Region – Catherine Richardson 	Various NCTCOG Staff
3:55 – 4:00 (5 min)	7. Other Business/Open Discussion This item provides an opportunity to bring items of interest before the Committee or propose future agenda items.	Chad Marbut, Chair, City of Weatherford

Next BPAC Meeting

The **next** meeting of the Bicycle and Pedestrian Advisory Committee is scheduled for **November 15**, **2023**, from 2:00-4:00pm at NCTCOG in the Transportation Council Room.

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

Chad Marbut, Chair City of Weatherford

Heather Dowell, Vice Chair City of Midlothian

Letora Anderson City of Greenville

Jason Aprill City of Plano

Joe Atwood^
(Representing) Hood County

David Boski City of Mansfield

Robert Caskey City of Frisco

Layne 'Dusty' Cline City of Coppell

Robert Cohen^
City of Southlake

Brian Crooks[^] (Representing) Hunt County

Jacqueline Culton City of Duncanville

Chad Davis Wise County

Shane DavisCity of Farmers Branch

Marcos Fernandez City of Carrollton Patricio Gallo DART

Kyle Gordon City of Hurst

Rico Govea City of Wylie

Daniel HerrigCity of Richardson

Brett HuntsmanCity of Grand Prairie

Tiana Jackson City of Burleson

Joel James NTTA

Quenell JohnsonCity of Fort Worth

Ziad Kharrat City of Garland

Calvin Lehmann City of The Colony

Cody Maberry City of Keller

Dana Macalik Rockwall County

Karina Maldonado City of Denton

Laura Melton City of Cleburne Alyssa Moore Ellis County

Kathy Nelson City of Grapevine

Joe Pack
Town of Addison

Tim Palermo DCTA

Krishan Patel City of Allen

Brennon PeltierTown of Flower Mound

Shawn Ray City of Cedar Hill

Minesha Reese Dallas County

Robyn Root City of McKinney

Jahor Roy City of Mesquite

Jessica Scott City of Dallas

Sirwan Shahooei City of Lewisville

Chris Techau City of Bedford

Shawn Tubre Trinity Metro

Eleana TuleyCity of Waxahachie

Jana Wentzel City of Arlington

Anthony White
TxDOT Fort Worth District

James White City of Irving

Will Wiegand City of Haltom City

Michael Wilson City of North Richland Hills

Tim Wright
TxDOT Dallas District

Susan Young Tarrant County

VACANT

City of Colleyville
City of Lancaster

^{*}Unconfirmed Representative



Parks & Trails Wayfinding
Landscape Elements
August 2023 - BPAC Meeting

Presentation Overview

- 2018 Parks, Recreation and Open Space Master Plan
 - Development of Wayfinding Plan
 - Pause points along DCTA A-Train Rail Trail
- Park Sign and Wayfinding Plan
 - Approved by City Council in May 2021
 - Includes park signs, trail signs and trailhead and pause point landscaping schematics
 - Administrative Update in June 2022
- Garden Ridge Trail and Railroad Park Signage Projects
 - Park and trail signs
- DCTA A-Train Rail Trail Segment along Valley Ridge
 - Hybrid trailhead and landscape elements

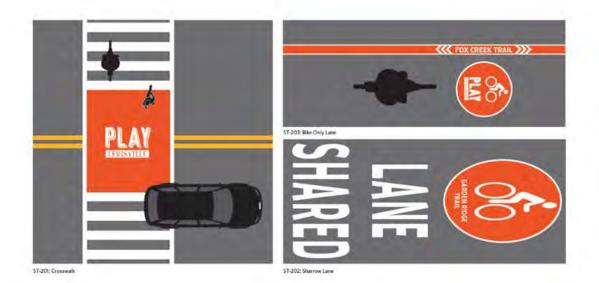


City of Lewisville, Texas
Park & Recreation Department
Parks & Trails Wayfinding Plan



May 2021







ISSUE DATE June, 2022 SECTION

A- General Information

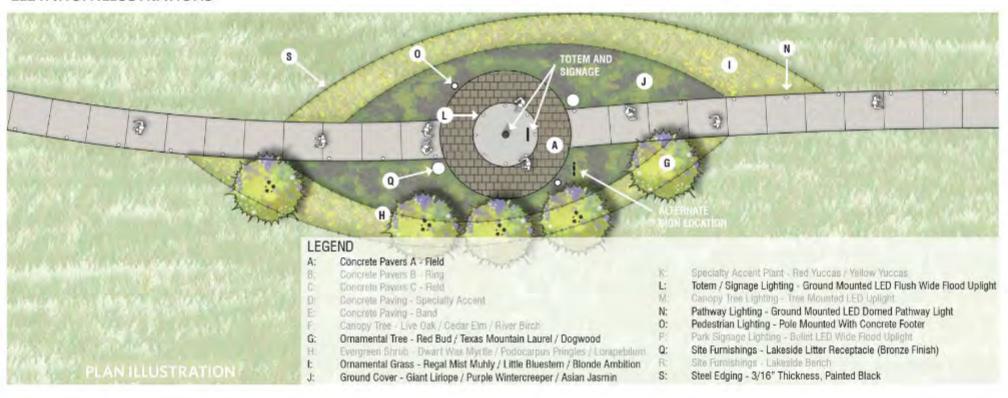
DESCRIPTION

Sign Standards Sign Family

A9



ELEVATION ILLUSTRATIONS





ISSUE DATE June, 2022

E- Landscape Elements

Secondary Trailhead ST-102 Landscaping Landscape Plan and Section

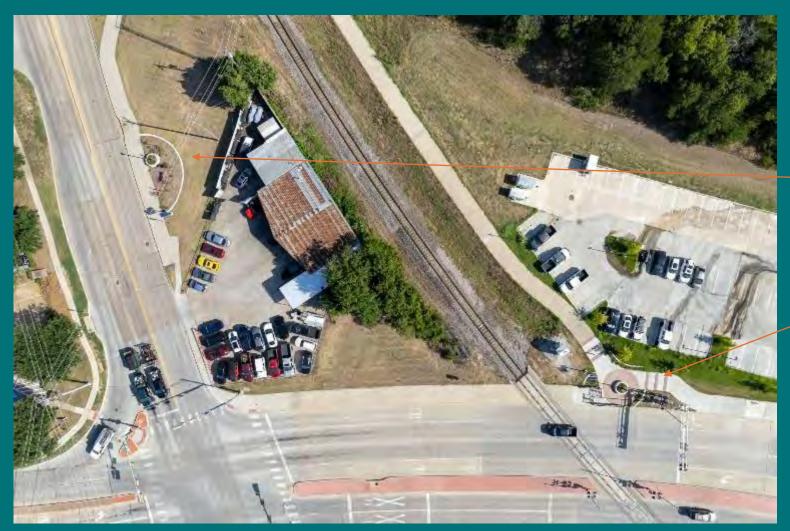
Garden Ridge Trail

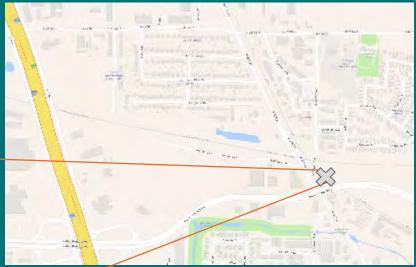
Railroad Park





DCTA A-Train Rail Trail - Valley Ridge Blvd & Mill St







DCTA A-Train Rail Trail – Landscape Elements









ARLINGTON BICYCLIST WORKSHOP

LEAGUE OF AMERICAN BICYCLIST, UNIVERSITY OF TEXAS-ARLINGTON,
CITY OF ARLINGTON, & TRINITY METRO

CHRIS FUNCHES, P.E. - CITY TRAFFIC ENGINEER- CITY OF ARLINGTON

LEAGUE OF AMERICAN BICYCLIST

A nonprofit, grassroot organization to promote safer roads, stronger communities, and a Bicycle Friendly America for everyone.

Travel across the United States and visits different cities to promote and assist in awareness of bicyclists.

Offers Bicycle Audits to engage the community in awareness and topics to promote change.

ARLINGTON BIKE AUDIT

Individuals representing various groups in the community biked 7.5 miles across Central Arlington to rate the bicycle friendliness.



The route included:

City Streets

University of Texas – Arlington

Arlington Parks Linear Trails

State Highway FM1*57*

ARLINGTON BIKE AUDIT FINDINGS

Individuals are not comfortable cycling in Arlington due to the lack of protection while traveling in lanes of traffic.

Bicycling community would like the City to be more aware of infrastructure provided and future projects to address issues.

City would like campus groups to work with UTA Leadership for approval and then bring it to the City level.

Community is willing to engage in more community efforts to promote cycling.

STEPS MOVING FORWARD



Community groups will engage in discussions with the Department of Public Works and Department of Transportation to further cycling infrastructure.



UTA Office of Sustainability will hold quarterly meetings and invite community partners to discuss topics.



City of Arlington will continue to work internally to address critical gaps in the Hike & Bike Plan as well as Linear Park Trails.

UPCOMING EVENTS AND TRAINING

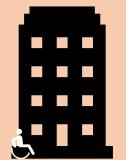
Bicycle and Pedestrian Advisory Committee
August 16, 2023

Heather Dowell, Vice-Chair











Fall Events, City of Dallas



Fall Kickoff Bike Ride
Saturday August 19 10:00am, Bike Friendly
South Dallas

Bikes and Brews Speaker event
Tuesday September 5 7:00pm, Bike Friendly South Dallas

Week Without Driving, Cohosted with Better Block Oct 2, Celebration Oct 5 at 7:00PM, Location TBD

Cranksgiving
Saturday Nov 11, Location TBD



APA TX Chapter Conference

 Texas is growing and that presents a host of opportunities and challenges for our state. Texas needs great urban and regional planning more than ever.

November 8-10, **Corpus Christi**

• For more information, visit: APA Texas Chapter (planning.org)

American Planning Association Texas Chapter

Mpact Transit + Community (formerly known as Rail~Volution)



November 5-8, 2023 Phoenix, AZ

- The regional transit system along with connected mobility options & development offers routes away from sprawl and toward more sustainable and equitable places to
 live. As Mpact Transit + Community comes to Phoenix, the region is working to
 reinvigorate and expand support for transit as part of reauthorizing regional transit
 funding.
- For more information, visit: <u>Transit & Mobility Conference | Mpact (mpactmobility.org)</u>

Master Plans Underway or Anticipated in 2023

- City of Irving Bike Plan (expected Fall 2023)
- City of Dallas Bikeways Master Plan (expected Fall 2023)
- City of Fort Worth Eastside Transportation Plan (expected Spring 2024)

Recently Completed

- Highland Village Trails System Master Plan Update (February 2023 Adoption)
- Richardson Active
 Transportation Plan
 (February 2023 Adoption)
- McKinney Trails Master Plan (January 2023 Adoption)

Other Events or Training?

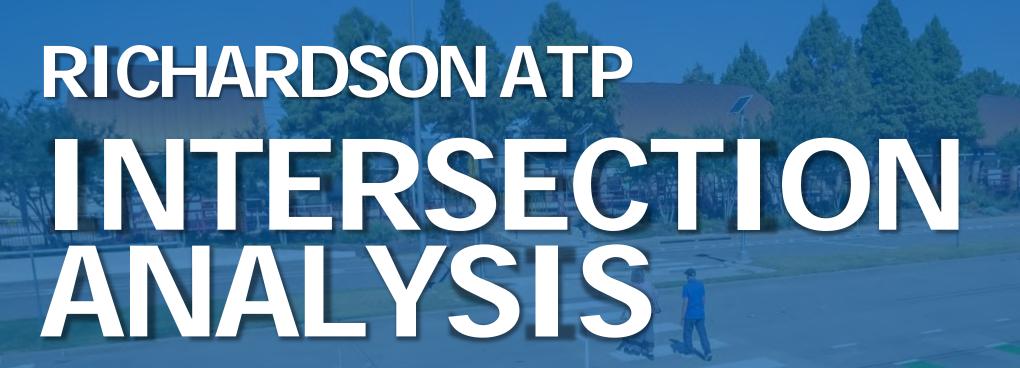
For any suggestions/topics for future training opportunities that NCTCOG can help coordinate or promote, please contact:

Daniel
Snyder
dsnyder@nctcog.org



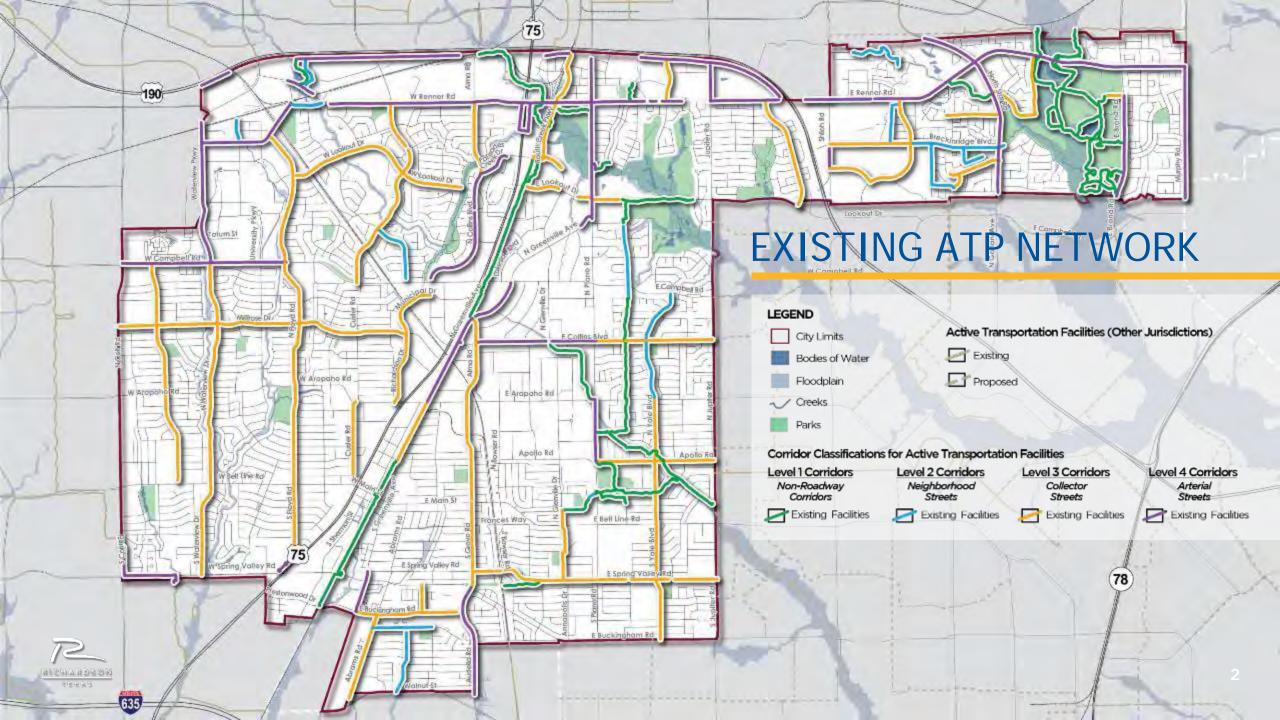
Erik van Bloemen Waanders

ewaanders@nctcog.org



RICHARDSON

NCTCOG BPAC AUGUST 16, 2023



EXISTING ATP NETWORK

- SIDEWALKS 648 MILES
 - 95% OF ROADWAYS HAVE SIDEWALKS
 - 97% OF RESIDENTS WITHIN 200-FT OF A SIDEWALK
- BIKE LANES 25 MILES
 - ADDITIONAL 2.6 MILES FUNDED
- SIGNED BIKE ROUTES (SHARED LANES) 27 MILES
- MULTI-USE TRAILS 58 MILES
 - LINEAR TRAILS, DOES NOT INCLUDE INTERNAL PARK TRAILS



INFRASTRUCTURE FOCUS AREAS

- INCREASE FACILITY SAFETY/COMFORT
 - ALL AGES AND ABILITIES (AAA)
- INTERSECTION CROSSINGS



EXISTING ATP NETWORK

- EXISTING CONDITIONS ASSESSMENT
 - PEDESTRIAN LEVEL OF TRAFFIC STRESS (PLTS)
- INTERSECTION PRIORITIZATION
- IMPLEMENTATION PROCESS
- FEEDBACK ON PLTS IN RICHARDSON





PLTS (PXLTS) - INPUTS

 MODIFIED VERSION OF THE PLTS ANALYSIS IN THE OREGON DOT ANALYSIS PROCEDURES MANUAL

SCORING

PLTS 1

PLTS 2

PLTS 3

PLTS 4

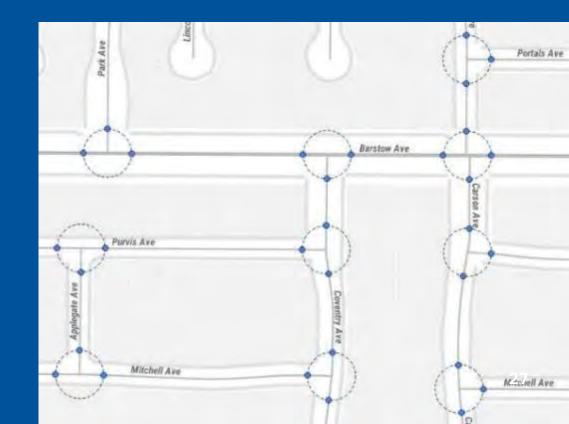
• INPUTS:

- TRAFFIC VOLUME
- NUMBER OF VEHICLE LANES (PROXY FOR CROSSING DISTANCE)
- FUNCTIONAL CLASSIFICATION
- POSTED SPEED LIMIT
- TRAFFIC CONTROL DEVICE (SIGNAL, ALL-WAY STOP, 2-WAY STOP)
- MID-BLOCK CROSSING LOCATIONS
- PEDESTRIAN REFUGE ISLAND PRESENCE

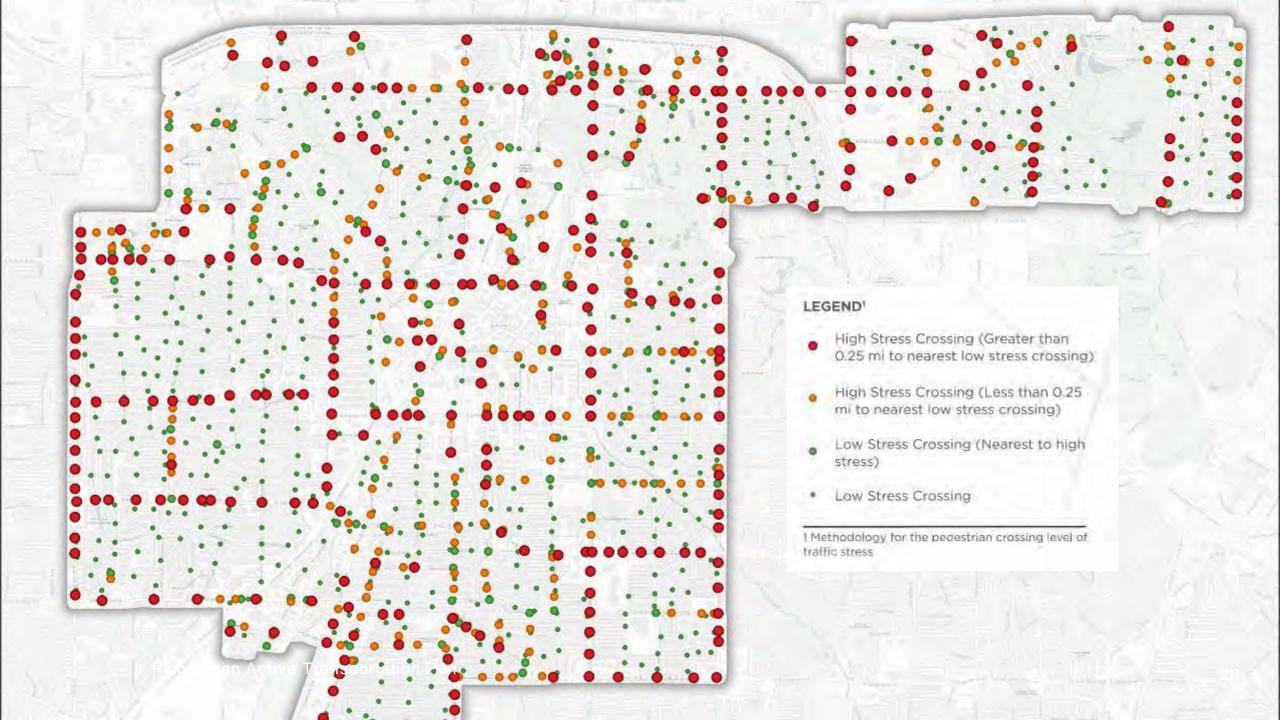


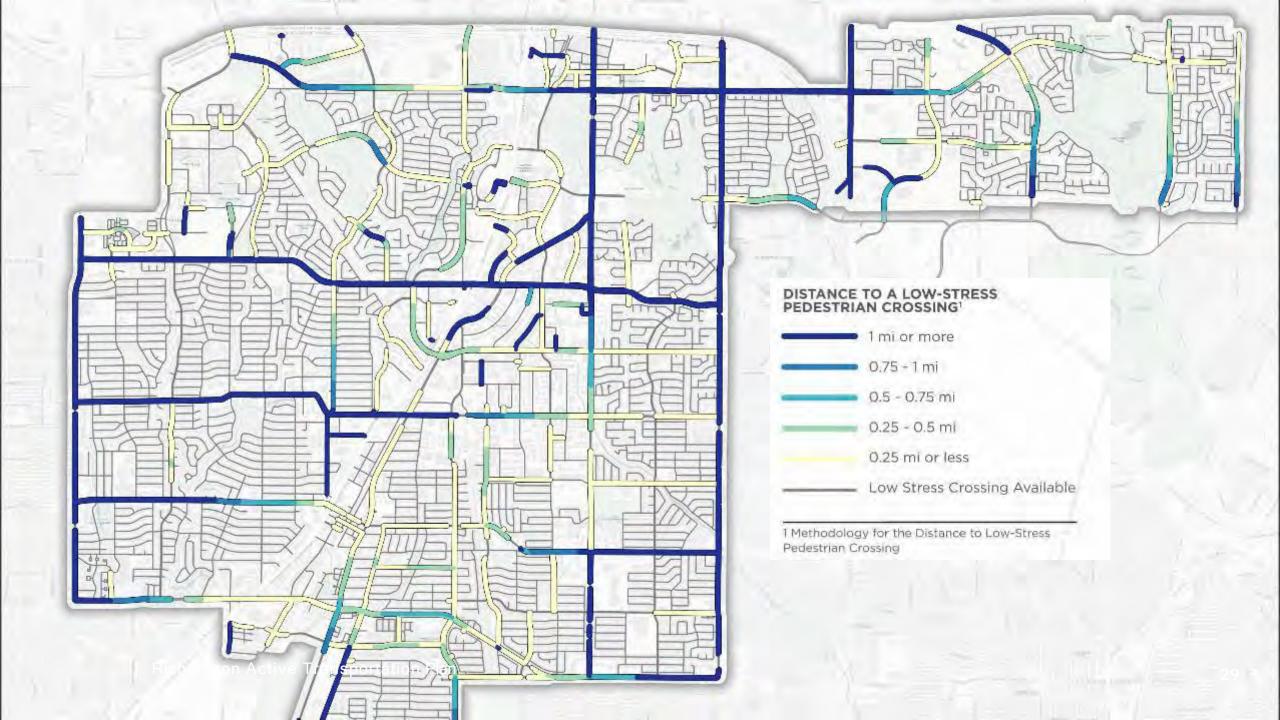
PLTS (PXLTS) – DATA GENERATION

- INTERSECTIONS ALONG ARTERIALS AND COLLECTORS ANALYZED
- EVERY CROSSWALK ASSIGNED A PLTS SCORE (MARKED AND UNMARKED)
- DISTANCE BETWEEN CROSSWALKS ALONG THE SAME STREET ALSO MEASURED





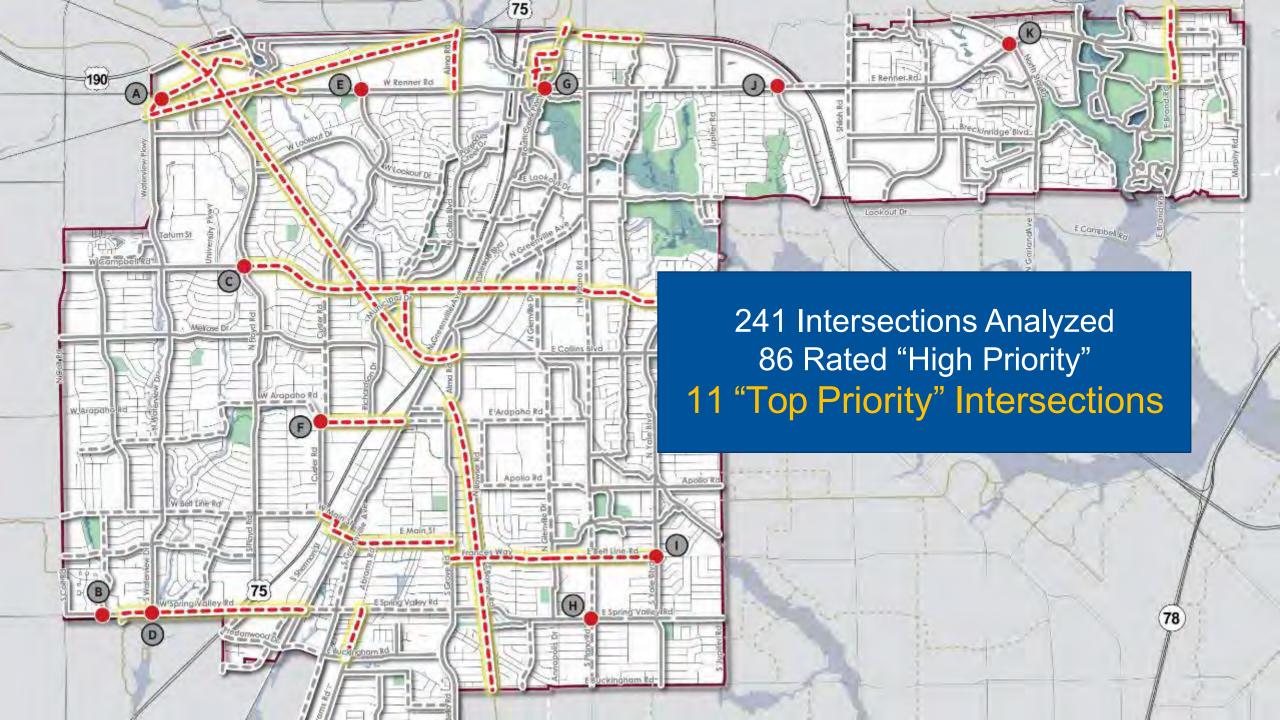




PRIORITIZATION - CRITERIA

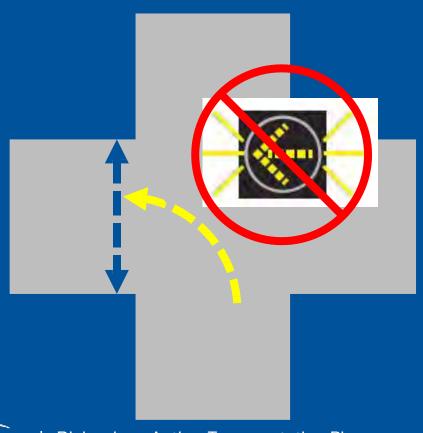
- 1. IS THE INTERSECTION ON THE AAA NETWORK?
- 2. IS THE INTERSECTION IN OR NEAR AN AREA WITH A HIGH PERCENTAGE OF VULNERABLE POPULATION?
- 3. DOES THE INTERSECTION SERVE ONE OR MORE EXISTING ACTIVE TRANSPORTATION FACILITIES?
- 4. CAN THE INTERSECTION BE IMPROVED TO REDUCE CROSSING STRESS?
- 5. IS THERE A HISTORY OF BIKE/PED CRASHES?
- 6. IS THE INTERSECTION PART OF A LARGE CROSSING GAP?





IMPLEMENTATION

NEAR-TERM RESTRICT FYA WITH PED CALL



LEADING PED INTERVAL



IMPLEMENTATION

LONG-TERM

PROT/DEDICATED INTERSECTION



MODIFY RIGHT TURNS





FEEDBACK ON PLTS ANALYSIS

BENEFITS

- DATA-DRIVEN ANALYSIS
- PAINTS A PICTURE ON IMPACT OF MAJOR ROADWAYS AS BARRIERS

DRAWBACKS

- DEPENDENT ON CITY DATA AVAILABILITY
- PLANNING-LEVEL ANALYSIS
 - DOES NOT CONSIDER SIGNAL OPERATIONS (LPI, ETC.)
 - WIDE/HIGH-SPEED/HIGH-VOLUME ROADS ALWAYS SCORE POORLY



QUESTIONS?

DANIEL HERRIG
MOBILITY & SPECIAL PROJECTS MANAGER
CITY OF RICHARDSON
972.744.4321



DANIEL.HERRIG@COR.GOV



Dockless Relaunch Recap

NCTCOG BPAC August 16, 2023

Jessica Scott, AICP LCI

Manager

Dallas Department of Transportation

Agenda



- 1. Process Recap
- 2. Lessons Learned
- 3. Next Steps





PHASE 1: ESTABLISH TRNI MICROMOBILITY WORKING GROUP

- ▶ TRNI Committee Briefing Memo
- Working Group Meeting #1

PHASE 2: IDENTIFY OUTSTANDING ISSUES TO BE ADDRESSED

- Working Group Meeting #2
- Request for Operator feedback

PHASE 3: REVIEW BEST PRACTICES, DEVELOP RECOMMENDATIONS

- ▶ Working Group Meeting #3, 4, 5, and 6
- Request for Operator feedback
- ▶ TRNI Committee Briefing

PHASE 4: FINALIZE RECOMMENDATIONS, EDIT PROGRAM MATERIALS

- Working Group Meeting #7, 8
- Request for Operator Feedback
- City Council Briefing



PHASE 5: ADOPTION OF CITY CODE CHANGES AND NEW DIRECTOR RULES

▶ City Council Action

PHASE 6: FINALIZE SCORING CRITERIA AND APPLICATION

Working Group Meeting #9

PHASE 7: PERMIT APPLICATION AND SELECTION

- ▶ Permit Application (Oct. 19 Nov 4, 2022)
- Operator Demonstrations (Nov. 15-16, 2022)
- Finalize and Compile Scores
- Memo Announcing Selected Operators (Dec. 2, 2022)

PHASE 8: DATA VENDOR & OPERATOR ONBOARDING

- Data Vendor Onboarding
- Soft Launch May 24, 2023
- ▶ Full Launch May 31, 2023

PHASE 9: 90-DAY REVIEW

Working Group Meeting





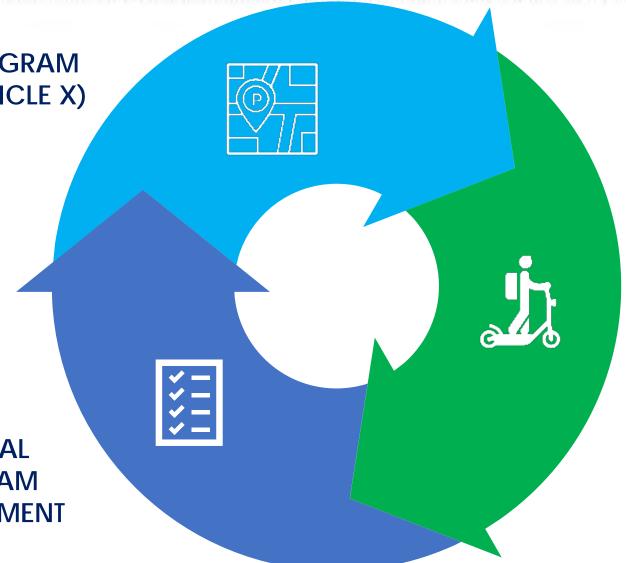
17 Issues

Broken down into

3 Categories*

*The full list of identified issues is attached to the appendix of this presentation

> GENERAL PROGRAM MANAGEMENT



OPERATION
(SEC. 9.1,
SEC. 28-41.1.1.)



- ⊳ Sec. 9.1
 - Establishes traffic regulations for the use of bicycles and electric bicycles.
- ⊳ Sec. 28-41.1.1
 - Establishes traffic and parking regulations for the use of motor-assisted scooters and similar devices, whether privately owned or rented.

Chapter 43, Article X

- Establishes the Dockless Vehicle Permit and makes it illegal to operate a dockless vehicle service without a permit.
- Establishes general regulations that operators must abide by.
- Gives the director of the department overseeing program authority to develop
 Program Rules and establishes rules adoption and appeals process.

Program Rules

 Establishes specific rules for the Permit Program and specific rules that operators must adhere to.



Operators will be required to address complaints within the following timeframes:

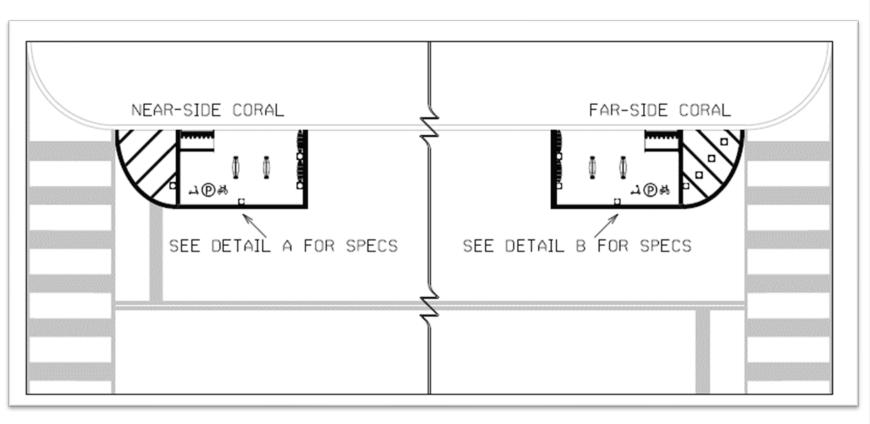
Complaint or Issue	Timeframe
Sidewalk Obstruction	2 hours
Device in the Roadway	2 hours
Inoperable Device	2 hours
Other Emergency	2 hours
Device on Private Property	2 hours
Device in an Environmentally Sensitive Area	4 hours
Idle Device (two or more consecutive days)	4 hours
Other Corrections to Illegally-Parked Vehicle	4 hours



2022-2023 Shared Dockless Vehicle Program Application

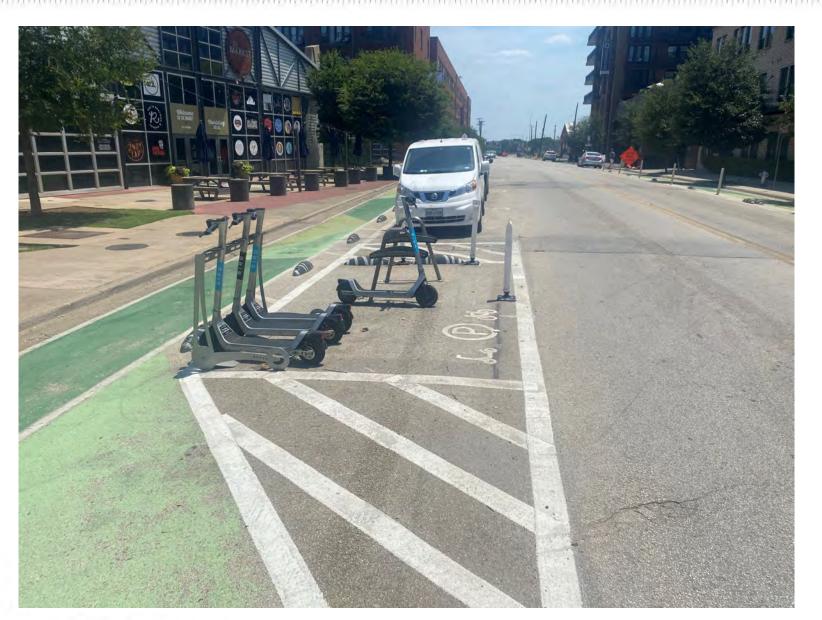
- \$2000 Application Fee
- Shared Dockless Vehicle Deployment Plan, 40-page limit
 - Equipment
 - Fleet Size & Distribution
 - Operations
 - Parking
 - Communication and Customer Service
 - User Privacy
 - Equity
 - Environmental Sustainability
- Cover Sheet, Entity Formation Documents, Indemnity Agreement, Liability Insurance, Ad Valorem Taxes, Bond/Letter of Credit, 3 Municipal References from Current US Cities, Privacy Policy





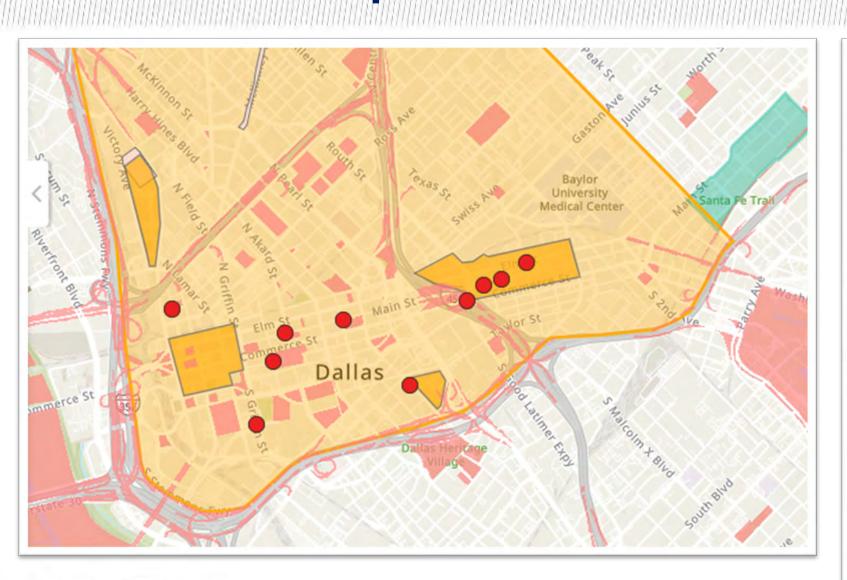
LEGEND						
•	ZICLA ZEBRA SEPARATOR (8.3"x32.3")					
	WHITE FLEXIBLE DELINEATOR POSTS (8"x8")					
₫	BICYCLE PARKING RACK SEE GENERAL NOTES					
	SCOOTER PARKING RACK SEE GENERAL NOTES					
مک	SCOOTER THERMOPLASTIC DECAL SEE GENERAL NOTES					
®	PARKING THERMOPLASTIC DECAL SEE GENERAL NOTES					
₩	SEE GENERAL NOTES					











Layers Scooter and Bicycle Parking Corrals Scooter No Ride Zones Scooter and E-Bicycle Slow Ride Zones Scooter and E-Bicycle No Parking Locations Central Dallas Deployment Zone Equity Opportunity Zones



Lessons Learned



START EARLY

- Data Vendor
- Include all relevant departments early and often
- Helps to visualize and track compliance
- Permit Application
- Have a detailed application
- In-person demonstration
- Corrals
- Design, locate, and install parking corrals

Social Media/Media

- Launch a social media announcement/education program
- Media requests/develop FAQ
- Staff time
- Monitor/enforce data dashboard
- Issue/track monthly invoices
- Operations
- Limit number of scooters/bikes
- Hours of operation
- Compliance metric for operators

Next Steps



- Hold Micromobility Working Group Meeting to review current trends and metrics
- Follow up with Public Hearing Date for Program Rules updates, if recommended
- Continue to measure compliance



Next Steps









Dockless Relaunch Recap

NCTCOG BPAC August 16, 2023

Jessica Scott, AICP LCI

Manager

Dallas Department of Transportation





Silver Line TOD Planning and Thoroughfare Plan Update

August 16, 2023

Silver Line Station Areas Plan

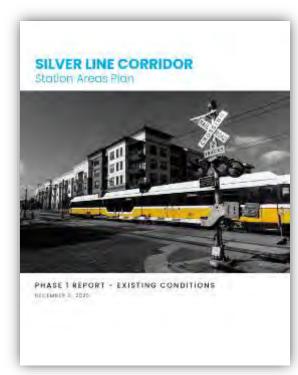




Silver Line Corridor – Market Assessment & Economic

Development Strategy

Fall 2020



Phase 1 – Existing Conditions Fall 2022



Silver Line Station Areas Plan



HOW WILL WE DEVELOP THE PLAN?



Understand and evaluate existing conditions



Identify challenges and opportunities for land uses and development



Host discussions with the public to identify the vision for the transit stations



Develop strategies for the land use, character, and infrastructure needs surrounding the transit stations



Silver Line Outreach



- Stakeholder Group
 - Virtual Visioning Workshop
 - Charrette
- Public Open House
- Digital Open House
- Online Survey









Silver Line Station Areas Plan

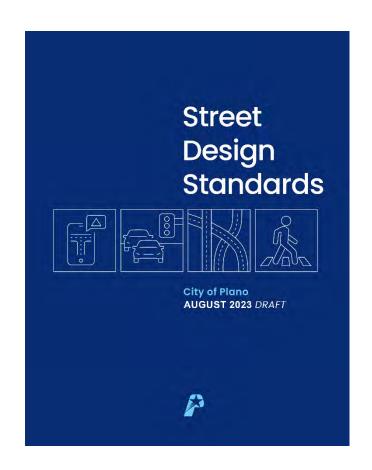


- For more information, visit:
 - www.PlanoCompPlan.org/SilverLine
- To participate in Digital Open House, visit:
 - www.PlanoCompPlan.org/DigitalOpenHouse



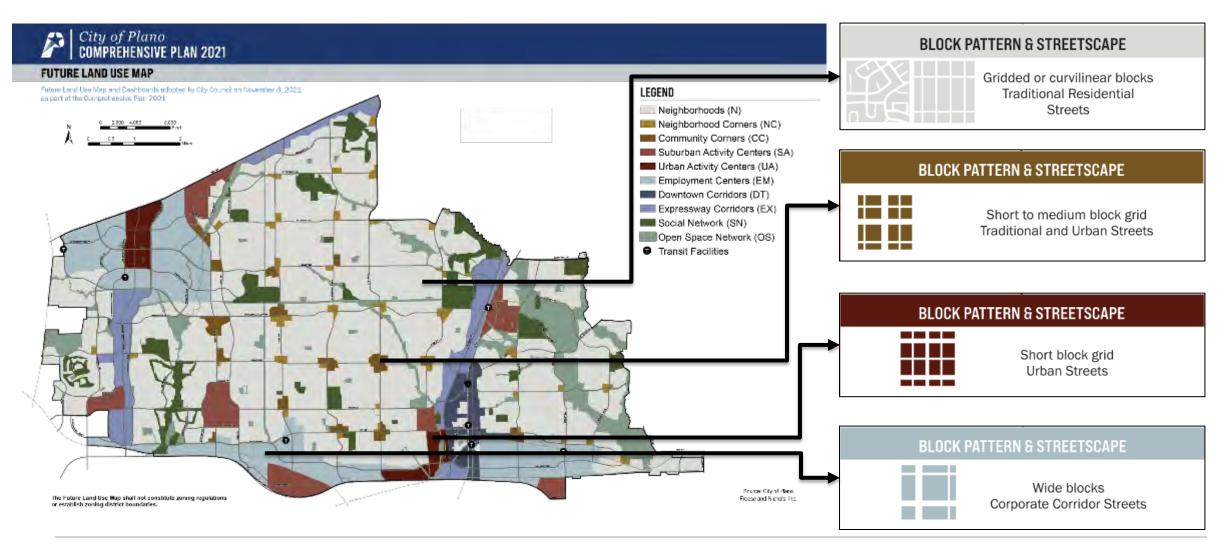
Thoroughfare Standards Update

- Summary of Major Changes
 - Context-Sensitive Street Design
 - Supports street design guidelines in Future Land Use Map of Comprehensive Plan 2021
 - Multimodal Street Design
 - Incorporates new standards for sidewalks, bicycles, micromobility, curbside management, and transit facilities
 - Consolidates Design Standards
 - Streamline Traffic Studies and Traffic Calming
 - Special Streets
 - Mews, paseos, shared streets
 - Downtown-Specific Standards





Context-Sensitive Street Design

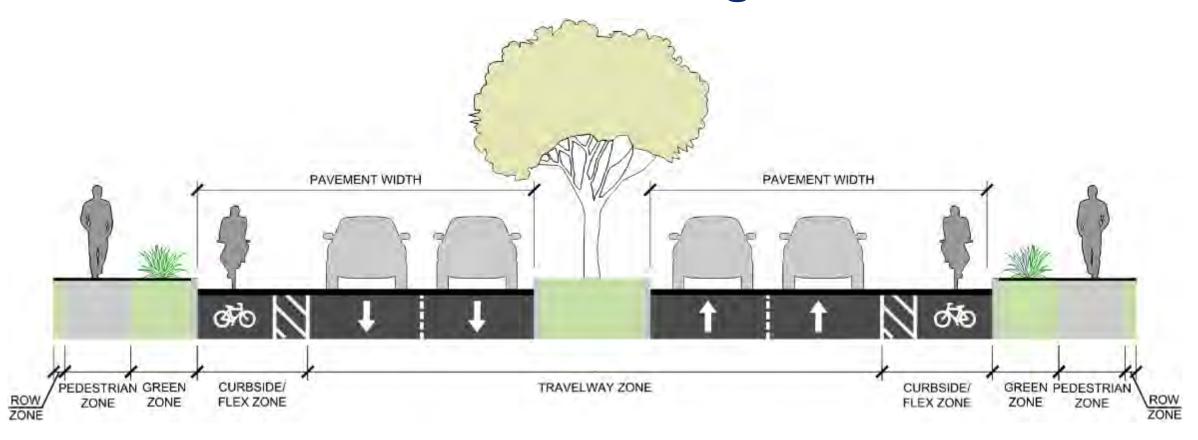




THOROUGHFARE PLAN MAP



Context-Sensitive Street Design





THOROUGHFARE DESIGN CHARACTERISTICS

This table identifies the general street design characteristics that are typical or appropriate on various street types. This information is intended as a reference to inform choices for individual streets; however, final design decisions will be context specific, More detailed guidance on these street elements is provided in the Street Design Standards.

LEGEND

■ Typical

O Optional

▲ Recommended ※ Not Applicable

		ARTERIALS (TYPE B-D)				COLLECTORS (TYPE E-F)				LOCAL STREETS (TYPE G)			
	LAND USE CONTEXT Design elements	NEIGHBORHOOD	COMMERCIAL	CORNER	MIXED-USE	NEIGHBÓRHÓOD	COMMERCIAL	CORNER	MIXED-USE	NEIGHBORHGOD	COMMERCIAL	CORNER	MIXED-USE
ZONE	Travel Lanes	11-12' Width	11-12° Width	11-12' Wdth	11-12' Wath	II' Width	11' Width	11' Width	11' Width	11' Width	L1' Width	11' Width	11' Width
TRAVELWAY ZONE	Median					0	0	0		×	×	×	×
TRAV	Traffic Calming	×	*	×	×	0	0	0	A	•	0	0	A :
	On-Street Parking	Type C/D only	×	×	O Type C/D only	0	0	0			1	1	
X ZONE	Loading/Pick-up/Drop-off Zones	×	×	×	×	×	0	0	0	×	0	0	0
DE/FLE	Enhanced Transit Stops	0	0	0	A	0	0	0		×	×	×	×
CURBSIDE/FLEX ZONE	Shared-Use Path/ Off-Street Bicycle Facility	0	0	0	A	0	0	0	A	×	×	×	×
	On-Street Bicycle Facility	Type C/D only	Type C/D only	O Type C/D only	Type C/D only	0	0	0		0	0	0	٥
ZONE	Sidewalks	5' Width	6' Width	211//cdth	71+ Wirlth	■ 5' Width	6' Width	6' Width	71. Widai	5' Width	6' Width	6" Width	7'+ Width
PEDESTRIAN ZONE	Seating/Street Furniture	×	ж	×	0	×	×	×	À	×	×	0	
PEDE	Buffer from Travelway					0	0	0	0	0	0	0	0
	Landscaped Edge	ABC	Wide Edge			À	A	A	A	0	0	0	A
ZONE	Street Trees	A			A.	0	0	0		0	0	0	*
GREEN ZONE	Enhanced Landscaping/ Streetscaping	×	0	0	A	×	0	0		×	0	0	
	Pedestrian-Scale Lighting	×	×	×	TA.	×	×	0		0	0	0	

Multimodal Street Design

- New design standards to promote safe, comfortable, and convenient access and travel for people of all ages and abilities
 - Pedestrian Facilities and Sidewalks
 - Width, grade, easements, etc.
 - Medians, pedestrian safety islands, raised crosswalks
 - Bikeway Design Guidelines
 - Sidepaths, on-street dedicated, shared lane and markings
 - Transit Facility Guidelines
 - Curbside Management







Special Streets

- Consolidation of standards
 - Design standards for streets in the downtown and mixed-use areas are currently specific to certain zoning districts, such as the Downtown/Business Government (BG), Residential Community Design (RCD), and Urban Mixed-Use (UMU) districts.
 - Led to incorporation of special streets
 - Mews
 - Paseos
 - Shared-streets "woonerfs"

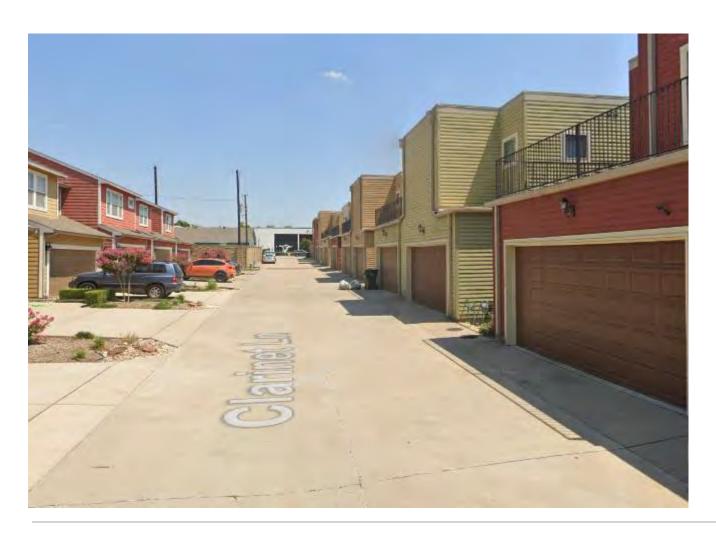


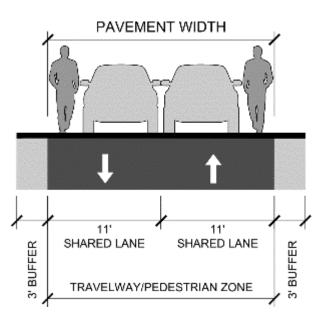
Mews

- Appropriate application of mews streets
 - Limited to subdivisions with 25 total lots
 - > For over 25 lots, up to 50% of lots should front common open space
 - Maximum length of 600'
- Updated cross section and setback standards to mitigate parking issues
 - Minimum 28' of ROW
 - Minimum 22' of travelway
- Fire access and fire lane striping requirements
 - 22' travelway must be striped as a fire lane



Mews







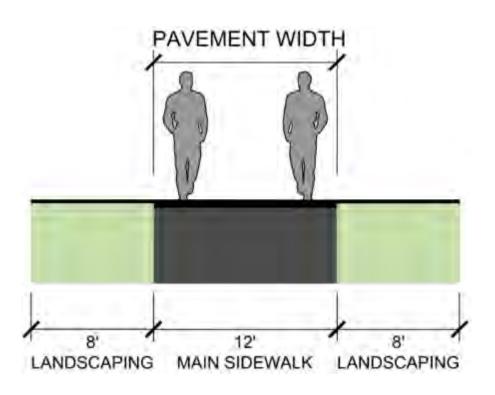
Paseos

- Pedestrian-only right-of-way
 - Vehicle traffic is not permitted
 - > Emergency access is considered in design
 - Minimum ROW width 28'
 - All dwelling units abutting a paseo must face paseo
- Consolidate standards from various zoning districts





Paseo





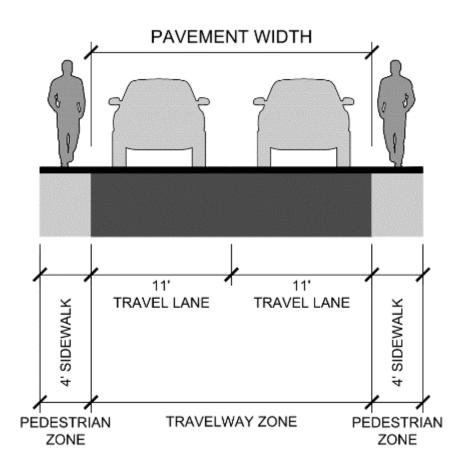
Shared Streets (aka Woonerf)

- Street designed to be shared among various modes of travel
- Blend the borders, surfaces, or zones used by drivers, pedestrians, bicyclists, and other road users



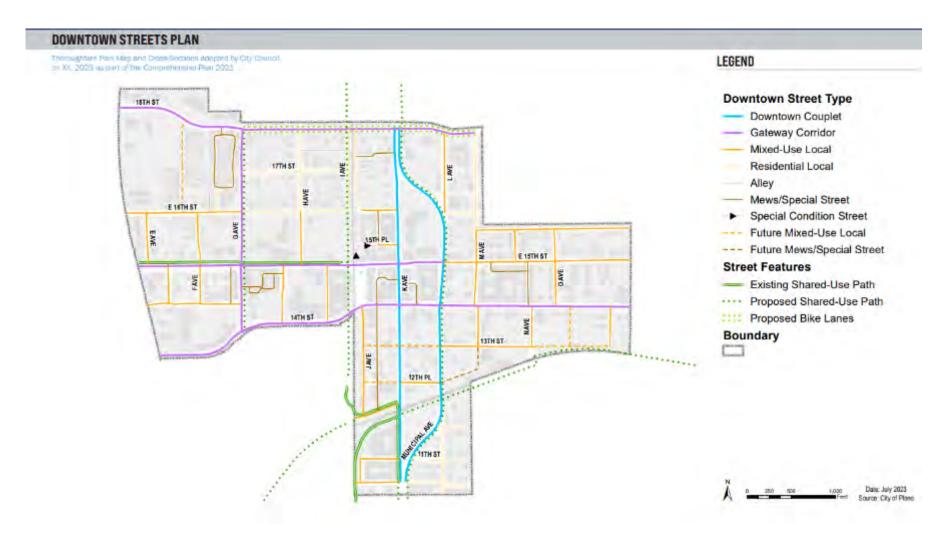


Shared Streets (aka Woonerf)





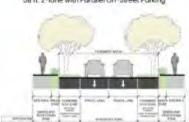
Downtown Streets







K Avenue 17th Street to 10th Street 58 ft. 2-lane with Parallel On-Street Parking



Municipal Avenue 17th Street to 10th Street

58 ft. 2-lane with Parallel On-Street Parking and Sidepath



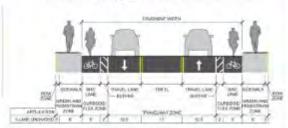
US 75 to G Avenue

80 ft. 2-lane Divided + Parallel On-Street Parking



G Avenue to L Avenue

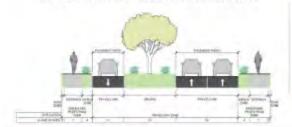
60 ft. 2-lane + Two Way Left Turn Lane + On-Street Bike Lanes



Gateway Corridors - 14th Street

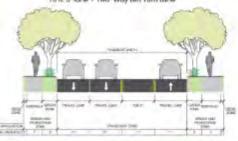
13th/14th Connector US 75 to G Avenue

80 ft. 3-lane Divided with Shared Use Path on North Side of Street



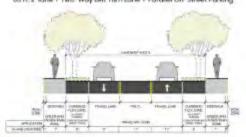
G Avenue to DART Rail

70 ft. 3-lane + Two-Way Left Turn Lane



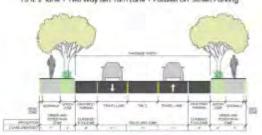
DART Rail to N Avenue*

65 ft. 2-lane + Two-Way Left Turn Lane + Parallel On-Street Parking



N Avenue to Jupiter Road*

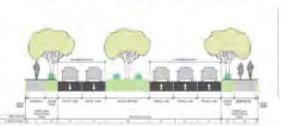
75 ft. 2-kane + Two Way Left Turn Lane + Parallel On-Street Parking



Gateway Corridors - 15th Street

US 75 to O Avenue

100 ft. 5-lane Divided with Shared Use Path on North Side of Street



G Avenue to H Avenue

65 ft. 3-lane with Two-Way Left Turn Lane Shared Use Path on North Side of Street



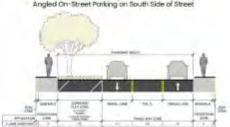
H Avenue to DART Rail

75 ft. 3-ione with Two-Way Left Turn Lane (TWLTL) Shared Use Path on North Side of Street



K Avenue to Municipal Avenue

65 ft. 3-lane with Two-Way Left Turn Lane (TWLTL) Angled On-Street Parking on South Side of Street



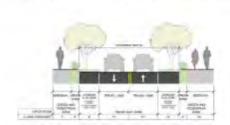
Galaway Corridors - @ Avenue

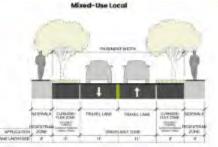
14th Street to 15th Street 65 ft. 2-lane + Two Way Left Turn Lane (TWLTL)

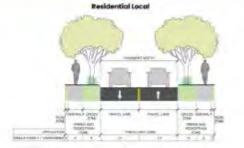
Parallel On-Street Parking



15th Street to 18th Street 61 ft. 2-lane + Parallel On-Street Parking + Sidepath on East Side of Street







Street Design Standards



- For more information about the Thoroughfare Standards Update, visit:
 - www.PlanoCompPlan.org/Streets

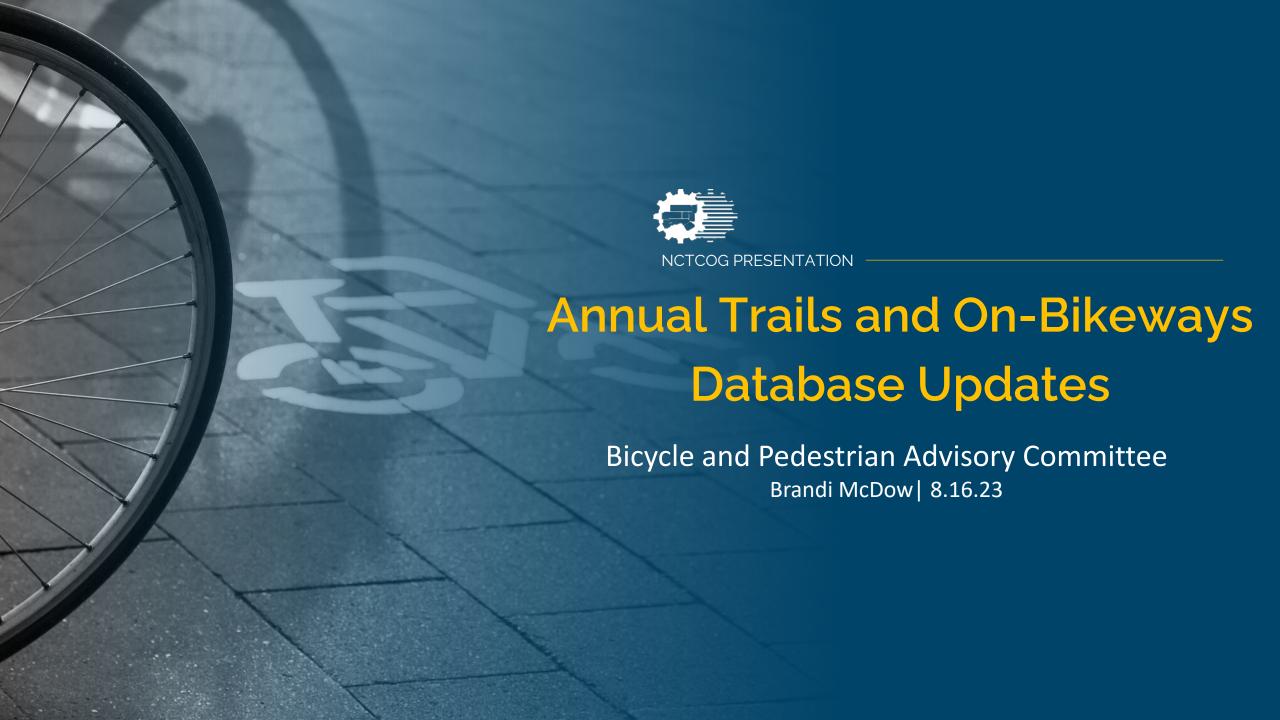
- For more information about the Downtown Streets Update, visit:
 - www.PlanoCompPlan.org/Downtown-Streets





Jason Aprill, AICP Sr. Mobility Planner japrill@plano.gov

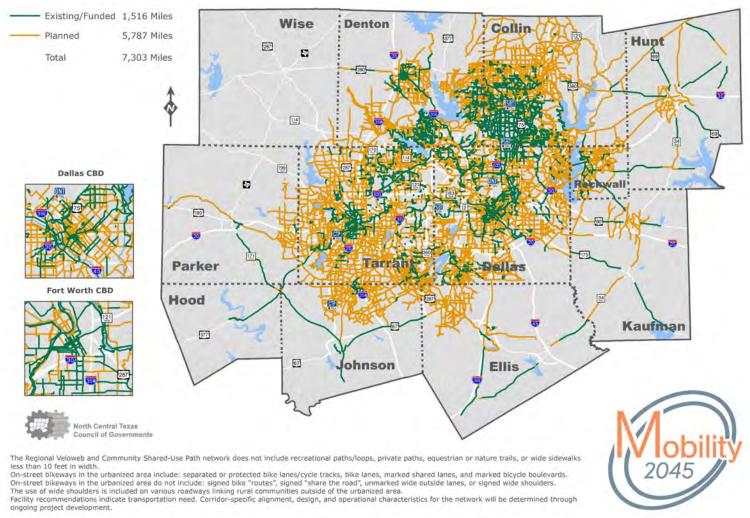
THANK YOU



Overview

- NCTCOG staff is coordinating the annual updates to the regional database of on- and off-street bikeways.
- The regional database reflects <u>locally adopted</u> <u>plans</u>.

Combined Regional Veloweb, Community Paths, and On-Street Bikeway Network



We need your expertise

Your help is needed to identify necessary updates to alignments, funding, or construction status.

- Has a project status moved from funded to existing?
- Has a segment been realigned or need to be deleted?



There are two ways to provide updates!

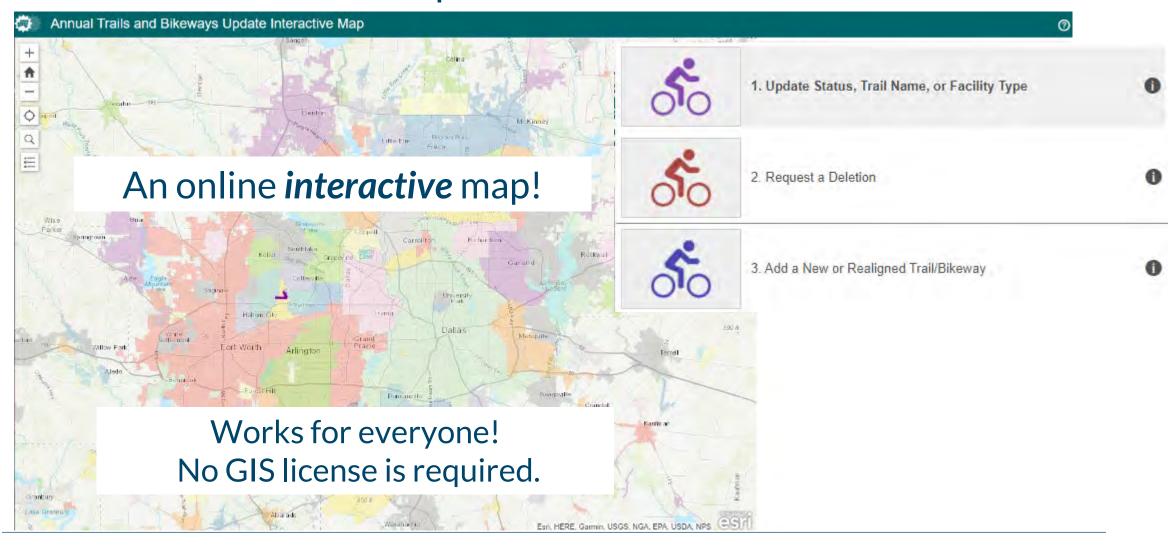
#1: Interactive Map Edits

- User friendly format
- No GIS License required
- Less accurate alignments
- Best for less edits

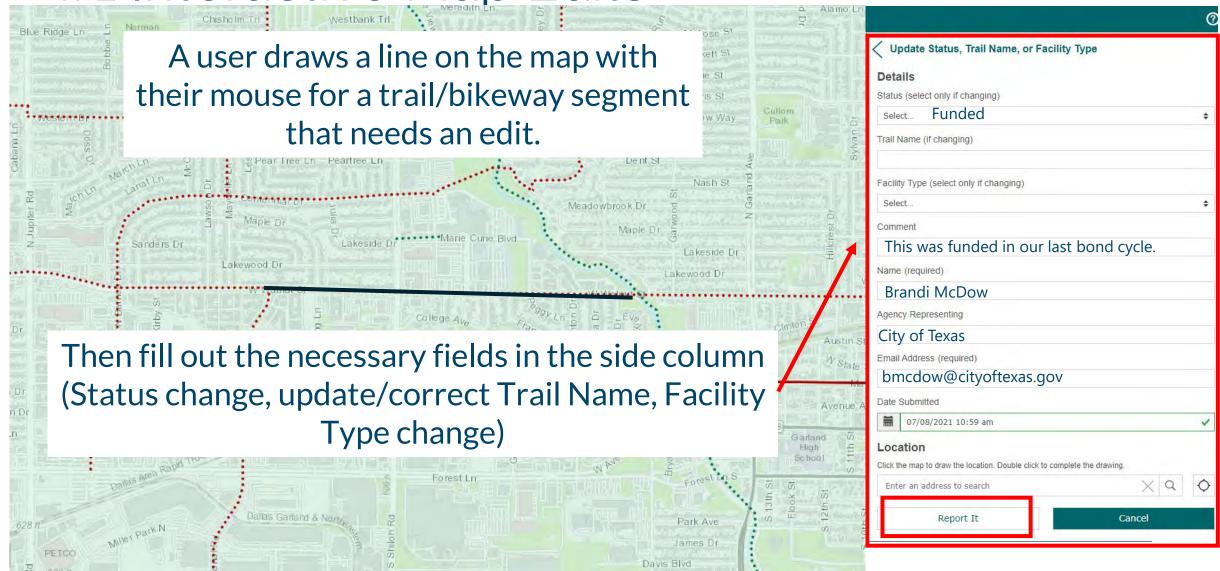
#2: Direct GIS Edits

- Advanced GIS Users
- Need a GIS License
- More accurate alignments
- Best for more edits

#1 Interactive Map Edits



#1 Interactive Map Edits



#2 Direct GIS Edits

- Make edits via a GIS "check-out" process through ArcGIS desktop
- Users suggest trails and bikeways edits/updates by editing a "checked-out" shapefile of NCTCOG's current GIS trails and bikeways network.
- Users send the "checked-out" shapefile back to NCTCOG staff
- Open Attribute Table Zoom to Layer Visible Scale Range Use Symbol Levels Label Features Define New Types Of Features. Convert Features to Graphics... 44 Organize Feature Templates. Save As Layer File. Create Layer Package...

Requires a GIS license

Editing Tips

- Be as thorough and specific as possible
- Review your entire community
- If an update/edit cannot be conveyed through the GIS map, please send an email with pdf map(s) and markups explaining the update/edit
- If no updates/edits are needed, please respond back by email

Next Steps

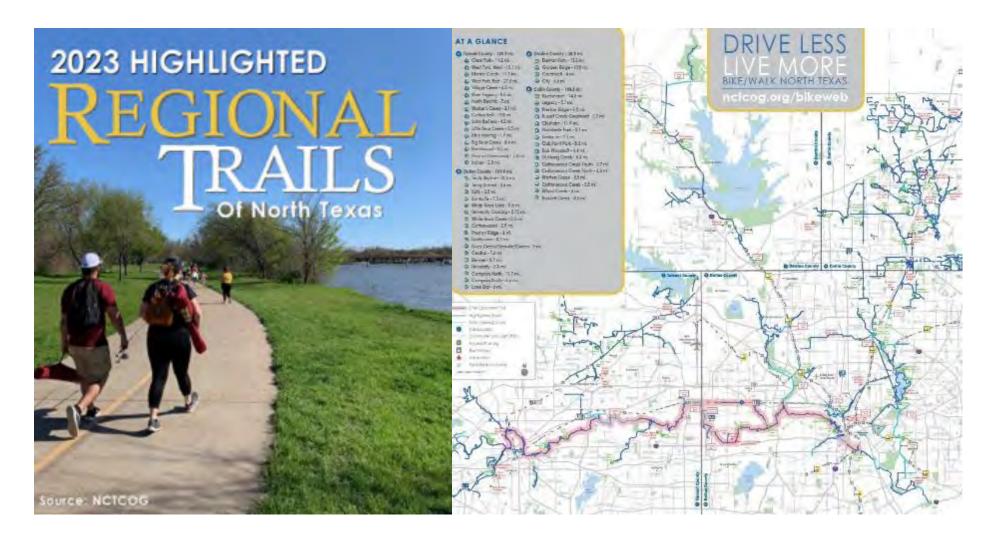
- NCTCOG will send out an email with:
 - A link to the online interactive map
 - A "How-To" Guide for editing on the online interactive map
- Responses requested for initial GIS Check-Out data by August 25
- Responses requested for <u>all</u> database edits returned by September 13
- NCTCOG staff will make the edits as requested and follow up as needed to clarify and/or confirm accuracy

Contacts:

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Daniel Snyder, AICP Sr. Transportation Planner dsnyder@nctcog.org

Kevin Kokes, AICP Program Manager kkokes@nctcog.org



2023 Regional Trails Brochures



OVERVIEW

Request and Problem

- Request at March 15 BPAC meeting for assistance with methods for determining placement of crossing guards
- Address lack of state/federal guidance on crossing guard placement
- Explore possibility of developing regionally-consistent method

What We Have Done

- Surveyed stakeholders
- Reviewing state, federal, other guidance
- Comparing examples of city crossing guard guidance in the region

UPCOMING MEETING

- September 28, 2023, 9-10 a.m. via Microsoft Teams
- NCTCOG will present findings on survey and crossing guard guidance
- Cities, school districts, and other stakeholders welcome
- Seeking input on crossing guard issues and interest in a regionally- consistent process
- Please share with school / ISD / other contacts with interest in crossing guard issues
- Email Shawn Conrad <u>sconrad@nctcog.org</u> to be added to invite



CONTACT US



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Shawn Conrad, PhD



Principal Transportation Planner

sconrad@nctcog.org | 817-704-5695



Devia Joshi



Transportation Planner

djoshi@nctcog.org | 682-320-2842



HOW CAN CITIES HELP?

We're asking for your help to share information and promote Walk to School Day to each of your respective local schools and ISDs!

Local governments can form successful partnerships with local schools to support safe active transportation and events like Walk to School Day



AV Cato Elementary



WHAT IS WALK TO SCHOOL DAY?

- Annual event that involves schools and communities across the country and around the world walking to school on the same day
- Highlights the importance of pedestrian and bicycle safety
- Walk to School Day 2023 will be held on Wednesday, October 4
- NCTCOG helped schools participate with safety-themed giveaways in 2019 and 2022



Nichols Elementary (left), AV Cato Elementary (top right), Taylor Elementary (bottom right)



2023 WALK TO SCHOOL DAY PROMOTION



Giveaways and Bike Raffle for Participating Students!

- Giveaways will be awarded to schools that sign up to participate
 - Walk to School Day banner to display during event
 - Bicycle and pedestrian safety-focused giveaways (while supplies last)
 - Bike raffle entries for participating students
 - Social media kits
- We are expanding on last year's program!





FRISCO - CITY/ISD COORDINATION

- City of Frisco
 Transportation
 Engineering
 Division
- Frisco Police Department
- Frisco Fire
 Department
- Frisco
 Independent
 School District







WHEREAS, Vanon's Vall. It had in School Day primate probations repay and the importancy of this property and a wing for complemes become and without your

PROCLAMATION

WHEREAS, a lack of physical action plays a leasing role in vising value of charle, demonst, and other health problems among creation. Whereas, in trianal provides on appearants as build arthree late admits reached because active children heart better, and

WHEREAS, talking in relient malacity regular transportant (White Machines, July constitution and exchanges a cleaner and greater Prisco, and

WILLBLAS, celebrating the 10° Annual National Malk in scill to School Dis, creates and making the remarker of celebration makes the communities and arching the communities and ordered the communities and ordered the communities and ordered the communities and ordered the celebrations.

WHEREAS, this day allowed for children persons, community beautiful school experimentation and magnificational to come together and are a sum of community in angular for the to the milk or that is considerated of the angular performance for the proposition of the school states of the milk or proposition to the school states of the school of the schoo

WHEREAS, the City of France's Police Department. Fire Department, Fransportation Engineering Unitation and Prince Independent School District parameted regarder with the National Conserver for Self-stayler to School and the Vision Zero for Louis Indicative to promittee.

Walk in Rall to School Day in France small

NOW THEREFORE, I. Left Cheery. Mayor of the City of Prince. Texas, six herein, principles Children 17th, 1977 or "National Work in Built to School Day" ... From and examing many particles production safety than and every day.



Oct 4 City Council Meeting
Courtesy of the City of Frisco 91

- Partnership to raise awareness of pedestrian safety and celebrate benefits of walking and biking
- City of Frisco staff created a toolkit to promote
 Walk to School Day and published materials on city
 website: www.FriscoTexas.gov/SchoolZoneSafety
- FISD promoted event to individual school PTAs
 - Registered schools had an SRO onsite on October 12 to hand out stickers
 - Participation up from 21 schools in 2021 (year one) to 30 in 2022



HOW CAN CITIES HELP?

- Spread the word about Walk to School Day and NCTCOG's promotion.
- Visit www.WalkBiketoSchool.com for more information about Walk to School Day, resources, and examples AND make sure schools in your city register any events per campus.
- Create inner-city collaboration between departments and make it big! Elected official support is critical.
- Collaborate with local ISDs and schools in your jurisdiction to hold joint events.
 - Excellent outreach/positive publicity opportunity
 - Increase awareness, get feedback on issues and projects related to bicycle/pedestrian safety
- Contact us for assistance & sign up today: www.nctcog.org/WalkToSchool

Sign Up Form QR Code:





CONTACT US



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Transportation Planner

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Principal Transportation Planner

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Pilot Placemaking for Transportation Guide and Workshop

Sydnee Mangini | August 16, 2023





Introduction to Pilot Placemaking for Transportation

Pilot Placemaking for Transportation Definition: Implementing test transportation treatments to create appealing places that people can move through safely and comfortably, by collecting data and informing decisions regarding public interest prior to permanent installation.

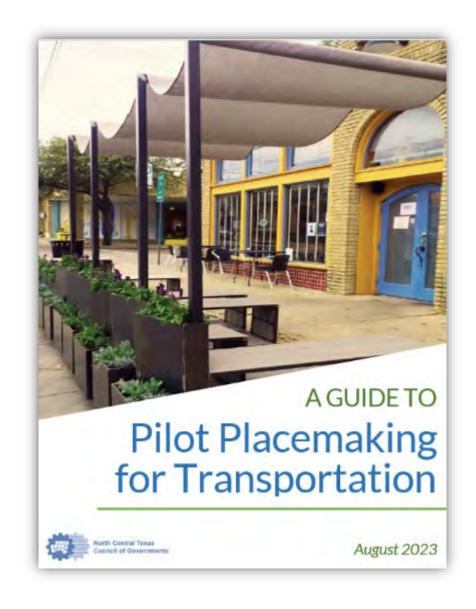
Benefits of pilot placemaking:

- Create opportunities for public feedback, social interaction, community building, recreation, and education
- Improve safety, livability, and mobility
- Support economic development
- Provide quality public spaces
- Catalyze neighborhood/community development



Guide Components

- Overview of pilot placemaking for transportation
- Project background and goals
- Stakeholder outreach for guide development
- Pilot placemaking benefits, site considerations, and case studies
- Recommendations for program and project implementation
- Evaluation process considerations
- Challenges of pilot placemaking
- Resources and other information



NCTCOG Pilot Placemaking for Transportation Workshop

Workshop Overview - Pilot Placemaking for Transportation

- Overview of NCTCOG Pilot Placemaking Guide
- Hosted webinar: Tactical Urbanism: Taking Short-Term Actions to Generate Long-Term Change
- Charlotte, NC Placemaking Program; Boston, MA Tactical Public Realm Program; and local placemaking examples

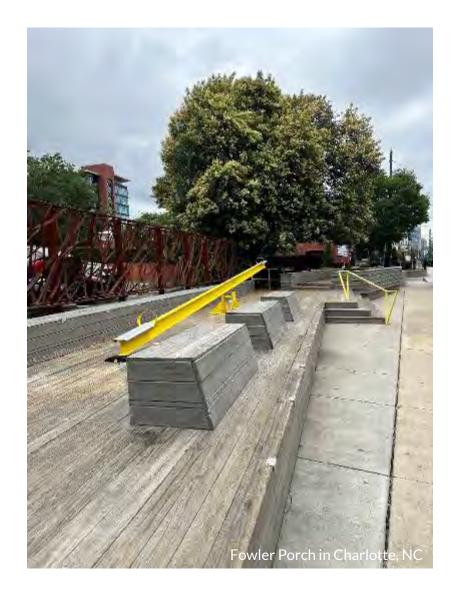
Event Details

August 29 from 2 pm - 4 pm AICP CM Credits (pending)

Register here: https://forms.office.com/r/fRHG1AyCaN or scan

the QR code







Contact Us



Sydnee Mangini Transportation Planner

smangini@nctcog.org

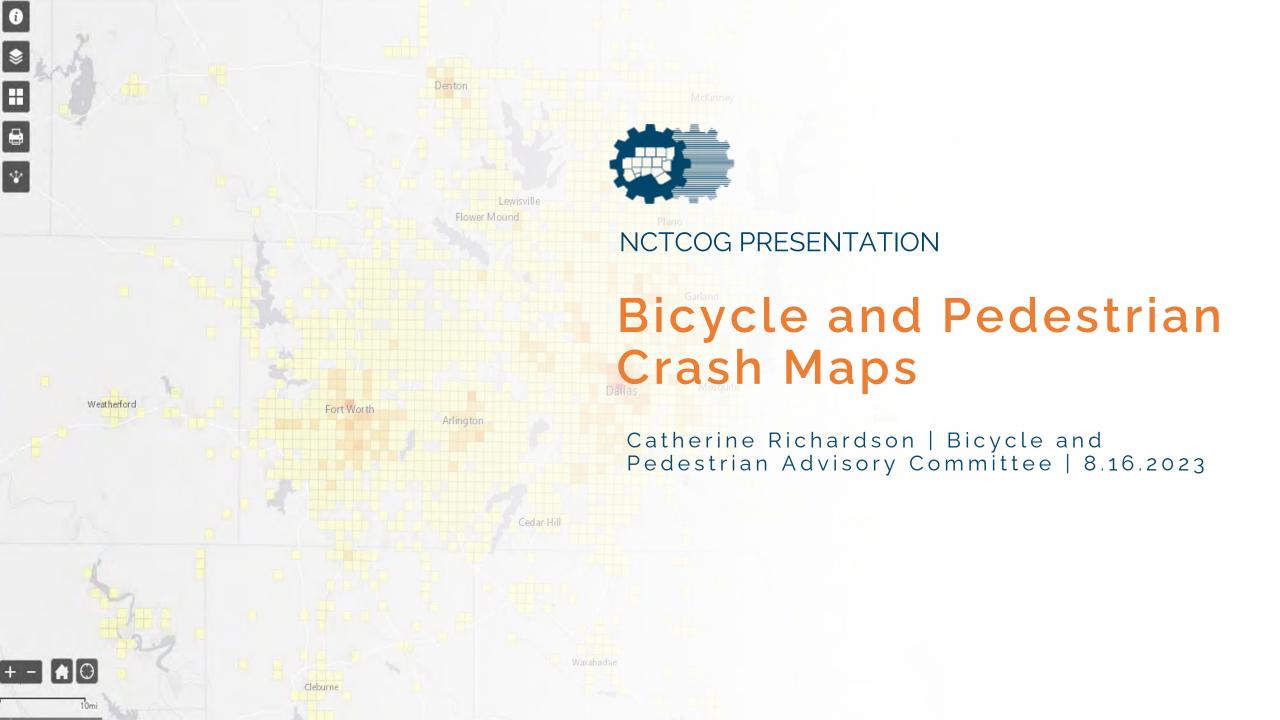


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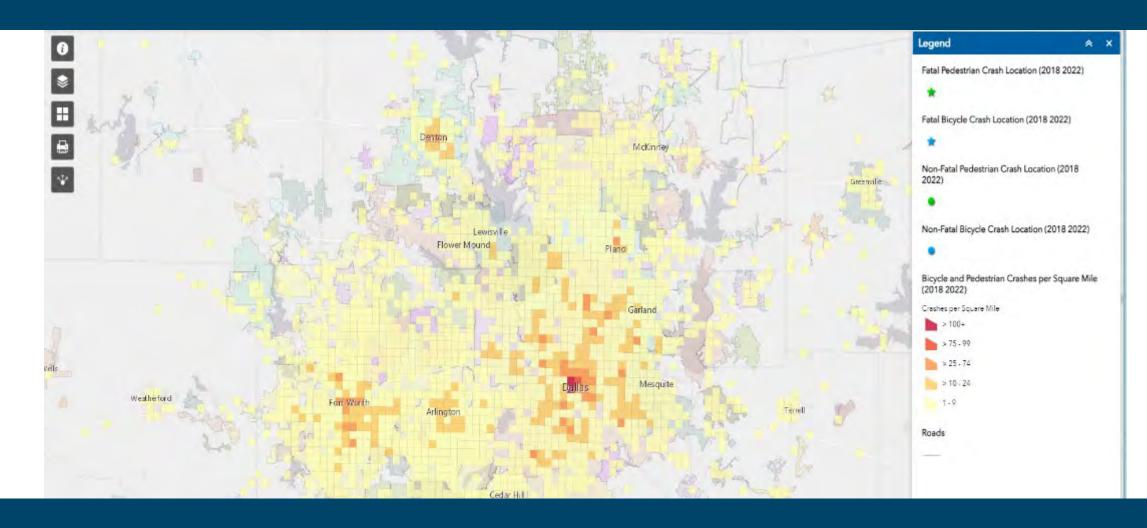


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kwindsor@nctcog.org



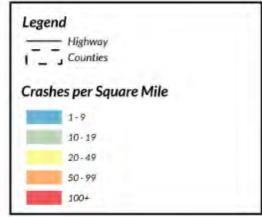
Online Interactive Crash Map

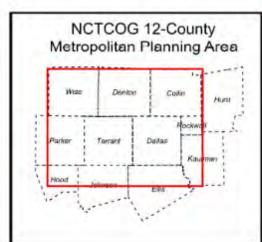


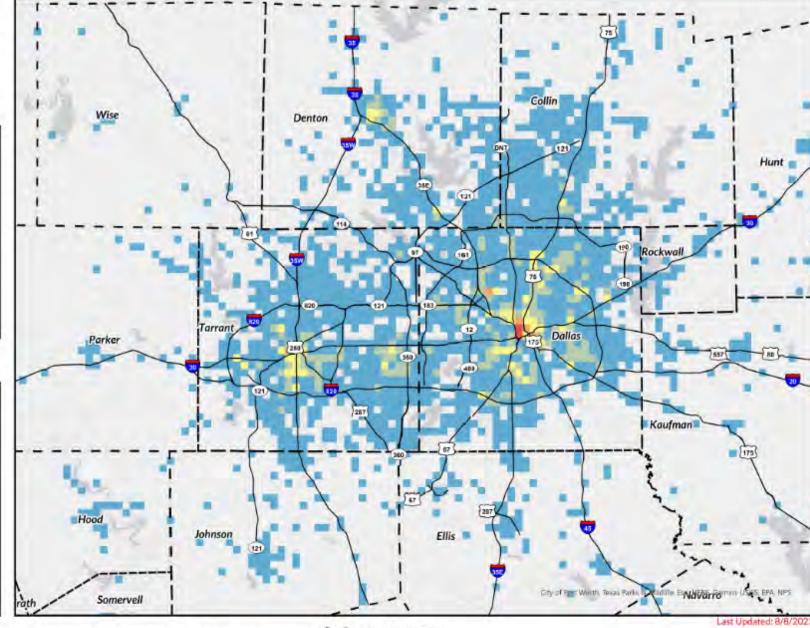
nctcog.org/trans/plan/bikeped/bicycle-and-pedestrian-crash-information

Urbanized Area

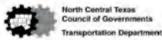
Bicycle and Pedestrian Crashes per Square Mile (2018 - 2022)







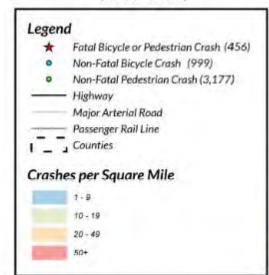
- 1.) Source: TxDOT's Crash Records Information System: 2018-2022 data is current as of April 2023. All TxDOT disclaimers apply.
- 2.) Data displayed contains reportable crashes with latitude and longitude information. Additional crashes may have occurred.
- This data is composed of TxDOT "Reportable Crashes" that occurs or originates on a traffic way, results in injury to or death
 of any person, or damage to the property of any person to the apparent extent of \$1,000.

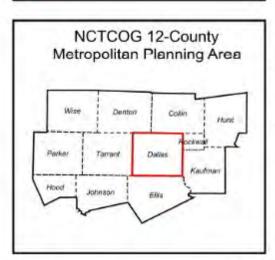


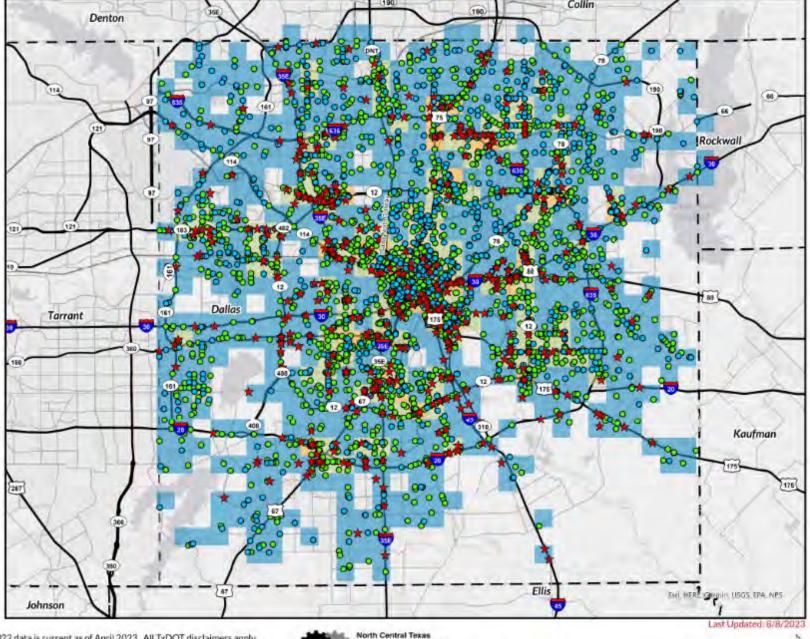
0 15 30 Miles

Dallas County

Bicycle and Pedestrian Crashes per Square Mile (2018 - 2022)



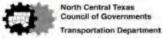




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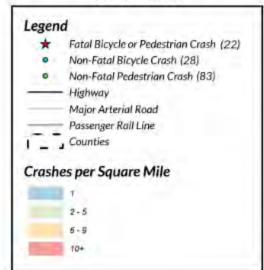
2.) Data displayed contains reportable crashes with latitude and longitude information. Additional crashes may have occurred.

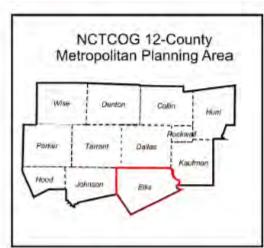
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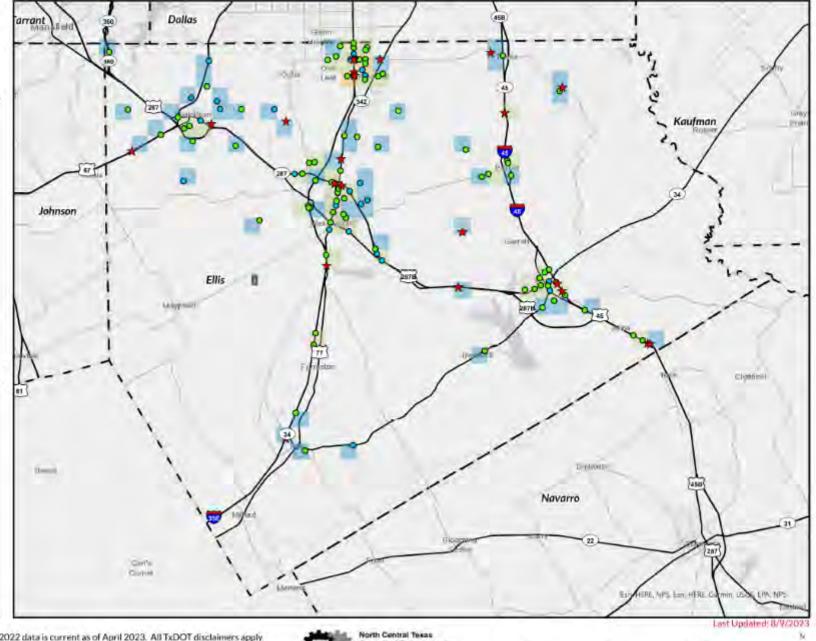


Ellis County

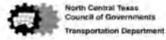
Bicycle and Pedestrian Crashes per Square Mile (2018 - 2022)







- 1.) Source: TxDOT's Crash Records Information System: 2018-2022 data is current as of April 2023. All TxDOT disclaimers apply
- 2.) Data displayed contains reportable crashes with latitude and longitude information. Additional crashes may have occurred.
- 3) This data is composed of TxDOT "Reportable Crashes" that occurs or originates on a traffic way, results in injury to or death of any person, or damage to the property of any person to the apparent extent of \$1,000.





Updated Crash Tables

2017-2021 Bicycle and Pedestrian Crashes by County within the MPA								
County	Fatal Crashes		Non-Fatal Crashes		Total			
	Bicycle	Pedestrian	Bicycle	Pedestrian	Total			
Collin	7	23	334	425	789			
Dallas	25	398	1,036	3,217	4,676			
Denton	6	41	322	379	748			
Ellis	5	18	32	80	135			
Hood	0	6	7	22	35			
Hunt	2	23	11	61	97			
Johnson	2	16	42	71	131			
Kaufman	0	13	18	43	74			
Parker	1	12	17	41	71			
Rockwall	0	7	12	19	38			
Tarrant	10	236	722	1,719	2,687			
Wise	0	2	3	11	16			
Total:	58	795	2,556	6,088	9,497			

County	Fatal Clasiles		NUITE ALAI CI ASILES		Total
	Bicycle	Pedestrian	Bicycle	Pedestrian	TOTAL
Collin	7	29	320	413	769
Dallas	32	424	999	3,177	4,632
Denton	6	39	311	392	748
Ellis	4	18	28	83	133
Hood	0	8	7	20	35
Hunt	2	20	13	54	89
Johnson	3	18	35	63	119
Kaufman	1	11	13	51	76
Parker	1	12	15	34	62
Rockwall	0	6	11	19	36
Tarrant	16	245	648	1,686	2,595
Wise	1	2	2	9	14
Total:	73	832	2,402	6,001	9,3 8



CONTACT US



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