

North Central Texas
Council of Governments

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

North Central Texas Council of Governments
616 Six Flags Dr. Arlington TX 76011
May 15, 2024
2:00-4:00 pm

2:00 – 2:05 (5 min)	<p>1. Welcome</p> <p>Discussion of the February 21, 2024, BPAC meeting summary.</p>	Heather Dowell, BPAC Chair, City of Midlothian
2:05 – 2:20 (15 min)	<p>2. Addressing Bicyclist Safety through the Development of Crash Modification Factors for Bikeways</p>	Bahar Dadashova, Texas Transportation Institute
2:20 – 2:45 (25 min)	<p>3. Local Community Updates</p> <p>a) Dominion Trail Composite Fiber Bridge Overview – Michael Kim, City of Frisco</p> <p>b) Proposed Changes to the E-Scooter and E-Bike Program – Erin Curry, City of Dallas</p> <p>c) Upcoming Events & Training – Anthony White, BPAC Vice-Chair, TxDOT Fort Worth District</p>	Various Community and BPAC Members
2:45 – 2:55 (10 min)	<p>4. Group Discussion</p> <p>a) Over the years there has been limited engagement by local governments to host and/or promote events such as Bike to Work and Bike to School Month/Week/Day. What is the hindrance to your agency/community for promoting such events as a means of transportation?</p> <p>b) What material(s) has your agency used as a form of vertical separation for bike lanes? Have you found those materials to be durable? Has there been any pushback from public safety departments on the form of vertical separation?</p>	All Attendees
2:55 – 3:25 (30 min)	<p>5. NCTCOG Updates</p> <p>a) Mobility 2050 Plan Update – Catherine Richardson</p> <p>b) NACTO Urban Bikeway Design Guide Working Paper – Catherine Richardson</p> <p>c) Anticipated TA Set-Aside Call for Projects – Daniel Snyder</p> <p>d) Community Gardens Guide – Sydnee Mangini</p> <p>e) Statewide BPAC Update – Kevin Kokes</p>	Various NCTCOG Staff
3:25 – 3:30 (5 min)	<p>6. Other Business</p> <p>This item provides committee members an opportunity to bring items of interest before the Committee or propose future agenda items.</p>	Heather Dowell, BPAC Chair, City of Midlothian

Next BPAC Meeting

The **next** meeting of the Bicycle and Pedestrian Advisory Committee is scheduled for **August 21, 2024**, from 2:00-4:00pm at NCTCOG in the Transportation Council Room.

WELCOME

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

May 15, 2024

Chair

Heather Dowell

City of Midlothian



New public comment form now available!

Members of the public:
Please see NCTCOG staff at the entry table if you would like to comment about an agenda item.

Members of the public may comment on any item(s) on today's agenda at the end of the meeting. If speaking, please complete the green comment form which is available at the entry table and provide it to the designated NCTCOG staff person.

Speakers should limit their comments to 2-3 minutes.



The image shows a green comment form with a black border. At the top right is the logo for North Central Texas Council of Governments. The title is "Bicycle Pedestrian Advisory Committee Meeting Comment Form". The purpose of the committee is described in a paragraph. Below that, it states that committee meetings are open to the public but are not public meetings. The "Instructions" section lists four steps: 1. Mark the box for oral, written, or both comments. 2. Fill in name, affiliation, date, and location. 3. Write comments on the form. 4. Return to an NCTCOG employee. There are three checkboxes for comment preferences. Below are fields for Name, Organization, Date, and Meeting Location. At the bottom, it says "Please provide written comments below:" followed by a line for writing.

 North Central Texas
Council of Governments

Bicycle Pedestrian Advisory Committee Meeting Comment Form

The purpose of the Bicycle and Pedestrian Advisory Committee (BPAC) is to bring experts and interested parties together to educate one another, share best practices, and discuss issues and topics related to bicycle and pedestrian safety, planning and project development. It is also an opportunity for regional collaboration and coordination for all activities involving active transportation. Committee membership is comprised of one representative from each Membership Organization appointed through designation by the Surface Transportation Technical Committee.

Committee meetings are open to the public but are not public meetings.

Instructions:

1. Please mark the box indicating whether you would like to make an oral comment, a written comment, or both oral and written comments.
2. Please fill in your name and affiliation as well as the date and location of meeting.
3. If you are submitting a written comment, please write your comment on this form.
4. Please return this form to an NCTCOG employee at the registration desk.

I wish to make an oral comment at the committee meeting

I wish to submit a written comment at the committee meeting

I wish to make both oral and written comments at the committee meeting

Name _____

Organization _____

Date _____

Meeting Location _____

Please provide written comments below:



Crash Modification Factors for Bikeway Facilities

Bahar Dadashova, Ph.D. (PI)
Texas A&M Transportation Institute

Prepared for
Bicycle and Pedestrian Advisory
Committee
NCTCOG

May 15, 2024



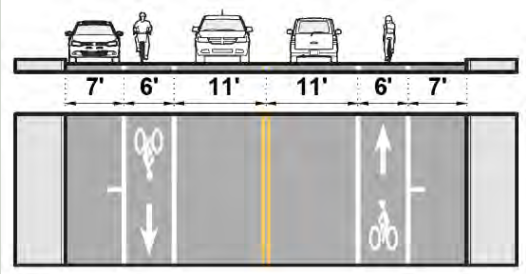

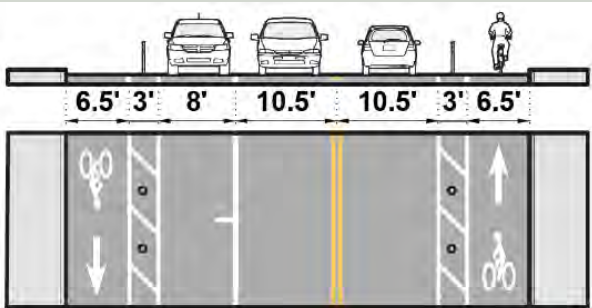
Research Objectives

Develop crash modification factors (CMF) for bikeway facilities implemented on Texas roadways.

Develop CMFs for target crash types where sufficient bicycle facility information and crash information is available.

Evaluate economic benefit-cost impacts of bicycle facilities

On-Street Bikeways

Facility Type*	Definition	Install Location	Separation Type
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Conventional bicycle lane</p> 	<p>A portion of the roadway designated by striping, signage, and pavement markings for the preferential or exclusive use of bicyclists</p>	<p>Right side of the street that flows in the same direction as traffic</p>	<p>None</p>
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Buffered bicycle lane</p> 	<p>A conventional bicycle lane paired with a designated buffer space separating the bicycle lane from the adjacent motor vehicle travel and/or parking lane</p>	<p>Streets with extra lanes or extra lane width</p>	<p>Painted buffer</p>
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">One/Two-way separated bicycle lane</p> 	<p>A bikeway that provides an exclusive space for bicyclists along or within a roadway that is separated from motor vehicles and pedestrians using a variety of horizontal and vertical design elements</p>	<p>Constructed at street level, sidewalk level, or intermediate level</p>	<p>Vertical separation (flexible post, curb, shrubs, parking)</p>

Database Development

Bikeway Facility Inventory

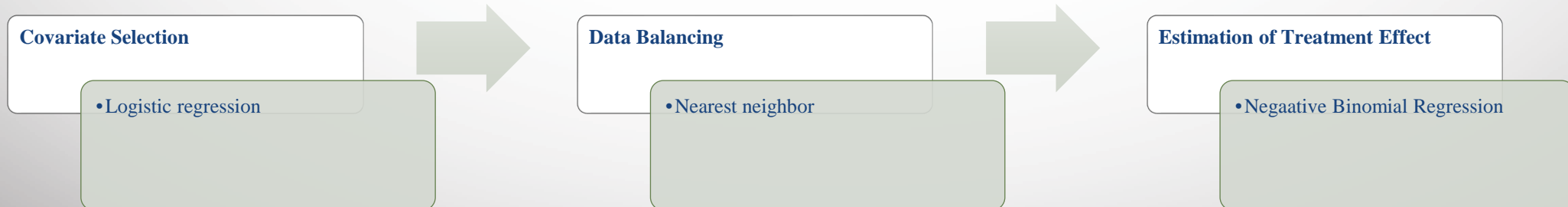
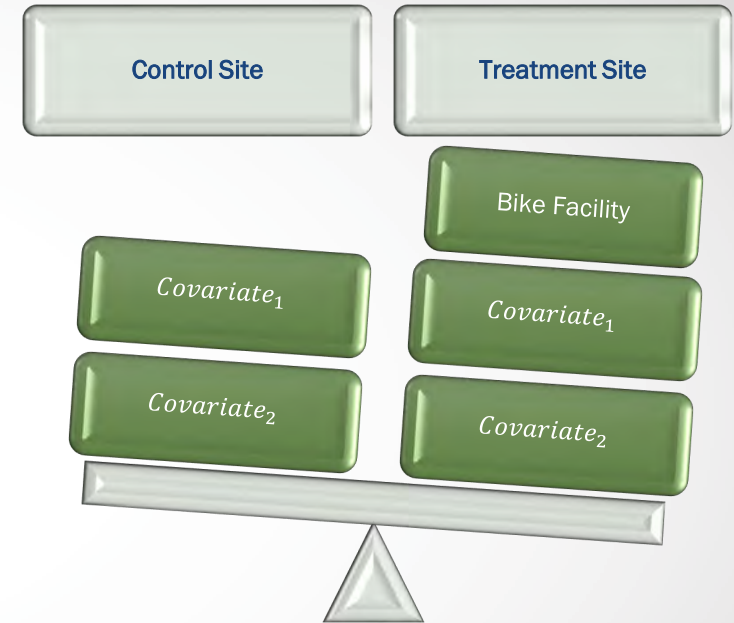
Bikeway Facility Type	Number of Sites	Bikeway Facility Type	Number of Sites
Advisory Bike Lane	6	Separated Bike Lane	25
Bike Lane	856	Shared Bus-Bike Lane	1
Bike Route Sign	532	Shared Use Path	4,251
Buffered Bike Lane	154	Sharrow	205
Contra-flow Bike Lane	3	Trail	369

CMF Development

Develop CMFs

- Safety effectiveness (SE) of treatment (i.e., bikeway facility) refers to the percentage change in the crash data as the result of the treatment
- CMF of the treatment can be calculated using
 - before and after crash data
 - crash data from comparison (i.e., control) sites (referred to as a cross-sectional analysis)
- In this project we implement cross-sectional analysis using propensity score matching

$$CMF_{Treatment} = \frac{Crash_{observed,treatment}}{Crash_{observed,comparison}}$$



CMF Development

Treatment Type	Number of Roadway Lanes	KABC Bicyclist Crashes			PDO Bicyclist Crashes			Total Bicyclist Crashes		
		CMF	CRF*	St. D.	CMF	CRF	St. D.	CMF	CRF	St. D.
Bicycle Lane	2 lanes	0.562	44%	0.171	0.513	49%	0.528	0.554	45%	0.163
	4 lanes	0.590	41%	0.051	0.539	46%	0.162	0.582	42%	0.049
Buffered Bicycle Lane	2 lanes	0.407	59%	0.203	0.805	20%	0.843	0.425	58%	0.188
	4 lanes	0.353	65%	0.165	0.649	35%	0.457	0.367	63%	0.154
Separated Bicycle Lane	2 lanes	0.470	53%	0.352	NA**	NA	NA	0.527	47%	0.323
	4 lanes	0.475	52%	0.301	NA	NA	NA	0.587	41%	0.286

*CRF – Crash reduction factor; **NA- not enough sample for CMF development

Benefit-Cost Assessment

- Estimate the cost of treatment per mile (**Restriping Roadway for Bicycle Lane**):

$$\text{Project Cost} = \text{Construction Cost per Mile} \times \text{Total Miles} + \\ + \text{Maintenance Cost} \times \text{Present Value of Investment}$$

$$PVI = \frac{1}{0.01} \left(1 - \frac{1}{(1 + 0.01)^3} \right) \times 3 \text{ years} = 2.94$$

$$\text{Project Cost} = \$90,000 \times 10 \text{ miles} + \$10,988 \times 2.94 = \$932,304.00$$

- Estimate benefit/cost ratio of installing bicycle lane:

$$BCR = \frac{\$1,800,150.00}{\$932,304.00} = 1.9$$

Installation of a bicycle lane on an urban two-lane segment has significant safety and economic benefits.

Conclusions

- CMFs were estimated for bicycle lanes, buffered bicycle lanes and separated bicycle lanes:
 - installed at urban two and four-lane segments
 - for KABC, PDO and total bicyclist crashes
- Installation of bicycle facilities:
 - have led to statistically significant reduction in bicyclist crashes on Texas roadways
 - can potentially lead to significant reduction in future bicyclist crashes.
 - are cost-effective
- Installation of buffered and separated bicycle facilities are expected to yield relatively higher reductions in crashes.



SAFETY EVALUATION OF ON-STREET BICYCLE FACILITY DESIGN FEATURES

NCHRP PROJECT NO. 15-74

Bahar Dadashova, Ph.D. (PI), Karen Dixon, PhD., P.E., RSP (Co-PI) , Okan Gurbuz, Ph.D, Richard Dzinyela, Shawn Turner, P.E. and Boya Dai A.I.C.P.
Texas A&M Transportation Institute

Michael Hintze, A.I.C.P., Katy Sawyer, P.E. and Bill Schultheiss, P.E.
Toole Design Group

Christopher Monsere, Ph.D., P.E., Sirisha Kothuri, Ph.D. and Nathan McNeil
Portland State University

Rebecca Sanders, Ph.D. and Jessica Schoner, Ph.D.
Safe Streets Research & Consulting, LLC.

Final Presentation
August 31, 2023



Develop data-driven guidelines for selecting context-appropriate bicycle facility design features:

1. For safety improvement of existing designs
2. For planning new facilities

Sample Size Per City and Bikeway Type

Data Type	Facility Type	Attribute	Arlington, VA	Austin, TX	Boston, MA	DFW, TX	Minneapolis, MN	Philadelphia, PA	Seattle, WA	Grand Total	
Bicycle Facility Type	Bike Lane	Sample Size	189	339	3,572	105	573	3,428	421	8,627	
		Length (ml)	32	153	66	83	87	223	70	714	
	Buffered BL	Sample Size	32	27	442	59	100	420	29	1,109	
		Length (ml)	6	8	12	41	19	25	6	117	
	Separated BL	Sample Size	21	9	37	3	18	18	165	271	
		Length (ml)	4	3	1	2	4	1	26	41	
	Contra-flow Bike Lanes	Sample Size			770			7		777	
		Length (ml)			14			1		14	
	Bicyclist Counts (2017-2020)	Bike Lane	Sample Size	6	10	40	3	1	44	2	106
			ADB	94	30	48	100	56	510	104	135
Buffered BL		Sample Size	3	7	4	5	2	11	2	34	
		ADB	80	28	30	51	231	296	104	117	
Separated BL		Sample Size	2	2	12	2	1	2	1	22	
		ADB	55	137	209	78	693	238	279	241	
Safety Data		Aggregated Bicyclist Crashes (2017-2020)	Total		209	389	25		1,782	1,349	3,754
			Fatal and Injury	23	205		23		502	21	1313

Bikeway CMFs

- Installing Separated Bicycle Lanes at sites with:
 - No bikeways can potentially result in an over 98 percent reduction in bicyclist crashes.
 - Bicycle lanes can potentially lead to a 90 percent reduction in total crashes and a near 100 percent significant reduction in KABC crashes.
 - Buffered bicycle lanes can result in an 84–97 percent significant reduction in total crashes and an 86 percent reduction in KABC crashes.
- Installing Buffered Bicycle Lanes at sites with:
 - No bikeways can potentially result in a 55–77 percent reduction in total crashes and a 52–77 percent significant reduction in KABC crashes.
 - Bicycle lanes can potentially reduce the total and KABC bicyclist crashes by 5–25 percent. This CMF was not statistically significant.
- Installing Conventional Bicycle Lanes at sites with no bikeways can result in a 38–68 percent reduction in total crashes and a 37–68 percent reduction in KABC crashes.

Bikeway CMFs

CMF Name	Prior Facility	Study Design	Crash Severity	City, State	Sample Size		CMF	Crash Reduction Percentage	SD	P-value
					Treatment	Control				
Install separated bicycle lane	No bike lane	B/A	Total	Seattle, WA	99	-	0.007	99%	4.546	0.270
	Bike lane	B/A	Total		99	-	0.100	90%	0.988	< 0.005
	Buffered bike lane	B/A	Total		99	-	0.030	97%	1.832	<0.001
	No bike lane	C/S	Total		99	147	0.016	98%	3.238	<0.01
			KABC		99	147	0.001	100%	3.170	<0.05
	Bike lane	C/S	Total		99	132	0.002	100%	3.298	< 0.1
			KABC		99	132	0.004	100%	3.329	< 0.1
	Buffered bike lane	C/S	Total		52	60	0.156	84%	1.276	0.1459
KABC			52	60	0.143	86%	1.318	0.141		
Install buffered bike lane	No bike lane	C/S	Total	Austin-DFW, TX	56	102	0.451	55%	0.311	<0.05
				Philadelphia, PA	433	528	0.228	77%	0.404	<0.0001
			KABC	Austin-DFW, TX	56	102	0.478	52%	0.311	<0.05
				Philadelphia, PA	433	528	0.228	77%	0.404	<0.0001
	Bike lane	C/S	Total	Austin-DFW, TX	54	74	0.750	25%	0.419	0.492
				Philadelphia, PA	433	327	0.952	5%	0.400	0.792
			KABC	TX	54	74	0.750	25%	0.419	0.492
				Philadelphia, PA	433	327	0.952	5%	0.400	0.792
Install bike lane	No bike lane	C/S	Total	Arlington County, VA	1,483	1,876	0.559	44%	0.547	0.287
				Austin-DFW, TX	336	472	0.617	38%	0.121	<0.0001
				Minneapolis, MN	207	217	0.949	5%	0.547	0.294
				Philadelphia, PA	3,492	5,526	0.321	68%	0.167	<0.0001
				Seattle, WA	968	1,493	0.320	68%	1.113	0.306
			KABC	Arlington County, VA	1,483	1,876	0.450	55%	0.588	0.174
				Austin-DFW, TX	336	472	0.634	37%	0.124	<0.0001
				Minneapolis, MN	207	217	0.945	6%	0.525	0.194
				Philadelphia, PA	3,492	5,526	0.321	68%	0.167	<0.0001
				Seattle, WA	968	1,493	0.342	66%	1.17	0.358

Implementation Guidance

Contextual and Design Considerations

- Traffic volume (bicycle, pedestrian and driveway)
- Bikeway design
- Sight distance
- Driveway and alley designs
- Mixing zones

Policy and Planning Considerations

- Modal priority
- Access management
- Curb space management
- Long vs short term

Disclaimer

The National Cooperative Highway Research Program (NCHRP) produces ready-to-implement solutions to the challenges facing transportation professionals. NCHRP is sponsored by the individual state departments of transportation of the American Association of State Highway and Transportation Officials (AASHTO), in cooperation with the Federal Highway Administration (FHWA). NCHRP is administered by the Transportation Research Board (TRB), part of the National Academies of Sciences, Engineering, and Medicine. Any opinions and conclusions expressed or implied in resulting research products are those of the individuals and organizations who performed the research and are not necessarily those of TRB; the National Academies of Sciences, Engineering, and Medicine; or NCHRP sponsors.



TxDOT 0-7043 Final Report:

<https://static.tti.tamu.edu/tti.tamu.edu/documents/0-7043-R1.pdf>

NCHRP 15-74 Final Report (to be posted):

<https://apps.trb.org/cmsfeed/TRBNetProjectDisplay.asp?ProjectID=4763>

[Questions and Comments?](#)

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DOMINION TRAIL

| FRISCO, TEXAS

May 15, 2024

Project Team: Halff Associates &
Millis Development and
Construction



AGENDA

Project Context

Scope of Work

Trail Design Standards

Challenges

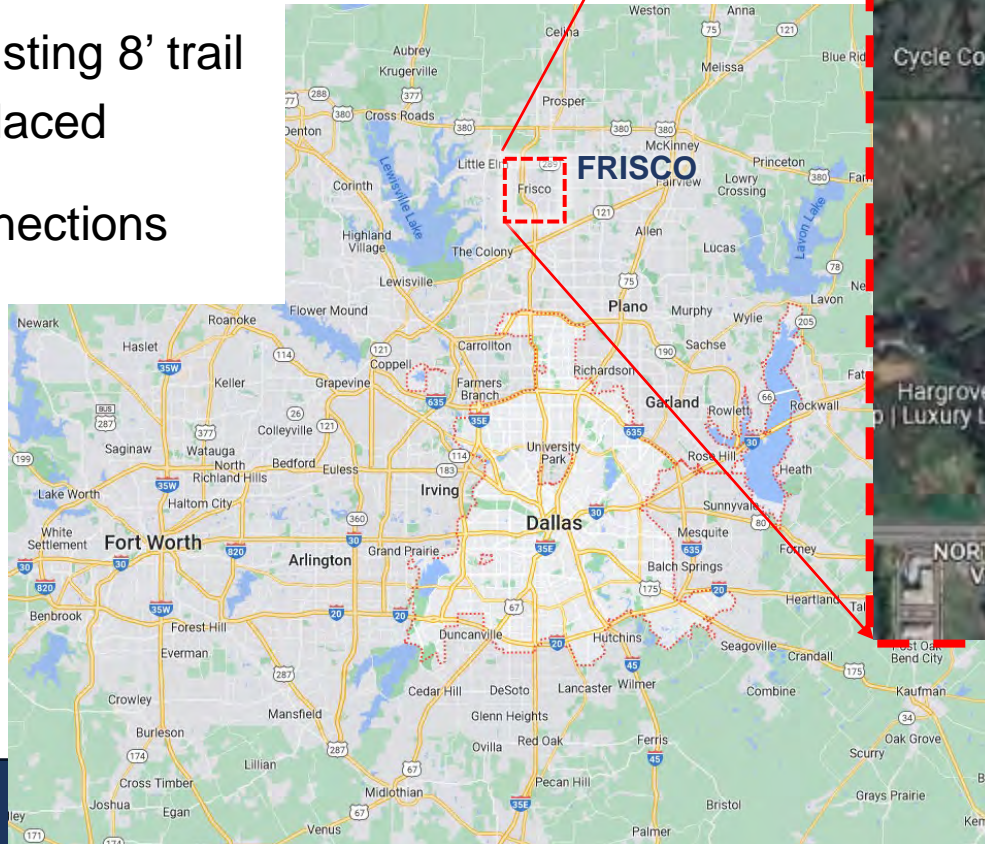
Solutions

Construction

Q&A

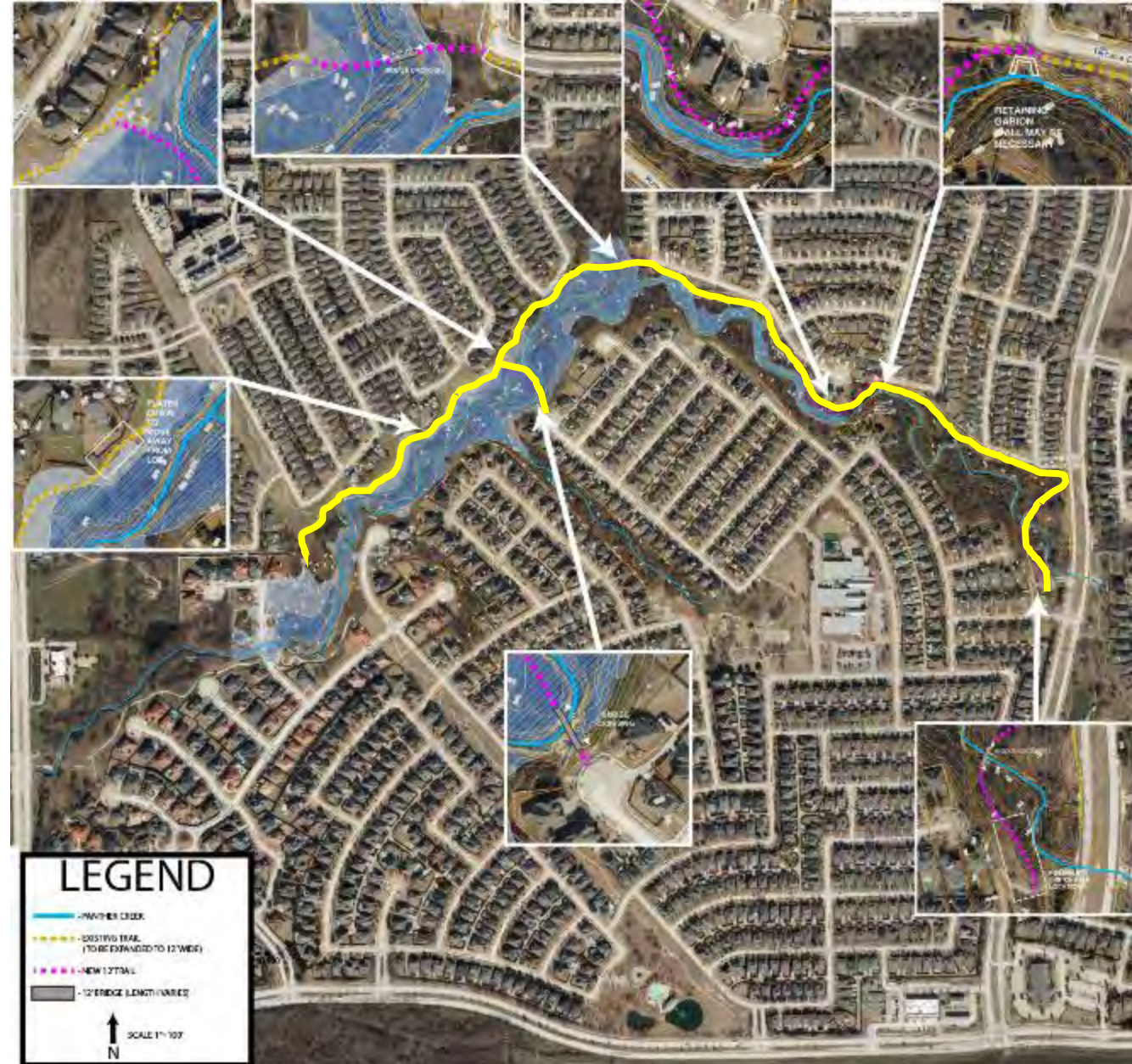
PROJECT LOCATION & CONTEXT

- Significant portion of trail in the floodplain
- On Panther Creek Tributary
- 1.25 mi/ 2km total
- Some existing 8' trail to be replaced
- New connections



SCOPE OF WORK

- **General Scope:**
 - Provide a 12' shared-use trail connection to the existing trail network using partial existing alignment and new alignment.
 - 3 creek crossings
- **Project Goals:**
 - 12' wide shared use path
 - AASHTO Design Standards
 - Limit rise in 100-year floodplain



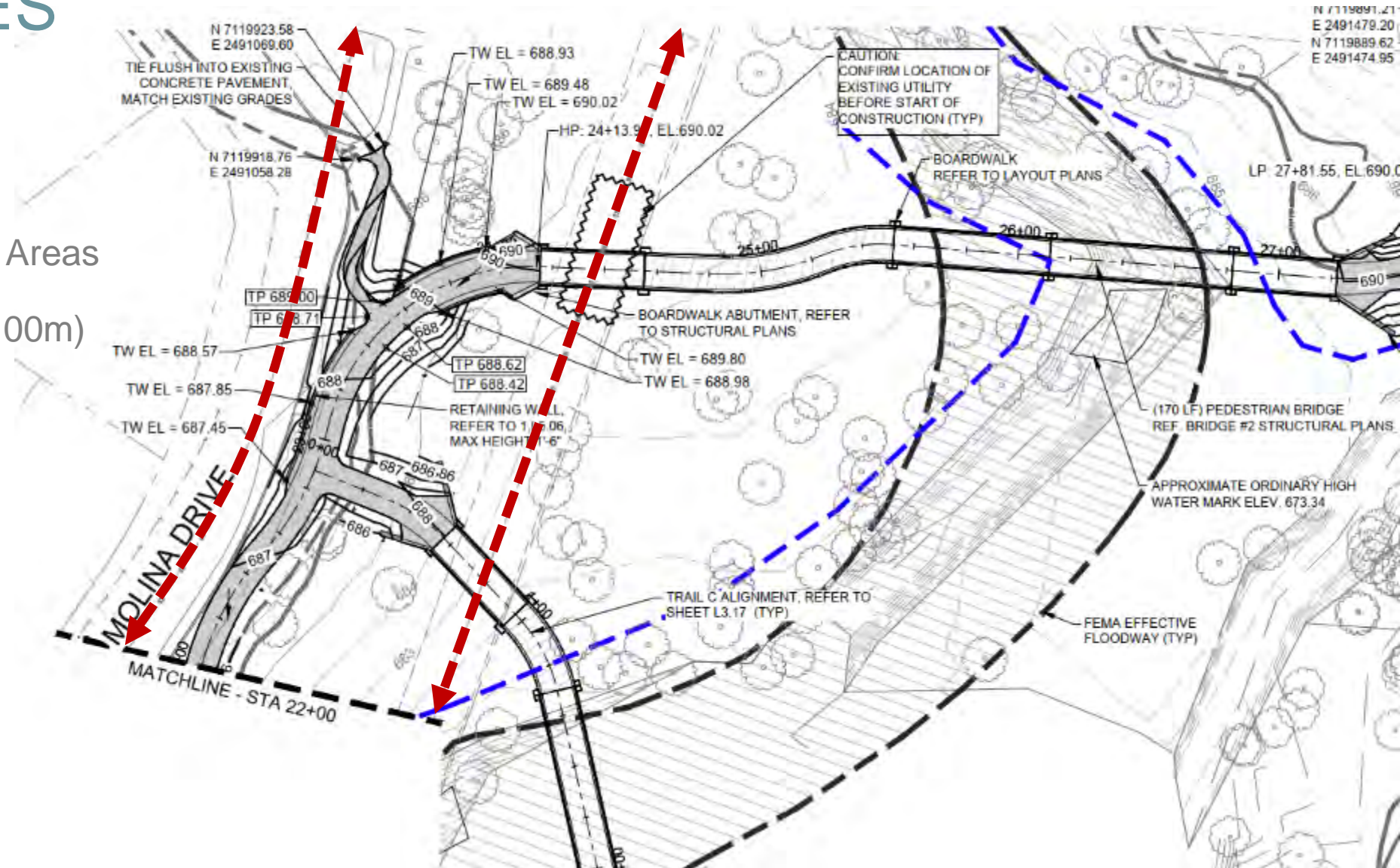
SHARED-USE TRAIL DESIGN STANDARDS

- Bridge/Boardwalks
 - Conform to AASHTO Load and Resistance Factor Design (LRFD)
 - Guide Specifications for the Design Pedestrian Bridges
 - 10' path with 1' shoulders (clear zone) = 12' clear
 - Wide enough for a vehicle = must be able to hold vehicle



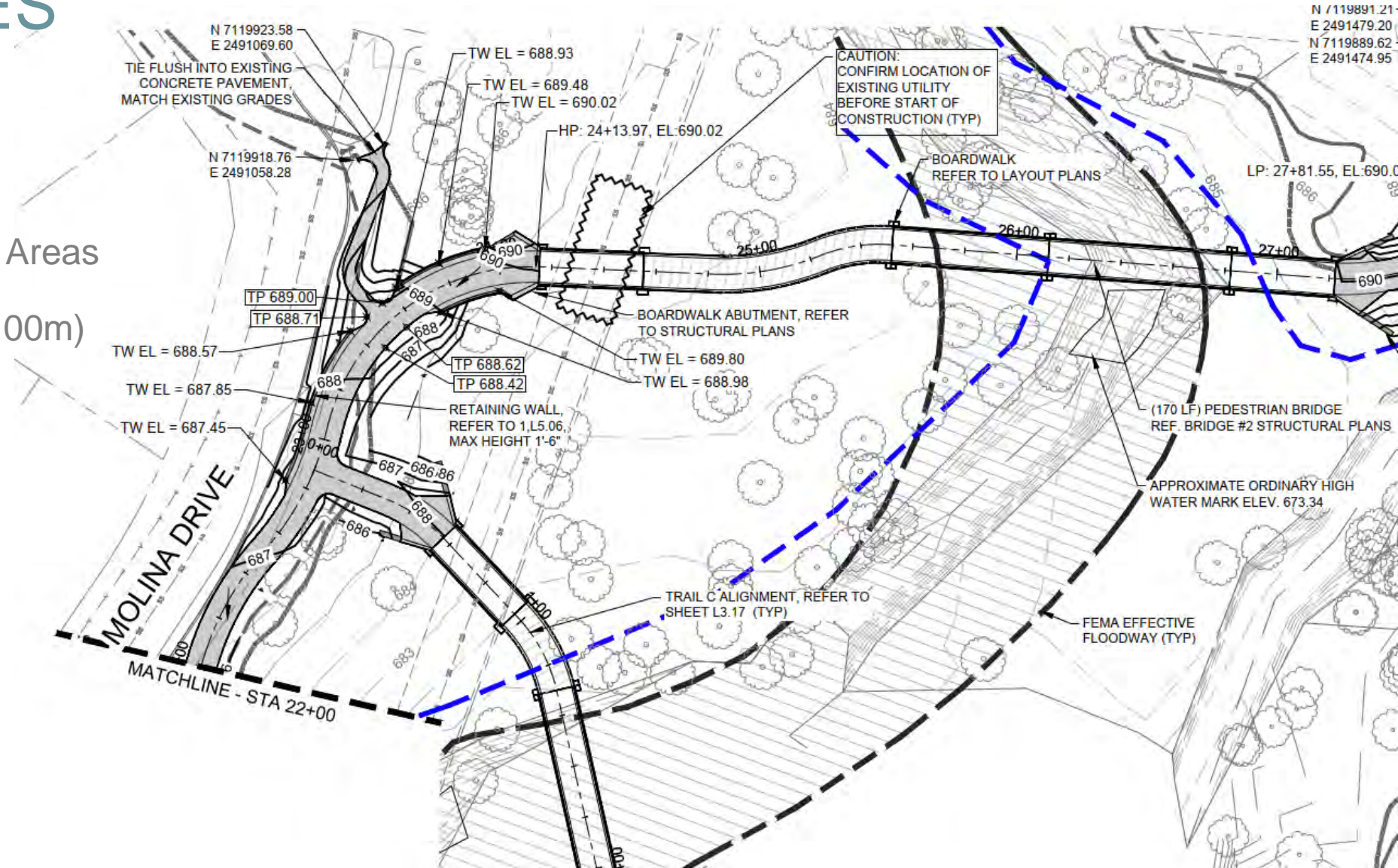
CHALLENGES

- Large Utility Lines
- Private property owners
- Environmentally Sensitive Areas
- Wide floodplain (+350' / +100m)
- \$\$\$ COST \$\$\$



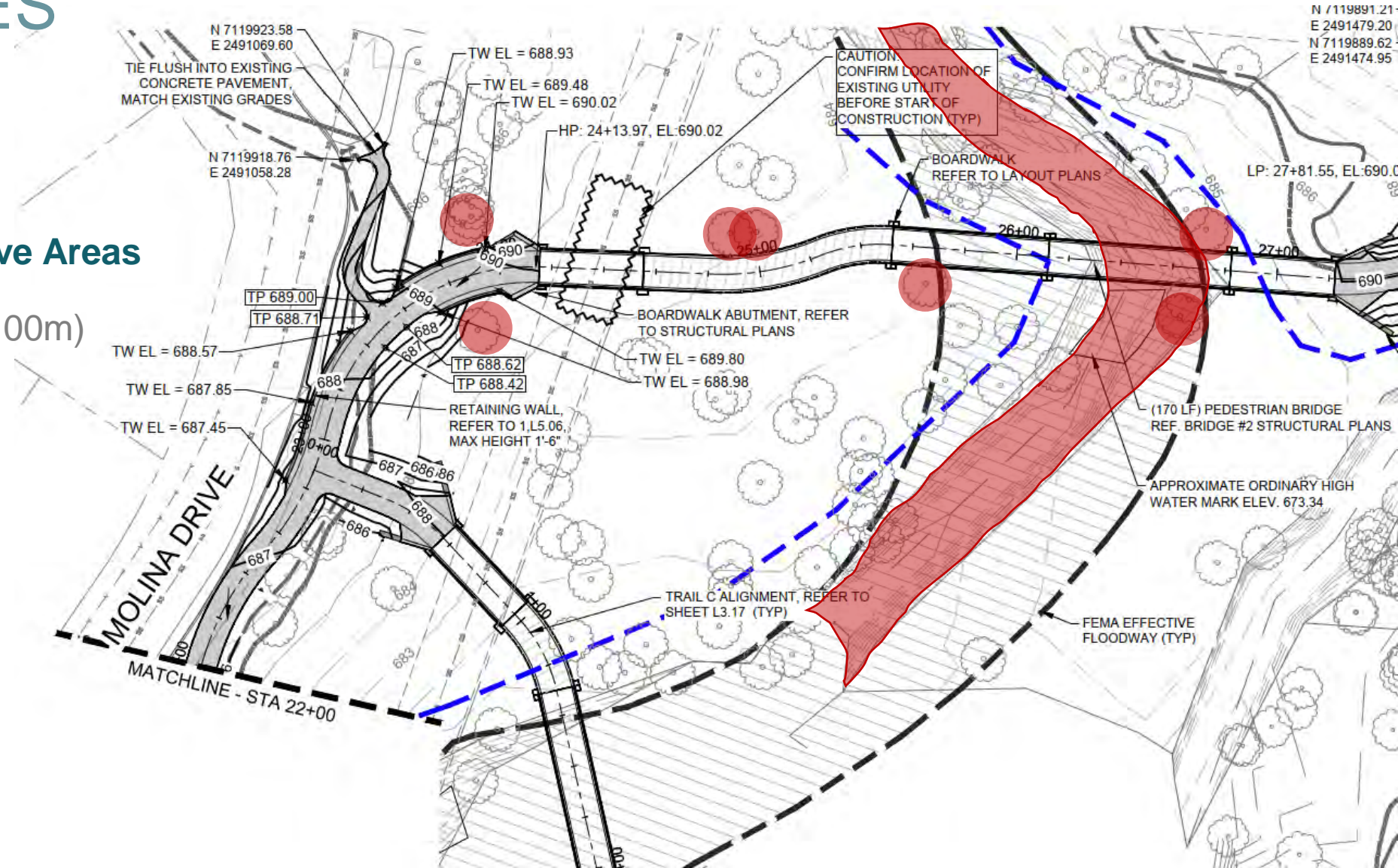
CHALLENGES

- Large Utility Lines
- **Private property owners**
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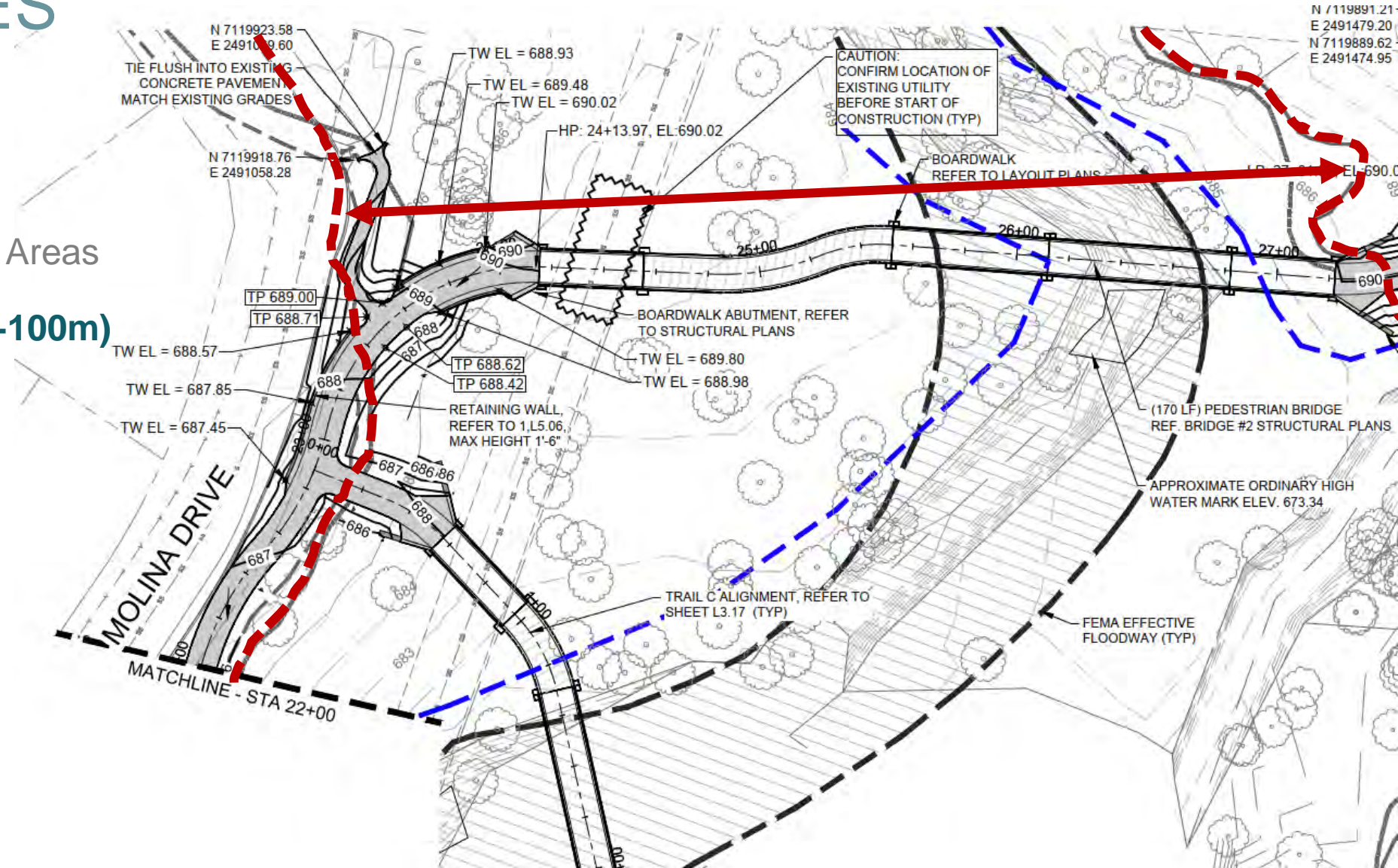
CHALLENGES

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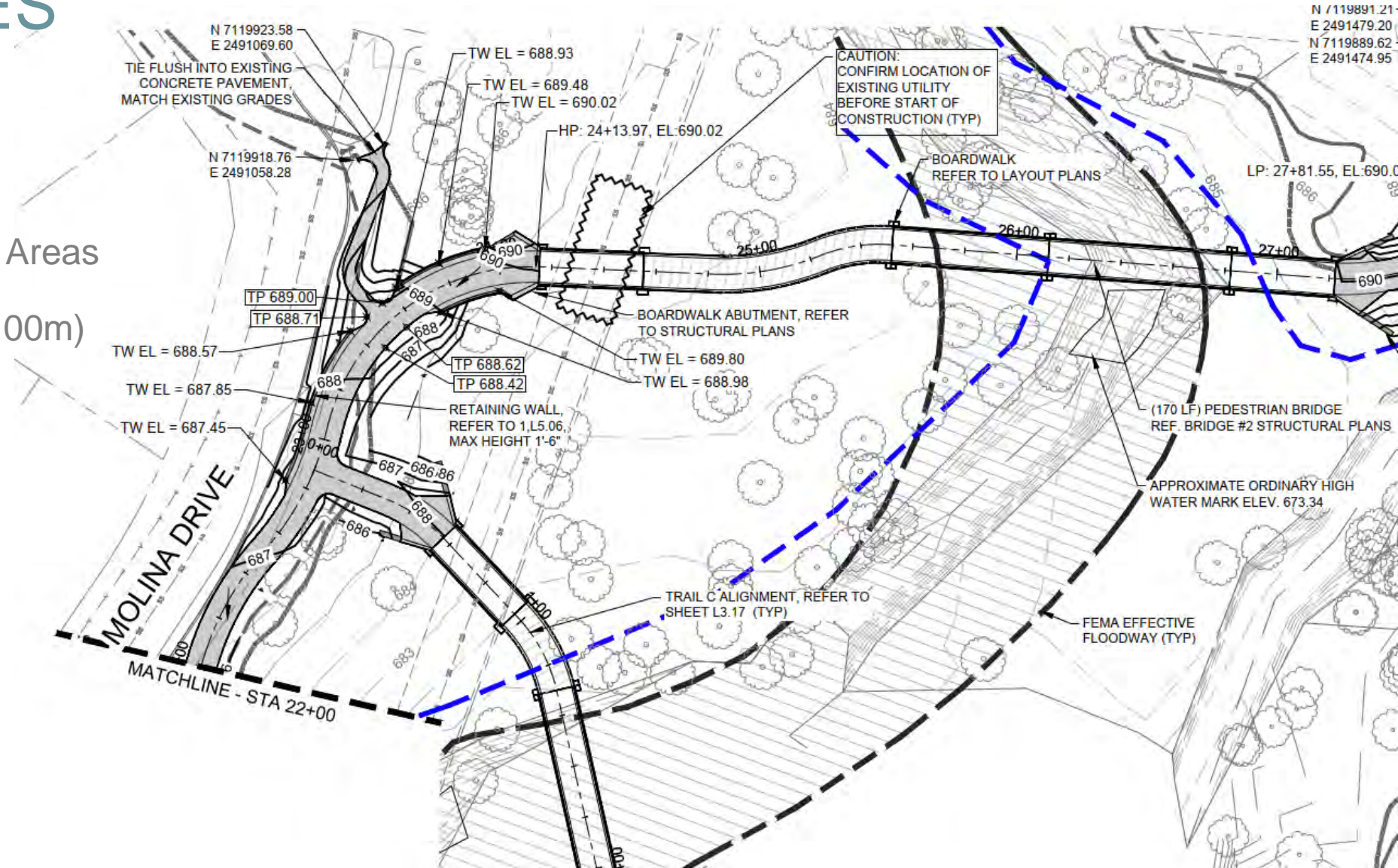
CHALLENGES

- Large Utility Lines
- Private property owners
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- **Wide floodplain (+350' / +100m)**
- \$\$\$ COST \$\$\$



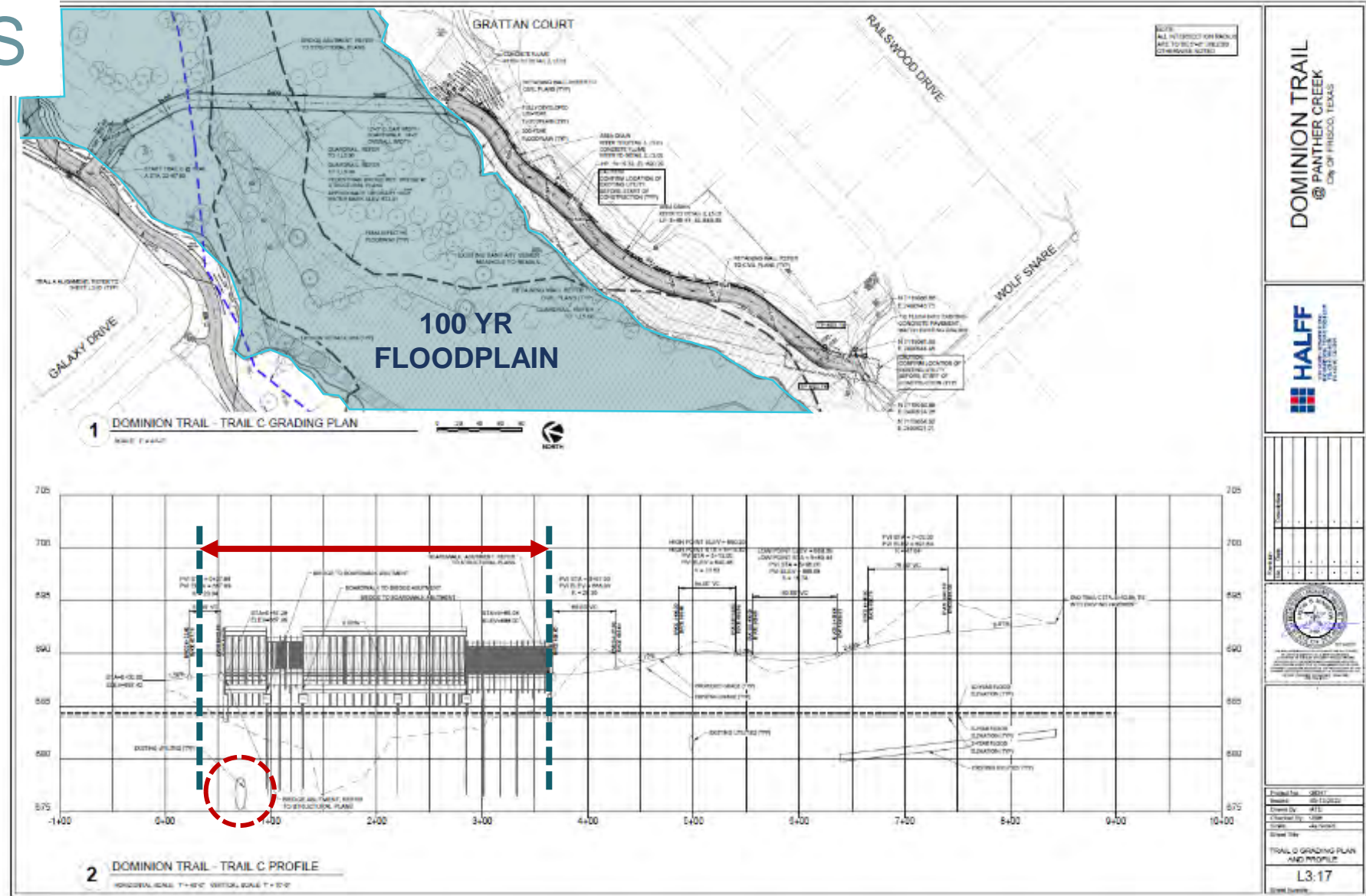
CHALLENGES

- Large Utility Lines
- Private property owners
- Environmentally Sensitive Areas
- Wide floodplain (+350' / +100m)
- **\$\$\$ COST \$\$\$**



CHALLENGES

- City needed solutions for maintaining engineering requirements
- Working within the 100-year floodplain
- Significant amount of elevated structures
- Unavoidable utilities
- Need to reduce costs



SOLUTIONS

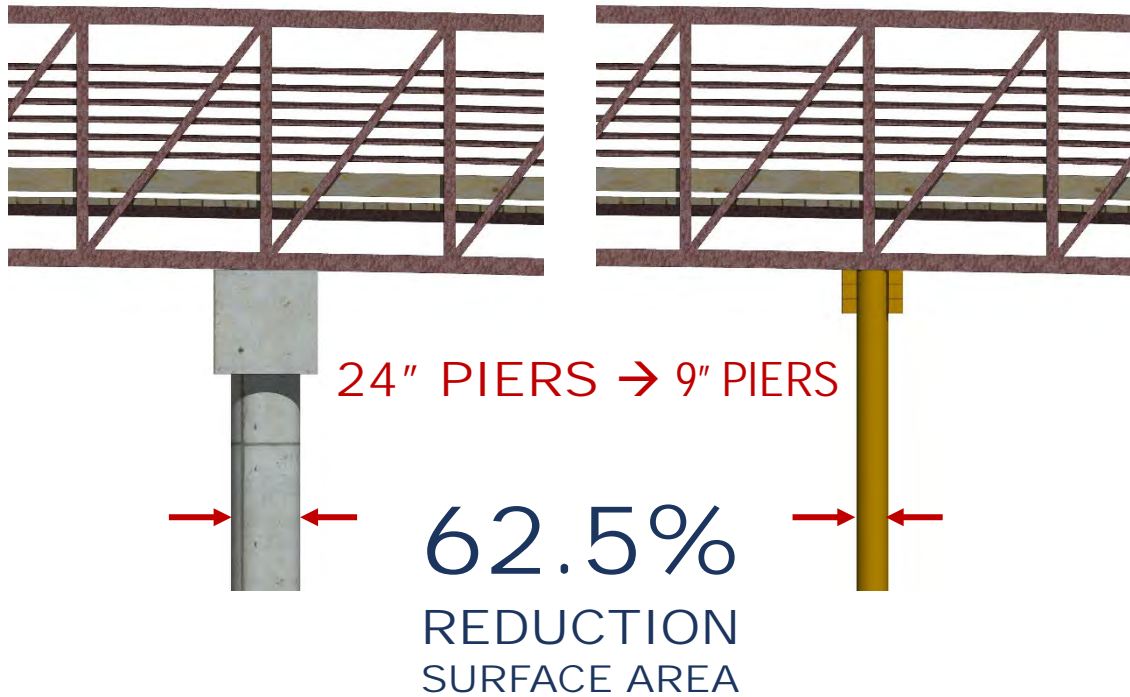
- **FRP – Fiber Reinforced Polymer**

- Lightweight boardwalk and bridge
- High strength (equivalent to steel)
- +100-year lifespan
- Non-corrosive properties
 - Composite Material
 - Stainless steel hardware
- Smaller piers (5" & 9")
- H5 loading (10,000 lb. vehicle)



SOLUTIONS FOR THE FLOODPLAIN

- Segmented FRP bridges using 9"/ 0.2m piers to support bridge/boardwalk connections



7 - 9" PIERS = 5.25' / 1.6m

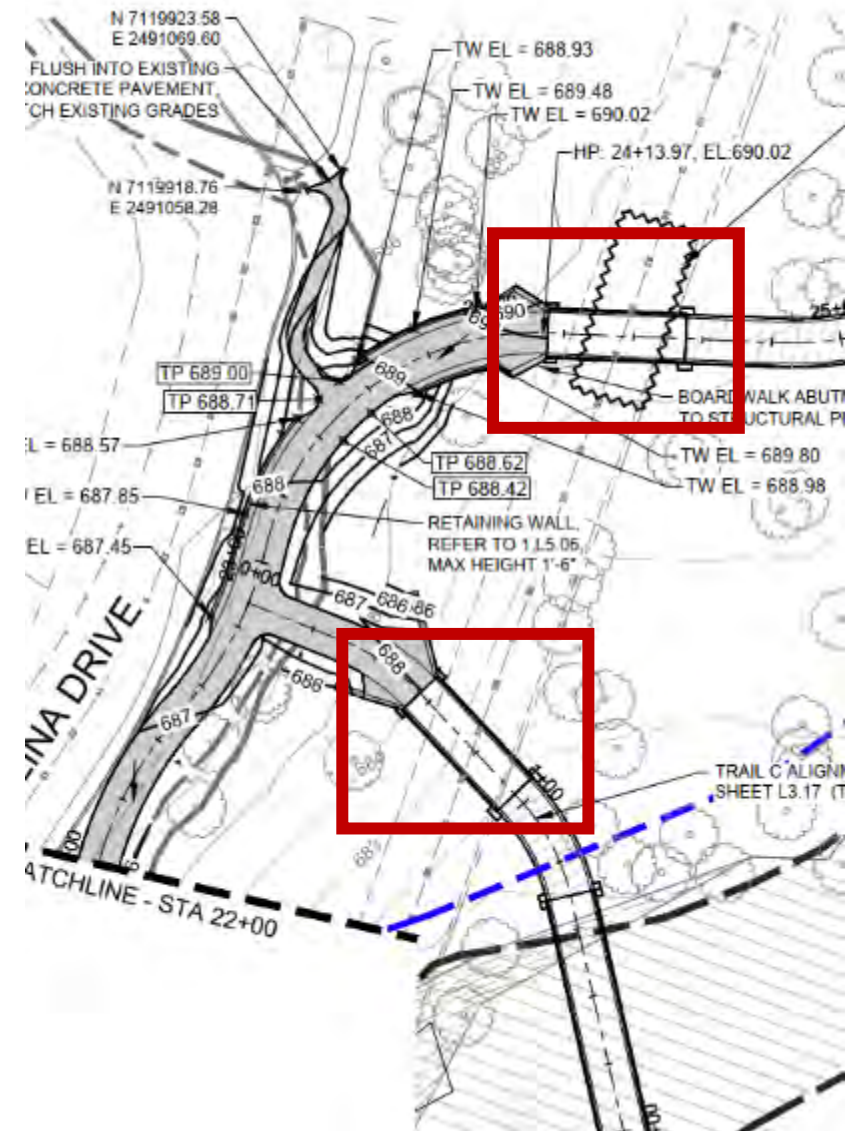
Table 3: Pre- Project and Proposed Water Surface Elevation and Velocity Comparison for the Fully Developed 100-Year Event

Station	WSEL (ft)			Velocity (fps)			
	Pre-Project	Proposed	Proposed vs. Pre-Project	Pre-Project	Proposed	Proposed vs. Pre-Project	%
Panther Creek Tributary 1							
8193	695.40	695.40	0.00	5.98	5.98	0.00	0.0%
7985	694.83	694.83	0.00	4.39	4.39	-0.00	-0.0%
7720	692.91	692.91	0.00	10.21	10.21	0.00	0.0%
7516	691.30	691.28	-0.02	4.69	4.72	0.03	0.6%
7313	690.49	690.45	-0.04	5.90	5.98	0.08	1.4%
7110	688.73	688.89	0.16	9.54	9.00	-0.54	-5.7%
6879	688.23	688.46	0.23	5.38	5.09	-0.29	-5.4%
6670	687.36	688.01	0.45	6.36	5.55	-0.81	-12.7%
6593	687.58	688.02	0.44	4.59	4.01	-0.58	-12.6%
6512	686.61	687.46	0.85	9.02	7.08	-1.94	-21.5%
6475	Trail A Bridge and Boardwalk						
6418	686.60	686.86	0.26	6.81	6.46	-0.35	-5.1%
6363	686.36	686.74	0.38	7.59	6.69	-0.90	-11.9%
6277	686.15	686.58	0.43	6.72	5.97	-0.75	-11.2%
6205	685.31	685.72	0.41	9.23	8.68	-0.55	-6.0%

5" RISE IN FLOODPLAIN AT BRIDGE
CROSS SECTION = **72% REDUCTION IN
RISE TO WSEL**

SOLUTIONS FOR UTILITIES

- 40' bridge over easement can be unbolted, removed, & replaced
- **40' FRP Bridge/decking**
 - 13,000 lbs / 5,900 kg - full weight with decking
- **40' Steel Bridge/ Concrete Decking**
 - +/- 40,000 lbs / +18,000 kg – full weight with decking



SOLUTIONS REDUCING CONSTRUCTION COSTS

- Smaller segments/pieces = lighter weight = smaller equipment need
- Less time on site
- 3-4 days for bridge install in place with crane
 - 1-2 day 100' bridge
 - 2 days* remaining bridges
- Max lifting weight needed = 17,000 lbs/
7,711 kg

100ft Bridge	LB	kg
Full Weight (including Decking)	46,000	20,865
Bridge minus decking, Joists and Balustrade	33,000	14,968
Truss only (per side)	12,600	5,715
70ft Bridge		
	LB	kg
Full Weight (including Decking)	25,000	11,340
Bridge minus decking, Joists and Balustrade	17,000	7,711
Truss only (per side)	5,200	2,358
60ft Bridge		
	LB	kg
Full Weight (including Decking)	23,000	10,432
Bridge minus decking, Joists and Balustrade	15,000	6,803
Truss only (per side)	4,800	2,177
40ft Bridge		
	LB	kg
Full Weight (including Decking)	16,000	7,257
Bridge minus decking, Joists and Balustrade	11,000	4,989
Truss only (per side)	3,600	1,632
40ft Easement Bridge		
	LB	kg
Full Weight (including Decking)	13,000	5,896
Bridge minus decking, Joists and Balustrade	8,000	3,628
Truss only (per side)	2,200	997

CONSTRUCTION



CONSTRUCTION



CONSTRUCTION



SMARTER SOLUTIONS



CONSTRUCTION



FINAL PROJECT DESIGN BREAKDOWN

- **Total trail length – 6,625 LF/ 2,020m**
 - 5,858 LF/ 1785m 12'/ 3.6m concrete trail
 - 3 separate creek crossings
 - 767 LF/ 233m 12' bridges/boardwalks
 - 6 abutments
 - 6,385 SF/ 596m² Stone retaining walls
 - 1,561 LF/ 145m pedestrian rail



■ | TOTAL COST FOR PROJECT

- Engineer's Opinion of Probable Construction Cost
 - \$5,254,000 (with 15% contingency)
 - 15% contingency = \$685,000
 - Base w/o contingency = \$4,569,000
- Competitive bids
 - 5 bids
 - Range \$4,594,000 - \$5,488,000
- Final cost construction with change orders
 - \$4,617,000
- 18-24 months construction





QUESTIONS?

CONTACT:

Michael Kim

mkim@friscotexas.gov

972.292.6514



City of Dallas

Shared Dockless Vehicle Program One-Year Update and Program Rules Changes

BPAC

May 15, 2024

Erin Curry, LCI,
Micromobility Planner
Dallas Department of Transportation

Presentation Overview



- ▷ **TERMINOLOGY**
- ▷ **2023-2024 RELAUNCH SUMMARY**
 - Relaunch Summary: May 2023-April 2024
 - Relaunch Ridership Data: June 2023-April 2024
 - City Code Regulations vs Program Rules
 - Program Rules Changes Process
- ▷ **OVERVIEW OF RECENT PROGRAM RULES CHANGES**
- ▷ **NEXT STEPS**

TERMINOLOGY



“Shared Dockless Vehicles”

=





2023-2024 RELAUNCH SUMMARY

Relaunch Summary



- ▶ Shared dockless vehicles relaunched in Dallas on 5/24/2023 following re-vamp of City Code regulations, creation of Program Rules, and competitive permitting process.
- ▶ Permits were issued to Lime, Bird, and Superpedestrian.
- ▶ Each company could deploy 500 units max. on relaunch.
- ▶ Superpedestrian filed for bankruptcy and has ceased operations as of 12/31/2023.
- ▶ Program Rules and deployment allowances were not amended for Bird or Lime with the departure of Superpedestrian.

State of the Micromobility Industry



Scooter startup Superpedestrian shutting down US operations, exploring sale of Europe business

The startup had raised \$125M just 18 months ago

Kirsten Korosec, Sean O'Kane 11:10 AM PST • December 15, 2023

[Scooter startup Superpedestrian shutting down US operations, exploring sale of Europe business | TechCrunch](#)

Bird Enters into Comprehensive Restructuring Support Agreement with First- and Second-Lien Lenders to Strengthen Financial Position

[Bird Enters into Comprehensive Restructuring Support Agreement with First- and Second-Lien Lenders to Strengthen Financial Position \(prnewswire.com\)](#)

Uncategorized • 4/5/24

Bird Successfully Emerges from Bankruptcy as a Stronger Company and Will Operate as the Global Anchor Brand of Newly Established Third Lane Mobility Inc.

[Bird Successfully Emerges from Bankruptcy as a Stronger Company and Will Operate as the Global Anchor Brand of Newly Established Third Lane Mobility Inc. - Bird · Enjoy the ride](#)



2023-2024 Ridership Data



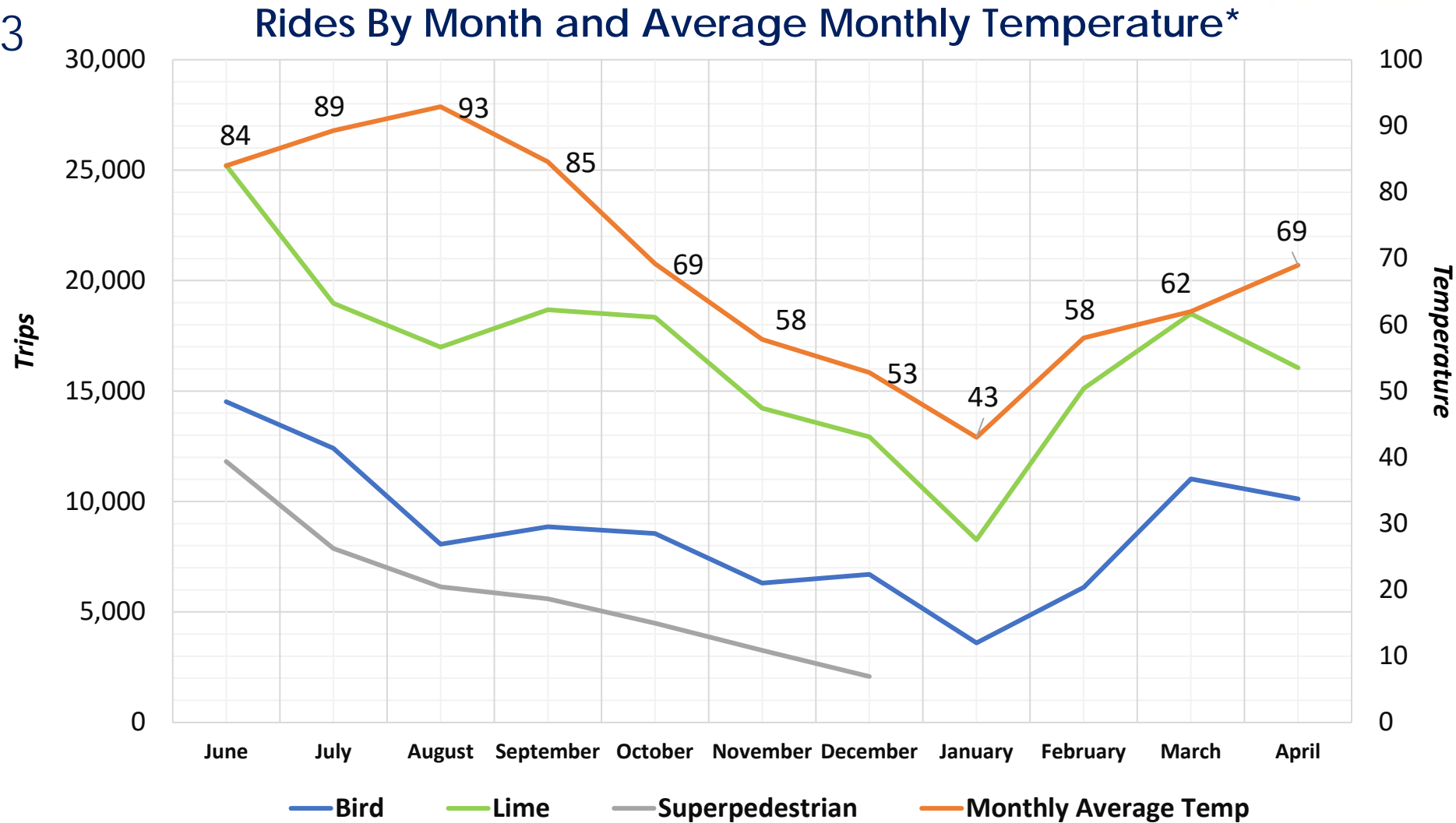
Data from 6/1/2023 to 4/30/2024

Total Rides:

- ▷ 320,751 Trips
- ▷ 357,887 Miles

Average Trip:

- ▷ 1.13 Miles
- ▷ 14.5 Minutes



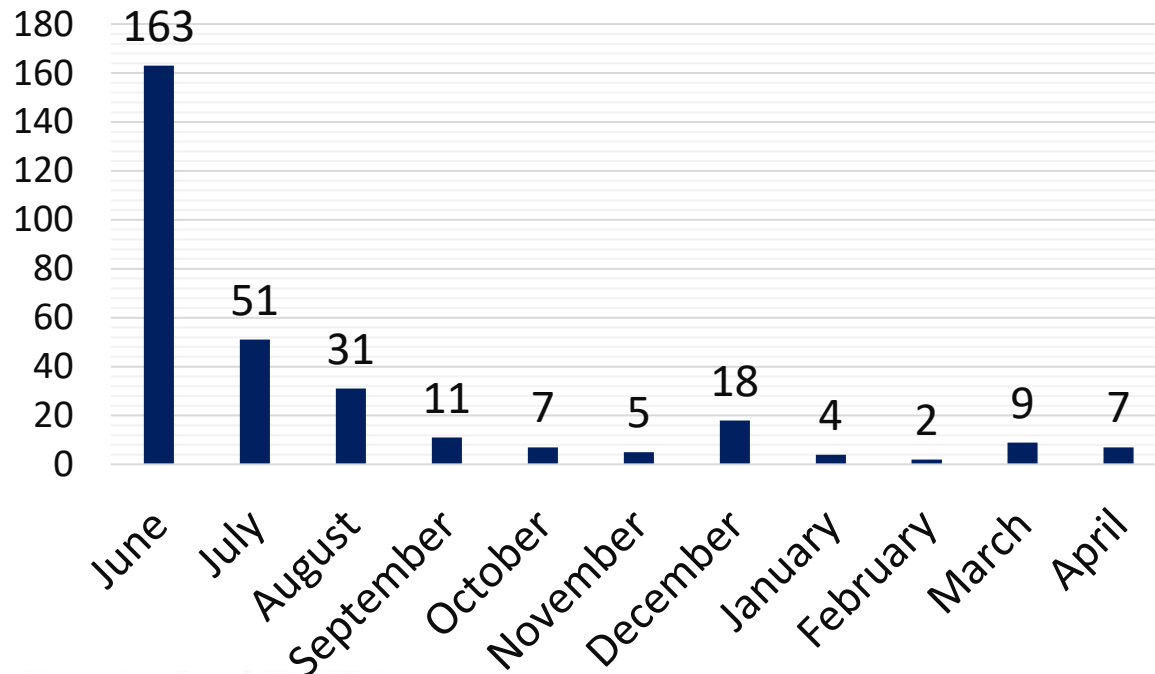
*Source: National Weather Service DFW Monthly and Annual Average Temperatures 50

2023-2024 Compliance

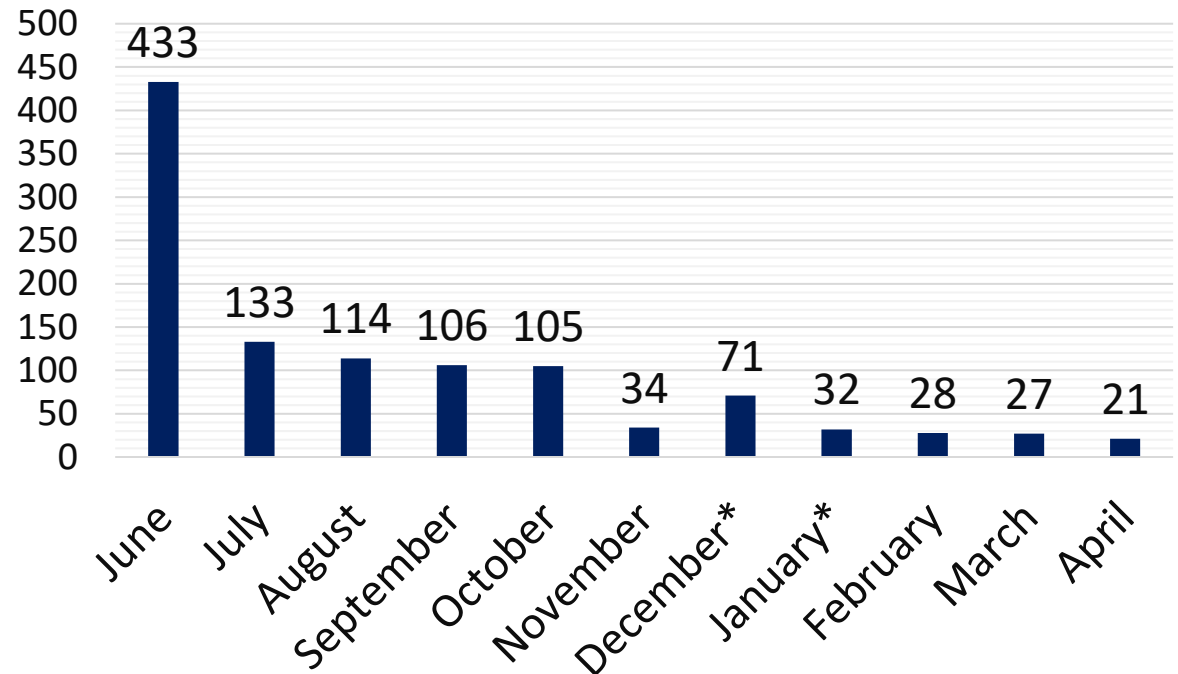


- ▶ A formal warning letter was sent to all operators in July 2023.
- ▶ Compliance has continued to improve with Bird and Lime.

Curfew, Vehicle Cap, CDZ Rebalance, and Equity Zone Deployment Violations by Month



311 Submissions by Month

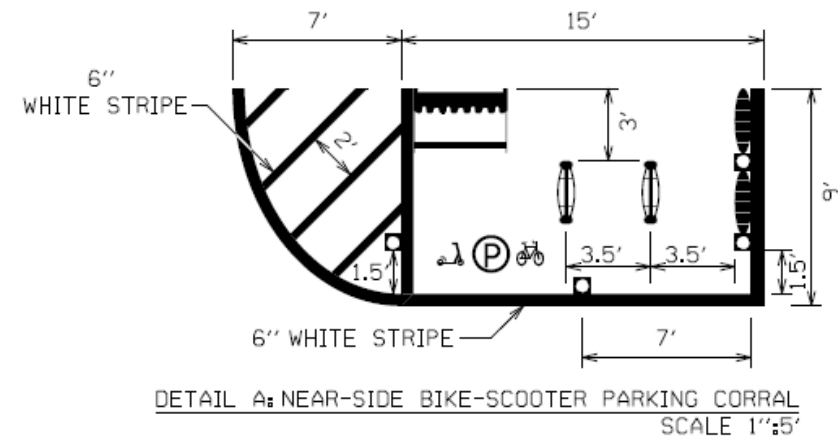
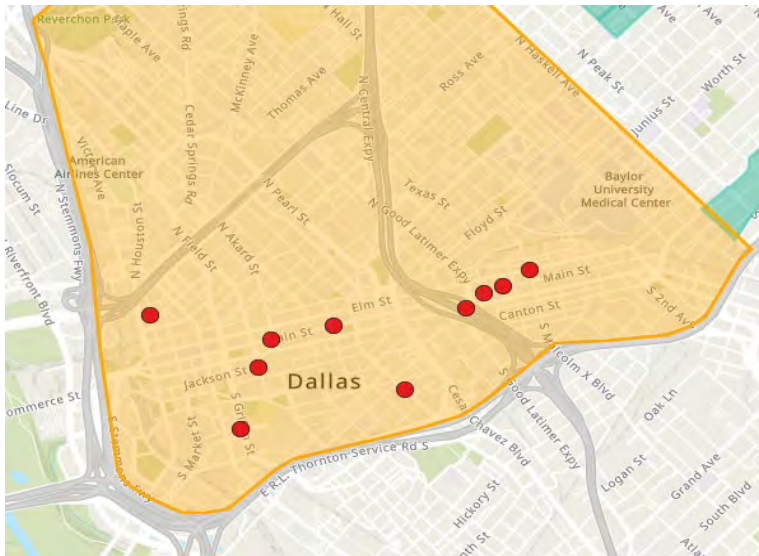


*A 311 reporting outage affected submission counts from about 12/20 to 1/10 51

2023-2024 Fee Revenue



- ▶ Per-ride fees have generated \$67,758.60 between relaunch and 4/30/24 (\$0.20/ride). Funds used for parking corral installation, data vendor, and staff costs.
- ▶ Eight parking corrals have been installed in Downtown and Deep Ellum since program relaunch.
- ▶ Staff is working with key stakeholders to install more corrals within the city.





OVERVIEW OF RECENT PROGRAM RULE CHANGES

Program Rule Changes Process



- ▶ The City Code sets out the process for amending the Program Rules.
- ▶ Housing the detailed regulations in the Program Rules rather than the Code is intended to allow for a more nimble and responsive regulatory process.
- ▶ The latest round of Program Rules changes was informed by two meetings with the Micromobility Working Group, a survey of Working Group members, and meetings with key Council Members.
- ▶ A Public Hearing for the proposed Program Rules changes was held on 4/10/2024.
- ▶ Amended Program Rules were officially adopted on 4/21/24.

Section 4 – Fleet Size and Distribution



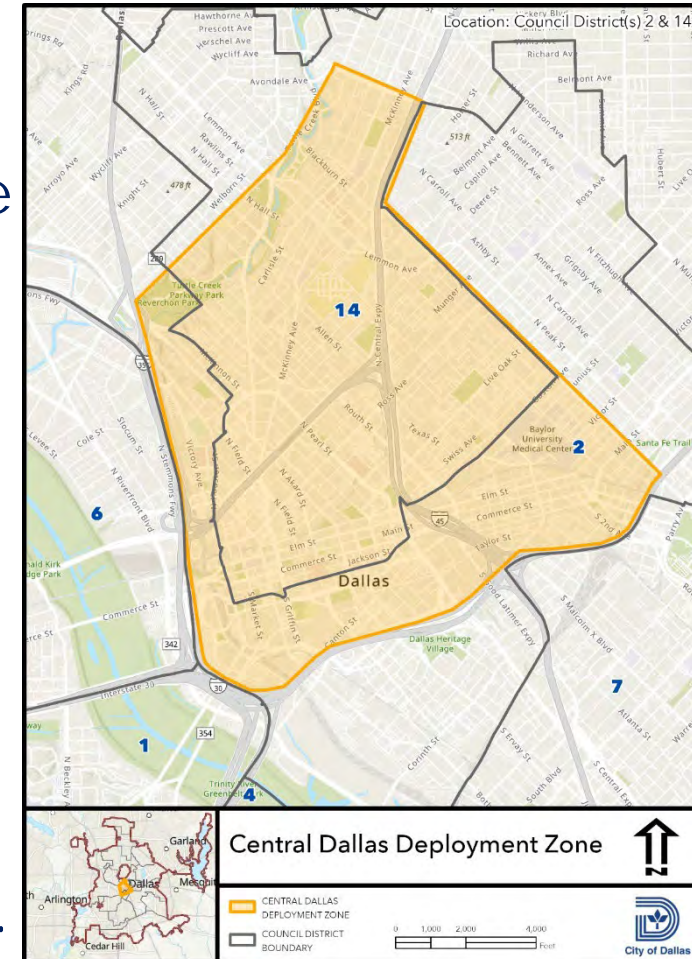
Part C. Maximum number of units an operator may deploy

Edit:

- ▶ Changed the warrant criteria for an operator to increase the maximum units they can deploy from a 3-month average of 3.0 rides/vehicle/day (r/v/d) citywide to **1.5 r/v/d in the Central Dallas Deployment Zone**

Goal of Edit:

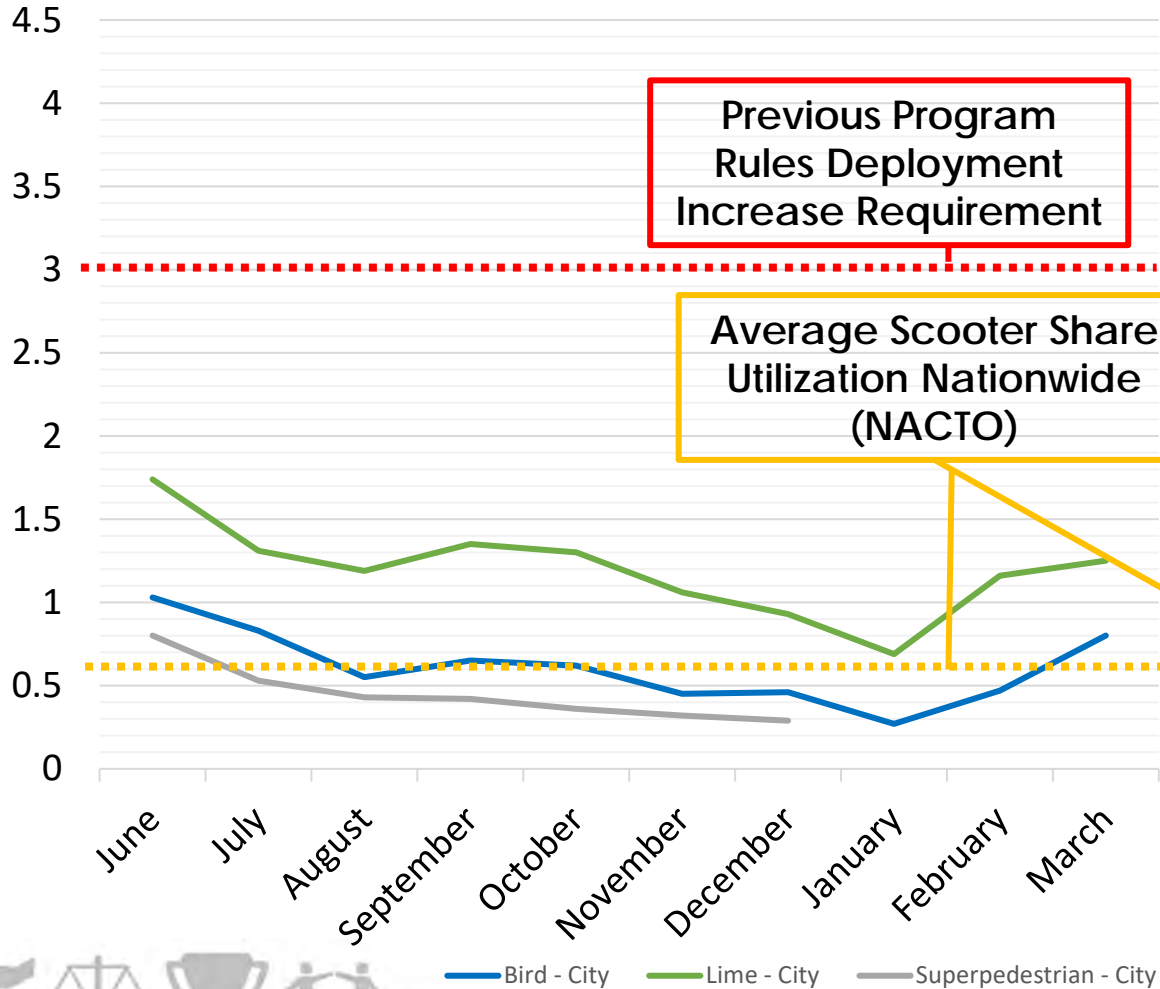
- ▶ Better align the threshold with local and national ridership trends.
 - ▶ 2023-2024 Dallas r/v/d: 0.29 to 1.74
 - ▶ National average r/v/d according to NACTO: 0.6
- ▶ Align with peer city program rules (Seattle uses 1.5 r/v/d).
- ▶ Focus on the area of the city with the greatest demand.



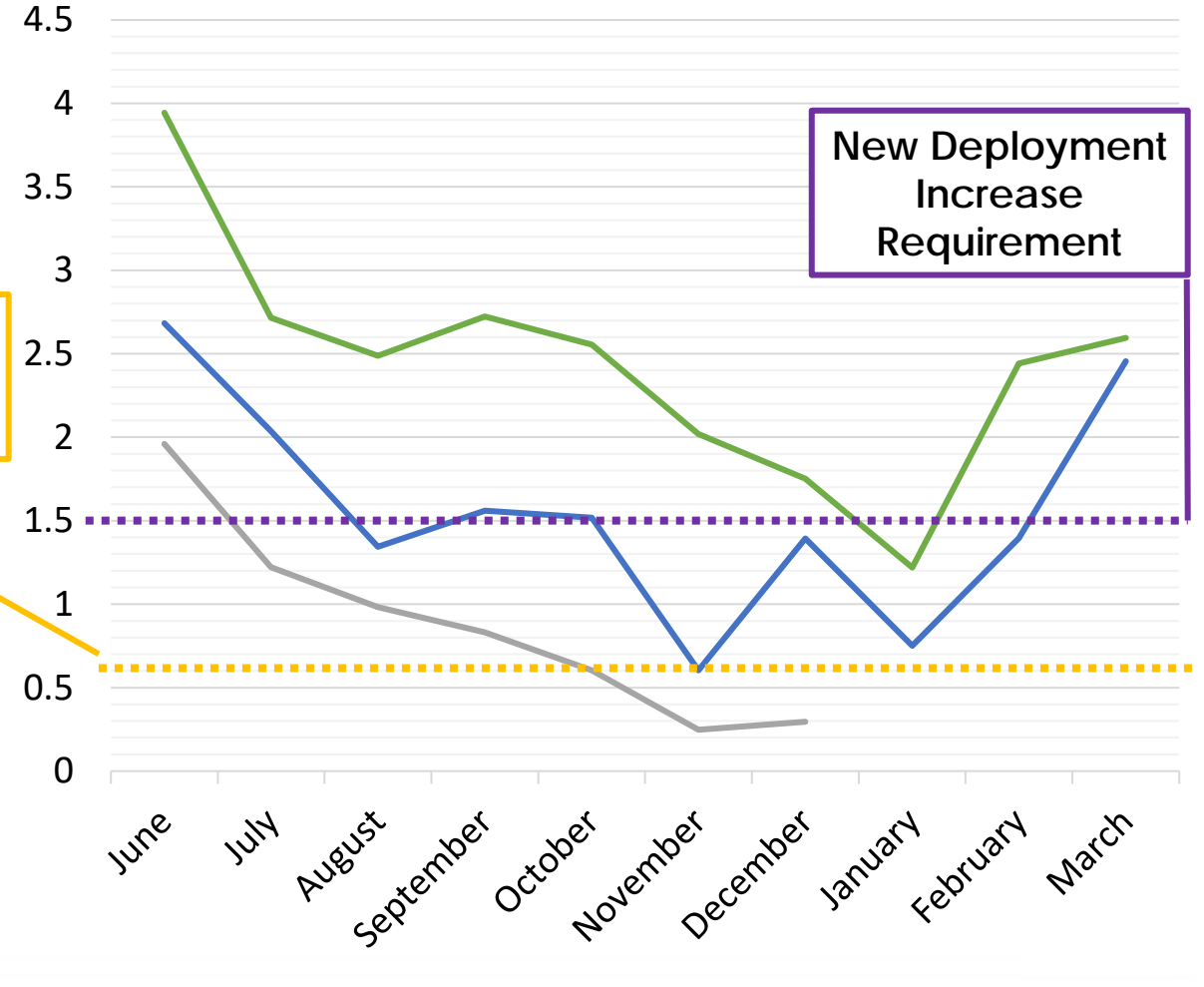
Utilization (Rides/Vehicles/Day) By Month



June 2023-March 2024
Citywide R/V/D



June 2023-March 2024
Central Dallas Deployment Zone R/V/D



— Bird - City — Lime - City — Superpedestrian - City

Section 4 – Fleet Size and Distribution



Part E. Minimum average of trips per day

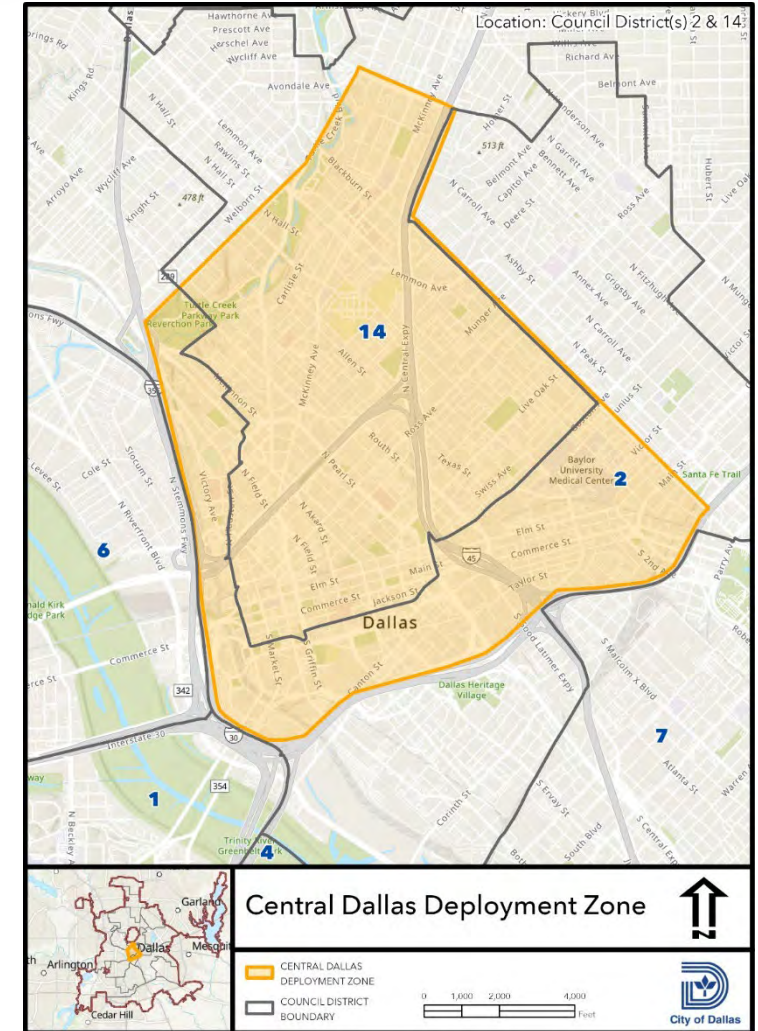
Edit:

- ▶ Reduced the minimum average ridership that operators must maintain from 2.0 r/v/d citywide to **1.2 r/v/d in the Central Dallas Deployment Zone.**

Goal of Edit:

- ▶ Reflect edit made in Section 4, Part C.
- ▶ Maintain expectation of higher rates of ridership in Central Dallas Deployment Zone while right-sizing the requirement.
- ▶ Better reflect observed ridership trends.

Lesson Learned: Use data to make informed decisions and meet desired results.



Section 4 – Fleet Size and Distribution



Part F. Rebalancing distribution requirements

Edit:

- ▶ Added to Section: Program staff may implement a **one-time pilot** to increase the maximum percent of vehicles that operators can deploy in the Central Dallas Deployment Zone from 25% to 35% for 45 days.
- ▶ A successful pilot may result in staff recommending a Program Rules amendment.

Goal of Edit:

- ▶ Allow staff and stakeholders to assess if the operators can responsibly increase the number of units in high-demand areas.
- ▶ What success looks like: ridership increases, complaints stay flat or decrease.

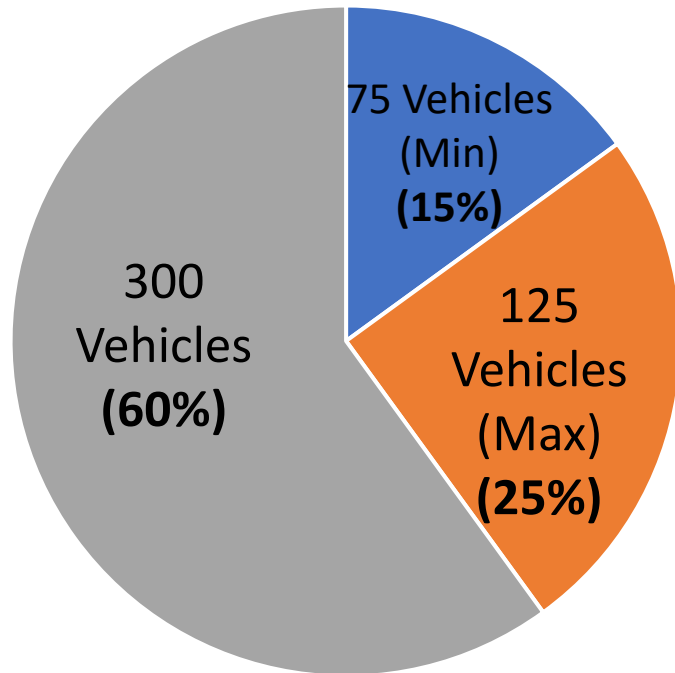
Lesson Learned: Use pilots to test controversial changes.



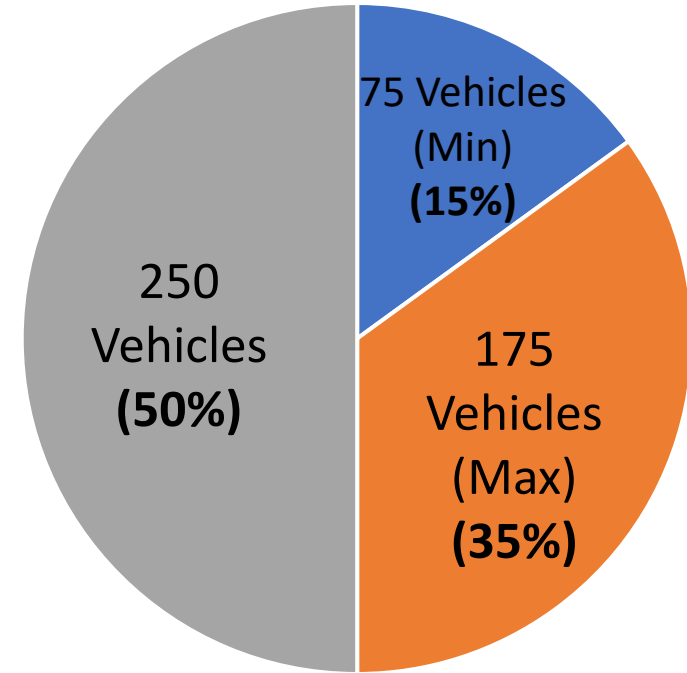
Section 4 – Fleet Size and Distribution



Current Rules (500 Vehicles/Operator)



45-Day Pilot (500 Vehicles/Operator)



- Equity Zones
- Central Dallas Deployment Zone
- Rest of the City



Other Updated Program Rules



Lesson Learned: The exact wording of a rule will change its effect and how others will understand it.

- ▶ **Section 4, Fleet Size and Operations: Part F. Rebalancing distribution requirements**
 - ▶ Language change for the maximum number of vehicles that can be in the Central Dallas Deployment Zone - based on permitted vehicles rather than deployed vehicles (which can fluctuate).
- ▶ **Section 6, Operations: Part A. Hours of operation**
 - ▶ Standardize the time that all operators stop allowing new rides to adhere to curfew to increase public understanding of the curfew procedure and eliminate confusion between different operators' procedures.
- ▶ **Section 11, Compliance and Enforcement: Parts C-M**
 - ▶ Change language for staff/director to investigate claims against operator and take appropriate action if needed. (Change from "shall" to "may").
 - ▶ Prevent bad actors from taking advantage of the rules



NEXT STEPS

NEXT STEPS



- ▶ **2024-2025 Permit Cycle:**
 - ▶ Applications opened April 3 and closed April 22.
 - ▶ Companies selected to receive permits:
 - ▶ Bird (continuing from previous permit)
 - ▶ Lime (continuing from previous permit)
 - ▶ Spin
 - ▶ New permits begin 5/24/24 and will be active until 5/23/25.
- ▶ **Central Dallas Deployment Pilot (Section 4, Part F)**
 - ▶ Planned for Summer 2024
- ▶ **Program Rules 90-day Check-In:** Late Summer 2024



City of Dallas

Shared Dockless Vehicle Program One-Year Update and Program Rule Changes

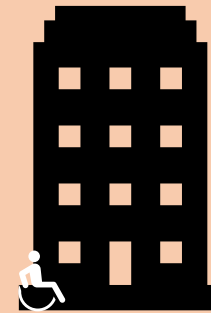
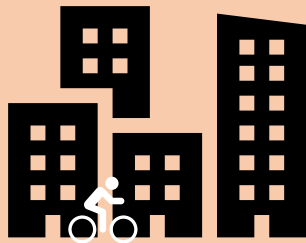
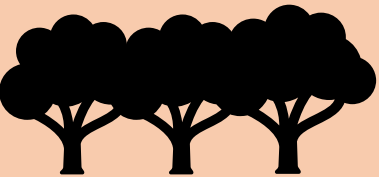
Jessica Scott, AICP, LCI,
Bicycle and Micromobility Manager
Department of Transportation
jessica.scott@dallas.gov

Erin Curry, LCI,
Micromobility Planner
Department of Transportation
erin.curry@dallas.gov

UPCOMING EVENTS AND TRAINING

Bicycle and Pedestrian Advisory Committee
May 15, 2024

Anthony White, Committee Vice Chair





APBP North Texas May Gathering

May 15, 2024 (After BPAC!)

**Boston's Restaurant & Sports Bar
2501 E Lamar Blvd, Arlington, TX**

- For more information about APBP, visit: [North Texas Chapter - Association of Pedestrian and Bicycle Professionals \(apbp.org\)](https://www.apbp.org)



APBP North Texas Joint Bike Ride with the Greater Dallas Planning Council Mobility Task Force

May 19, 2024, 1PM – 3PM

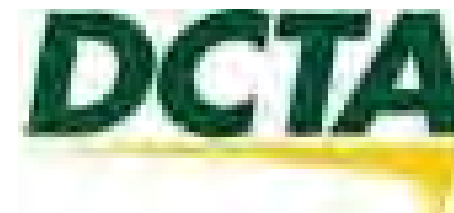
Meteor Cafe

195 Hi Line Drive, Dallas, TX

- The tour will cover the Hi Line Trail, the Trinity Strand Trail, and the Union Bikeway in Dallas. **Open to all rider levels, must bring your own bike, and register in advance on GDPC website [here](#).**

Celebrate Trails Day – June 1, 2024

Denton County Transportation Authority



A promotional graphic for "Celebrate Trails Day 2024". The central focus is a dark blue hexagon containing the text "CELEBRATE TRAILS DAY" in white, with "DAY" in a smaller font and flanked by horizontal lines. Above this hexagon is a smaller logo for "A-train Rail Trail DCTA" and the date "JUNE 1ST, 2024". To the left of the central hexagon is a circular inset image of a man in a blue tank top running. To the right is a yellow hexagon with the text: "Get moving on our rail trail for a chance to win special prizes this National Trails Day. #RIDE DCTA #NATIONALTRAILS DAY". The background consists of various colored geometric shapes in shades of blue, green, and orange. In the bottom left corner, there is a calendar icon showing the number "1" on a red background.

1

SATURDAY, JUNE 1, 2024 AT 9 AM – 12 PM

Celebrate Trails Day 2024

Downtown Denton Transit Center

Apply to be a Bicycle Friendly Community

June 25, 2024



- The Bicycle Friendly Community (BFC) program provides a roadmap to improve conditions for bicycling and the guidance to make your distinct vision for a better, bikeable community a reality. The BFC program is administered by the League of American Bicyclists.
- For more information, visit: bikeleague.org/bfa/community/
- Join the ranks of existing designated Bicycle Friendly Communities in the region, which include the Cities of Fort Worth, Frisco, Plano, and Richardson.



ITE Annual Meeting and Exhibition

July 21-24, 2024
Philadelphia, PA

- This technical program will paint an optimistic picture of our transportation future, centering on practical examples of recent advances and upcoming opportunities. This is a great opportunity to demonstrate how people-oriented planning and engineering can have positive impacts on our lives by improving safety and mobility.
- For more information, visit: [Conference | ITE Annual Meeting and Exhibition \(iteannualmeeting.org\)](https://iteannualmeeting.org)



- **Join colleagues, friends, advocates and experts for excellent training that will take your work and your career to the next level. With informative and exciting mobile sessions taking you into the field on foot, bike and transit, you'll get to explore Detroit while experiencing the fully realized designs presented in the classroom.**
- **For more information, visit: [2024 Conference \(apbp.org\)](https://apbp.org)**

IBPI Workshop: Comprehensive Bikeway Design

August 21-25, 2024

Portland, OR



- This course covers the fundamentals of bikeway design and planning through an intensive week of interactive classroom, field tours, and design exercises.
- For more information, visit: [IBPI Workshop: Comprehensive Bikeway Design | Transportation Research and Education Center \(pdx.edu\)](#)

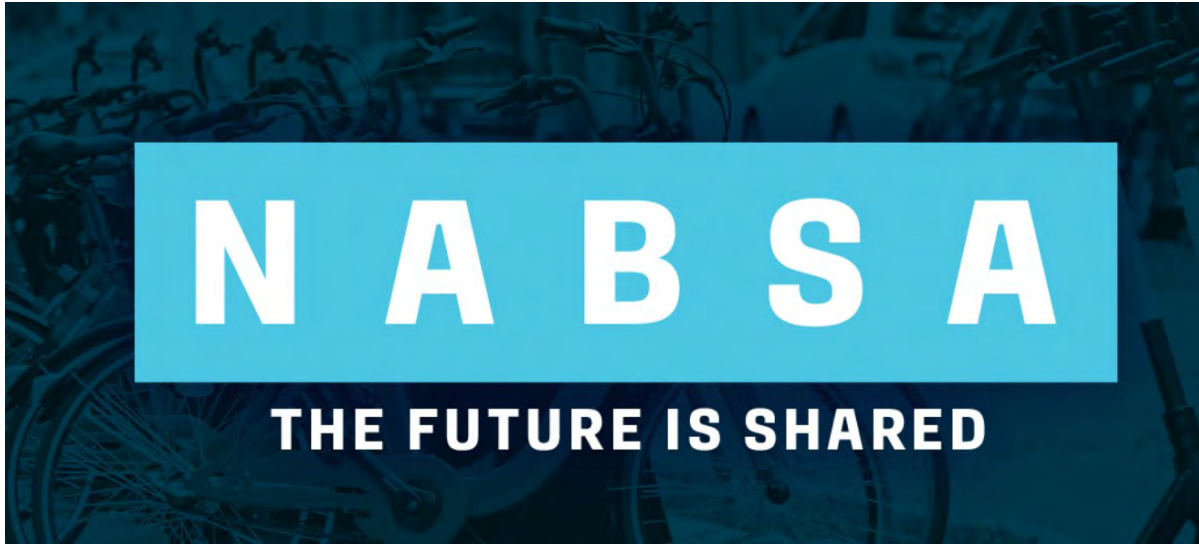


Texas Trails and Active Transportation Conference

September 4-6, 2024

Austin, TX

- The biennial Texas Trails and Active Transportation (TTAT) Conference brings together those involved with bicycle, pedestrian, and other active transportation and recreation modes from around Texas and the world.
- Registration Opening Soon!
- For more information, visit: ttatconference.org



2024 NABSA Conference October 7-9, 2024 Philadelphia, PA

- The NABSA Annual Conference is the leading global venue for shared micromobility and transportation leaders, practitioners, operators, and equipment and service providers to tackle important issues facing the shared micromobility industry.
- For more information, visit: nabsa.net/conference/

2024 Safe Routes to School National Conference

October 22-24, 2024

Fort Collins, CO



- **Save the date and prepare to connect with fellow active transportation, public health, and Safe Routes champions from across the country to network, share best practices, and explore the vibrant city of Fort Collins, a Platinum-level Bicycle Friendly Community!**
- **Registration Opening Soon!**
- **For more information, visit: saferoutespartnership.org/SRTSConf24**



National Complete
Streets Coalition

Complete Street Workshops

- National Complete Streets Coalition is accepting request for hands-on workshops that help state and local agencies lay the required foundation for adopting or updating a Complete Streets policy, strengthening relationships between transportation practitioners, other departments, and the community.
- The workshops touch on one or more of these eight core areas:
 - Understanding the benefits of Complete Streets
 - Developing and adopting a new policy
 - Implementing a Complete Streets policy
 - Building a coalition and community engagement
 - Measuring the performance of our roads
 - Communicating about Complete Streets
 - Experimenting with quick-builds and demonstration projects
 - Complete streets in different contexts, from rural places to big cities
- For more information, visit: [Complete Streets Workshops - Smart Growth America \(smartgrowthamerica.org/work-with-us/workshop-types/complete-streets/\)](https://smartgrowthamerica.org/work-with-us/workshop-types/complete-streets/)



Master Plans Under Development

- **City of Farmers Branch Trail Plan Update (expected Spring 2024)**
- **City of Dallas Bikeways Master Plan (expected Spring 2025)**

Other Events or Training?

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

Catherine

Richardson

crichardson@nctcog.org



Daniel

Snyder

dsnyder@nctcog.org

Over the years there has been limited engagement by local governments to host and/or promote events such as Bike to Work and Bike to School Month/Week/Day. What is the hindrance to your agency/community for promoting such events as a means of transportation?



LEAGUE OF AMERICAN BICYCLISTS
presents
BIKE MONTH

MAY 2024

NAT'L RIDE A BIKE DAY • SUN MAY 5
BIKE TO WORK WEEK • MAY 13-19
BIKE TO WORK DAY • FRI MAY 17

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

What material(s) has your agency used as a form of vertical separation for bike lanes? Have you found those materials to be durable? Has there been any pushback from public safety departments on the form of vertical separation?



Examples of vertical separation for on-street bikeways



TRADITIONAL BIKE LANE



SEPARATED BIKE LANE



Converting a traditional bike lane to a separated lane with low cost flexible delineators can reduce bicycle-vehicle crashes by



Concrete Barrier



Planters



Raised Median



Raised Lane



Bollards



Delineator Posts



Parking Stops



Parked Cars





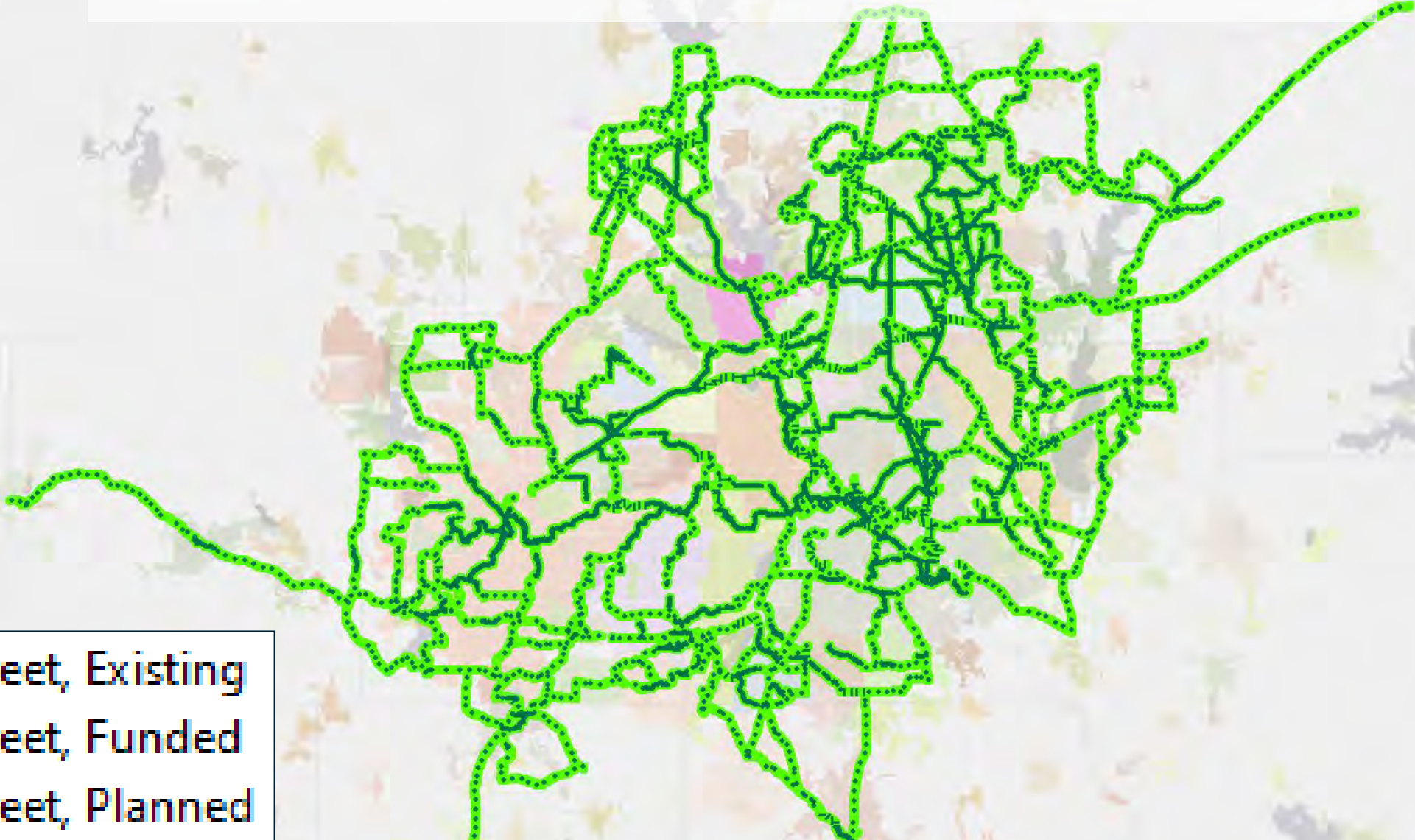
NCTCOG PRESENTATION

Regional Veloweb Network Implementation Prioritization

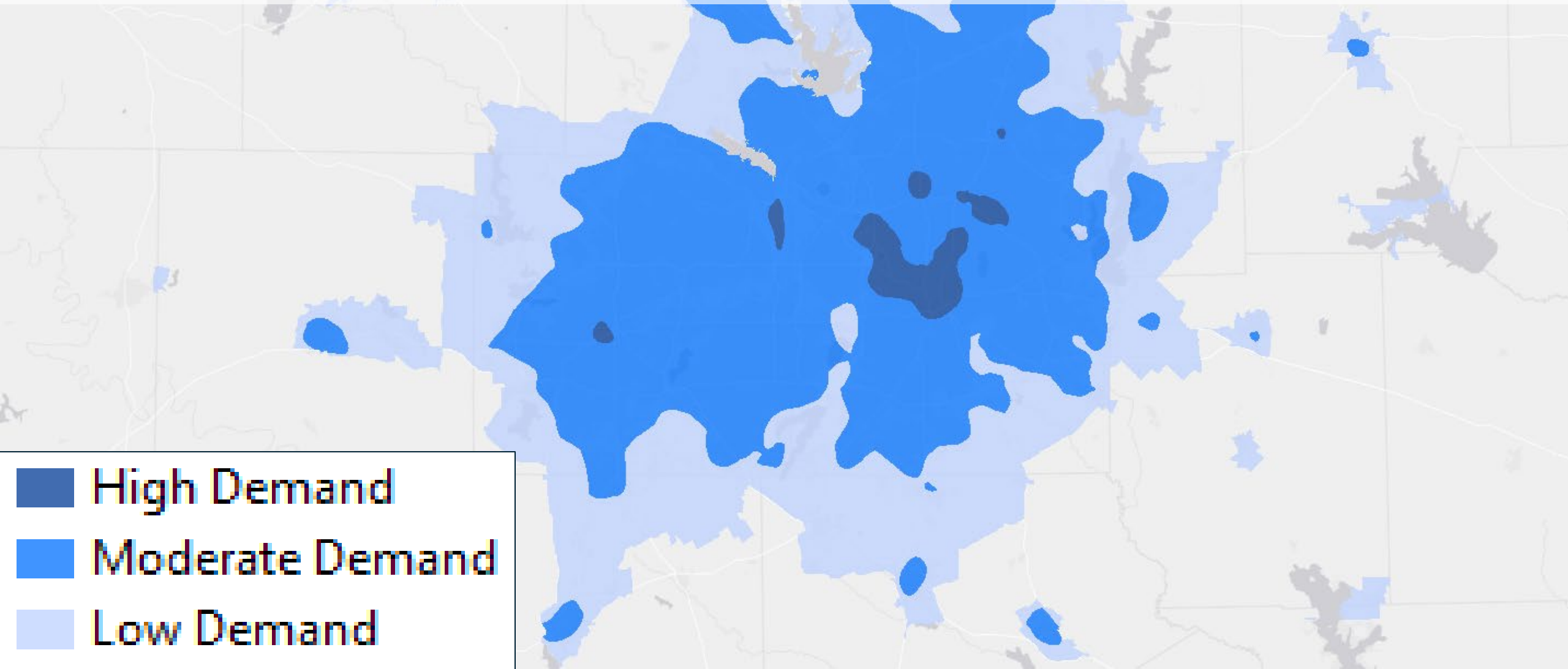
Catherine Richardson | Bicycle and Pedestrian Advisory
Committee | 5.15.2024

There are nearly 1,500 Miles of the Regional Veloweb Network in Mobility 2045

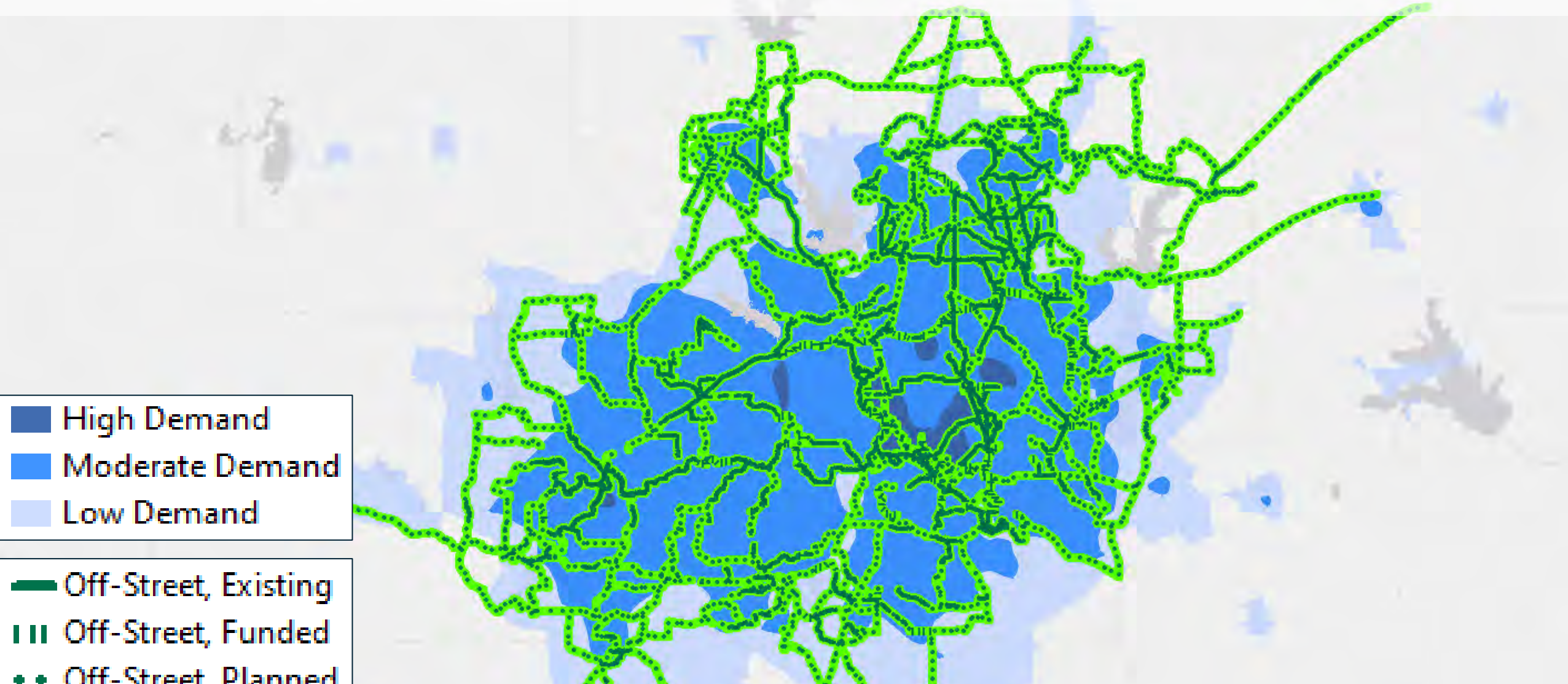
Where do we prioritize implementation given funding constraints?

- 
- The map displays a complex network of green lines representing the Regional Veloweb Network. The lines are categorized into three types: solid green for existing off-street paths, dashed green for funded off-street paths, and dotted green for planned off-street paths. The network is most dense in the central urban area and extends outwards in several directions. A legend in the bottom-left corner provides the key for these line styles.
- Off-Street, Existing
 - - - Off-Street, Funded
 - Off-Street, Planned

Regional Priorities Focus on areas with the greatest “Demand” for Walking and Bicycling as a means of transportation

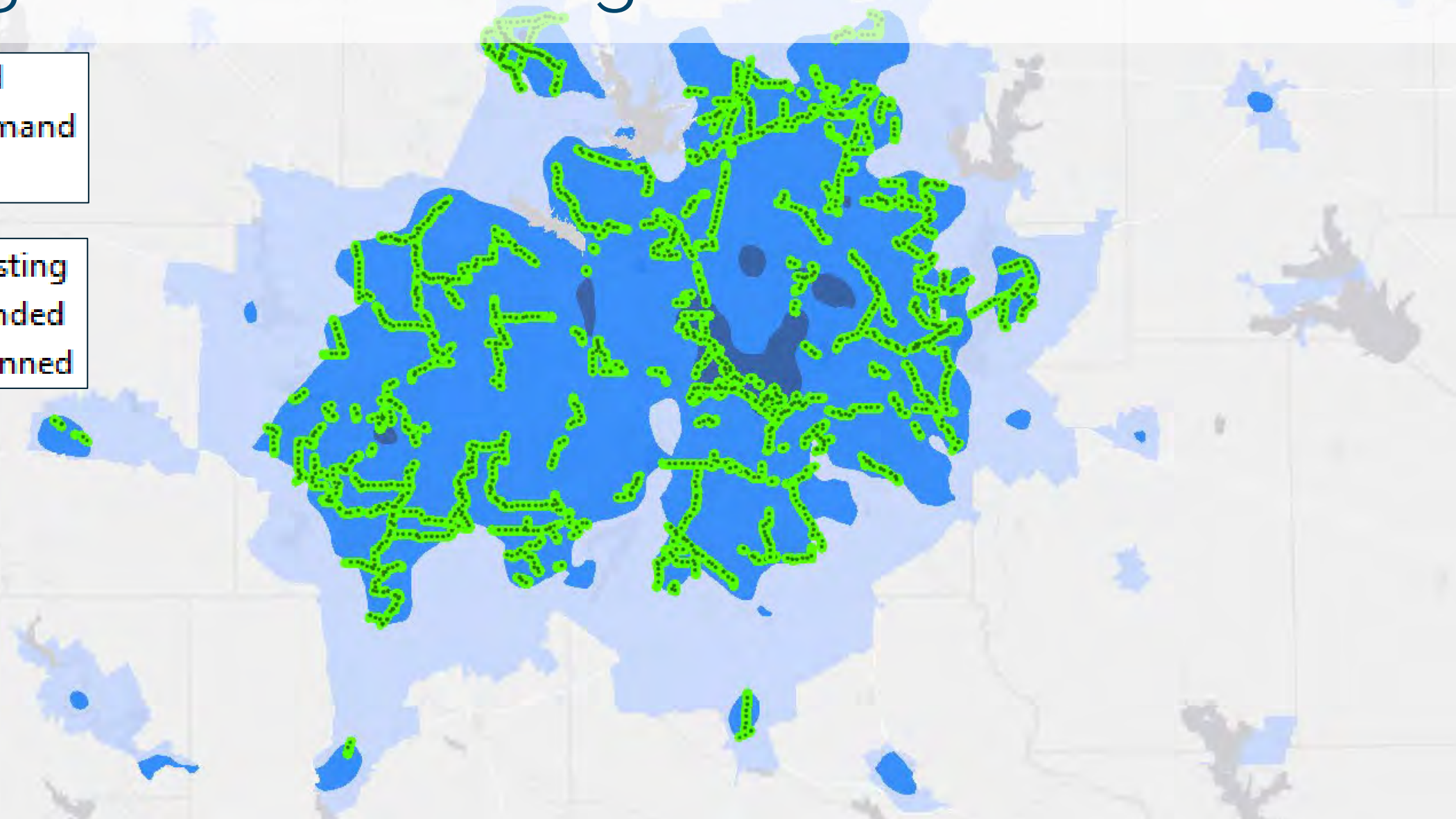


Focus the **highest priority** on Planned Regional Veloweb segments within the High and Moderate Demand Zones for Walking and Bicycling travel



637 Miles of Planned Regional Veloweb alignments within High/Moderate Zones

- High Demand
- Moderate Demand
- Low Demand
- Off-Street, Existing
- Off-Street, Funded
- Off-Street, Planned



Prioritization Process

Planned Regional Veloweb

Selected alignments within High and Moderate Demand Zones

Multi-Jurisdictional Corridors

Requires regional coordination for engineering/alignment studies

Single Jurisdiction Corridors

Rail Station Connections

Scoring Process – High, Medium, Low

List of Prioritized Multi-Jurisdictional Regional Corridor Projects

List of Prioritized Single Jurisdiction Corridor Projects

List of Prioritized Rail Connections

Corridor Classification

Corridor Type	Description	Number of Corridors	Total Mileage of Corridors
Multi-Jurisdictional Regional Corridors	Corridor alignments that connect with another jurisdiction or span multiple jurisdictions.	59	308
Single Jurisdiction Corridors	Corridor alignments that are located entirely in one jurisdiction.	79	267
Rail Station Connections	Segments of the Regional Veloweb that provide access to rail stations, the majority of which are located within two miles of the rail station.	22	62
	Total:	160	637

Evaluation and Scoring of Multi-Jurisdictional and Single Jurisdiction Corridors

Criteria	Description	Weight	Score Range
Population and Employment Density	Density of potential users within all Census Block Groups within half-mile distance of the corridor.	35%	1 – 3 points
Density of Major Destinations	Density of significant destinations (e.g., Stadiums, Institutional/Semi-public, Educational, Parks, Multi-Family Housing, and Major Employers (250+ Employees)), within a half-mile distance of the corridor.	20%	0 – 3 points
Major Barriers Removed	Density of major barriers that a Regional Veloweb corridor will overcome if the corridor is implemented.	15%	0 – 3 points
Public Transit Density	Density of rail transit stations and transit centers within a half-mile distance of the corridor.	15%	0 – 3 points
TxDOT Statewide Bicycle Trails & Tourism Network	Location of the Regional Veloweb trail alignment on the Statewide Texas Trails & Tourism Bicycle Network.	10%	0 – 3 points
Crash History	Density of pedestrian and bicycle crashes that occurred in the 2016-2020 Crashes per square mile grid for which the planned corridor passes through.	5%	0 – 3 points
	Total	100%	3

Evaluation and Scoring of Rail Station Connections

Criteria	Description	Weight	Score Range
Population and Employment Density	Density of potential users within all Census Block Groups within half-mile distance from the corridor.	35%	1 – 3 points
Density of Major Destinations	Density of significant destinations (e.g., Stadiums, Institutional/Semi-public, Educational, Parks, Multi-Family Housing, and Major Employers (250+ Employees)), within a half-mile distance of the corridor.	20%	0 – 3 points
Major Barriers Removed	Density of major barriers that a Regional Veloweb corridor will overcome if the corridor is implemented.	10%	0 – 3 points
TxDOT Statewide Bicycle Trails & Tourism Network	Location of the Regional Veloweb trail alignment on the Statewide Texas Trails & Tourism Bicycle Network.	10%	0 - 3 points
Density of Persons Below the Poverty Line	Density of potential low-income households within half-mile distance from the corridor.	5%	1 - 3 points
Density of Zero Car Household	Density of potential zero car households within half-mile distance from the corridor.	5%	1 – 3 points
Density of Persons 65 years or older	Density of persons 65 years or older within half-mile distance from the corridor.	5%	1 – 3 points
Density of Persons with Disabilities	Density of persons with disabilities within half-mile distance from the corridor.	5%	1 – 3 points
Crash History	Density of crashes that occurred in the 2018-2022 Crashes per Square Mile grid that the planned corridor passes through.	5%	0 – 3 points
	Total	100%	3

Next Steps

- ❑ Complete scoring of corridors
- ❑ Review at the August BPAC meeting
- ❑ Include as Recommendations within
Mobility 2050

Contact

Catherine
Richardson
Transportation Planner
crichardson@nctcog.org

Kevin Kokes, AICP
Program Manager
kkokes@nctcog.org



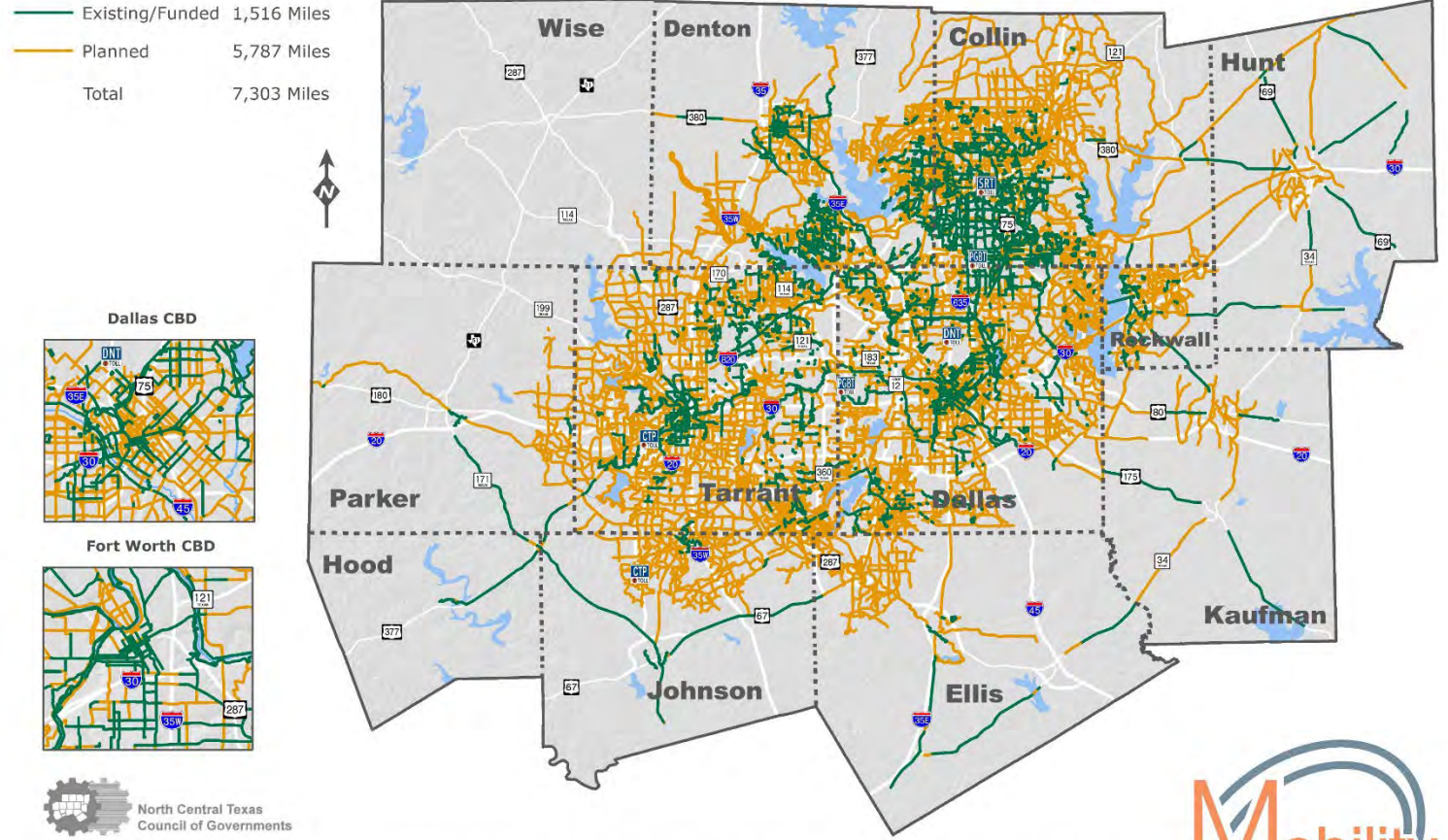
NCTCOG PRESENTATION

Annual Trails and On-Street Bikeways Database Updates

Catherine Richardson | Bicycle and Pedestrian
Advisory Committee | 5.15.2024

Overview

- NCTCOG staff coordinates annual updates to the regional database of on- and off-street bikeways to include in the Metropolitan Transportation Plan (Mobility Plan)
- The regional database reflects locally adopted plans.



The Regional Veloweb and Community Shared-Use Path network does not include recreational paths/loops, private paths, equestrian or nature trails, or wide sidewalks less than 10 feet in width.
 On-street bikeways in the urbanized area include: separated or protected bike lanes/cycle tracks, bike lanes, marked shared lanes, and marked bicycle boulevards.
 On-street bikeways in the urbanized area do not include: signed bike "routes", signed "share the road", unmarked wide outside lanes, or signed wide shoulders.
 The use of wide shoulders is included on various roadways linking rural communities outside of the urbanized area.
 Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics for the network will be determined through ongoing project development.

June 2018



We need your help

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

- Has a project status changed in the past year?
 - New funded projects for construction
 - Funded to existing (construction completed)
- Has a planned segment been realigned or need to be deleted?



Interactive Map Edits

Annual Trails and Bikeways Update Interactive Map

An online *interactive* map!

1. Update Status, Trail Name, or Facility Type

2. Request a Deletion

3. Add a New or Realigned Trail/Bikeway

Works for everyone!
No GIS license is required.

Esri, HERE, Garmin, USGS, NGA, EPA, USDA, NPS

Interactive Map Edits

A user draws a line on the map with their mouse to identify an off-street trail or on-street bikeway segment needs an edit.

Then complete the necessary fields in the dialogue box
(Status change, update/correct Trail Name*,
Facility Type change)

*Trail name does not need to be completed for on-street facilities

The image shows a map editing interface. On the left, a map displays a red dotted line representing a trail segment and a black line representing a bikeway segment. A red arrow points from the map to a form titled "Update Status, Trail Name, or Facility Type". The form contains the following fields:

- Details**
- Status (select only if changing): Select... **Funded**
- Trail Name (if changing):
- Facility Type (select only if changing): Select...
- Comment: This was funded in our last bond cycle.
- Name (required): Catherine Richardson
- Agency Representing: City of Texas
- Email Address (required): crichardson@cityoftexas.gov
- Date Submitted: 07/08/2021 10:59 am
- Location**
- Click the map to draw the location. Double click to complete the drawing.
- Enter an address to search: [input field]
- Buttons: Report It, Cancel

Editing/Mark Up 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

NOTE: The regional database only reflects shared use paths (trails) and on-street bikeways expected to be consistent with AASHTO and NACTO guidance. For example, trails must be a minimum 10-14 feet in width.

The regional database does not include disconnected walkways or trails within parks and public spaces that are not expected to connect to the citywide network. For example, a scenic trail around a duck pond

Next Steps

- NCTCOG will send an email with a:
 - link to the online interactive map
 - “How-To” Guide for editing on the online interactive map
- Responses requested for all database edits returned by **June 5**
- NCTCOG staff will make the edits as requested and follow up as needed to clarify and/or confirm accuracy

Contacts:

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Program Manager
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A high-angle, close-up photograph of a person riding a bicycle on a red-paved bike lane. The rider is wearing blue jeans and red sneakers. The bike lane is marked with yellow lines and a white bicycle symbol. The background is a bright, overexposed sky. The text 'Material Success: Designing Durable Bikeways' is overlaid on the right side of the image in a bold, orange font.

Material Success: Designing Durable Bikeways

Catherine Richardson | Bicycle and Pedestrian Advisory
Committee | 5.15.2024

Material Success: Designing Durable Bikeways (2023)

Guidance for installing and
maintaining more permanent
street level protected bikeways
in various roadway context

nacto.org/publication/material-success/

Urban Bikeway Design Guide
WORKING PAPER



Material Success

Designing Durable Bikeways | March 2023

CONTACT US



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Anticipated Transportation Alternatives 2025 Call for Projects (North Central Texas Region)

Bicycle and Pedestrian Advisory Committee

May 15, 2024



**North Central Texas
Council of Governments**

Anticipated Eligible Project Activities

May include:

- Shared-Use Paths (Trails)
- On-Street Bikeways
- Sidewalks, Crosswalks, Curb Ramps
- Pedestrian and Bicycle Safety Countermeasures and Technology
- Protected Intersections



Anticipated Timeline

- Open late Fall 2024
- Applications due early 2025 (mid-January)
- More information will be shared at the August BPAC meeting
- Begin project development **now!**



Project Development Considerations

- Construction-implementation focus
- All right-of-way and easements must be secured before application
- Coordinate with stakeholders such as TxDOT, railroads, neighborhoods, adjacent property owners, etc.
- Well defined project scope of work
- Schematics
- Opinions of Probable Construction Costs



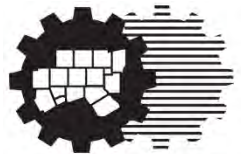


Questions?

Community Gardens Public Program Guide

Bicycle and Pedestrian Advisory Committee

Sydnee Mangini | May 15, 2024



**North Central Texas
Council of Governments**

Project Background and Activities

Project goals:

- Provide solutions for addressing food access issues
- Provide a framework for creating publicly-led community gardens programs on surplus public property near multimodal transportation infrastructure
- Be a resource for conversations between local governments and community stakeholders

Guide development:

- Reviewed current research, literature, and examples
- Interviewed various staff with city-led gardens programs
- Researched food access and various strategies for addressing food insecurity



Garden grow boxes
(photos courtesy of DART and City of Grand Prairie)



Project History

Inspired by project from the NCTCOG Blue-Green-Grey funding initiative in 2019

Project used programmatic approach to convert small, unused parcels in a DART-owned right-of-way into community garden

One-acre garden currently used to grow food, provide educational opportunities, and serve as a template for other garden sites

Website: <https://www.restorativefarms.org/hatcher-station>



Hatcher Station Community Garden
Pilot Project



Local Government-Led Programs

Public programs:

- Cities would be initiating, implementing, and managing the garden program
- Typically more successful approach to community gardens due to dedicated staff, funding, and resources
- Use vacant land for gardens as a strategy for low-cost redevelopment
- Provide consistent maintenance/upkeep
- Manage the regulatory aspect of plots/land use
- Support collaboration through established relationships and partnerships
- Provide city-wide educational opportunities



Allen Community Garden
(photo courtesy of City of Allen)



Community Garden Public Program Guide



Guide components

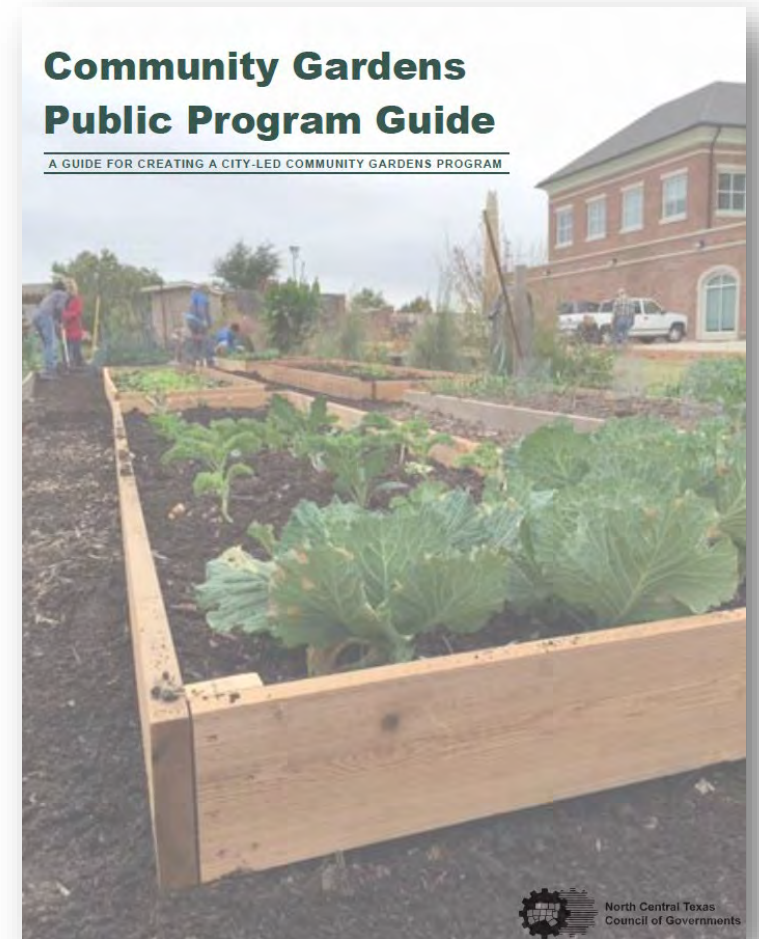
Introduction to community gardens
Community gardening in the region
Overview of food access issues
Challenges/solutions for garden programs
Steps to start up a program

Available at: www.nctcog.org/greeninfrastructure

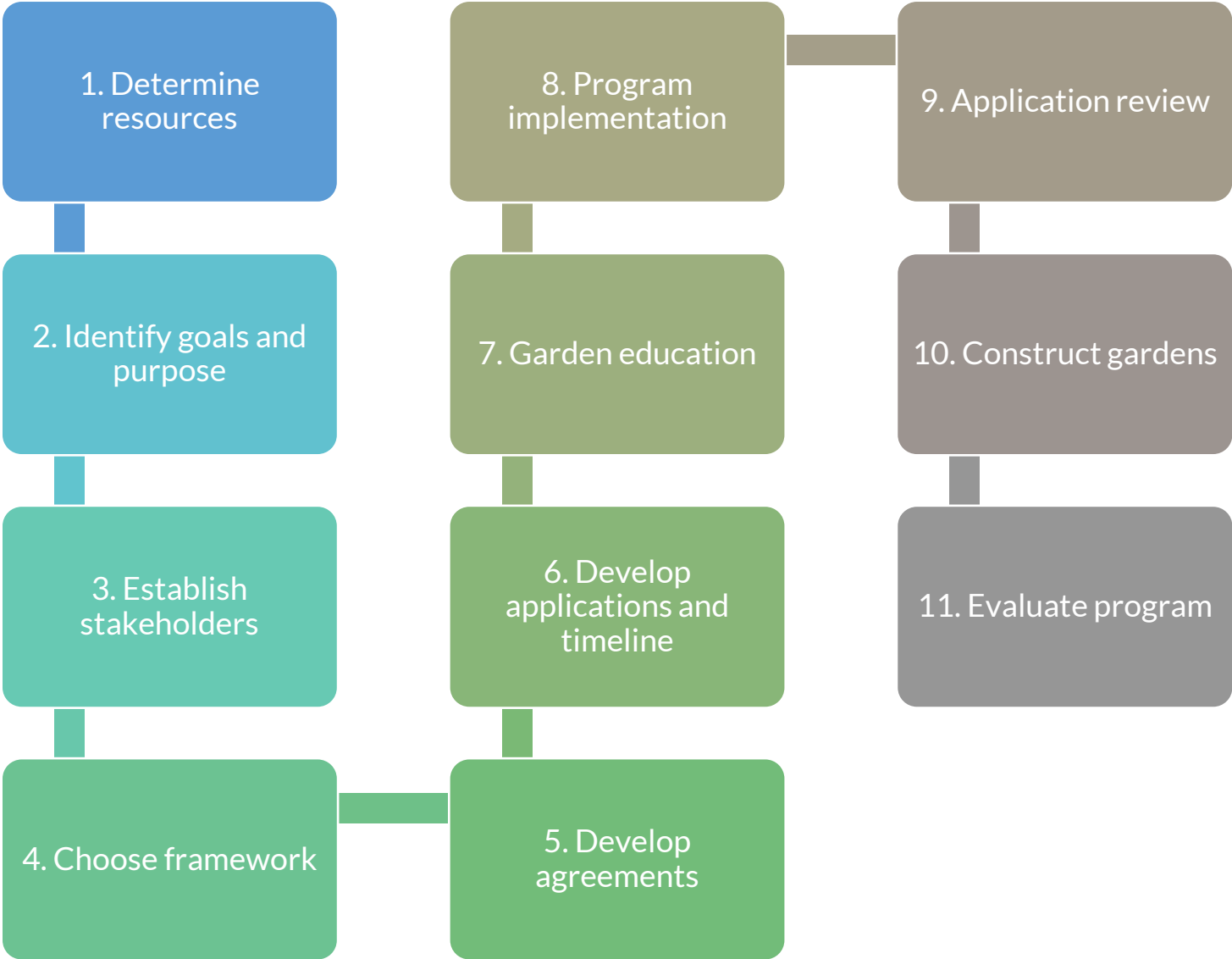


Appendix

Program tools/resources
Example agreements/templates
Garden start-up resources
Other information/resources



Steps for Implementation



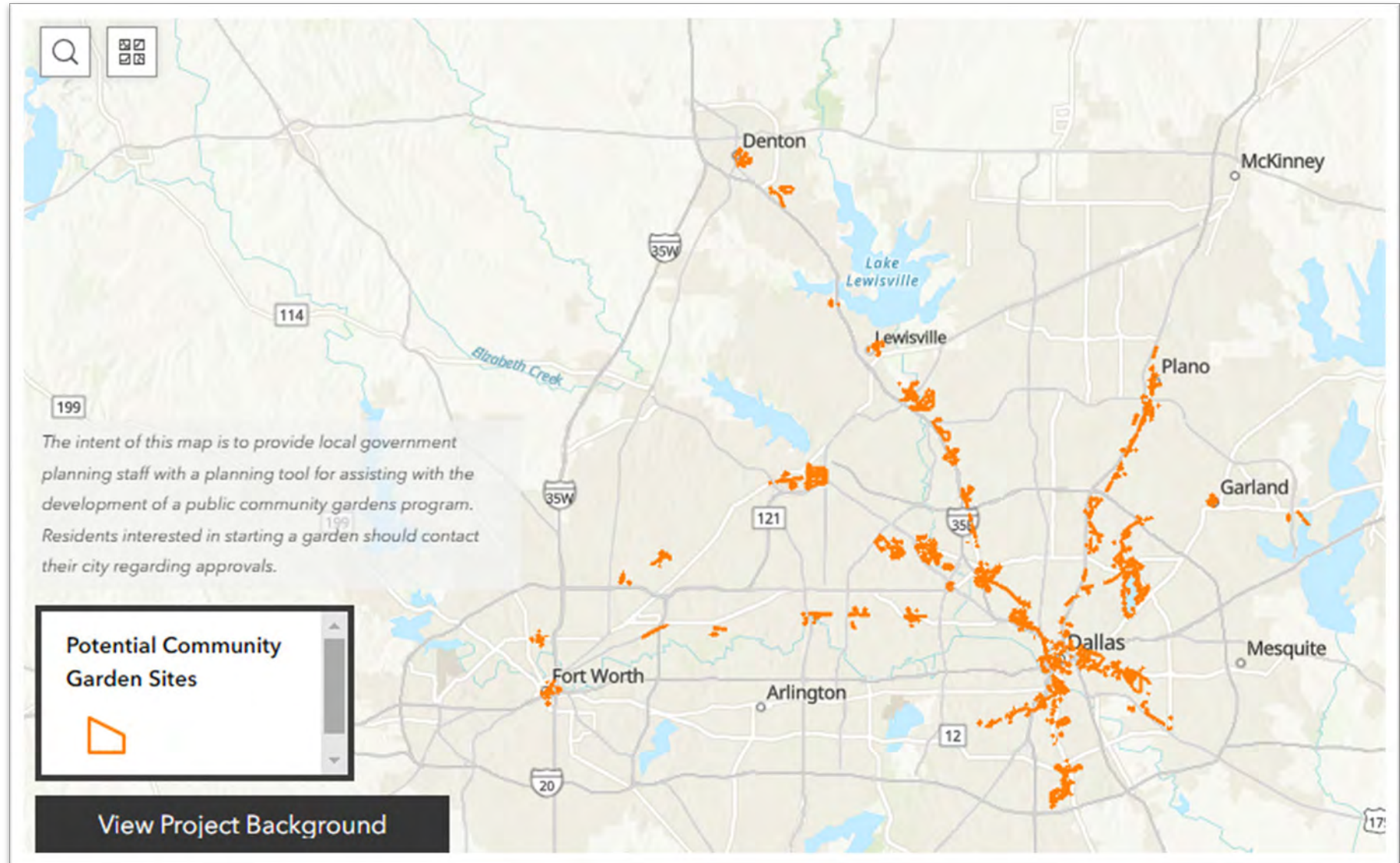
Site Analysis

Site criteria:

- Publicly-owned properties (city, county, transit agency, non-profit organizations, ISDs, etc.)
- Located within 0.5 miles of transit station and existing bicycle/pedestrian facilities

Summary statistics:

- 12,555 acres identified across Collin, Dallas, Denton, and Tarrant counties
- 68 different cities and organizations own properties



CONTACT US



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