

North Central Texas
Council of Governments

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

North Central Texas Council of Governments
616 Six Flags Dr. Arlington TX 76011
November 15, 2023
2:00-4:00 pm

2:00 – 2:05 (5 min)	1. Welcome – Introductions Discussion of the August 16, 2023, BPAC meeting summary and the new public comment form.	Heather Dowell, Vice-Chair, City of Midlothian
2:05 – 2:20 (15 min)	2. Public Right-of-Way Accessibility Guidelines Final Rulemaking	Elizabeth Hilton, Federal Highway Administration
2:20 – 2:45 (25 min)	3. Local Community Updates a) Coppell's Bicycle "Share the Road" Signage – Layne Cline, City of Coppell b) Denton Parkway Road Diet – Karina Maldonado, City of Denton c) E-Scooter Launch – Jason Aprill, City of Plano d) Upcoming Events – Heather Dowell, City of Midlothian, BPAC Vice-Chair	Various BPAC Members
2:45 – 3:00 (15 min)	4. Arlington Roadway Safety Audit	Chris Funches, City of Arlington
3:00 – 3:30 (30 min)	5. TxDOT Statewide Active Transportation Plan	Jeff Whitacre, Kimley-Horn
3:30 – 3:50 (20 min)	6. NCTCOG Updates a) The Economic Impact of Walkable and Bikeable Communities – Stu Burzette b) BPAC Member Survey Results – Daniel Snyder c) Statewide Bicycle and Pedestrian Advisory Committee Updates –Kevin Kokes	Various NCTCOG Staff
3:50 – 4:00 (10 min)	7. Other Business / Open Discussion This item provides committee members an opportunity to bring items of interest before the Committee or propose future agenda items.	Heather Dowell, Vice-Chair, City of Midlothian

Next BPAC Meeting

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

WELCOME

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

November 15, 2023

Vice Chair

Heather Dowell

City of Midlothian

Source: NCTCOG



Source: Thinkstock

New public comment form now available!

Please see NCTCOG staff at the entry table if you would like to fill out a comment form.

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 North Central Texas Council of Governments designated staff person. Speakers are recommended to limit their speaking time to 2-3 minutes.



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:



Final Public Rights-of-Way Accessibility Guidelines (PROWAG)

Highlighting changes from Proposed



U.S. Department
of Transportation
**Federal Highway
Administration**

Disclaimer



U.S. Department
of Transportation
**Federal Highway
Administration**

- Except for the statutes and regulations cited, the contents of this presentation do not have the force and effect of law and are not meant to bind the States or the public in any way. This presentation is intended only to provide information regarding existing requirements under the law or agency policies.
- Unless otherwise noted, FHWA is the source for all images in this presentation.

Americans with Disabilities Act (ADA) of 1990



U.S. Department
of Transportation
**Federal Highway
Administration**

- Title II applies to public entities, such as State and local governments. 42 U.S.C. 12132.
- A public entity must operate each of its programs, activities, and services so that, when viewed in its entirety, it is accessible to and useable by individuals with disabilities. 28 CFR 35.150(a).
- Department of Justice (DOJ) 2010 Standards apply to buildings and sites, including curb ramps at intersections. 28 CFR 35.104, 35.151(c)(3), 35.151(i).
- DOT 2006 Standards apply to designated public transportation services, including bus and rail stations. 49 CFR Part 37, App. A.
- Public Right-of-Way Accessibility Guidelines (PROWAG) published by U.S. Access Board in 2023. 88 Fed. Reg. 53604 (Aug. 8, 2023). Not enforceable under the ADA until adopted as standards by DOJ and DOT.



Photo: E. Hilton

What is PROWAG?



U.S. Department
of Transportation
**Federal Highway
Administration**

Accessibility guidelines that specifically address the challenges faced when traveling in the public right-of-way, such as:

- Sidewalks
- Crosswalks
- Shared-use paths
- On-street parking
- Pedestrian signals

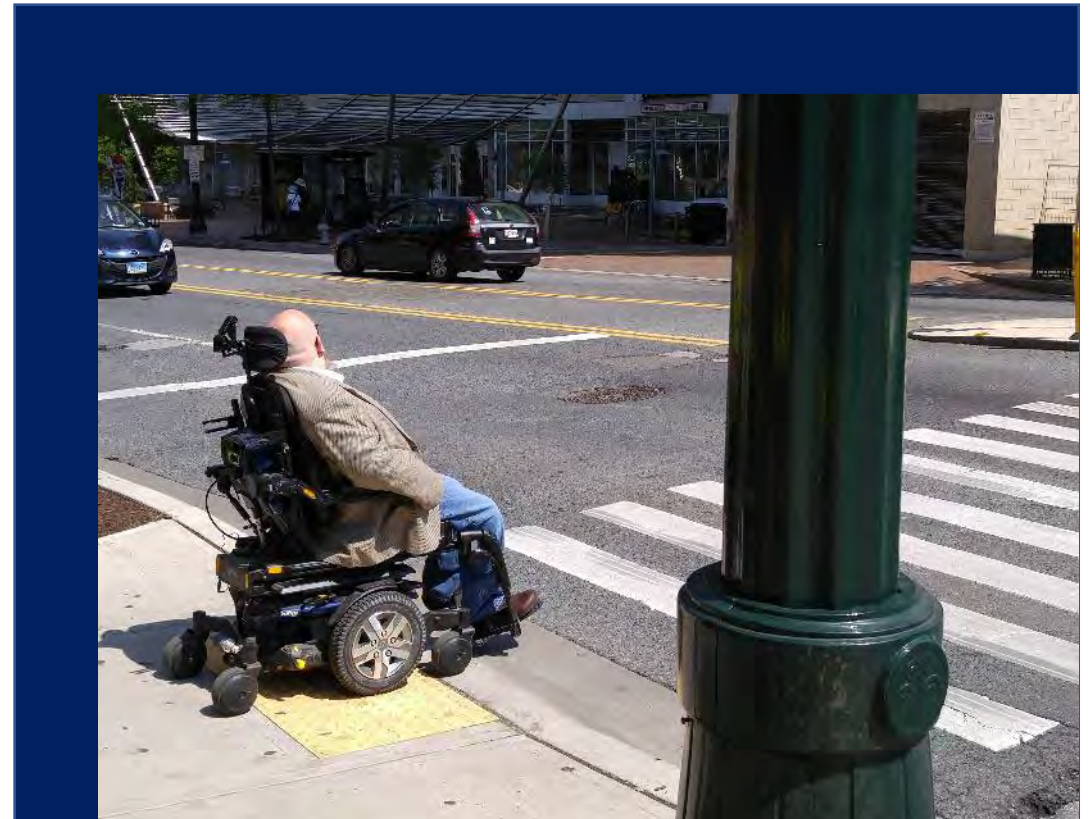


PROWAG Development



U.S. Department
of Transportation
**Federal Highway
Administration**

- 1999 Advisory Committee
- 2001 Committee Report
- 2002 Draft Guidelines published
- 2005 Draft Guidelines published
- 2011 NPRM
- 2013 SNPRM
- August 8, 2023, Final Guidelines published (88 FR 53604)



Current Status



U.S. Department
of Transportation
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Administration**

- **The PROWAG is not a Federal standard (and not enforceable) under the ADA until adopted into regulations by DOT and DOJ.**
- Adopted standards by each agency cannot provide less accessibility than PROWAG. DOJ and DOT adoption must be ‘consistent with’ PROWAG.
- DOT Spring 2023 regulatory agenda targets NPRM to adopt PROWAG in 2024.
- Adoption paths:
 - DOJ – under ADA Title II/Subtitle A has broadest applicability (regardless of funding)
 - DOT – under Section 504 – applicability limited to recipients of Federal financial assistance. Requires coordination with DOJ.
 - DOT – Under ADA Title II/Subtitle B – applicability only to public transit stops in the ROW.
- Until standards are adopted, agencies have some flexibility in determining how to comply with the general obligation under Title II of the ADA to ensure that their facilities are “accessible to and usable by” individuals with disabilities.

PROWAG Outline



U.S. Department
of Transportation
**Federal Highway
Administration**

- Chapter R1: Application and Administration
- Chapter R2: Scoping Requirements
- Chapter R3: Technical Requirements
- Chapter R4: Supplemental Technical Requirements



Photo: E. Hilton



General Changes

- [Notable Changes in Public Right-of-Way Accessibility Guidelines Final Rule \(access-board.gov\)](https://www.access-board.gov)
- Advisory material eliminated
- MUTCD provisions included in the text instead of being incorporated by reference
- Cross slope changed from 1:50 (2%) to 1:48 (rounded to 2.1%) maximum



Photo: E. Hilton



U.S. Department
of Transportation
**Federal Highway
Administration**

Conventional Industry Tolerance (R103.1)

- Clarifies that when requirements are stated as a range with specific minimum OR maximum endpoints, they are not subject to conventional industry tolerances.

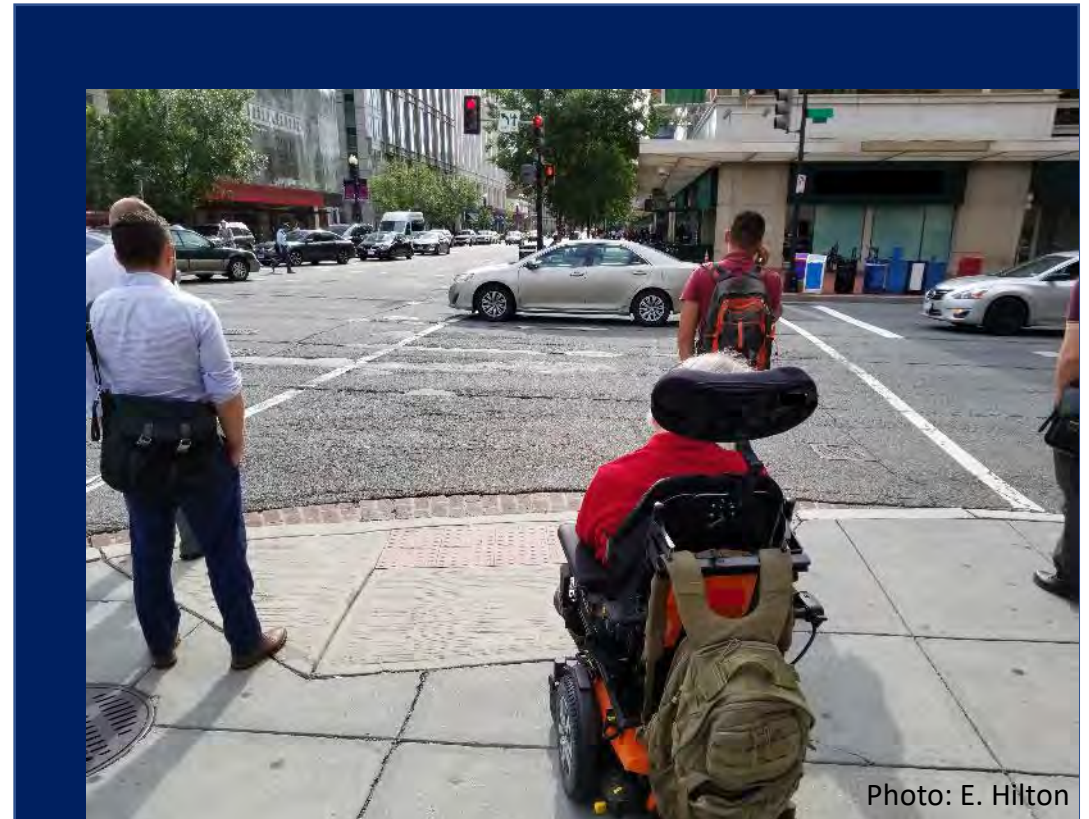


Photo: E. Hilton



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**Federal Highway
Administration**

Definitions (R104)

- Many definitions have subtle revisions.
- MUTCD terms incorporated.
- Alteration/Altered: A change to *or an addition of* a pedestrian facility in an existing, developed public right-of-way that affects or could affect pedestrian access, circulation, or usability.





Bicycle Ordinance

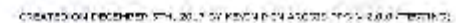
November 15, 2023

- State Law regulates when a bicyclist can use a full lane
- The City posted over 70 signs in 2016 that bicyclists may use full lane on various streets, along with “State Law” placard
- A briefing on this item was presented in Work Session at the August 22, 2017 City Council meeting
- Ordinance Adopted in December 2017
(Ord. No. 2017-1487 , § 1, 12-12-17)
https://library.municode.com/tx/coppell/codes/code_of_ordinances?nodeId=CO_CH8TRRE_ART8-5GETRRE_S8-5-6SIREBIER
- Police Department acts on enforcement and records data

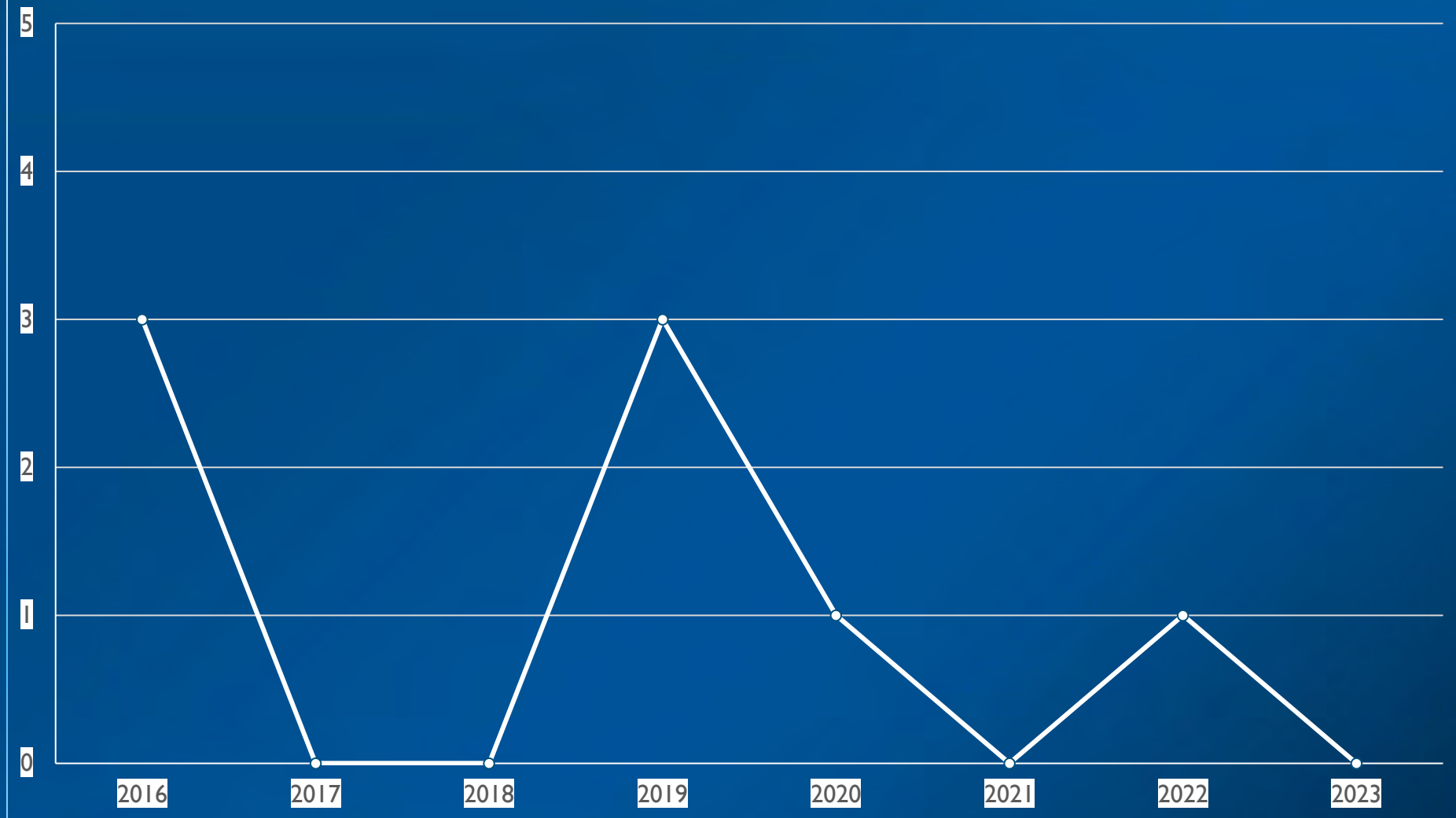
Coppell's Bicycle Signage Ordinance

- ARTICLE 8-5. - GENERAL TRAFFIC REGULATIONS
 - Section 8-5-6. – Signage related to bicycle-users.
 - Signage shall be posted along the following roadways within the City, notifying drivers that bicyclists are authorized to use the full lane of roadway:
 - The full length of the following roadways:
 - Royal, Freeport, Denton Tap, Samuel, MacArthur, East Belt Line, South Belt Line, Sandy Lake, West Bethel Road, Creekview, Coppell, Moore, Parkway, Mockingbird, and Southwestern; and,
 - Bethel School: from Denton Tap to MacArthur; and,
 - Hertz: from Parkway to Bethel School.
 - (Ord. No. 2017-1487 , § 1, 12-12-17)





Crashes Involving Bicyclist and Motor Vehicle



** This table depicts all types of crashes throughout the entire City

** Data provided by Coppell Police Department

QUESTIONS?

Layne Cline
Project Manager
City of Coppell, Texas
layne.cline@coppelltx.gov

Parkway On-Street Multi-Use Path

Bicycle and Pedestrian Advisory Committee

November 15, 2023



Parkway On-street Multi-use Path

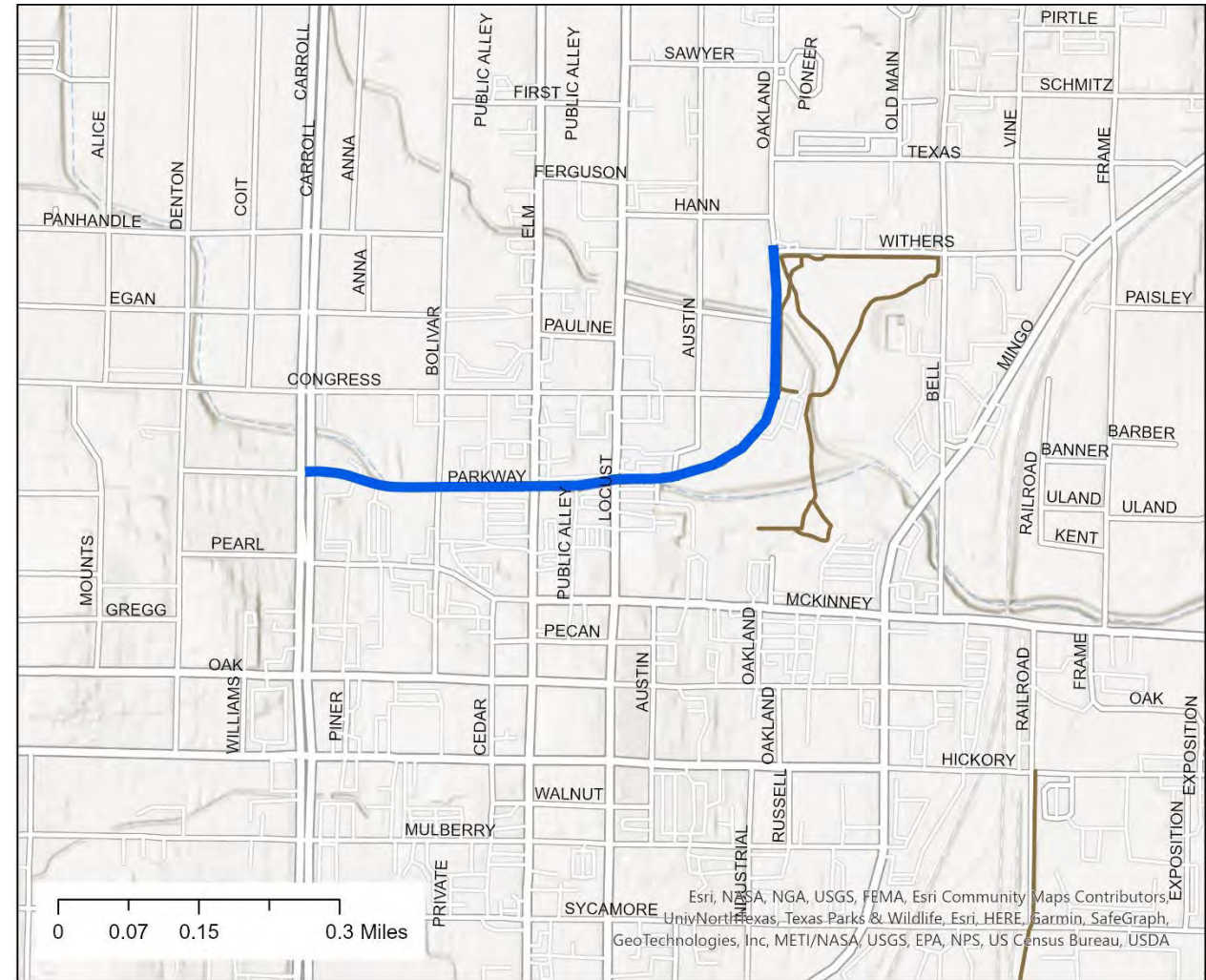
Project Background

Parkway St. / Oakland St.

Carroll Blvd. to Congress St.

Goals:

- Improve multimodal access
- Supports 10-minute walk initiative (Quakertown Park)
- Pilot accessible design in a quick-build (paint & flexpost) street design



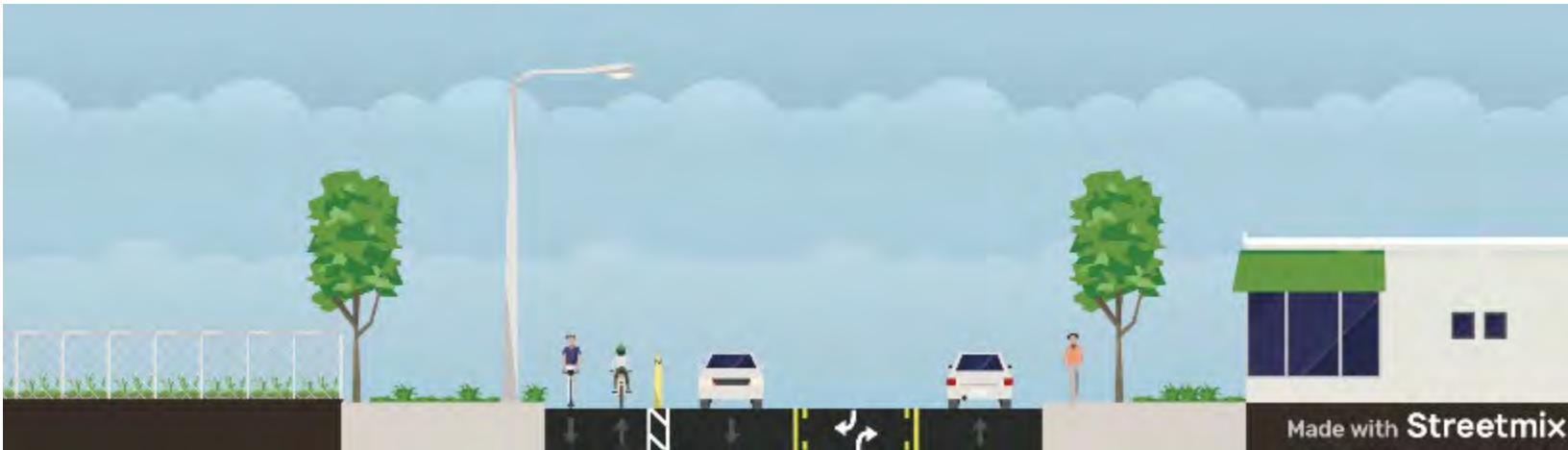
The Design



Before:

4-lane Collector (2-lanes each direction)

Outside lanes striped as sharrows



After:

1-lane each direction, Center turn lane

On-Street Multi-use Path

Intersection Layout

Continuous marked buffer, and detectable warning surfaces guide low-vision pedestrians along the path.

Driveway buffer with continuous edge shown in the upper left corner.

Final Design



Lessons Learned:

- Negative feedback during construction
 - New traffic pattern confused residents
 - **More outreach to the right audience is necessary**
- Planning beyond project boundaries
 - Continuous or understandable transition between new/old pattern is key to success
 - Signage and pavement markings missing
- Pilot project vs permanent project



QUESTIONS?

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Parkway On-street Multi-use Path



Plano Bike & Scooter Share Program

11/15/2023

NEWS

Fleet of 40 Lime scooters hits Plano. Here's what to expect

Regulations and safety are top of mind as the city could eventually have 250 Lime scooters



Lime scooters can help put a significant dent in what is known as last-mile trips. The company recently launched a fleet of e-scooters in Plano, building on the city's micromobility success and expanding options for residents and visitors. (Photo courtesy of Lime). (Courtesy of Lime / Courtesy of Lime)

Lime launches 40 e-scooters in Plano – with more to come

KERA | By Jean Salinas II
Published: December 15, 2020 at 10:00 AM CST

Facebook Twitter LinkedIn Print



Photo courtesy of Lime. The Lime scooter is a compact, foldable, and easy-to-use vehicle that can be used for a variety of purposes.

Lime Launches an E-Scooter Fleet in Plano

Four months after its e-scooters reappeared on Dallas streets, Lime's rental electric scooters have migrated north to Plano, where up to 250 will be appearing "in an organized manner over time."



Lime's Gen 1 electric scooter offers a wider footboard, lower center of gravity, and swappable battery. (Photo: Lime)

Micromobility Policies & Actions

Bicycle & Other Micromobility Policy

- Plano will **enhance and maintain a micromobility system** to provide recreation and feasible options for travel to destinations, which is safe and accessible to all users.

Comprehensive Plan Actions

- **Create development guidelines that improve the safety and convenience** of bicycling and micromobility transportation to assist property owners who wish to provide related amenities.
- **Collect data to measure and analyze bicycle usage** to improve public awareness and safety that will assist in determining and prioritizing necessary improvements.

Bike Share & Micromobility in Plano

2017

- Bike share fleets expand quickly in North Texas, including Plano

Feb 2018

- Plano adopts an ordinance to regulate bike share service companies through a permit process

2018-2019

- Scooters began to be introduced
- At its peak, 3 different companies operated bike or scooter share in Plano
- City expands the Bike Share Program to include E-Scooters

2021

- City Issued a permit to Bird e-scooter company to operate

2023

- City issued a permit to Lime e-scooter



A grayscale photograph of a city street scene. In the foreground, a light rail train is moving from left to right, blurred to indicate motion. The background features several multi-story urban buildings with many windows. A person is visible on the right side of the street, and a car is parked further back. The overall scene is an urban environment.

Plano Bike & Scooter Share Program

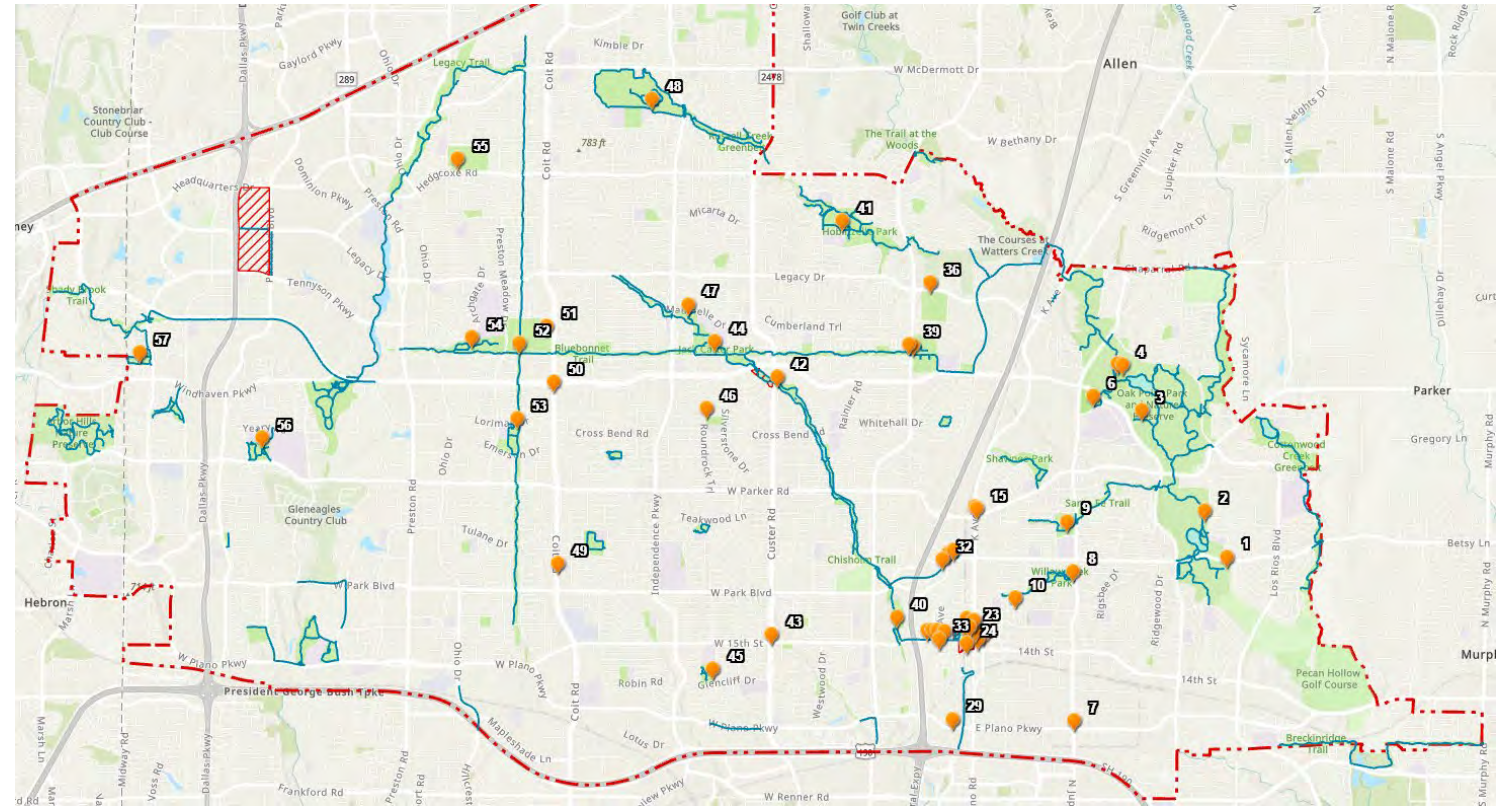
Bike & Scooter Share Program

- Permit Process
- Program Rules & Regulations
- Home Zones and Restricted Use Areas
- Ridership
- Reporting Complaints



Home Zones

- Hard Surface
- Considerations
 - Pedestrian Use
 - ADA Requirements
 - Entryways/Driveways
 - Loading Zones
 - Railroad Crossings
 - Transit Stops
 - Street Furniture/Benches
 - Ramps etc.



Application Process

- Complete Application
- Scooter information
- Insurance Information
- Fee & Escrow
- List of Proposed Home Zones if any

Sign Envelope ID: E5F6C9F-4F25-4918-42CB-MB8016EAF1098

BIKE OR SCOOTER-SHARE PERMIT

STATE OF TEXAS

§

COUNTY OF COLLIN

§

KNOW ALL MEN BY THESE PRESENTS:

THIS PERMIT AGREEMENT is made and entered into by and between the **CITY OF PLANO, TEXAS**, a home-rule municipal corporation, hereinafter called Permittee or City and **Bird Rides, Inc.**, a corporation licensed in Delaware, hereinafter called Permittee. In consideration of the mutual covenants and agreements set forth herein, and other good and valuable consideration, City does hereby grant a bike-share or scooter-share permit.

This Permit is granted subject to the terms and conditions set out below:

1. Term. This Permit shall expire on **December 31, 2021**, except that the Parties may extend this permit on a month-by-month basis if so agreed by the Parties before the permit terminates.

2. Use of City of Plano Public Right-of-Way. The City hereby grants permission to use the Right-of-Way on a non-exclusive basis, according to the terms of this Permit, solely for the purpose of offering bike or scooter sharing within the City. For purposes of this Permit, the term "Right-of-Way" means sidewalks, curbs, gutters, streets, alleys, roads and other pathways open to the public. The term "Bike Sharing" means the renting of bicycles and scooters on a short-term basis generally in exchange for compensation. This authorization is not a lease or an easement, and is not intended and shall not be construed to transfer any real property interest in City property.

3. Use of City of Plano Parks. The City hereby grants permission to use City of Plano Parks on a non-exclusive basis, according to the terms of this permit, solely for the purpose of offering Bike Sharing within the City. For purposes of this Permit, the term "Parks" refers to all improved hard-surface trails and shared use paths listed on the Plano Bicycle Transportation Plan and all improved hard-surfaced areas in Oak Point Park and Nature Preserve. This authorization is not a lease or an easement, and is not intended and shall not be construed to transfer any real property interest in City property.

4. Other City Property. The use of other City of Plano property for Bike Sharing may be appropriate (i.e. libraries, Saigling House, Municipal Center, etc.). The City Manager may authorize such use in a separate writing and may allow use of that property under the same terms as this Permit or different terms, at the City Manager's discretion and such writing shall be a part of this permit to the same extent as if it was set forth herein.

5. Use. Permittee customers may use the Right-of-Way and Parks for parking of bicycles and scooters owned and maintained by Permittee, and for riding Bicycle and Scooter Fleet bicycles and scooters. For purposes of this permit, the term "Bicycle and Scooter Fleet" refers to all bicycles and scooters owned by the Permittee operating in the City. Permittee

Scooter Use Restrictions

- Restricted Areas
 - Downtown Plano
 - Haggard Park
 - Legacy Town Center District

Section 14-7 (f) Any person, firm, or corporation violating any term or provision of this section is subject to a fine not to exceed two hundred dollars (\$200.00) for each offense. Every day a violation continues shall constitute a separate offense.



Safety Criteria

- Scooters Max Speed Limit is 15 mph
- Scooters are not allowed after 9:00 PM
- Age Limit
- Education on Proper Use of Scooters
 - Following Traffic Laws
 - Encouraging Helmet Use
 - Mindful of Pedestrians Sharing the Path
 - Alert of Surroundings/Weather Conditions



Bike and Scooter Share Website

<https://plano.gov/555/Bike-Scooter-Share-Program>

- Two providers in Plano – Lime and Bird
- Interactive Map for Home Zone Locations
- Ordinances on Bike and Scooter Share
- Current Operator Info
- Report an Issue (**FIX IT PLANO**)
- Contact Information for Inquiries/Complaints
- Plano staff working with Bird and Lime to address inquiries/complaints

Overall Progress

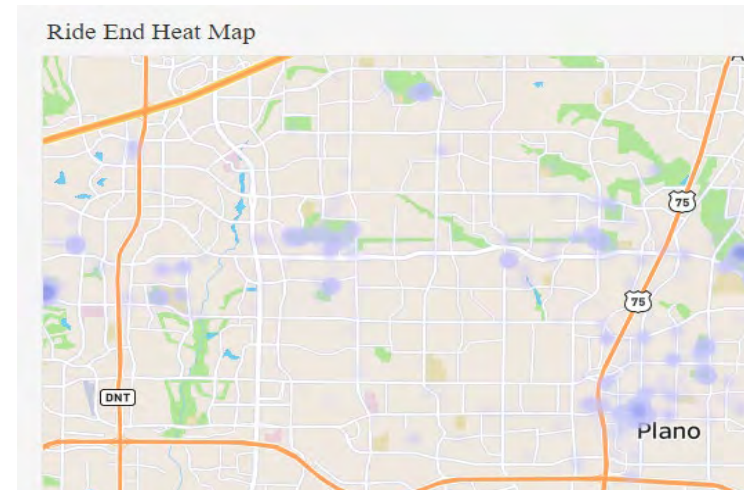
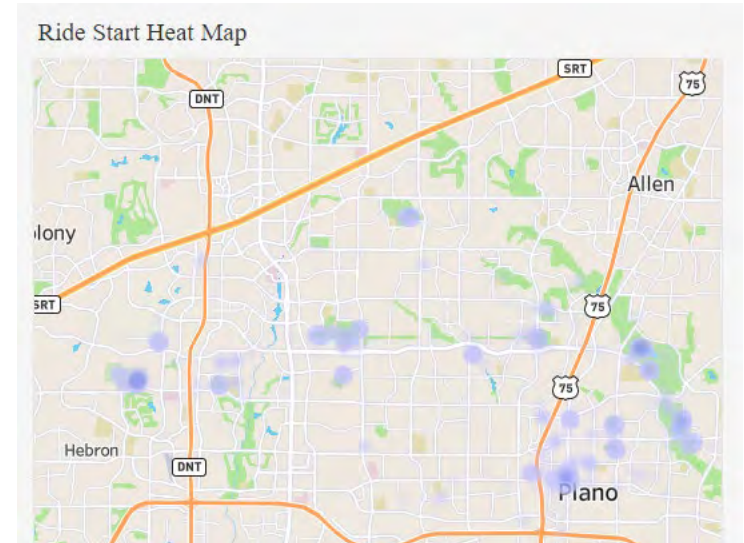
- No Crashes Reported
- Complaints <15

Ridership

September 2023 (Bird e-Scooters)

Total Rides 566

Total Miles Traveled 1,410

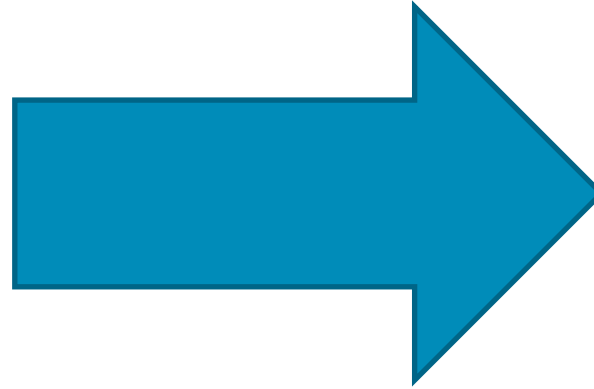


How to File a Complaint

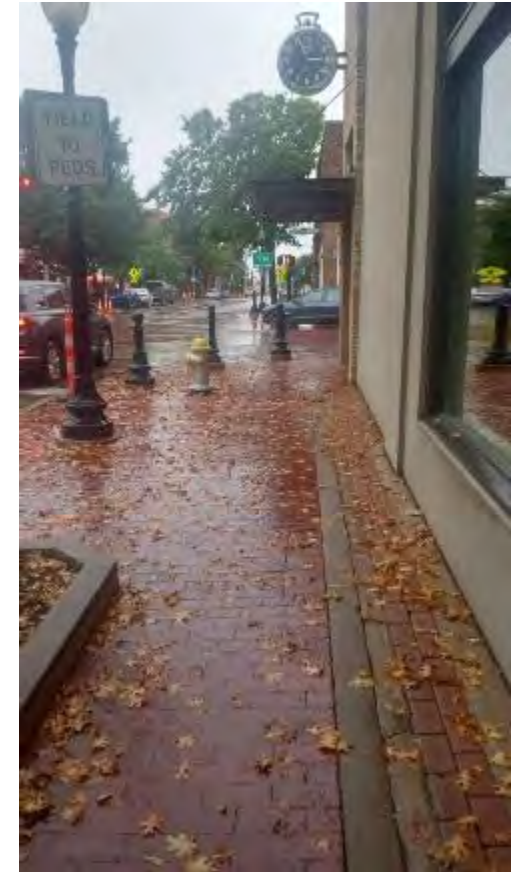
- City of Plano
 - Call
 - Email (francisw@plano.gov)
 - Website by **FIX IT PLANO** to report any issues
- Contact Lime
- Contact Bird



How to File a Complaint



- Resident submitted a complaint on **FIX IT PLANO**
- Plano contacted Lime to have e-scooters moved
- Immediate response



Contact Us

If you have any questions or need more information on the Bike and Scooter Share Program, please contact:

- Francis Wu
francisw@plano.gov
972-941-7822
- Jason Aprill
japrill@plano.gov
972-941-5927

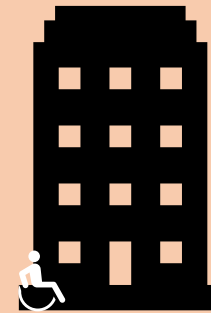
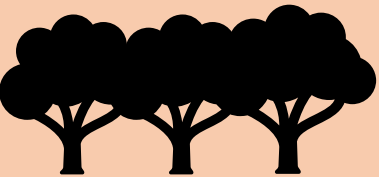


UPCOMING EVENTS AND TRAINING

**Bicycle and Pedestrian Advisory
Committee**

November 15, 2023

Heather Dowell, Vice-Chair





APBP North Texas November Gathering

November 15, 2023 (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)

November's Texas Pedestrian Safety Coalition Meeting

Online November 16, 2023



- The Texas Statewide Pedestrian Safety Coalition is group of individuals and organizations concerned with pedestrian safety issues in Texas. The coalition meets quarterly to discuss pedestrian safety issues and what communities across the state are doing to promote pedestrian safety.
- For more information or to register for the next meeting, visit: [November's Texas Pedestrian Safety Coalition Meeting - Texas Pedestrian Safety Coalition \(texaspedsafty.org\)](https://texaspedsafty.org)

APBP Webinar for Purchase:

Lighter, Faster, Drier: Beyond Quick-Build Towards Resilient Treatments for High- Quality Active Transportation Infrastructure

Online December 20, 2023



- This webinar explores the performance of quick-build treatments for active transportation corridors, and what comes next after these treatments need to be replaced. Drawing from their experience in Toronto and Vancouver, the presenters will discuss how projects in each city have balanced lighter, faster, and cheaper designs with more extensive reconstructions and their attendant impacts.
- For more information and to purchase the webinar, visit: [December Webinar - Lighter, Faster, Drier: Beyond Quick-Build Towards Resilient Treatments for High-Quality Active Transportation Infrastructure \(apbp.org\)](https://apbp.org)

TRB 103rd Annual Meeting

January 7-11, 2024

Washington, D.C.

- Attendee registration includes 4,000+ presentations in 500+ workshops and sessions, 300+ meetings organized by TRB standing committees, 3 days of exhibits showcasing transportation-related products and services, and more.
- For more information, visit: [Registration | Annual Meeting \(trb.org\)](https://www.trb.org/Registration/Annual-Meeting)



TRANSPORTATION RESEARCH BOARD



Bikers in Wonderland

Eat. Ride. Give.

March 15, 2024

**Wayne Ferguson Plaza
150 W Church St
Lewisville, Texas 75057**

- The maddest, baddest culinary adventure in town benefitting Independence Gardens' mission for children's nutrition education and cooking programs, providing schools & communities access to fresh food. Chefs, Bikes, Local Artists, Curiouser Night Market, Kid-friendly activities and more!
- For more information, visit: [Bikers In Wonderland | Event Calendar | City of Lewisville, TX](#)

NATIONAL BIKE SUMMIT

MARCH 19-21, 2024

WASHINGTON, DC



- The National Bike Summit will feature plenary speakers, mobile workshops, breakout sessions, an award reception, and a Lobby Day to meet with members of Congress.
- For more information, visit: [National Bike Summit | League of American Bicyclists \(bikeleague.org\)](https://bikeleague.org)



2024 National Planning Conference

April 13-16, 2024
Minneapolis, MN

May 8-10, 2024
Online

- 2024 core content areas will include sessions on Climate Action, Digitalization, Diversity and Inclusive Design, Future of Work and Upskilling, Health Equity, Housing Affordability, Availability, and Accessibility, Navigating Politics to Advance Planning, and Transportation.
- For more information, visit: [National Planning Conference \(planning.org/conference\)](https://planning.org/conference)

American Planning Association

LEAGUE CYCLING INSTRUCTOR SEMINAR

APRIL 2024 (DATES TBD)

ARLINGTON, TX



- BikeDFW is coordinating a League Cycling Instructors (LCI) training for bicycle advocates and staff interested in leading bike education in the DFW area.
- If you are interested in participating, email education@bikedfw.org
- For more information, visit: [LCI Seminar Schedule | League of American Bicyclists \(bikeleague.org\)](#)

2024 Texas Statewide Pedestrian Safety Forum

May 2, 2024
Houston, TX



- Save the date for the 2024 Texas Pedestrian Safety Forum. More information will be coming soon.
- For more information, visit: [2024 Texas Statewide Pedestrian Safety Forum - Texas Pedestrian Safety Coalition \(texaspedsafty.org\)](https://texaspedsafty.org)



CNU 32

May 15-18, 2024

Cincinnati, OH

- This event is geared toward planning professionals and local government staff. The focus of the conference will be on Restorative Urbanism and will be a celebration of great places, regional diversity, and the deep history of opportunity in the Queen City of the West (Cincinnati).
- For more information, visit: [CNU 32 Cincinnati | CNU](#) (cnu.org/cnu32)

Congress for the New Urbanism



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)



American Society of
Landscape Architects

ASLA 2024 Conference

OCTOBER 6-9, 2024

Washington, D.C.

- The ASLA Conference on Landscape Architecture is the largest gathering of landscape architects and allied professionals in the world with more than 6,000 attendees—all coming together to learn, celebrate, build relationships, and strengthen friendships of our incredibly varied professional community. Visit exhibitors showcasing products and services exclusively for landscape architects.
- For more information, visit: [ASLA 2024 Conference on Landscape Architecture \(aslaconference.com\)](https://aslaconference.com)

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 \(pdx.edu\)](#)



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 Underway or Anticipated in 2023/2024

- **City of Dallas Bikeways Master Plan (expected Fall 2023)**
- **City of Fort Worth Eastside Transportation Plan (expected Spring 2024)**
- **City of Irving Bike Plan (expected early 2024)**
- **City of Farmers Branch Trail Plan Update (expected Spring 2024)**

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



ARLINGTON ROADWAY SAFETY AUDIT

FHWA, TxDOT, Walkable Arlington, and City of Arlington – Public Works

Chris Funches, P.E. – City Traffic Engineer- City of Arlington

FHWA ROADWAY SAFETY AUDIT

3 –day event where groups evaluated roadway and pedestrian safety in pre-identified areas

Areas consisted of school zones, train crossings, pedestrian routes, and state highways

Team members received feedback from pedestrians, bicyclists, community partners, and law enforcement

FHWA and City of Arlington evaluated the following areas:



The areas included multi-day and time frames:

Speer Elementary

Kookan Education
Center

Cooper Street

Center Street

Arlington Roadway Safety Audit Findings

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

Pedestrians do not feel safe because of speeding on roadways. It was recommended that the City provide more infrastructure, landscaping, and sidewalk setbacks on future projects to address issues.

City would like to be more collaborative with school district, crossing guards, and public for safety discussions during drop-off and pick-up times.

City has outdated infrastructure in some places and should come up with plan to address some of RSA comments.

Current Progress



Department of Public Works has implemented projects on Cooper Street to assist with pedestrian safety.



Department of Public Works has communicated with schools to address a couple issues in area and agreed on a plan of action.



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



STATEWIDE ACTIVE TRANSPORTATION PLAN

Statewide Active Transportation Plan Round 1 Public Meetings



October – November, 2023



HELP

#EndTheStreakTX

End the streak of daily deaths on Texas roadways.

TxDOT.gov (Keyword: #EndTheStreakTX)



#EndTheStreakTX Toolkit

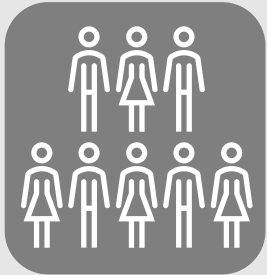




Learn about the statewide active transportation planning process



Review recent data gathered



Share your input and comments



ROUND 1
STATEWIDE IN-PERSON PUBLIC MEETING
LOCATIONS AND DATES
4:30 to 6:30 p.m.



ROUND 1
STATEWIDE VIRTUAL PUBLIC MEETING
WEBSITE



TxDOT.gov | Keywords: “Statewide Active Transportation”

What is an active transportation plan?



UNDERTAKING A FIRST-TIME EFFORT TO DEVELOP A COMPREHENSIVE STATEWIDE ACTIVE TRANSPORTATION PLAN

This active transportation plan ...

Will provide recommendations for improving conditions for bicycling, walking, rolling, or other modes that are typically human-powered, non-motorized transportation

May include recommendations for smaller electric-powered micro-mobility options such as e-scooters and e-bikes

Will inform decisions and establish priorities and policies through 2050

Will prioritize improvements in places of highest need

Will set performance metrics to monitor progress



The Texas Active Transportation Plan is a collaborative effort to advance walking, biking, and rolling as viable options toward a safe, accessible, connected, and fully integrated multimodal transportation system for all Texans.

The plan will support healthy, economically vital, and resilient communities with innovative solutions to increase active mobility.

Plan development timeline



WE ARE
HERE



FALL
2023

GATHER DATA AND INPUT

Vision Workshop and Data Collection

Stakeholder and Public Meetings Round 1



WINTER
2023

ANALYSIS

Existing Conditions Report

Public meeting feedback analysis



SUMMER
2024

DRAFT PLAN REVIEW

Public and Stakeholder Meetings Round 2



FALL
2024

FINAL PLAN ADOPTION

Public meeting feedback analysis

← PUBLIC AND STAKEHOLDER OUTREACH →



Possible scenarios that could mean additional active transportation users:

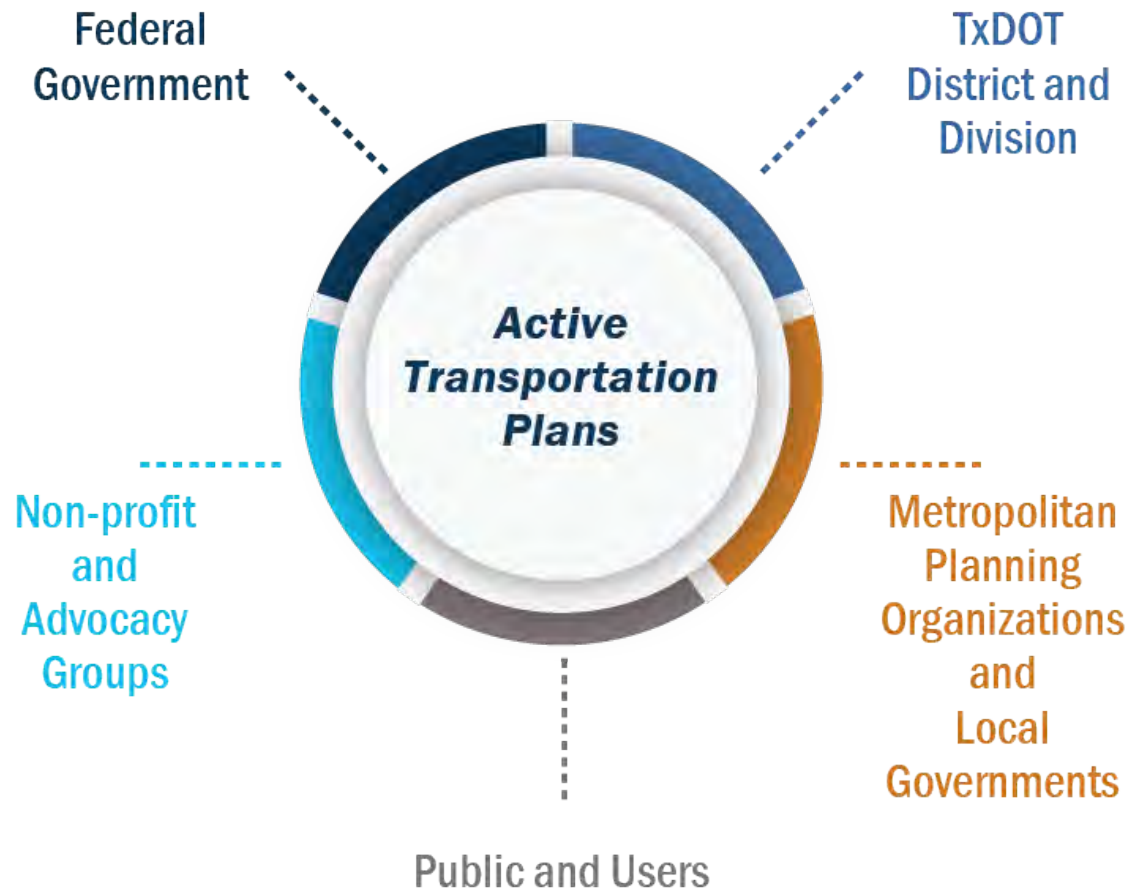
- Twelve million more people in Texas by 2050
- Aging populations and younger generations may want alternatives to driving
- Expanded active transportation networks will improve mobility and connectivity options for Texans
- Emerging technology could improve safety therefore making active transportation more comfortable for users

■ Rural communities and growing suburban areas may need enhanced mobility options to improve access to jobs

Reasons this plan is important



- Providing safe, interconnected and well-maintained pedestrian, bicycles, and micromobility networks is essential for the following:
 - Creating livable and sustainable communities
 - Improving residents' quality of life
 - Supporting the use of mobility devices, walking and bicycling as viable travel options
- Active transportation choices can contribute to healthier residents, reduce congestion, and support economic development



OTHER MAJOR, RELATED TxDOT PLANNING EFFORTS

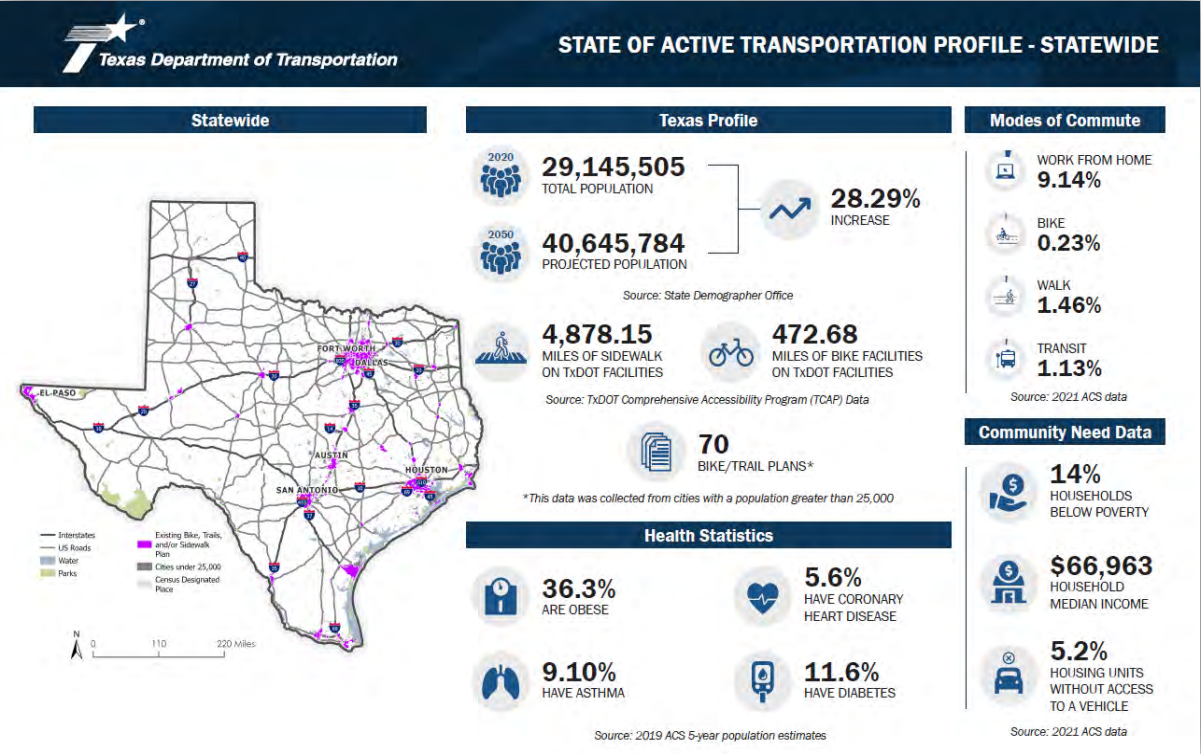
The following efforts are also currently being conducted by TxDOT teams in coordination with many of the stakeholders shown on the left:

- District Bicycle Plans
- Statewide Long-Range Transportation Plan Update
- Statewide Multimodal Transit Plan

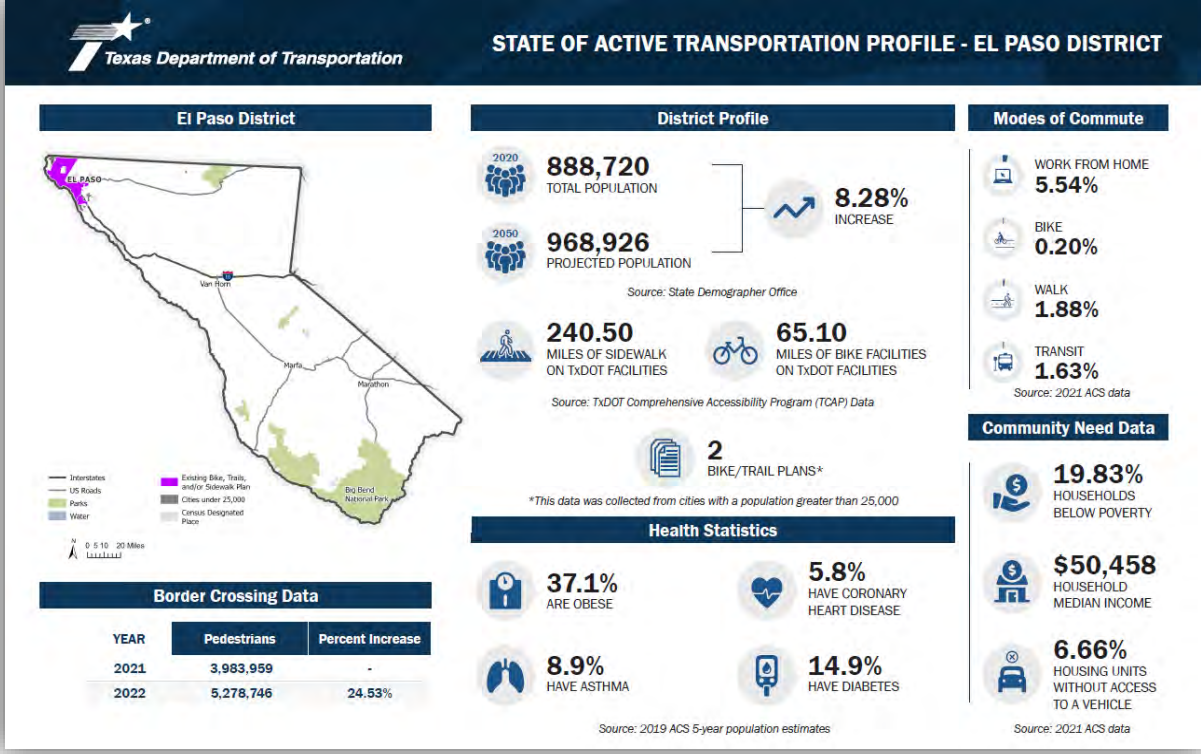
State of active transportation profiles



STATEWIDE



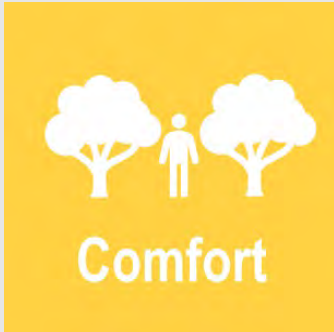
TxDOT DISTRICTS



Border Crossing Data

YEAR	Pedestrians	Percent Increase
2021	3,983,959	-
2022	5,278,746	24.53%

What matters most to you?



TELL US WHAT MATTERS MOST TO YOU



What are successful implementation projects that we should showcase and repeat in your community?



What are the largest opportunities in your community to

- Wall
- Bike
- Get around in a wheelchair
- Micromobility
- Other



What one active transportation network improvement would have the biggest impact on your community?



What are the largest challenges that have prevented implementation?



PROVIDE INPUT



Interactive Map and Survey

Visit the survey station or website to submit a location-specific comment on our interactive map.



Mail or E-Mail

SATP

PO BOX 5459

Austin, TX 78763

bikened@txdot.gov



Voicemail

(800) 671-9854

To be included in the public involvement summary, comments must be received or postmarked by November 30, 2023



THANK YOU!

CONTACT:

Greg Reininger, Project Manager
TxDOT Public Transportation Division

☎ **(800) 671-9854**

✉ **bikeped@txdot.gov**



TxDOT.gov | Keywords: “Statewide Active Transportation”

The Economic Impact of Walkable and Bikeable Communities

Bicycle and Pedestrian Advisory Committee
11.15.23

Stu Burzette



The Economic Impact of Walkable and Bikeable Communities

Multimodal context sensitive streets can create benefits and positive impacts in these areas:

Property Value and Property Tax

Customer Spending and Sales Tax

Reduced Maintenance

Job Creation

New Businesses and Reduced Vacancies

Rent Premiums

Car Ownership Costs

Health



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Property Value and Tax



Dallas: The Katy Trail resulted in an **80 percent increase** in property values within eight years¹

Gainesville (FL): **Seven percent increase** in property tax revenue following a road diet project⁴



DFW: Housing in walkable urban areas had a price premium of **103 percent** compared to auto-oriented suburban locations (2019)²

Tempe (AZ): **\$587,000 total increase** for single-family home values due to the presence of cycling infrastructure³



Customer Spending and Sales Tax

NYC: Pedestrians and bicyclists generate about **\$50 more per week** than drivers in retail sales⁵



San Francisco: Local establishments had a **22 percent** increase in sales along a context sensitive corridor over a five-year period⁶

Lancaster (CA): **26 percent growth** in sales tax revenue within three years of improvements in a single corridor⁸

DC: Neighborhoods with higher walkability scores translates to an **80 percent increase** in retail sales compared to less walkable neighborhoods⁷

San Francisco: **12 percent increase** in sales tax revenue within three years of improvements, twice the rate of the control corridor⁹



Reduced Maintenance

Charlotte (NC): Increased walkable, bikeable neighborhoods are projected to save the city **\$7 annually per new resident** compared to the current growth pattern¹⁰

Upper Great Plains Transportation Institute: Increased density (usually cities with more walkable and/or bikeable infrastructure) is associated with decreased per capita construction, maintenance, and operational costs¹¹



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Job Creation



Lancaster (CA): 64 percent increase in jobs within three years of complete street project completion¹²

- 61 percent higher than the citywide rate



Political Economy Research Institute¹³:

- Every \$1 million spent on bicycle infrastructure projects creates approximately **11.4 jobs**
- Every \$1 million spent on road-only projects creates approximately **7.8 jobs**



New Business and Reduced Vacancies

West Jefferson (NC): Multimodal street reconstruction resulted in **10 new businesses**¹⁴

Lancaster (CA): **Gained 40 new businesses** within two years of a \$10 million pedestrian-oriented improvement project¹⁵

NYC Union Square: **47 percent reduction in commercial vacancies** following the construction of protected bike lanes, pedestrian plaza, and intersection improvements¹⁶

- 45 percent higher than Manhattan's rate overall

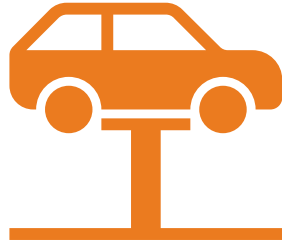


Rent Premiums

DFW: Offices in walkable areas have a **20 percent rent premium** over auto-oriented locations (2021)¹⁷



Car Ownership Cost



“the average yearly cost to own and operate a new vehicle in 2022 is **\$10,728**, or **\$894** per month” – AAA¹⁸

Equates to...

- **\$206** per week
- **\$29** per day

Health

Portland: Estimated healthcare savings between **\$344 million to \$594 million** as a result of bicycling from 1991 to 2004¹⁹



Summary

Multimodal context sensitive streets can create benefits and positive impacts in these areas:

- Property Value and Tax
- Customer Spending and Sales Tax
- Reduced Maintenance
- Job Creation
- New Businesses and Reduced Vacancies
- Rent Premiums
- Car Ownership Costs
- Health

See slide deck notes for links to references

Next steps – NCTCOG adding report to website soon



CONTACT US



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Anna Laura Harmjanz

Intern

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NCTCOG PRESENTATION

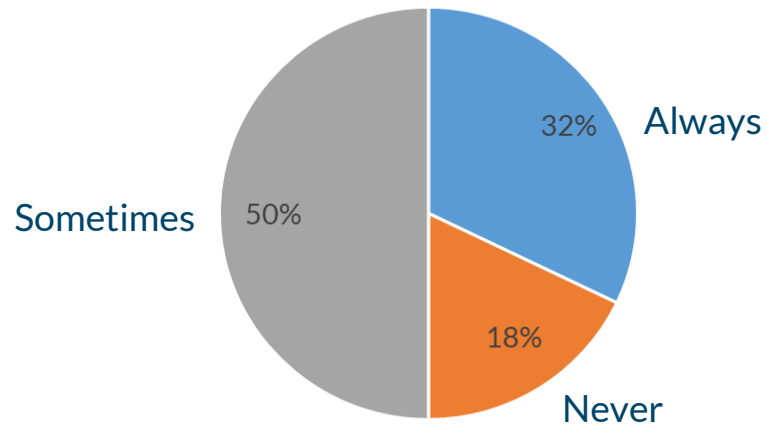
Bicycle and Pedestrian Advisory Committee Member Survey Results

Daniel Snyder | Bicycle and Pedestrian Advisory Committee |
11.15.2023

BPAC Meeting Summaries

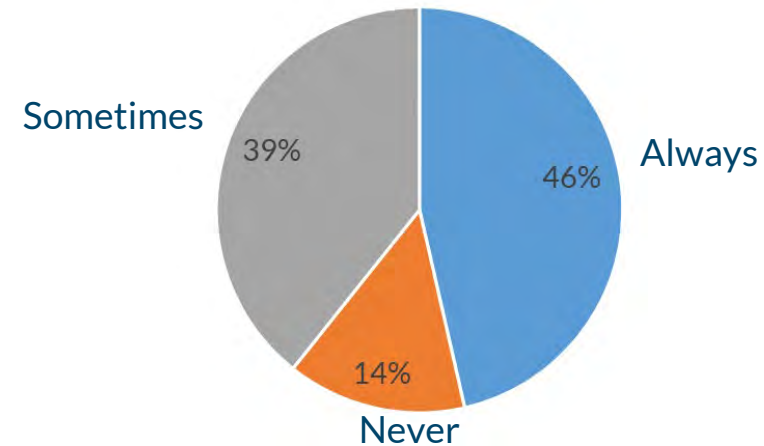
Do you typically read the BPAC meeting summaries?

Responses		
Always	9	32%
Never	5	18%
Sometimes	14	50%
Total Responses:	28	100%



Do you find the contents of the BPAC meeting summary useful?

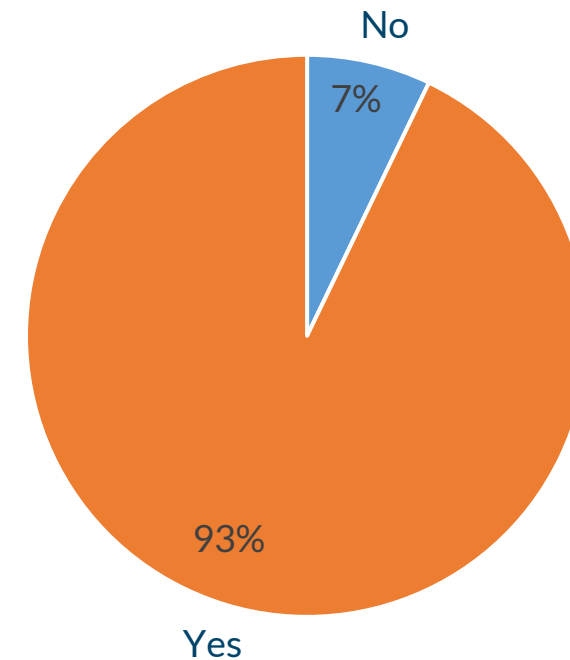
Responses		
Always	13	46%
Never	4	14%
Sometimes	11	39%
Total Responses	28	100%



BPAC Presentation Slides

Do you find it helpful for the presentation slides to be provided after the meeting?

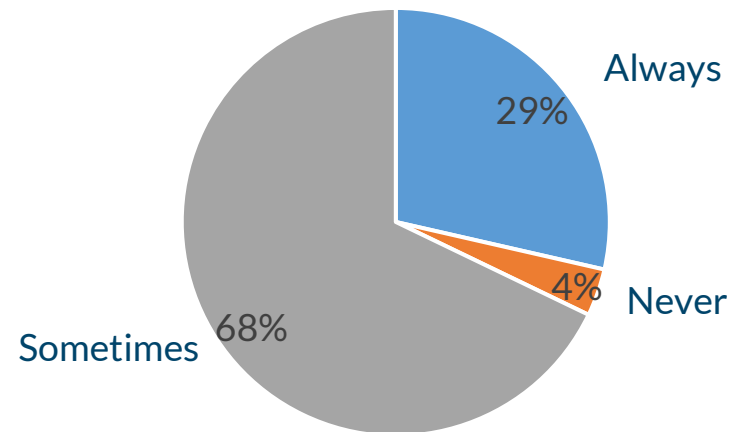
Responses		
Yes	26	93%
No	2	7%
Total Responses	28	100%



BPAC Content Engagement

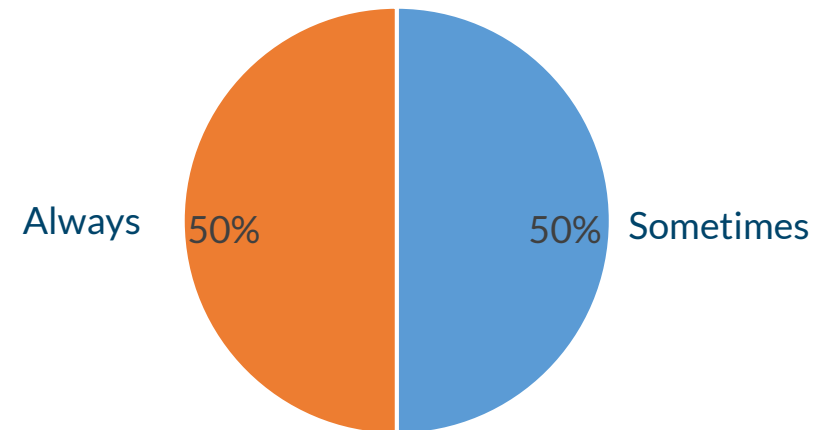
How often do you share information presented at the BPAC meeting with other members of your agency?

Responses		
Always	8	29%
Never	1	4%
Sometimes	19	68%
Total Responses	28	100%



Is the content presented at the BPAC meeting informative and engaging?

Responses		
Always	14	50%
Sometimes	14	50%
Total Responses	28	100%



Do you have any recommendations on how to improve the management and/or structure of the BPAC meeting?

Something to encourage more conversation/discussion would be helpful - maybe a topic is not a presentation but a discussion question. Meetings are good for best practices now but something to encourage more regional partnerships/initiatives would be good.

Maybe have some random question and answer time at beginning as ice breaker, such as 1) does your City require cushion sand under sidewalks? 2) what is your annual sidewalk removal / replacement budget and 3) if commercial development choose not to build sidewalks can your Council approve payment into a specified fund - what is the fee / LF ? Required?

Please allow a hybrid option for those with scheduling conflicts.

Provide option for web-meeting.

More donuts... just kidding. Really impressed with the quality and content of the presentations.



Presentation topics desired in a future BPAC meeting

Topics on best practices when preparing the TxDOT Transportation Alternatives application and packet. Hearing directly from TxDOT program administrators about what they are looking for in their review process and using successful applications as part of their review would be very helpful.

Navigating the design of multi-modal trails and TxDOT.

Trail, bridges, the FEMA submittal process.

Grant processes and availability. Also, information on how leaders are making their cities more bike- and pedestrian-friendly.



Presentation topics desired in a future BPAC meeting

Placemaking events for bicycle and pedestrian mobility;
example: vivacallesj.org Best practices for establishing new shared-use lane network
Overcoming challenges of aligning trails through private properties that extend into creeks

Has anyone been providing QR codes around trails to display a virtual map of bike routes and current locations?

Bicycling and economic development case studies.

Safety experience and usage of on-street trails on major arterials

PROWAG, education/encouragement initiatives, curb ramp design (meeting PROWAG in constrained ROW), local (city) BPAC best practices, wayfinding

What infrastructure is being installed in suburban communities. More data related to latent demand (if you build it, do they come). Studies communities are doing.

Keep doing what you are doing.



Discussion



CONTACT US



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Transportation Planner

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NCTCOG PRESENTATION

Statewide Bicycle and Pedestrian Advisory Committee Update

Kevin Kokes, AICP | Bicycle and Pedestrian Advisory
Committee | 11.15.2023

Statewide Pedestrian Safety Action Plan



September 2023 TxDOT published the Texas Pedestrian Safety Action Plan (PSAP) to address the rising number of pedestrian-related crashes.

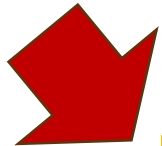
- Systematic and targeted crash analysis to identify priority locations and engineering-related, educational, programmatic, and operational countermeasures.
- Local agencies and Metropolitan Planning Organizations (MPOs) can use this information to help identify and program roadway investments.
- The PSAP will be forwarded to the Texas Transportation Commission for endorsement and discussion about next steps for funding and implementation.
- More information: including the Statewide PSAP Summary Report and District-Specific Summary Reports can be found online: <https://www.txdot.gov/about/advisory-committees/bicycle-pedestrian-advisory-committee/pedestrian-safety-action-plan.html>



TxDOT 2023 Statewide Transportation Alternatives Program Call for Projects

Texas Transportation Commission awarded \$45+M for projects in the DFW Region

- \$345 million in funding statewide (received \$1.4 billion in requests)
- Congratulations to each of the agencies in the region awarded funding!



Project Title	Project Sponsor	Funding Awarded
Cotton Belt / Silver Line Rail Trail	Dallas Area Rapid Transit	\$ 25,000,000
Denton Pecan Creek Trail Shared Use Path	City of Denton	\$ 10,971,904
Five Mile Creek Trail from Westmoreland Rd to S Hampton Rd	City of Dallas	\$ 6,660,324
Active Transportation Plan	City of Weatherford	\$ 966,000
Richmond-Clardy Sidewalk Improvements	City of Quinlan	\$ 704,269
Keller Pedestrian Facilities Master Plan	City of Keller	\$ 478,400
Valley View Lane & Mercer Pkwy Pedestrian Crossing	City of Farmers Branch	\$ 223,215
Citywide Trails and Bikeways Master Plan	City of Greenville	\$ 197,800
2024 Active Transportation Plan	City of Colleyville	\$ 118,680
	Total:	\$ 45,320,592

Deadline: December 8th to submit modifications to the TIP to program the project funding.



Safe Streets and Roads for All (SS4A)

2023 Awards: Planning and Demonstration Grants

Congratulations to the cities in the region that were awarded funding!

Project Title	Lead Applicant	Funding Award
City of Arlington - ADA Transition Plan	City of Arlington	\$ 385,000
SS4A Action Plan Grant for the City of Balch Springs, Texas	City of Balch Springs	\$ 160,000
Brownsville Safety Demonstration Project	City of Brownsville	\$ 256,244
City of Frisco TX Safety Action Plan	City of Frisco	\$ 280,000
Mansfield Active Transportation and Safety Plan	City of Mansfield	\$ 548,800
City of McKinney Safety Action Plan	City Of McKinney	\$ 240,000
SS4A Action Plan Grant for the City of Mesquite, Texas	City of Mesquite	\$ 256,000
Midlothian Mobility Safety Action Plan	City of Midlothian	\$ 107,284
Saginaw Comprehensive Safety Action Plan	City of Saginaw	\$ 184,000
City of Terrell Road Safety Action Plan	City of Terrell	\$ 168,000
Watauga Safe Streets and Roads for All Action Plan	City of Watauga	\$ 160,000
Weatherford Comprehensive Safety Action Plan	City of Weatherford	\$ 224,000
Total:		\$2,969,328



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