

North Central Texas  
Council of Governments

## **BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE**

North Central Texas Council of Governments  
Transportation Council Room  
May 20, 2020  
2:00 p.m. – 4:00 p.m.

2:00 – 2:10 (10 min)	<b>1. Welcome – Introductions</b> Introduction of Committee and leadership. Discussion of the February 19, 2020 BPAC Meeting Summary as necessary.	Jessica Shutt, City of Richardson
2:10 – 2:25 (15 min)	<b>2. Local Community Updates</b> a. <a href="#">Marilla Street Makeover</a> – Daniel Church, City of Dallas b. <a href="#">Upcoming Events and Training Sessions</a>	Various BPAC Members and Guests
2:25 – 2:40 (15 min)	<b>3. Dallas District Pedestrian Safety Issues</b> Overview of the TxDOT Dallas District study of pedestrian crashes from 2008-2017 detailing crash factors, trends and pedestrian exposure levels.	Minh Le, Texas Transportation Institute (TTI)
2:40 – 2:55 (15 min)	<b>4. Cotton Belt Trail Update and Context Sensitive Elements</b> Overview of the Cotton Belt Trail extension and redesign of Dallas Road, including the design elements used to change a vehicular zone into a hub that will accommodate pedestrians and bicycles comfortably.	Kathy Nelson, City of Grapevine
2:55 – 3:10 (15 min)	<b>5. Green Bike Parking Pilot Project</b> Overview of a parklet pilot project in the Dallas Bishop Arts District funded by NCTCOG that incorporates bicycle storage and creates a barrier between sidewalk activity and automobile traffic, increasing comfort levels and safety for vulnerable users.	Amanda Popken, Amanda Popken Development
3:10 – 3:45 (35 min)	<b>6. NCTCOG Updates</b> a. <a href="#">FHWA Bikeway Facility and Design; free course opportunity</a> – Matt Fall b. <a href="#">2020 Bike to Work Day on September 22</a> – Matt Fall c. State Bicycle Advisory Committee Meeting Update – Kevin Kokes d. <a href="#">Trail Count Data in Response to COVID-19</a> – Daniel Snyder	NCTCOG Staff
3:45 – 4:00 (15 min)	<b>7. Other Business/Open Discussion</b> This item provides an opportunity to bring items of interest before the Committee or propose future agenda items.	Jessica Shutt, City of Richardson

### **Next BPAC Meeting**

The next meeting of the Bicycle and Pedestrian Advisory Committee is scheduled for **August 19, 2020**, at 2:00 p.m. in the Transportation Council Room of the North Central Texas Council of Governments. Preceding the BPAC meeting, a pre-recorded webinar by the Association of Pedestrian and Bicycle Professionals (APBP) will be presented beginning at 1:00 p.m. The topic is to be determined.

## Bicycle and Pedestrian Advisory Committee – 2020 Roster

<b>Agency Representing</b>	<b>Name</b>
Town of Addison	Janna Tidwell
City of Allen	Krishan Patel
City of Arlington	Anthony Cisneros
City of Bedford	Michele Wilson
City of Burleson	Heather Houseman
City of Carrollton	Marcos Fernandez
City of Cedar Hill	Shawn Ray
City of Cleburne	Aaron Dobson
City of Colleyville	Lisa Escobedo
City of Coppell	John Elias
City of Dallas	G. "Gus" Khankarli
City of Denton	Marc Oliphant
City of DeSoto	Tony Irvin
City of Duncanville	Athena Seaton
City of Euless	Alexander Harvey
City of Farmers Branch	Mitzi Davis
Town of Flower Mound	Kari Biddix
City of Fort Worth	Jeremy Williams
City of Frisco	Robert Caskey
City of Garland	Josue De la Vega
City of Grand Prairie	Brett Huntsman
City of Grapevine	Kathy Nelson
City of Greenville	Letora Anderson
City of Haltom City	Melissa Eckert
City of Irving	Cody Owen
City of Keller	Cody Maberry
City of Lancaster	Emma Chetuya
City of Lewisville	Stacie Anaya
City of Mansfield	Chris Ray
City of McKinney	Robyn Root
City of Mesquite	Wes McClure
City of Midlothian	Heather Dowell
City of North Richland Hills	Joe Pack
City of Plano	Christina Sebastian
City of Richardson	Jessica Shutt
City of Southlake	Stephanie Taylor
City of The Colony	Eve Morgan
City of Waxahachie	Colby Collins
City of Weatherford	Chad Marbut
City of Wylie	Robert Diaz
Dallas County	Minesha Reese
Ellis County	Joseph Jackson
Hood County	Scott Sopchak
Hunt County	Kevin St. Jacques
Rockwall County	Lee Gilbert
Tarrant County	Kristen Camareno
Wise County	Chad Davis
Dallas Area Rapid Transit	Patricio Gallo
Denton County Transportation Authority	Tim Palermo
North Texas Tollway Authority	Lori Shelton
Trinity Metro	Sandip Sen
TXDOT Dallas District	Melissa Meyer
TXDOT Fort Worth District	Phillip Hays



# Marilla Makeover

A Tactical  
Community-Led  
Demonstration Project



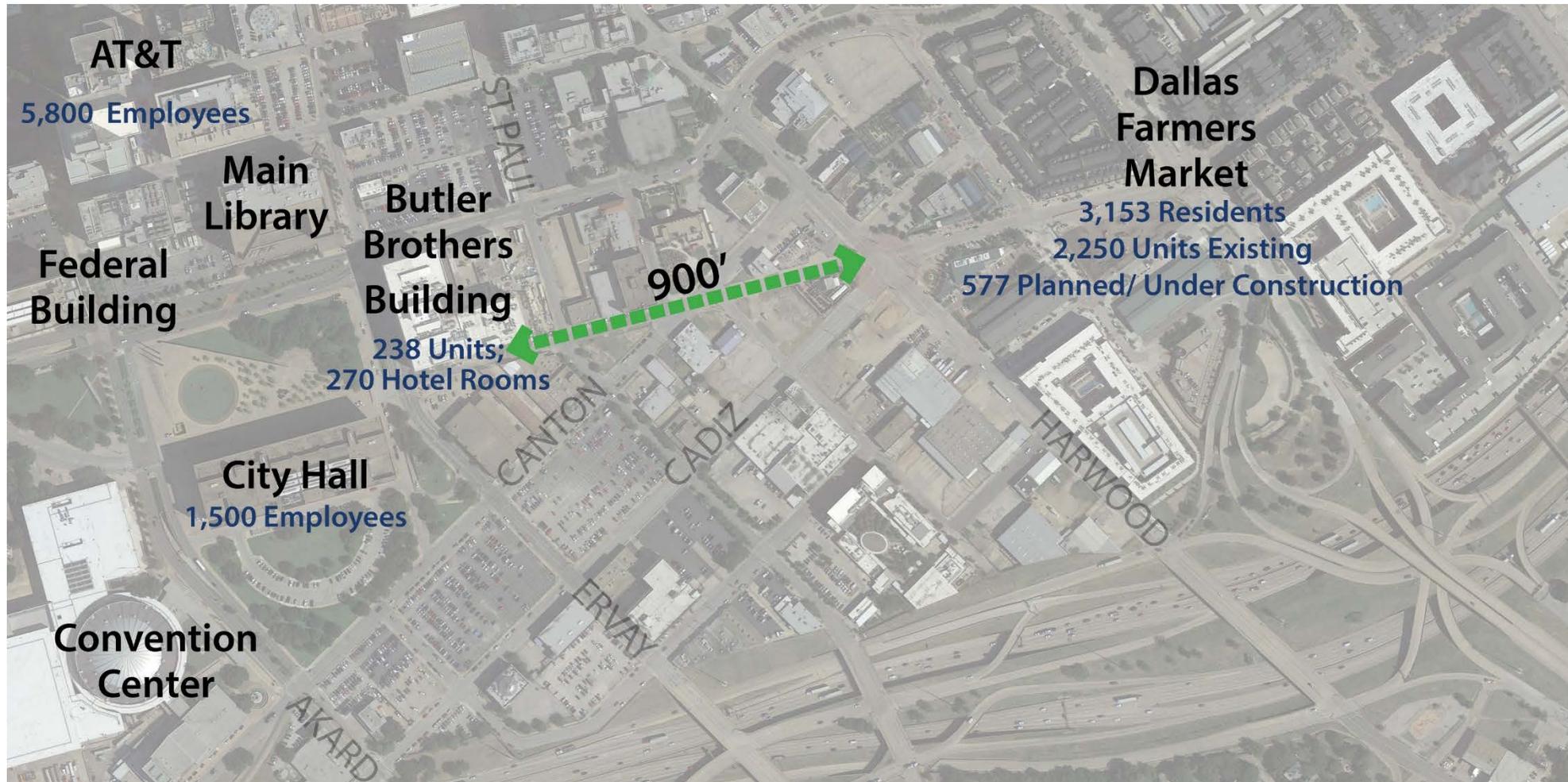
# Topics to Cover

- History of Project
- Planning Process
- Project Design
- Installation
- Grand Opening
- Results and Lessons
- Recommendations
- Project Team

# Marilla Street: 1930



# Marilla Street: Today



# History of Project

## Desire:

Improve poor pedestrian experience along Marilla between City Hall and Farmers Market with shade and other pedestrian improvements

## Goal:

Changing mobility patterns on this side of Downtown to encourage non-automotive mobility between the Farmers Market and Civic Center Districts

## The 360 Plan:

Advance Urban Mobility 5.6 – Establish The 360 Plan Bicycle and Pedestrian District Connector Maps as policy to incrementally advance bike and ped improvements through public and private development



# Conditions Prior to Improvements



# Conditions Prior to Improvements



# Traffic Prior to Improvements



# Marilla to Market Walk

- June 8, 2018
- 80+ participants
- City employees, downtown residents, local landowners, college students, visitors
- Collected survey data from participants and downtown residents/workers
- 162 survey total respondents

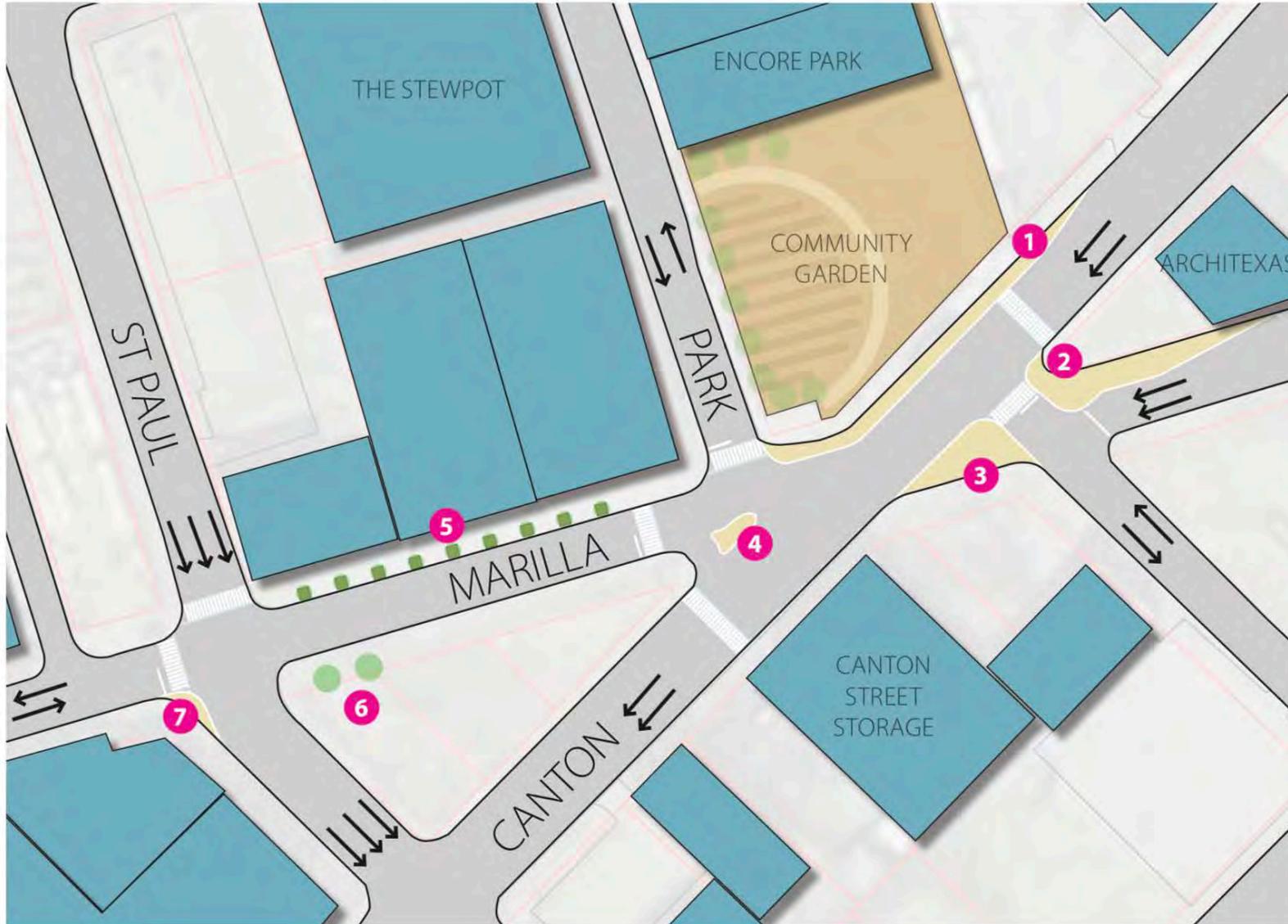




# Planning Process



# Project Design



- 1** **Eliminated a lane of traffic**  
The outer lane of traffic of Canton, already a flex parking lane, was closed to traffic and converted to a permanent parking lane.
- 2** **Reconfigured Marilla/ Park intersection, including 2 new crosswalks**  
The eastern intersection of Marilla and Park was restriped, reducing Marilla to two traffic lanes. Additionally, two new crosswalks were added.
- 3** **Eliminated Marilla to Park turn movement**  
The dangerous two-way to one-way movement on Marilla was eliminated, creating a large pedestrian island later used for an art installation.
- 4** **Created a traffic management island with 3 new crosswalks**  
A new traffic island was added at the western intersection of Marilla and Park, forcing drivers to make a left or right turn. Three new crosswalks were also added at this intersection.
- 5** **Planted 9 potted street trees**  
In coordination with the Urban Forestry Advisory Committee and DDI, nine temporary potted street trees were added to the street on the northern side of Marilla between St Paul and Park.
- 6** **Planted 2 permanent street trees**  
In coordination with the Urban Forestry Advisory Committee and DDI, two permanent street trees were added to the street.
- 7** **Created bulbout and 2 new crosswalks at Marilla/ St. Paul**  
The intersection of Marilla and St. Paul was restriped to eliminate a wide free-right turn and provide a much-needed crosswalk on St. Paul.

# Project Installation

**October 3rd:** Striping improvements installed.

**October 10th:** 9 potted street trees installed into planters provided by DDI.

**November 5th:** bcWorkshop unveiled temporary ADA improvements designed to solve difficult areas along the Marilla corridor.

**November 10th:** CityLab High School students designed and installed a street art project.

**November 13th:** 2 permanent sycamore trees planted.

## By the Numbers

1 Eliminated turn movement

2 Permanent Street Trees

7 New Crosswalks

9 Temporary Street Trees

190 Survey Respondents

4,200 Square feet of reclaimed pedestrian space

# Project Installation



# Grand Opening Celebration



- Friday, November 16th, 2018 between 11am and 2pm, attracting a large lunch crowd.
- Street fair with numerous booths by local vendors and non-profits
- Celebrated the CityLab High School Art Installations, including the street art
- Street furniture pop-up installation led by Better Block and Architexas that included a bandshell with live music and a large swing
- Two food trucks located in the Encore Park Community Garden.

# Results



**40%**

of respondents strongly agreed or agreed that the sidewalks are in good condition, up from 20% in June 2018.

**17%**

of respondents strongly agreed they felt safe walking along Marilla Street, up from 6% prior to the improvements

**32%**

of respondents strongly agreed or agreed that there are safe pedestrian crossings on Marilla Street, up from 23%.

# Project Team

## City of Dallas

- Planning + Urban Design
- Transportation
- Office of Special Events
- Office of Homeless Solutions
- Code Compliance
- Dallas Police Department

## Downtown Dallas, Inc.

## bcWorkshop

## The Stewpot

## Dallas Forestry Advisory Committee

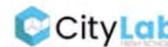
## Encore Park

## Better Block

## CityLab High School

## Architexas

## Ruibal's Plants



# Lessons

1. Actively engage all stakeholders early in the process
2. Working hand-in-hand with Transportation is key
3. You can never have too many partners



# Recommendations

1. Make semi-permanent some of traffic installations
2. Find long-term solution to homelessness in the area
3. Institutionalize tactical urbanism for neighborhood groups





# Greenville Avenue Bike Lanes



# Greenville Avenue Bike Lanes

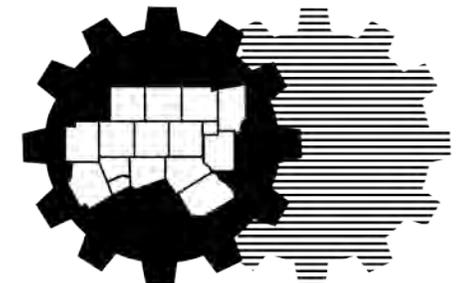


# UPCOMING EVENTS AND TRAINING

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**Bicycle and Pedestrian Advisory Committee**

**May 20, 2020**



**North Central Texas  
Council of Governments**



**ONLINE EVENT**

**CNU 28.Twin Cities**

**June 10-13, 2020**  
**Twin Cities, Minnesota**

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**[www.cnu.org/cnu28](http://www.cnu.org/cnu28)**



*America's largest active transportation and placemaking conference*



For information and registration:  
**walkbikeplaces.org**

# VIRTUAL



**2020** June 10-12, 2020  
Traffic Safety Conference



## 2020 VIRTUAL Traffic Safety Conference

Originally scheduled for  
June 10-12 in  
College Station, Texas

[groups.tti.tamu.edu/cts/2020-traffic-safety-conference/](https://groups.tti.tamu.edu/cts/2020-traffic-safety-conference/)

# Any events or training opportunities to add?

Any suggestions/topics for future training opportunities that NCTCOG could coordinate?

Contact:

Kevin Kokes, AICP  
kkokes@nctcog.org  
(817) 695-9275

OR

Matt Fall  
mfall@nctcog.org  
(817) 695-9207

# Plans and Projects Underway

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- Keller Parks and Trails Master Plan
- Flower Mound Parks and Trails Master Plan
- Grand Prairie Parks and Trails Master Plan Update
- Dallas County Mobility Plan
- Northlake Comprehensive Plan
- McKinney Parks and Trails Master Plan
- Plano Parks and Recreation Master Plan
- Weatherford Bicycle Master Plan
- Weatherford Thoroughfare Plan
- Rowlett Hike and Bike Trail Plan
- Rowlett Trails and Open Space Master Plan Update
- Lancaster Trails Master Plan Update
- Cedar Hill Trails Master Plan Update
- DeSoto Trails Master Plan Citywide Master Plan
- Wylie Citywide Master Plan
- Carrollton Trails Master Plan (early 2020)

# Plans and Projects Underway cont....

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## Regional Projects

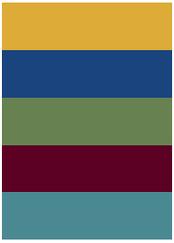
- **Regional Trail Connection:** Midlothian to Waxahachie Regional Veloweb (Preliminary Eng.)
- **Regional Trail Connections to Transit:** Lewisville to Irving (Lewisville, Carrollton, Coppell, Dallas County, Denton County, DCTA, DART, and NCTCOG)

# Understanding Dallas District Pedestrian Safety Issues



 **Texas A&M  
Transportation  
Institute**

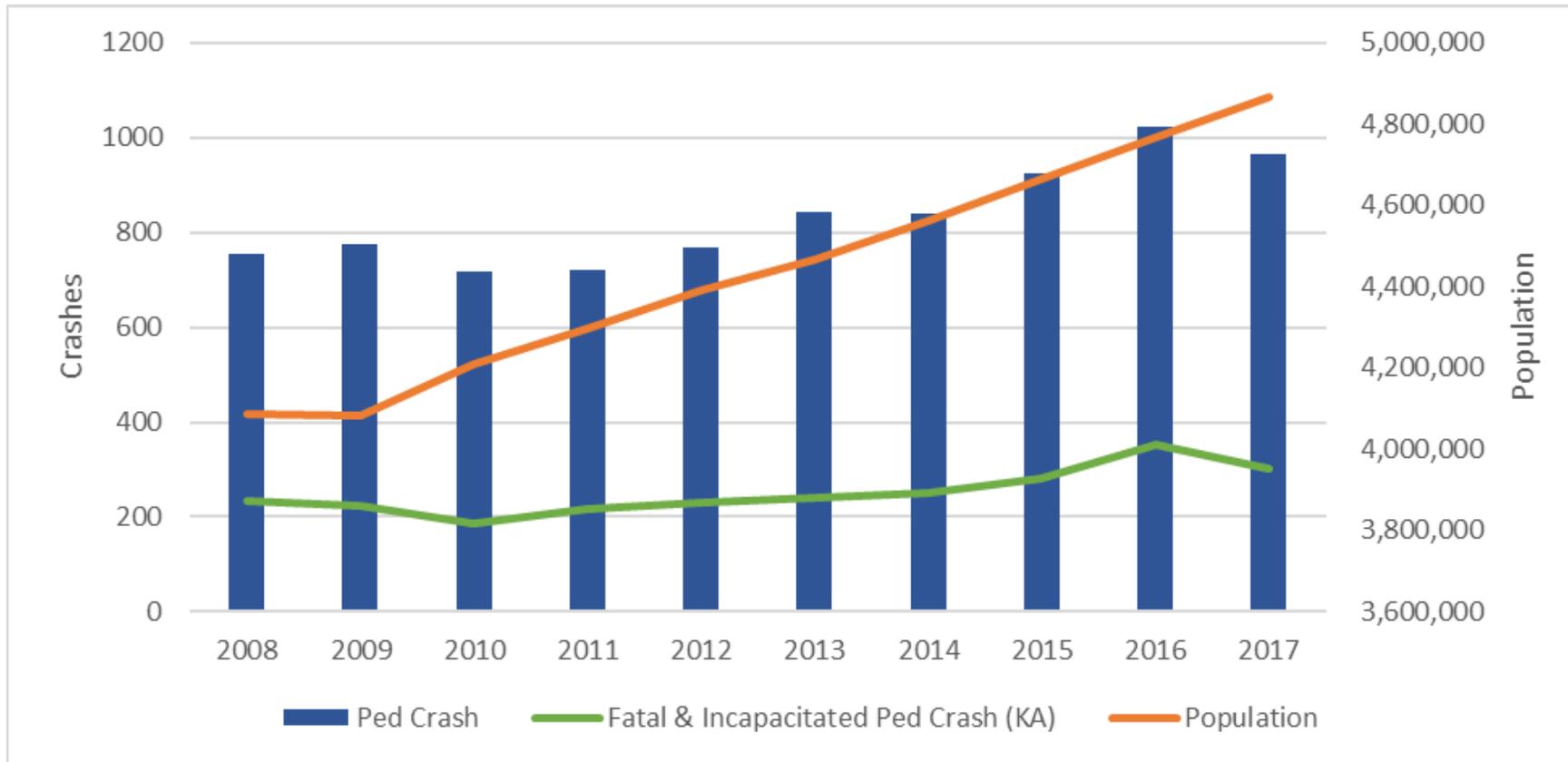
BPAC Meeting at NCTCOG  
May 20, 2020



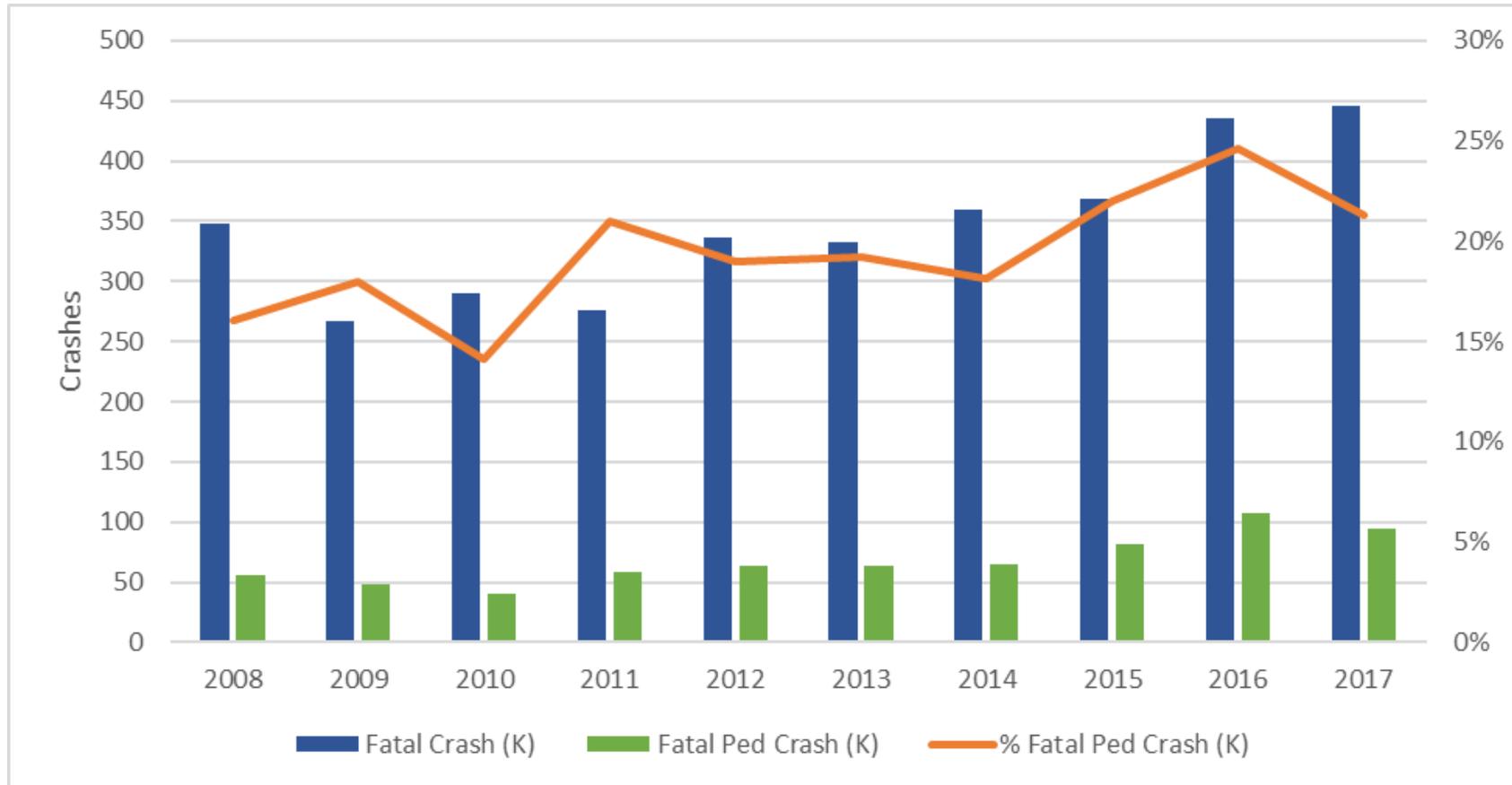
# Background

- Nationally, pedestrian fatalities increased 27% while all other traffic fatalities decreased 14% (2007-2016)
- 2016 Texas had 9<sup>th</sup> highest pedestrian fatality rate of 2.44 per 100k population
- 2016 Dallas County had 4<sup>th</sup> highest pedestrian fatalities with 84 (FARS)

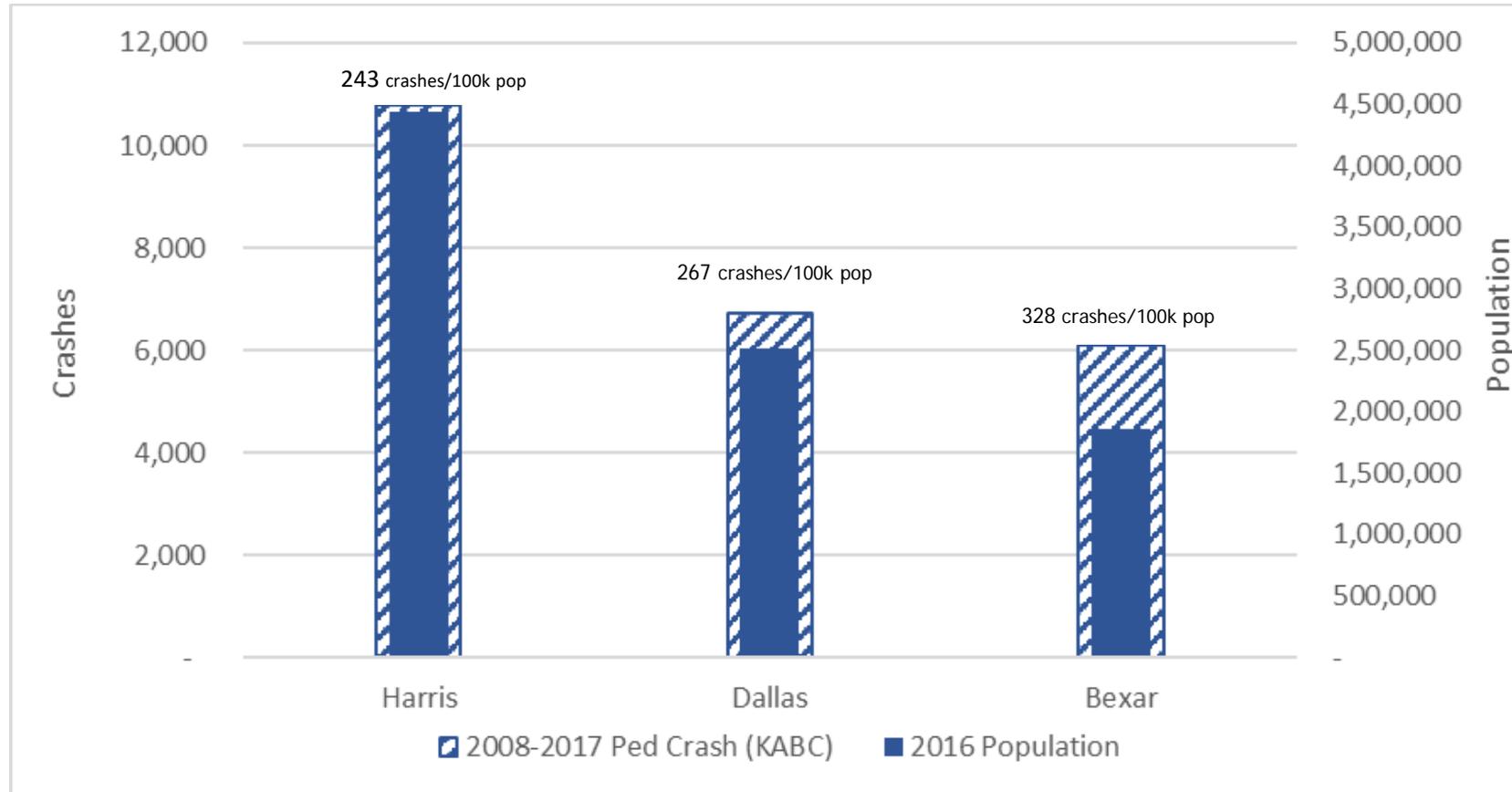
# Dallas District Pedestrian Crashes 2008-2017 (KABC)



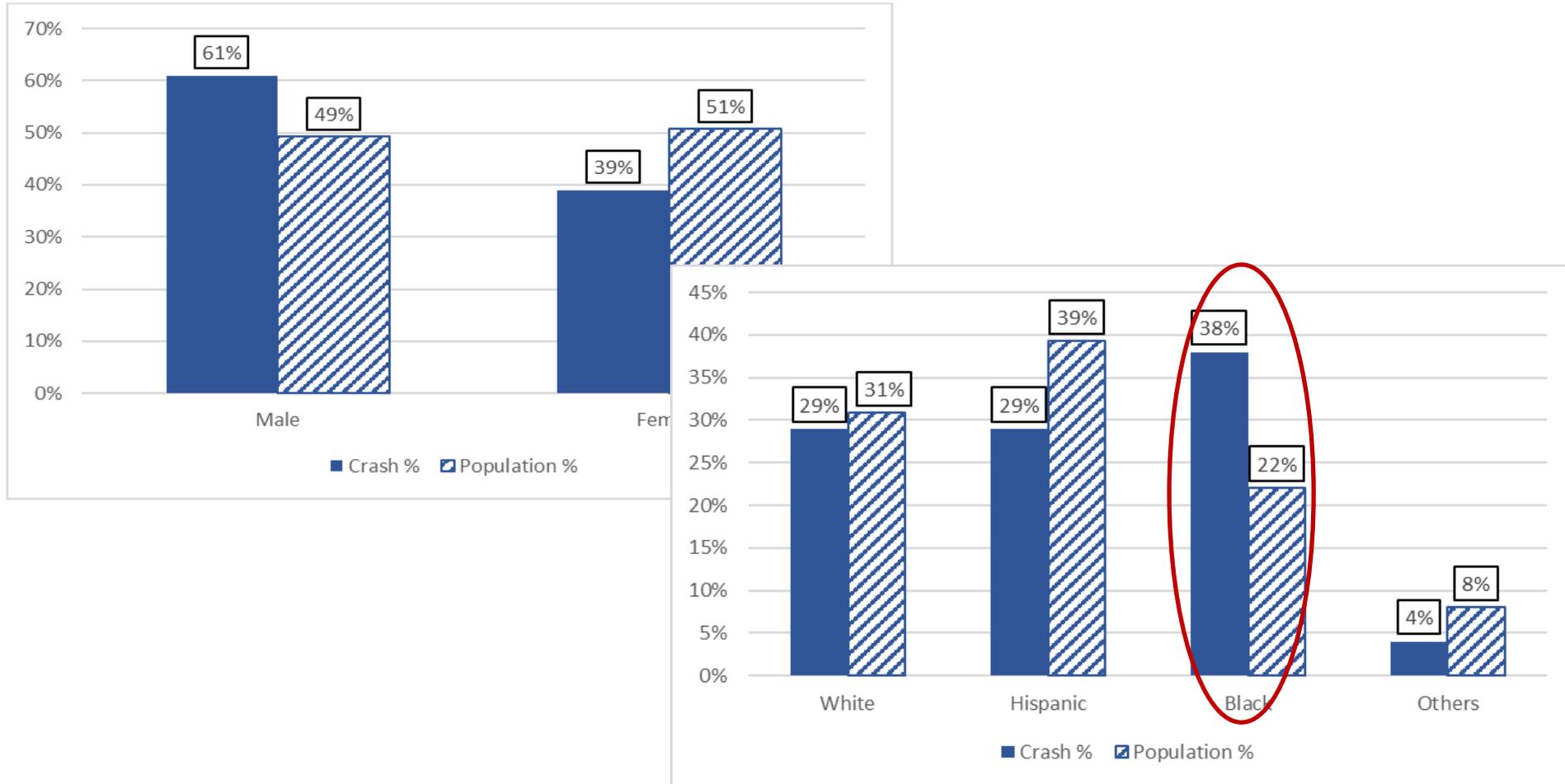
# Fatal Crashes vs. Fatal Pedestrian Crashes 2008-2017



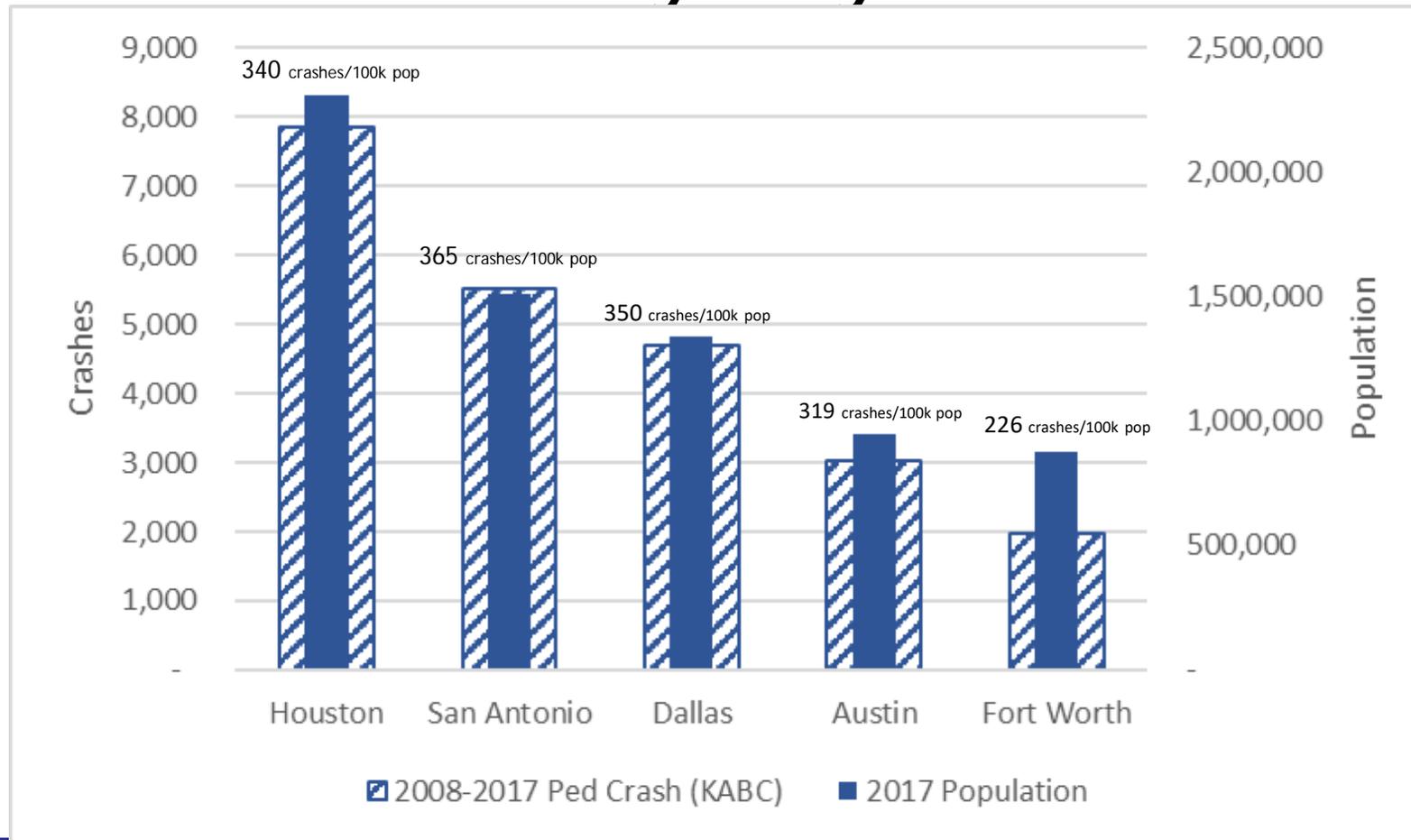
# Population and Pedestrian Crashes by County



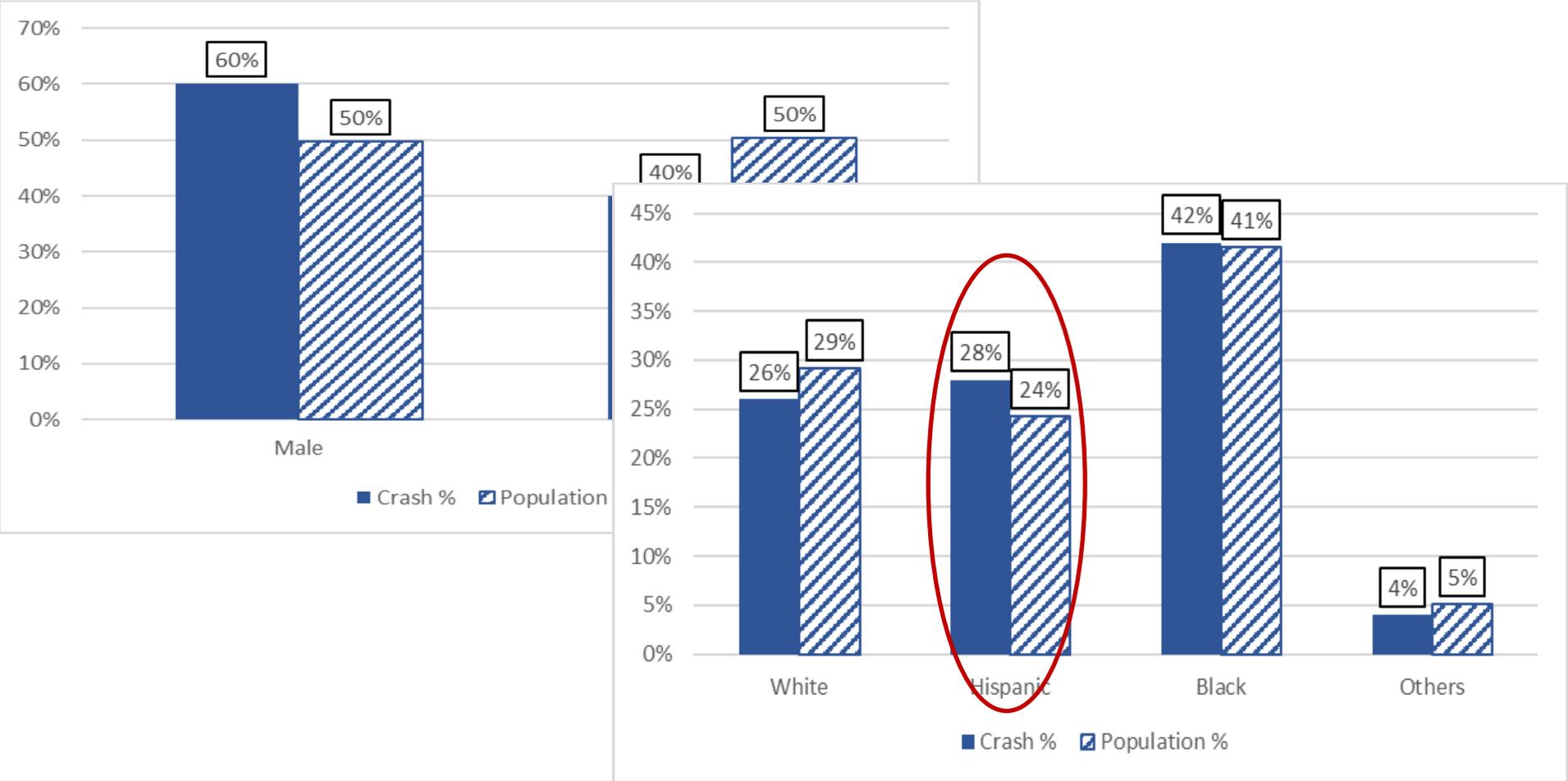
# Dallas County Ped. Crashes

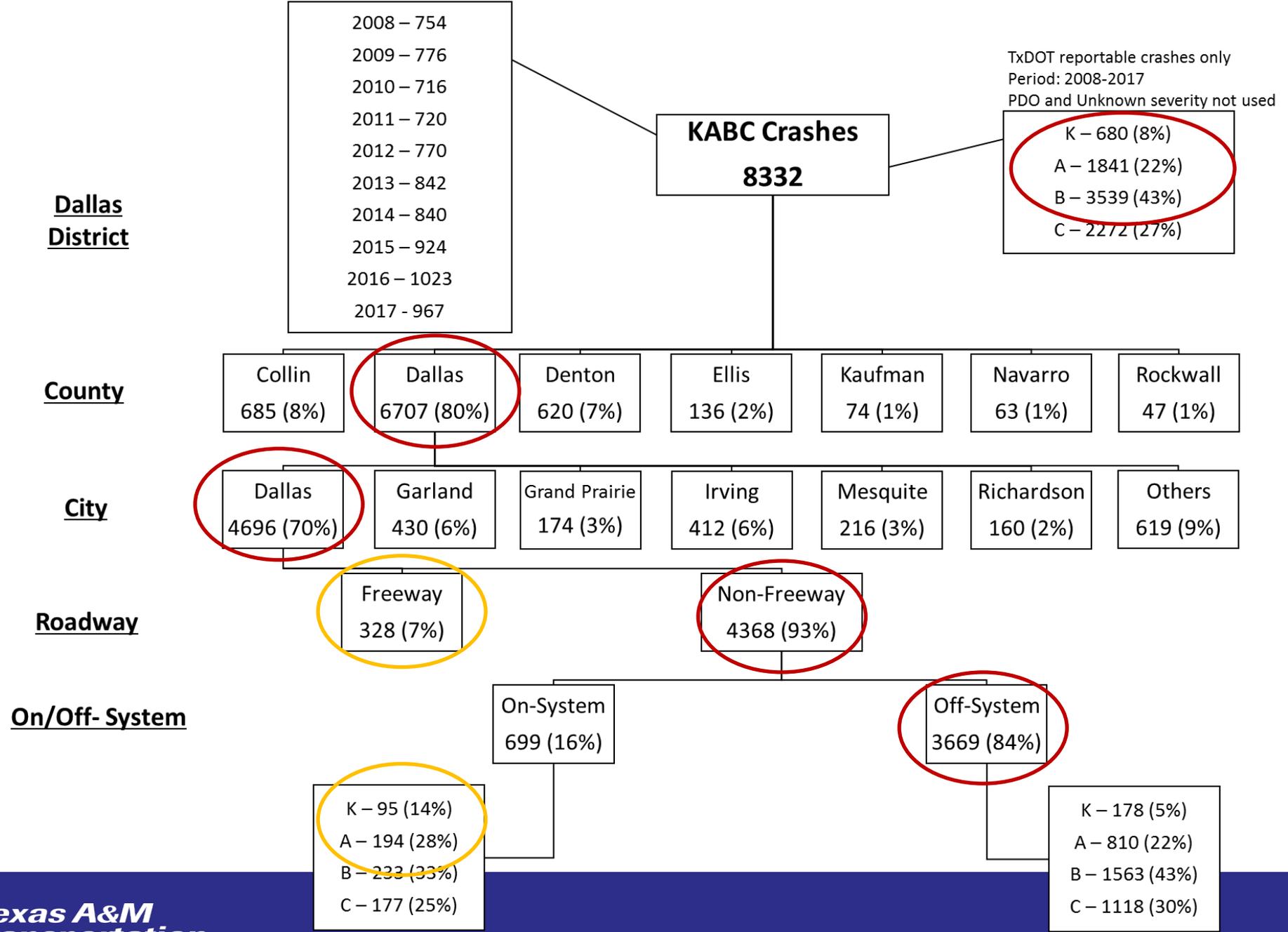
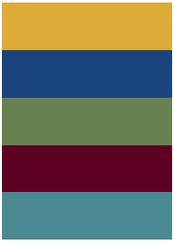


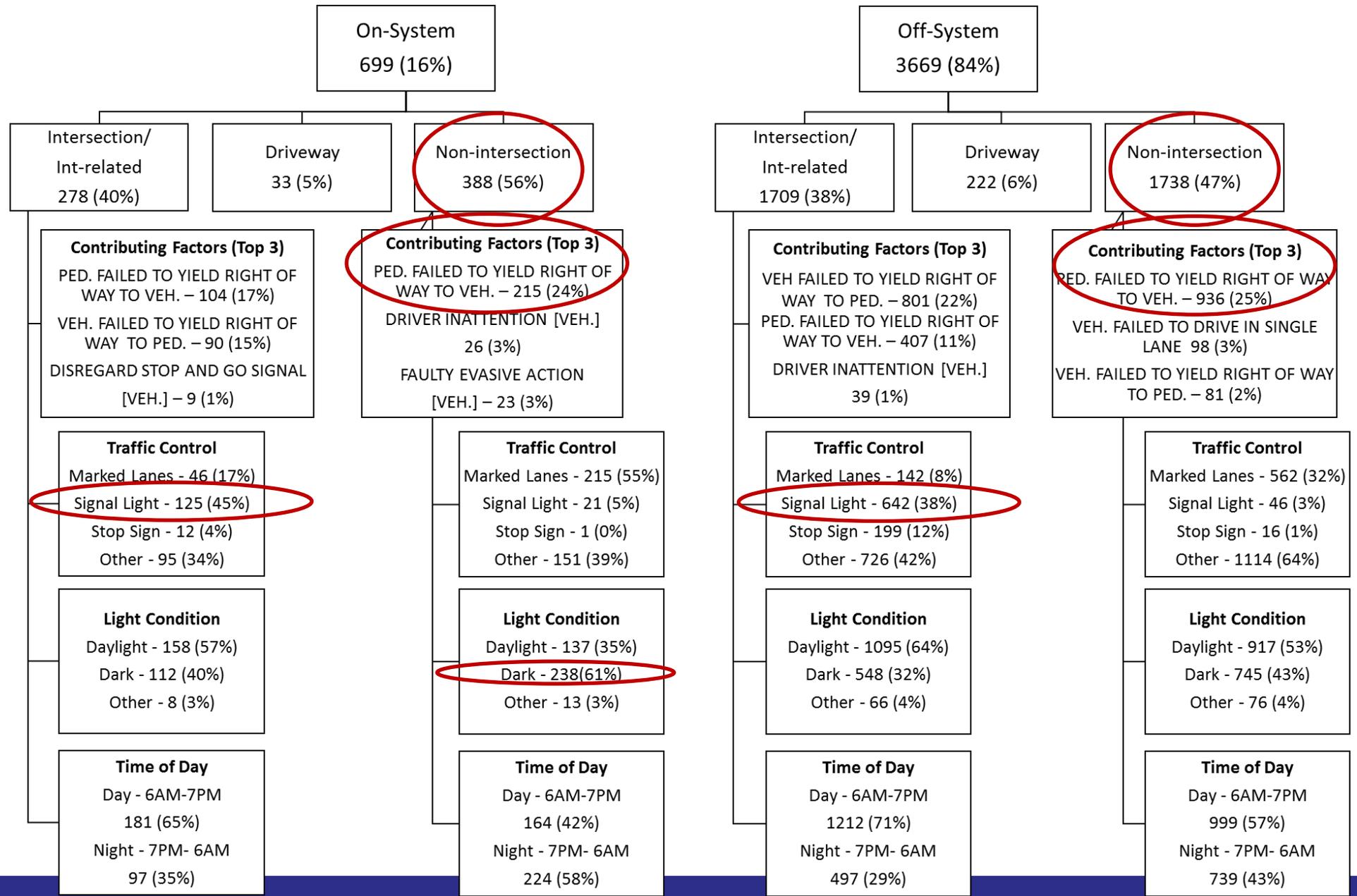
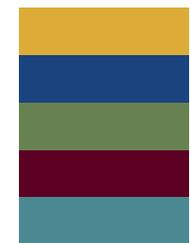
# Population and Pedestrian Crashes by City

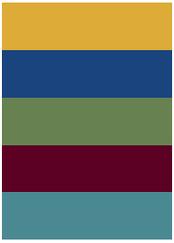


# City of Dallas Ped. Crashes





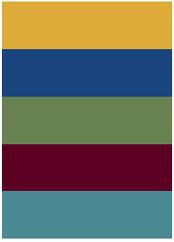




# Fatal Freeway Pedestrian Crashes

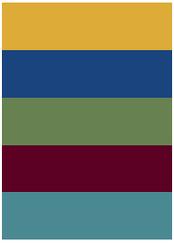
Pedestrian Action	Intended	Unintended*	Not stated	Grand Total
Crossing	38	4		42
Lying Down	2	2	1	5
Other	2	3		5
Standing	7	25		32
Unknown	1		2	3
Walking on main lanes	13			13
Walking on shoulders	3	1		4
<b>Grand Total</b>	<b>66</b>	<b>35</b>	<b>3</b>	<b>129</b>
<b>Percent of Total</b>	<b>51%</b>	<b>27%</b>	<b>2%</b>	

\* Pedestrians that are hit while outside of their vehicle such as attending to a broken-down vehicle, flat tire or after a crash. Note, 25 crash reports (19%) unavailable.



# City of Dallas Pedestrian Crashes

- Used GIS for Spatial Analysis
- Freeway Crash Clusters
- Nonfreeway Crashes
  - Combine crashes and exposure to prioritize intersections with most pedestrian safety risk
  - Estimate Pedestrian Exposure (volume) - land use, bus/LRT stops, sidewalks, population density, school, CBD, special generators, etc.



# Freeway Pedestrian Crashes

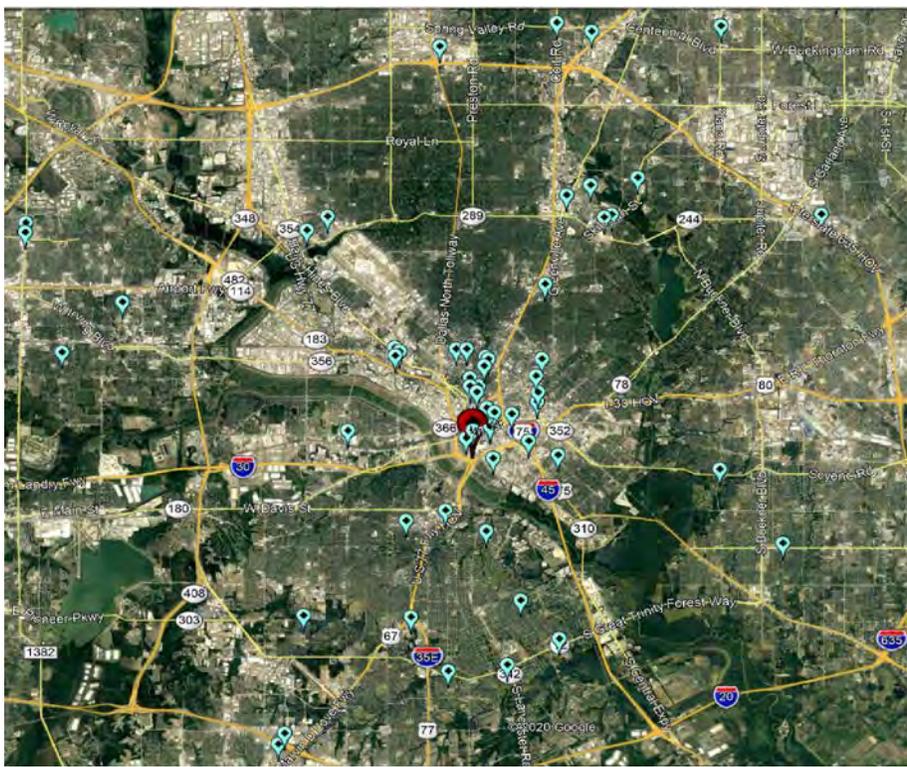
- 328 crashes on Dallas Freeways
- Clusters were formed if crashes were within 600 ft. each other
- 59 clusters
- Clusters were ranked by crash frequency and crashes per MVMT

# Freeway Pedestrian Crashes

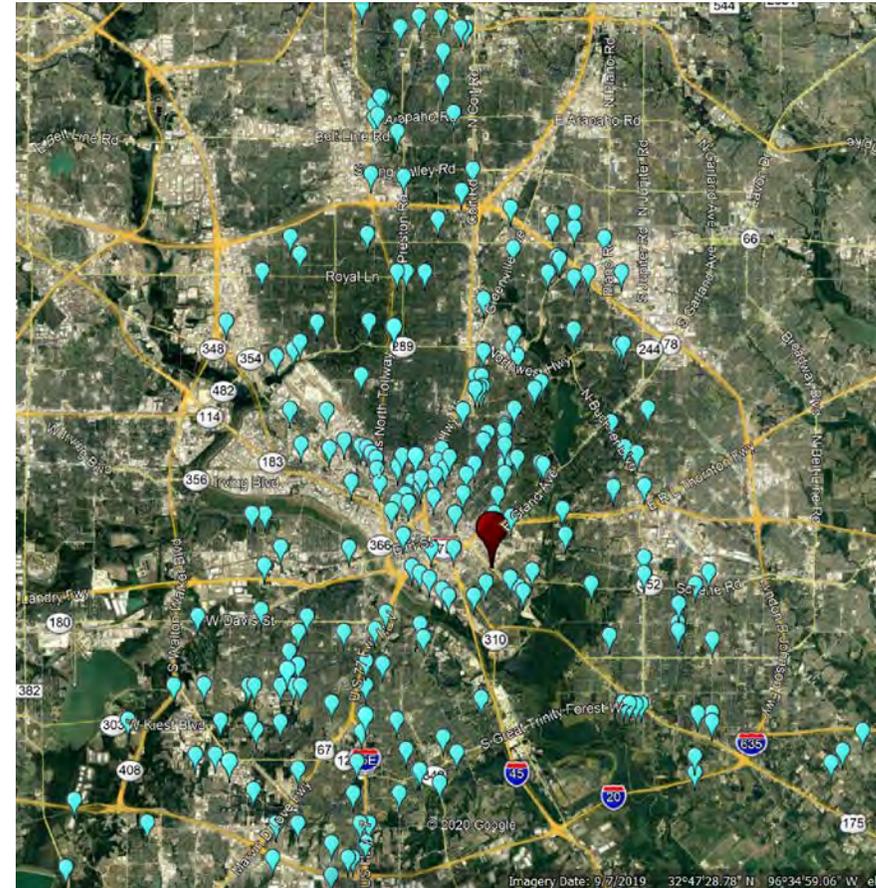
- IH30, St. Francis-Dilido
- #1 by Crash Frequency
- #6 by Crash Rate
- 1 ped. crash/year
- TxDOT constructed Pedestrian Bridge



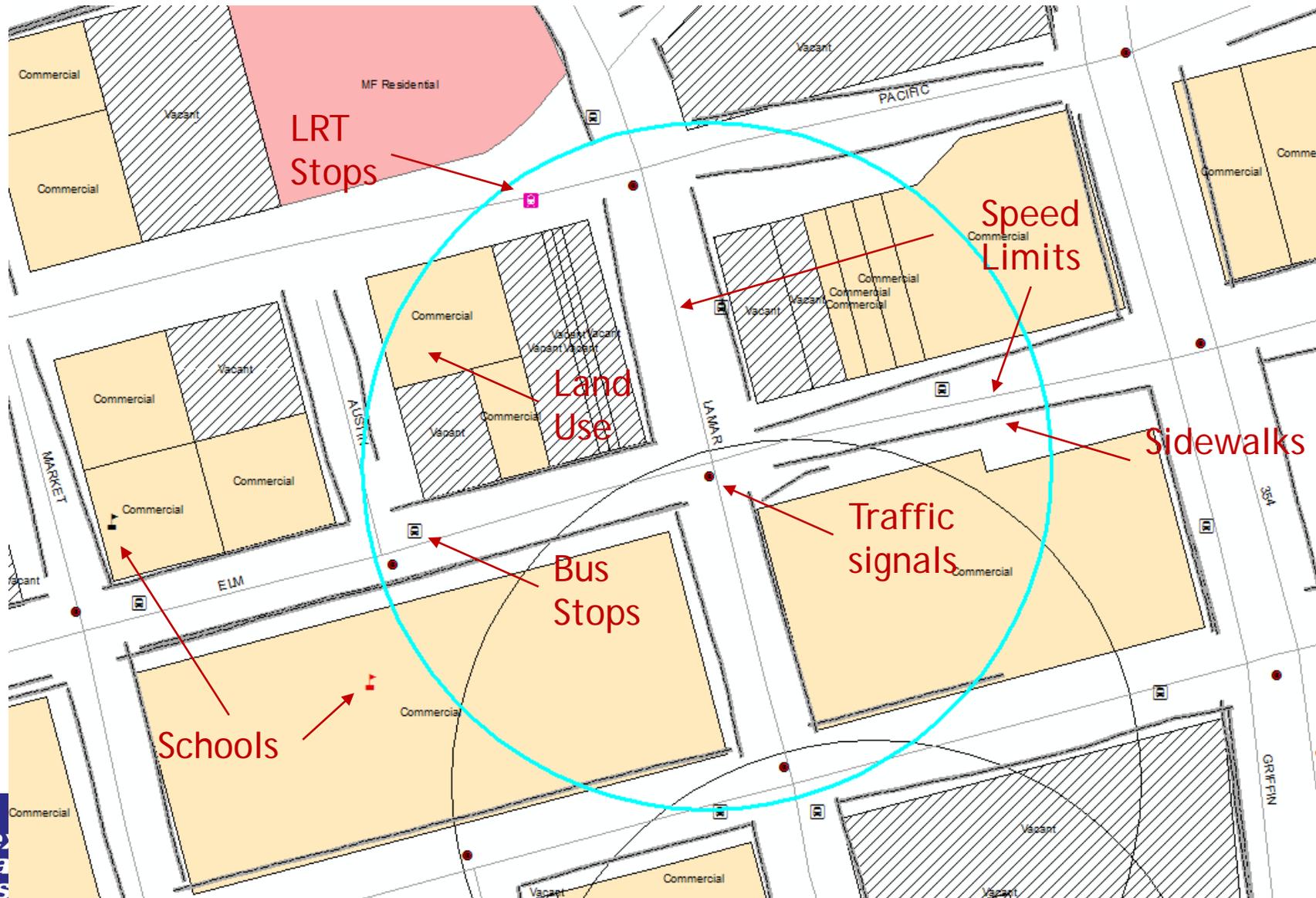
# DAL Pedestrian Counts



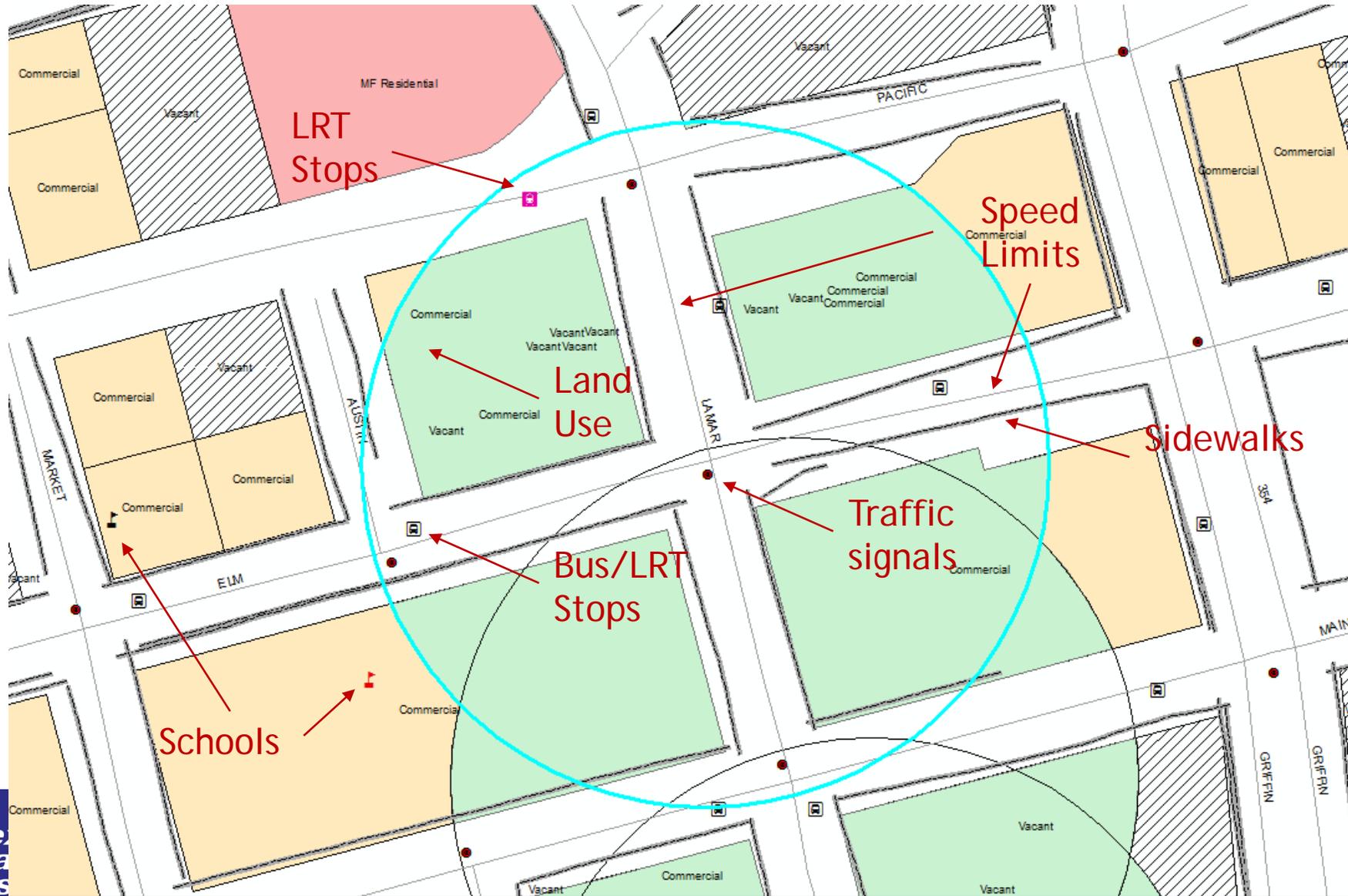
- 54 signals
- 142 stop-controlled
- Extrapolated counts to 24 hr. estimates



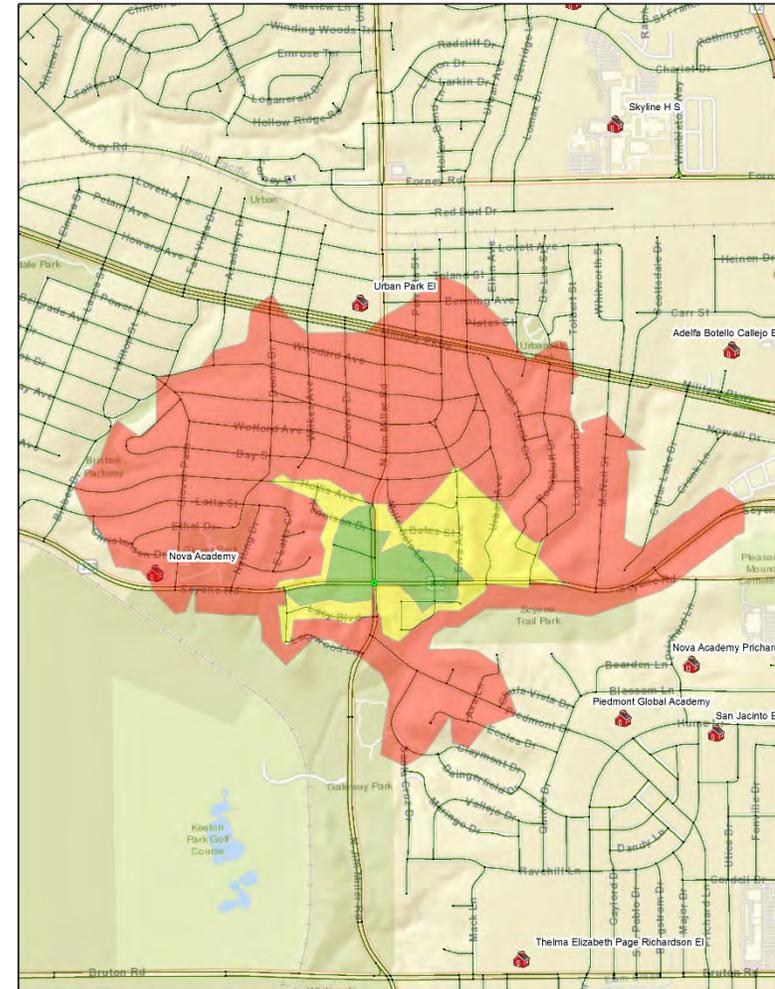
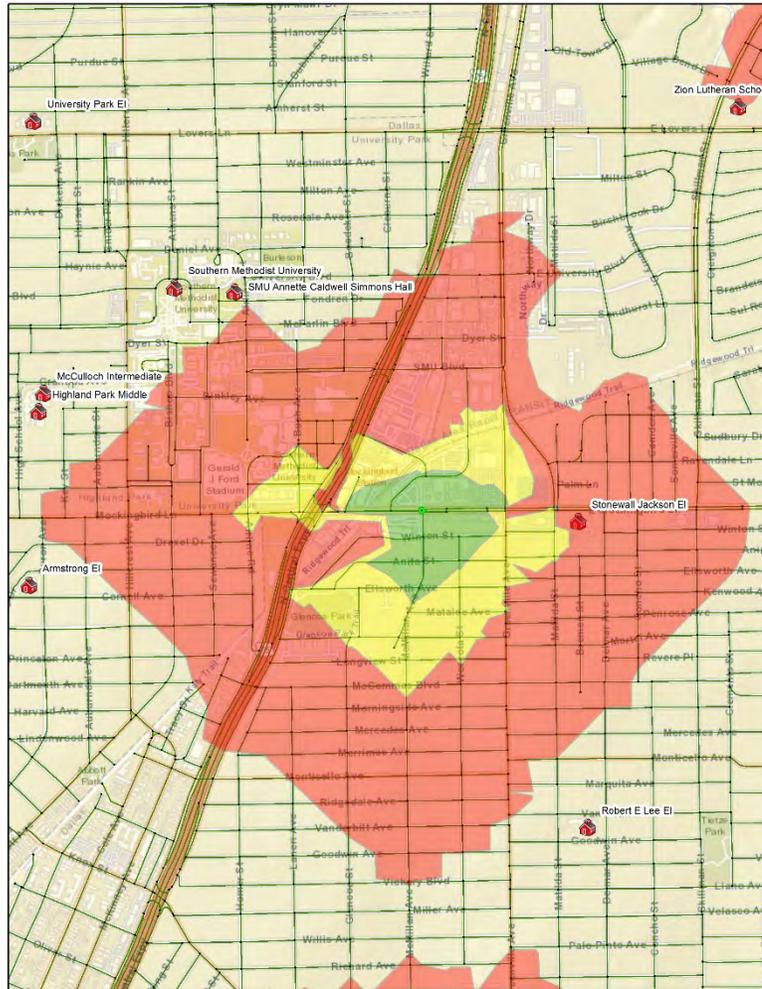
# Est. Pedestrian Exposure



# Est. Pedestrian Exposure



# Exposure: Proximity to Schools

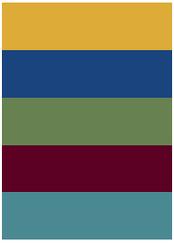


# Pedestrian Volume Models

$$V_{sig} = e^{6.036 + 0.155 \times N_{sch} + 1.448 \times p_{co+mf} - 0.051 \times PSL_{max} + 1.290 \times I_{cbd} + 1.127 \times I_{spl}}$$

$$V_{stop} = e^{4.877 + 0.214 \times N_{bus} + 0.155 \times N_{sch} + 1.448 \times p_{co+mf} - 0.051 \times PSL_{max} + 1.290 \times I_{cbd} + 1.127 \times I_{spl}}$$

$V_{sig}$	=	Sum of daily pedestrian volumes (pedestrians/day) crossing all intersection legs at a signalized intersection.
$V_{stop}$	=	Sum of daily pedestrian volumes (pedestrians/day) crossing all intersection legs at a stop-controlled on minor approaches intersection.
$N_{sch}$	=	Number of schools (K-12 and higher education) within 1 mile of intersection.
$p_{co+mf}$	=	Proportion of surrounding area with commercial and multi-family development
$PSL_{max}$	=	Maximum posted speed limit for all approaches to intersection.
$I_{cbd}$	=	Indicator for intersection being within the CBD limits where 1=within CBD and 0=outside of CBD.
$I_{spl}$	=	Indicator for intersection being within 300 ft of a special pedestrian generator where 1=within 300 ft of generator and 0=not within 300 ft of generator.
$N_{bus}$	=	Number of bus stops within 300 ft of the center of the intersection.



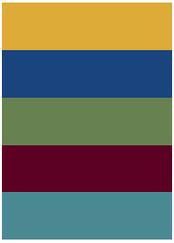
# Safety Performance Function

- SPF-statistical model that predicts the mean crash frequency for similar locations with the same characteristics
  - previous intersection variables
  - Major/minor street characteristics such as AADT, number of lane, lane/median width, etc. (2017 RHINO)
  - Crashes within 300 ft. of intersection

# Safety Performance Function

$$N_{ped} = \exp \left( b_0 + b_{tot} AADT_{tot} + b_{ratio} \frac{AADT_{min}}{AADT_{maj}} + b_{ped} PedVol + b_{cmf} p_{comm+MF} + b_{bus} n_{bus} \right)$$

$N_{ped}$	=	Number of pedestrian crashes
$AADT_{tot}$	=	Sum of major street AADT and minor street AADT.
$AADT_{min}$	=	Minor street AADT,
$AADT_{maj}$	=	Major street AADT,
$PedVol$	=	Sum of daily pedestrian volumes (pedestrians/day) crossing all intersection legs,
$p_{comm+MF}$	=	Proportion of commercial and multi-family land use,
$n_{bus}$	=	Number of bus stops within 300ft of the center of the intersection, and
$b_j$	=	calibrated coefficients.

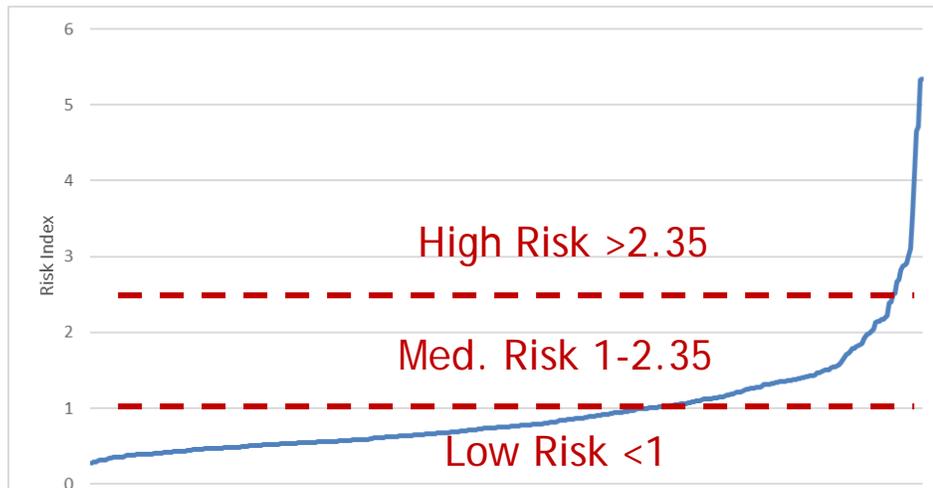


# Empirical Bayes Method

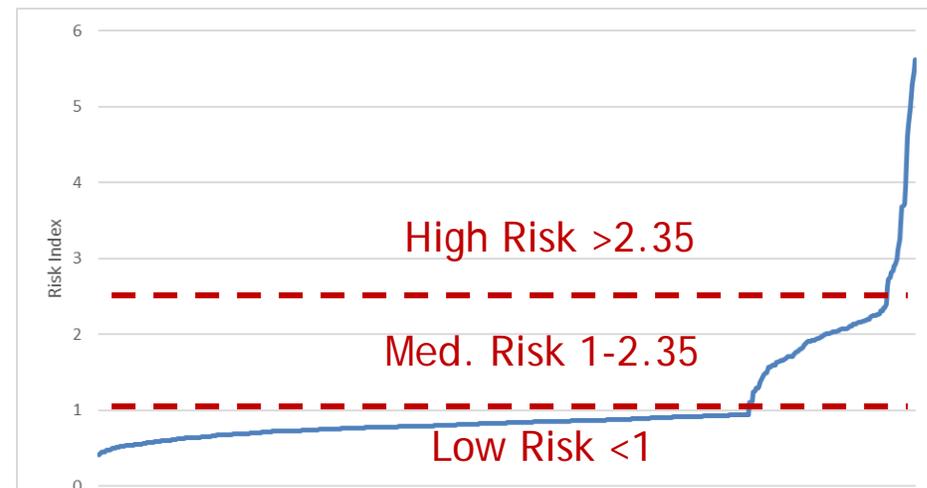
- Used to estimate the expected number of crashes based on the observed and the predicted crashes (from SPF)
- most reliable method because it accounts for the effect of regression-to-the-mean, changes in traffic volume, etc.

# Safety Index

Safety Index = Expected (EB)/Predicted (SPF)



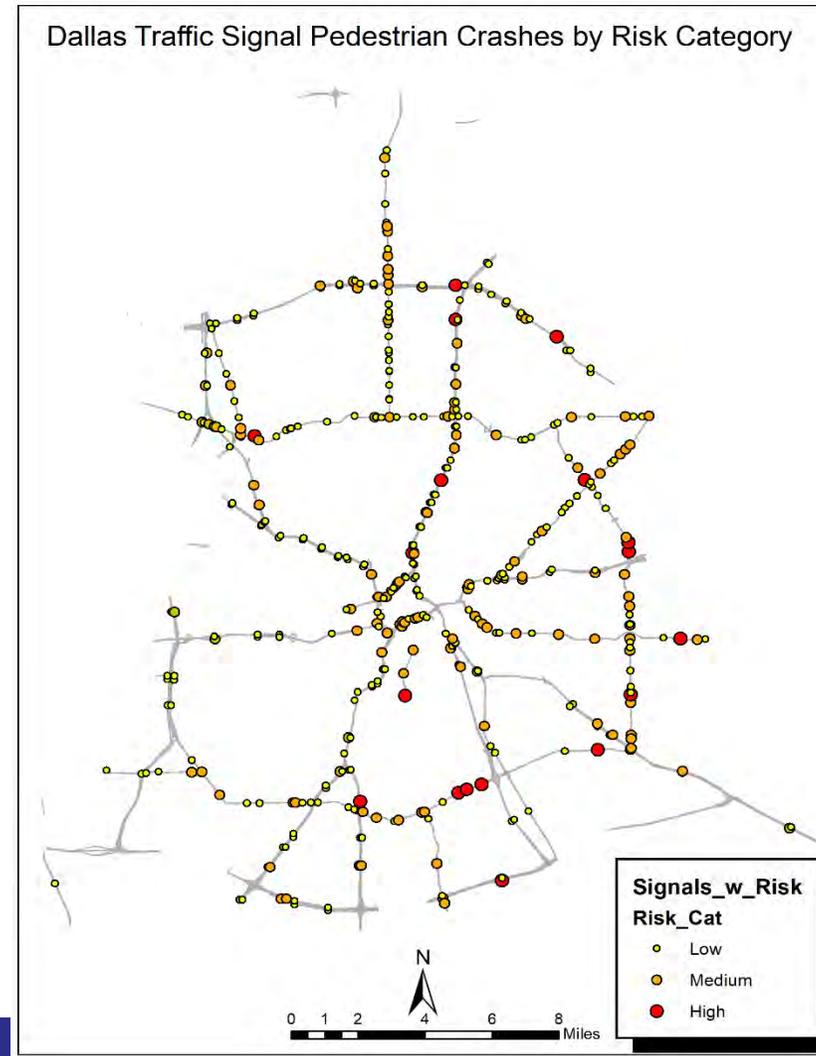
Signalized (On-System)



Stop-controlled (On-System)

# High Risk Dallas Signals (on system)

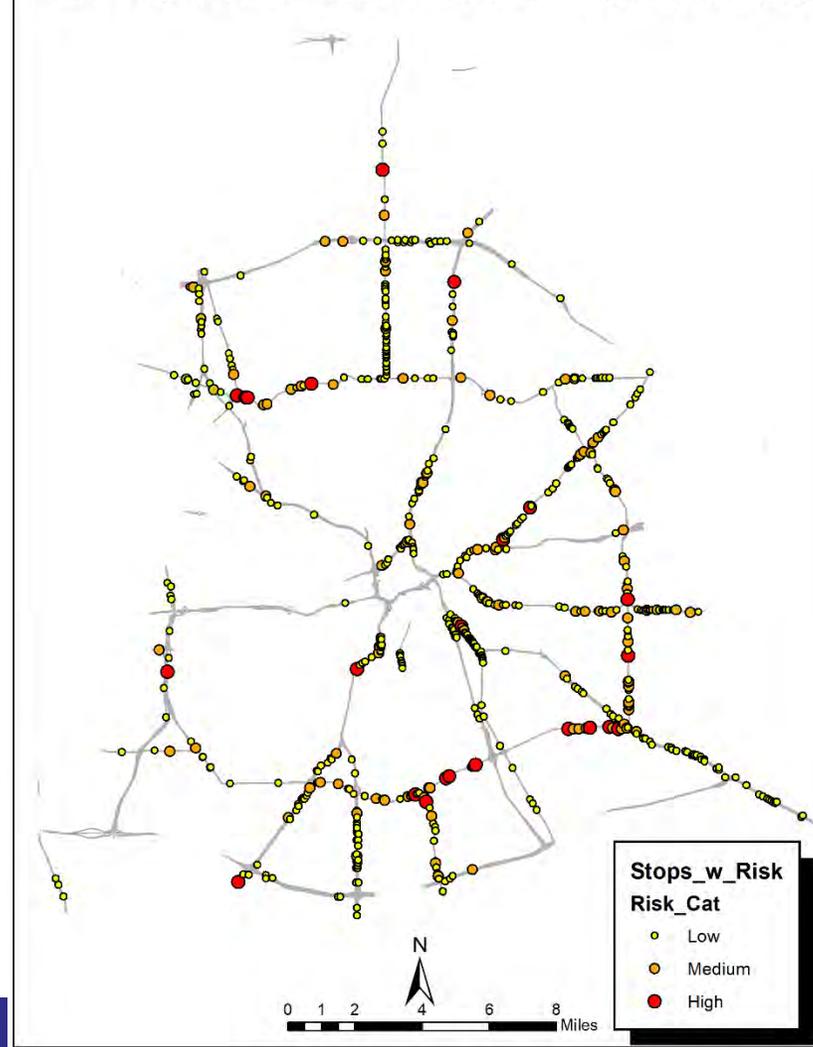
Street1	Street2	Risk Index
LBJ WBSR	Skillman	5.34
Corinth	Morrell	5.33
Buckner	John West	4.71
Great Trinity Forest	Jim Miller	4.65
COMMUNITY	NORTHWEST	4.09
Scyene	St Augustine	3.55
Bonnie View	Great Trinity Forest	3.11
Central SBSR	Lemmon	3.01
Bonnie View	LBJ EBSR	2.91
Great Trinity Forest	Wadsworth	2.89
Central NBSR	Mockingbird	2.87
Bonnie View	Ledbetter	2.82
Coit RD	IH 635 WB FR	2.70
BUCKNER	GROVECREST/MATTISON	2.67
Buckner	Chenault	2.51
FOREST LN	CENTRAL SBSR	2.51
Buckner	Poppy	2.40
ANN ARBOR	R L THORNTON NBSR	2.38

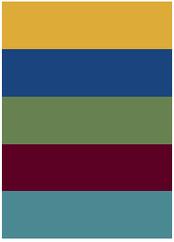


# High Risk Dallas Stops (on system)

Street1	Street2	Risk Index
E LEDBETTER DR	CORRIGAN DR	5.62
W NORTHWEST HWY	STARLIGHT RD	5.47
E LEDBETTER DR	CORRIGAN AVE	5.31
S BUCKNER BLVD	NORVELL DR	5.15
GREAT TRINITY FOREST WAY	STONEPORT DR	4.98
S LANCASTER RD	ARDEN RD	4.77
GREAT TRINITY FOREST WAY	CRANFILL DR	4.62
HARRY HINES BLVD	STOREY LN	3.95
GREAT TRINITY FOREST WAY	S MURDEAUX LN	3.72
S CENTRAL SERV NB	JORDAN ST	3.70
N CENTRAL SERV NB	BONNER DR	3.68
W NORTHWEST HWY	KENDALE DR	3.49
GREAT TRINITY FOREST WAY	HILLBURN DR	3.25
GREAT TRINITY FOREST WAY	HILLBURN DR	3.12
PRESTON RD	BERRY TRL	2.99
EAST GRAND AVE	CORONADO AVE	2.92
W NORTHWEST HWY	STARLIGHT RD	2.90
E LEDBETTER DR	KILDARE AVE	2.84
S WALTON WALKER SERV NB	PREAKNESS LN	2.82
EAST GRAND AVE	PHILIP AVE	2.75
MARVIN D LOVE SERV SB	GLENNLYONS DR	2.73
GREAT TRINITY FOREST WAY	SATINWOOD DR	2.62
S BUCKNER BLVD	TILLMAN ST	2.40
S R L THORNTON SERV NB	E PAGE AVE	2.35

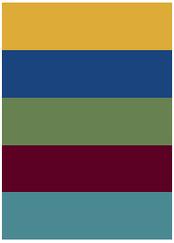
Dallas Stop-Controlled Pedestrian Crashes by Risk Category





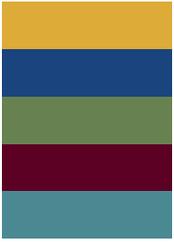
# Conclusions

- 8332 pedestrian crashes in Dallas District (2008-2017)
- Number of pedestrian crashes been increasing since 2010
- Percent of all fatal crashes that are pedestrian related also been increasing since 2010
- Males are overrepresented in pedestrian crashes



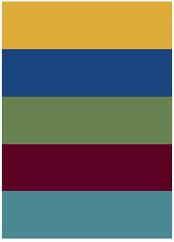
# Conclusions Cont'd

- Blacks are overrepresented in Dallas County pedestrian crashes
- Hispanics are overrepresented in City of Dallas pedestrian crashes
- Most pedestrian crashes are not on freeways
- Most freeway fatal ped. crashes are “intentional” peds.
- Most pedestrian crashes are off system (cities/counties)



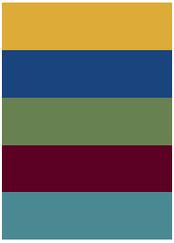
# Conclusions Cont'd

- Most pedestrian crashes are not at intersections
- Most pedestrian crashes at intersections had “signal light”
- Most pedestrian crashes occurred in dark lighting conditions (on-system & non-intersection)
- Pedestrian Exposure (volume) Variables
  - CBD, schools within 1 mile, commercial + multifamily land use, speed limit, bus stops, special generator



# Conclusions Cont'd

- Pedestrian Crash Safety Performance Function Variables
  - $AADT$ ,  $Minor_{AADT}/Major_{AADT}$ , pedestrian volume, multifamily land use, bus stops
- 18 High-Risk Signalized Dallas Intersections Identified (On-System)
- 24 High-Risk Stop-Controlled Dallas Intersections Identified (On-System)



<https://tti.tamu.edu/publications/catalog/record/?id=45809>



Minh Le, P.E., PMP  
Dallas Program Manager  
Associate Research Engineer  
Research & Implementation Division  
m-le@tti.tamu.edu

## Cotton Belt Trail Update and Context Sensitive Design Elements



## Overview and Update

- Regional Trail – 57 miles from Fort Worth to Plano
- 6.5 miles planned through Grapevine
- 3 miles are existing
- 1.5 miles are under construction
- Remaining 2 miles are funded and in design phase
- June 2022 all 6.5 miles completed



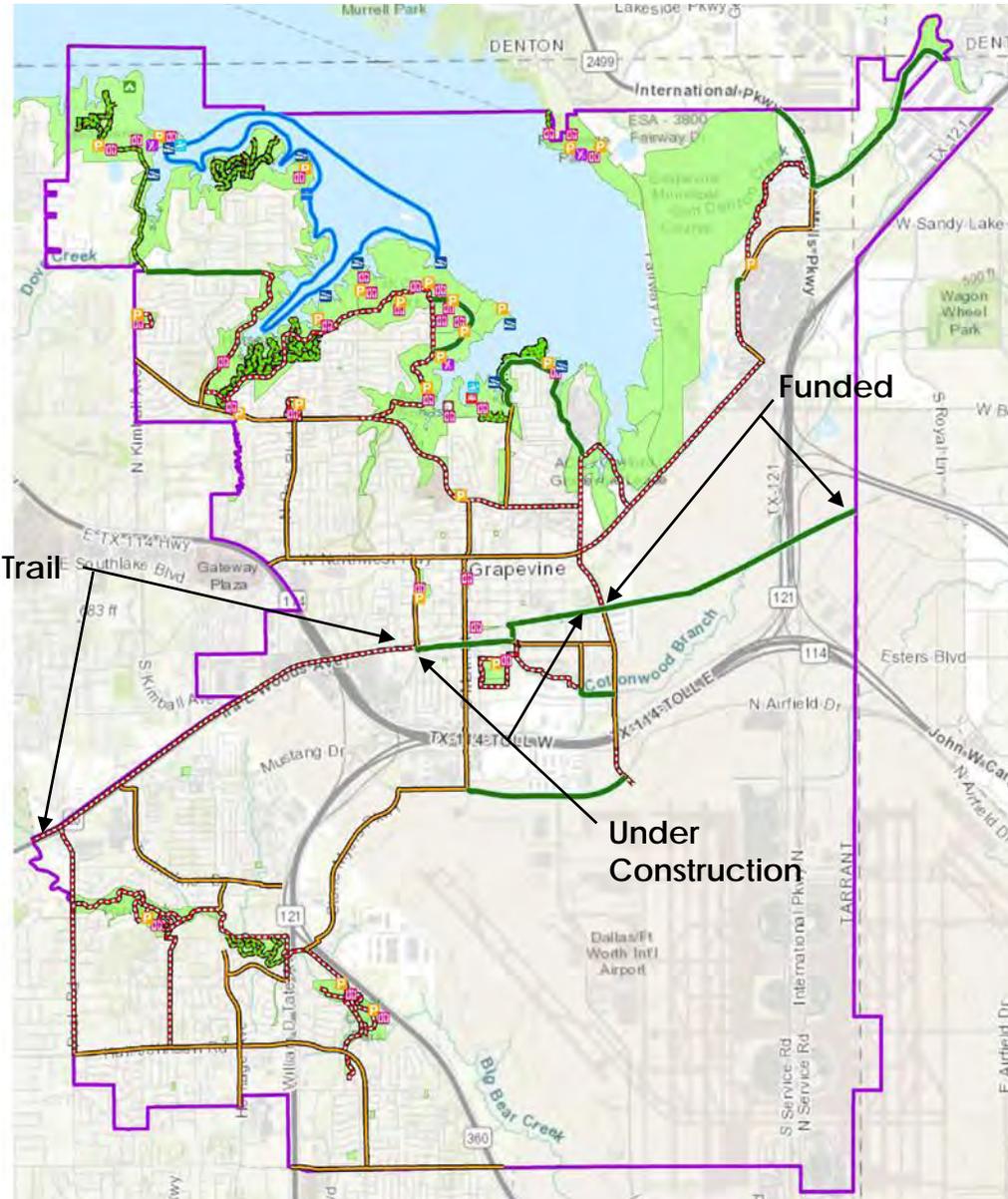
## PARKS & TRAILS SYSTEMS

-  Boat Ramp
-  Cabins
-  Non-Motorized Boat Ramp
-  Paddlesport Rental
-  Park Restroom
-  Parking
-  Primitive Camping
-  RV Camping
-  Swim Beach
-  Future Trail
-  Hard Surface Trail
-  Sidewalk Connector Trail
-  Soft Surface Trail
-  Water Trail
-  Parks
-  Grapevine City Limits

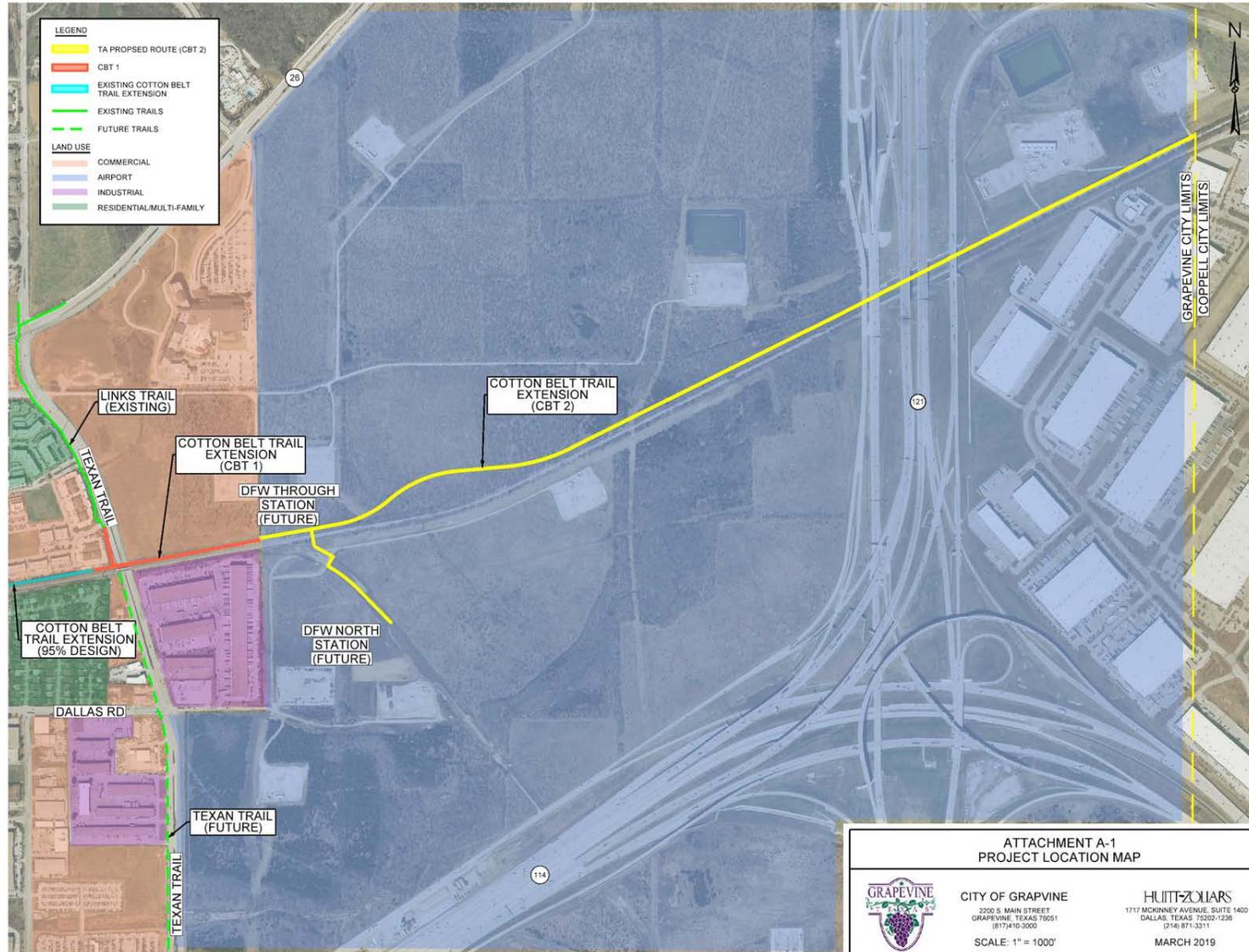
Existing Trail

Funded

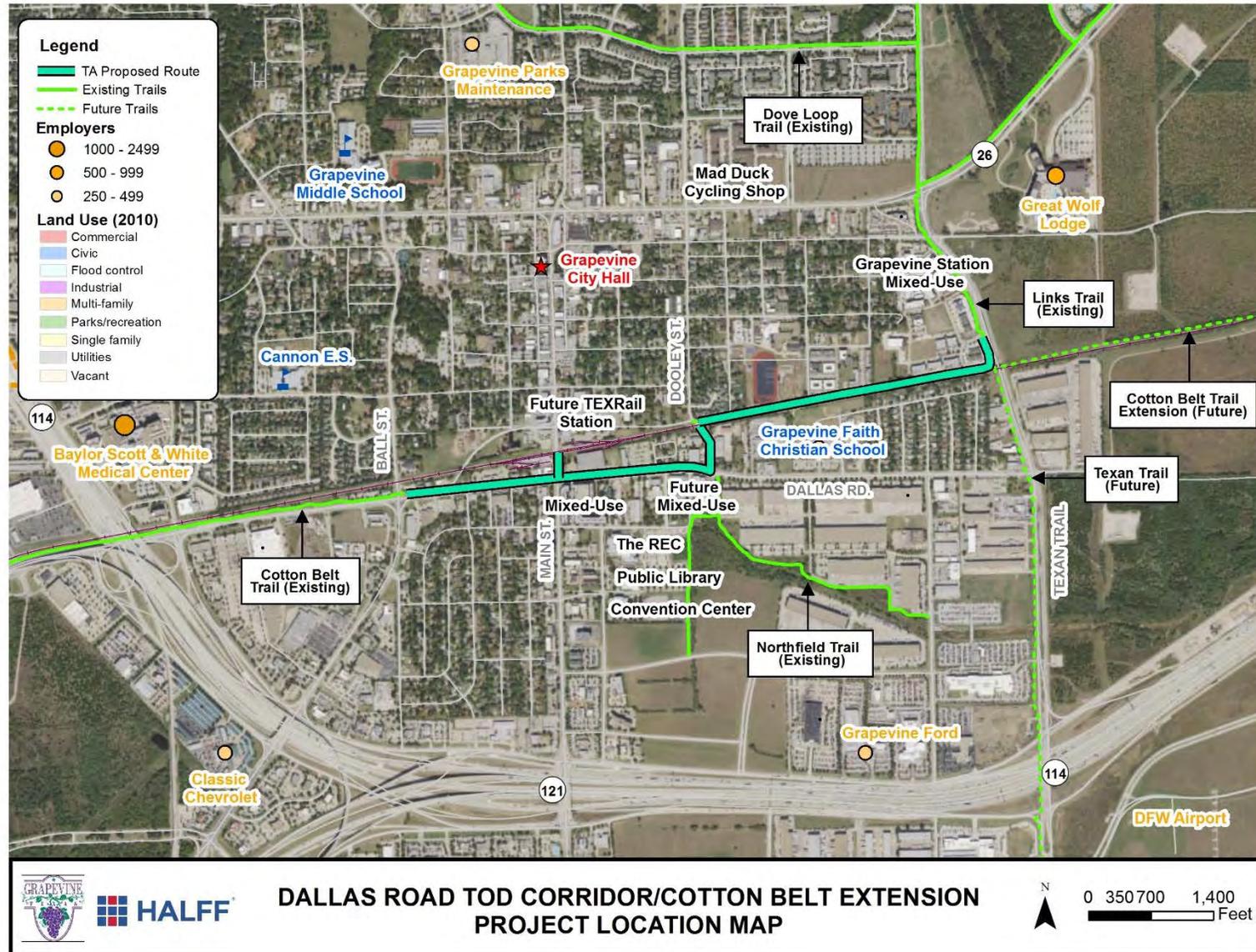
Under Construction



# Cotton Belt Trail Funded Segments



# Dallas Road Corridor Context Map



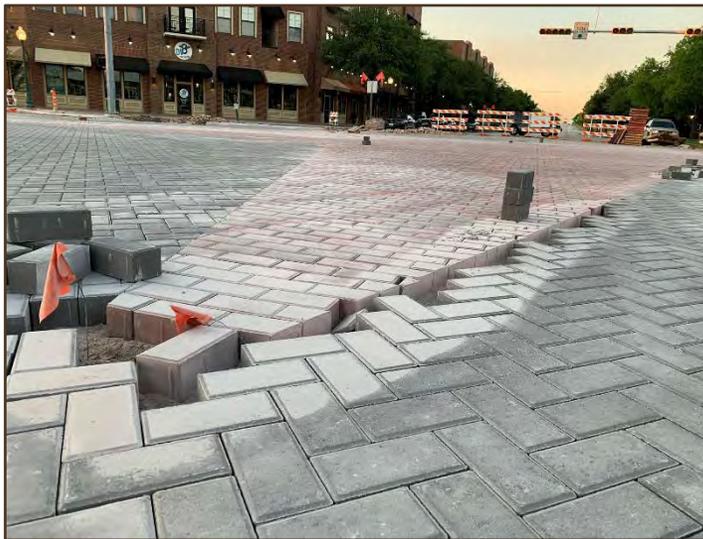


## Construction Progress

- Four months of construction
- Dallas Rd. & Main St. intersection paving design complete with crosswalks
- Trail and sidewalk 90% complete west of Main St.
- Relocation of storm inlets along Dallas Rd. is 80% complete
- Setting street and pedestrian light pedestals west of Main St.
- December 2020 Completion



# Construction Images



## Context Sensitive Objectives

- Decrease the operational scale of the corridor to a pedestrian level
- Decrease and slow traffic movements
- Increase pedestrian facilities
- Increase safety and security
- Familiarize and educate all users about their surroundings



## Existing Conditions



## Context Sensitive Elements

- Off-street multi-use path with driveway demarcation and landscape buffer
- Wider sidewalks with landscape buffer
- Street trees and pedestrian lighting equaling spaced
- Landscaped center median and narrower travel lanes
- Fewer driveways with tighter radii
- Midblock crosswalks with rapid flashing beacons and median refuge
- Wayfinding and lighting



# Landscaping, Center Median and Narrower Lanes



Unapproved / Unavailable

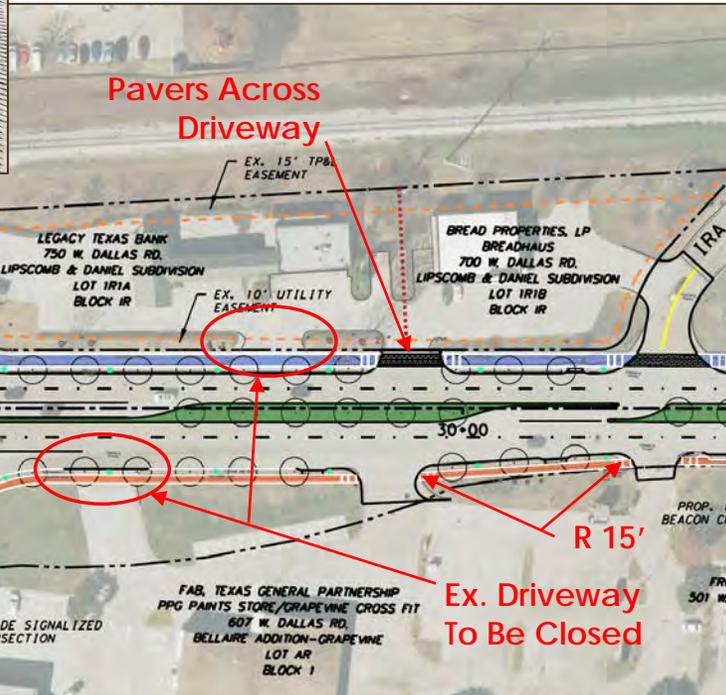
JAN. 31, 2017

0 1 3  
3/8"=1'-0"

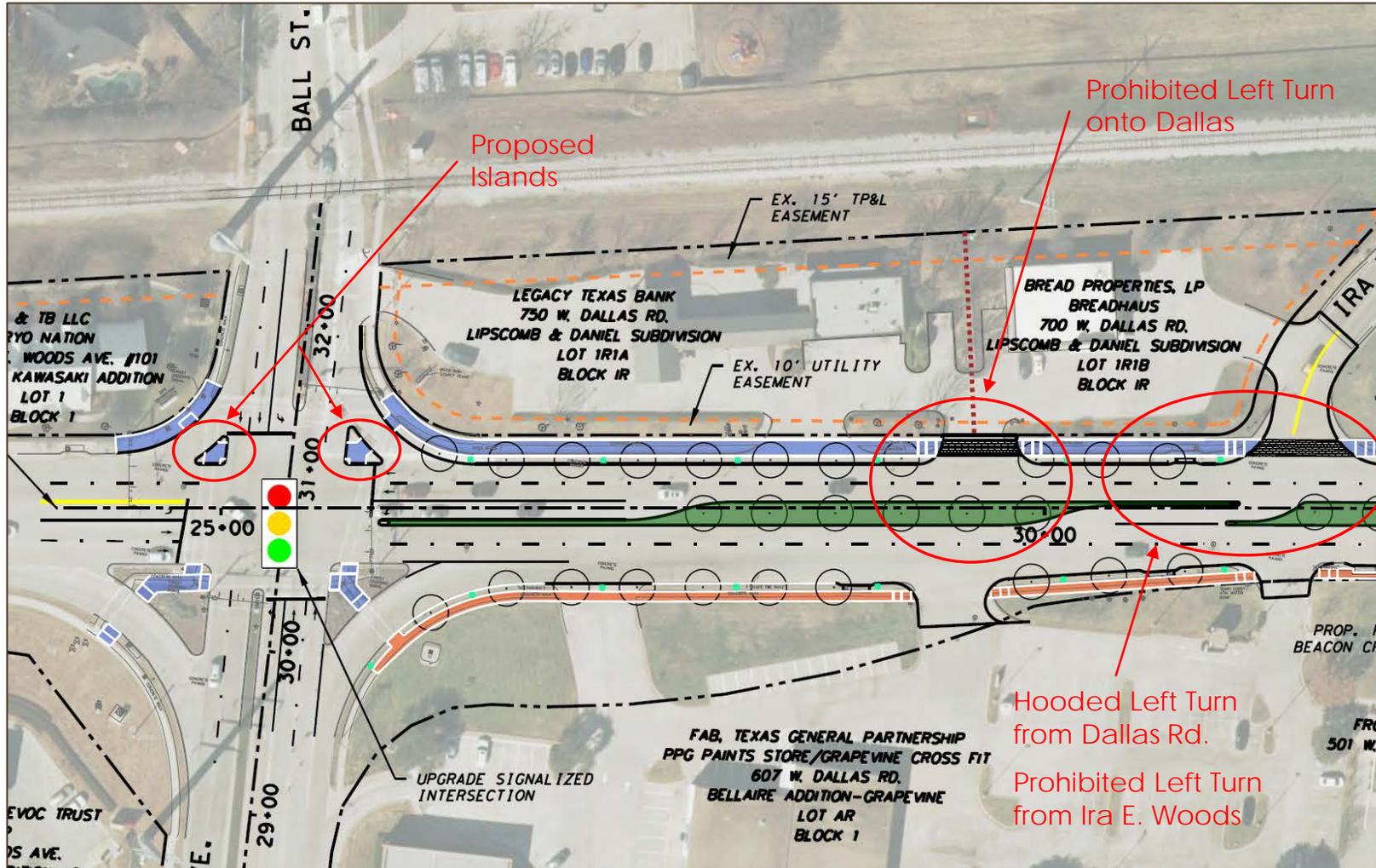
## DALLAS ROAD SECTION 2 GRAPEVINE, TX

HUITT-ZOLIARS  
LANDSCAPE ARCHITECTURE  
1717 W. Scurry Ave., Suite 1000, Dallas, TX 75202-1200  
214.871.8311 ext. 214.871.8317 www.huittzoliars.com

# Driveway Treatments



# Refuge Islands and Restricted Vehicular Movements



# Midblock Crossings, Crosswalks, Sidewalks, Trails and Lighting



## Cotton Belt Trail Update and Context Sensitive Design Elements

Kathy Nelson, AICP, RLA  
CIP Manager  
Grapevine Parks & Rec. Dept.  
[knelson@grapevinetexas.gov](mailto:knelson@grapevinetexas.gov)  
817.410.3394

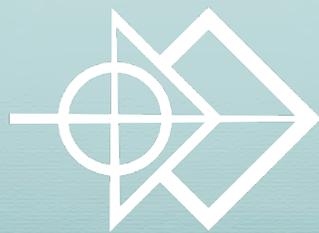


THANK YOU

# Parklets in Dallas

The First Pilot Project  
Through A Permanent Approval Process

May 2020



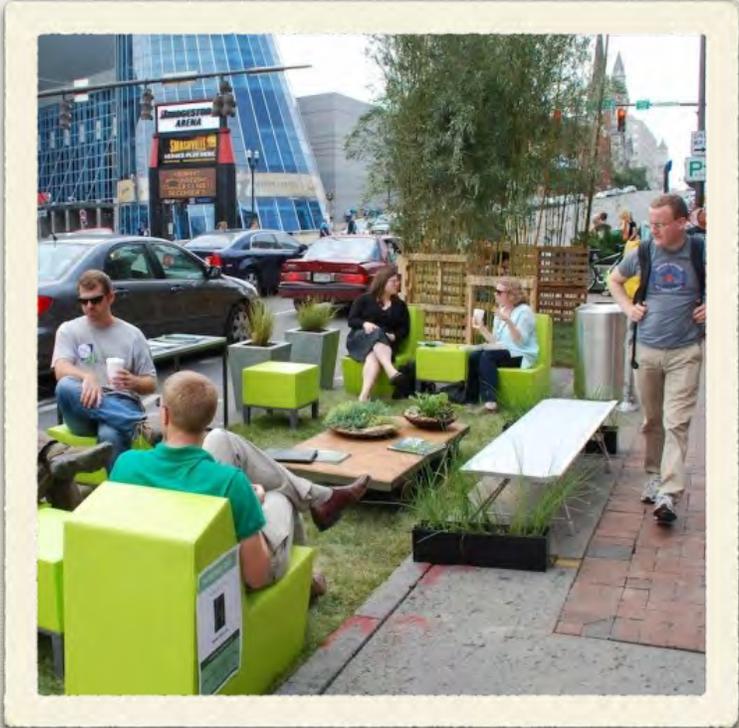
Amanda Popken  
Development

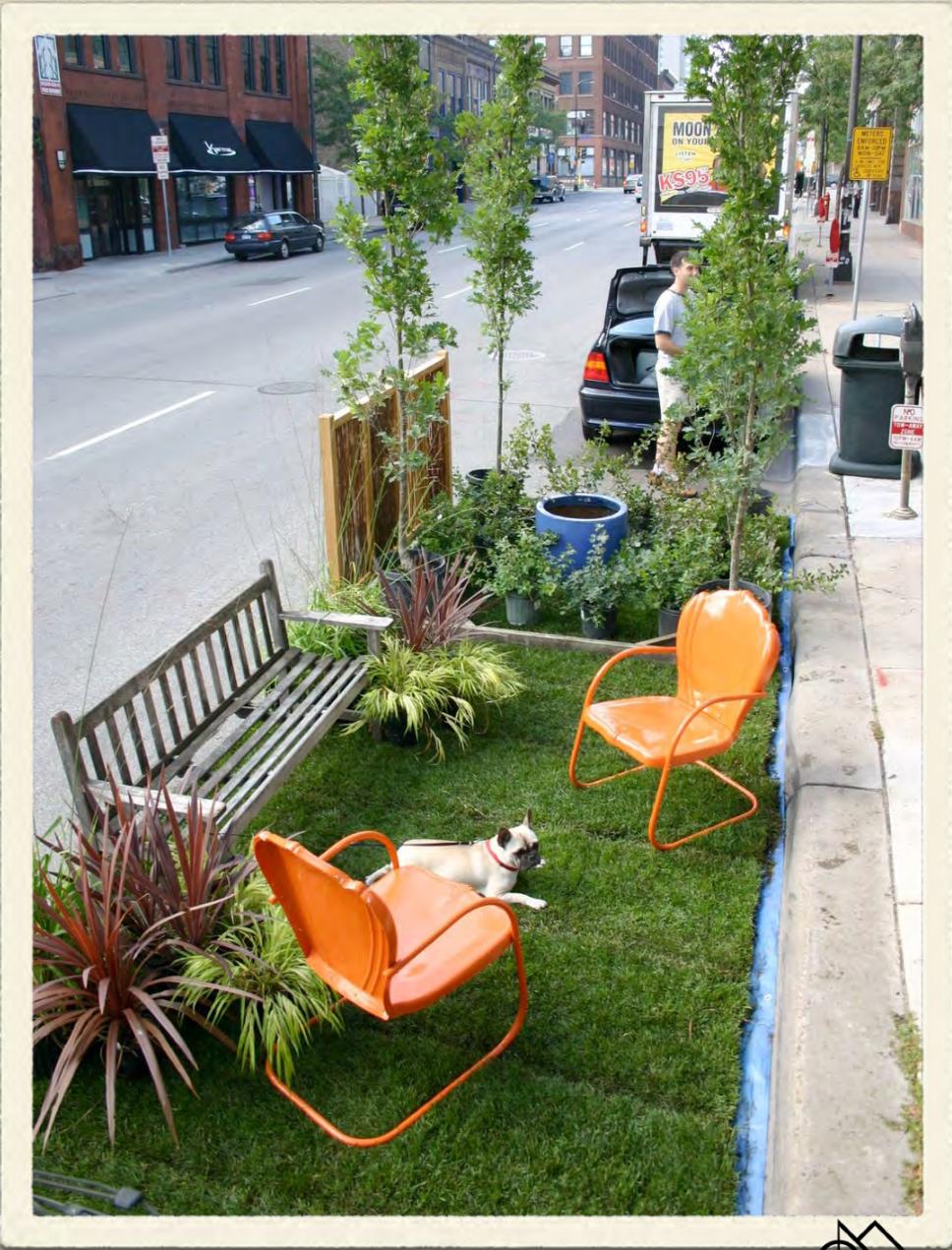


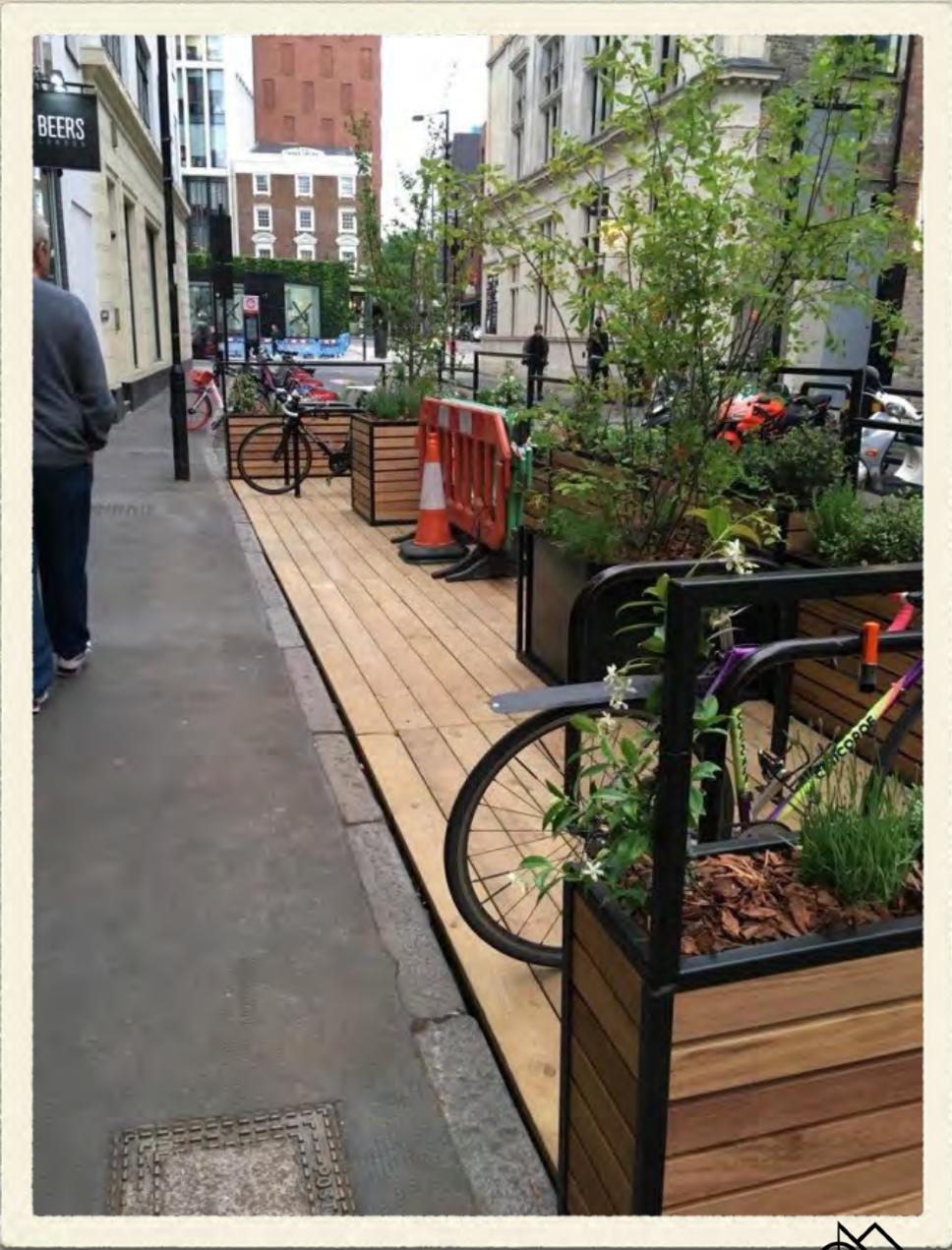
Places are valuable because  
of the people there.

Businesses & visitors are  
important value-drivers, but  
what really creates lasting value  
is the social capital a place  
creates.









# San Francisco Still Sets the Bar

- \* Open to the public
- \* Built at least one parking space away from corners.
- \* The speed limit on the parklet street has to be 25 mph or less
- \* Can't interfere with utility access, disabled parking, bus zones, or curbside drainage.
- \* Even the furniture is encouraged by the city to be a mix of permanent and temporary seating that blends well with its surrounding area.
- \* Design must be different from business aesthetic





# Program Structure

Two Dallas Parklet Programs



# Temporary Parklets in Dallas This Week

- \* News hits of new Temporary Parklet Process
- \* Important Distinctions
  - \* Through Office of Special Events
  - \* Private, must be moved indoors at night
  - \* 10 day approval can be expended by 10 day increments through December 2020
  - \* A tool specifically to encourage social distancing and provide patrons space to dine in the fresh air



# Dallas Pilot Parklet Program

- \* Program existed for 3 years
- \* Important Distinctions
  - \* Public space, not private
  - \* Pilot helps vet program structure & finalized program will then go to Council
  - \* Annual renewal (may include application or licensing fees)
- \* Requires:
  - \* Placement basics & community support
  - \* Parklet owner must carry insurance
  - \* Maintenance responsibility

The image shows a screenshot of the 'Pilot Parklet Program APPLICATION' form from the City of Dallas. The form includes the following sections:

- Header:** City of Dallas logo and 'Pilot Parklet Program APPLICATION' title.
- Introduction:** A paragraph defining a parklet as a small gathering space created by replacing on-street parking spaces with a platform that extends the sidewalk, accompanied by amenities like tables, seating, planters, bicycle parking, or art. It states that parklets are not private facilities and are open to all members of the public.
- Requirement:** A note stating that the application must be submitted with a completed Pilot Parklet Program Eligibility Checklist.
- Requestor Information:** A section titled 'REQUESTOR:' with a sub-instruction '(Select only ONE, the individual or business entity to whom the PILOT PARKLET will be granted)'. It offers two options: 'PROPERTY OWNER' and 'TENANT', each with a corresponding 'PRINT NAME' field.
- Contact Information:** Fields for 'Business name', 'Business physical address' (with 'City' and 'Zip' sub-fields), 'Nearest two cross streets' (with 'and' between them), 'Contact name (Print)', 'Title', 'Phone', and 'Email'.
- Notes:** A 'NOTE' at the bottom stating that if approved, the Department of Transportation staff will grant use of the public right-of-way for the purpose of a pilot parklet, but public works will need to approve the right-of-way permit. It also mentions that additional license and/or permit requirements may be required for planters, landscape, awnings/canopies, or other uses of the public right-of-way.
- Footer:** City of Dallas - Department of Transportation, Mobility Planning, 1000 Main Street, 5th Floor, Dallas, Texas 75202, 2018072.



# Program Key Components

- \* In a Mixed-Use or Commercial land use typology
- \* Located on a street with dedicated parking; i.e., no parking restrictions, such as peak hour parking bans or other restrictions
- \* Adjacent sidewalk has a minimum unobstructed width of 6 feet
- \* Roadway speed limit 30mph or less
- \* Distance from DART stop, utilities, alleyway, 30ft from intersection
- \* Cannot impact PD parking requirements
- \* Parklet must be buffered using wheel stops, 4 feet from the parklet on either side
- \* Parklet must have vertical elements that make them visible to traffic, such as flexible posts or bollards
- \* Must have a 2-foot set-back from the width of the parking lane for desired minimum width of 6 feet
- \* Design must not inhibit drainage of stormwater, should design small channels underneath the platform to facilitate drainage
- \* Design may include seating, greenery, bicycle racks, or other features
- \* Parklets should strive to become a focal point for the area and a welcoming public gathering place.



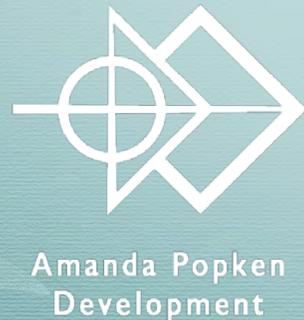


# Amanda Popken

amandapopken.com

469-213-8163

[ap@amandapopken.com](mailto:ap@amandapopken.com)



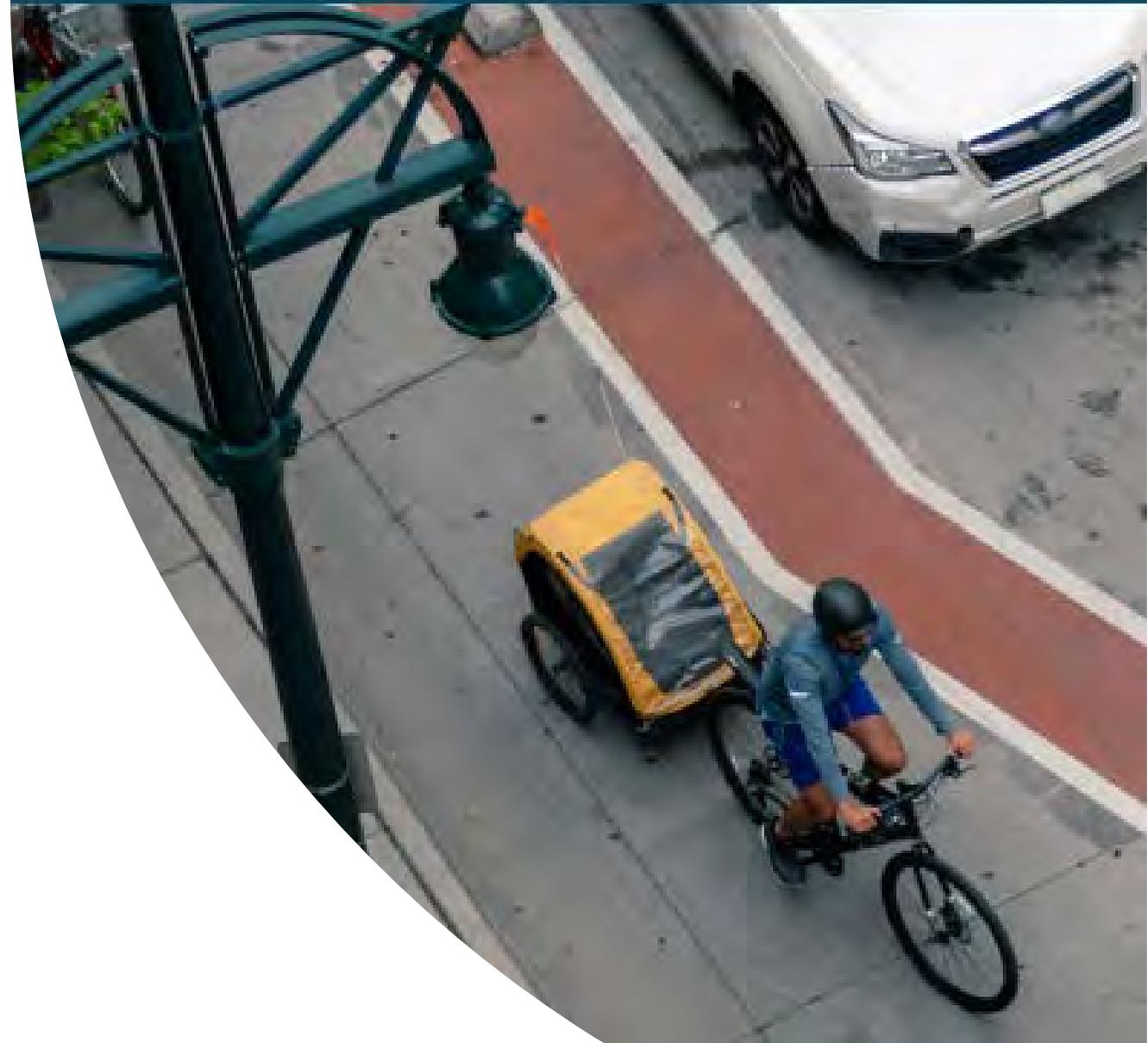
## Bikeway Selection Guide

---

The new **Bicycle Facility Design** web-based training course is now available for **FREE**

**Covering:** principles of bicyclist safety, comfort, and connectivity, selection of bikeway type and associated design considerations at an intermediate level

The course length is estimated at **8 hours** over **10 modules**, that can be completed at your own pace



## Links and Information

Direct link:

[nhi.fhwa.dot.gov/course-search?tab=0&key=bicycle&sf=0&course\\_no=142080](https://nhi.fhwa.dot.gov/course-search?tab=0&key=bicycle&sf=0&course_no=142080)

Questions about this NHI training, please contact NHI at:

[nhicustomerservice@dot.gov](mailto:nhicustomerservice@dot.gov) or **877-558-6873**

FHWA Bicycle and Pedestrian Program:

[fhwa.dot.gov/environment/bicycle\\_pedestrian/index.cfm](https://fhwa.dot.gov/environment/bicycle_pedestrian/index.cfm)

NATIONAL BIKE  
MONTH

MAY IS  
BIKE  
MONTH



I RIDE BECAUSE IT  
MAKES MY BUSINESS  
RUN BETTER.



## Bike Month and Bike to Work Day

- May is STILL bike month
- Bike to Work Day has moved to September 22, 2020



# Trail Count Data in Response to COVID-19

Bicycle and Pedestrian Advisory Committee

Daniel Snyder  
May 20, 2020

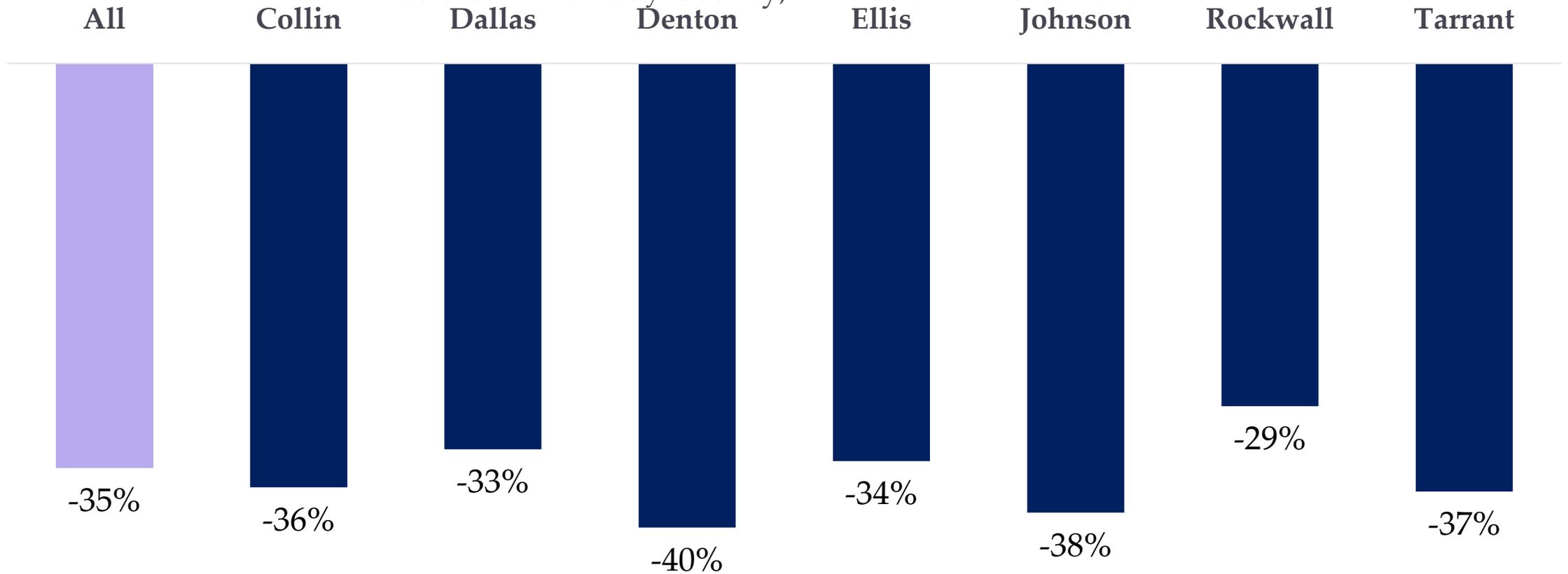




# **The Impact of Shelter in Place Policies on Travel in the Region...**

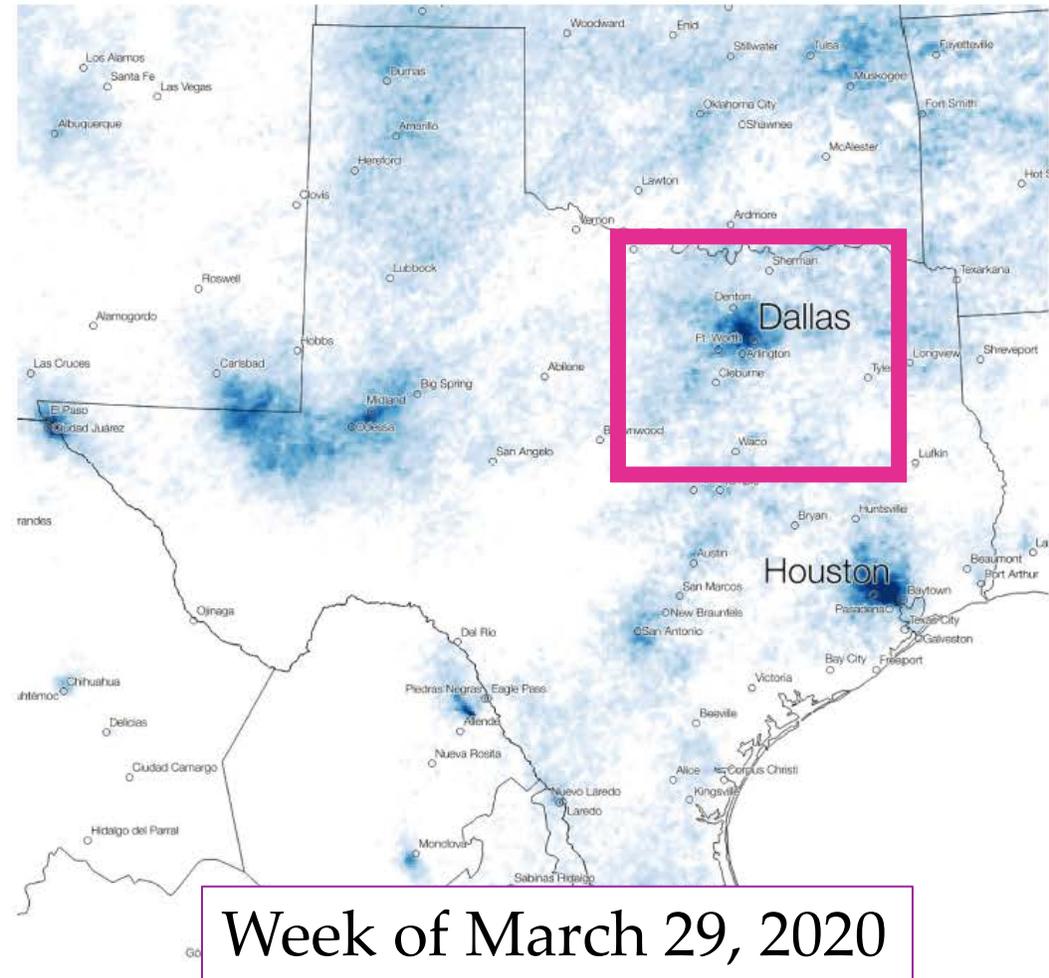
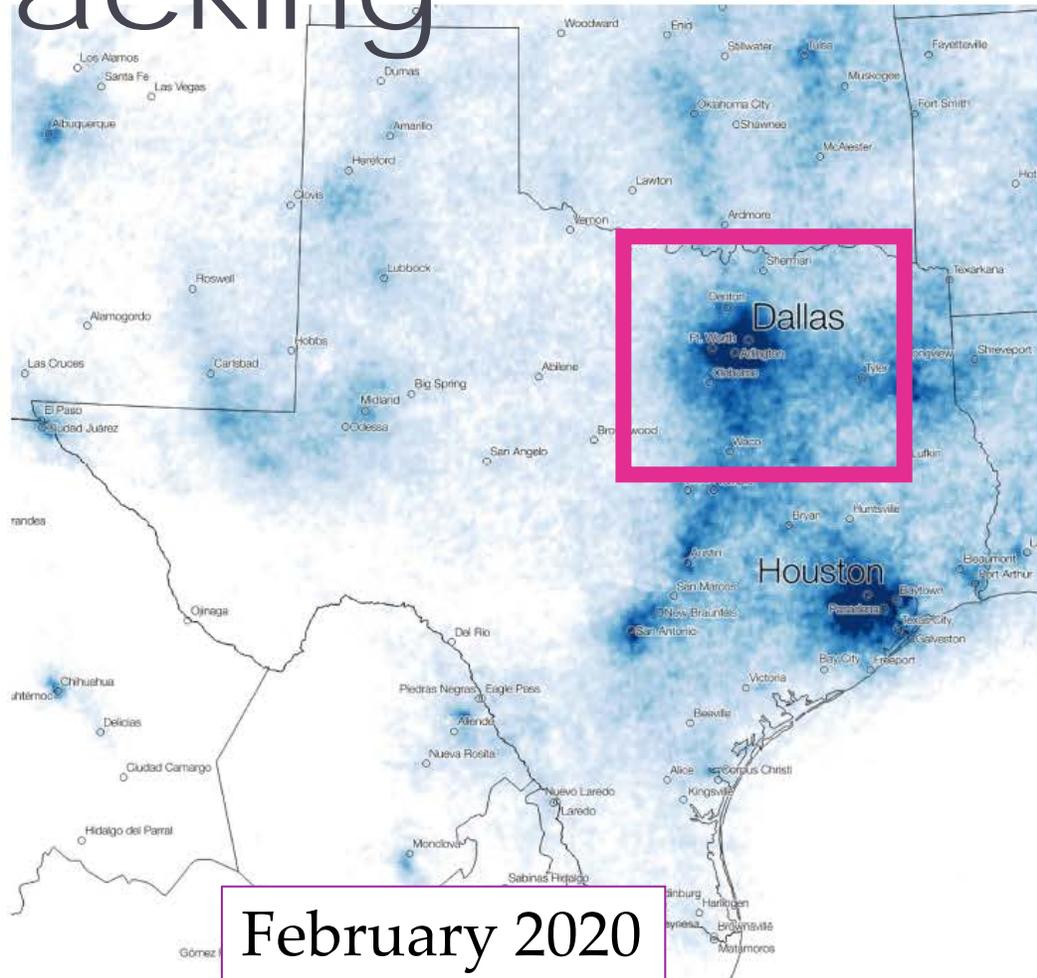
# Freeway Volume, All Week

Decrease in Traffic by County, Wk 1 vs Wk 4 March 2020



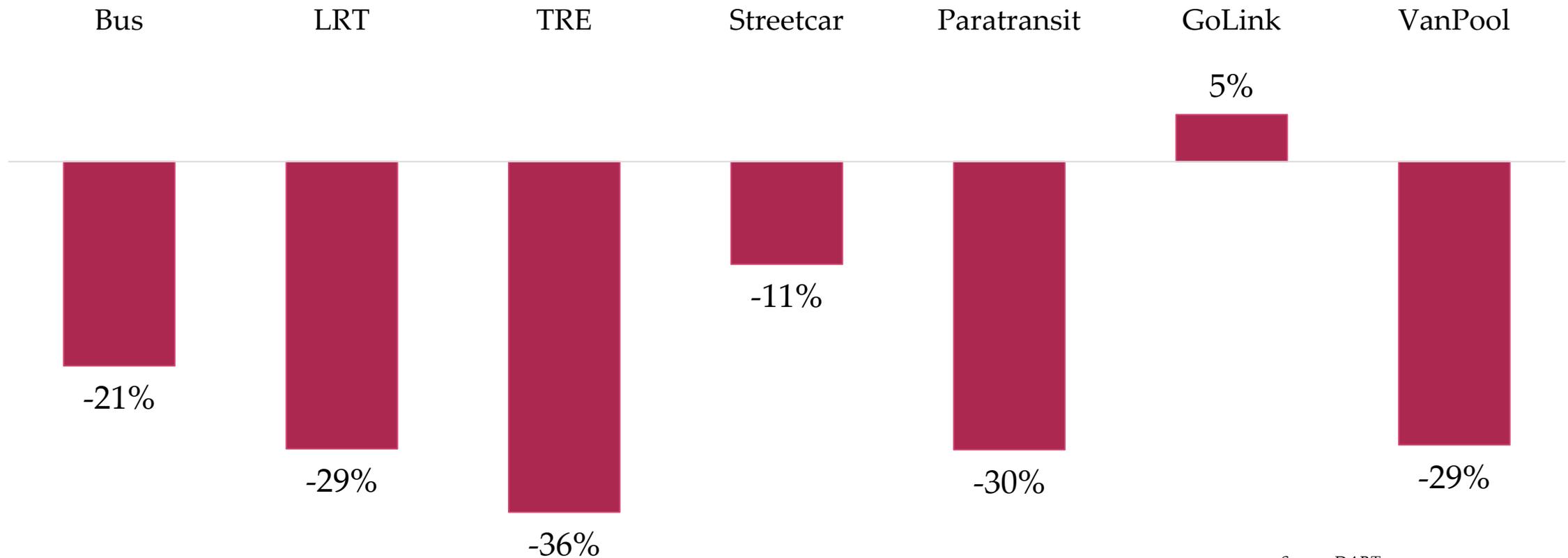
Source: TxDOT Dallas/TxDOT Ft Worth Radar Traffic Counters

# Regional Nitrogen Dioxide (NO<sub>2</sub>) Tracking



# Transit - DART

Change in DART Total Ridership by Mode - Mar 2019 vs Mar 2020



Source: DART



# **...and the Explosive Growth in Bicycling and Walking**

# A New Kind of Congestion

NEWS | PUBLIC HEALTH

## Where your last name falls in the alphabet will determine when you can use the Katy Trail

For four days of the week, residents can only use the trail on specific days, but it's open to all from Monday through Wednesday.



Groups of runners, cyclists and dog walkers use the Katy Trail near the Katy Trail Icehouse in Dallas, March 24, 2020. Dallas County Judge Clay Jenkins ordered residents of Dallas County to practice Shelter-in-Place starting Monday at 11:59pm. People can be out for essentials such as groceries, work and exercise, but must practice social distancing. Ben Torres/Special Contributor (Ben Torres / Special Contributor)

By Joseph Hoyt  
5:24 PM on Apr 20, 2020



Where your last name falls in the alphabet will determine when you can use the Katy Trail on its busier days.

Starting Thursday, the City of Dallas will encourage people to visit the trail only on specific days determined by their last names. The system will be in place for the last four days of the week. The trail will be open as normal to all visitors Monday through Wednesday.

Those with a last name starting with an A-L should use the trail on Thursday and Saturday. People

what matters.

- YOUR CITY'S NEWS >
- FIND TAKEOUT & DELIVERY >
- VIRTUAL EVENT LISTINGS >
- LOCAL BUSINESS GIFT CARDS >
- INSPIRED: GOOD NEWS >
- TIMELESS IN TEXAS >
- CURIOUS TEXAS >
- NEWSPAPER ARCHIVES >
- PUZZLES AND GAMES >
- AL DÍA - NOTICIAS EN ESPAÑOL >
- OBITUARIES >
- TODAY'S EPAPER >

Public Health Coverage

IS PRESENTED BY

FWDDFW

Dallas County Health

The Dallas Morning News



## Cycling 'explosion': coronavirus fuels surge in US bike ridership

It's fun, freeing, socially distant and good for you - no wonder bicycle usage has soared across the US



▲ For many, bicycles have also become a symbol of freedom in the pandemic. Photograph: Angela Weiss/AFP via Getty Images

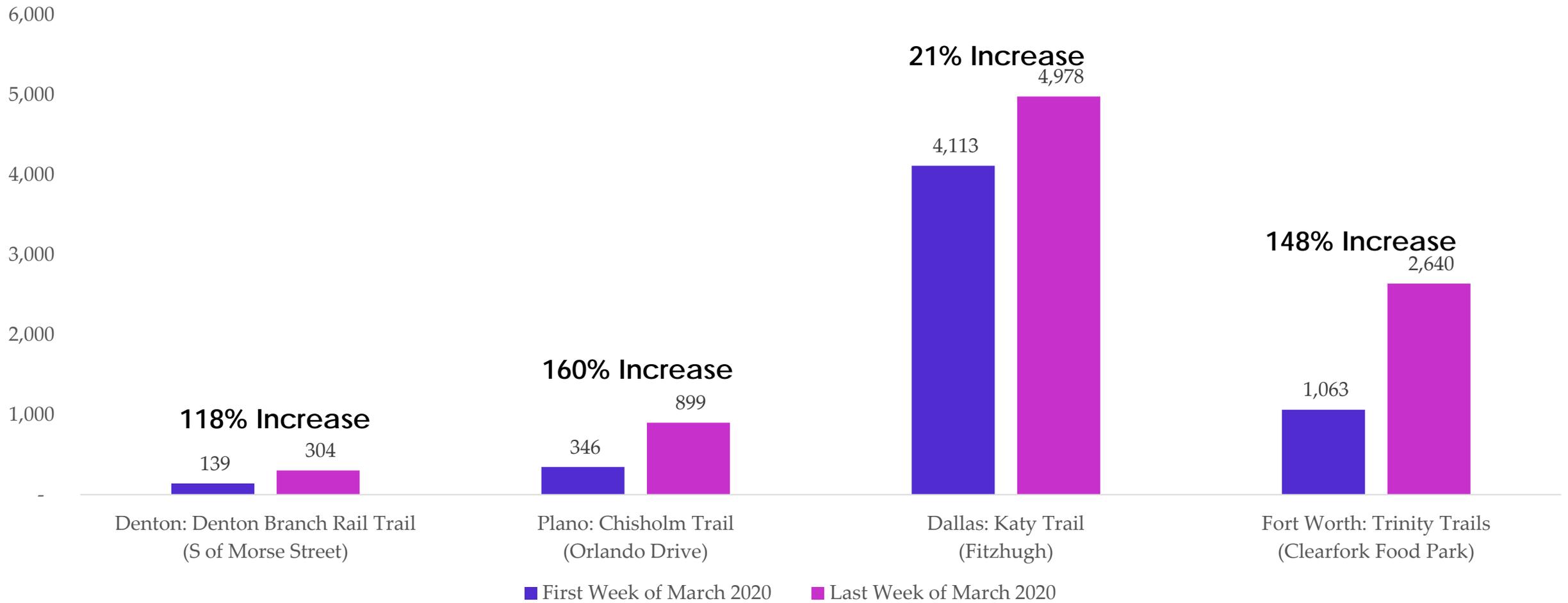
Such is the demand for bicycles that Denver bike shop co-owner Phillip Brown and his colleagues can't build them quick enough.

"I've been in this industry 15 years and nothing even close," says Brown, 36. "This is, I would say, twice the demand increase that we've ever seen."

# Daily Average Bicycle/Pedestrian Counts

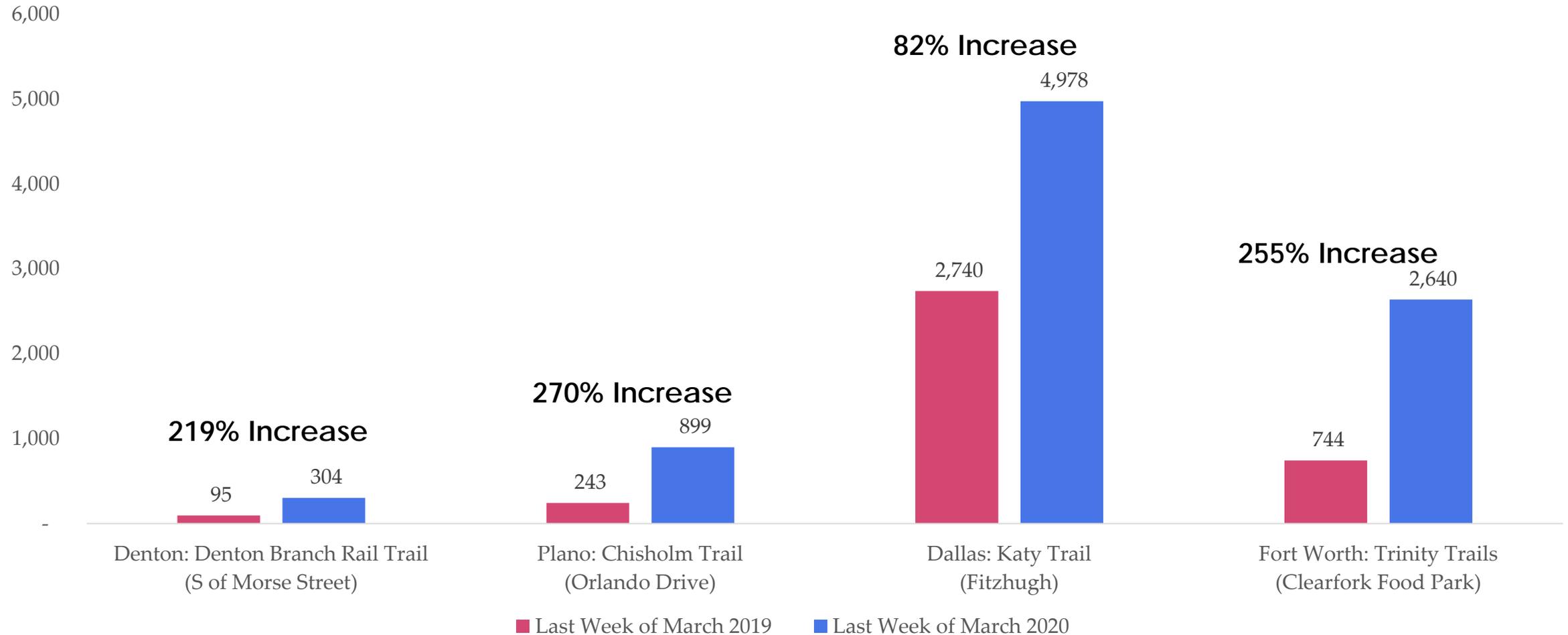
## Week 1 vs Week 4

### March 2020



# Daily Average Bicycle/Pedestrian Counts

## March 2019 vs March 2020



# railstotrails.org/COVID19/



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## COVID-19 RESOURCES



# railstotrails.org/COVID19/

## Practicing Social Distancing—and Good Judgment—on Trails

**SHARE THE TRAIL**

Practice Safe Social Distancing on the Trail

Before you head out, check to ensure the trail is open. Be prepared that trails may have limited services; facilities may be closed, and maintenance and security may be limited or unavailable. Find trail-manager contact info at [TrailLink.com](http://TrailLink.com). Check [coronavirus.gov](http://coronavirus.gov) for the latest public-health guidance.

- On the trail, do not gather in groups.
- Keep 6 feet between you and others at all times.
- Carry water, hand sanitizer and disinfecting wipes to further protect yourself.
- Wash or sanitize your hands frequently.
- Avoid playgrounds or other areas where groups may form.
- Leave any area where you cannot maintain a 6-foot distance.
- Do not touch your face.
- Stay home if you exhibit any symptoms of illness.

Visit [railstotrails.org/COVID19](http://railstotrails.org/COVID19) for resources and information about ways to stay healthy and well during this time of social distancing.

rails-to-trails

Atlanta BeltLine

Practice safe social distancing on the trail. Learn more about Share the Trail.

DOWNLOAD GRAPHIC

**MIND THE GAP**  
6 ft  
**SIX FEET PLEASE!**  
Be Smart. Stay Safe. #socialdistancing

**CLEARANCE**  
←6'-0"→  
**DISTANCE MAKES THE BELTLINE FONDER**  
Be Smart. Stay Safe. #socialdistancing

**BE SAFE! SANITIZE + SEPARATE**  
Atlanta BeltLine  
Be Smart. Stay Safe. #socialdistancing

**PLEASE DON'T STAND SO CLOSE TO ME**  
Be Smart. Stay Safe. #socialdistancing

Social Distancing Signage | Courtesy Atlanta BeltLine

**Our trails are open, but please:**

- Avoid crowds
- Keep six feet between you and others
- When passing, call out "on your left!"

**Nuestros senderos están abiertos, pero por favor:**

- Evite las multitudes
- Mantenga al menos seis pies de distancia entre usted y los demás
- Antes de pasar, en voz alta diga "a su izquierda"

montgomeryparks.org  
301-495-2595

By Authority of M-NCPPC  
Por Autoridad de M-NCPPC

Social Distancing Trail Signage | Courtesy Montgomery Parks | Download PDF

# Questions?

**Daniel Snyder**

Transportation Planner

[dsnyder@nctcog.org](mailto:dsnyder@nctcog.org)

817-608-2394

**Kevin Kokes, AICP**

Program Manager

[kkokes@nctcog.org](mailto:kkokes@nctcog.org)

817-695-9275



Source: NCTCOG

# Other Business &

# Open Discussion



Source: Thinkstock

**The COVID-19 situation has increased the number of active users on our trails and roads.**

**Has your organization implemented any changes to your programs, policies or activities in response to the increased number of active users?**

Source: NCTCOG



Source: Thinkstock