

North Central Texas
Council of Governments

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

North Central Texas Council of Governments
Virtual Teams Meeting
February 24, 2021
2:00 p.m. - 4:00 p.m.

<p>2:00 – 2:25 (25 min)</p>	<p>1. Welcome – Introductions Introduction of 2021 Committee and leadership. Discussion of the November 18, 2020 BPAC meeting summary, as necessary.</p>	<p>Kathy Nelson, Chair, City of Grapevine</p>
<p>2:25 – 2:45 (20 min)</p>	<p>2. Local Community Updates a. Upcoming TxDOT Call for Bicycle and Pedestrian Infrastructure Projects – Maher Ghanayem, TxDOT b. Update on The Loop Trail Project – Philip Hiatt Haigh, Circuit Trail Conservancy c. Upcoming Events – Robert Caskey, City of Frisco, Vice-Chair</p>	<p>Various BPAC Members and Guests</p>
<p>2:45 – 2:55 (10 min)</p>	<p>3. Regional Pedestrian Safety Action Plan Update NCTCOG staff have completed the draft regional PSAP, including identification of pedestrian safety corridors, recommended policies, and actionable items.</p>	<p>Matt Fall, NCTCOG</p>
<p>2:55 – 3:05 (10 min)</p>	<p>4. Garland Master Plan Update Highlights of the trail and bikeway network hierarchy and roadway typologies included in Garland’s recently adopted Master Plan.</p>	<p>Ziad Kharrat, City of Garland</p>
<p>3:05 – 3:20 (10 min)</p>	<p>5. Trinity Trails Mural Gallery Project and Trail Improvements (Rescheduled to May BPAC) Trinity Trails update including the mural gallery, a trail design approach which separates pedestrian and bicycle travel modes, and the Clear Fork Trail phased improvements.</p>	<p>Tina Nikolic, Tarrant Regional Water District</p>
<p>3:20 – 3:55 (35 min)</p>	<p>6. NCTCOG Updates a. Regional Trip Reduction Resolution Review – Caryn Sanders b. Update on Bishop Arts Bicycle Parking Parklet Project – Matt Fall c. Topics for 2021 BPAC – Matt Fall d. Best Practices for Trails and Bikeways GIS fields and attributes – Preston McLaughlin e. Possible additional regional database trail attributes – Preston McLaughlin f. Mobile Bicycle and Pedestrian Count Equipment – Daniel Snyder g. 2015-2019 online interactive bicycle/pedestrian crash maps – Bobby Kozub h. Regional Veloweb Trail Implementation: Highlights of efforts to advance the planning and engineering of regionally significant trail corridors (Fort Worth Bomber Spur Trail) – Kevin Kokes</p>	<p>NCTCOG Staff</p>
<p>3:55 – 4:00 (5 min)</p>	<p>7. Other Business/Open Discussion This item provides an opportunity to bring items of interest before the Committee or propose future agenda items.</p>	<p>Kathy Nelson, Chair, City of Grapevine</p>

Next BPAC Meeting

The next meeting of the Bicycle and Pedestrian Advisory Committee is scheduled for **May 19, 2021**, at 2:00 p.m.

Bicycle and Pedestrian Advisory Committee – 2021 Roster

Agency Representing	Name
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	Laura Melton
City of Colleyville	Lisa Escobedo
City of Coppell	John Elias
City of Dallas	Jessica Scott
City of Denton	Chandra Muruganandham
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	Sagar Medisetty
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	Drew Brawner
City of Richardson	Jessica Shutt
City of Rowlett	Carlos Monsalve
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
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	Kelly Johnson
Trinity Metro	Jennifer Grissom
TXDOT Dallas District	Dan Perge
TXDOT Fort Worth District	Phillip Hays



TxDOT's 2021 Transportation Alternatives (TA) Call for Projects

Program Overview
February 24, 2021





FUNDING OPPORTUNITY

- Transportation Alternatives (TA)

- *Available TA Funds*

1

- FY 21-22 funds (must let within 3 years)
- Nonurban areas (~\$10.5M)

- *Future TA Funds*

2

- Anticipated FY 23-24 funds (must let within 3 years)
- *Conditional Project List*
- Small urban (~13M) and nonurban areas (~13M)



1

Eligible project locations:

- Projects must be located outside the smoothed boundary of Census Urbanized Areas greater than 200,000 in population, known as Transportation Management Areas (TMAs)

Eligible population areas:

- Nonurban communities (5,000 people or less)

Funding available:

- ~\$10.5 million

Local match requirement:

- 20%
- Communities that meet certain size (50,000 or less) and economic criteria may be eligible for Transportation Development Credits (TDCs) – federal funding used for match requirements (discussed in more detail in later slides)

Eligible reimbursable activities:

- Project construction
- Preliminary engineering (design and environmental documentation)
- TxDOT administrative fee

TA projects
must be let
within 3 years
or risk losing
funding



2

Eligible project locations:

- Projects must be located outside the smoothed boundary of TMAs

Eligible population areas:

- Nonurban communities (5,000 people or less)
- Small urban communities (5,001 to 200,000 people)

FUTURE funding anticipated (FY 23/FY 24):

- ~\$13 million nonurban & ~\$13 million small urban

Local match requirement:

- 20%
- Communities that meet certain size (50,000 or less) and economic criteria may be eligible for TDCs – federal funding used for match requirements (discussed in more detail in later slides)
- Communities that meet certain size and economic criteria may be eligible for Economically Disadvantaged Counties Program (EDCP) – state-participation to reduce local match requirements (discussed in more detail in later slides)

Eligible reimbursable activities:

- Project construction
- Preliminary engineering (design and environmental documentation) for communities of 50,000 or less in population
- TxDOT administrative fee

TA projects must be let within 3 years or risk losing funding



Funding Group	Project Sponsor Population Size ¹	Local Match ²	Eligible Activities	Funding
Nonurban TA	<5,001	20%	Preliminary Engineering & Construction	\$10.5M
				Conditional Project List ³
Small Urban TA	5,001 to 50,000		Preliminary Engineering & Construction	Conditional Project List ³
	50,001 to 200,000			

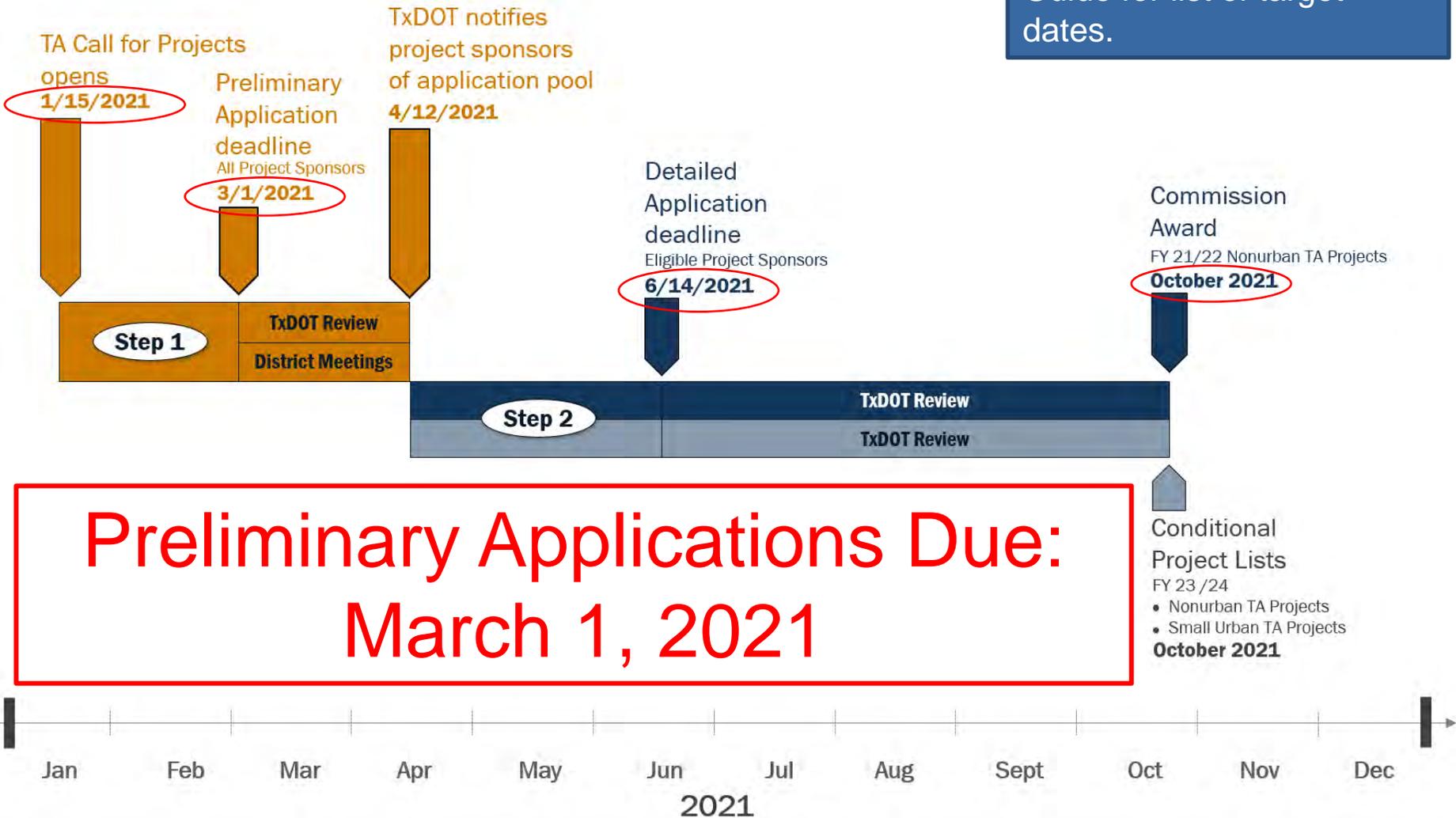
¹ *TxDOT's TA funds must be administered outside Transportation Management Areas.*

² *Some project sponsors may be eligible for a reduction in local match. See Program Guide.*

³ *Conditional Project Lists will be created to assist TxDOT in prioritizing Nonurban and Small Urban projects for anticipated future federal TA appropriations of \$13 million for nonurban and \$13 million for small urban to the department for FY 2023 - 2024. Once funds become available, projects on the list will be recommended to the commission for consideration for project award.*



Refer to Table 1 in Program Guide for list of target dates.



**Preliminary Applications Due:
March 1, 2021**



<https://www.txdot.gov>



TEXAS DEPARTMENT OF TRANSPORTATION

Search TxDOT

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Inside TxDOT | Get Involved | Media Center | Projects | Forms & Publications | Administration | Districts | Divisions

Bicycle

Planning & Designing

Get guidance on the development of bicycle facilities and accommodations in Texas.

Know Before You Go

Find out what laws apply to bicyclists and where to find maps and other resources.

Funding Opportunities

Learn about funding opportunities for bicycle and pedestrian projects.

Coordination

Learn what TxDOT is doing to support bicycling throughout the state.

Looking for These?

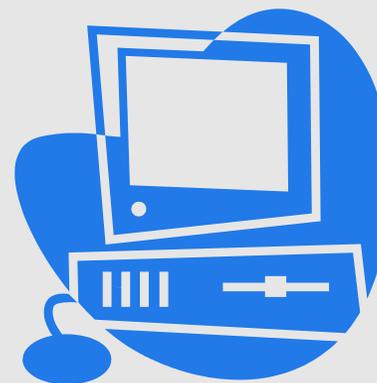
- Bikeway Maps
- Bicycle Advisory Committee
- Safety
- Contact Us

<https://www.txdot.gov/inside-txdot/modes-of-travel/bicycle.html>



Available now:

- Program Guide
- Preliminary Application
- Preliminary Application Instructions
- Interactive map showing TMAs/TDCs



Available later:

- Workshop presentations
- FAQs
- Detailed Application
- Detailed Application Instructions

TxDOT 2021 Transportation Alternatives Set-Aside (TA) Call for Project

The Program call opened on January 15, 2021. Application deadline for Step 1 is March 1, 2021.

Program Call Materials

Title	Format
Announcement	
2021 TxDOT TA Program Guide	
2021 TxDOT TA Preliminary Application (Step 1 Due March 1, 2021)	
2021 TxDOT TA Preliminary Application Instructions	
Transportation Management Areas (TMA) & Transportation Development Credits (TDC) Interactive Map	
TxDOT Economically Disadvantaged Counties Program	

<https://www.txdot.gov/inside-txdot/division/public-transportation/bicycle-pedestrian.html>



For additional questions and comments, contact:

To discuss project-specific issues, please contact your
District TA/SRTS Coordinator

<https://ftp.txdot.gov/pub/txdot/ptn/bicycle/ta-srts-coordinators.pdf>

Email any funding program or application questions to:

BikePed@txdot.gov

by January 28, 2021

Bonnie Sherman, AICP

TxDOT – Public Transportation Division
Bicycle and Pedestrian Program Manager
TA/SRTS Program Manager
Bonnie.Sherman@txdot.gov
(512) 486-5972

Noah Heath, AICP

TxDOT – Public Transportation Division
Bicycle and Pedestrian Planner
TA/SRTS Coordinator
Noah.Heath@txdot.gov
(512) 486-5973

Carl Seifert, AICP

Jacobs Engineering
Transportation Planner
TA/SRTS Program Support
Carl.Seifert@jacobs.com
(512) 486-5974
(512) 314-3191



What is the Conditional Project List?

- A prioritized, fiscally constrained list of the highest scoring projects that will be recommended to the Commission for TA funding once funding becomes available.
- At the end of this Call for Projects, TxDOT will develop a prioritized **Conditional Project List** for:
 - \$13M future small urban TA funding
 - \$13M future nonurban TA funding
- When next federal transportation bill is passed, TxDOT will recommend projects for funding by the Texas Transportation Commission based on:
 - Initial project ranking (as a result of this process)
 - Project readiness
 - Available funding



To proceed with projects identified for the 2019 TA Conditional Project List, do not resubmit the same project under TxDOT's 2021 TA Call for Projects.



TA projects

- Local governments
- Regional transportation authorities
- Transit agencies
- Natural resource or public land agencies
- School districts, local education agencies, or schools
- Tribal governments
- Nonprofit responsible for administration of local transportation safety programs
- Other governmental entity responsible for oversight of transportation or recreational trails (other than an MPO or a state agency)

Who?



What?

TA eligible activities:

Bicycle infrastructure improvements

Shared use paths

Sidewalk improvements

Infrastructure-related projects to improve safety for non-motorized transportation

STEP 1: Project sponsor submits preliminary application (PA)



PA is a fillable, PDF form which includes high-level project details:

- Project sponsor information:
 - Contact information
 - Population area and location
- Project information:
 - Name, location, description
 - Project type
 - Funding opportunity pursuing
 - High-level cost estimates
 - Project complexity
- Available through TxDOT's bike/ped website: <https://www.txdot.gov/inside-txdot/division/public-transportation/bicycle-pedestrian.html>

2021 Transportation Alternatives (TA) Call for Projects
Preliminary Application (PA)
Deadline to Submit PA: March 1, 2020

Project Sponsor

1. **Contact information**
Local Government/Project Sponsor Name: _____
Contact Person: _____ Title: _____
Street Address: _____
Zip Code: _____ Office Phone Number: _____

2. **Identify population area (based on project location)**
An eligible project sponsor may represent a population area. Example: a county project is located within a population area or Unincorporated Area - select the population numbers, use [Census](#).
Location Name: _____

3. **Is the project within the population area?** Yes No
If the project is greater than _____ square miles, Yes No

Project

4. _____

5. **Eligible project types**
Project types: _____ all types that apply. (See instructions for details.)
 Bicycles Improvements for non-motorized transportation safety
 Shared Sidewalks

6. **Project location**
 On/along a TxDOT maintained roadway On/along a non-TxDOT roadway
 Not within the right-of-way of any roadway

Project location notes: Projects or components of projects located entirely within school or park property that are for internal circulation only are not eligible for TxDOT's TA funding.

7. **Provide a Google map link:** _____
See PA instructions for recommended tutorial links and minimum requirements.

8. **Preliminary Scope of Work**
Briefly describe the project, including project location, limits, facility type, and width. Descriptions that exceed the space provided below are not acceptable. (See instructions for details.)



1) Project sponsors are limited to three applications per sponsoring entity.

**3 Applications
max per entity**

2) In-kind contributions are no longer allowed as a local match option.



**No longer
allowed**

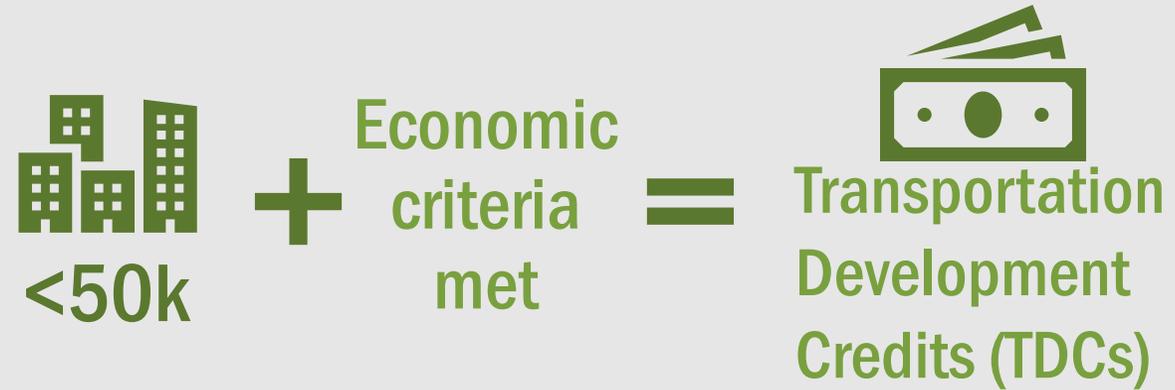
3) Projects in a population area of 50,000 or less can request reimbursement of preliminary engineering activities, including costs for design and environmental documentation



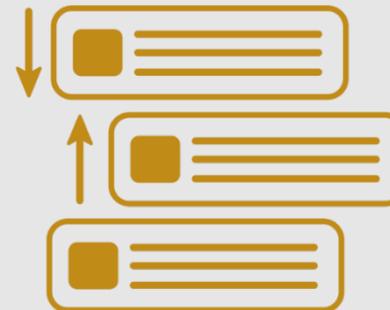
**PS&E and ENV
are now eligible
expenses**



- 4) Projects in a population area of 50,000 or less **may be eligible** to use state Transportation Development Credits (TDCs) that allow for 100% federal TA funds to be applied to the project in lieu of a local match.*



- 5) TA Program evaluation criteria were updated to align with TxDOT's mission, *Connecting You With Texas*.



* Economically Disadvantaged Counties Program remains available for communities greater than 50,000 in population.



P.O. BOX 224484 DALLAS, TX 75222 | THELOOPDALLAS.ORG

RAILS-WITH-TRAIL DELIVERY IN NORTH TEXAS

Rails-with-Trails (RWT): A shared-use path or trail open and developed for public use that is located on or adjacent to the ROW of an active railroad or rail transit corridor

As compared to:

Rails-to-Trails: All rail service has been discontinued or abandoned, tracks and other rail infrastructure are removed, and the entire ROW is converted into a shared-use path or trail

In 2013, Rails-to-Trails Conservancy identified 161 RWT projects in 41 states.

As of January 2021, there are 399 RWT projects under development in at least 47 states – not including the two new interactions discussed today!

CIRCUIT TRAIL CONSERVANCY

The Circuit Trail Conservancy (CTC) is the 501(c)(3) partnering with the City of Dallas to build The LOOP, a premier urban active trail network around the core of Dallas connecting neighborhoods to transportation hubs and economic opportunity.

BOARD OF DIRECTORS

Jeff Ellerman, Chair

Philip Henderson, President

Rick Perdue, Treasurer

Larry Dale

Terrence Maiden

Linda Owen

Vana Hammond-Parham

Mike Terry

THE LOOP

10.7 MILES CONNECT 40 MILES, CREATING A 50 MILE LOOP

THE LOOP CONNECTS:

- **9 CITY COUNCIL DISTRICTS** IN THE CENTER OF DALLAS
- **5 DART LIGHT RAIL STATIONS** AND IS WITHIN .5 MILES OF 4 ADDITIONAL STATIONS
- **OVER 100 MILES** OF THE COMPLETED TRAIL SYSTEM
- **THE TRINITY RIVER** AND THE **DALLAS-TO-FORT WORTH TRAIL** TO THE METROPLEX

THE LOOP DALLAS



HI LINE TRAIL
CONNECTS THE KATY TRAIL TO THE TRINITY STRAND TRAIL

TRINITY GATEWAY
CONNECTS THE TRINITY STRAND TRAIL TO THE TRINITY RIVER SKYLINE TRAIL

TRINITY TRAILHEAD ENLARGEMENT

TRINITY SKYLINE TRAIL LINK
CONNECTS THE SKYLINE TRAIL TO SOUTH DALLAS/AUDUBON CENTER AND TRINITY FOREST

TRINITY FOREST SPINE TRAIL
8.7-MILE DEDICATED TRAIL CONNECTING WHITE ROCK LAKE AND EAST DALLAS TO SOUTH DALLAS AND THE TRINITY FOREST TRAIL SYSTEM

LEGEND

TRAIL STATUS

- EXISTING & PROPOSED
- CTC PROJECTS
- FORT WORTH CONNECTION

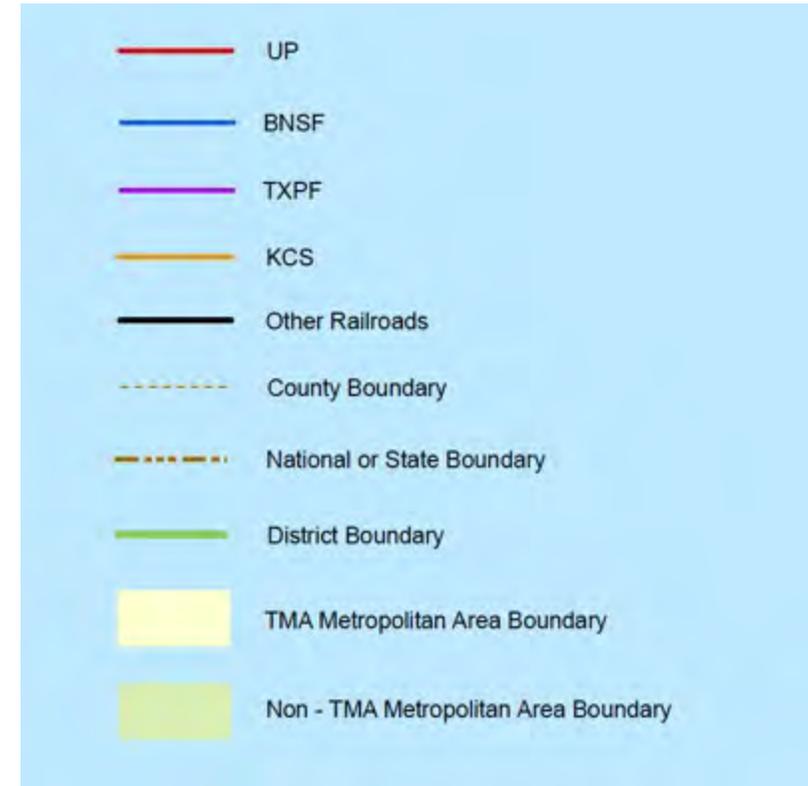
COUNCIL DISTRICT

- COUNCIL DISTRICT
- DART STATION

VISIT THELOOPDALLAS.ORG FOR INTERACTIVE MAP



ACTIVE RAIL LINES IN NORTH TEXAS



RAILS-WITH-TRAILS IN NORTH TEXAS

Existing RWT Projects in the Region:

- A-Trail Rail Trail: A-train, heavy rail
- Cotton Belt Trail (existing): TEXRail, heavy rail
- Cotton Belt Trail (under development) DART Silver Line, heavy rail
- Ridgewood Trail: DART Blue Line, light rail

Working with Class I Railroads to Accomplish a RWT:

Of the eight Class I railroads, four have official written policies of not permitting adjacent bicycle, pedestrian or multiuse trails within the railroad's ROW. The other Class I railroads do not have official policy regarding RWT; however, those companies noted that in practice they do not encourage or do not allow parallel trails with the rail ROW except on a very limited basis when a proposal meets specific criteria.

TRINITY FOREST SPINE TRAIL - NORTH PHASE I & II



Project Limits: Santa Fe Trail to Lawnview DART Station

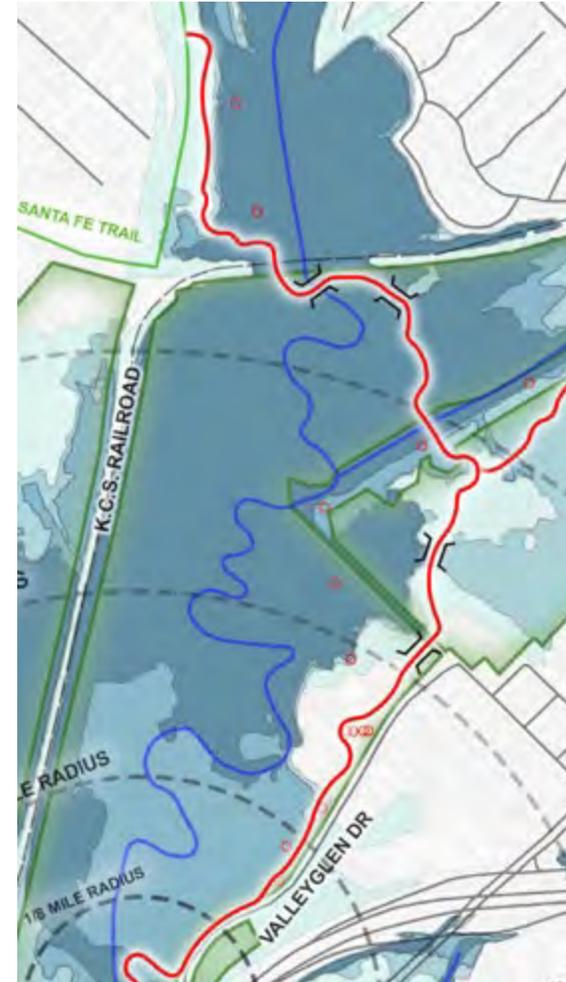
TWO CLASS I RAILROAD INTERACTIONS



Both rail lines are well-established, built prior to 1900

KCS CROSSING

Existing Conditions: <700' Trestle spanning White Rock Creek, overhead utilities, wide floodplain



TYPICAL RAILROAD UNDERCROSSING





VIEW SOUTH



VIEW EAST



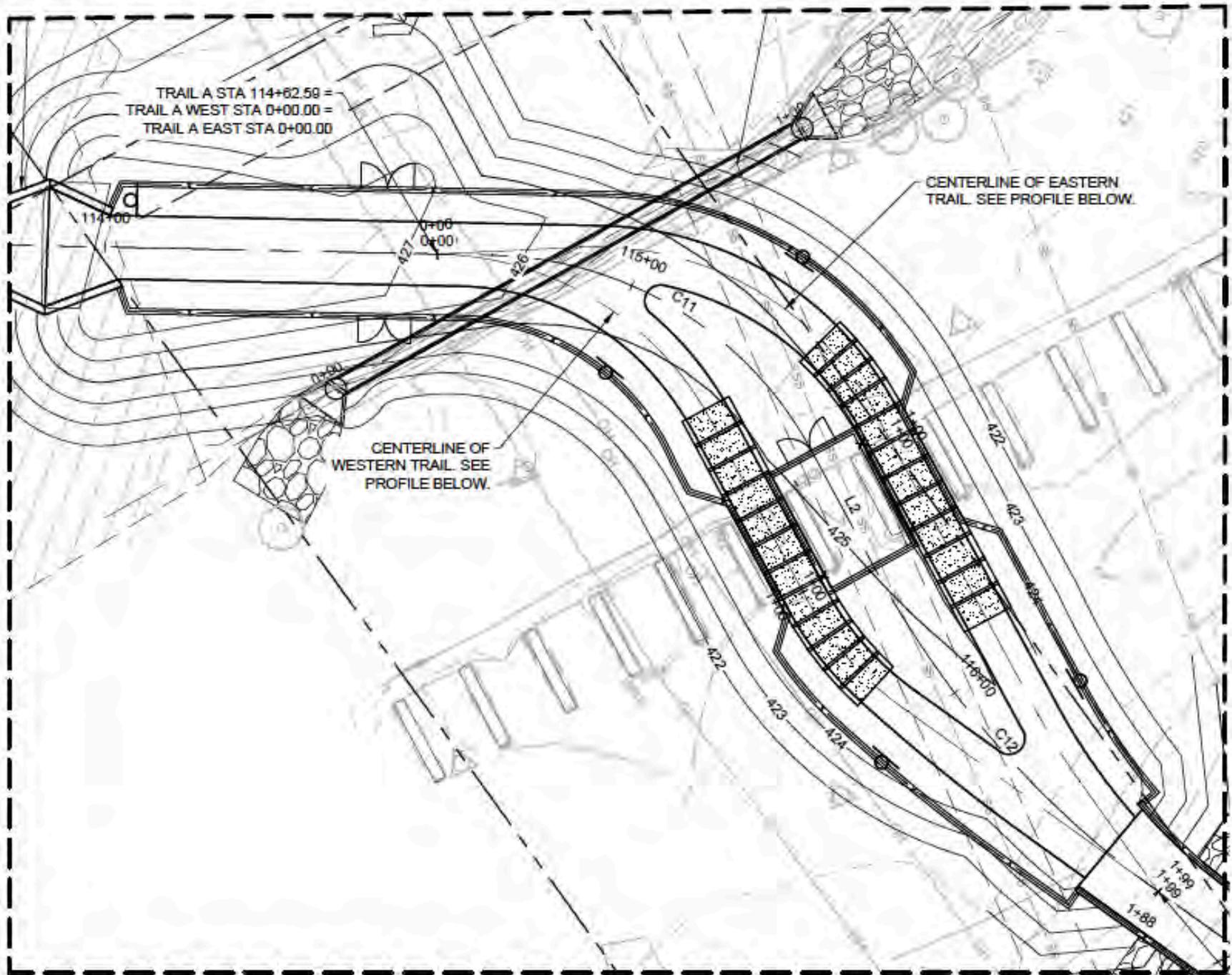
VIEW NORTH

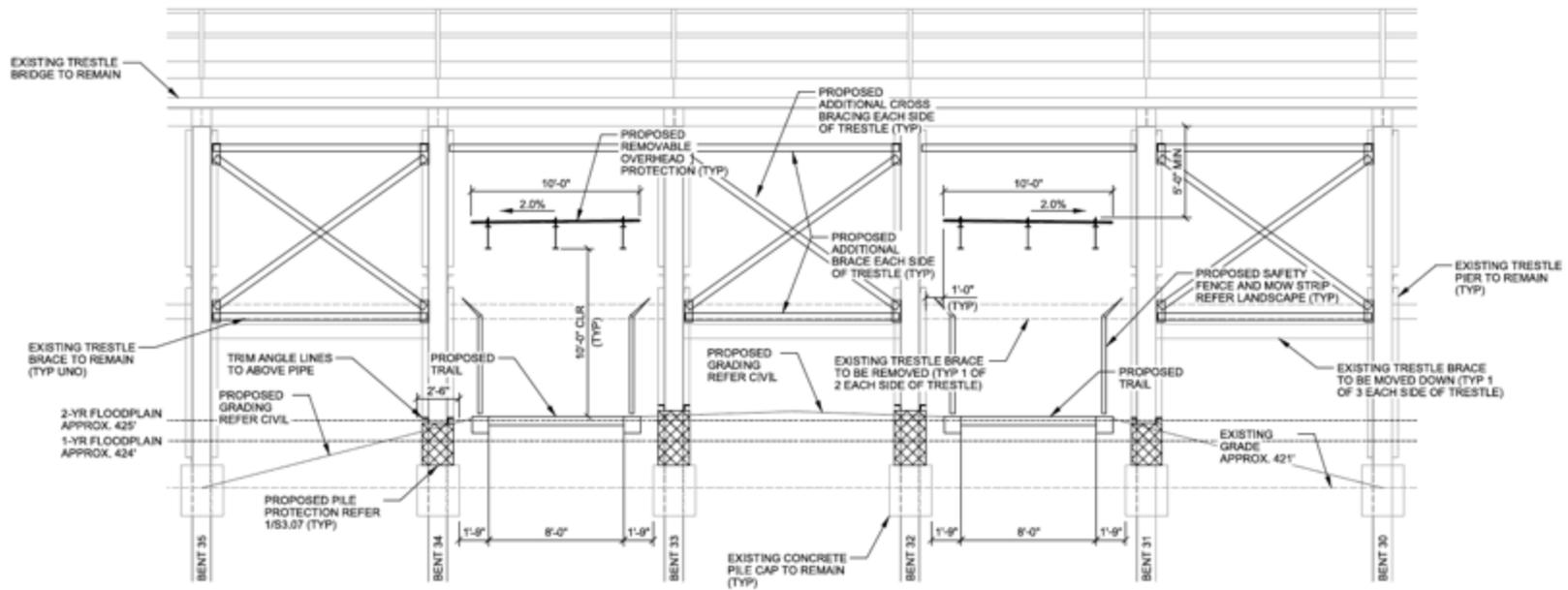


VIEW EAST



VIEW EAST

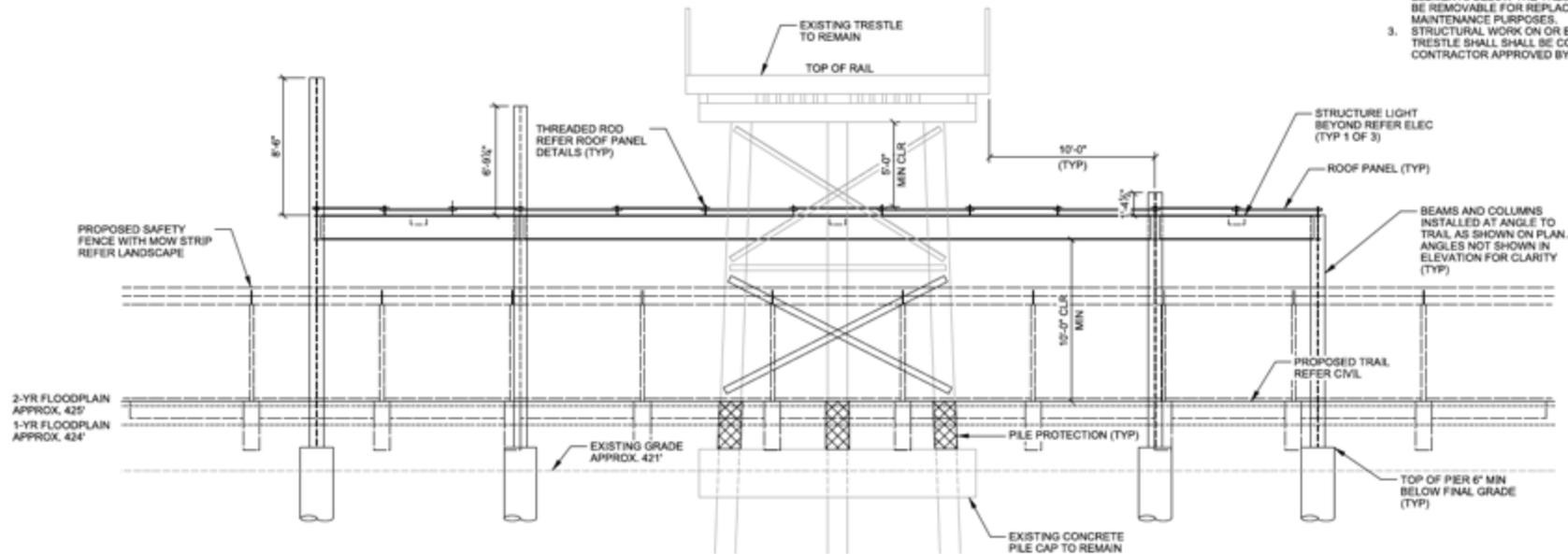




1 PROPOSED UNDERCROSSING AT K.C.S. RAILROAD - TYPICAL SECTION
SCALE: 1/4" = 1'-0"

NOTES:

1. PROTECTION STRUCTURE EXTENDS TO A MINIMUM DISTANCE 20 FEET FROM THE EXTERIOR FACE OF THE EXISTING TRESTLE COLUMNS.
2. ROOF PANELS AND PROTECTION STRUCTURE ELEMENTS BELOW THE TRESTLE ARE DESIGNED TO BE REMOVABLE FOR REPLACEMENT AND MAINTENANCE PURPOSES.
3. STRUCTURAL WORK ON OR BELOW EXISTING TRESTLE SHALL BE COMPLETED BY A CONTRACTOR APPROVED BY K.C.S.



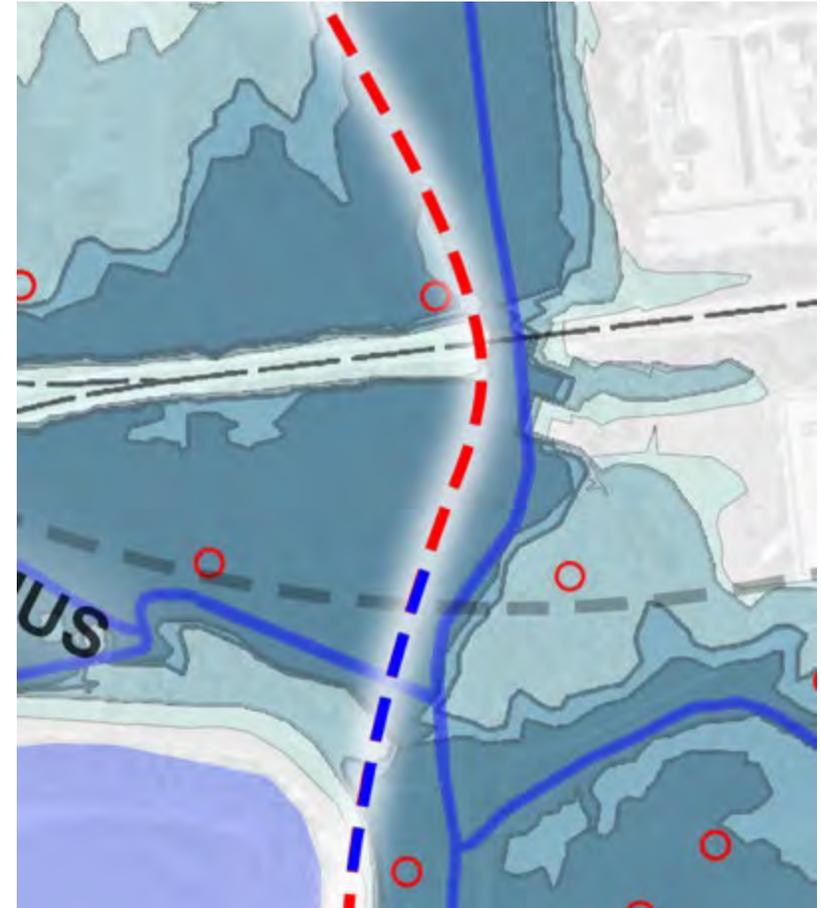
2 PROPOSED OVERHEAD PROTECTION AT K.C.S. RAILROAD - TYPICAL ELEVATION
SCALE: 1/2" = 1'-0"

TIMELINE TO ACCOMPLISH KCS CROSSING

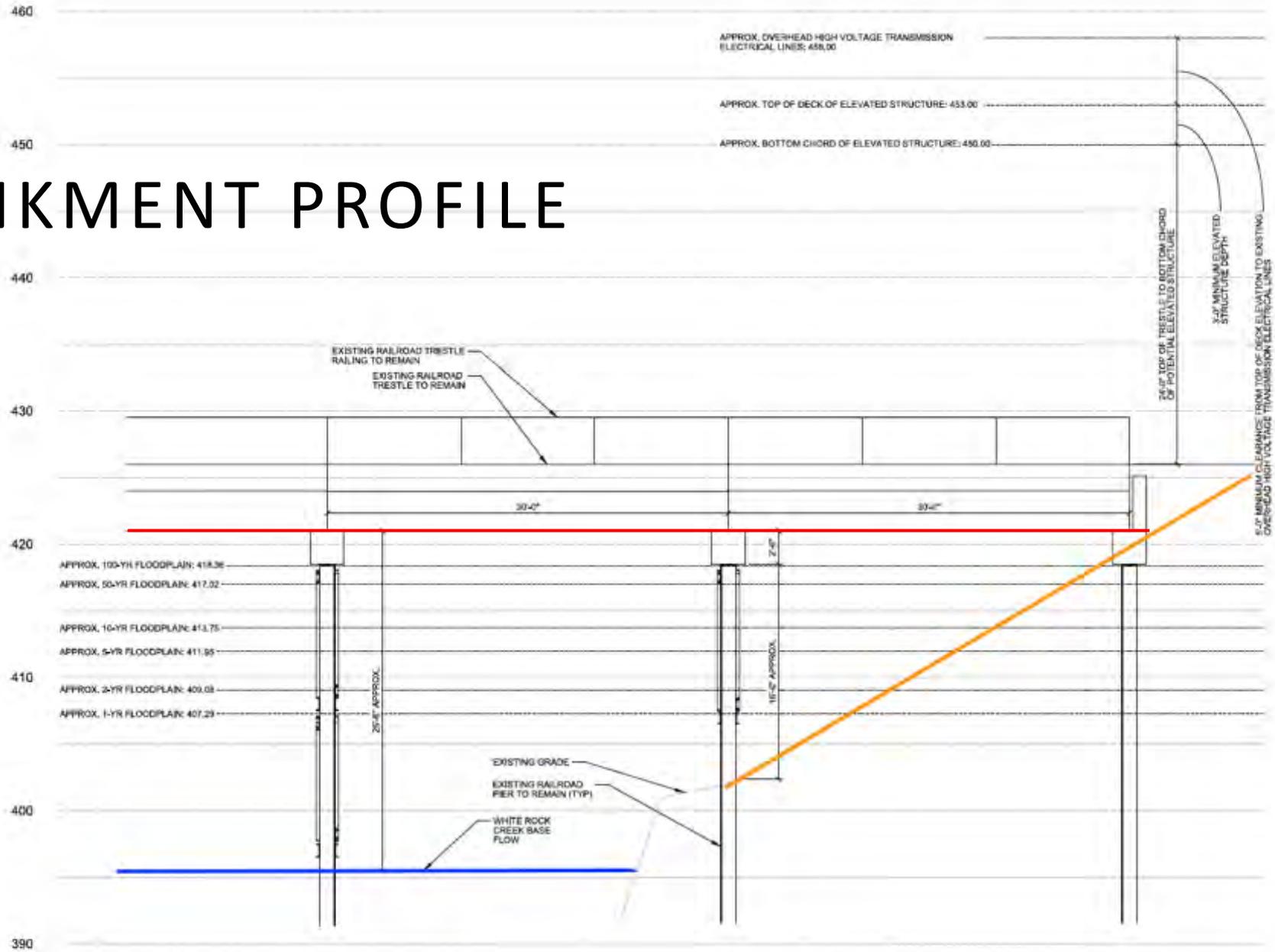
- Began informal discussions with KCS to utilize trestle prior to 2019
- Formal submittal to KCS of 30% design in Spring 2019
- CTC entered into a design and engineering reimbursement agreement with KCS in August 2020
- KCS approval of construction documents January 2021
- KCS approval of hike and bike license agreement February 2021

UPRR CROSSING

Existing Conditions: 190' Trestle spanning White Rock Creek, overhead utilities, constricted floodplain, double main line



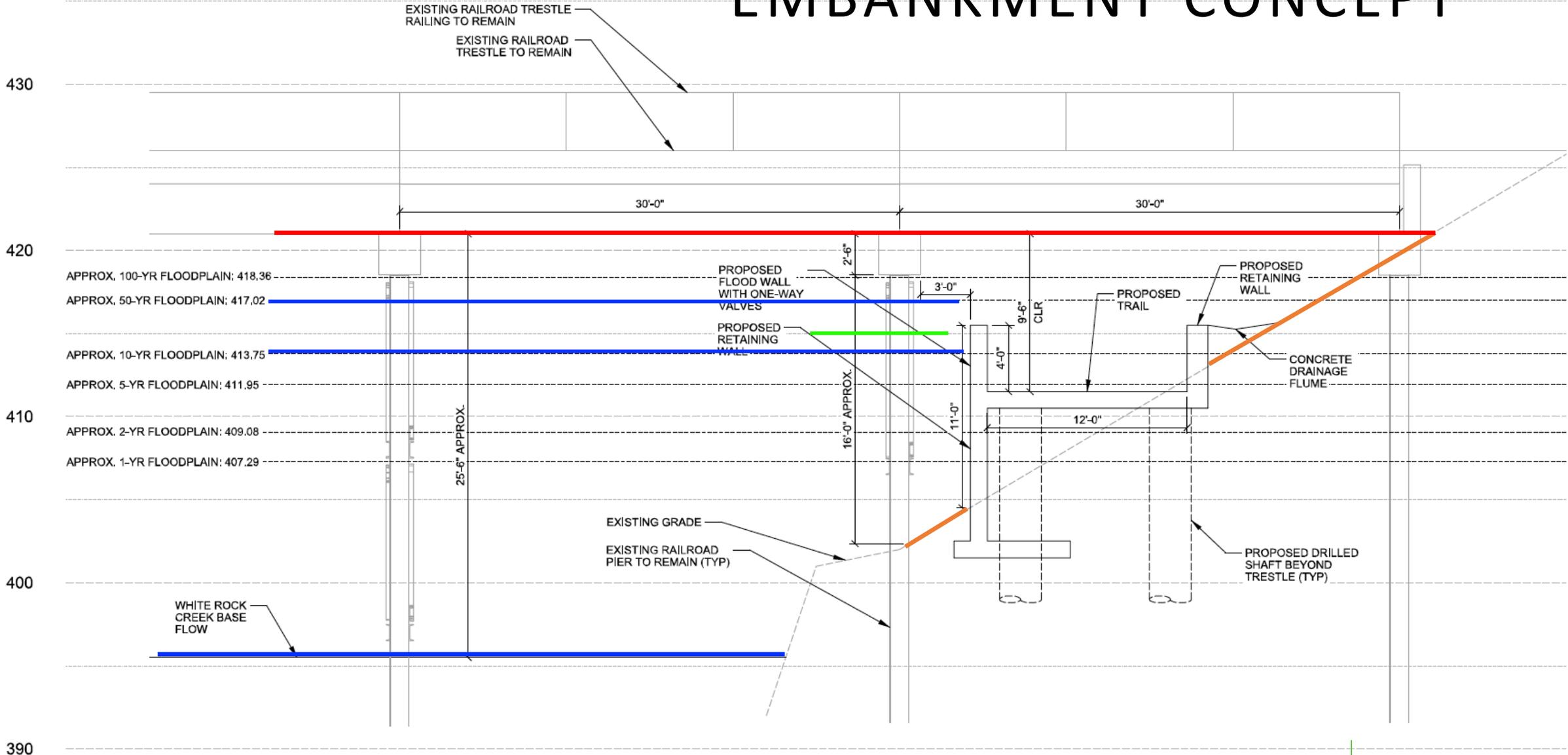
EMBANKMENT PROFILE



1 EXISTING CONDITIONS AND CONSTRAINTS AT U,P, RAILROAD TRESTLE
FULL SCALE: 1/4" = 1'-0" / HALF SCALE: 1/8" = 1'-0"

PRELIMINARY: FOR REVIEW ONLY

EMBANKMENT CONCEPT



TIMELINE TO ACCOMPLISH UPRR CROSSING

- Began informal discussions with UPRR to utilize trestle prior to 2019
- CTC entered into a design and engineering reimbursement agreement with UPRR in March 2020 – NTE \$75,000 for review services
- Formal submittal to UPRR of trail crossing concepts in May 2020
- CTC response to UPRR comments to concepts in November 2020
- Formal submittal of embankment concept with feasibility report anticipated in March 2021

CTC STRIVES TO ESTABLISH RWT RELATIONSHIPS IN NORTH TEXAS

- To deliver the Trinity Forest Spine Trail, the CTC has been assisting, both in design and engineering and with legal counsel, both the City of Dallas and railroad owners through the RWT process
- The CTC hopes to establish working relationships with relevant rail owners to continue delivering RWT projects across the region as the opportunities for RTC projects declines

THANK YOU

For additional information, please contact me at Philip@TheLOOPDallas.org or sign up for our mailing list at TheLOOPDallas.org

RESOURCES

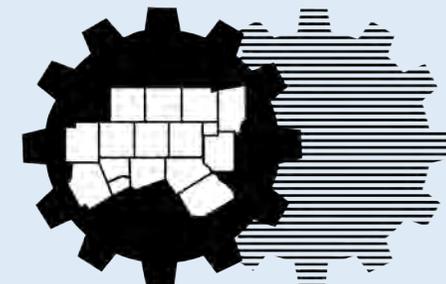
- Rails-to-Trails Conservancy www.railstotrails.org/resource-library/resources/americas-rails-with-trails/
- US DOT <https://railroads.dot.gov/elibrary/rails-trails-best-practices-and-lessons-learned>

UPCOMING EVENTS AND TRAINING



Bicycle and Pedestrian Advisory Committee

February 24, 2021



**North Central Texas
Council of Governments**

SAVE THE DATE

2021 National Bike Summit

BIKES: OUR VEHICLE FOR CHANGE

February 28 - March 3, 2021 | Online



NATIONAL BIKE SUMMIT



bikeleague.org/summit

May 5 - May 7, 2021 | Online
2021 National Planning Conference

The logo for the 2021 National Planning Conference (NPC21) features the text "NPC21" in a white, outlined, sans-serif font. This text is centered within a white rectangular box. Behind the box is a stylized graphic consisting of several overlapping, concentric, horizontal oval shapes in shades of green and yellow, creating a sense of motion or a globe.

American Planning Association

[Planning.org/conference](https://planning.org/conference)



Walk
Bike 
 Places

Indianapolis June 15–18, 2021

walkbikeplaces.org

APBP 2021 Conference



ASSOCIATION OF PEDESTRIAN
& BICYCLE PROFESSIONALS

August 23-26, 2021

**VIRTUAL EVENT
SAVE THE DATE!**

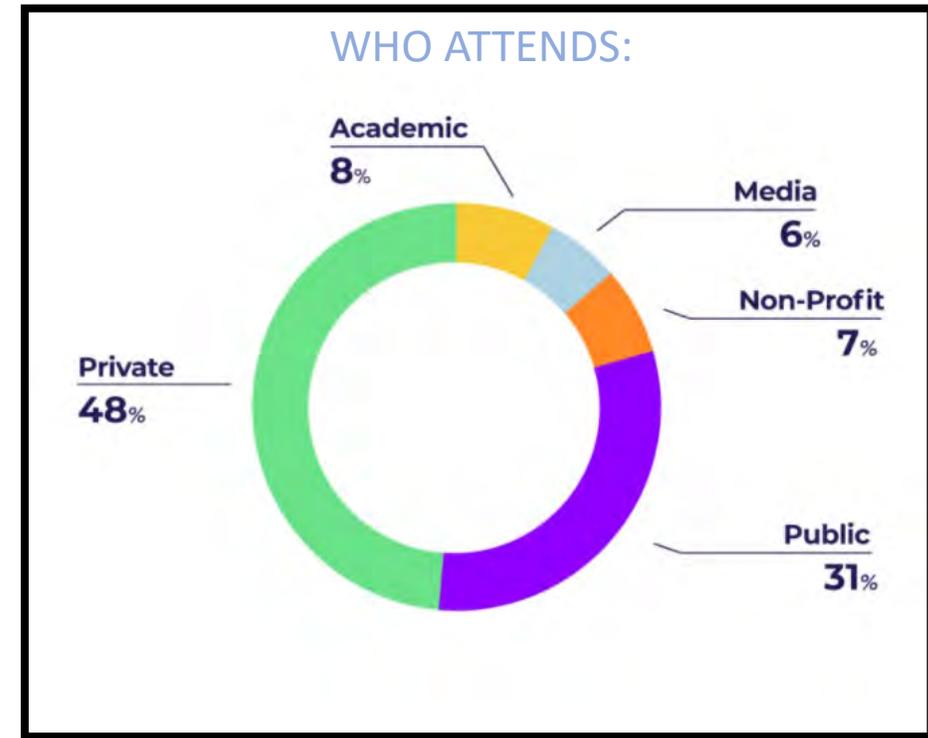
More details about the virtual event
will be shared in the coming months!

apbp.org

CoMotion MIAMI LIVE:

A Bold New Blueprint for Mobility.
Technology, Policy and Business leaders
Come Together to Design the Future of
Urban Mobility

CoMotionMIAMI.COM



CoMotion >> MIAMI | June 16-17, 2021

**Institute for Transportation
Engineers**

ITE.org

In-Person Event!!

The 2021 Joint International,
Western & Mountain Districts
Annual Meeting will be held at
the Hyatt Regency Portland &
Oregon Convention Center





VIRTUAL CONFERENCE!!

APRIL 26 – 28, 2021

[Lifesaversconference.org](https://lifesaversconference.org)

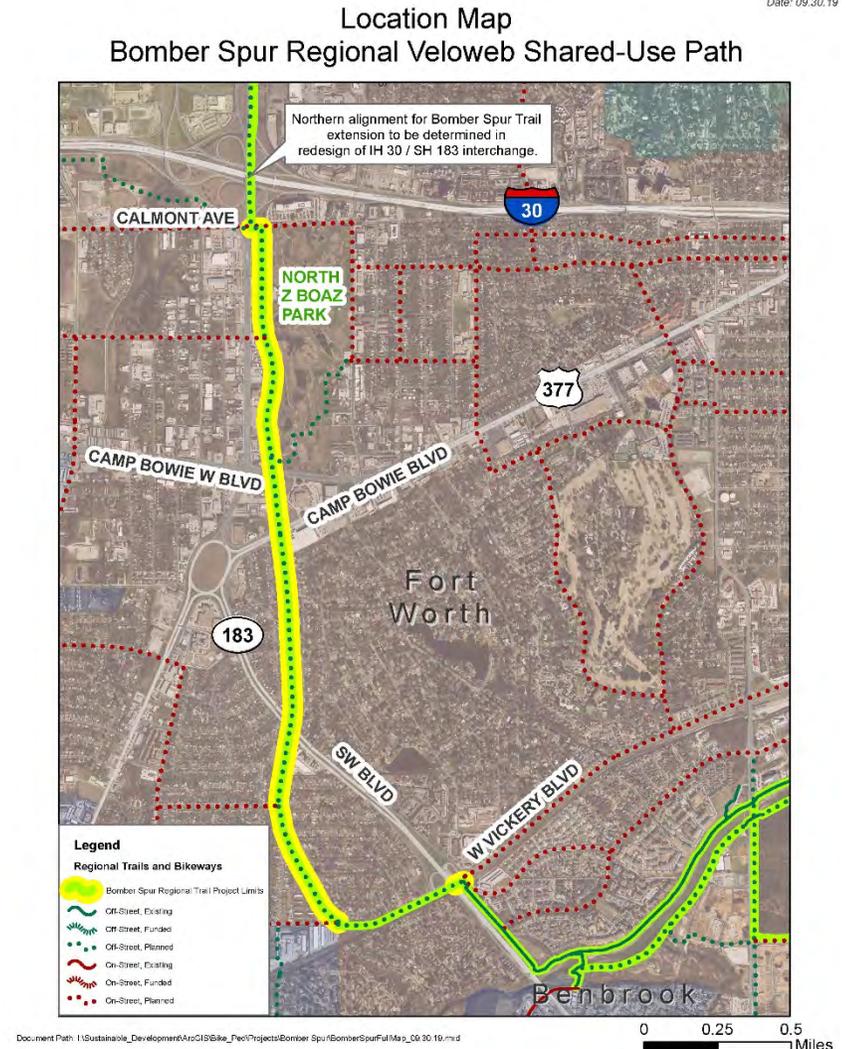
Master Plans Underway or Anticipated in 2021

- Flower Mound Parks and Trails Master Plan
- Grand Prairie Parks and Trails Master Plan Update
- McKinney Parks and Trails Master Plan
- Rowlett Trails and Open Space Master Plan Update
- DeSoto Trails Master Plan Citywide Master Plan
- Carrollton Trails Master Plan
- Weatherford Bicycle Master Plan

Plans and Projects Underway cont....

Regional Projects

- **Fort Worth**
Bomber Spur Regional Trail Preliminary Engineering:
(SH 183/Calmont Ave. on the north to SH 183/ Vickery Blvd on the south)



Any events or training opportunities to add?

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

Contact:

Matt Fall

mfall@nctcog.org

Bobby Kozub

rkozub@nctcog.org



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Council of Governments

Regional Pedestrian Safety Action Plan

Bicycle and Pedestrian Advisory Committee
February 24, 2021

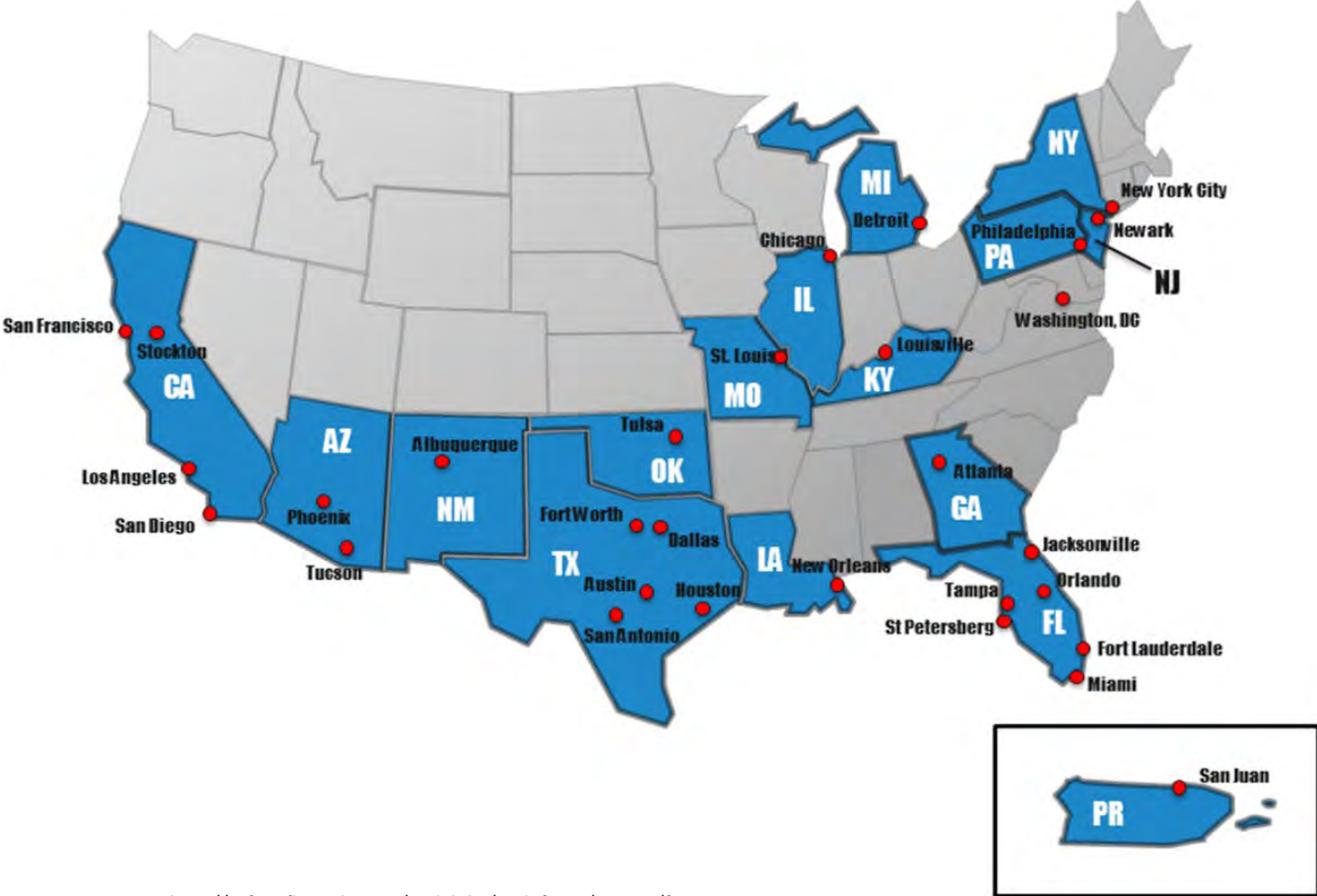
TOPICS

- Development of a Regional Pedestrian Safety Action Plan
- Regional Pedestrian Safety Corridors
- Policy Recommendations
- Action Items
- Schedule

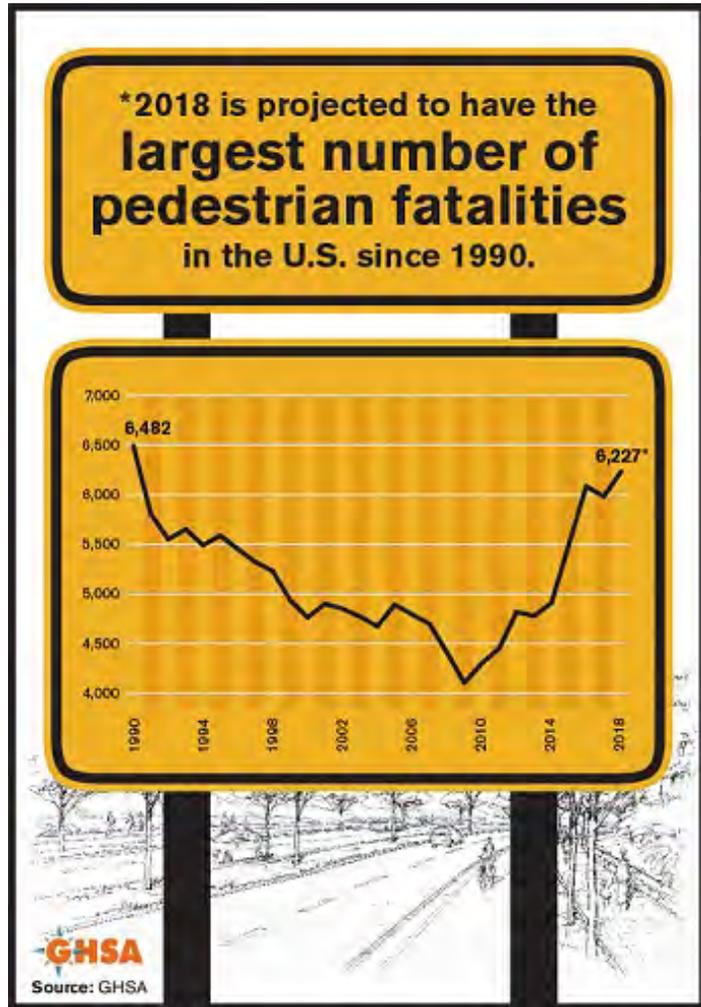
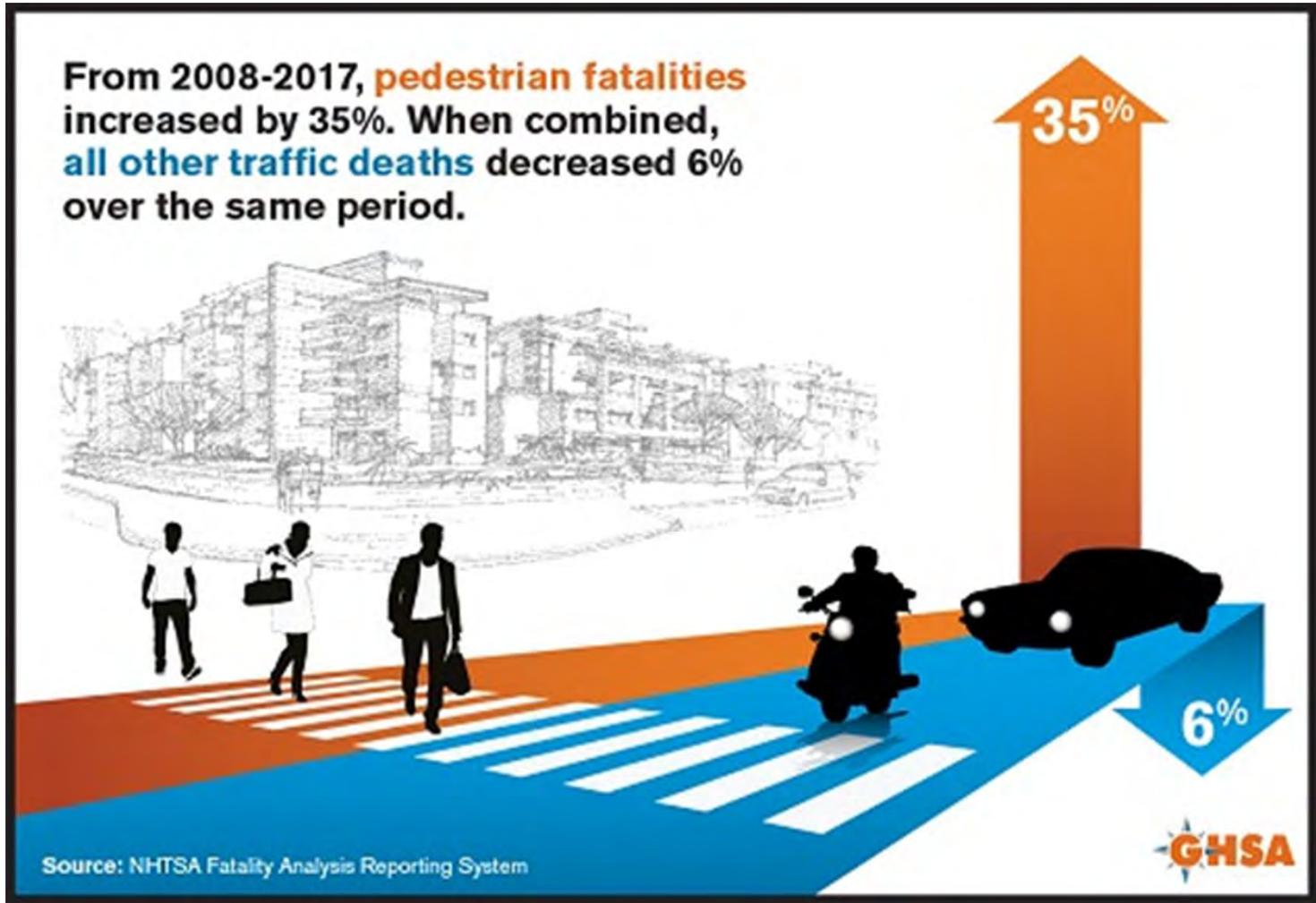


FHWA Designated Bicycle and Pedestrian Safety Focus Cities

States and cities with the highest pedestrian fatalities and/or fatality rates

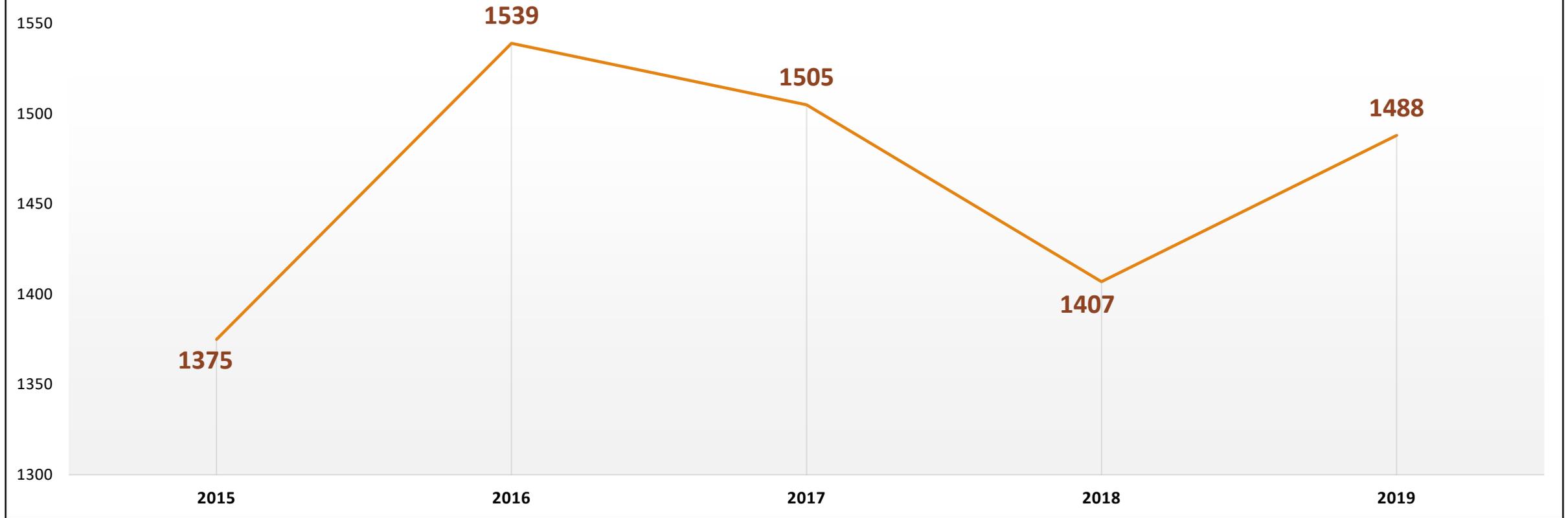


http://safety.fhwa.dot.gov/ped_bike/ped_focus/images/focus_cities_states.png



Governors Highway Safety Association (GHSA)

All Injury Level Pedestrian Crashes in MPA Region from 2015-2019

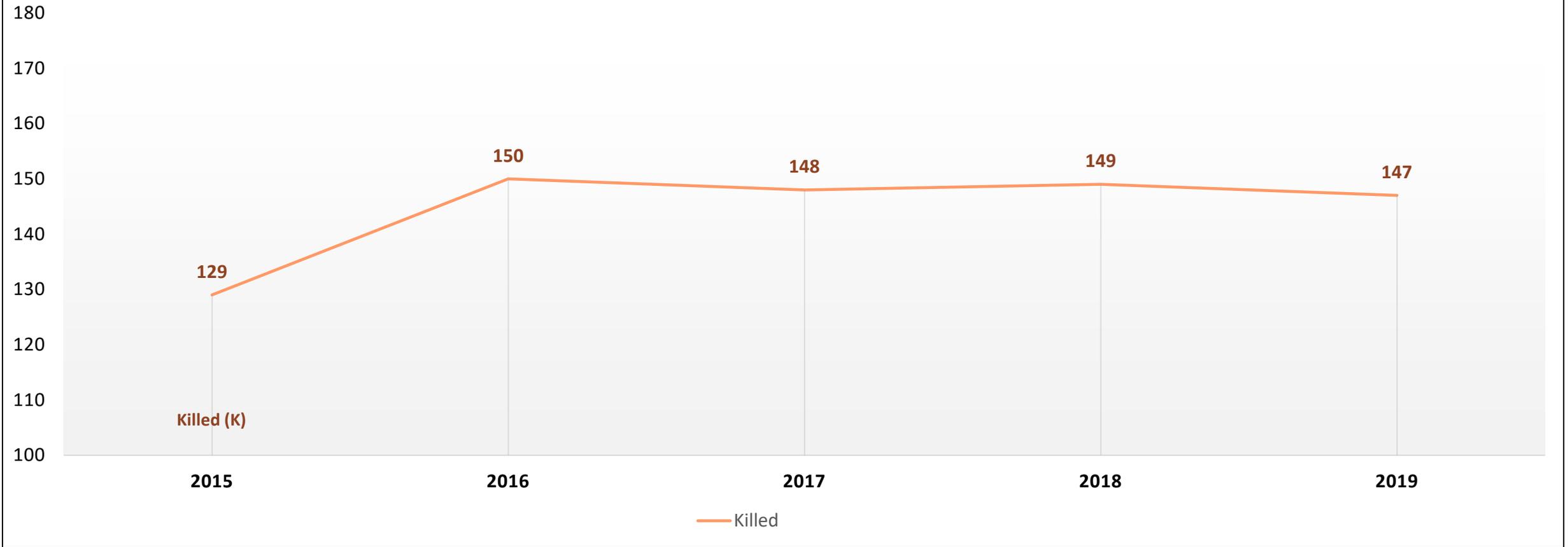


**North Central Texas Region
Pedestrian Crashes & Fatalities**

7,314

Total Pedestrian Crashes in MPA from 2015-2019

Fatal Pedestrian Crashes in MPA Region 2015-2019



**North Central Texas Region
Pedestrian Crashes & Fatalities**

723

Total Pedestrian Fatalities Regionwide from 2015-2019

ACTION BY TEXAS TRANSPORTATION COMMISSION (TTC) ON MAY 30, 2019

The TTC ordered the TxDOT to develop strategies for reducing traffic deaths by 50% by 2035 and to zero by 2050.

The order states:

“The commission acknowledges a majority of motor vehicle crashes can be prevented, thereby reducing fatalities”

This has not affected non-motorized safety targets yet

ACTION BY REGIONAL TRANSPORTATION COUNCIL (RTC) ON FEBRUARY 14, 2019

Regional Safety Position

“Even one death on the transportation system is unacceptable. Staff will work with our partners to develop projects, programs, and policies that assist in eliminating serious injuries and fatalities across all modes of travel”

TEXAS DEPARTMENT OF TRANSPORTATION HIGHWAY SAFETY IMPROVEMENT PROGRAM PERFORMANCE TARGETS REDUCTION SCHEDULE: 2018 – 2022¹

2018 – 2022 Target Crash Reduction Schedule	
Year	Reduction
2018	0.4%
2019	0.8%
2020	1.2%
2021	1.6%
2022	2.0%

¹ The Regional Transportation Council previously affirmed support for the 2018 TxDOT Highway Safety Improvement Program Performance Targets on December 14, 2017.

PURPOSE of the Plan

DRAFT

Serve as a Guide...

for state, regional, & local governments for improving pedestrian safety across the MPA

Identify...

current conditions and targeted areas for action

Serve as a Framework...

for NCTCOG, local agencies and TxDOT in enhancing existing pedestrian facilities and programming for new projects, programs and policies

Encourage...

local jurisdictions to develop their own pedestrian safety plans and to identify high-incidence pedestrian safety corridors

DEVELOPMENT of the Plan

PSAP Committee

...comprised of regional professionals provided technical guidance and to assist in developing the Plan's purpose, goals, and action plan

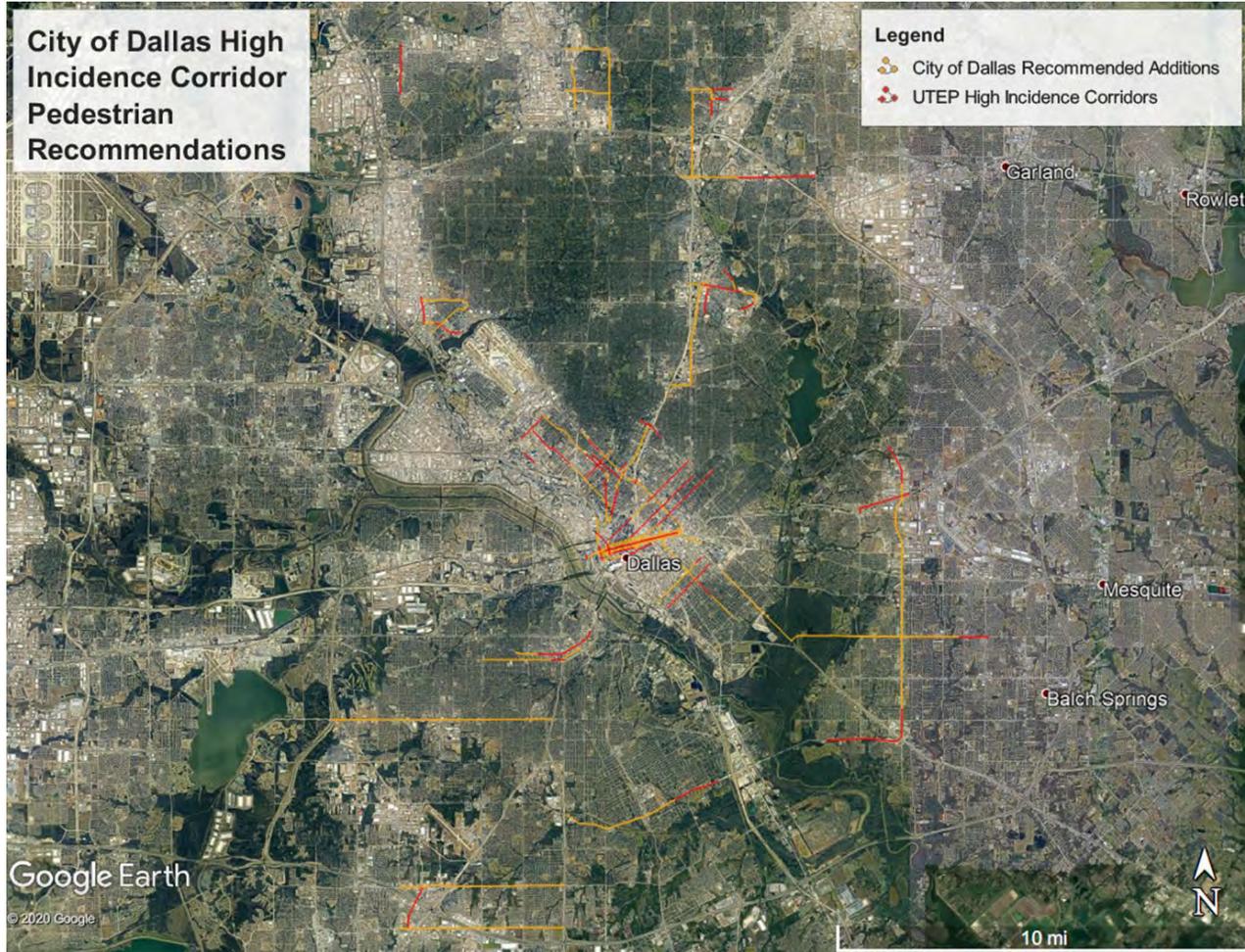
Regional Data

...was compiled and analyzed to determine the regional trends, using five years of pedestrian crash reports and an online public opinion survey was conducted between May 6th - July 5th, 2019, with the assistance of TxDOT

TxDOT / UTEP Study

...very **instrumental** in informing the PSAP, providing substantial assistance in reviewing crash records that summarized contributing factors of pedestrian crashes (PBCAT)

OTHER STUDIES and EFFORTS



North Texas Bicycle and Pedestrian Crash Analysis

Research Report (R1)

Project 0-6983

Conducted for
Texas Department of Transportation
P.O. Box 5080
Austin, Texas 78763

August 2020

Center for Transportation Infrastructure Systems
The University of Texas at El Paso
El Paso, TX 79968
(915) 747-6925

GOALS

Eliminate

...all fatal & serious injury pedestrian crashes across the region by 2050

Balance

...the safety and needs of all users and of all abilities, with priority given to the roadway's most vulnerable users

**Design,
Construct, Maintain**

...facilities so pedestrians can travel safely & with a high level of comfort

Integrate

...roadway design to include the most direct alignments, while prioritizing pedestrians

Double

...regionwide pedestrian commute mode share for pedestrians by 2045

Implement

...all reasonable pedestrian countermeasures so the region can achieve adopted safety targets

7,072

TOTAL PEDESTRIAN
CRASHES IN MPA from
2014-2018

Source: TxDOT's Crash Records Information System (CRIS)
for MPA region from 2014-2018

672

TOTAL PEDESTRIAN
FATALITIES
REGIONWIDE from
2014-2018

Source: TxDOT's Crash Records Information System (CRIS)
for MPA region from 2014-2018

AGE RANGE with the
highest number of FATAL
AND SERIOUS INJURY
PEDESTRIAN CRASHES is

23-29
for **MALES** 
and
25-33
for **FEMALES** 

Source: TxDOT's Crash Records Information System (CRIS)
for MPA region from 2014-2018

In **DALLAS COUNTY, BLACKS OR
AFRICAN AMERICANS**

comprise only
23%
of the **POPULATION** but
33%
of the **PEDESTRIAN FATALITIES**.



In **TARRANT COUNTY, BLACKS OR
AFRICAN AMERICANS**

comprise only
16%
of the **POPULATION** but
30%
of the **PEDESTRIAN FATALITIES**.



Source: TxDOT's Crash Records Information System (CRIS)
for MPA region from 2014-2018

70%

of All Fatal &
Serious Injury
Pedestrian Crashes involve
MALES 

Source: TxDOT's Crash Records Information System (CRIS)
for MPA region from 2014-2018

42%

of fatal pedestrian
crashes involved

**PEDESTRIAN
FAILURE TO
YIELD RIGHT-OF-WAY
TO VEHICLE**
as the first contributing factor



Source: TxDOT's Crash Records Information System (CRIS) for MPA region from 2014-2018

THE HIGHEST NUMBER of
FATAL & SERIOUS INJURY
pedestrian crashes for men
and women occur on

FRIDAYS

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
				X		

Source: TxDOT's Crash Records Information System (CRIS) for MPA region from 2014-2018

DEMOGRAPHICS and BEHAVIORS

1 in 5
of **ALL FATALITIES**
for all modes of travel
is a



Source: TxDOT's Crash Records Information System (CRIS) for MPA region from 2014-2018

95%

of Fatal &
Serious Crashes
are Happening

IN URBAN AREAS



Source: TxDOT's Crash Records Information System (CRIS) for MPA region from 2014-2018



More than
2/3
of **FATAL &
SERIOUS
INJURY**

PEDESTRIAN CRASHES
are happening at

NON-INTERSECTIONS

Source: TxDOT's Crash Records Information System (CRIS)
for MPA region from 2014-2018

Nearly 2/3
of all pedestrian crashes and
80%
of fatal pedestrian crashes
happen in

**DARK
LIGHTING
CONDITIONS**

Source: TxDOT's Crash Records Information System (CRIS)
for MPA region from 2014-2018

**ENGINEERING
COUNTERMEASURES**

ONLINE PEDESTRIAN SAFETY OPINION SURVEY

The survey was live for two months between **May 6 – July 5, 2019**

Used online tool, MetroQuest, facilitated by TxDOT

Five sections: **5-7 minutes** total time to complete

1,045 participants

Genders: **56% Female, 44% Male**

Age of respondents: evenly distributed between **ages 25-64**

The screenshot shows the 'Welcome' screen of an online survey titled 'DFW Pedestrian Safety Action Plan'. The page features a dark blue header with the title and a progress indicator. Below the header, a large image of a tree-lined path with pedestrians is the background. A white text box at the top asks for opinions on walking in DFW. A green 'Begin' button is positioned to the right of the text box. On the right side, a vertical navigation bar contains five numbered sections: 'BARRIERS TO WALKING', 'MARK IT ON THE MAP', 'PRIORITIES', and 'THANK YOU'. At the bottom, there is a help icon, a question mark icon, and the Texas Department of Transportation logo.

DFW Pedestrian Safety Action Plan

Progress

WELCOME

We want to hear from you!

We want your opinion about walking in DFW!

Walking is a mode of transportation. What can TxDOT and NCTCOG do to improve walking as a transportation option in the Metroplex?

Begin

BARRIERS TO WALKING

MARK IT ON THE MAP

PRIORITIES

THANK YOU

A pedestrian should be able to enjoy a safe and connected network as a transportation option. This clean mode of travel improves health, reduces stress and helps reduce traffic congestion. And walking plays a unique role in meeting local transportation challenges.

Help Privacy About MetroQuest

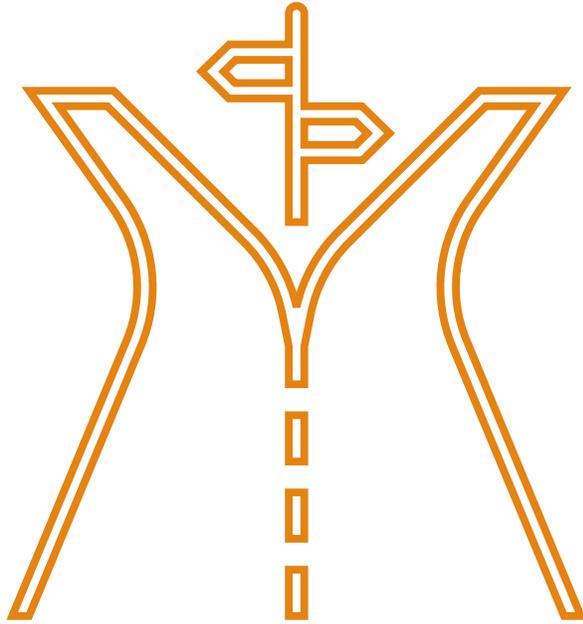
Texas Department of Transportation

ONLINE PEDESTRIAN SAFETY OPINION SURVEY: **RESULTS**

Respondents noted that:

- ...they would like to travel **MORE** by foot than [they] do now
- ...they would walk more if there were **MORE SIDEWALKS & TRAILS** near their residences that connected to more **DESTINATIONS**
- ...the **ABSENCE** of sidewalks and trails is the biggest **BARRIER** to their walking more often
- ...**ALL** safety measures are **HIGHLY PREFERRED**, including crosswalk striping, midblock pedestrian signals, pedestrian lighting & vertical separations from traffic
- ...they were **NOT** comfortable using paved shoulders alone, and preferred **5'-10' SIDEWALKS** and **SHARED-USE PATHS**
- ...the focus of **EDUCATIONAL OUTREACH** should be aimed at **ALL** roadway users: **PEDESTRIANS, BICYCLISTS & DRIVERS**

FULL RESULTS CAN BE VIEWED AT: [NCTCOG.org/PedSafetyPlan](https://www.nctcog.org/PedSafetyPlan)



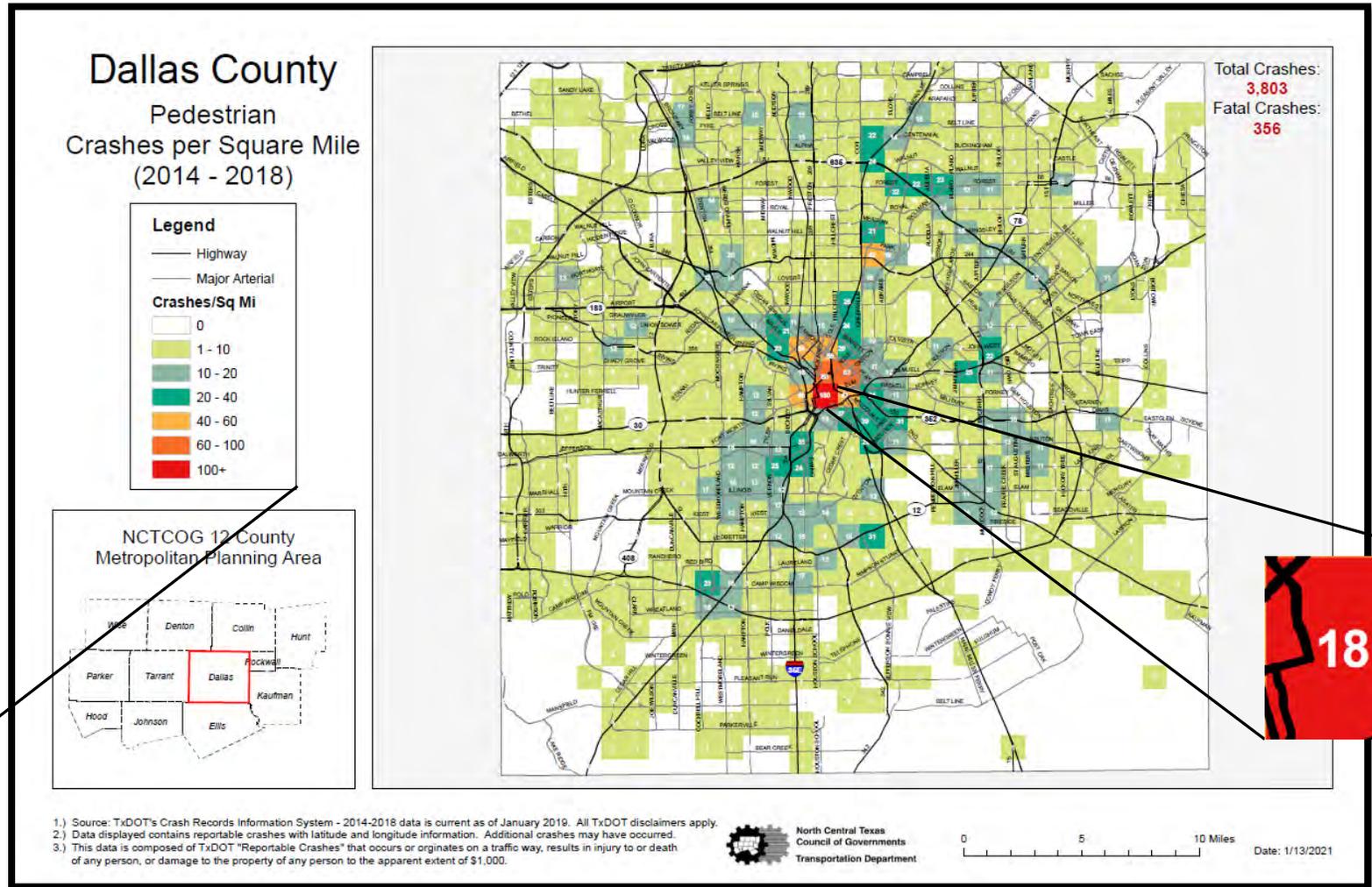
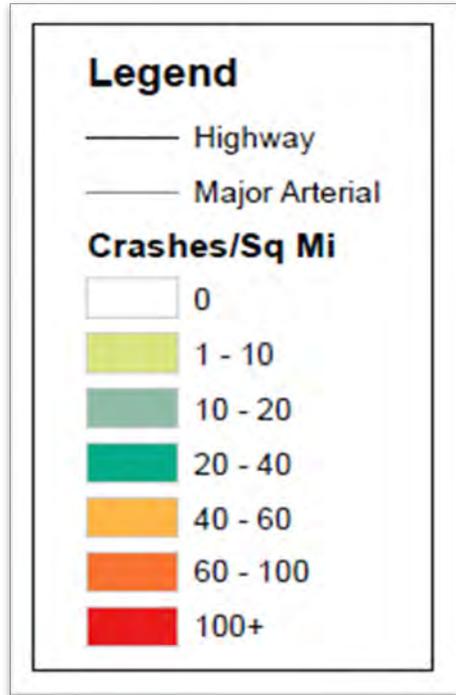
Regional Pedestrian Safety Corridors

REGIONALLY SIGNIFICANT PEDESTRIAN SAFETY CORRIDORS

Why develop corridor datasets?

- Regionally significant corridors are roadway segments with the highest density of crash history, where existing conditions are MOST in need of safety countermeasures and thus have the greatest impact on reducing the region's total number of crashes and fatalities:
 - **Primary Pedestrian Safety Corridor (PPSC):** Highest range based on crash density, with endpoints that consider common roadway factors and land use patterns.
 - **Secondary Pedestrian Safety Corridor (SPSC):** Second highest range (think of it as Tier II) based on crash density, with endpoints that consider common roadway factors and land use patterns.
- These are routes that are known to be significant at a regional level that we can share with local agencies
- These prioritized corridors should be considered for projects and programs to reduce crashes/fatalities (project selection).

Primary and Secondary Pedestrian Safety Corridors: PPSCs and SPSCs



Identified Primary and Secondary Pedestrian Safety Corridors by first examining crash clusters within square mile cells that had 20+ reported crashes (primary) and 10-19 reported crashes (secondary)

Regionally
Significant
Primary
vs.
Secondary
Pedestrian
Safety Corridors

The **PPSCs** were selected within square mile areas that contained **20+ reported crashes** between 2014-2018

The **SPSCs** were selected within square mile areas that contained **10-19 reported crashes** between 2014-2018

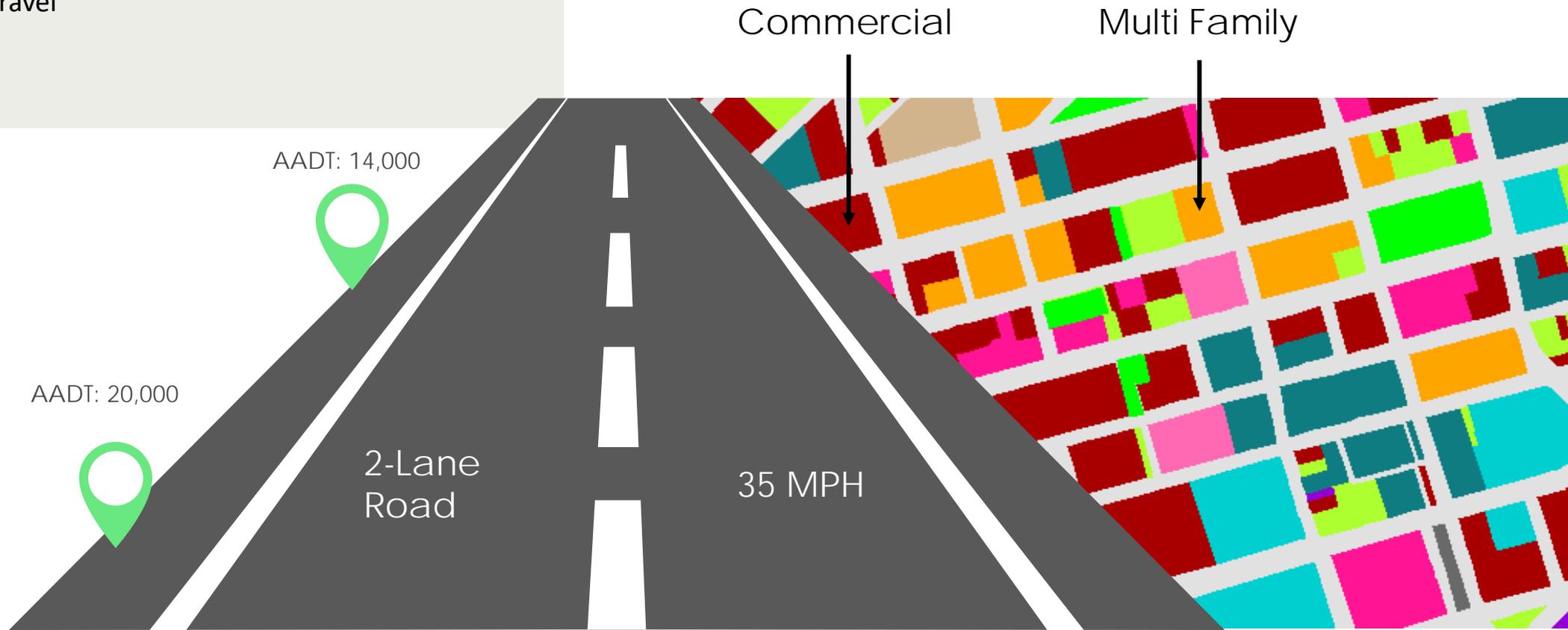
COMMON ROADWAY CHARACTERISTICS & PATTERNS OF LAND USE

Street Topology

- Sidewalks, signals, signage, bike facilities and access points
- Average Annual Daily Traffic (AADT)
- Number of travel lanes
- Vehicle direction of travel
- Posted speeds
- Intersections

Example Patterns of Land Use

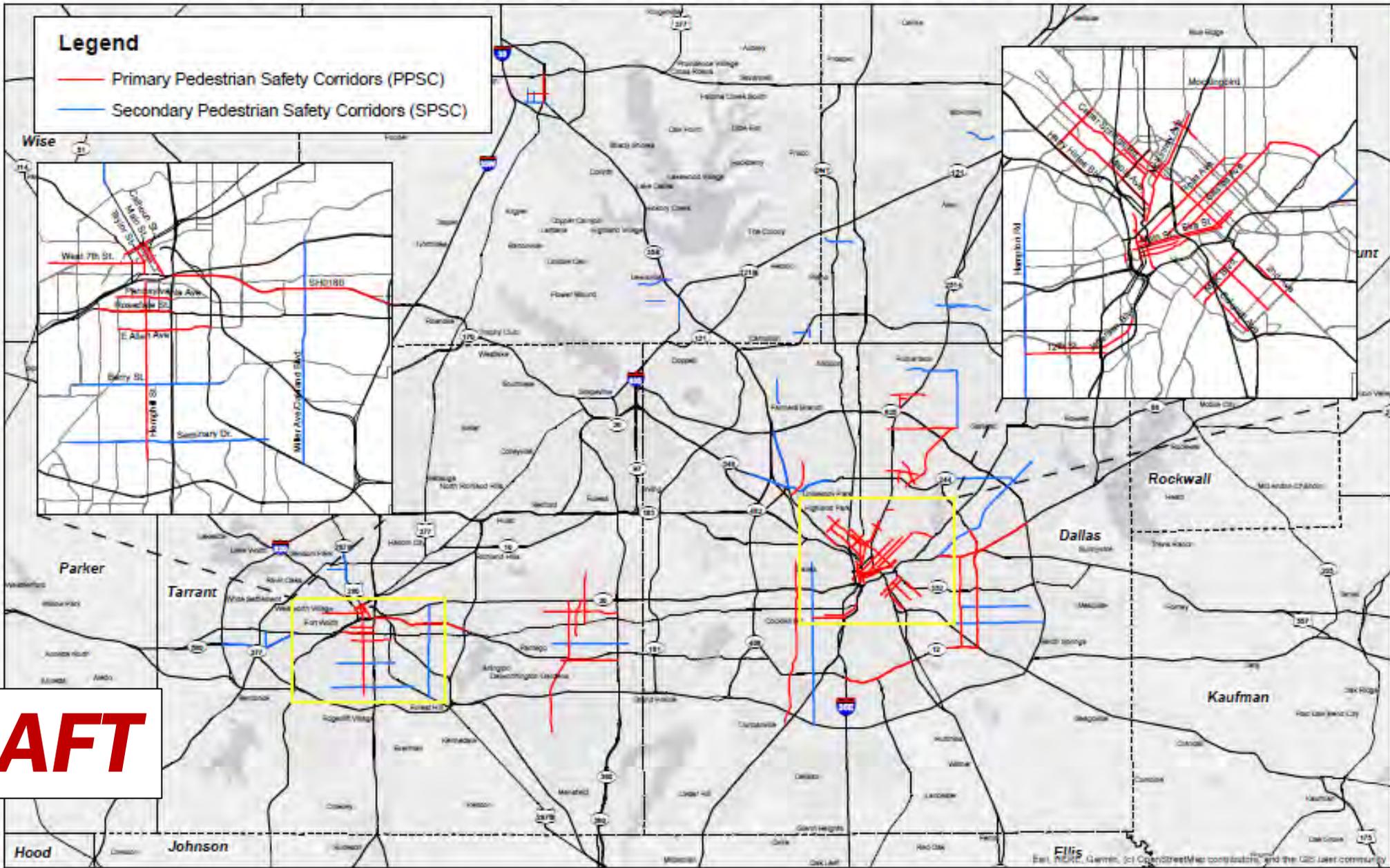
Single or Multi Family, Commercial, Office, Retail, Mixed Use, Industrial, Schools, Railroad, Parking



Primary and Secondary Pedestrian Safety Corridors (PPSC/SPSC) Urbanized Area

Legend

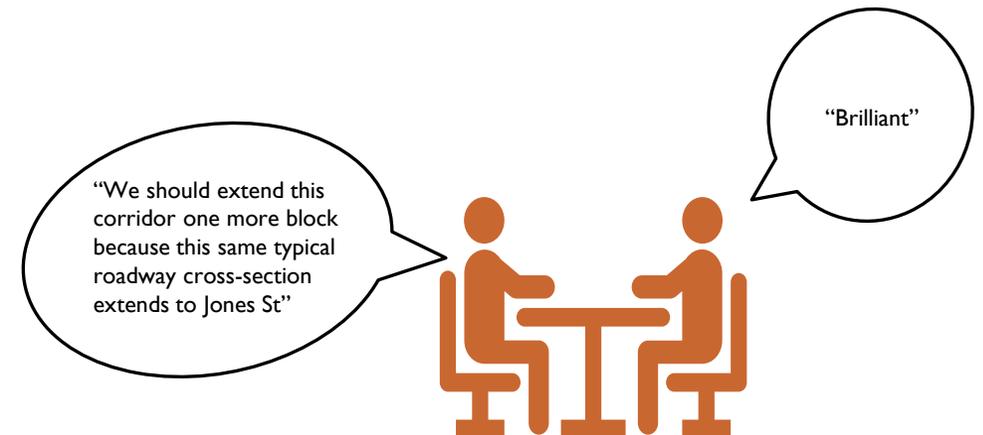
- Primary Pedestrian Safety Corridors (PPSC)
- Secondary Pedestrian Safety Corridors (SPSC)



DRAFT

FEEDBACK FROM CITIES AND TXDOT

- Are the beginning and ending points of the identified corridors appropriate?
- Are there corridors in the dataset that should be removed because safety improvements have already been implemented?
- Are there additional high-incidence corridors that should be considered?



REGIONALLY SIGNIFICANT PEDESTRIAN SAFETY CORRIDORS

- Total number of centerline miles in MPA: **38,229 miles**
- Total centerline miles of identified corridors: **237 miles total (0.62% of total MPA)**
- Number of reported pedestrian crashes along the corridors: **26%** of all reported between 2014-2018
- Total number of corridors selected: **92**
 - 61 Primary Pedestrian Safety Corridors
 - 31 Secondary Pedestrian Safety Corridors
- Total number of counties with corridors: **4**
 - Dallas, Denton, Collin, and Tarrant
- Total number of cities with corridors: **10**
 - Arlington, Carrollton, Dallas, Denton, Fort Worth, Garland, Lewisville, McKinney, Plano, and Richardson

DRAFT



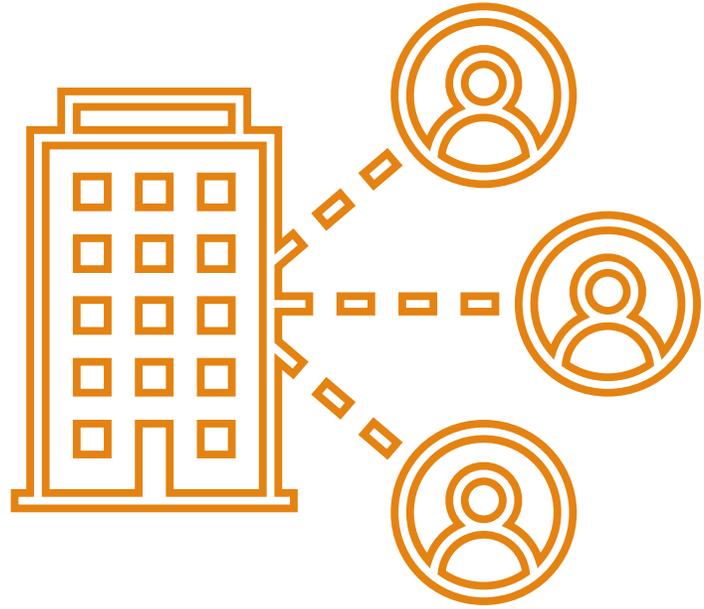
Policy Recommendations

Recommended Policies (1-3)

- 1) Work collaboratively with local governments and TxDOT to implement the goals and policies as outlined within the Pedestrian Safety Action Plan (PSAP)
- 2) Local governments are encouraged to integrate proven safety countermeasures as part of all future roadway projects
- 3) Priority will be given to implement safety countermeasures and other actions along the regional Pedestrian Safety Corridors

Recommended Policies (4-6)

- 4) Multimodal Level of Service (MMLoS) analysis will be encouraged by NCTCOG, local agencies and TxDOT as part of the roadway design process. This analysis will include the evaluation of the levels of service (LOS) for each mode, to balance the LOS needs of auto drivers, transit riders, bicycle riders, and pedestrians holistically, with priority given to the safety and comfort of the most vulnerable road users
- 5) Educational programs and resources will be developed and made available for communities, schools, and driver's education programs, which emphasize responsible roadway sharing for all modes
- 6) Law enforcement personnel will be provided information and training in the enforcement of laws concerning the rights and responsibilities of the most vulnerable roadway users



Action Items

Policy #	Recommended Action	Engineering, Education, Enforcement, Encouragement, Evaluation
1	Facilitate collaboration with TxDOT, local governments and regional organizations in support of projects and programs that improve regional pedestrian safety	Encouragement
2	Conduct Roadway Safety Audits (RSA) for the identification of improvements along pedestrian safety corridors.	Engineering
3	Implement safety improvements for those RSA findings.	Engineering
4	Develop performance measures to evaluate the effectiveness of implemented countermeasures based on measurable data	Evaluation
5	Coordinate and/or support the development of educational workshops and webinars aimed at informing law enforcement of pedestrian rights and responsibilities and the importance of accurate pedestrian crash reporting.	Education

Action Items

DRAFT

Policy #	Recommended Action	Engineering, Education, Enforcement, Encouragement, Evaluation
6	Coordinate and/or support educational programs and marketing campaigns aimed at informing the public, including drivers and pedestrians, of their rights and responsibilities when traveling on the roadway. Education campaigns, including Lookout Texans, should be cognizant of their intended audience.	Education
7	Coordinate and/or support the development and implementation of policies, programs and marketing campaigns aimed at improving safety and <u>higher levels of physical activity</u> for students.	Education
8	Complete updates to the regional Pedestrian Safety Action Plan (PSAP) at least every five years to integrate as part of the Metropolitan Transportation Plan, using updated data and regional analysis.	Evaluation
9	Conduct annual monitoring of pedestrian safety trends and reported crashes	Evaluation

Action Items

DRAFT

Project Schedule

PSAP Stakeholder Committee Meeting #1 (April 2019)

PSAP Stakeholder Committee Meeting #2 (May 2020)

Draft PSAP completed January 2021

Final PSAP Committee meeting 1/28/21: Solicit committee feedback

Draft document completed January 2021 and reviewed by stakeholders (January – February 2021)

Final Draft presented to BPAC (February), STTC (March) RTC (April)

Potential Road Safety Audits – Currently developing criteria

Integration into Mobility Plan

Thank You!

Contact:

Kevin Kokes, AICP
Program Manager
rkozub@nctcog.org

Matt Fall
Senior Transportation Planner
rkozub@nctcog.org

Bobby Kozub
Transportation Planner
rkozub@nctcog.org

NCTCOG BPAC Meeting

Trails & Bikeways Master Plan

City of Garland Update



GARLAND

February 24, 2021



HALFF

Agenda

- Purpose & Background
- Facility Hierarchy
- Plan Recommendations
- Feasibility Study Areas
- Segment Prioritization



Plan Purpose & Background

Purpose

- Guide the development of on- and off-street facility recommendations
- Provide guidance for design standards and policies
- Establish prioritized implementation recommendations

Background

- Update to the 2015 Non-Motorized Transportation Plan
- Bicycle and Pedestrian Plan -2019 - on-street planning
- PARD Strategic Master Plan - 2019 - off-street planning
- 2019 Bond Program passed - May 2019
- Combined planning efforts with expanded scope to include comprehensive analysis and coordination



Plan Purpose & Background

Bicycle and Pedestrian Plan

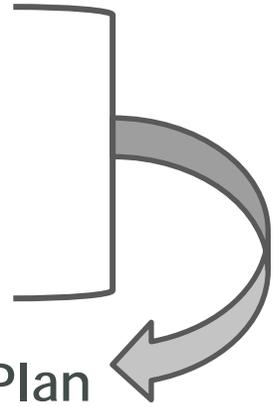
- On-street facility analysis

PARD Strategic Master Plan

- Off-street facility analysis

Trails and Bikeways Master Plan

- Combined on- and off-street facility analysis
- Expanded scope includes the following:
 - Feasibility studies
 - Trail corridors along Lake Ray Hubbard
 - Trail corridors within greenbelts
 - IH-30 pedestrian crossings
 - Catalyst Area connectivity - Rosehill Rd & IH-30
 - Additional stakeholder coordination
 - Additional public engagement
 - Policy recommendations for micromobility transportation



Planning Process



Community Engagement

- Citizen Steering Committee
- Stakeholder Visioning Sessions
- Public Open Houses
- Community Survey
- Online Interactive Mapping
- Elected & Appointed Officials Briefings



GARLAND



Facility Hierarchy

Define facility types:

Off-Street Facilities

Spine Trails
Sidepaths

On-Street Bikeways

Bike Lanes
Shared-Use Lanes
Cycle Track

Pedestrian Facilities

Sidewalks
Enhanced Sidewalks

Recommendations

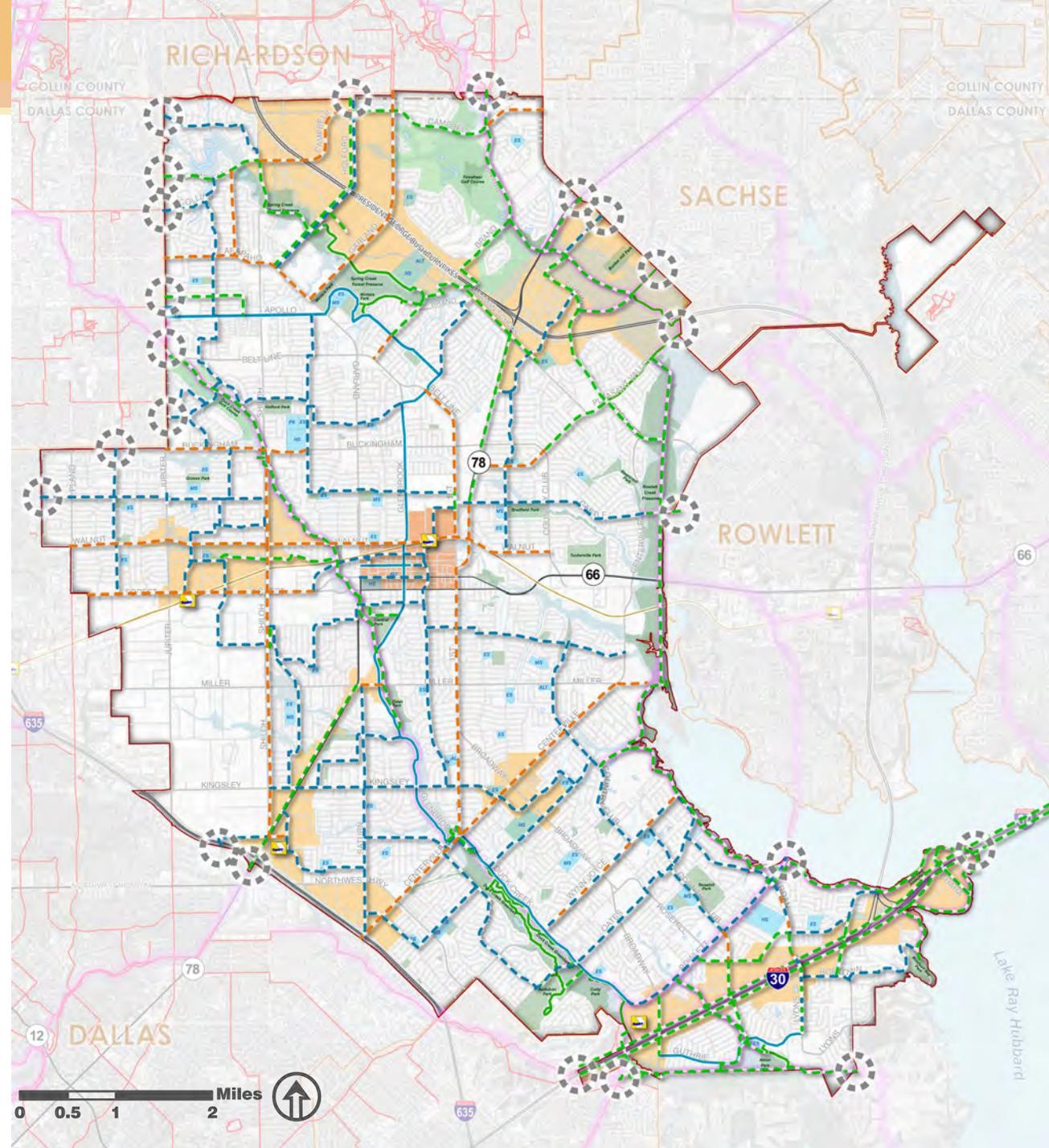
Combined Recommendations

-  Existing Trails
-  Proposed Trails
-  Existing Bikeways
-  Proposed Bikeways
-  Proposed Enhanced Sidewalks
-  Proposed Bikeway and Enhanced Sidewalk
-  2045 Regional Veloweb

 Downtown

 Interjurisdictional Connections

 Catalyst Area

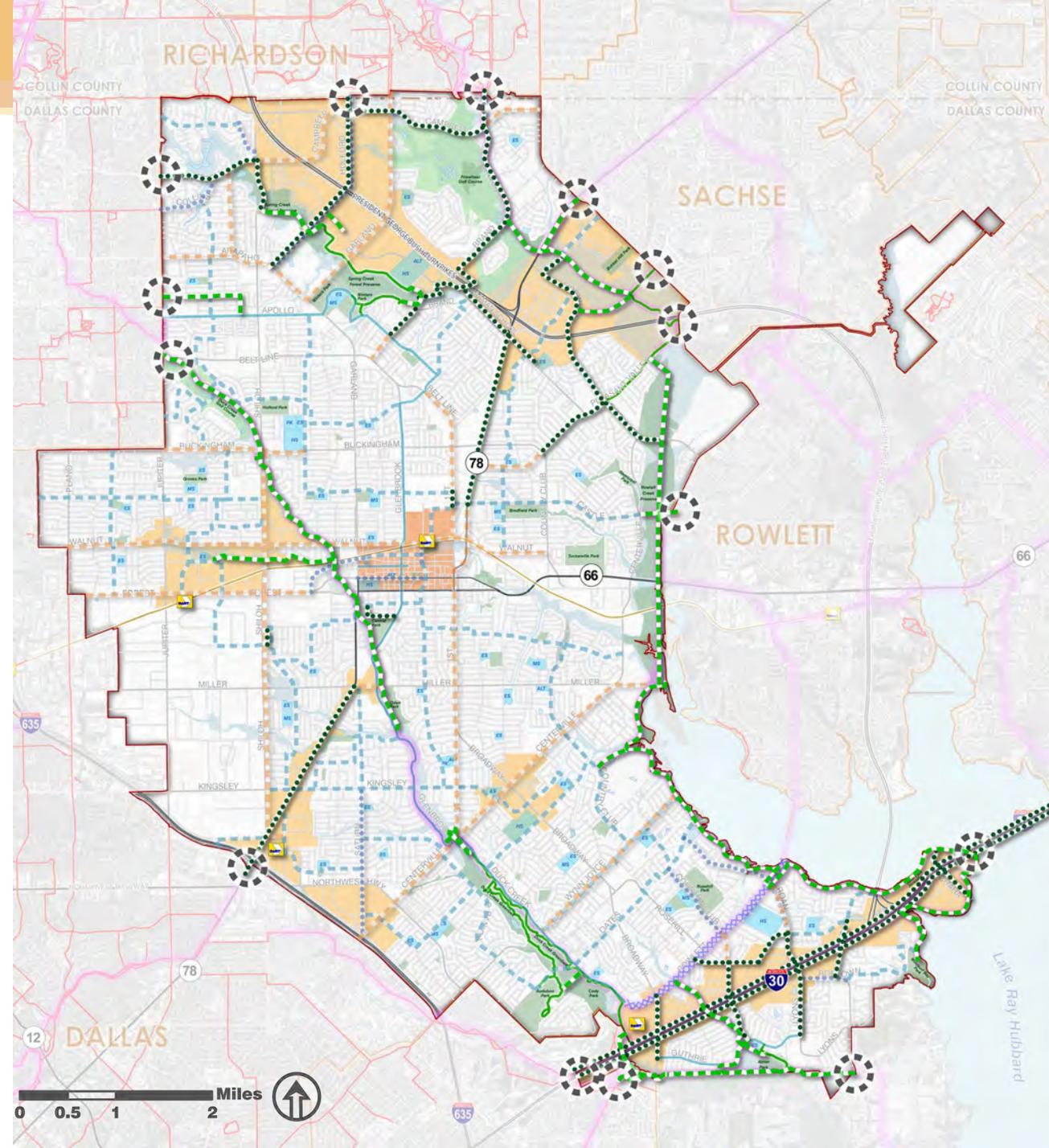


Recommendations

Trail Facilities Recommendations

-  Existing Trails
-  Proposed Spine Trail
-  Proposed Sidepath
-  2045 Regional Veloweb
-  Downtown
-  Interjurisdictional Connections
-  Catalyst Area

31.9 miles of proposed Spine Trail
35.6 miles of proposed Sidepath

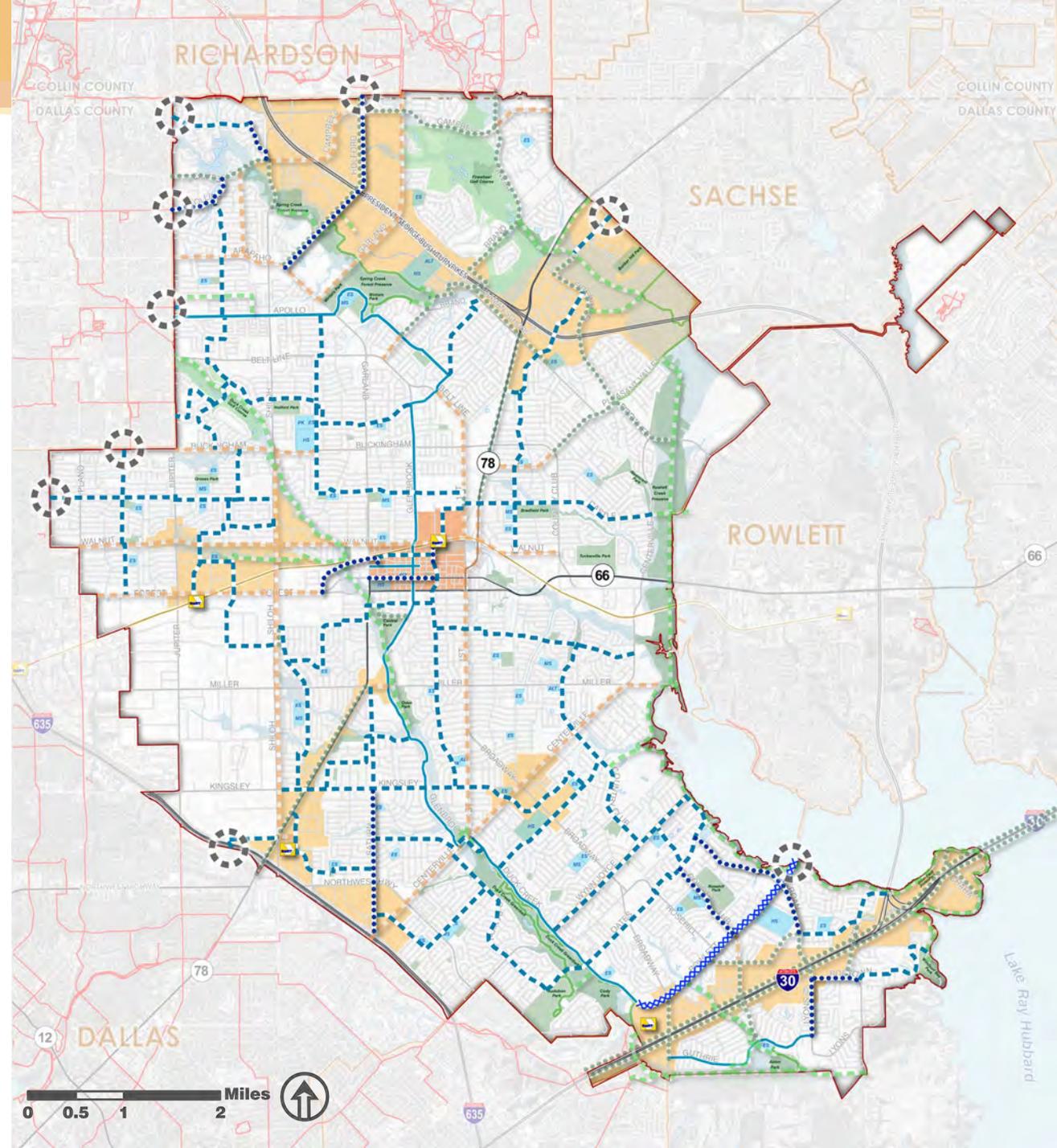


Recommendations

Bikeways Recommendations

-  Existing Bikeways
-  Proposed Shared-Use Lane
-  Proposed Bike Lane
-  Proposed Cycle Track
-  Downtown
-  Interjurisdictional Connections
-  Catalyst Area

60.5 miles of proposed Shared-Use Lane
(includes both signed route and pavement markings)
10.3 miles of proposed Bike Lane
2.3 miles of proposed Cycle Track

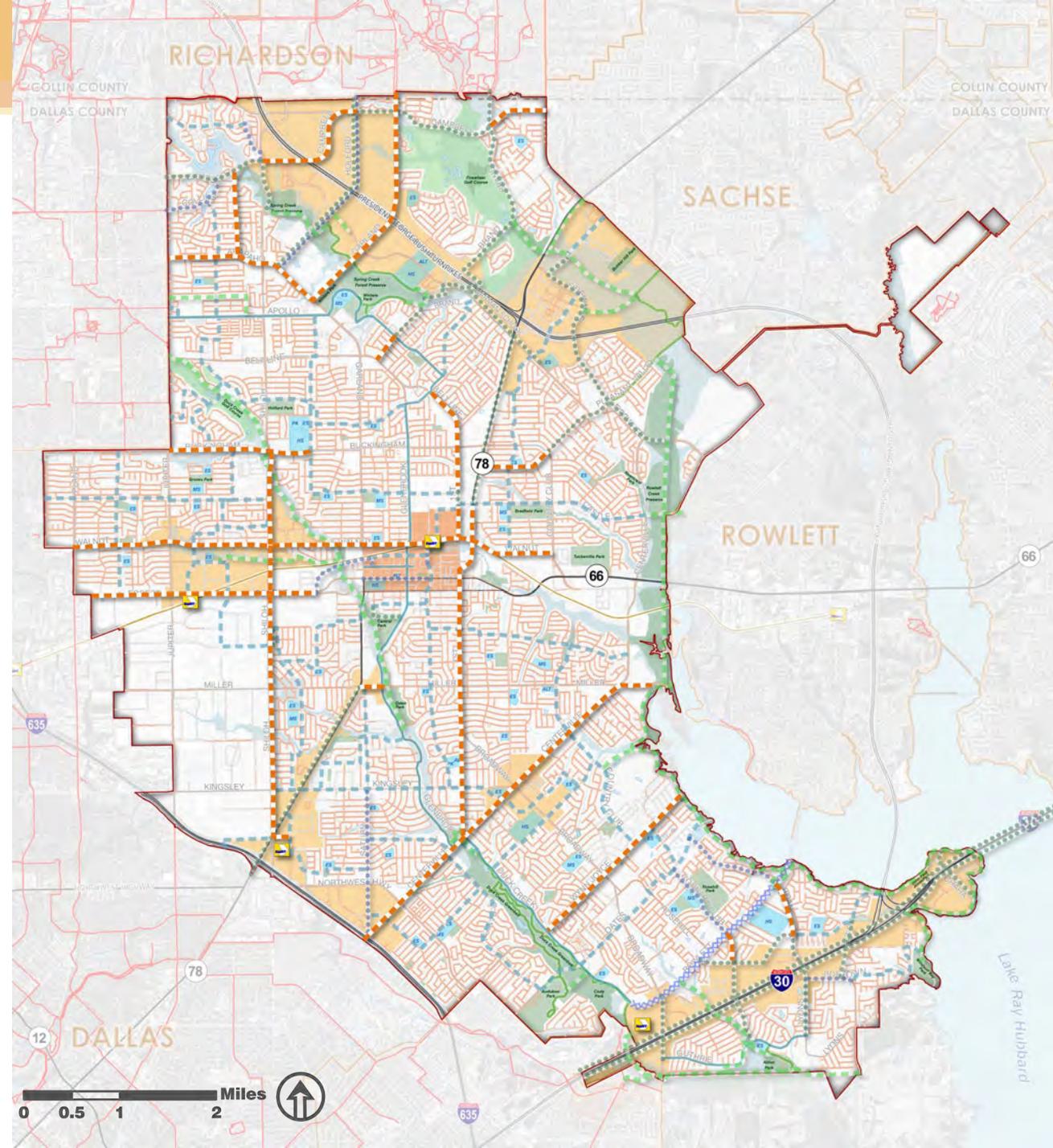


Recommendations

Pedestrian Recommendations Map

- Existing Sidewalks
- - - Proposed Enhanced Sidewalks
- Downtown
- Catalyst Area

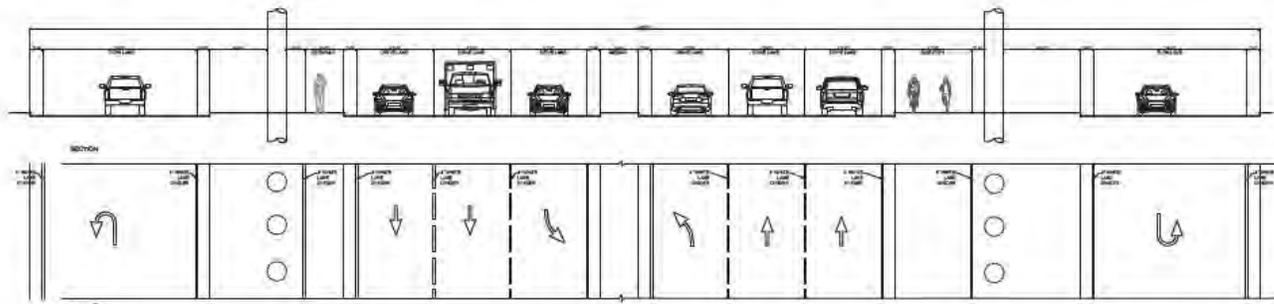
67.3 miles of proposed Enhanced Sidewalk
(includes both sides of roadway)



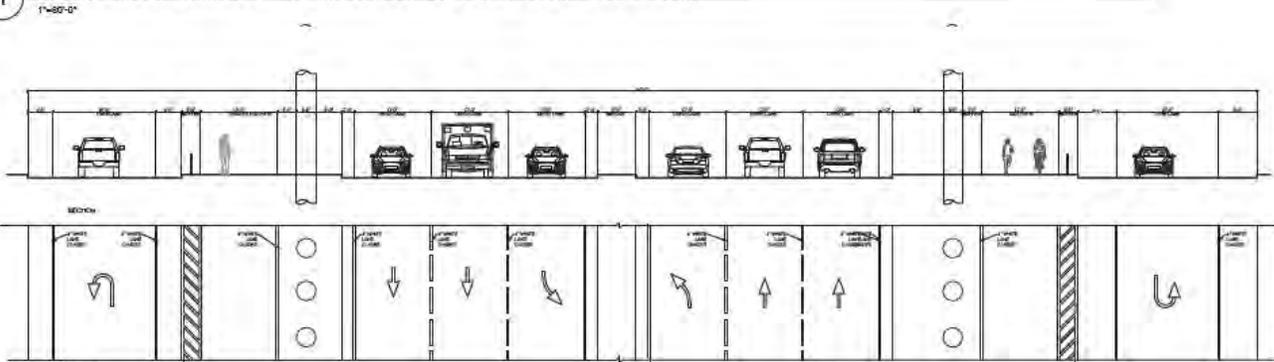
Trail Feasibility Studies

Feasibility Study Areas:

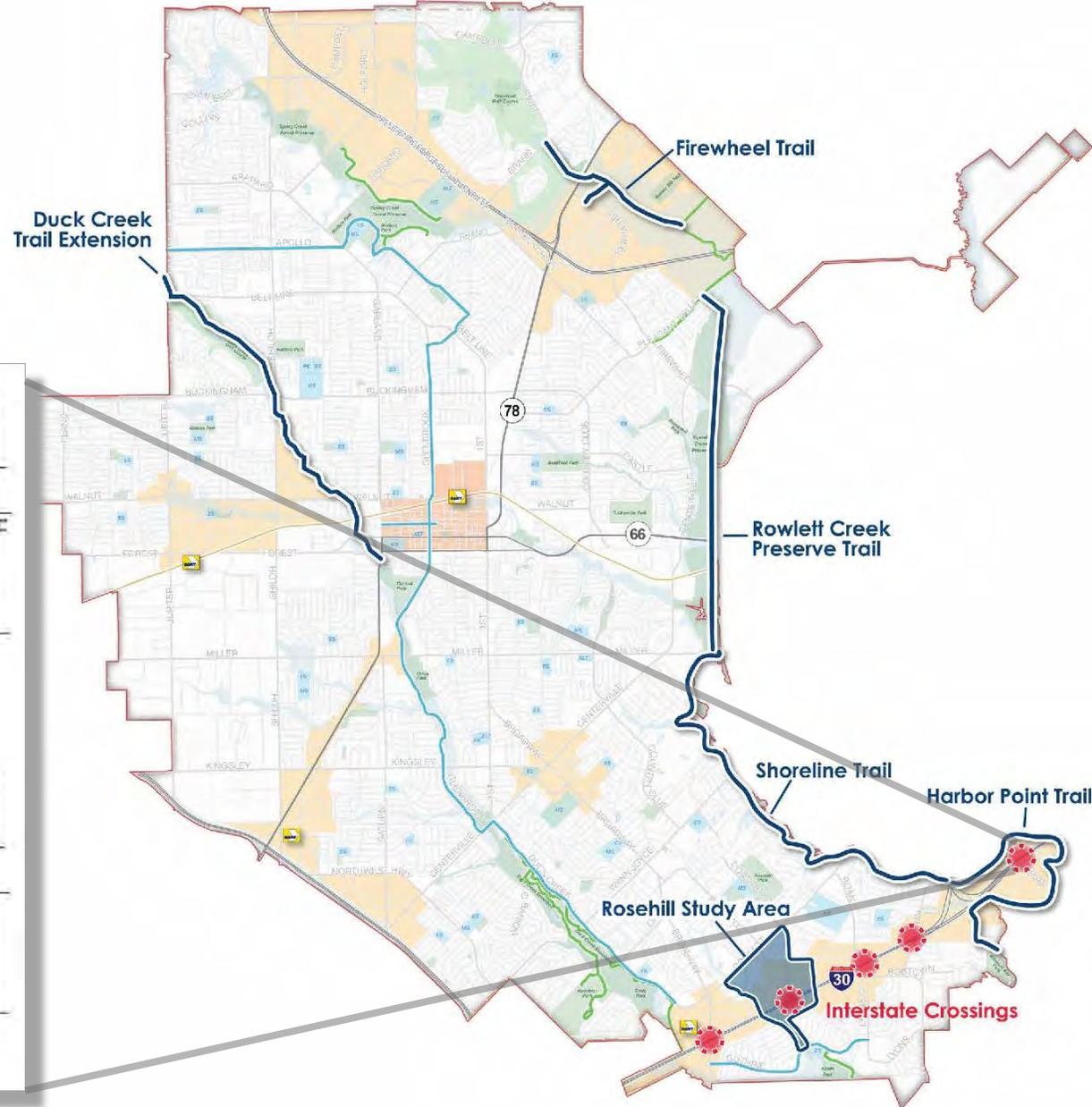
- Greenbelts
- Catalyst Areas
- Lake Ray Hubbard Shoreline
- IH-30 Major Intersections



1 BASS PRO DRIVE - CURRENT SCHEMATIC DESIGN



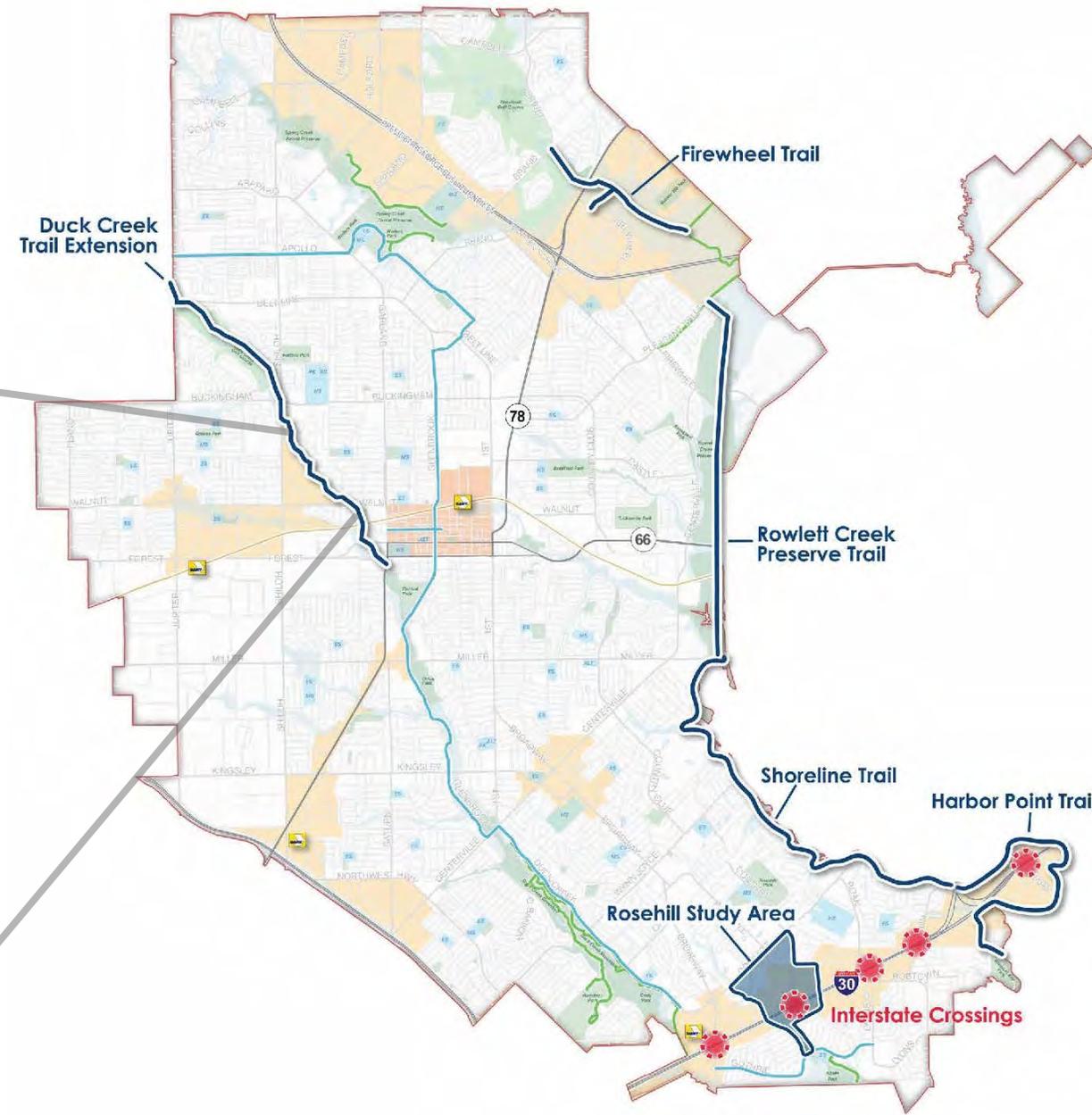
2 BASS PRO DRIVE - PROPOSED DESIGN



Trail Feasibility Studies

Feasibility Study Areas:

- Greenbelts
- Catalyst Areas
- Lake Ray Hubbard Shoreline
- IH-30 Major Intersections



Segment Prioritization

High-Priority

Recommended to be implemented in years 1-5 of the plan.

Medium-Priority

Recommended to be implemented in years 6-10 of the plan.

Low-Priority

Recommended to be implemented beyond year ten of the plan.

Off-Street Trail & Enhanced Sidewalks Criteria	On-Street Bikeway Criteria
Connects to key destinations*	Connects to key destinations*
Connects to existing trails or bikeway network*	Connects to existing trails or bikeway network*
Creates an interjurisdictional connection	Creates an interjurisdictional connection
Located on the designated Regional Veloweb	Solves a safety issue or overcomes a barrier*
Solves a safety issue or overcomes a barrier*	Level of comfort*
Fills a gap in the existing system*	Fills a gap in the existing system
Improves an existing trail	Improves an existing bikeway
Ease of implementation	Level of coordination with other entities
Amount to environmentally-sensitive areas disturbed	Available funding
Available funding	

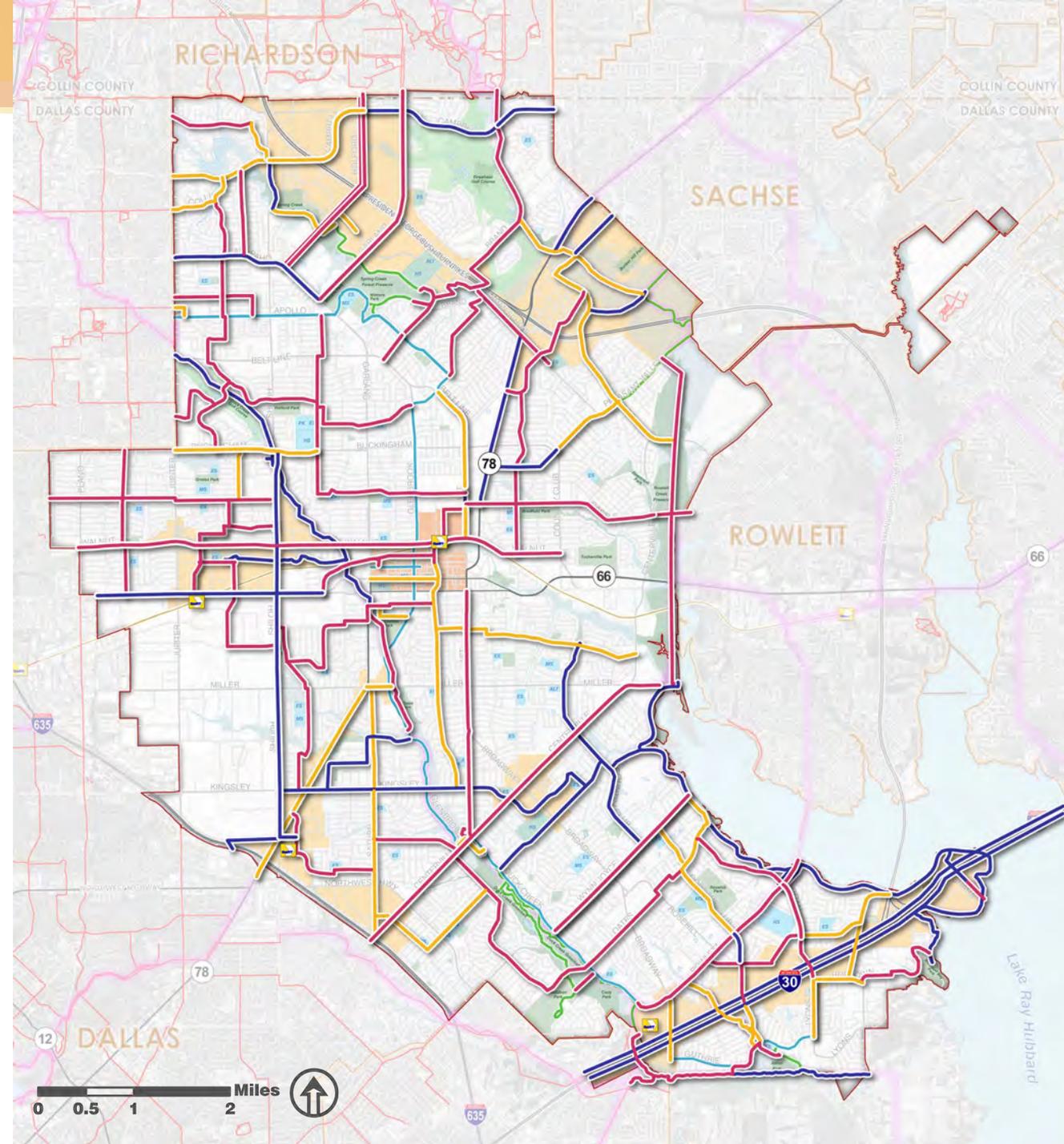
*Indicates criteria that was weighted higher when determining prioritization of segments.

Segment Prioritization

Prioritization Map

-  High Priority
-  Medium Priority
-  Low Priority
-  Downtown
-  Catalyst Area

21.1 miles of high-priority off-street trails
48.1 miles of high-priority on-street bikeways
38.3 miles of high-priority enhanced sidewalks



Contact Information

City of Garland

Ziad Kharrat, RLA

Parks Special Projects Administrator

zkharrat@garlandtx.gov

(972) 205-2756

Half Associates

Kendall Howard, AICP

Project Manager

khoward@half.com

(214) 217-6401

Half Associates

Lenny Hughes, PLA

Principal-In-Charge

lhughes@half.com

(214) 346-6266

Half Associates

Kelsey Ryan

Planner

kelsey.ryan@half.com

(214) 346-6318

This presentation has
been moved to the
May 19th BPAC agenda



Trinity Trails Mural Gallery Project and Trail Improvements

Proposed Regional Trip Reduction Target Development Resolution



Bicycle and Pedestrian Advisory Committee
February 24, 2021

Caryn Sanders | Transportation Planner
NCTCOG Travel Demand Management Program Area



What is Travel Demand Management?

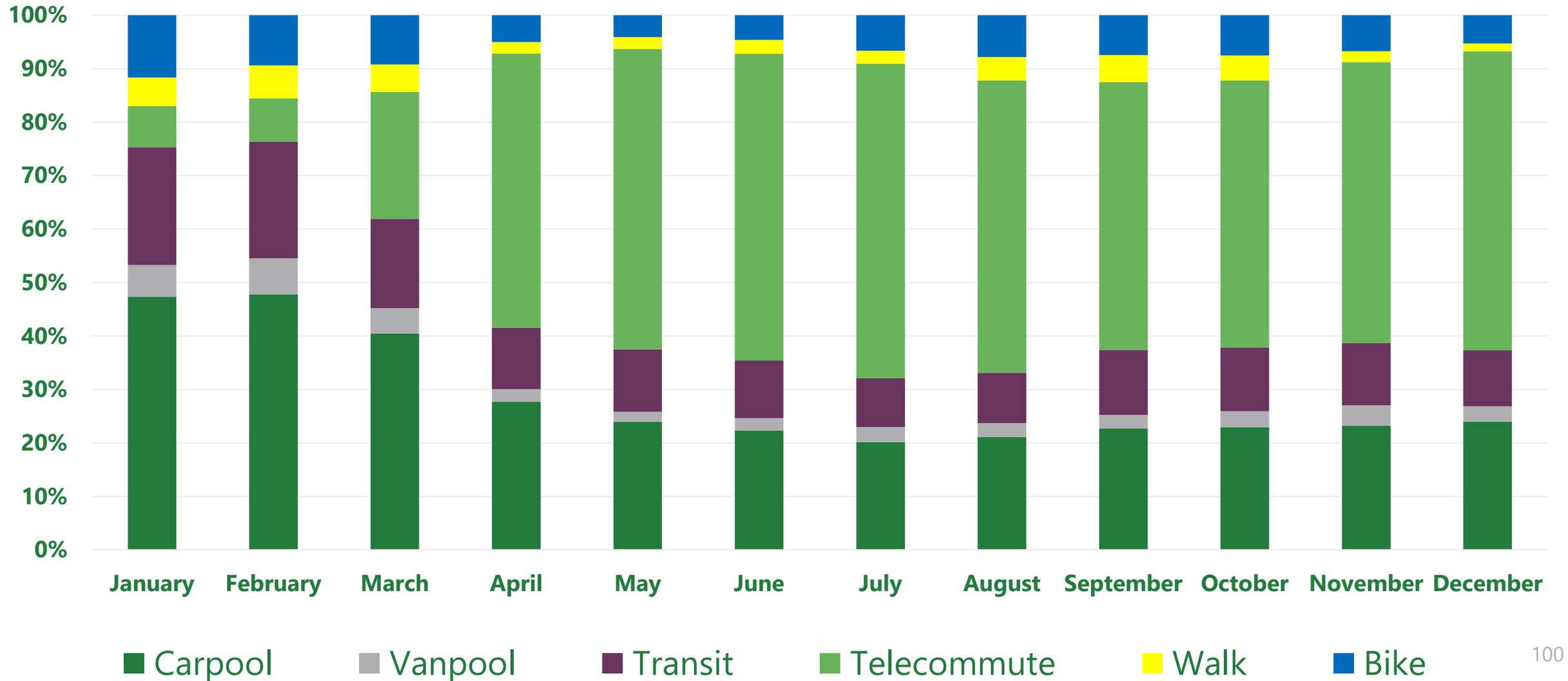
NCTCOG's Travel Demand Management (TDM) Goal:
Implementation of strategies that reduce the demand for Single Occupancy Vehicle (SOV) travel on roadways by offering alternatives to driving alone.

- Ridesharing: Carpooling and Vanpooling
- Transit: Bus and Rail
- Active Transportation: Biking and Walking
- Telecommuting: Work from Home
- Compressed Work Weeks: 4/40 and 9/80 Schedules
- Flexible Work Schedules: Staggered Shifts



Commuter Behavior During COVID-19

2020 Try Parking It Commuter Tracking





Public Sector Perspective

- Capital Area Metropolitan Planning Organization (Austin, TX) – 20 percent reduction by 2020
- Capital District Transportation Committee (Albany, NY) – 40 percent reduction by 2030
- Chicago Metropolitan Agency for Planning (Chicago, IL) – 80 percent reduction by 2050
- City of Seattle (Seattle, WA) – 28.8 percent reduction by 2023
- Metropolitan Transportation Commission (San Francisco, CA) – 60 percent reduction by 2050 (Carbon Reduction Effort)
- North Central Texas Council of Governments – voluntary reduction goal as part of NCTCOG Employer Trip Reduction Program



Private Sector Perspective

- Microsoft Corporation – Remotely working up to 50 percent of work week or permanently work remotely
- Infosys – 33 percent of employees to work from home permanently
- Facebook – 50 percent of employees to work remotely in the next 5-10 years
- Using technology to impact the bottom line (e.g., less required parking, less office space needed, etc.)
- May be more focused on reducing carbon footprint and climate change



NCTCOG's Trip Reduction Perspective

- TDM and trip reduction strategies are not a “One Size Fits All” solution
- An effective trip reduction program includes strategies that fit the needs of employers and commuters
- Employer buy-in is needed for maximum employee participation in trip reduction programs
- Mandatory remote work arrangements during pandemic have proven that teleworking on a larger scale is achievable without sacrificing work quality/quantity
- RTC and NCTCOG should take a leadership position in establishing a voluntary SOV trip reduction goal



Regional Trip Reduction Target Setting

Areas of Consideration

Possible Public Policy Tradeoffs (Higher vs. Lower Target)

Higher Target Results in:

- Improved air quality
- Decreased roadway congestion
- Increased efficiency of the transportation system

Possible Unintended Consequences of a Higher Target:

- Decreased Safety: Less roadway congestion  increased roadway speeds, increased fatalities
- Completely removing trips may inadvertently impact transit
- Impact to downtown livability and/or urban lifestyle
- Negative impact to sales tax collections
- Negative impact to downtown tourism

Recommend a realistically achievable target that results in high benefits and reduced negative impacts

Proposed Regional Transportation Council Resolution

- Resolution Supporting the Establishment of a Regional Trip Reduction Target to Reduce Single Occupancy Vehicle Trips in North Central Texas



Proposed Regional Trip Reduction Target Development Resolution Considerations

- Establish an annual regional single occupancy vehicle (SOV) trip reduction target.
- Encourage employers to reduce employees' SOV trips by implementing employer-specific Trip Reduction Programs and/or Alternative Commute Programs.
- Encourage employers to implement TDM strategies most appropriate for the employer's needs to achieve the regional SOV trip reduction target.
- Encourage employers to monitor and track agency participation utilizing TryParkingIt.com, the region's commute tracking and ride-matching website and application or an established reporting platform currently utilized by the employer.
- Evaluate public agency participation and implementation of an employer-specific Trip Reduction Program when awarding regional funding opportunities available.
- Provide annual updates on the status of the Regional Trip Reduction target.



Register & Log Your Commutes in Try Parking It

- Set Up Try Parking It Account
- Website: TryParkingIt.com
- App: Type "Try Parking It" in your search menu.



Questions or Comments?



Caryn Sanders

Transportation Planner III / Commuter
Outreach Specialist

csanders@nctcog.org



Sonya Landrum

Program Manager

slandrum@nctcog.org