

North Central Texas
Council of Governments

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

North Central Texas Council of Governments
616 Six Flags Dr. Arlington TX 76011
August 21, 2024
2:00-4:00 pm

<p>2:00 – 2:05 (5 min)</p>	<p>1. Welcome Discussion of the May 15, 2024, BPAC meeting summary.</p>	<p>Heather Dowell, BPAC Chair, City of Midlothian</p>
<p>2:05 – 2:45 (40 min)</p>	<p>2. Local Community Updates</p> <ul style="list-style-type: none"> a) Educating Residents Unfamiliar with Bicycle Lanes – Jason Aprill, City of Plano b) Trails and Active Freight Coordination – Philip Hiatt Haigh, The Loop Dallas c) Upcoming Events & Trainings – Anthony White, BPAC Vice-Chair, TxDOT Fort Worth District d) 2025 Transportation Alternatives Call for Projects – Daniel Snyder and Kevin Kokes e) Look Out Texans Monthly Safety Messaging – Catherine Richardson 	<p>Various Community and BPAC Members</p>
<p>2:35 – 3:00 (15 min)</p>	<p>3. South Quorum Drive Art Walk</p>	<p>Joe Pack, Town of Addison</p>
<p>3:00 – 3:15 (15 min)</p>	<p>4. Dallas Bicycle Signals</p>	<p>Jessica Scott, City of Dallas</p>
<p>3:15 – 3:30 (15 min)</p>	<p>5. City of Richardson Complete Streets Policy</p>	<p>Daniel Herrig, City of Richardson</p>
<p>3:30 – 3:45 (15 min)</p>	<p>6. Overview of the Bicycle Friendly Community Application Process</p>	<p>Daniel Herrig, City of Richardson and Erin Curry, City of Dallas</p>
<p>3:45 – 3:55 (10 min)</p>	<p>7. Group Discussion <i>Has your community applied to be a Bicycle Friendly Community? What was your experience? What barriers prevent your community from applying?</i></p>	<p>All Attendees</p>
<p>3:55 – 4:00 (5 min)</p>	<p>8. Other Business This item provides committee members an opportunity to bring items of interest before the Committee or propose future agenda items.</p>	<p>Heather Dowell, BPAC Chair, City of Midlothian</p>

Next BPAC Meeting

The **next** meeting of the Bicycle and Pedestrian Advisory Committee is scheduled for **November 20, 2024**, from 2:00-4:00pm at NCTCOG in the Transportation Council Room.

WELCOME

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

August 21, 2024

Chair

Heather Dowell

City of Midlothian

Source: NCTCOG



Source: Getty Images



Plano

City of Excellence

**Educating Residents
Unfamiliar with Bicycle Lanes**

August 21, 2024

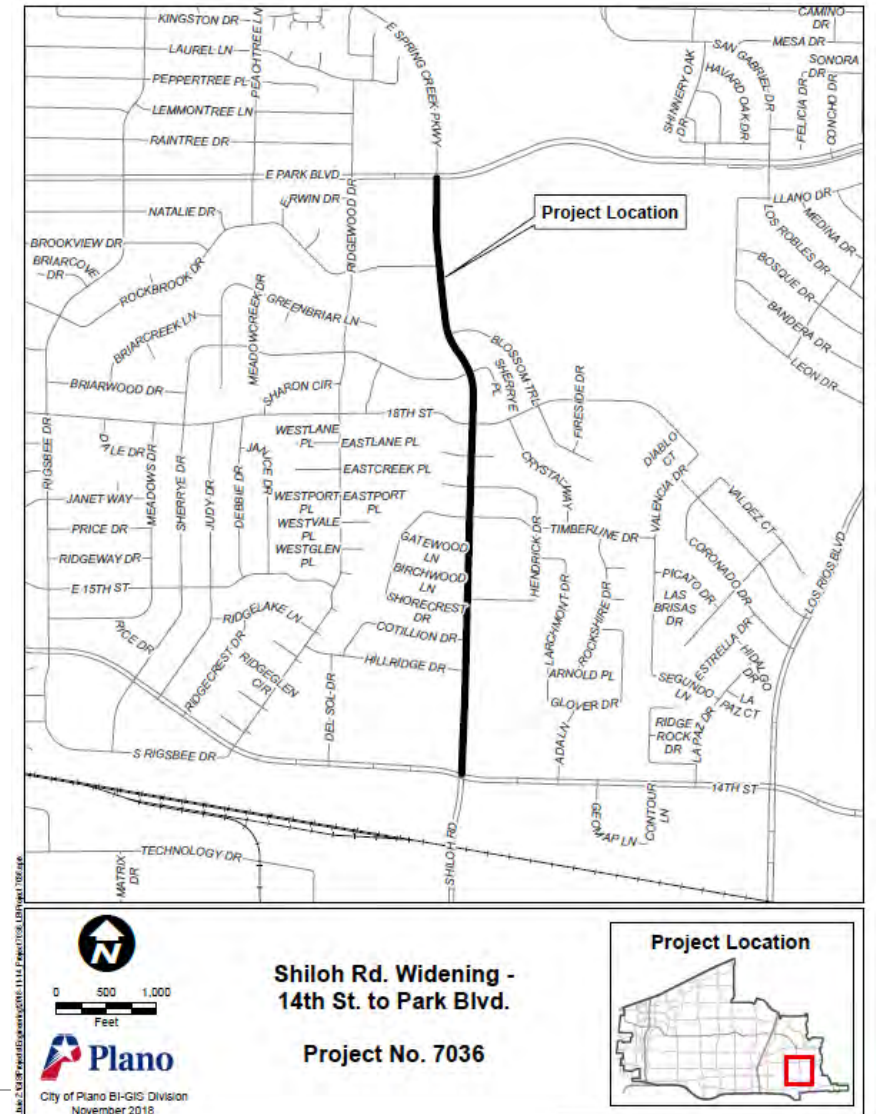
Shiloh Road (BEFORE)

- Type D Minor Arterial
 - Up to 4 lanes
 - Built as 2 lane



Shiloh Road Widening

- Widen Shiloh between Park Boulevard and 14th Street
 - Sidewalk replacement
 - Improvements to the storm sewer system
 - Water line replacement
 - Traffic signal improvements
 - Street lights along the corridor
 - Flood plain mitigation
 - Dedicated bike-lanes



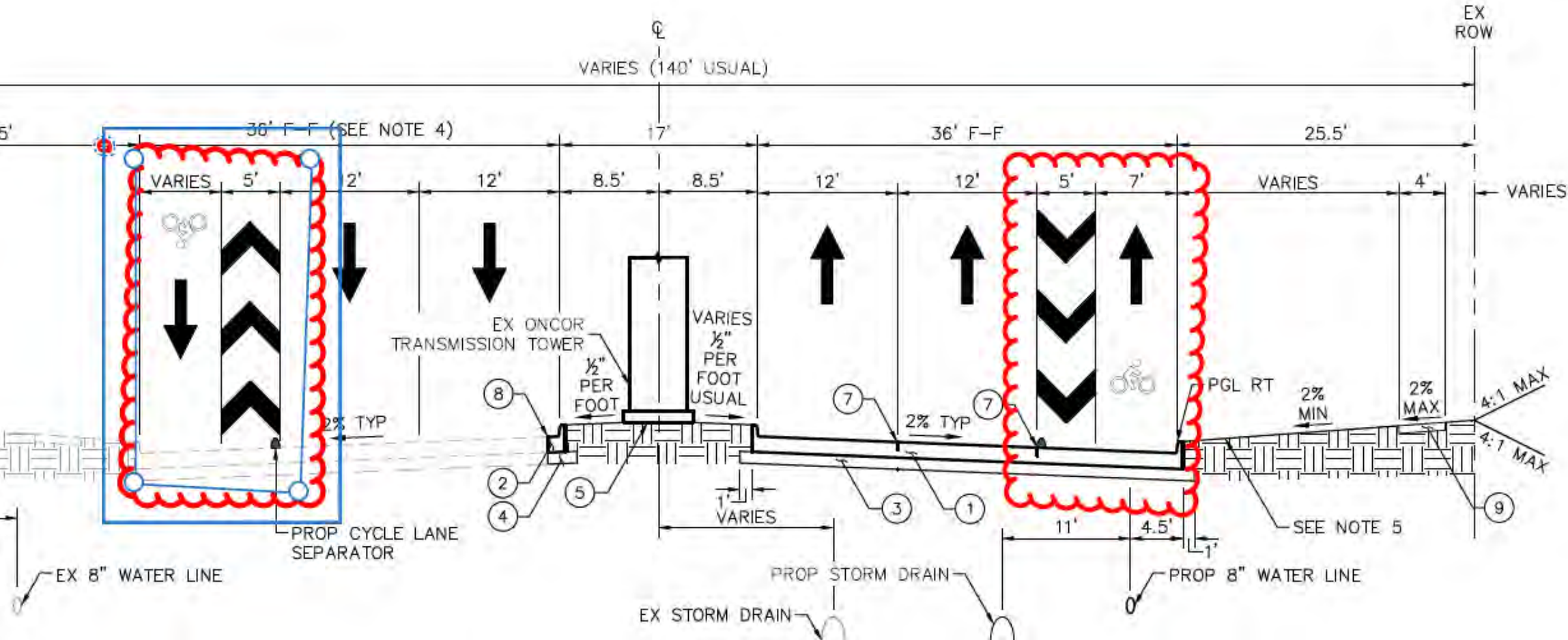
Shiloh Road (AFTER)



Bike Lane Considerations

- Overall project was initially a widening project
- Existing right-of-way wider than a typical Type D
 - Excess right-of-way could be utilized for dedicated bike lanes on both northbound and southbound lanes
- City's Bicycle Transportation Plan Map prioritized Shiloh Road as a bike facility
- Connect off-street bike facilities in Bob Woodruff Park and Oak Point Nature Preserve to the upcoming Shiloh Road Silver Line Station and Cotton Belt Trail

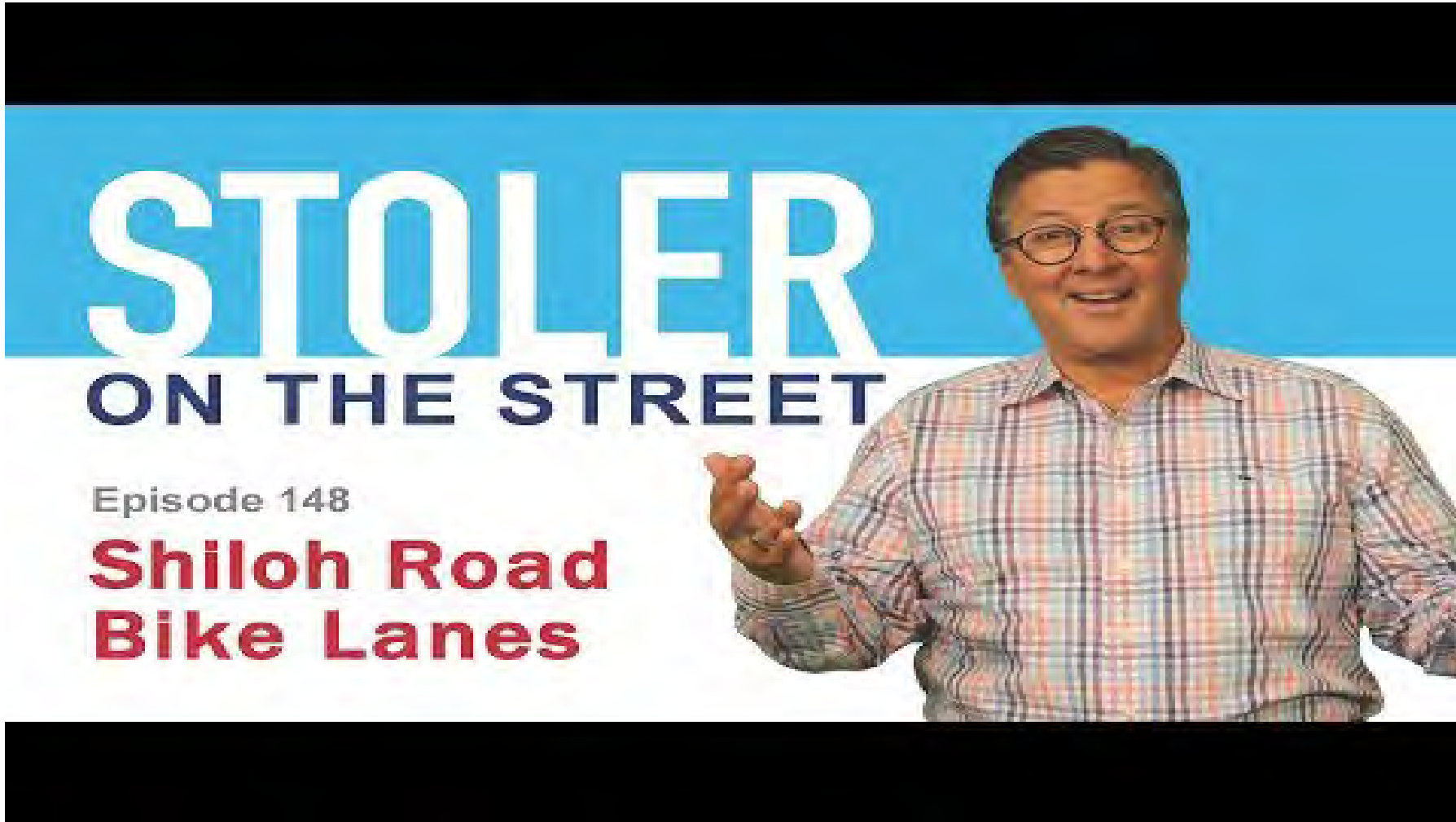
Bike Lanes



Public Reactions

- Public engagement and notification process
 - Typical for roadway reconstruction
 - Notifications sent to neighborhood
- Concerns were focused on widening and travel speed
- Route was already shared-facility route; facility made visible improvement
 - Connections between parks and future trails south of 14th Street





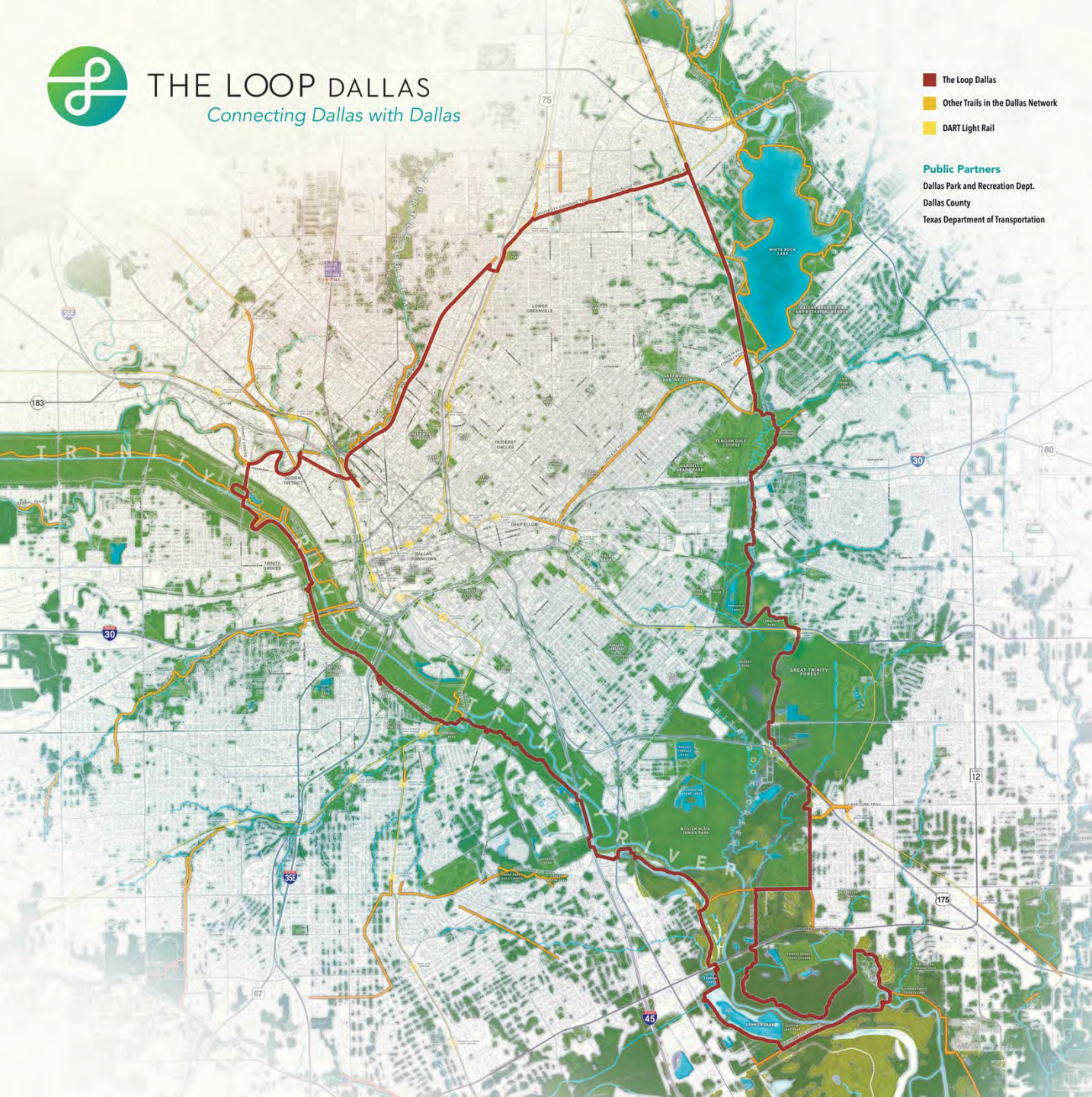
[Stoler on the Street - Shiloh Road Bike Lanes - YouTube](#)



THE LOOP
DALLAS



THE LOOP DALLAS
Connecting Dallas with Dallas



The Loop Dallas

For the first time in its history, Dallas will connect north, south, east, and west with a shared trail system, providing equitable access to green space and an urban forest previously inaccessible to the public.

The Loop Dallas has leveraged the original \$10M investment from private donors almost 8:1, securing a total \$80M in public funds for hard costs.

All projects needed to complete The Loop Dallas are in delivery with 9 of the 11 miles open or under construction by the end of 2024.

City-wide Connectivity

The Loop Dallas is building a 50-mile circuit trail by the same name that will encircle the core of the city.

By connecting 39 miles of existing trails in Dallas with 11 miles of newly built trails, The Loop Dallas will increase access to public transportation and green space, ensuring residents can access these resources across the city to commute, for recreation, and wellness.

11 Miles Connect 39, Creating a 50-Mile Loop

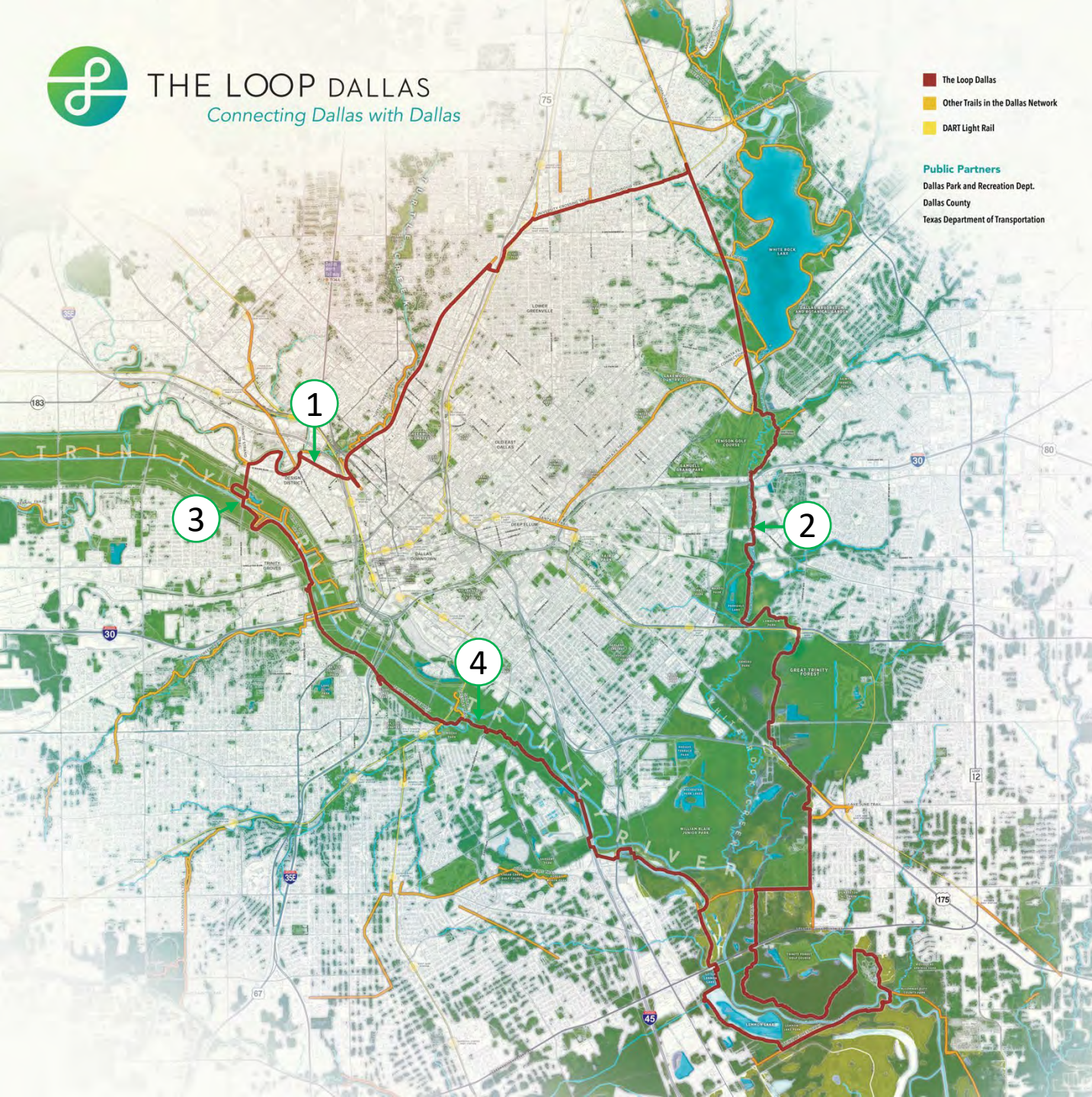
The Loop Dallas Connects:

- **9 City Council Districts** in the center of Dallas
- **5 DART Light Rail Stations** and is within ½ miles of an additional 4 stations
- **Over 150 Miles** of the completed linear trail system
- **The Trinity River** and the **Fort Worth to Dallas Trail** to the metroplex





THE LOOP DALLAS
Connecting Dallas with Dallas



Four New Projects

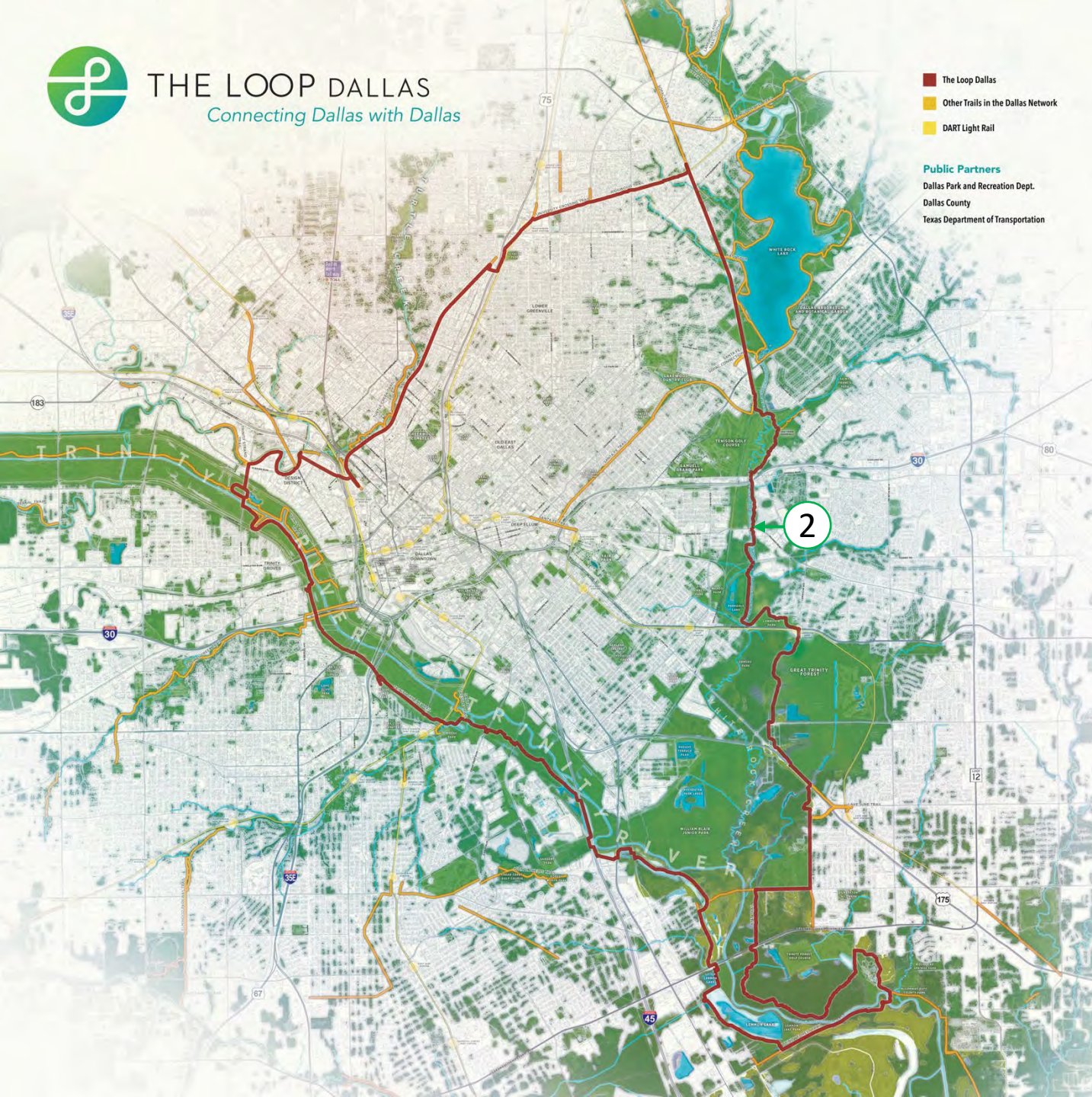
1. Hi Line Connector
2. Trinity Forest Spine Trail
3. Discovery Gateway
4. Skyline Trail Link

All other trails in The LOOP are existing or currently in delivery:

- AT&T Trail
- Katy Trail
- Santa Fe Trail
- Santa Fe Trestle Trail
- Skyline Trail
- SoPac Trail
- Trinity Forest Trail
- Trinity Strand Trail
- University Crossing & Ridgewood Trail



THE LOOP DALLAS
Connecting Dallas with Dallas



- The Loop Dallas
 - Other Trails in the Dallas Network
 - DART Light Rail
- Public Partners**
Dallas Park and Recreation Dept.
Dallas County
Texas Department of Transportation

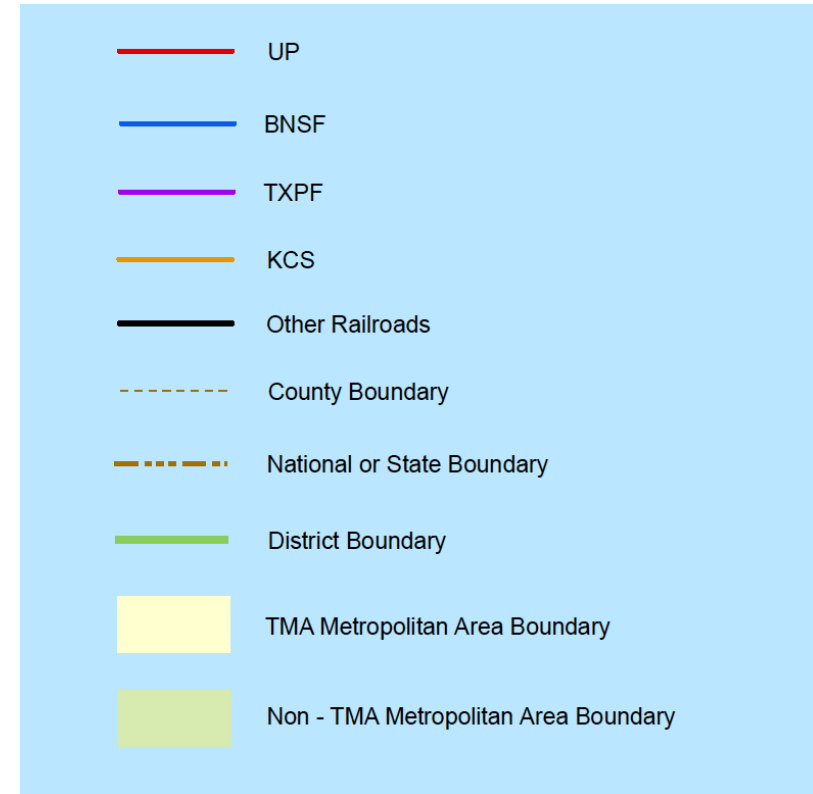
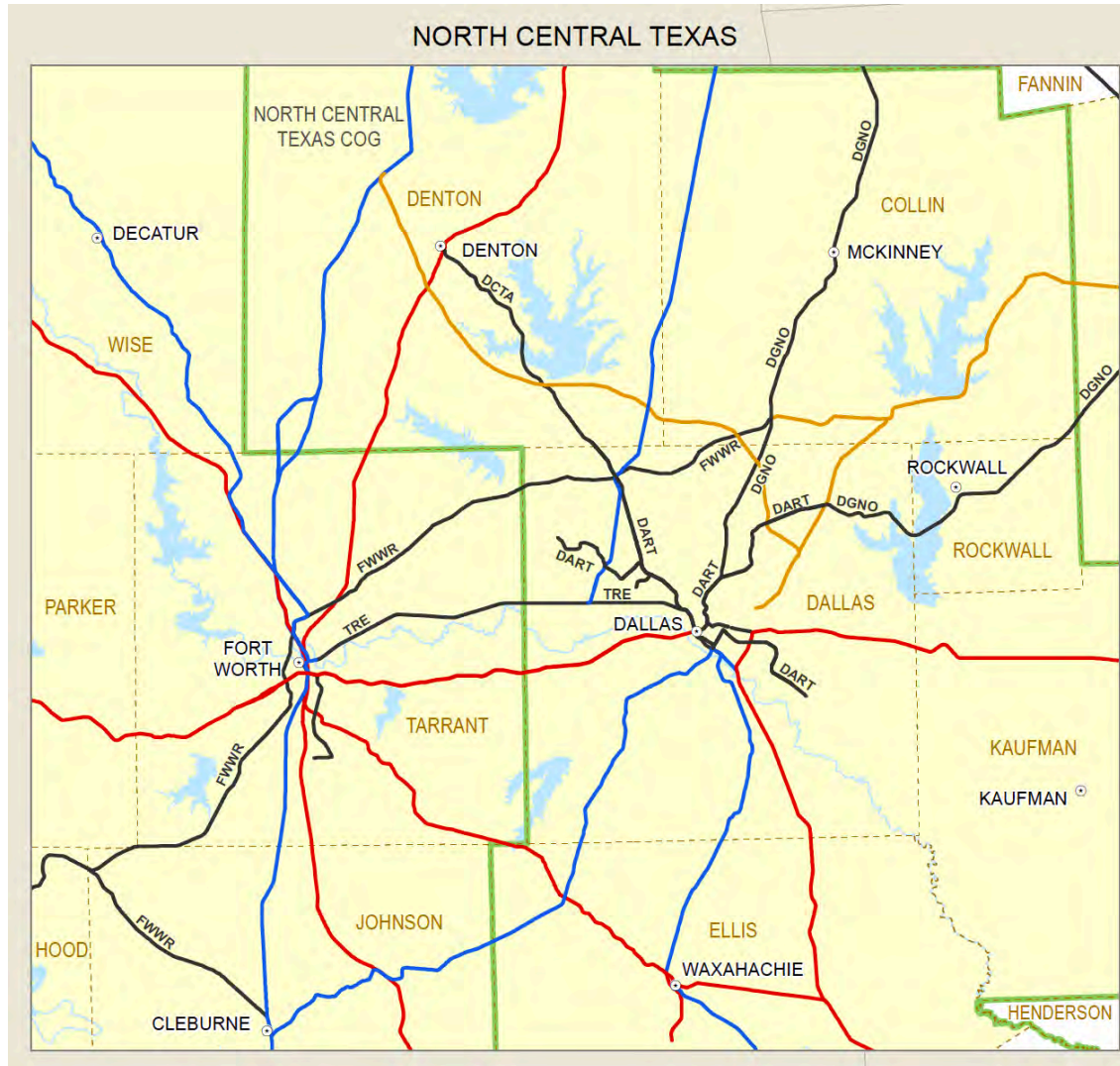
Trinity Forest Spine Trail

North Texas' first Class 1 Rail with Trail Project

Nine-mile trail connecting White Rock Lake to the Great Trinity Forest along the White Rock Creek corridor

Must cross two Class 1 Freight lines, KCS (CPKS) and UPRR

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.



KCS Crossing: 700' Trestle spanning White Rock Creek, overhead utilities, wide floodplain



THE LOOP
DALLAS



VIEW SOUTH



VIEW EAST



VIEW NORTH

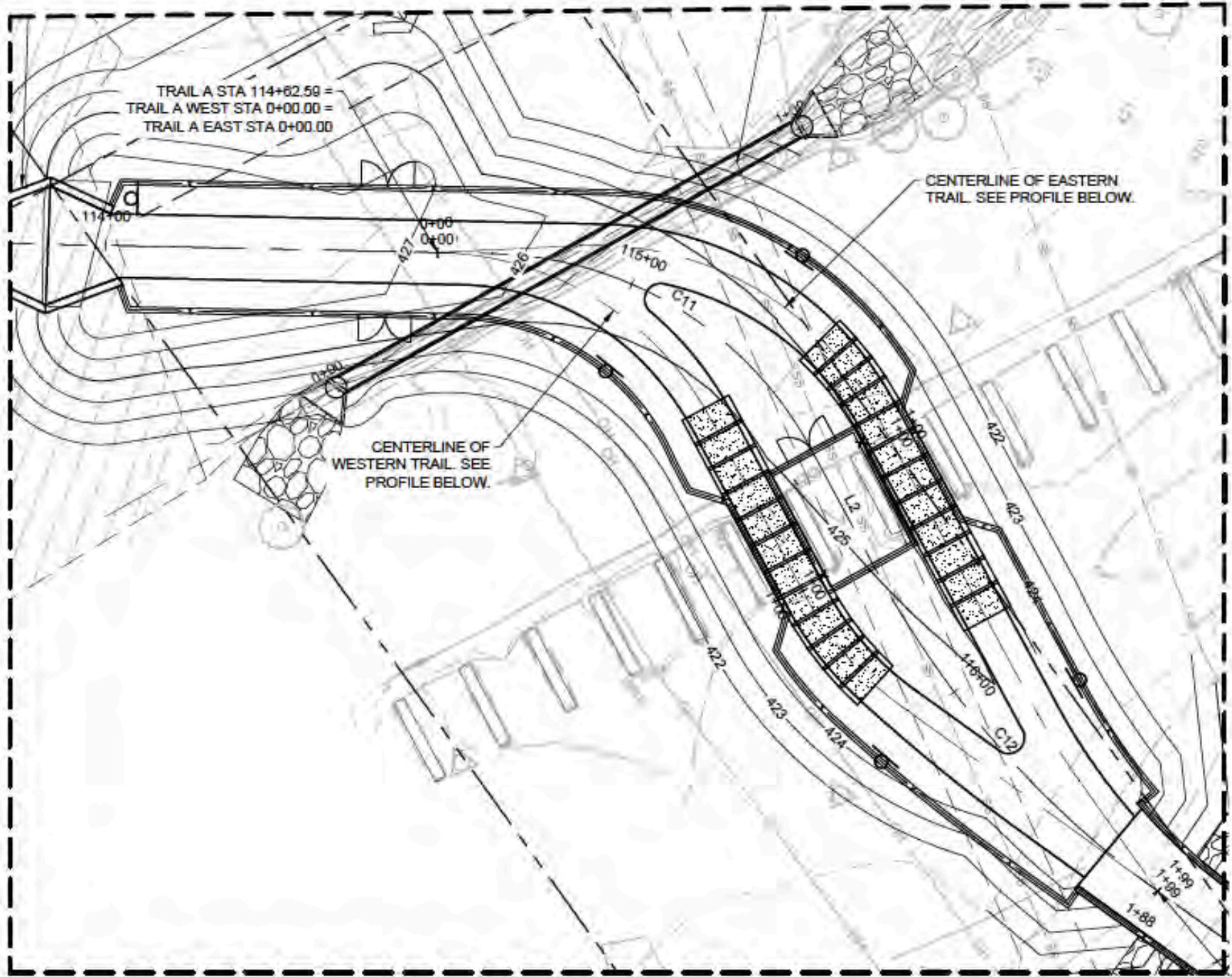


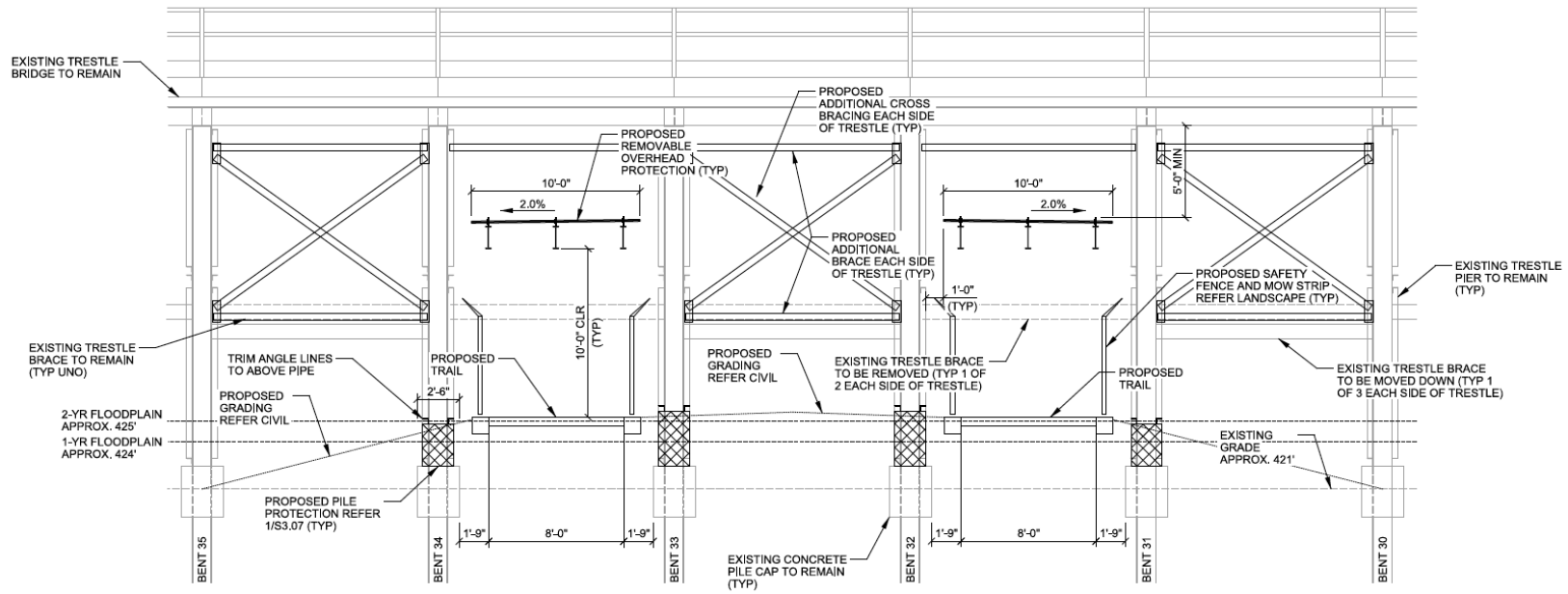
VIEW EAST



VIEW EAST



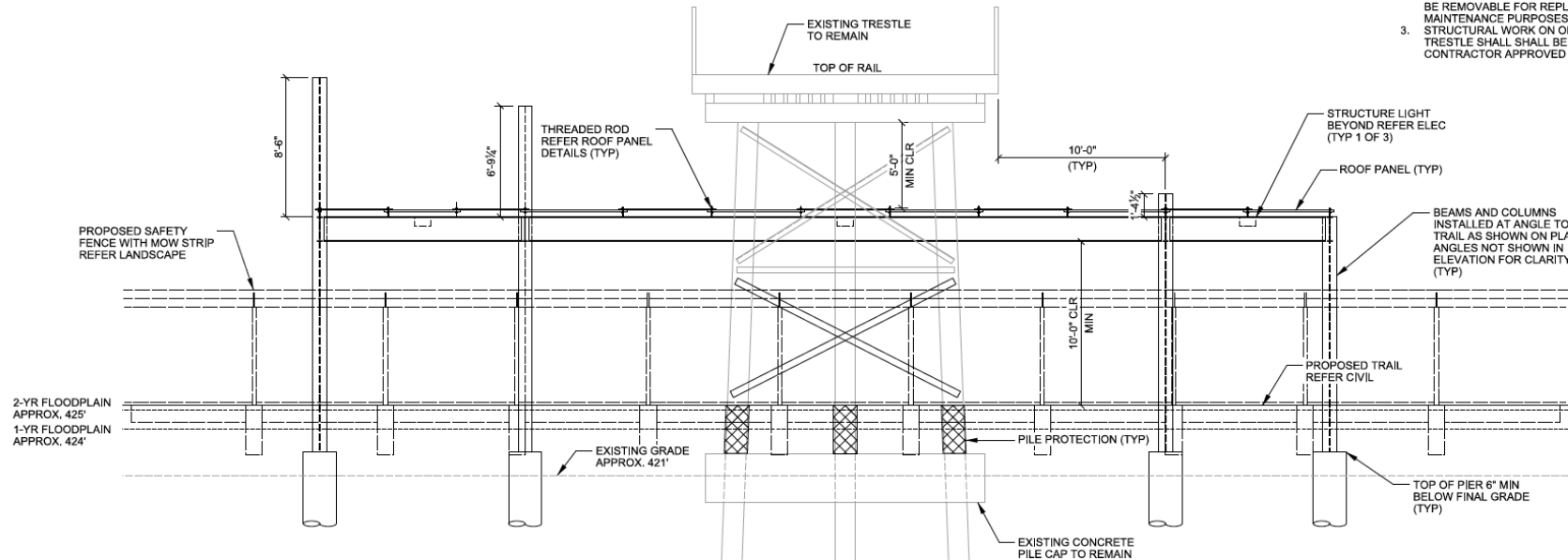




1 PROPOSED UNDERCROSSING AT K.C.S. RAILROAD - TYPICAL SECTION
SCALE: 1/4" = 1'-0"

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"





Trinity Forest Spine Trail
Passing under active KCS line





Trinity Forest Spine Trail
Passing under active KCS line



Timeline to Accomplish KCS Crossing

- Prior to 2019: Began informal discussions with KCS to utilize trestle
- Spring 2019: Formal submittal to KCS of 30% design
- August 2020: The Loop Dallas entered into a design and engineering reimbursement agreement with KCS
- January 2021: KCS approves construction documents
- February 2021: KCS approves hike and bike license agreement with City of Dallas
- February 2024: KCS certifies the construction of the crossing, ending our engagement



The Loop Dallas Strives to Establish Rail with Trail Relationships in North Texas

- To deliver the Trinity Forest Spine Trail, The Loop Dallas 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 Loop Dallas is establishing 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/

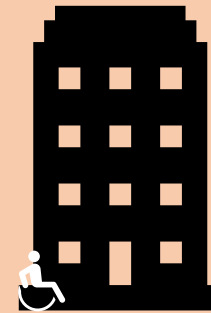
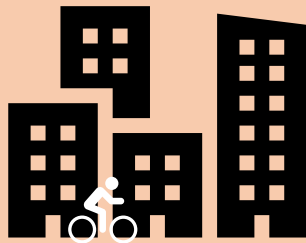
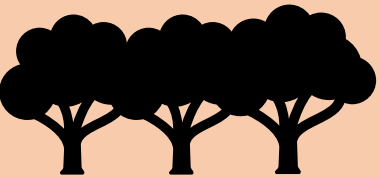
US DOT <https://railroads.dot.gov/elibrary/rails-trails-best-practices-and-lessons-learned>



UPCOMING EVENTS AND TRAINING

**Bicycle and Pedestrian Advisory Committee
August 21, 2024**

Anthony White, Committee Vice Chair





APBP North Texas August Gathering

August 21, 2024 (After BPAC!)

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

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

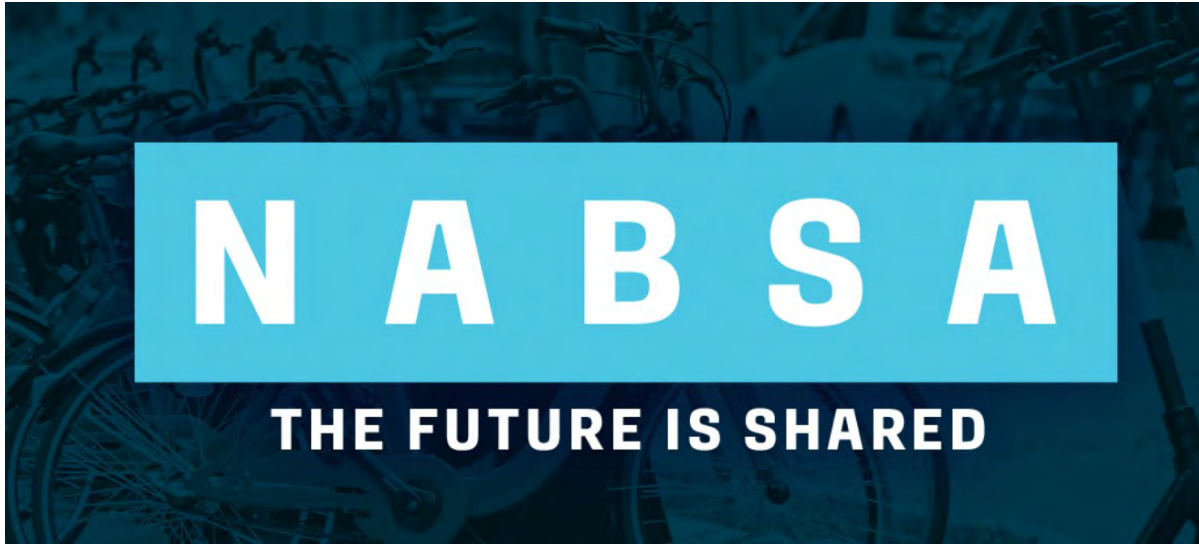


Texas Trails and Active Transportation Conference

September 4-6, 2024

Austin, TX

- The biennial Texas Trails and Active Transportation (TTAT) Conference brings together those involved with bicycle, pedestrian, and other active transportation and recreation modes from around Texas and the world.
- Registration Open!
- For more information, visit: ttatconference.org
- Regional partners presenting at TTAT: NCTCOG, City of Denton, City of Fort Worth, City of Richardson, The Loop Dallas



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

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



American Planning Association
Texas Chapter

Making Great Communities Happen

APATX24

October 16-18, 2024

Allen, TX

- The APATX State Planning Conference brings together planners and participants from a wide range of professions, including engineers, architects, landscape architects, public health professionals, economists, attorneys, and appointed and elected officials.
- APATX*24 is going to be held in region at the Marriott Dallas Allen Hotel & Convention Center!
- Register at apatx24.com

2024 Safe Routes to School National Conference

October 22-24, 2024
Fort Collins, CO



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



The Texas Department of Transportation is organizing a bicycle hearing. Date is TBD.

Understanding ADA Requirements and Transition Plan Development for Title II Entities

- Thursday, June 5, 2025

Objectives:

- Technical requirements under the ADA
- Interactions between federal, state, and construction laws
- Funding, planning, and prioritizing your project
- Policy development and implementation, and more!

Register at www.nctcog.org/Training-Development-Institute/Planning-Development-Academy/Understanding-ADA-Requirements-and-Transition-1

Understanding ADA Compliance for Parks & Rec

- Thursday, Sept 11, 2025

Focus on accessibility in the following

Parks & Rec amenities:

- Sports venues
- Playgrounds
- Parks
- Hike and bike trails, and more!

Register at

<https://form.jotform.com/242116216163143>



Master Plans Under Development

- **City of Colleyville Active Transportation Plan**
- **City of Dallas Bikeways Master Plan (expected Spring 2025)**
- **City of Farmers Branch Trail Plan Update**
- **City of Farmersville Parks Master Plan Update**
- **City of Keller Active Transportation Plan**
- **City of Weatherford Active Transportation Plan**

Other Events or Training?

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

**Catherine
Richardson**

crichardson@nctcog.org



**Daniel
Snyder**

dsnyder@nctcog.org



NCTCOG PRESENTATION

2025 Transportation Alternatives Set-Aside Program

Call for Projects
for the North Central Texas Region

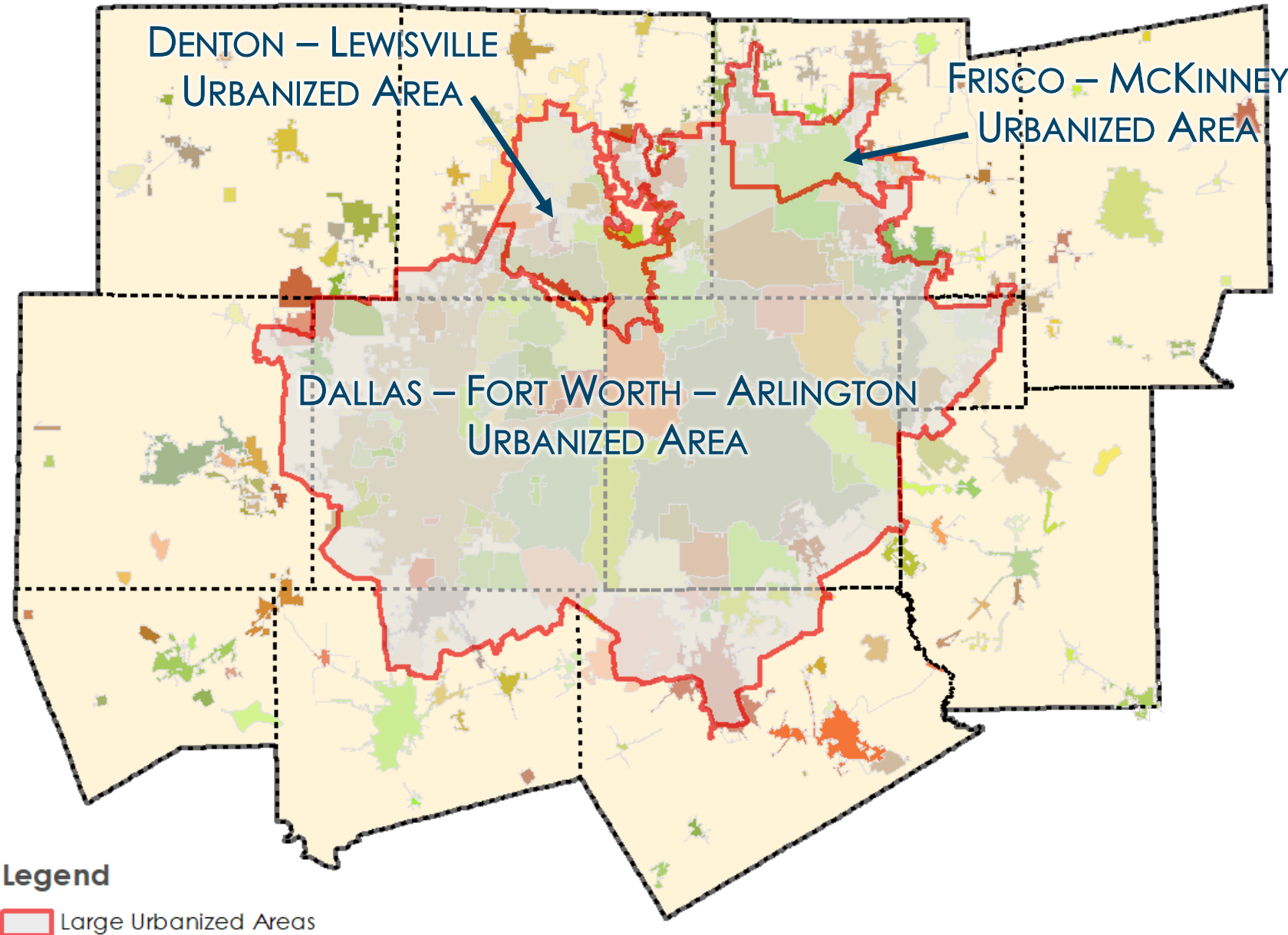
Bicycle and Pedestrian Advisory Committee

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Eligible Project Areas

Within one of the three urbanized areas (exceeding 200K population)

Upcoming TxDOT Statewide TA Call for Projects Anticipated to open January 2025



Eligible Project Activities

May include:

- Shared-Use Paths (Trails)
- On-Street Bikeways
- Sidewalks, Crosswalks, Curb Ramps, with Shade (part of a larger project)
- Sidewalks and Bikeways to Transit (e.g., Rail Stations and High Frequency Bus Routes)
- Pedestrian and Bicycle Safety Countermeasures
- Protected Intersections
- (**NEW**) Safe Routes to School Planning



Source: NCTCOG



Funding Overview

Approximately \$50 million in federal funding is anticipated to award

<i>Project Activity</i>	<i>Minimum Federal Funding Award per Project (Targets)</i>	<i>Maximum Federal Funding Award per Project (Targets)</i>
Construction	\$3,000,000	\$10,000,000
Safe Routes to School Planning	\$200,000	\$500,000



Funding Overview (cont.)

Construction-implementation projects

- Engineering and Environmental Phases: 100 percent locally funded
- Construction Phases: Minimum 20 percent local match*

Safe Routes to School planning: Minimum 20 percent local match*

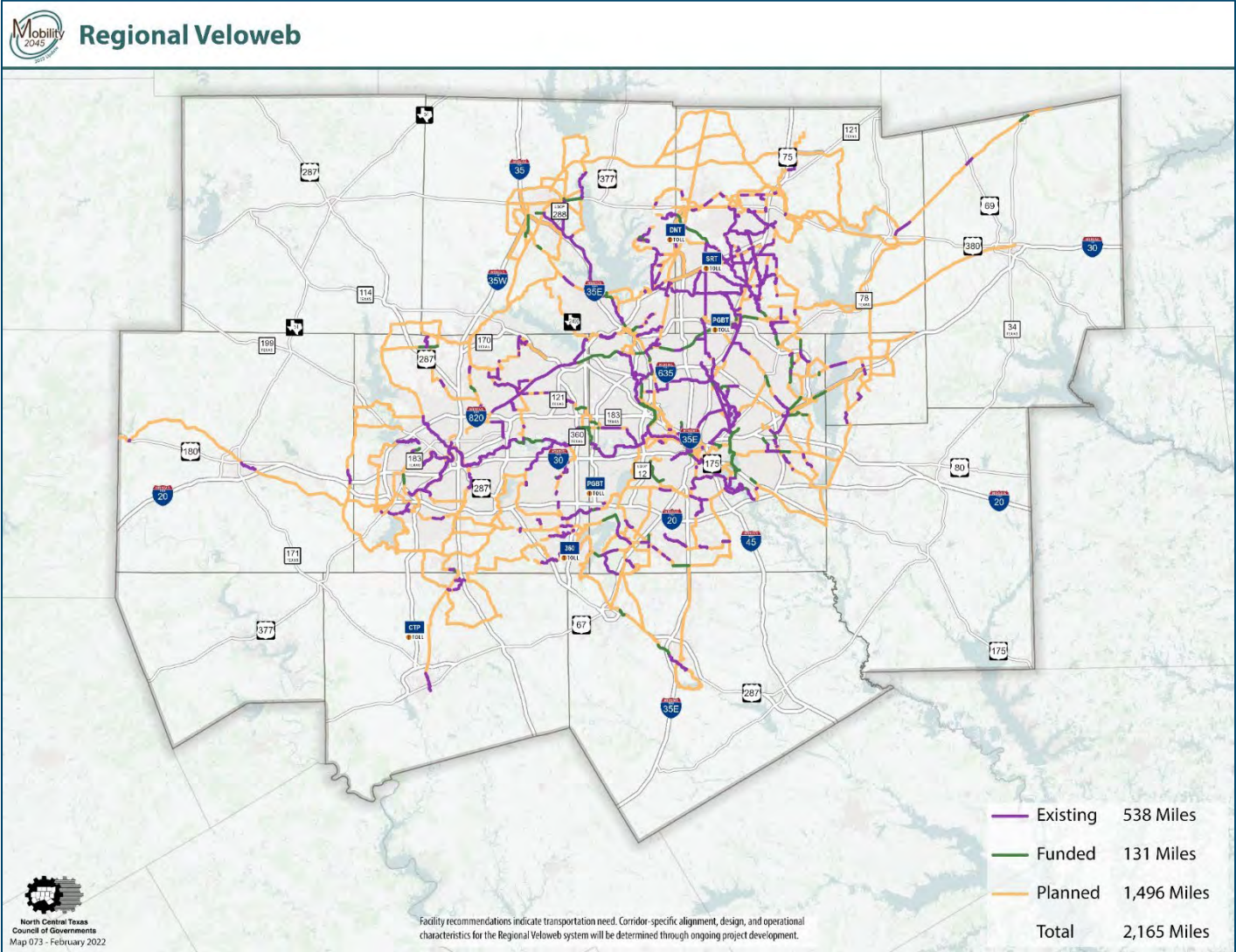
***Local match must be cash or Transportation Development Credits (TDCs)**

- No in-kind contributions
- Reimbursement up to 80% of eligible project costs (up to 100% if using TDCs)
 - *“Regional” TDCs may be requested in lieu of local match for projects implementing alignments of the Regional Veloweb*
 - *TDCs available for qualifying local governments may be applied to other project types not consisting of a Regional Veloweb alignment*



Regional Transportation Council Transportation Development Credits

Agencies may request Regional Transportation Council (RTC) Transportation Development Credits (TDCs) (in lieu of a local match) for projects implementing the Regional Veloweb as identified in Mobility 2045 (2022 Update).



MTP Policy Bundle Transportation Development Credits

Agencies may request use of existing TDCs (in lieu of local match) if qualified through the MTP Policy Bundle process (and have a remaining balance).

- Contact NCTCOG staff if your agency does not know the current balance of existing TDCs.

*Agencies with a balance of TDCs:

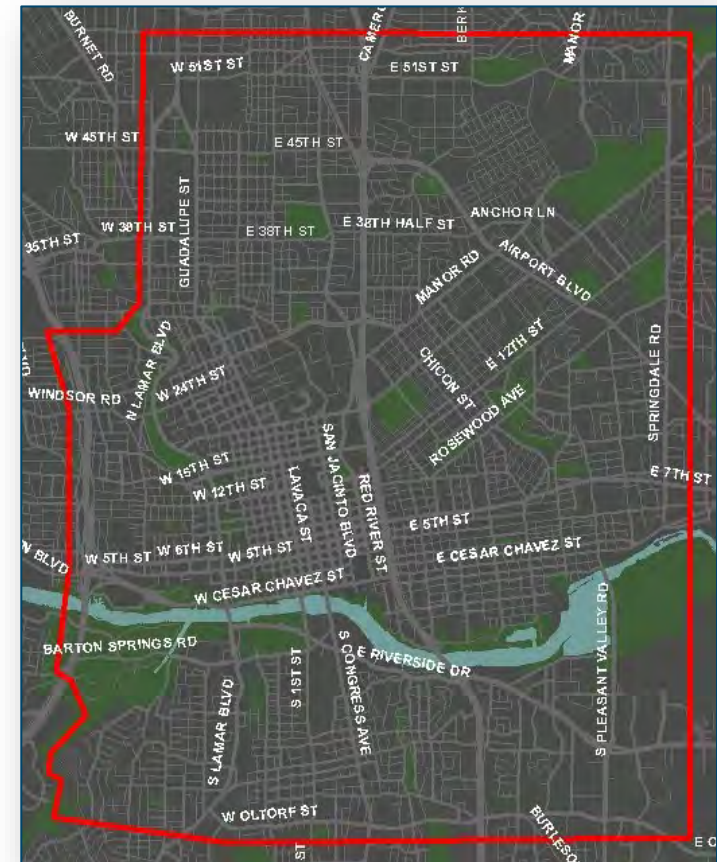
Arlington	Irving
Dallas	Lewisville
DCTA	Mesquite
Farmers Branch	North Richland Hills
Fort Worth	Plano
Frisco	Richardson
Garland	



On-Street Bicycle Network Implementation

- Consider meeting the \$3.75 million minimum total project cost by constructing a network of connected facilities.
- Strategies to implement “**All Ages and Abilities**” on-street bicycle facilities include:
 - Road Restripe (road diets)
 - Road Retrofit (physically separated facilities)
- “Big Jump” Approach has been used by the cities of Austin, Baltimore, Denver, Fort Collins, Memphis, New Orleans, NYC, Portland, Providence, and Tucson

Example: City of Austin
“Big Jump” Downtown Focus Area



Safe Routes to School Planning

Categories for Consideration:

- Smaller geographies
- Environmental justice areas
- Areas with connections to transit

Criteria:

- Bundling required (multiple schools)
- Plans will include inventory, issues identification, recommendations, preliminary cost estimates
- Plans will address each of the E's:
 - Engineering
 - Education
 - Encouragement
 - Enforcement
 - Equity
 - Engagement
 - Evaluation



Draft Schedule

Milestone	Date
Surface Transportation Technical Committee (STTC) - Action on Call for Projects	September 27, 2024
Regional Transportation Council (RTC) - Action on Call for Projects	October 10, 2024
Call for Projects Opens	October 25, 2024
Call for Projects Public Workshop	October 29, 2024
Call for Projects Closes (Applications Due)	January 17, 2025, 5 PM
Review of Projects / Scoring by NCTCOG Staff	January - March 2025
Public Meeting	April 2025
Surface Transportation Technical Committee (STTC) - Action to Approve Recommended Projects	April 25, 2025
Regional Transportation Council (RTC) - Action to Approve Recommended Projects	May 8, 2025
Deadline for Project Sponsors to Submit Transportation Improvement Program (TIP) Modifications (November 2025 Cycle)	June 27, 2025



Future Programs

Moving Forward: Quarterly updates will be provided at each BPAC meeting about the status of TA projects advancing to obligation

Future Calls for Projects (TBD): An application prerequisite may require *engineering / design to be underway or a local contract in place*



Contact Us



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Senior Transportation Planner

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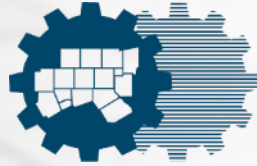


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NCTCOG PRESENTATION

Look Out Texans Media Outreach and Video Distribution

Catherine Richardson
Bicycle and Pedestrian Advisory Committee

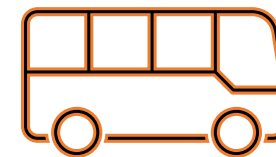
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Transit Advertising

Look Out Texans Safety Tips

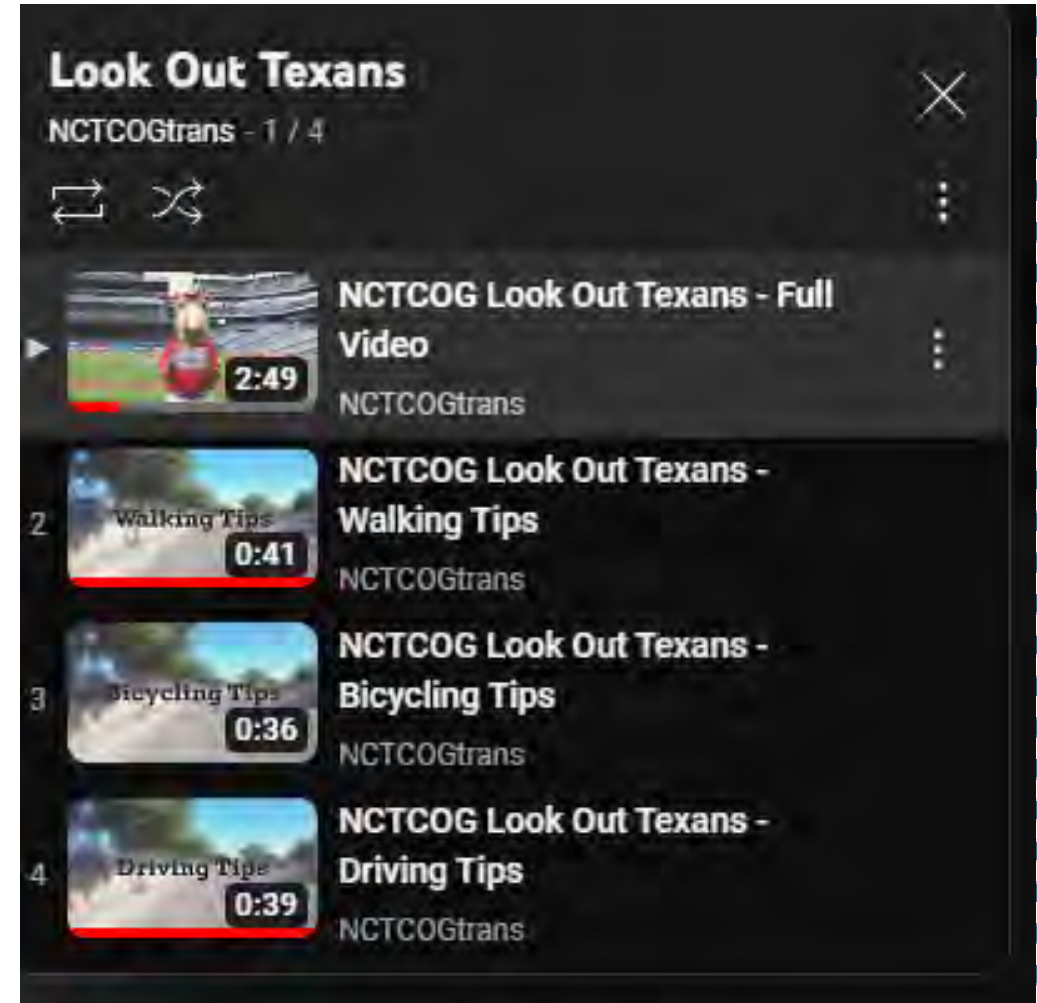


Look Out Texans Video Distribution



Look Out Texans Video Distribution

- Walking, Bicycling, Driving **safety tips**, and **testimonial videos (1 min – 4 min)**
- Help us spread safety information by running **Look Out Texans safety educational videos** on local government cable channels, public building message boards, social media, etc.
- Timeframe of campaign: **March – November**



Animation Example



Participating Agencies

Arlington

Dallas

Fort Worth

Grand Prairie

Grapevine

Hurst

Mansfield

McKinney

Trinity Metro

Weatherford

Willow Park



How **YOUR Agency** can help

Encourage your Agency staff to distribute the safety videos and tips

We need your agency Communications Team contact information:

- Your name
- Agency
- Name of Communications Team Contact
- Title of Communications Team Contact
- Email of Communications Team Contact
- Phone number of Communications Team Contact



CONTACT US



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Transportation Planner II

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QUORUM DRIVE

PLACE MAKING VISION
ADDISON, TEXAS





2 South Quorum Activity Hubs

The South Quorum area has an opportunity to evolve from an indoor office environment to an indoor/ outdoor co-working space and program area that provides respite for nearby employees. Currently without parks or public spaces, the vision is to create a series of small activity hubs using non-traditional park space such as parklets, parking areas and greenspace to host food trucks, pop-up social activities, and outdoor co-working spaces. South Quorum employees need social opportunities within walking distance to take advantage of free time over lunch breaks and in the evening. As such, the activity nodes are connected by an Art Walk loop, and the area is connected to surrounding uses via the local trail system (Figure 3-6). As a unique urban complex, features and fixtures will incorporate artistic, placemaking components that will require public / private partnerships.

ENHANCE PEDESTRIAN ACCESS AND CONNECTIVITY

- Enhance the pedestrian experience through the



- creation of the South Quorum Art Walk
- Provide pedestrian crossings across Quorum Drive and Landmark Place to allow for safe points of connection between nodes of activity.
- Create a larger degree of connectivity by integrating local off-street trails.
- Signify major points of entry with physical elements such as public art and monumentation.

DISPERSE NODES OF ACTIVITY

- Introduce areas of activation (activity node) in a variety of shapes and sizes throughout the South Quorum area to provide a relief from the office environment.
- Build a physical framework at the Landmark property to support a variety of events, such as food trucks, farmer's markets, music or pop-up activities.
- Activate the central median along Quorum Drive by creating a co-working area, including shaded seating and tables.

ACCOMMODATE TEMPORARY AND POP-UP USES

- Activate underutilized areas and areas whose primary use fluctuates either by time of day or season by augmenting that use with temporary strategies, such as parklets.

- Partner with local offices and businesses to program South Quorum with indoor and outdoor pop-up events, social activities and programs.

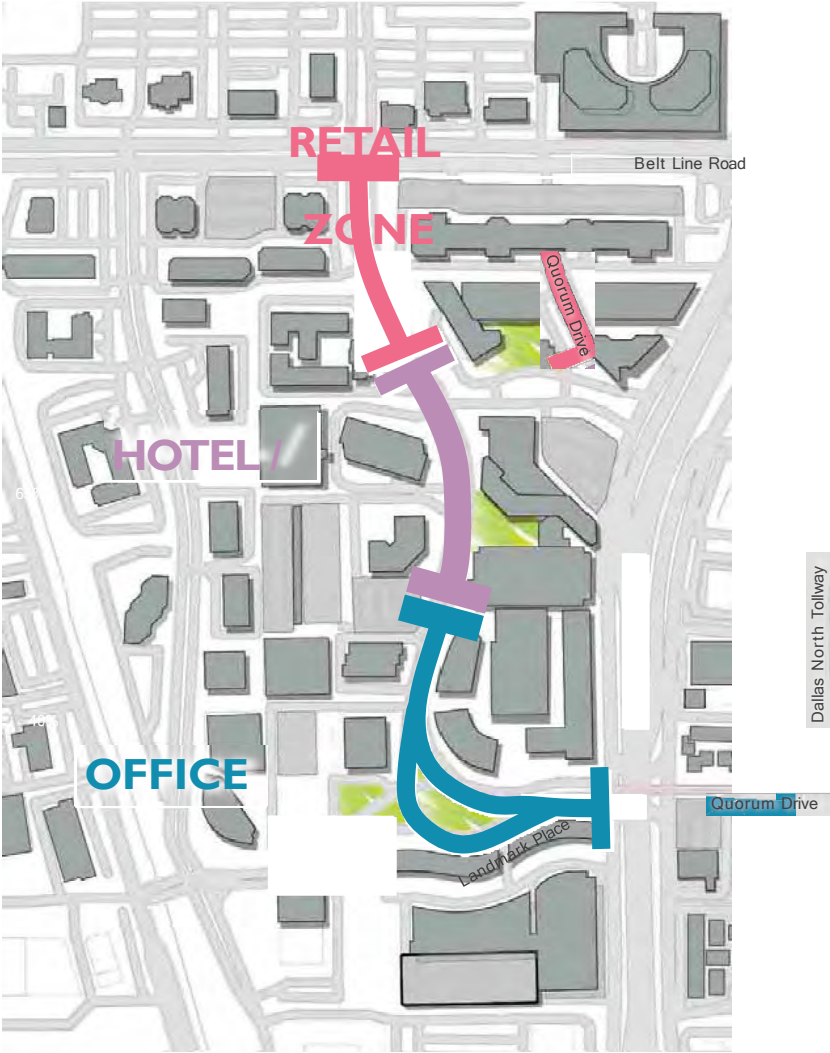


Figure 3-6: Quorum Activity Hubs Diagram

DESIRED CONDITIONS SUMMARY

STREETSCAPE THEMES

- **PEDESTRIAN SAFETY**
a secure pedestrian experience to enjoy all day and year round
- **COMPLETE STREET DESIGN**
a streetscape that accommodates all users equally
- **CONNECTIVITY**
improved pedestrian and vehicular circulation and access to nearby businesses and bus stops
- **CONSERVATION**
preserve & celebrate the healthy existing trees along the streetscape



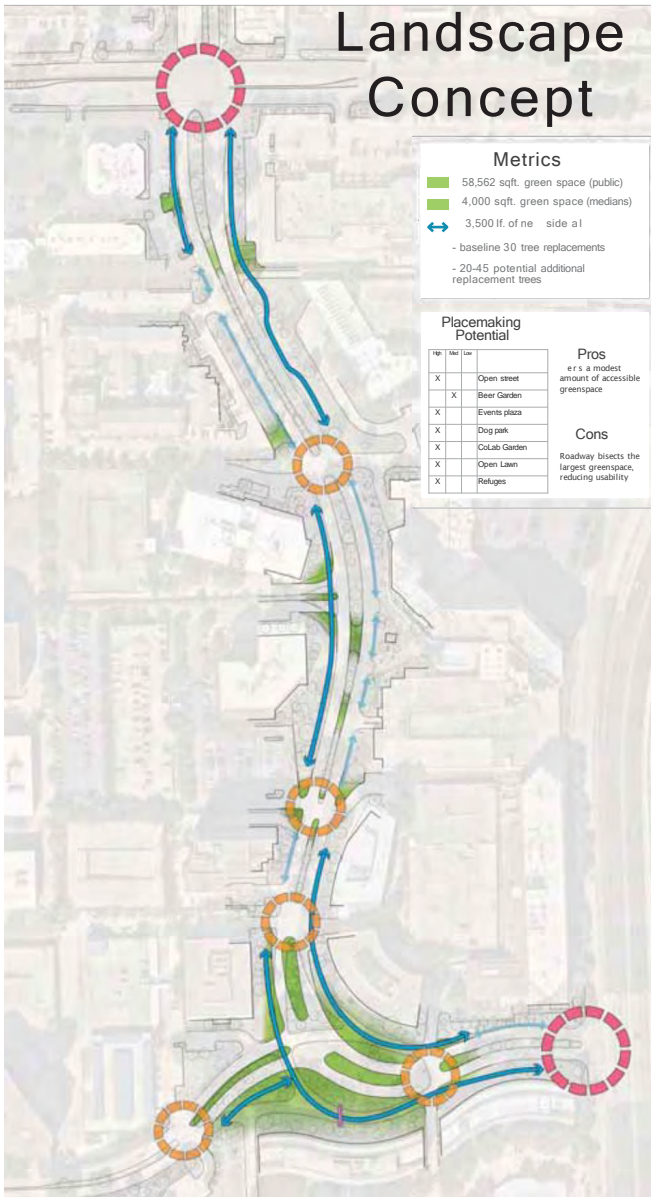




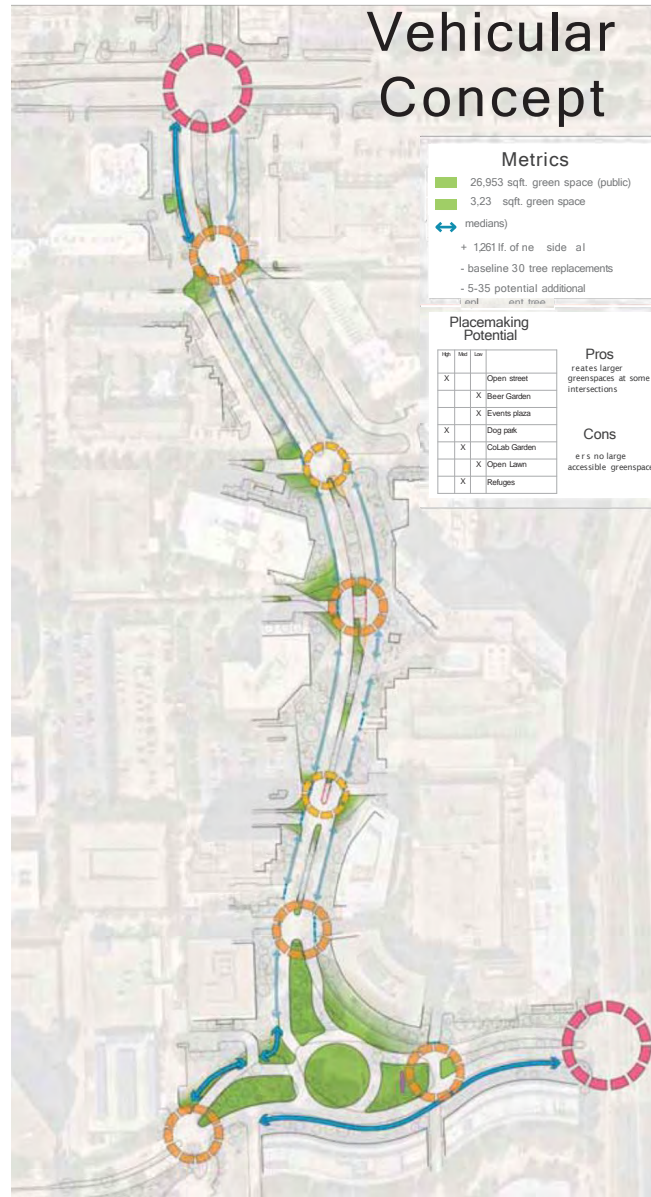




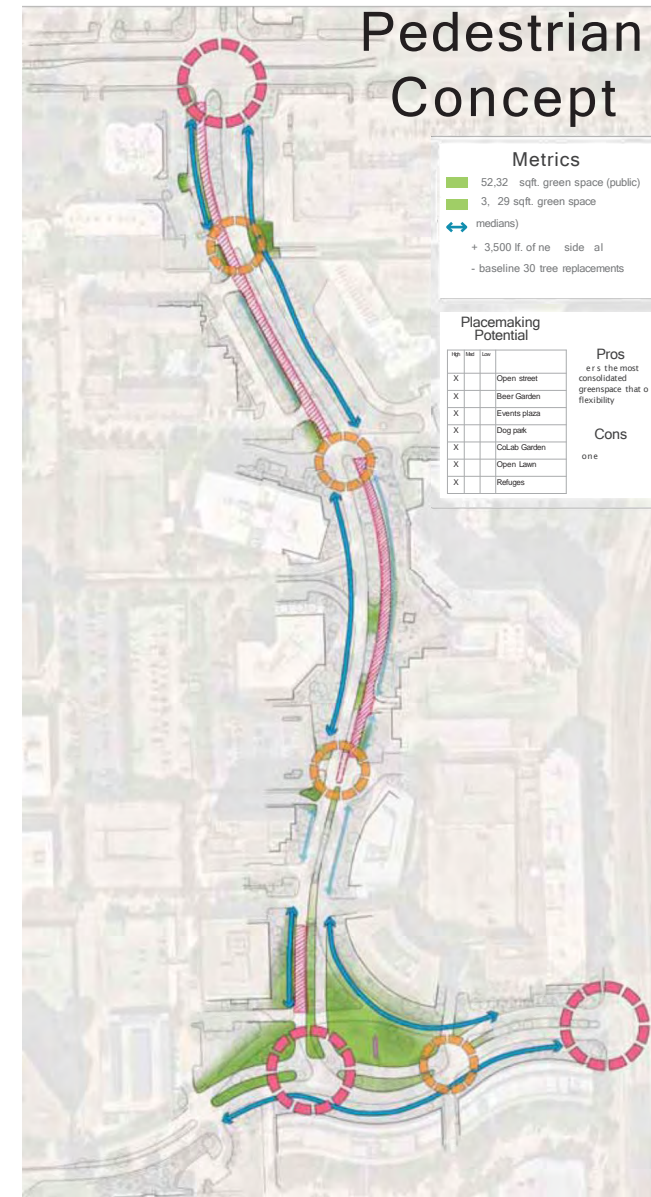
Landscape Concept



Vehicular Concept



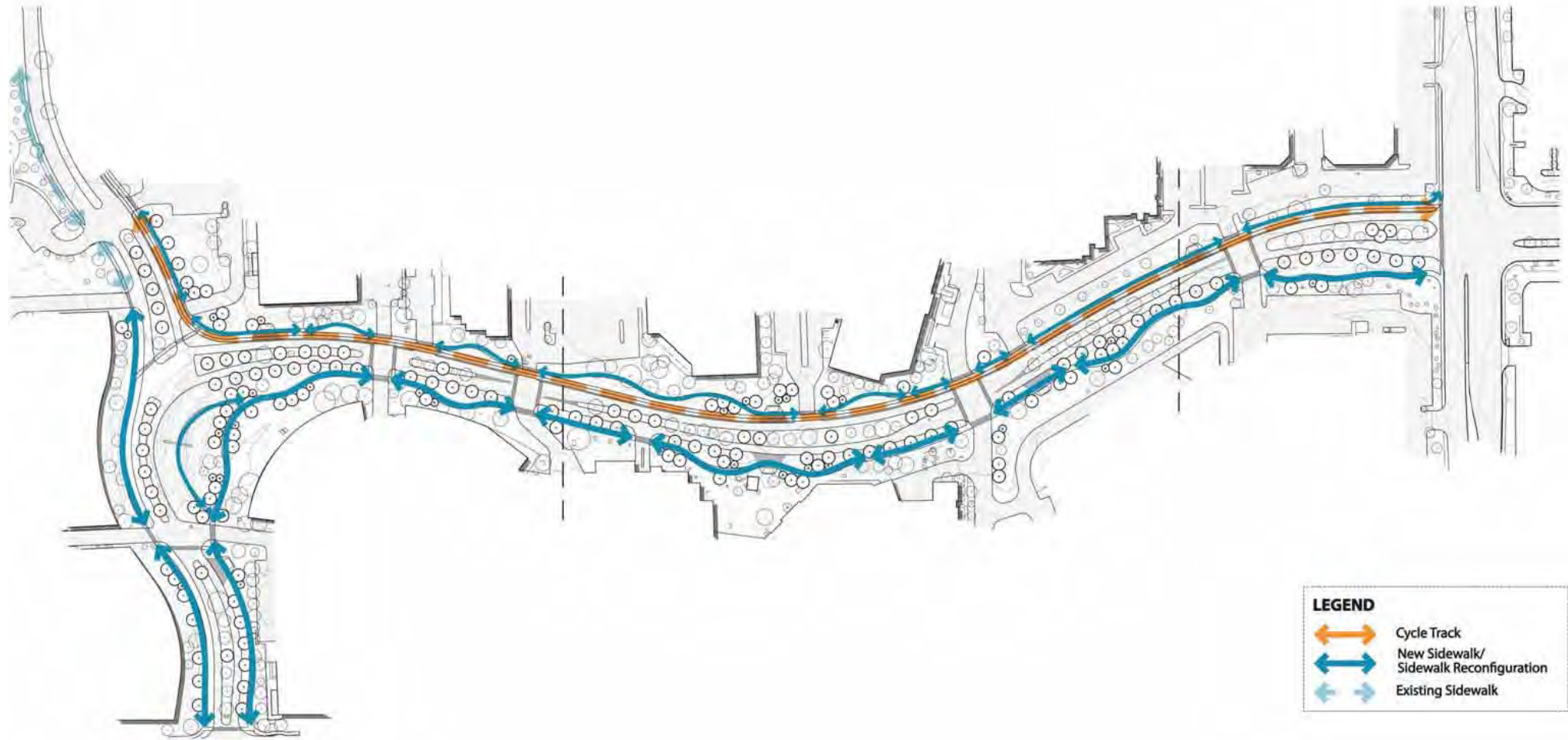
Pedestrian Concept



TBG

Phil Myrick LLC
Placemaking Planning Urban Design





LEGEND

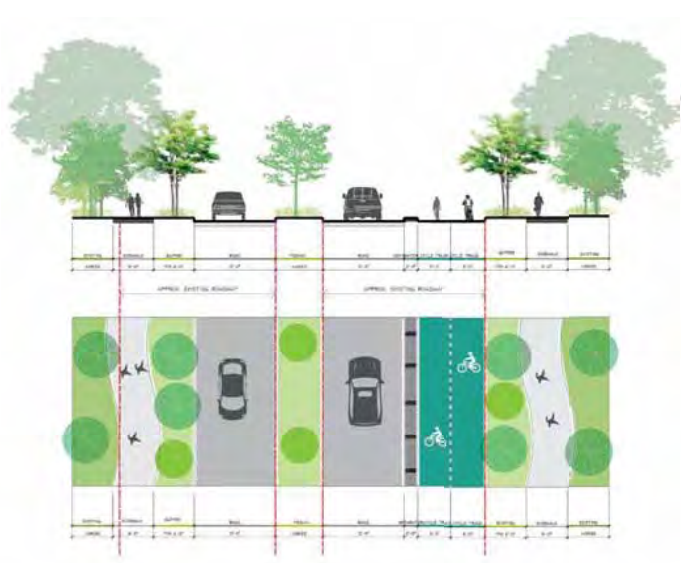
-  Cycle Track
-  New Sidewalk/
Sidewalk Reconfiguration
-  Existing Sidewalk



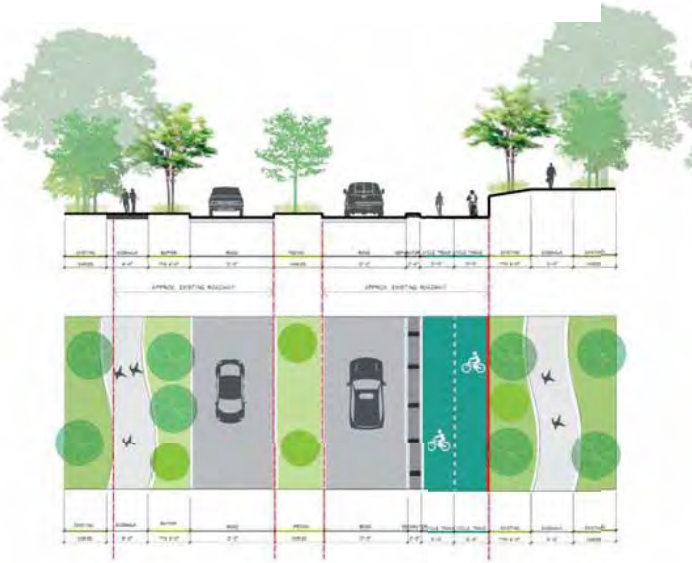
Phil Myrick LLC
Placemaking Planning Urban Design

TBG

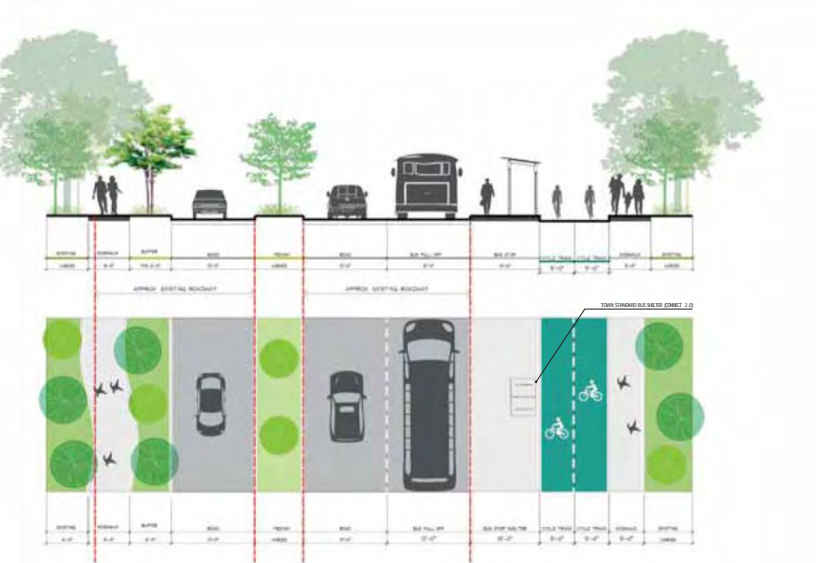




SECTION A4 A6 2-BAY CYCLE TRACK



SECTION A4 B6 2-BAY CYCLE TRACK BITD RETAI414G BALL AT CYCLE TRACK

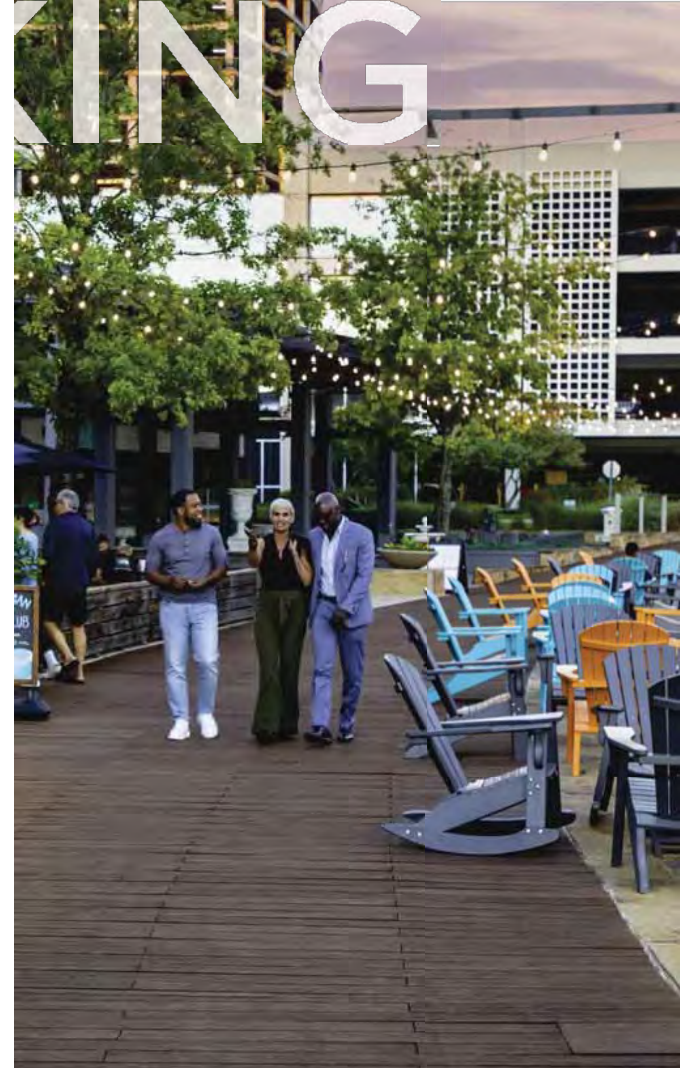


*Ideal layout pending conversions with DART & existing site conditions

SECTION A4 C6 2-BAY CYCLE TRACK AT B=S STAP



PLACEMAKING



TBG

Phil Myrick LLC
Placemaking Planning Urban Design

Beer Garden Precedents (with Pet Space)



Frisco Rail Yard

Outdoor Space
Total: 14,000 sqft

Program Included:
*Informal Seating
*Patio Seating and Bar
*Restrooms

Truck Yard Courtyard

Outdoor Space
Total: 6,000 sqft

Program Included:
*Several Resident Food Trucks
*Outdoor Stage
*Tree house / Patio Space
*Dog Friendly

Mutt's

Outdoor Space
Small Dog: 8,000 sqft Large Dog: 28,000 sqft

Program Included:
*Beverages (Alcoholic / Non Alcoholic)
*Entry Fee/Membership \$\$
*Water Bowls for Dogs
*Permanent Staff and Dog Washing Truck \$\$
*Small / Large Dog Areas



TBG

Phil Myrick LLC
Placemaking Planning Urban Design

Coworking Garden Precedents



Main Street Garden

Outdoor Space
 Total: 6,000 sqft
 Smaller Coworking Zones: 300 sqft - 400 sqft

- Program Included:
 (Public Park)
 *Formal work stations
 *Overhead canopy
 *Wifi & Electric Plug Ins

West End Square

Outdoor Space
 Overall Space: 20,000 sqft
 Smaller Coworking Zones: 250 sqft - 800 sqft

- Program Included:
 (Public Park)
 *Informal Work Stations
 *Small & Large Gathering
 *Wifi & Electric Plug Ins

Energy Square

Outdoor Space
 Overall Space: 10,000 sqft
 Smaller Coworking Zones: 500 sqft - 700 sqft

- Program Included:
 (Private Office Courtyard)
 *Formal Work Stations
 *Wifi & Electric Plug Ins
 *Intimate Working Pods

Private Gathering Space Precedents





Enlargement 01
Open space at offices

Enlargement 02
Open space at hotel

Enlargement 03
Passive lawn

Enlargement 04
Intersection design

Enlargement 05
Entry gateway

Enlargement 05
Entry gateway





01. arboretum

Design Principles

- Preserving Mature Trees
- Celebrating the Character of the Corridor
- Creating a Passive Pedestrian Experience
- Strategic Landscape Planting
- Art Integration at Key Moments





02. sun-up

Design Principles

- Solar Equinox Inspiration
- Circulation and Form Generation
- Enhancing the Pedestrian Experience
- Artistic Integration and Engagement





Private Gathering Spaces



Active/Event Lawn



Co-working Spaces













Beer Garden




Key Plan

LEGEND

-  Primary walkway
-  Secondary walkway
-  'Sun-up at Quorum'
-  Entry nodes/portals
-  Landscape buffer
-  8'-0" wide walkway
-  Cycle track and walkway
-  Office building
-  Additional crosswalks
-  Proposed service bldg

Note: Graphic represents a high level functional use diagram. Exact program sizing, tree locations and design elements will be determined at future design stages.



An architectural rendering of a park path. The path is paved and curves through a green space with trees and shrubs. Two people are walking on the path, and a cyclist is riding on the adjacent road. The scene is bright and sunny, with shadows cast on the ground.

PLACE MAKING VISION
ADDISON, TEXAS

QUESTIONS



City of Dallas

Bicycle Signals

From Concept to Implementation

Presented by: Jessica Scott, AICP, LCI

Prepared by: Alyssa Callin, PE

Why install bike signals?

- Separates bicycle movements from conflicting motor vehicle, streetcar, light rail, or pedestrian movements.
- Provides priority to bicycle movements at intersections (e.g., a leading bicycle interval).
- Accommodates of bicycle-only movements within signalized intersections (e.g., providing a phase for a contra-flow bike lane that otherwise would not have a phase). Through bicycle travel may also occur simultaneously with parallel auto movement if conflicting automobile turns are restricted.
- Protects bicyclists in the intersection, which may improve real and perceived safety at high-conflict areas.
- Improves operation and provides appropriate information for bicyclists (as compared to pedestrian signals).
- Helps to simplify bicycle movements through complex intersections and potentially improve operations or reduce conflicts for all modes.
- (NACTO)

Current Bike Signal Projects

- Denton Shared-Use Path (retrofit)
- Union Bikeway
- Columbia-Main Shared-Use Path
- Abrams Cycle Track



Abrams at Gaston: Northbound view

Figure 4H-1. Typical Arrangements of Bicycle Signal Faces



Source: MUTCD 11th Edition. Part 4, Section 4H.06

What are bicycle signals?

- New addition to the 2023 MUTCD
 - Chapter 4H
- Interim approval was issued by FHWA in December 2013
- Not discussed in 2011 TxMUTCD – only standard signal heads aimed at cyclists

Roadblocks to Implementation

Interim approvals from FHWA

- April 2021
- Proposed first bicycle signal activated March 2021

Cabinet channels available

- CalTrans DAL 332 vs ATC DAL 352i

Sign fabrication

Cabinet Channels (Denton-Royal)

DIAGRAMMATIC CABINET PREP NOTE

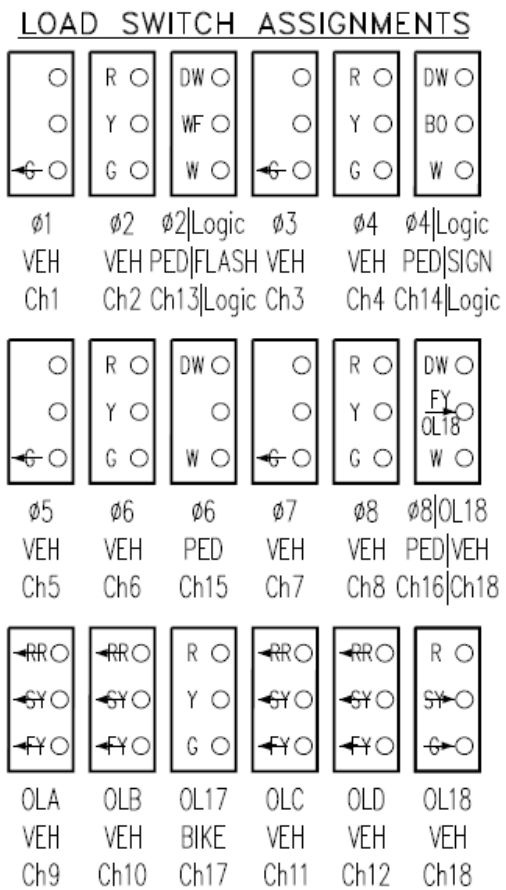
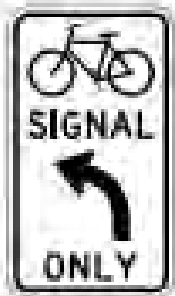


PHOTO OF CABINET LOAD SWITCHES

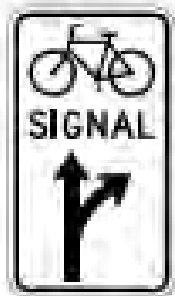




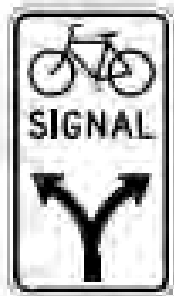
R10-40



R10-40a



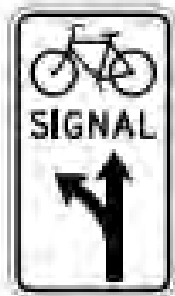
R10-41



R10-41a



R10-41b



R10-41c

Source: MUTCD 11th Edition. Part 9, Figure 9B-1 (partial screenshot)

Signs

- Dimensions for signs are 12' x 21'
- Non-typical sign blank dimension

Operational Challenges

Signal Head Placement

- Near-side and far-side due to curvature of the road

Detection

- Radar detection zones
- Locking detection
- False calls from over-tracking vehicles

Controlling vehicular traffic around bike signal

- Ensuring bicyclists are kept separate from vehicles
- “No Right Turn on Red” LED Blank-out sign



Cyclist approaching bicycle signal at Abrams-Gaston.

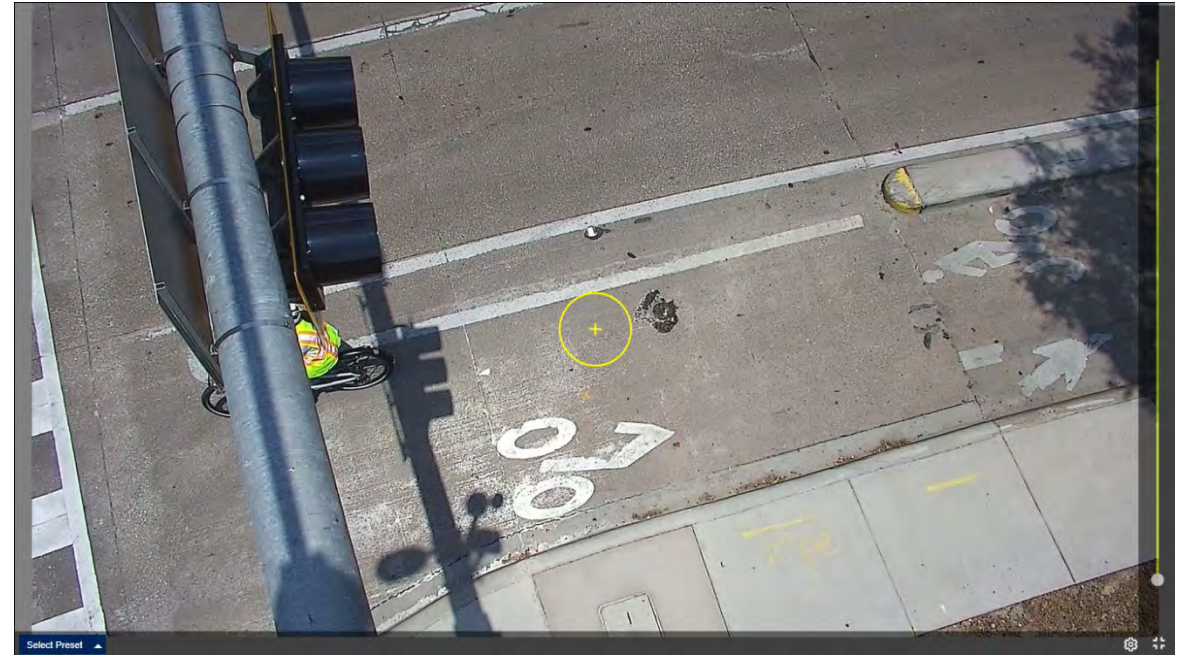


Abrams at Gaston: Southbound View



Right turning vehicle treating cycle track as turn lane.

Bicycle Stop Bars



In Action!



Thank you!

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COMPLETE STREETS FROM POLICY TO IMPLEMENTATION

August 21, 2024

WHAT ARE COMPLETE STREETS?

*“An **approach** to planning, designing, building, operating, and maintaining streets that enables safe access for all people who need to use them, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.”*

*“While Complete Streets are a **process** and **approach** to street design, there is no singular design prescription for Complete Streets. Each one is unique and responds to its community context.”*

– The National Complete Streets Coalition



WHAT IS A COMPLETE STREETS (CS) POLICY?

An agency's commitment to developing a comprehensive multimodal transportation system that facilitates safe, accessible, comfortable, and convenient mobility for all people and travel modes.

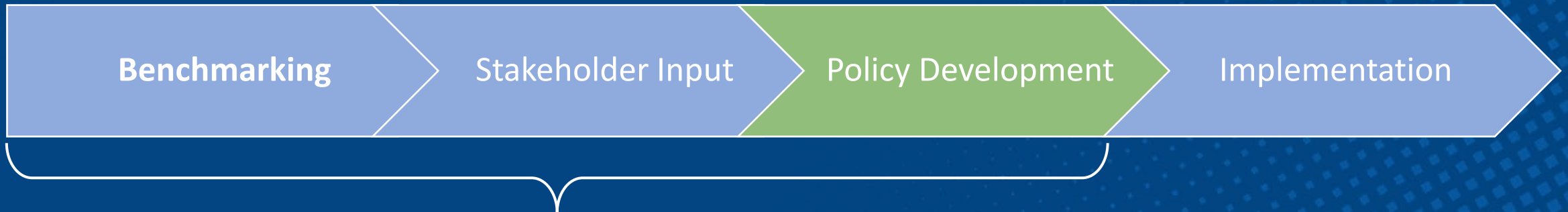
- The Policy acknowledges streets have varying roles, functions, and levels of activity depending on the context of the surrounding land use and neighborhood.
- Developed based on NCSC's 10 Elements of a CS Policy



WHY?

- Public commitment toward multimodal transportation
- Institutionalize many existing practices
- Create more transparency for the public

HOW?



FEHR PEERS



RICHARDSON POLICY ELEMENTS

- A. Background
- B. Vision and Intent
- C. Applicability
- D. Exceptions
- E. Design Standards
- F. Implementation
- G. Performance Measures and Reporting

A. BACKGROUND

Richardson has a history of commitment to multimodal transportation

- Consistent provision of sidewalks with new development
- Robust trail system
- Founding member of DART (1983)
- First Bike Friendly Community in North Texas (2015)
- Adoption of Active Transportation Plan (2023)



B. VISION AND INTENT

Through the implementation of this Complete Streets Policy, the City will consistently plan, design, construct, operate, and maintain all transportation facilities within the public right-of-way to enable safe, accessible, comfortable, and convenient mobility for all people and travel modes.

Guiding Principles

1. Serve all users and modes
2. Increase transportation and mobility options
3. Establish a connected multimodal transportation network
4. Coordinate land use and transportation
5. Enhance community health and quality of life



C. APPLICABILITY

- All roadway improvement project phases within Richardson
- Coordinate and partner with other agencies to assist advancement of Complete Streets designs
- Evaluate development for connections from site to surrounding transportation system

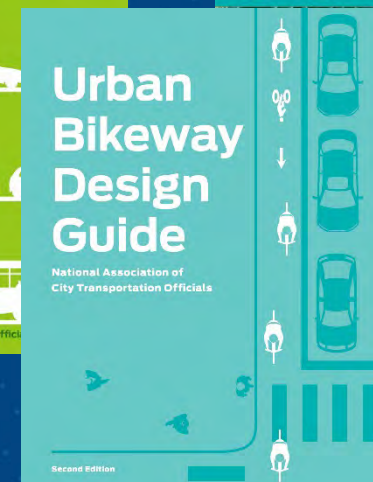
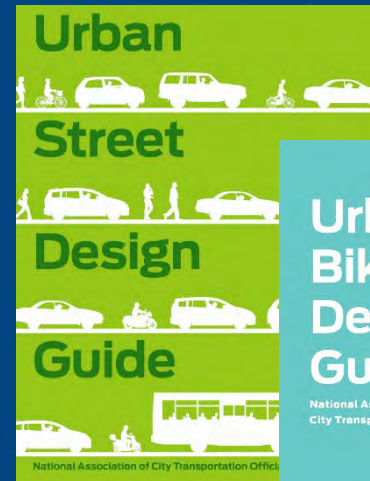
D. EXCEPTIONS

- Ordinary maintenance
- Emergency repairs
- Inappropriate contexts (e.g. US 75, PGBT)
- Prohibitive costs
- Any exception requires documentation and approval for transparency and accountability

E. DESIGN STANDARDS

Adopts best practice design guidelines

- Appropriate to the function and context of the roadway
- Sensitive to neighborhood context and needs
- Flexible to ensure consideration of all users
- Considered across all modes
- Consistent with other adopted plans



F. IMPLEMENTATION

- Checklist for project scoping
- Review and update design standards
- Staff training
- Project prioritization
- Fair and inclusive implementation
- Incorporating within Master Thoroughfare Plan update (Envision Richardson)

G. PERFORMANCE MEASURES AND REPORTING

- Assigns responsibility for tracking and reporting
- Develop performance measures to measure progress and success
- Annual report to BPAC



NEXT STEPS – IMPLEMENTATION

- Envision Richardson – land use and transportation plan
- Developing performance measures with BPAC
- Creating internal Complete Streets Checklist for project scoping

League of American Bicyclists Bicycle Friendly Community Application

Process Overview and Lessons Learned

Daniel Herrig, City of Richardson | Erin Curry, City of Dallas



City of Dallas



What is the Bicycle Friendly Community (BFC) Designation?

- League of American Bicyclists
- "A roadmap to improving conditions for bicycling and guidance to help make your community's vision for a better, bikeable community a reality."
- Application-based designation
- Platinum, Gold, Silver, Bronze, Honorable Mention, No Designation
 - 12 cities in Texas currently have BFC designation
- Applicants will receive a "report card" with areas for improvement.



Application Lessons Learned

- Start early – 90+ page application
- Identify city and community stakeholders:
 - Park and Recreation, Police, Disability Services, Budget Offices, Transit Agency, School Districts, Library
 - Local advocate groups: “Friends Of __”, “Bike Friendly __”, BikeDFW, Local Bike Shops, etc.
 - Existing city plans that touch on equity, the environment, mobility, Vision Zero/traffic safety, ADA, public engagement
- Delegate specific questions to appropriate groups.
- Be prepared to write.



<https://www.bikedfw.org/>



<https://bikefriendlyoc.org/>

The 5 E's of BFC

- Engineering
- Education
- Encouragement
- Evaluation and Planning
- Equity and Accessibility



Engineering - Strategies for Success

- Base your City policies on national standards
 - Do design guidelines reference, incorporate, or follow national standards (NACTO, AASHTO, etc.)?
- Create an online map of your City's current bicycle infrastructure.
- Use relevant stakeholders to answer questions about how your bicycle network has incorporated Public Art, Historical/Cultural Info, Placemaking, etc., into the bicycle network.
- Establish maintenance timelines/policies for bicycle facilities (and roadways).



Bicycle Network Worksheet - Strategies for Success

- Centerline data for the roadway network and bicycle network will be imported to the application spreadsheet in Excel.
 - "Current" and "Planned" facilities are separately documented
- On-Street
 - Report on mileage by facility type and **road speed limit**.
 - Add this to your GIS attribute table!**
- Off-Street (Trails)
 - Report on mileage by facility type (Paved, unpaved, and singletrack) and by trail width

CURRENT ROADWAY NETWORK (in centerline miles)							
NOTE: Include all roads and facilities that fall within the community boundary including all city, county, state, and privately-owned roads, streets, collectors, arterials, and highways.	≤ 20 MPH	>20 and ≤ 25 MPH	25 and ≤ 35 MPH	35 and ≤ 45 MPH	>45 MPH	Unknown Speed Limit	TOTAL MILEAGE
TOTAL ROADWAY NETWORK (CENTERLINE MILES)	8.57	2930.62	1373.11	808.11	360.70	617.76	6,098.87
% of roads in this speed category	0.14%	48.05%	22.51%	13.25%	5.91%	10.13%	100%

CURRENT ON-STREET BIKE FACILITIES							
NOTE: Measure the following facilities in centerline miles to the best of your ability. See the "Measuring in Centerline Miles" tab for instructions.	≤ 20 MPH	>20 and ≤ 25 MPH	25 and ≤ 35 MPH	35 and ≤ 45 MPH	>45 MPH	Unknown Speed Limit	TOTAL MILEAGE
Designated bicycle boulevards / Neighborhood Greenways (roads designed to prioritize bicyclists)	0.00	0.00				0.00	0.00
Wide paved shoulders (ridable surface ≥4 feet, and minimum clear path of ≥4 feet between rumble stripes)	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Advisory Shoulder/Bike Lane	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Bike lanes (incl. standard, contra-flow, left-side) (ridable surface ≥4 feet)	0.00	6.66	3.21	0.00	0.00	0.00	9.87
Buffered bike lanes	0.00	5.29	8.48	0.00	0.00	0.00	13.77
Protected bike lanes or cycle tracks (one-way or two-way)	0.00	0.67	3.12	0.00	0.00	0.00	9.79
Grade-Separated/Paved cycle tracks (one-way or two-way)	0.00	0.50	0.00	0.00	0.00	0.00	0.50
Physically Separated Side Path or Trail	0.00	0.00	3.47	0.00	0.00	0.00	3.47
Any other On-Street Bikeway Facility type not listed above (Describe other facility types below in rows 45-48.)	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL CENTERLINE MILES OF ON-STREET BIKEWAY FACILITIES	0.00	13.12	24.28	0.00	0.00	0.00	37.40

Education - Strategies for Success

- ISD Communication – Start Early!
 - The League stresses the importance of in-school bicycle education at all levels and its value to the application.
 - Survey PE teachers and/or coordinators at public and private schools using the application questions. → **Survey Template to Share**
 - ISDs will often require an application to the school's Research Review Board – **application will often take over a month to gain approval.**
- Out-Of-School Youth and Adult Bike Education
 - Put application questions about education opportunities for adults and children into a survey to community cycling groups.

5. What level is your school?

*If your school offers a wide range of grades, please complete a separate response for each grade group. **

<input type="radio"/> Elementary School	Go to	2. Elementary Bicycle Education	▼
<input type="radio"/> Middle School	Go to	3. Middle School Bicycle Educa...	▼
<input type="radio"/> High School	Go to	4. High School Bicycle Education	▼

Encouragement - Strategies for Success

- Identify city organizations that promote and encourage cycling in your community (visitor's bureau, library, police departments, etc.)
- Use a community survey to identify points of contact for cycling social groups, clubs, advocacy groups, and others who promote cycling in your community – use application questions. → Survey Template to Share
 - Use the question section function and conditional questions function in your form to allow respondents to skip question sets not relevant to their group.



City of Dallas Bicycle-Related Organization Census

What is This Survey?

This census will help the City of Dallas create a formalized database of active bike-related clubs, ride groups, teams, organizations, shops, and more. Organization information will be used for the City of Dallas' League of American Cyclists' *Bicycle Friendly Community Application* (<https://bikeleague.org/bfa/community/>), and to share important bike-related information, including the Dallas Bike Plan public input opportunities with groups.

It is extremely likely that your group will not fill out every section in this survey. We have purposely created the survey to be broad to eliminate the need for multiple surveys to be distributed.

Youth Programming

7. Is your organization a cycling group, club, team, or regular riding group aimed at **children and/or young adults under 18**, or does your organization sponsor a similar group for bike riding aimed at **children and/or young adults under 18**? *

- Yes (provide more info about youth programming)
- No (move on to next section)

Events and Encouragement

9. Does your group formally host, participate in, and/or sponsor any of the following? *

Options come from the League of American Bicyclists' Bicycle Friendly Community Application. Please select all that apply.

10. Does your organization offer any of the following programs to provide youth and/or adult bicyclists with necessary equipment and accessories?

Options come from the League of American Bicyclists' Bicycle Friendly Community Application.

Adult Group Information

6. Is your organization a cycling group, club, team, or regular riding group aimed at **adults**, or does your organization sponsor a similar group for bike riding aimed at adults? *

- Yes (provide more info about adult group)
- No (move on to next section)

Advocacy Group, "Friends Of" Trails Group, or Bike Friendly Neighborhood, Etc.

8. Is your organization a Bike Friendly Neighborhood Organization, an Advocacy Group, a "Friends of" Group, or does your organization include activities advocating for and/or supporting active transportation city wide, or for a certain neighborhood, trail, etc.? *

- Yes (provide more info on organization)
- No (move on to next section)

Education

This section's questions come from the League of American Bicyclists' Bicycle Friendly Community Application.

11. Does your organization/group offer formalized lessons/classes to the public? *

- Yes (provide information about education activities)
- No (move on to final section)

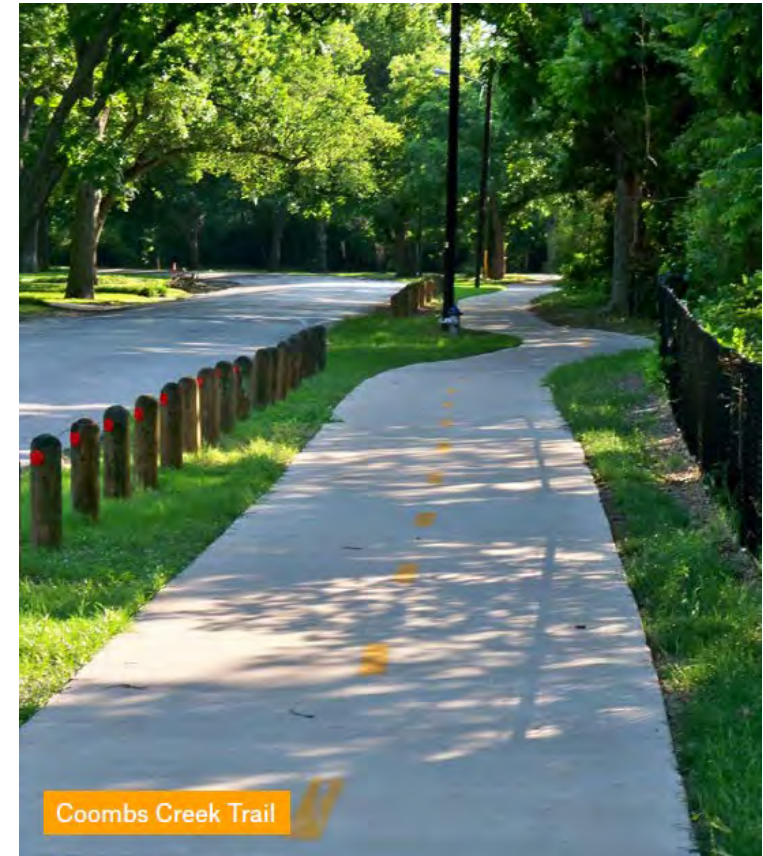
Evaluation and Planning - Strategies for Success

- Full-Time Employees Worksheet: number of staff people who spend time on “bicycle issues” at the City and percentage of time spent.
- Establish processes for outreach about bicycle planning efforts to citizens and specific efforts to reach underrepresented groups.
- Establish a Bicycle Master Plan and a dedicated budget for implementation.
- Create a High Injury Network and/or Vision Zero Plan.
- Identify Police Enforcement data for on-bike stops, review bicycle traffic laws in community.



Equity and Accessibility - Strategies for Success

- Include equity goals and performance measures in city plans for cycling and transportation generally.
 - Environmental Action Plans, Vision Zero Plans/High Injury Networks, Bicycle Master Plans, SRTS Plans, ADA Transition Plans, Racial Equity Plans, etc.
 - Opportunity in application to identify these plan goals and explain how they include equity.
- Identify and form partnerships with community groups to increase and diversify representation in education, encouragement, outreach, and/or engagement efforts.



Final Overview - Strategies for Success

- Know “why” your community has made bicycling a priority
 - Checklist of options to choose from – pick three.
- Identify:
 - Positive outcomes from your community’s support for bicycling.
 - Greatest achievements (last 12 months) to become more bicycle-friendly.
 - Areas for improvement/things you’d do differently.
 - Existing barriers for implementing bicycle infrastructure.
 - Upcoming (next 12 months) bicycle infrastructure improvements.
 - Peer communities/communities of inspiration
- Optional Supplementary materials:
 - Photos of cycling events/infrastructure in community
 - Funding Resources

BFC Renewal

- Focused on implementing recommendations in Report Card
 - Complete Streets Policy
 - Bike Parking Regulations
 - Bicycle Boulevards
- Highlight advancements since last application



RICHARDSON, TX

TOTAL POPULATION
110140

TOTAL AREA (Square Miles)
27.4

POPULATION DENSITY
4019

OF LOCAL BICYCLE FRIENDLY BUSINESSES **1**

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES **0**

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Cities	Richardson
High Speed Roads with Bike Facilities	35%	15%
Total Bicycle Network Mileage to Total Road Network Mileage	48%	22%
Bicycle Education in Schools	GOOD	ACCEPTABLE
Share of Transportation Budget Spent on Bicycling	11%	2%
Bike Month and Bike to Work Events	GOOD	AVERAGE
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MEETS QUARTERLY
Bicycle-Friendly Laws & Ordinances	GOOD	ACCEPTABLE
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 78K	1 PER 37K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	3 / 10
EDUCATION <i>Motorist awareness and bicycling skills</i>	3 / 10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	3 / 10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	5 / 10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	3 / 10

KEY OUTCOMES

	2016-2017	Richardson
RIDERSHIP <i>Percentage of Commuters who bike</i>	2.7%	0.2%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	537	1308
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	6.3	77



KEY STEPS TO SILVER



- » Adopt a Complete Streets policy and create implementation guidance. A Complete Streets policy should prompt the community to consider lane and/or road diets when repaving or otherwise doing major maintenance on roadways. Striping bicycle lanes as part of repaving operations can save 40% of the cost of adding a bicycle lane.
- » Develop a system of bicycle boulevards, utilizing quiet neighborhood streets, that creates an attractive, convenient, and comfortable cycling environment welcoming to cyclists of all ages and skill levels. Use the Bicycle Boulevards section of the NACTO Urban Bikeway Design Guide for design guidelines. Bicycle boulevards, or bicycle routes without bicycle facilities, are typically appropriate on streets with posted speed limits of 25 mph or less.
- » Develop community-wide Bicycle Parking Standards to ensure that APBP-compliant bicycle parking is available in areas near transit and urban activity centers. Without secure and convenient bicycle parking it is difficult for a person to choose to ride their bicycle for utilitarian trips.

- » It is exciting to hear about the collaboration between agencies to build a new regional trail through Richardson by 2022. Maximize this investment by creating safe ways to access the trail and locations along the trail.
- » Improve bicycle safety education for students of all ages by providing on-bicycle education. Providing bicycles in schools ensures that all students can learn to safely ride a bicycle regardless of having a bicycle in their household. Work with local bicycle groups and interested parents to expand and improve the Safe Routes to School program.
- » Adopt a comprehensive road safety plan or a Vision Zero policy to create engineering, education, and enforcement strategies to reduce traffic crashes and deaths for all road users, including bicyclists and pedestrians. Road diets, lane diets, and traffic calming treatments are important engineering components for addressing safety.
- » Adopt a target level of bicycle use (percent of trips) to be achieved within a specific timeframe and monitor progress.

Thank You!

City of Richardson

Daniel Herrig, P.E., CNU-A

Mobility & Special Projects Manager

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City of Dallas

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Bicycle and Micromobility Manager

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Erin Curry, LCI,

Micromobility Planner

erin.curry@dallas.gov

Has your community applied to be a Bicycle-Friendly Community? What was your experience? What barriers prevent your community from applying?



Bicycle-Friendly Communities in our region: Fort Worth, Frisco, Plano and Richardson



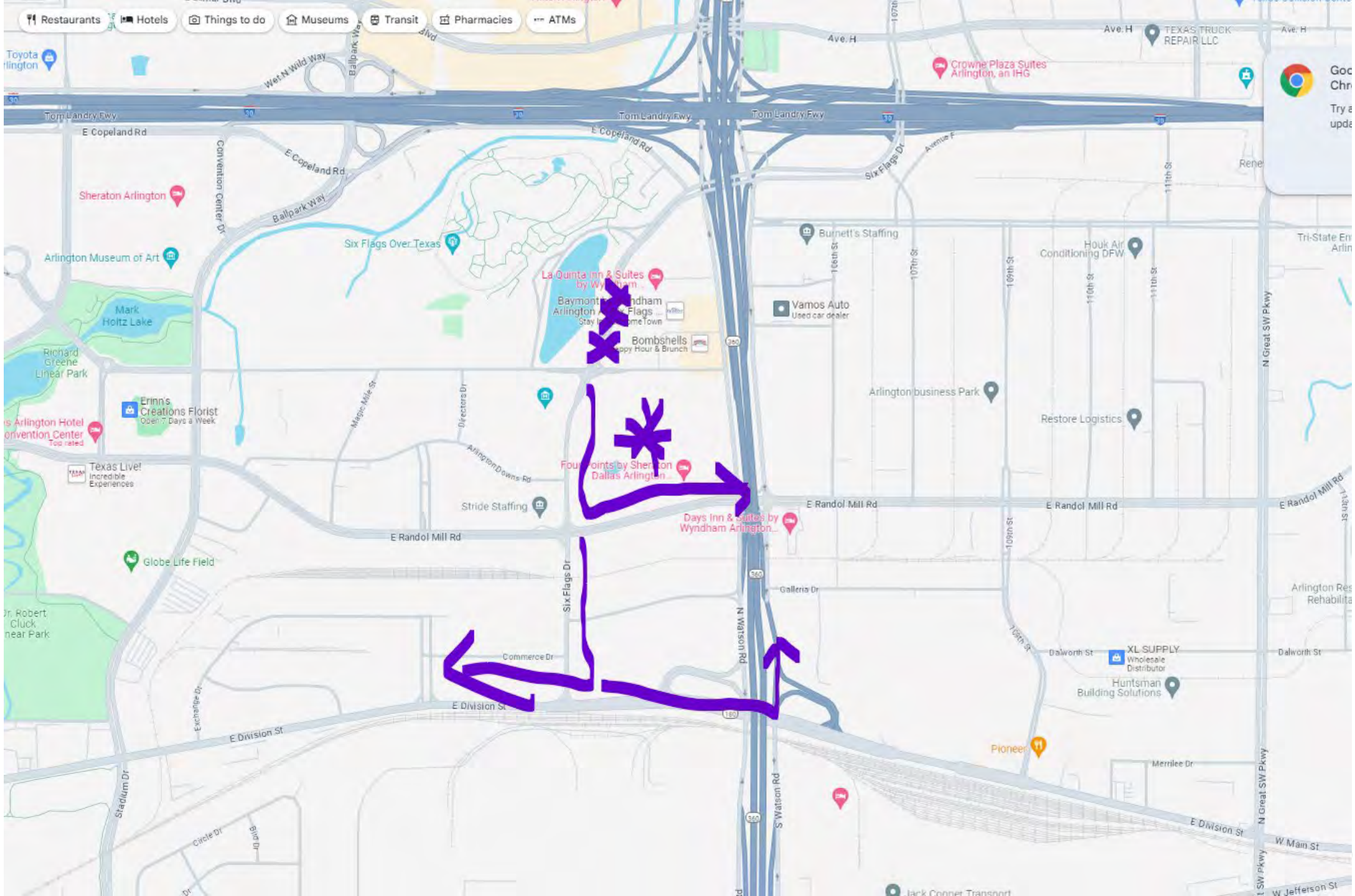


APBP North Texas August Gathering

August 21, 2024 (After BPAC!)

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

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



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