

North Central Texas  
Council of Governments

## **BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE**

North Central Texas Council of Governments  
616 Six Flags Dr. Arlington TX 76011  
November 16, 2022  
2:00-4:00 pm

<b>2:00 – 2:05</b> (5 min)	<b>1. Welcome – Introductions</b> Discussion of the August 17, 2022, BPAC meeting summary, as necessary.	<b>Robert Caskey</b> , Chair, City of Frisco
<b>2:05 – 2:15</b> (10 min)	<b>2. TxDOT 2023 Transportation Alternatives (TA) Call for Projects</b> Overview of the TxDOT's 2023 TA Call for Projects with information about eligibility, project categories, funding amounts, scoring criteria, and the call for projects timeline.	<b>Noah Heath</b> , TxDOT
<b>2:15 – 2:30</b> (15 min)	<b>3. Green Pavement Markings at Intersections for Non-Motorized Users Update</b>	<b>Dr. Katie Kam</b> , University of Texas at Arlington
<b>2:30 – 2:50</b> (20 min)	<b>4. Local Community Updates</b> a) <a href="#">Dallas Bike Plan Update and Dockless Vehicle Update</a> – Jessica Scott, City of Dallas b) <a href="#">UTA-Downtown Arlington Bike Network Research</a> – Anna Laura Harmjanz, NCTCOG c) <a href="#">Upcoming Events</a> – Chad Marbut, BPAC Vice-Chair	<b>Various BPAC Members and Guests</b>
<b>2:50 – 3:05</b> (15 min)	<b>5. Lessons Learned: Glenville Drive Protected Intersection</b>	<b>Daniel Herrig</b> , City of Richardson
<b>3:05 – 3:20</b> (15 min)	<b>6. Pedestrian Fatality Research</b>	<b>Anthony White</b> , TxDOT
<b>3:20 – 3:55</b> (35 min)	<b>7. NCTCOG Updates</b> a. <a href="#">Update on Annual Bikeway Database Edits</a> – Cauner McDonald b. <a href="#">Walk to School Day Recap</a> – Erin Curry c. <a href="#">Transportation Alternatives Program Call for Projects: Recommended Funding Awards</a> – Daniel Snyder	<b>Various NCTCOG Staff</b>
<b>3:55 – 4:00</b> (5 min)	<b>8. Other Business/Open Discussion</b> This item provides an opportunity to bring items of interest before the Committee or propose future agenda items.	<b>Robert Caskey</b> , Chair, City of Frisco

### **Next BPAC Meeting**

The **next** meeting of the Bicycle and Pedestrian Advisory Committee is scheduled for **February 15, 2023**, from 2:00-4:00pm at NCTCOG in the Transportation Council Room.



# TxDOT 2023 Transportation Alternatives (TA) Call for Projects

NCTCOG BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE





- Schedule – Preliminary Application open **12/2/22 – 1/27/23**; 10/23 award
- Available Funding – \$250M through FY 2025 for all population areas
- Project Categories – community-based, large-scale, enhancements, and planning for bicycle and pedestrian networks
- Selection Criteria – safety, connectivity, readiness, equity, community support
- Match Options – transportation development credits (economic criteria)
- Outreach – virtual/in-person workshops (Nov/Dec)
- Check [TxDOT Bicycle and Pedestrian Funding Page for Updates](#)

# TxDOT 2023 TA Call for Projects Scope and Scale



Project Category	Community-Based Infrastructure	Large Scale Active Transportation Infrastructure	Active Transportation Network Enhancements	Active Transportation Non-Infrastructure
Eligible Areas	Outside of TMAs & Population Areas < 200,000	Any Population Area		
Local Match	20% <sup>1</sup>			
Target Project Funding Amounts	\$250,000 to \$5M per project	\$5M to \$25M per project	\$250,000 minimum for cities <200,000; \$1M min otherwise <sup>2</sup>	\$100,000 minimum
Eligible Project Sponsors	<ul style="list-style-type: none"><li>•Local governments</li><li>•School districts</li></ul>	<ul style="list-style-type: none"><li>•Transit agencies</li><li>•Small MPOs (&lt;200k)</li></ul>	<ul style="list-style-type: none"><li>•TxDOT at the request of a sponsor</li><li>•Others (see Program Guide)</li></ul>	

## All TA projects must be:

- Related to bicycle, pedestrian, and/or micromobility
- Principally for transportation rather than recreation
- Have a direct relationship to the surface transportation system
- Benefit the general public

**\$250M  
available!**

<sup>1</sup> Some communities may be eligible for TDCs which allow for 100% federal TA funds to be applied to the project in lieu of a local match

<sup>2</sup> Target total award for all projects in this category ~\$10M-20M

<sup>3</sup> Target total award for all projects in this category ~\$3M-5M



# Transportation Alternatives Project Categories



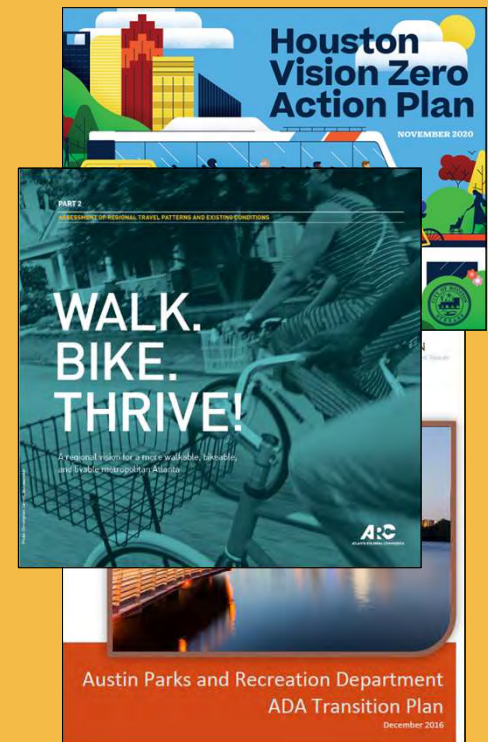
**Community Based**



**Large Scale**



**Network Enhancements**



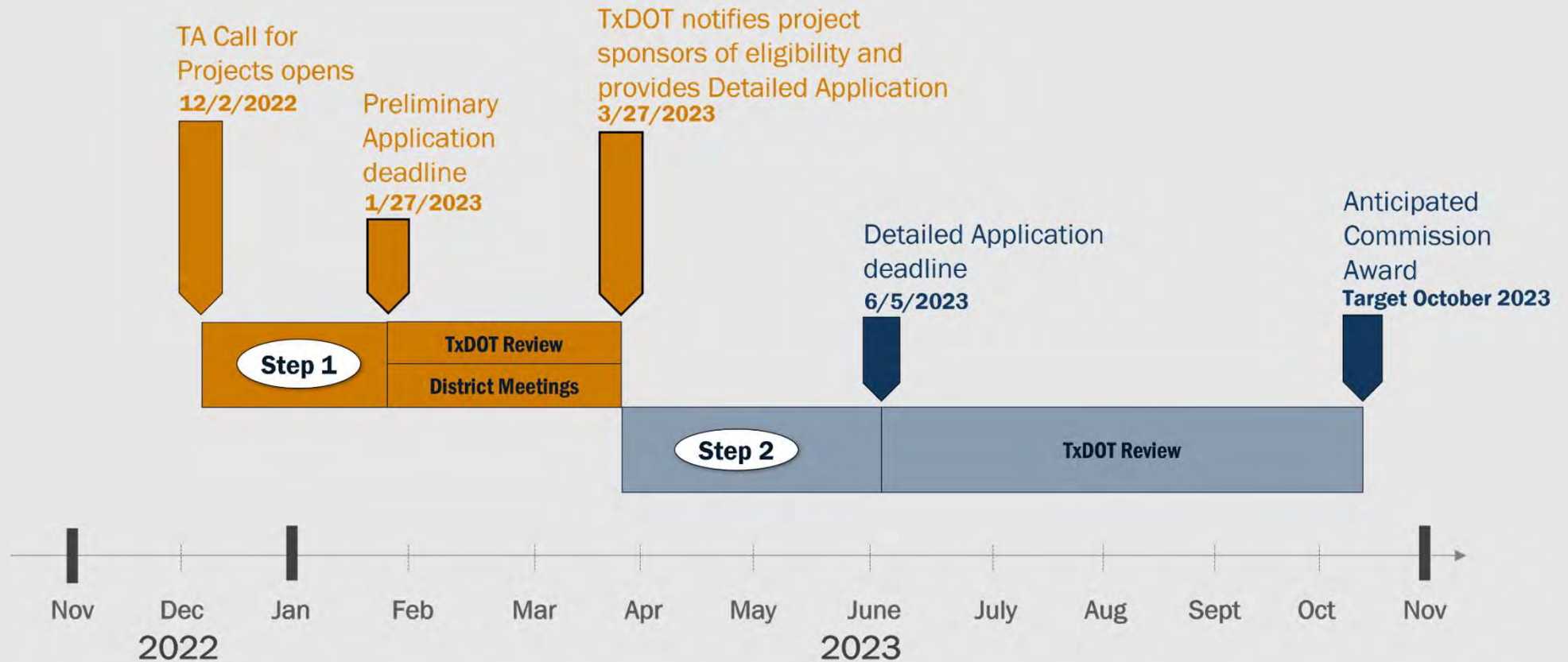
**Non-infrastructure**

## Focus Areas

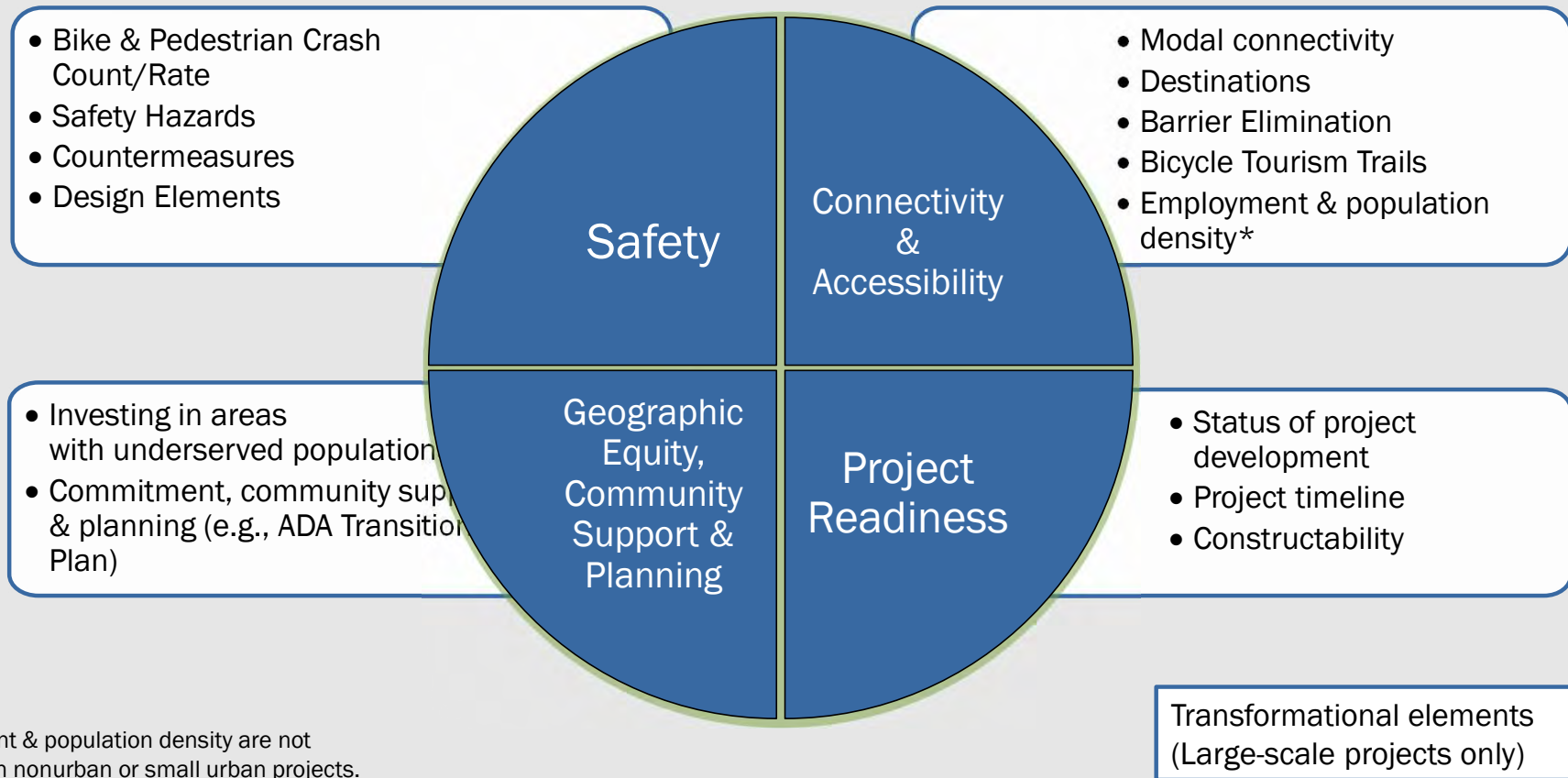


- Improve **safety**, **access**, or **mobility** for people of **all ages and abilities**, especially bicycle and pedestrian facilities along the state highway system exceeding minimum design requirements, using innovative technologies, or extending beyond the scope of a major highway investment project area.
- Construct segments identified as part of **Texas Bicycle Tourism Trails** network\* or implement a locally-preferred alternate route.
- Improve **bicycling**, **wheelchair**, and **walking safety** and **access** to or between existing bicycle and pedestrian facilities and **public transportation**. This may include mobility hubs that integrate multiple modes of transportation (such as transit stops, carsharing, bikesharing, micromobility, or other shared-mobility services) leveraging existing facilities and public transit to expand access for non-motorized users.
- Enhance bicycle and pedestrian access and **safety to school**-related destinations enabling and encouraging children, including those with disabilities, to walk and bicycle to school activities.

# TxDOT 2023 TA Call for Projects Timeline : 2-Step Application Process



## TxDOT 2023 TA Call-for-Projects: Evaluation Criteria Details





- Transportation Development Credits (TDCs) are available if project is located in a:
  - Economically disadvantaged county or
  - Community less than 200,000 people and meets certain economic criteria

TDCs allow for 100% federal TA funds to be applied to a project –  
no local match



## TxDOT 2023 TA Call-for-Projects: Outreach



- Informational webinars for project sponsors (Aug.-Sept.) – Complete, available online [TxDOT's Bicycle and Pedestrian Funding Page](#)
- After call opens PTN will host virtual and in person workshops (December). Register for virtual workshops at: [TxDOT 2023 TA Project Sponsor Workshops](#)

**November 29, 2022** (9:00AM – 12:00PM)  
Virtual Workshop  
Coordinator: [Noah Heath](#) (316) 876-7184

**November 30, 2022** (9:00AM – 12:00PM)  
League City Community Center,  
400 South Kansas Avenue  
League City, Texas 77573  
Coordinator: [Ana Ramirez Huerta](#) (979) 864-8500

**December 6, 2022** (9:00AM – 12:00PM)  
North Central Texas Council of Governments  
Transportation Council Meeting Room  
616 Six Flags Dr., Centerpoint Two  
Arlington, TX 76011  
Coordinators: FTW [Iftekhar Ali](#) (817) 370-3565  
DAL [Rachael Twiggs, P.E.](#) (214) 320-6699

**December 7, 2022** (9:00AM – 12:00PM)  
TxDOT El Paso District Office,  
13301 Gateway Blvd West  
El Paso, TX 79928  
Coordinators: [Adriana Rodriguez](#) (915) 790-4221  
[Jose Bocanegra Jr.](#) (915) 790-4365

**December 15, 2022** (9:00AM – 12:00PM)  
TxDOT Laredo District Office,  
1817 Bob Bullock Loop  
Laredo, TX 78043  
Coordinator: [Janece Marquez](#) (956) 712-7438

**December 16, 2022** (9:00AM – 12:00PM)  
Virtual Workshop  
Coordinator: [Noah Heath](#) (316) 876-7184

## TxDOT Transportation Alternatives Program Team



### Bonnie Sherman, AICP

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Bicycle and Pedestrian Program  
Supervisor

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### Carl Seifert, AICP

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Active Transportation Planner

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(512) 486-5974



# Analyze the Use of **Green** Pavement Markings- Intersection Safety for Non-Motorized Users

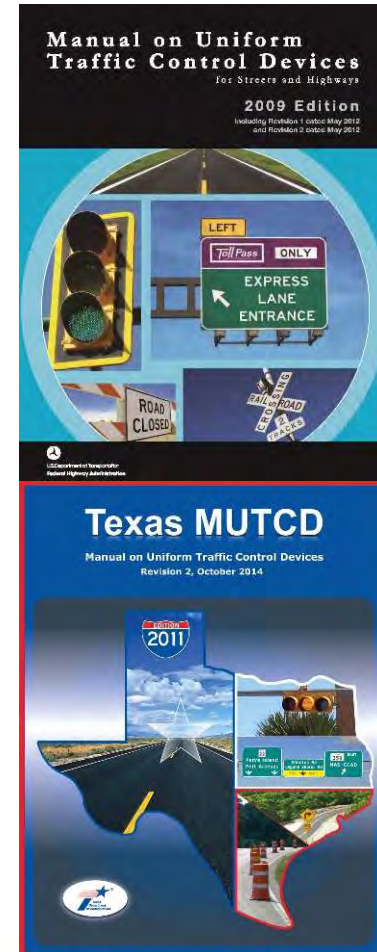
TxDOT Project 0-7045

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# Presentation Topics

- Green Pavement Markings Context
- Site Selection
- Behavior Analysis
- Materials Testing

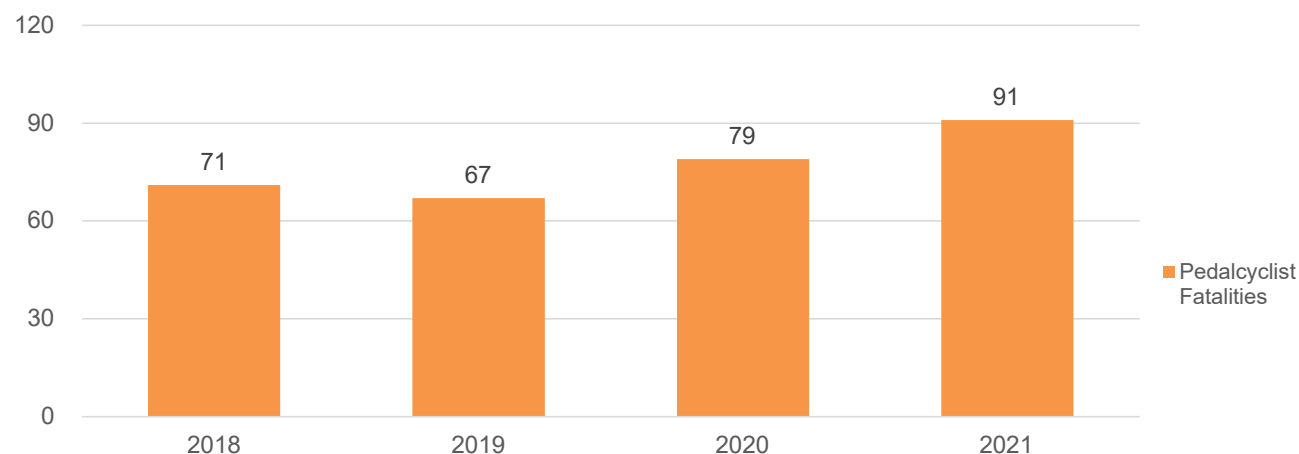
- Green pavement markings are intended to:
  - increase the visibility of the bicyclists and bike facilities,
  - reduce bicycle conflicts with turning motorists, and
  - increase bicyclist comfort by designating spaces.
- Cities interested in implementing green pavement markings must make written request for interim approval to FHWA for approval (under [IA-14](#)).
  - TxDOT has not requested Interim Approval for all jurisdictions within Texas.
  - While TxDOT evaluates Interim Approval requests, data may be unavailable





## Problems:

- Increasing trend in bicyclist crashes and fatalities
- TxDOT has insufficient data available to support installation of green pavement markings and interim approval requests



Statewide: increase bicyclist fatalities by 15% in 2021 compared to 2020

## **Research goals:**

- Document current range of green pavement marking products as well as installation locations in Texas
- Evaluate green pavement behavioral impacts to bicyclist, motorists, and other road users
- Evaluate green pavement material materials cost, durability, and ongoing maintenance costs
- Create guidance to help the TxDOT and Texas communities understand the potential impacts, the different designs, and performance of green pavement markings

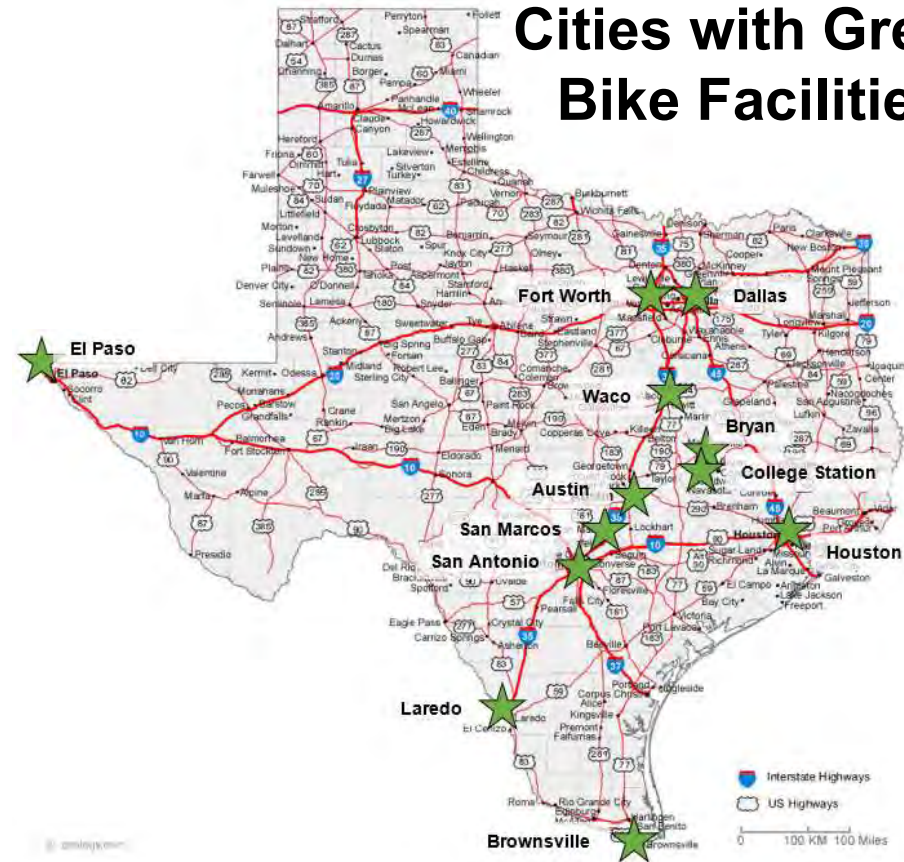
# Project Schedule

Task #	Task Description	Task Begin Date	Task End Date
1	Conduct Project Management and Research Coordination	5/15/2020	8/31/2024
2	Conduct a Green Pavement State of the Practice	5/15/2020	10/15/2020
3	Develop Green Pavement Evaluation Plan	7/15/2020	3/15/2021
4	Gather and Analyze Data from Test Locations	12/15/2020	1/31/2024
5	Develop Guidance on Green Pavement Markings	9/15/2021	6/30/2024
6	Testing and Evaluation of Pavement Marking Performance	5/1/2022	4/30/2024

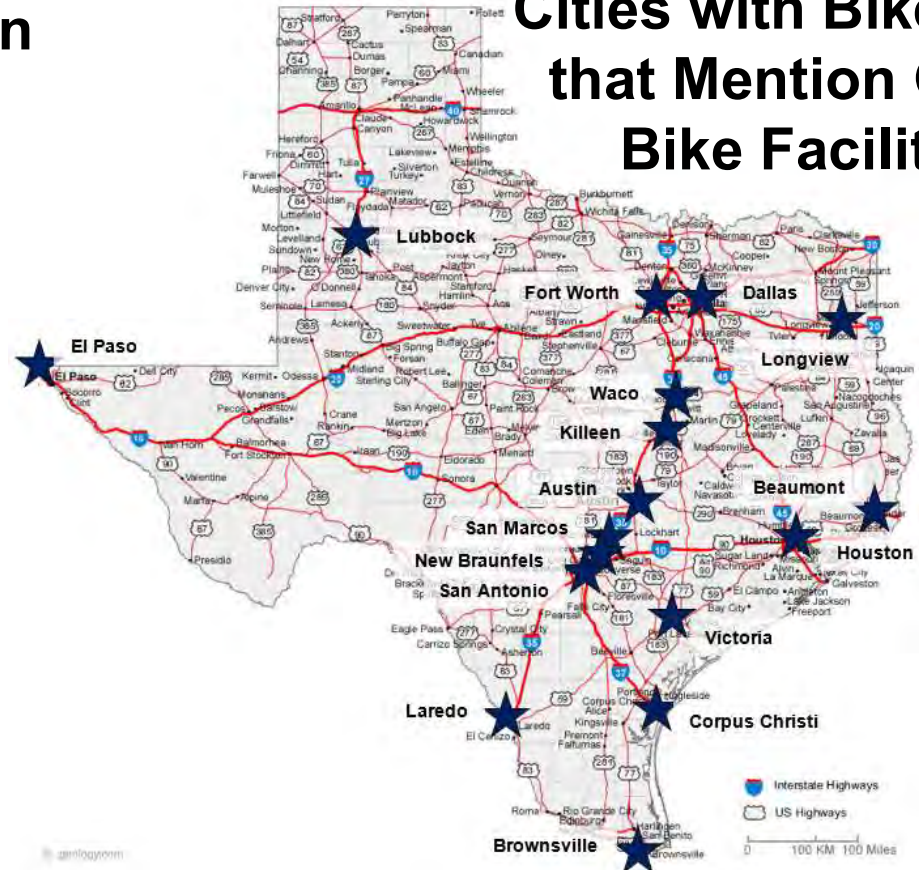
# **Site Selection**

With and Without Green Pavement Markings

## Cities with Green Bike Facilities



## Cities with Bike Plans that Mention Green Bike Facilities

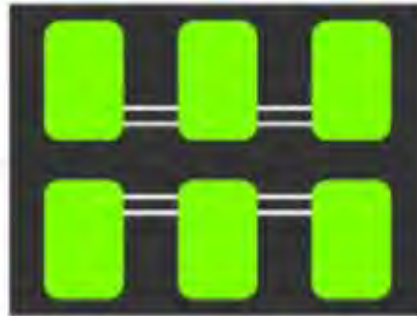




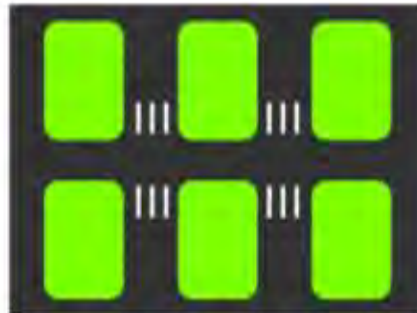
### Before-After Designs

*Multiple treatments at same sites over time.*

**Before**

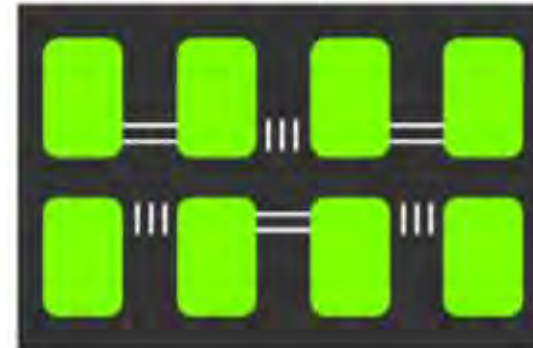



**After**



### Cross-Sectional Designs

*Same treatments at multiple sites simultaneously.*



 represent city blocks

© Texas Transportation Institute

# Before/After &

## Cross- Sectional

## Study Locations

Austin

Fort Worth

Houston

San  
Marcos

Intersection(s)	Study Category	Video Recording Dates (Continuous Recording)
<b>Austin</b>		
Koenig Lane @ Guadalupe Street	Before /After	Wednesday June 30, 2021 – Monday August 2, 2021 (missing some dates due to camera issues)
S. Lamar Blvd @ Barton Springs Road (treated) & S. Lamar Blvd @ Rivers Drive (not treated)	Cross-Sectional	Wednesday June 30, 2021 – Monday August 2, 2021
Oltorf Street @ Congress Avenue (treated) & Oltorf Street @ South First (not treated)	Cross-Sectional	Wednesday June 30, 2021 – Monday August 2, 2021
SH 71 @ Todd Lane (treated) & SH 71 @ Riverside (not treated)	Cross-Sectional	Wednesday June 30, 2021 – Monday August 2, 2021
Stassney Lane @ Congress (treated)	Before /After	Wednesday June 30, 2021 – Monday August 2, 2021
Stassney Lane @ Manchaca (not treated)	Before /After	Wednesday June 30, 2021 – Monday August 2, 2021
US 183 @ Braker Lane NB frontage road & US 183 @ Braker Lane SB frontage road	Cross-Sectional	Wednesday June 30, 2021 – Monday August 2, 2021
<b>Fort Worth</b>		
Lancaster Avenue (treated) @ Main Street (US 287 Business) (no treated)	Cross-Sectional	Friday July 9, 2021 – Tuesday July 13, 2021
Hemphill Street @ Magnolia Avenue (treated) & Hemphill Street @ Rosedale (not treated)	Cross-Sectional	Wednesday November 10, 2021 -
<b>Houston</b>		
Hardy Street @ Providence (treated) & Hardy Street @ Rothwell (not treated)	Cross-Sectional	Tuesday July 27, 2021 to Saturday July 31, 2021 (@ Providence), Friday July 30, 2021 to Monday August 2, 2021 (@Rothwell), and Tuesday August 3, 2021 to Saturday August 7, 2021 (@both)
IH 69 @ Lyons (treated) and IH 69 @ Calvacade (not treated)	Cross-Sectional	July 31, 2021 to August 3, 2021 and August 4, 2021 to August 7, 2021
White Oak Blvd (SB treated, NB not treated) @ Houston Avenue (SB not treated, NB treated)	Cross-Sectional	August 8, 2021 to August 12, 2021 and August 13, 2021 to August 17, 2021
<b>San Marcos</b>		
S. Guadalupe Street @ University Drive	Before /After	Tuesday March 9, 2021 to Saturday March 13, 2021
S. Guadalupe Street @ Hopkins Street	Before /After	Tuesday March 9, 2021 to Saturday March 13, 2021 and Tuesday April 20, 2021 to Thursday April 22, 2021 and Friday April 23, 2021 to Sunday April 25, 2021
S. Guadalupe Street @ MLK Drive	Before /After	Tuesday March 9, 2021 to Saturday March 13, 2021
S. Guadalupe Street @ Cheatham Street	Before /After	Tuesday March 9, 2021 to Saturday March 13, 2021

# Behavioral Observation Sites

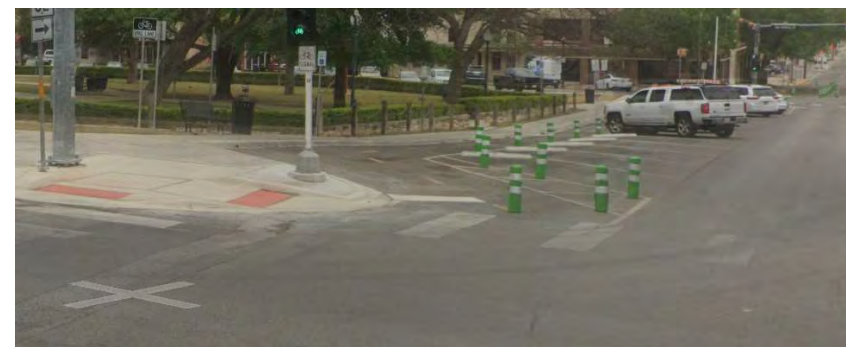
Variety of  
**green**  
pavement  
markings

**Austin** 11 sites



**Fort Worth** 2 sites

**Houston** 3 sites



**San Marcos** 4 sites



**For Austin,  
able to use  
existing  
cameras at  
intersections**

Device Status  
Transportation Data and Performance Hub

CCTV

GRIDSMART

Travel Sensors

Signal

Search by street name or status...

Q

Location	Device Status
11TH ST / 35 SVRD	
12TH ST / 35 SVRD	
12TH ST / CHESTNUT AVE	
12TH ST / CHICON ST	
12TH ST / GUADALUPE ST	
12TH ST / RED RIVER ST	
15TH ST / 35 SVRD	
15TH ST / CONGRESS AVE	
15TH ST / ENFIELD RD	
15TH ST / LAVACA ST	
15TH ST / RED RIVER ST	
15TH ST / TRINITY ST	
15TH ST / WEST AVE	
1ST ST / ANNIE ST	
1ST ST / BEN WHITE BLVD SVRD	
1ST ST / DITTMAR RD	
1ST ST / EMERALD WOOD DR	
1ST ST / LIVE OAK ST	
1ST ST / POWELL CIR	

Showing 1 to 613 of 613 entries

+

Home

-

nestown

Lake Travis on Bend

Anderson Mill

Round Rock

Windemere

Wells Branch

Lost Creek

Collingwood

Shady Hollow

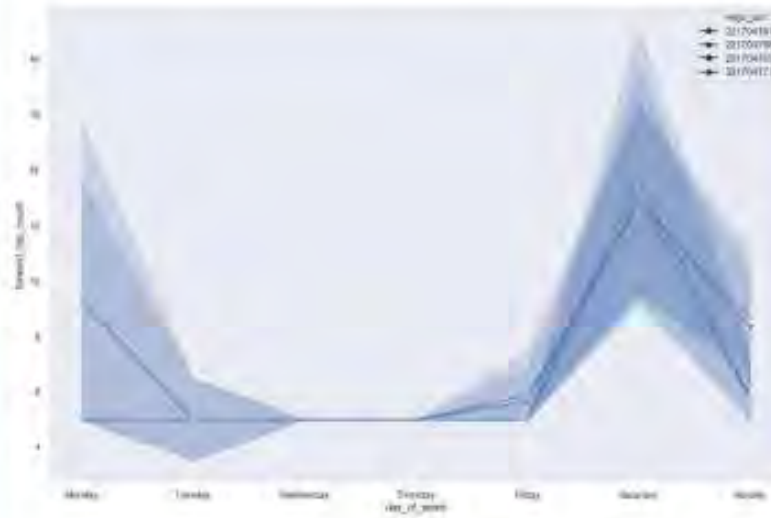
Onion Creek

Buda

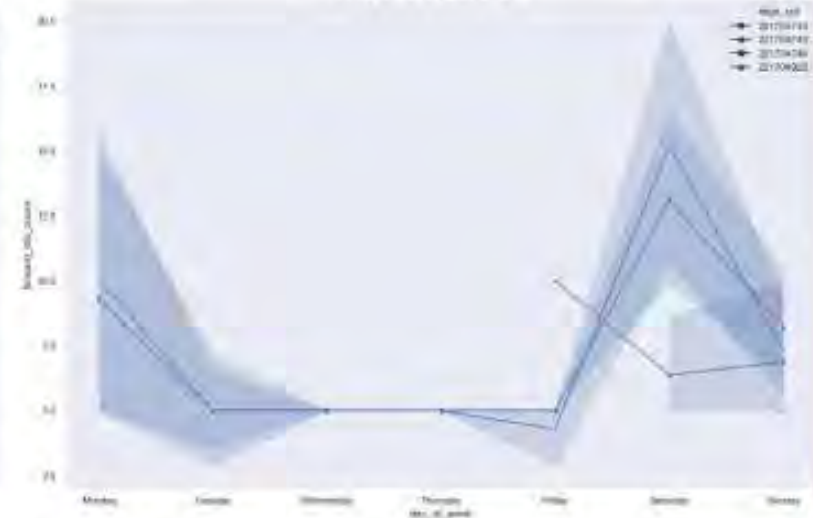
Katie Kam (katiekam0070@gmail.com) is signed in

Use **Strava**  
**app data** to  
determine  
days and  
time of year  
for the most  
bicycle  
activity

Hardy Street @ Providence Street  
(Hardy Street crosses over IH-10)



Hardy Street @ Rothwell, which has the  
same green paint markings; study would  
be to detect any differences in behavior  
between two similarly marked  
intersections



Strava Daily Average Data from 2018-2019



# Austin

## Final Study Locations:

- Lamar @ Barton Springs
- Lamar @ Riverside
- Oltorf @ Congress
- Oltorf @ South First
- Stassney @ Congress
- Stassney @ Manchaca
- US 183 NBFR @ Braker Lane
- US 183 SBFR @ Braker Lane
- SH 71 @ Riverside
- SH 71 @ Todd Lane
- Guadalupe @ Koenig



# Fort Worth

- **Lancaster (US 287 Business)  
@ South Main**

- Camera already present
- One direction green; the other is not



- **Magnolia @ Hemphill and  
Rosedale (US 287 Business)  
@ Hemphill**

- Cameras not present
- One direction green, the other is not



# Houston

## Final Study Locations:

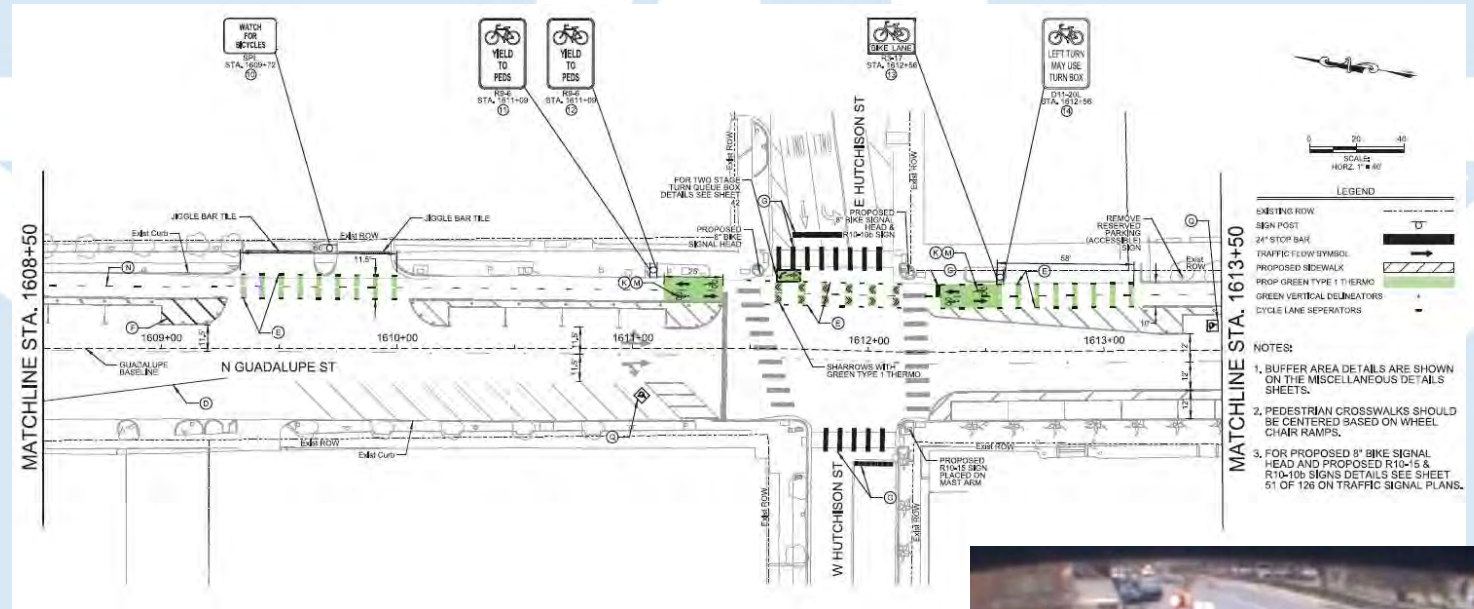
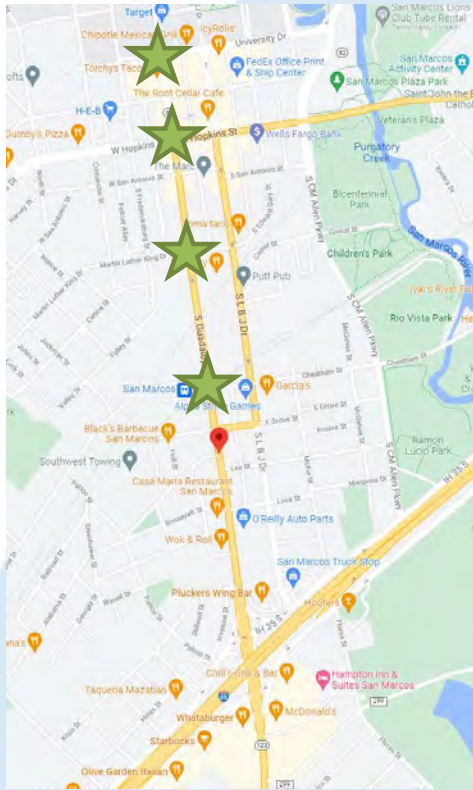
- Hardy Road @ Providence Street and @ Rothwell
- White Oak Blvd @ Houston Avenue
- IH69 @ Lyons and @ Cavalcade Road

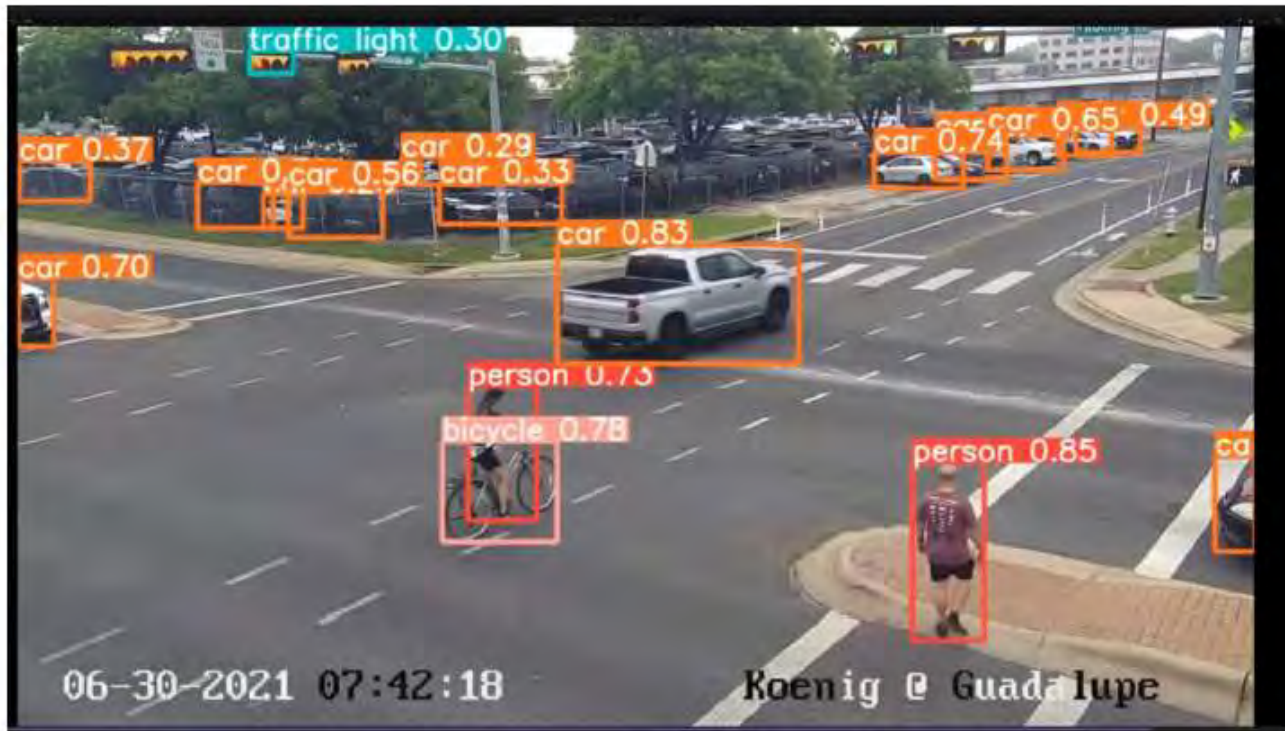




# San Marcos

- **Guadalupe Street (Texas 82 Loop)**
  - Before/after study
  - Spring 2021- Spring 2022





Use **YOLO software** to detect the cyclists in the videos

Timestamp	Frame	Class
00:01.2	12	1
02:08.9	1244	0
04:03.1	2346	0
04:28.2	2588	1
04:48.6	2785	1
05:09.0	2982	1
05:29.0	3175	1
05:49.1	3369	1



## Bicycle Counts from Initial Videos Processed through YOLO

**140 cyclists total from 586 hours of video**

Intersection	Total Hr.	Year	Total Person Count	Total Bicycle Count	Total Motorcycle	Total Horse	Total Skateboard
FORT WORTH							
Fort_Worth	83:42:38	2021	270	27	-	-	-
Fort_Worth_Main St	10:00:00	2021	67	1	-	-	-
SAN MARCOS							
Guadalupe St & MLK	108:00:00	2022	417	8	2	-	-
Guadalupe St & MLK	143:59:34	2021	951	15	77	1	16
Guadalupe St & San Antonio St	54:00:00	2022	650	3	68	1	130
Guadalupe St & Hopkins St	40:31:38	2021	1140	8	246	1	35
Guadalupe St & University Dr	119:59:51	2021	5327	32	157	0	0
AUSTIN							
Koenig Lane & Guadalupe	25:40:40	2021	262	46	30	0	6
Total	585:54:21		9084	140	580	3	187



# **Behavior Analysis**

## Of Cyclists and Motor Vehicles

# Behavior Analysis Organized by Observations

- Cyclist Characteristics
- Intersection Characteristics
- Cyclist Stopped at Intersection
- Cyclist in the Intersection
- Cyclist Leaving the Intersection
- Pedaling Frequency
- Passing the Cyclist
- Cyclist Passing
- Cyclist Motorist Interactions
- Other Interactions

## Cyclist Characteristics

- What kind of bike (manual, electric, uncertain)
- How many wheels on the bike?
- What is the assumed gender of the cyclist?
- Is the cyclist wearing a helmet?
- Does the bike have panniers (bags on the side of the bike)?
- Does the bike have a basket or any other cargo features attached to the front or the back (not on sides)?
- Is the cyclist pulling a trailer (for kids, pets, or items)?
- If at night, is the cyclist using white headlight?
- If at night, is the cyclist using red/colored taillight?
- What was the positioning of the cyclist's hands?
- Is the cyclist engaging in any kind of secondary task while riding the bike?
- What is the cyclist wearing?
- Select all the ways the cyclist's clothes increases their visibility?

# Intersection Characteristics

- What intersection approach is the cyclist on?
- Is the cyclist traveling in the same direction of adjacent traffic or in the opposite direction?
- If/when the cyclist is not within the marked bicycle lane, where is the cyclist located? (Check all that apply)
- If/when the cyclist is not within the marked bicycle lane, where is the cyclist located majority of the time?
- What is the traffic control for the approach to the intersection?
- Regardless of where the cyclist is, is the bicycle lane on the approach to the intersection fully or partially blocked? If partially or fully blocked, by what? (Check all that apply)



## Cyclist Stopped at the Intersection

- As the cyclist enters the intersection, what is the cyclist's head movement?
- What does the cyclist do at the intersection?
- If going straight across, where does the cyclist mostly cross the intersection?
- If the cyclist is turning left, from where does the cyclist make the left turn?
- If the cyclist is turning right, from where does the cyclist make the right turn?
- Before the intersection, which hand signal(s) does the cyclist use?
- Within the intersection, which hand signal(s) does the cyclist use?
- After the intersection, which hand signal(s) does the cyclist use?
- If the cyclist approached a yield sign at the intersection, what would be the best description of what the cyclist did at the yield sign?
- If the cyclist approached a stop sign at the intersection, what would be the best description of what the cyclist did at the stop sign?
- If a traffic signal is at the intersection, what is the status of the traffic light when the cyclist crosses the intersection?



## **Cyclist in the Intersection**

- Where does the cyclist stop at the intersection?
- If there is a left turn bike box, is it blocked and if so, by what?
- How does the cyclist movement compare with motorist when they move after the stop?

## **Cyclist Leaving the Intersection**

- Which part of the roadway is the cyclist in after they exit the intersection?

## **Pedaling Frequency**

- What is the frequency of pedaling by the cyclist as:
- they approach the intersection?
- while within the intersection?
- after the intersection?

## Passing the Cyclist

- How many motor vehicles pass the cyclist before and within the intersection?
- How many buses pass the cyclist before and within the intersection?
- How many cyclists or other users (e.g., scooters, skateboards) pass the cyclist before and within the intersection?
- What behavior of the cyclist changed when being passed?
- What behavior of the other vehicles/other users changed when being passed?

## Cyclist Passing

- How many times does the cyclist pass a moving or stationary motor vehicle that is less than a vehicle-lane-width away from cyclist? (Count each time the cyclist passes a vehicle. If the cyclist passes the same vehicle more than once then count each time)
- How many cyclists or other users (e.g., scooters, skateboards) does the cyclist pass before and within the intersection?
- What behavior of the cyclist changed when passing others?
- What behavior of any of the other users changed when the cyclist was passing the other users?

## Cyclist Motorist Interactions

- Where did the motorist move over the weaving area in relation to the cyclist?
- What behaviors did the motorist engage in?
- What interactions happened between the cyclist and motorist?
- Where was the cyclist at the time of the interaction?
- For a roadway approach without a bike facility but that has a right turn vehicle lane and through vehicle lane: If applicable, how did the cyclist navigate turning right? going straight?
- If the cyclist-motorist interaction happened when a motorist was making a right turn.
- Where was the cyclist at the time of the interaction?
- If there is a bike lane, did the motorist enter or stay out of the bike lane to make a right turn?
- Which best describes the motorist's actions?
- Which best describes the cyclist's actions?



## Other Interactions

- If there was a cyclist-cyclist interaction, which best describes what happened?
- Did the cyclist-cyclist interaction happen within the marked bike facilities (in other words, both cyclists were in the bike facilities)?
- If there was a cyclist-pedestrian interaction, which best describes what happened?
- Did the cyclist-pedestrian interaction happen partially or fully within the marked bike facilities?
- If there was a cyclist-other (skateboard, scooter, etc) interaction, which best describes what happened?
- Did the cyclist-other interaction happen partially or fully within the marked bike facilities?

# Behavior Analysis Examples

**Cyclist not  
using non-  
green bike  
lane to cross  
intersection**

**One hand on  
handlebar**



# Behavior Analysis Examples

**Some cyclists in  
green lane; others in  
motor vehicle lane**

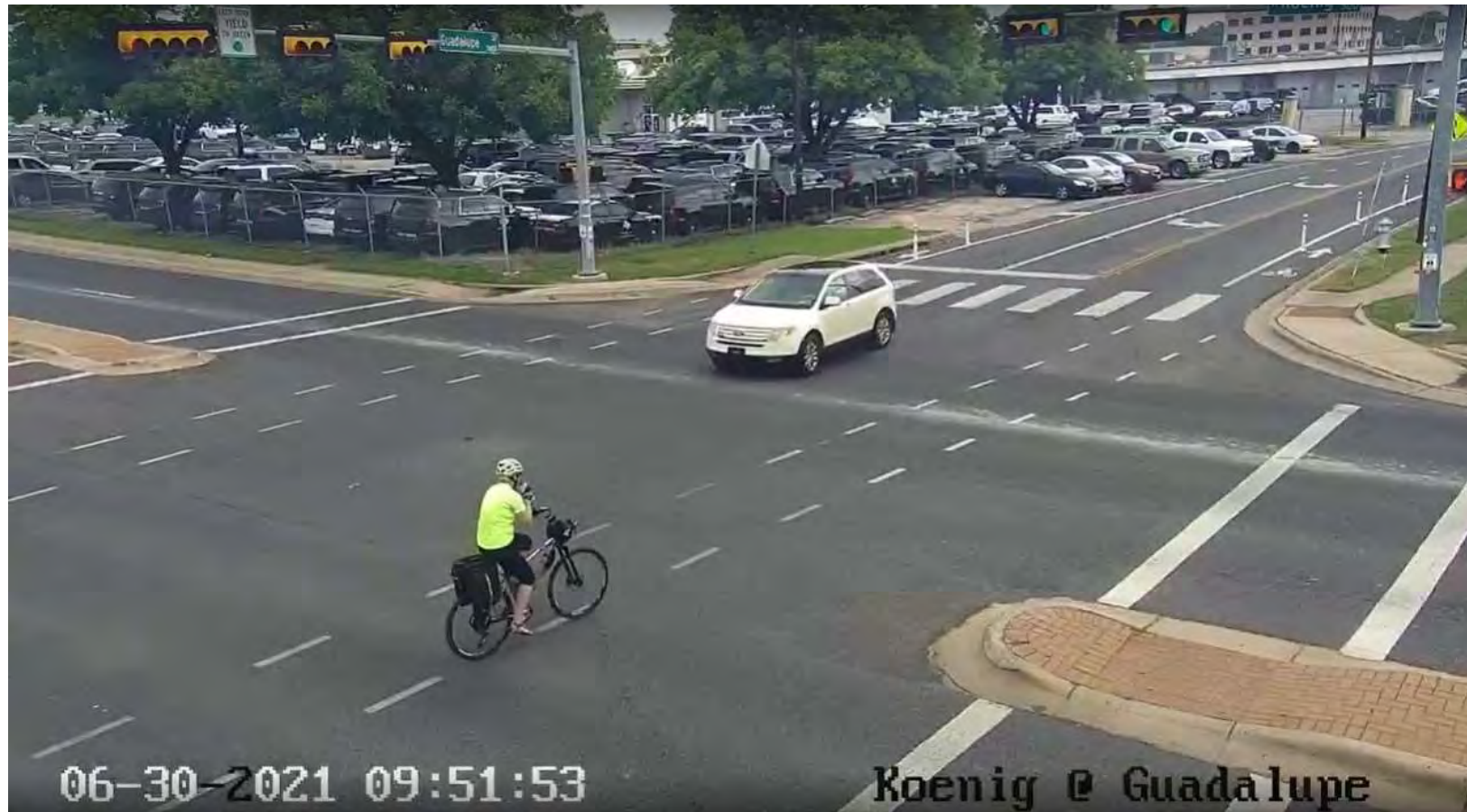




# Behavior Analysis Examples

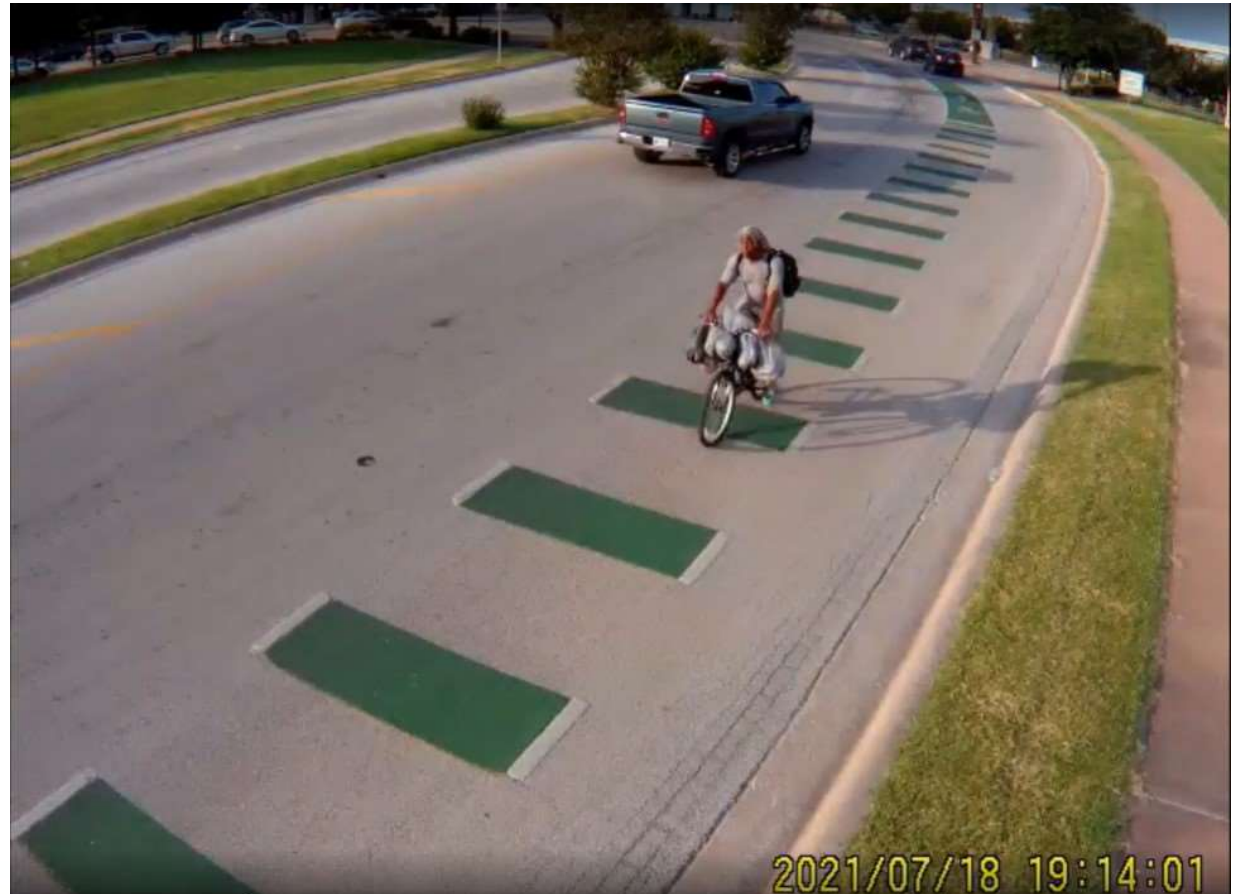
**Cyclist  
using non-  
green bike  
lane to  
cross  
intersection**

**One hand  
on  
handlebar**



## Behavior Analysis Examples

**Cyclist riding in green dashed bike lane but in wrong direction**





# Behavior Analysis Examples

**Cyclist  
appearing  
to wait to  
use  
crosswalk**



# Behavior Analysis Examples

**Cyclist waiting in  
green pavement  
area**



# Materials

Skid resistance, Retroreflectivity, Durability, Color vibrancy

# **TxDOT Testing of Pavement Markings**

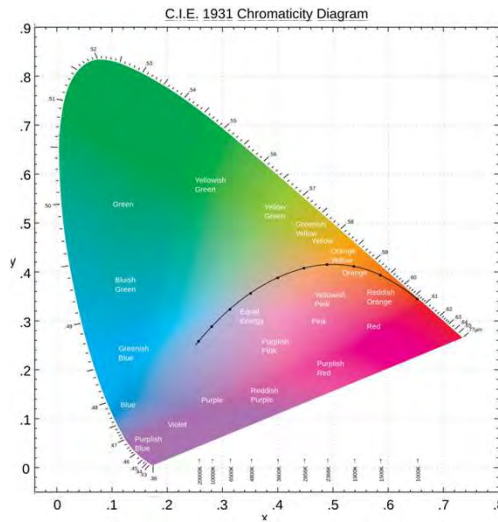
- Pavement materials testing November 2022 to June 30, 2024 every 6 months
  - Durability
  - Skid resistance (Austin and San Marcos)
  - Green color
  - Retroreflectivity
  - Accelerated weathering (in lab)
  - IR (infrared) and density of material



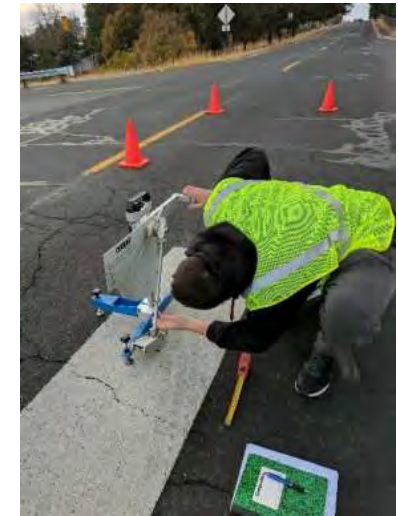
# Durability



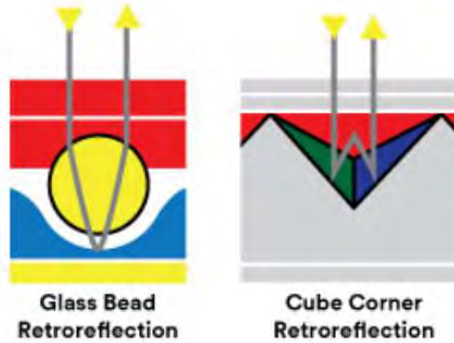
# Green Color



# Skid Resistance



# Retroreflectivity





# Florida DOT study in progress

The Florida DOT is sponsoring a study, being completed by the Texas A&M Transportation Institute, on green pavement marking materials. The research will:

- 1) identify and document the best practices and failures of green pavement marking materials and the failures and causes of those failures for materials used for green bike lanes;
- 2) identify the green **pavement marking** materials or installation methods that effectively delineate green bike lanes and that may reduce the application costs and increase the pavement performance;
- 3) conduct laboratory and field testing of green pavement **marking** products; and
- 4) develop guidelines and specifications for green bike lanes in Florida.

The \$149k project started 7/06/2020 and is expected to be completed by the end of 2022.

UNIVERSITY OF TEXAS  ARLINGTON

Source: NCTCOG

# LOCAL COMMUNITY UPDATES



Source: Thinkstock





**City of Dallas**

# **Dallas Bike Plan and Shared Dockless Vehicle Update**

**NCTCOG BPAC  
November 16, 2022**

Jessica E. Scott, AICP, LCI  
Bicycle & Micromobility Manager  
Dallas Department of Transportation

# Presentation Overview

- ▷ DOCKLESS VEHICLE UPDATE
- ▷ BIKE PLAN UPDATE



Bike to City Hall, November 2, 2022



# Shared Dockless Vehicle Update



## Fall 2021-Winter 2022

### **PHASE 1: ESTABLISH TRNI MICROMOBILITY WORKING GROUP**

- ▷ **TRNI** Committee Briefing Memo (9/16/2021)
- ▷ Working Group Meeting #1 (11/22/2021)

### **PHASE 2: IDENTIFY OUTSTANDING ISSUES TO BE ADDRESSED**

- ▷ Working Group Meeting #2 (12/6/2021)
- ▷ Request for Operator feedback (12/7/2022)

### **PHASE 3: REVIEW BEST PRACTICES, DEVELOP RECOMMENDATIONS**

- ▷ Working Group Meeting #3 (12/10/2021)
- ▷ Working Group Meeting #4 (1/10/2022)
- ▷ Working Group Meeting #5 (1/31/2022)
- ▷ Request for Operator feedback (2/7/2022)
- ▷ **TRNI** Committee Briefing (2/22/2022)
- ▷ Working Group Meeting #6 (2/28/2022)

### **PHASE 4: FINALIZE RECOMMENDATIONS, EDIT PROGRAM MATERIALS**

- ▷ Working Group Meeting #7 (5/2/2022)

- ▷ Request for Operator Feedback (5/17/2022)
- ▷ **City Council** Briefing (6/15/2022)

### **PHASE 5: ADOPTION OF CITY CODE CHANGES AND NEW DIRECTOR RULES**

- ▷ **City Council** Action (6/22/2022)

### **PHASE 6: FINALIZE SCORING CRITERIA AND APPLICATION**

- ▷ Working Group Meeting #9 (08/10/2022)

### **PHASE 7: PERMIT APPLICATION AND SELECTION**

- ▷ Open Permit Application (10/19/2022)
- ▷ Close Permit Application (11/04/2022)
- ▷ Operator Demonstrations (11/15-16/2022)
- ▷ Finalize and Compile Scores (11/23/2022)
- ▷ Friday Memo Announcing Selected Operators (12/2/2022)

### **PHASE 8: DATA VENDOR & OPERATOR ONBOARDING**

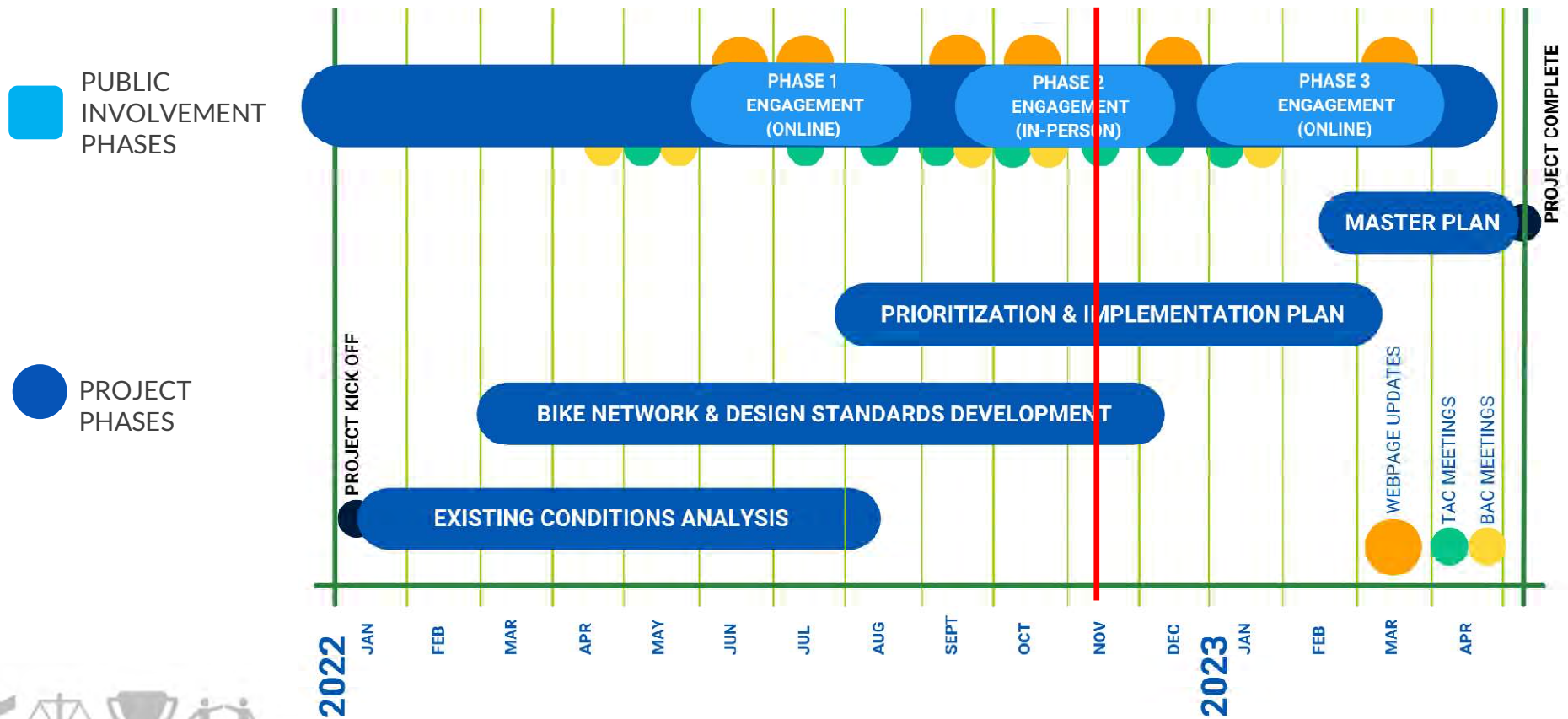
- ▷ **December 2022**



# Bike Plan Update



DALLAS BIKE PLAN UPDATE PROJECT SCHEDULE



# Public and Stakeholder Engagement



## PHASE 1: Input on Existing Issues, Opportunities, Vision

- When: July 5 to July 24, 2022 (online engagement)
- How: Online survey, interactive comment map
- Results:
  - Online Survey: **3,200** started; 2,542 surveys fully completed
  - Webmap: **1,217** visitors to webmap, **1,392** suggestions (unique points and lines), and **314** comments
  - Textline conversations: 11





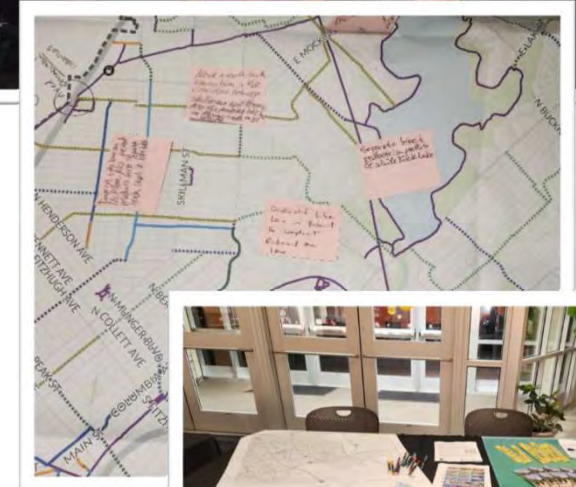
# Public and Stakeholder Engagement



## PHASE 2: Proposed Network Input

- When:
  - October 19 – November 5, 2022
    - **7** in-person joint workshops with *ForwardDallas*
  - November 7-10, 2022
    - **3** pop-up events at recreation centers and local community hubs
- How:
  - In-person hands-on comments on proposed network, tradeoff game of decision making
  - Online interactive map  
<https://dallasbikeplan.altaplanning.cloud/>

**Open until Nov 20, 2022!\***





**City of Dallas**

# **Dallas Bike Plan and Shared Dockless Vehicle Update**

**NCTCOG BPAC  
November 16, 2022**

Jessica E. Scott, AICP, LCI  
Bicycle & Micromobility Manager  
Dallas Department of Transportation





NCTCOG PRESENTATION

# UT Arlington Bike Studies and Coordination

Anna Laura Harmjanz |BPAC| 11.16.2022

# UT Arlington

- Bronze-level Bike Friendly University
- 85% commuter students
- 13<sup>th</sup> deadliest city for cyclists in the United States

Sources:

UTA Off-Campus Mavericks

Carinsurance.org

Image: UTSystems.edu



NCTCOG Presentation

# “Proposal for UTA-Downtown Arlington Bike Network”

## Methods

- UTA Community Survey
- Students and Employees
- 209 Responses

## Research Questions

1. What are UTA and Downtown Arlington’s bike infrastructure and services strengths and weaknesses?
2. What is the perceived level of safety in various bicycle lane infrastructure?
3. How would preferred bike infrastructure impact commuting patterns?
4. What areas in UTA and Downtown Arlington are in greatest need of improvements?



# Protected Bike Facility Designs



**Shared-use path**

Score: 1.2



**Cycle Track with  
Parking Buffer**

Score: 1.3



**Cycle Track  
with Flexposts**

Score: 1.4

Images Provided by  
NACTO and McNeil et al. 2015/Nick  
Falbo Alta Planning and Design



NCTCOG Presentation



# Unprotected Infrastructure



**Conventional  
Bike Lane**

Score: 2.5



**Shared Lane  
Markings**

Score: 3.6



**Riding in mixed  
traffic**

Score: 4.4

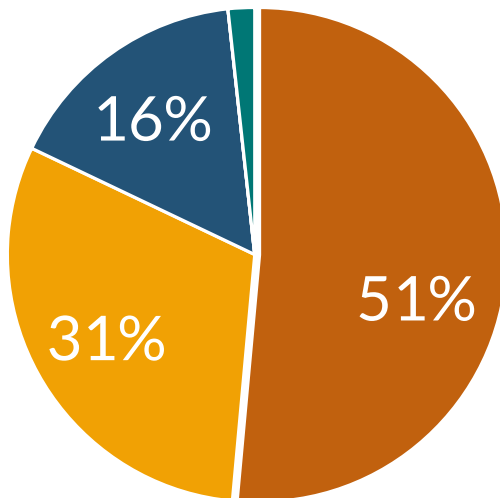
Images Provided by  
NACTO and McNeil et al. 2015/Nick  
Falbo Alta Planning and Design



NCTCOG Presentation



# Bike Facilities Impact



- I would bike much more in Arlington
- I would bike slightly more in Arlington
- No changes in biking
- I would bike slightly less in Arlington
- I would bike much less in Arlington
- Other

How would your current biking habits change if your desired bicycle lane infrastructure was implemented in the City of Arlington?



# 26-Minute Bike Network

**26.45 Minutes**

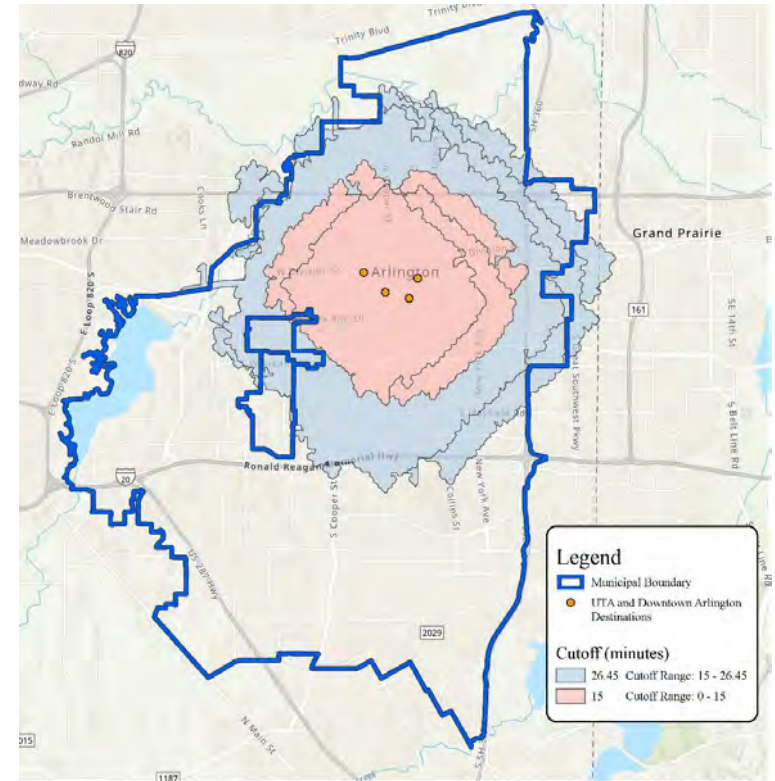


What is the most amount of time you would be willing to spend commuting in a bike one way?

**Network Analysis**



4 UTA and Downtown Arlington Destinations



# Streets in most need of bike infrastructure improvements

S. Cooper Street

E. And W. Mitchell Street

Abram Street

Center and Mesquite Street



# Top Barriers for Cycling in Arlington

Unsafe Driver Behavior

Disconnected Bike  
Lanes/Paths

Lack of Safe Bike Parking





# UTA Bicycle Coordinating Committee

Partnership with University students, staff, faculty, and City of Arlington

Student Involvement in Decision-making

Upcoming Projects



# Contact



Anna Laura Harmjanz  
Sustainable Development Intern  
[aharmjanz@nctcog.org](mailto:aharmjanz@nctcog.org)



# UPCOMING EVENTS AND TRAINING

**Bicycle and Pedestrian Advisory Committee  
November 16, 2022**

**Chad Marbut, BPAC Vice-Chair**



## ***APBP Webinar***

# **School Streets: Testing Car-free Zones Around Schools**

**December 14, 2022**

**3:00 pm ET**



*This webinar is available for purchase  
at [apbp.org](https://apbp.org)*

- 'School Streets': an innovative solution to reduce the vehicle congestion and traffic safety risks commonly seen around schools.
- By limiting the traffic on the street in front of schools and prioritizing that space for people walking, cycling and rolling to school, School Streets reduce traffic congestion, improve air quality, encourage a healthier lifestyle.
- Creates a safer and more accessible environment for students, caregivers, teachers and the broader school community.



## ***New Funding Opportunity***

# **The Bloomberg Initiative for Cycling Infrastructure**



[www.globaldesigningcities.org/bici](http://www.globaldesigningcities.org/bici)

- The Bloomberg Initiative for Cycling Infrastructure (BICI) is a competitive grant program that will foster catalytic change in city cycling infrastructure around the world.
- Fund ambitious cycling infrastructure projects by providing grants of **\$400k to \$1M**.
- Application submissions will be accepted on a rolling basis from **November 10, 2022**, to **February 3, 2023**.

**SAVE THE DATE**



**2023**

**NATIONAL BIKE SUMMIT**

**MARCH 26-29**

**ONLINE & WASHINGTON, DC**

**SAVE  
THE  
DATE**

# **National Planning Conference 2023**



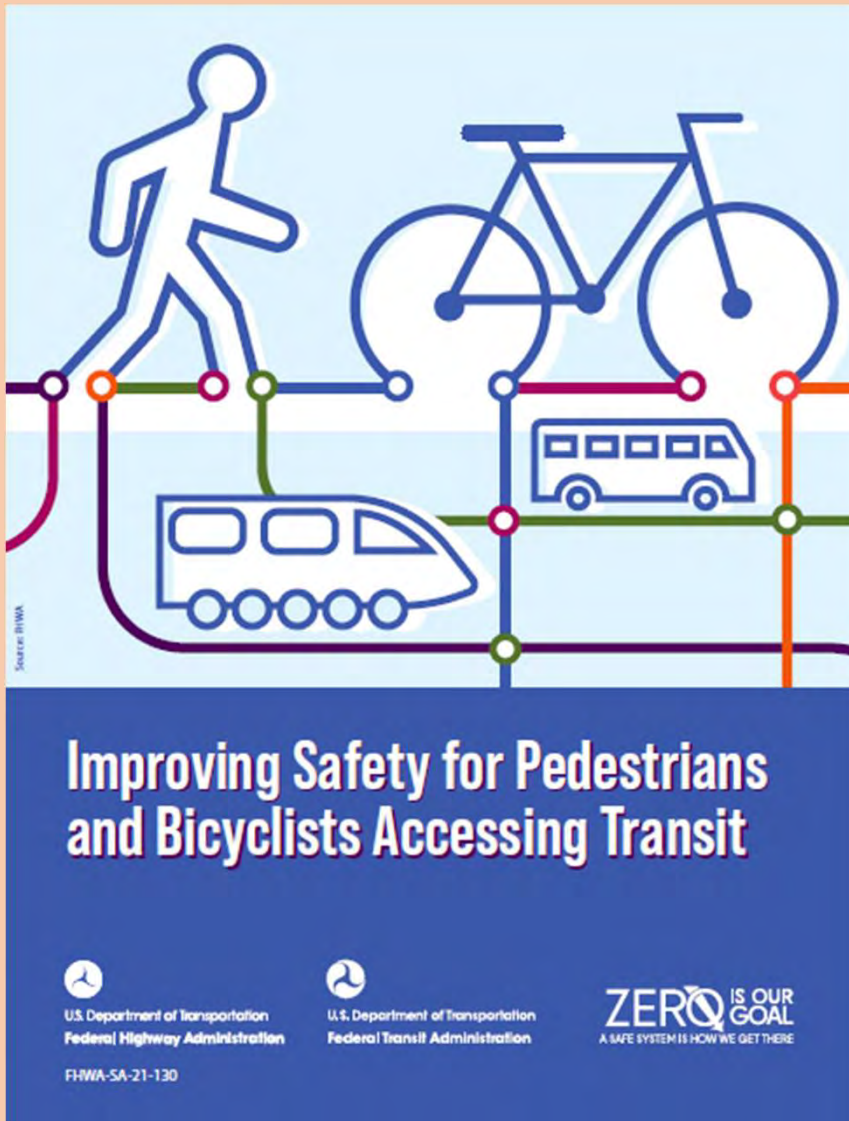
**April 1-4, 2023  
Philadelphia, PA**

# **American Planning Association**

## ***New Guidance***

# **Improving Safety for Pedestrians and Bicyclists Accessing Transit**

- Released by the Federal Highway Administration and Federal Transit Administration for transit agencies, state and local roadway owners, and regional organizations.
- Addresses common safety issues that are likely to arise near transit stations, bus stops and other places where transit (bus or rail) is operated.





# Master Plans Underway or Anticipated in 2022

- City of Ennis Parks Master Plan (expected November 2022)
- Highland Village Trails Master Plan (expected November 2022)
- Richardson Active Transportation Plan (expected late 2022)

## **Recently Completed**

- Flower Mound Trails & Bikeways Master Plan (August 2022 Adoption)

- City of Dallas Bikeways Master Plan (expected late 2022)
- McKinney Trails Master Plan (expected late 2022)
- City of Burleson 2022 Bike & Trails Plan (expected early 2023)
- City of Irving Bike Plan (expected Spring 2023)

# Other Events or Training?

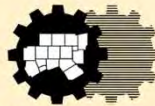
For any suggestions/topics for future training opportunities that NCTCOG can help coordinate or promote, please contact:

**Daniel Snyder**

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

**Erik van Bloemen  
Waanders**

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



North Central Texas  
Council of Governments

# Lessons Learned: Glenville Drive Protected Intersection

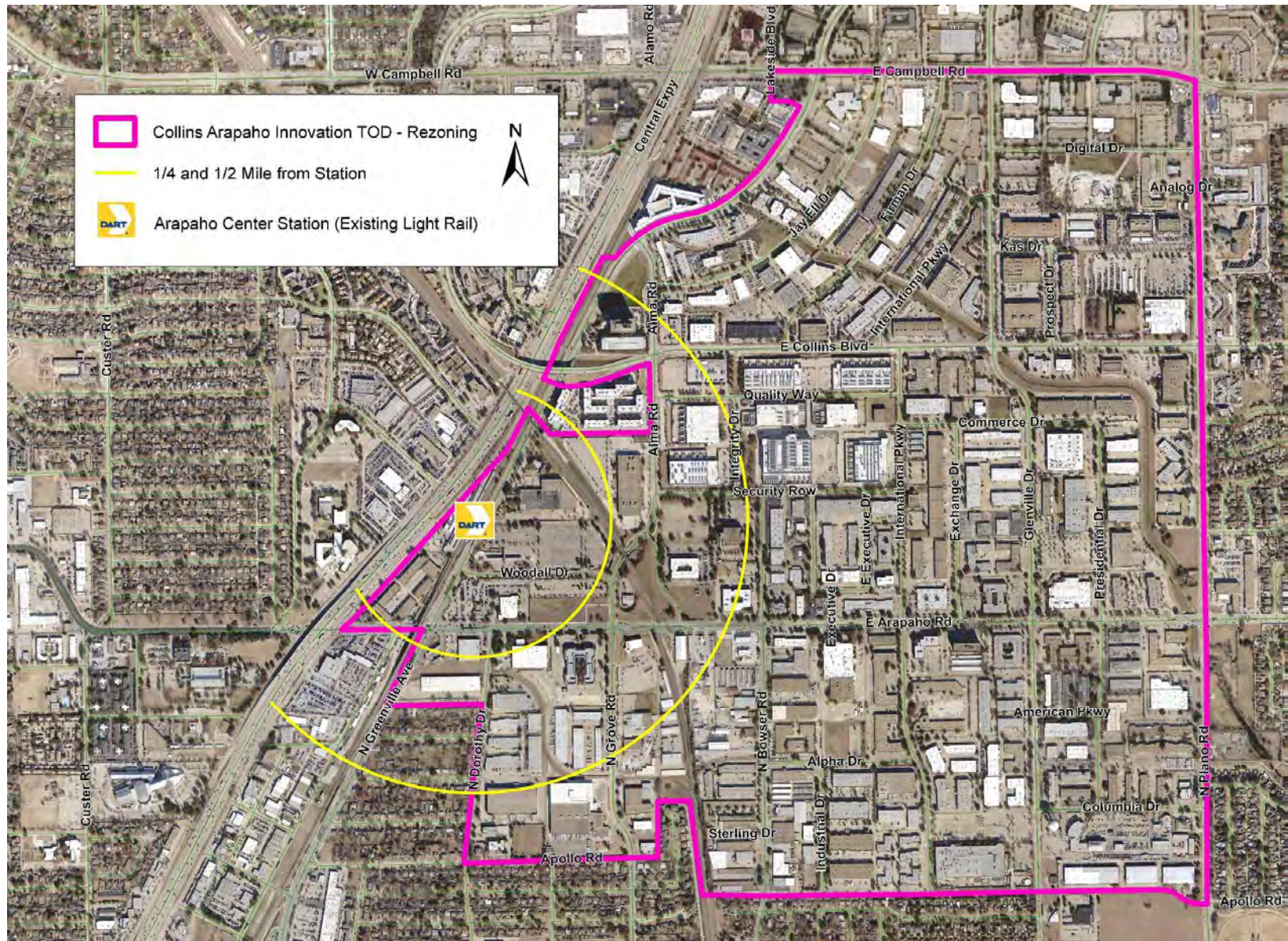
November 16, 2022

Daniel Herrig, P.E., CNU-A  
Daniel.Herrig@cor.gov

# Background

Richardson Innovation Quarter (IQ)

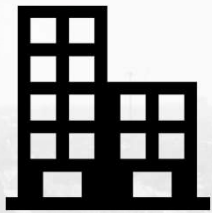






# District

Characteristics



>75% are

30+ YRS

50% Richardson's  
Businesses

20% All Jobs



1,200

ACRES



92%

Zoned Industrial



1,024

Businesses

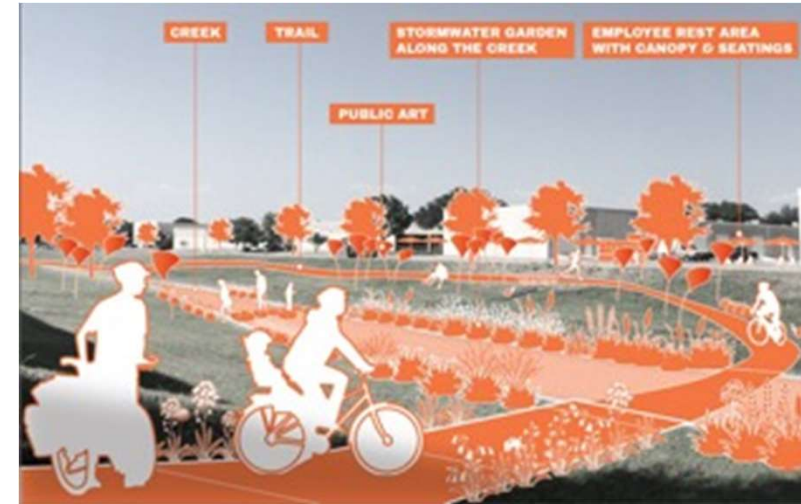


18,825

Daytime Pop.

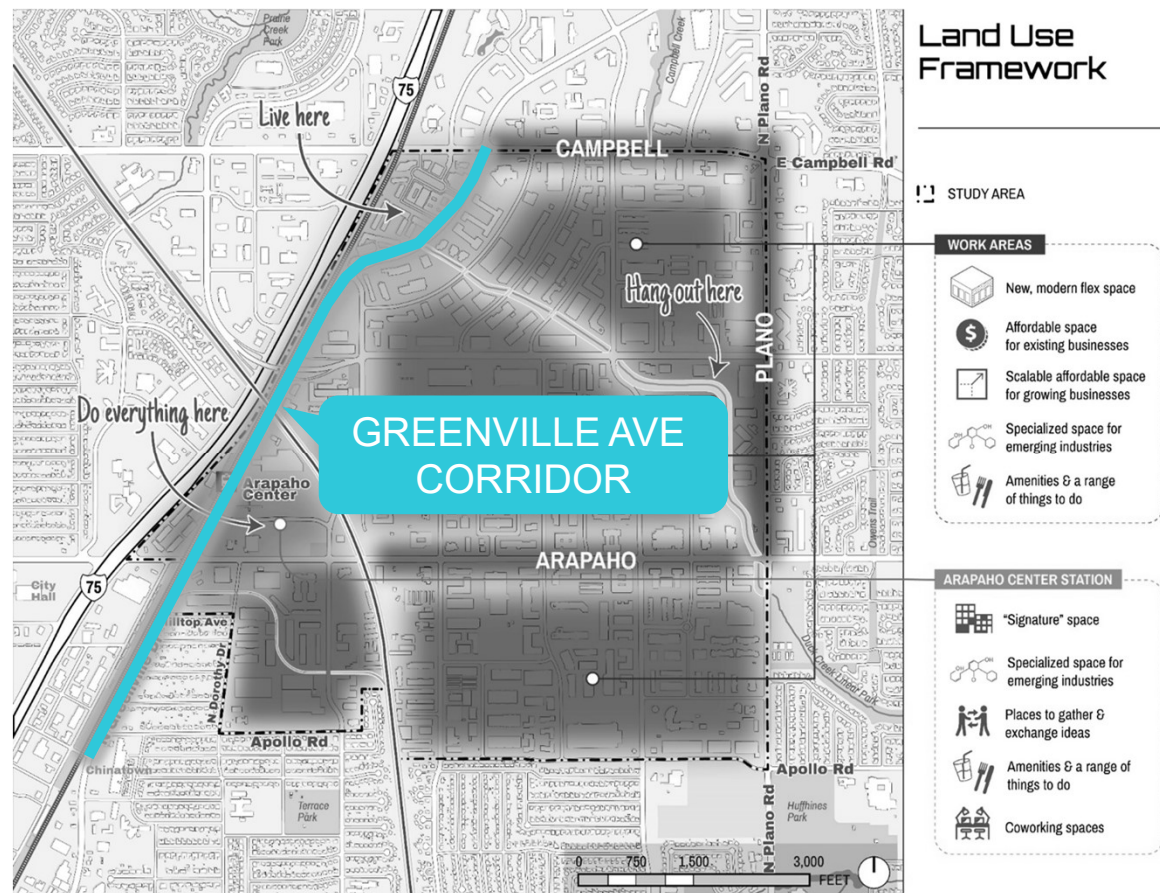
# The District will be...

- Visually unique, green, lively, and active
- Walkable & bikeable
- Transit station will be a primary gateway



# Public Investment – Greenville Ave

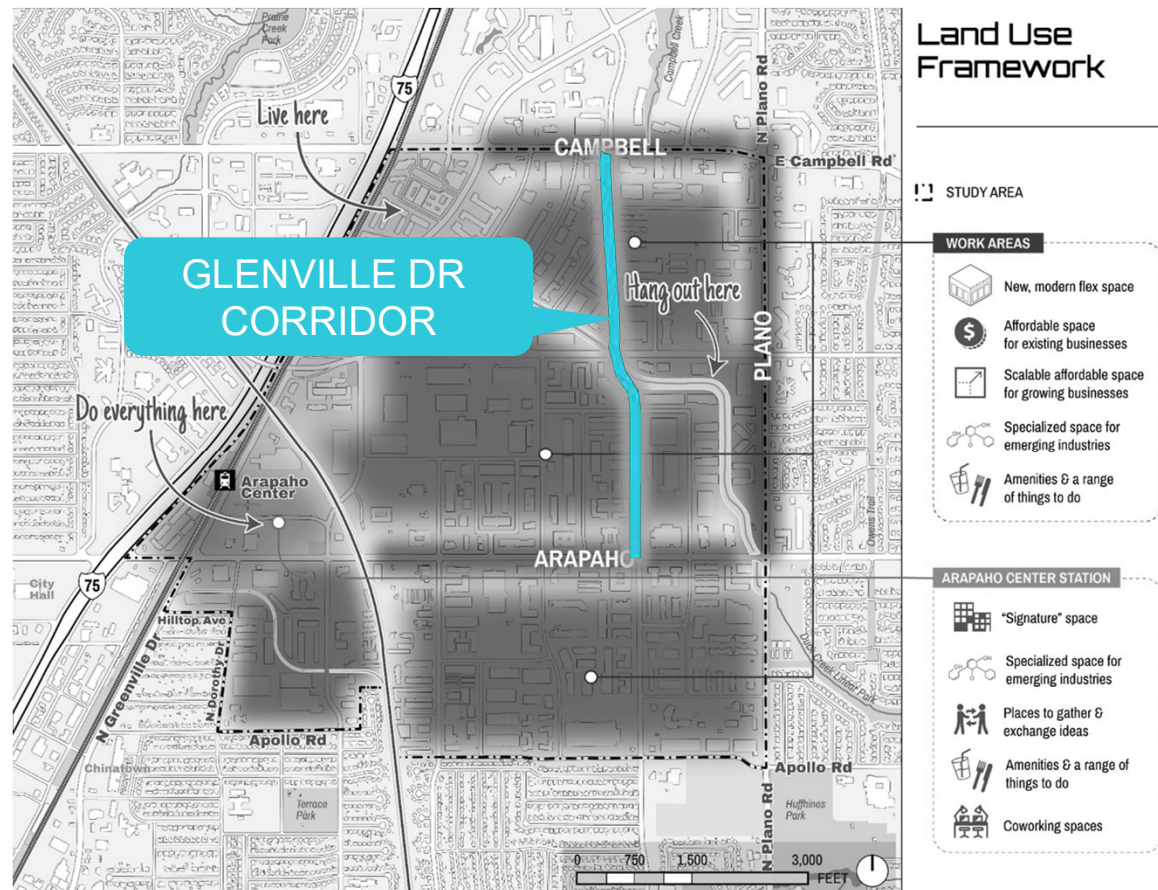
- Road diet – 6-lane to 4-lane with bike lanes
- Arterial intersection reconstruction for bike/ped safety
- Redevelop DART Arapaho Station for TOD





# Public Investment – Glenville Drive

- Full reconstruction
  - Roadway
  - Utilities
- Focus on placemaking and smart cities

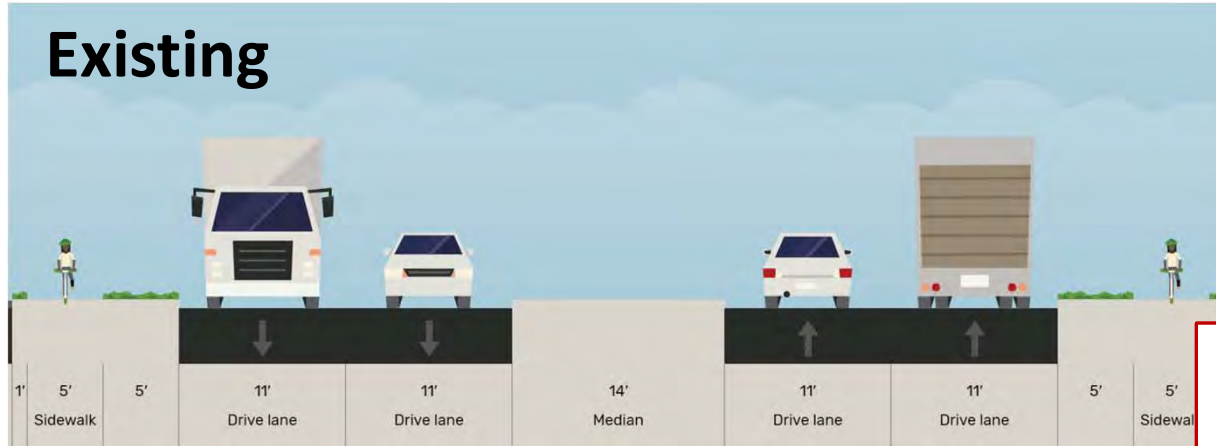




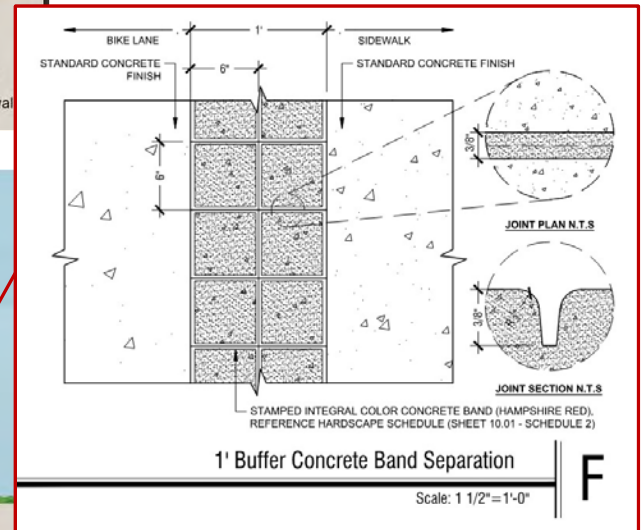
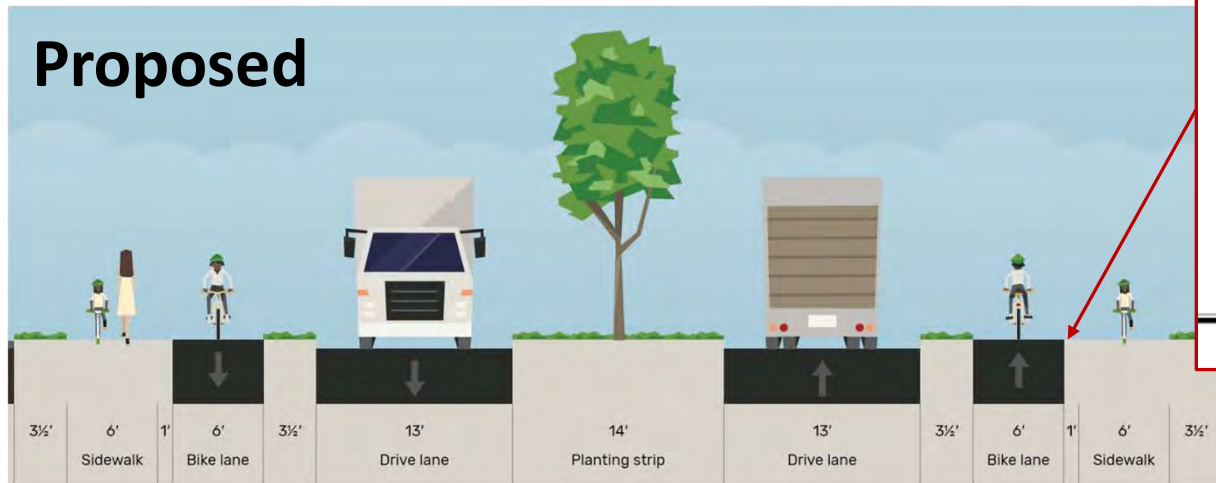
# Glenville Drive

Reconstruction

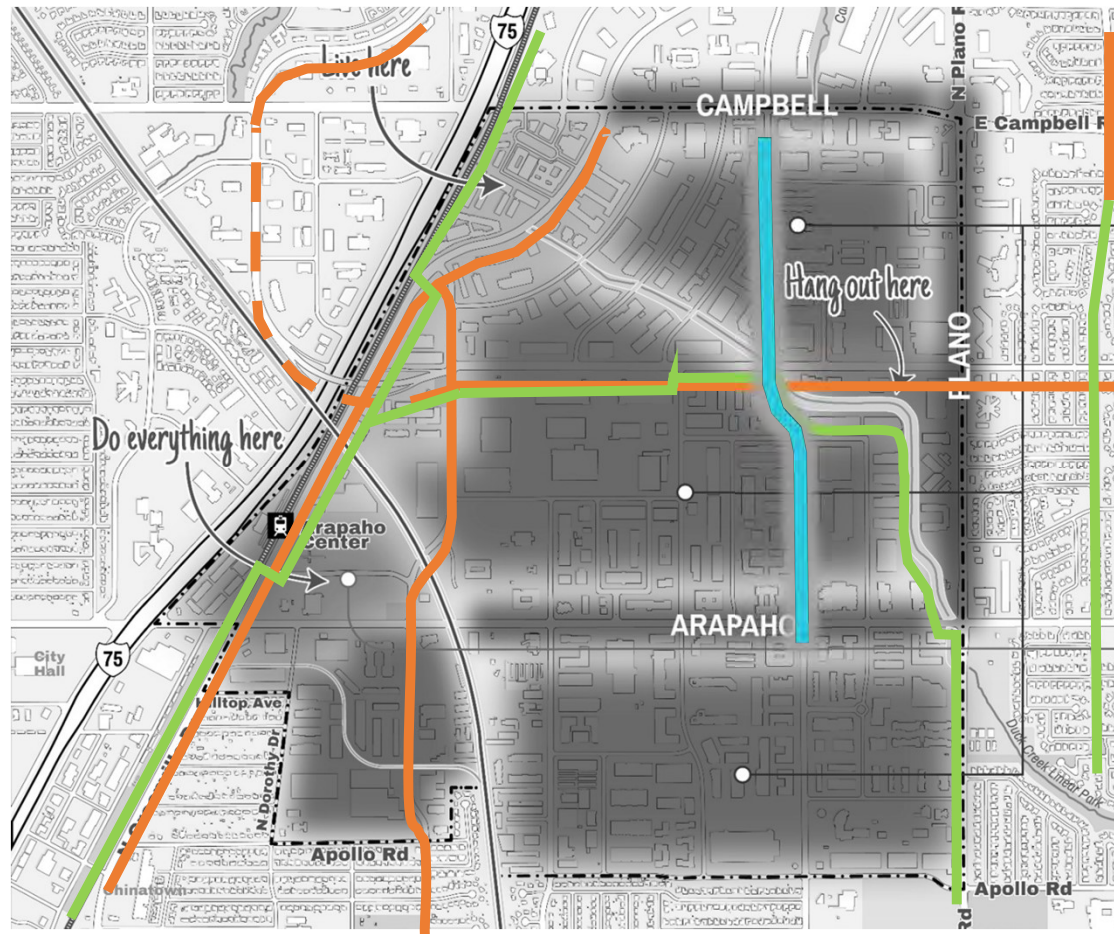
# Existing



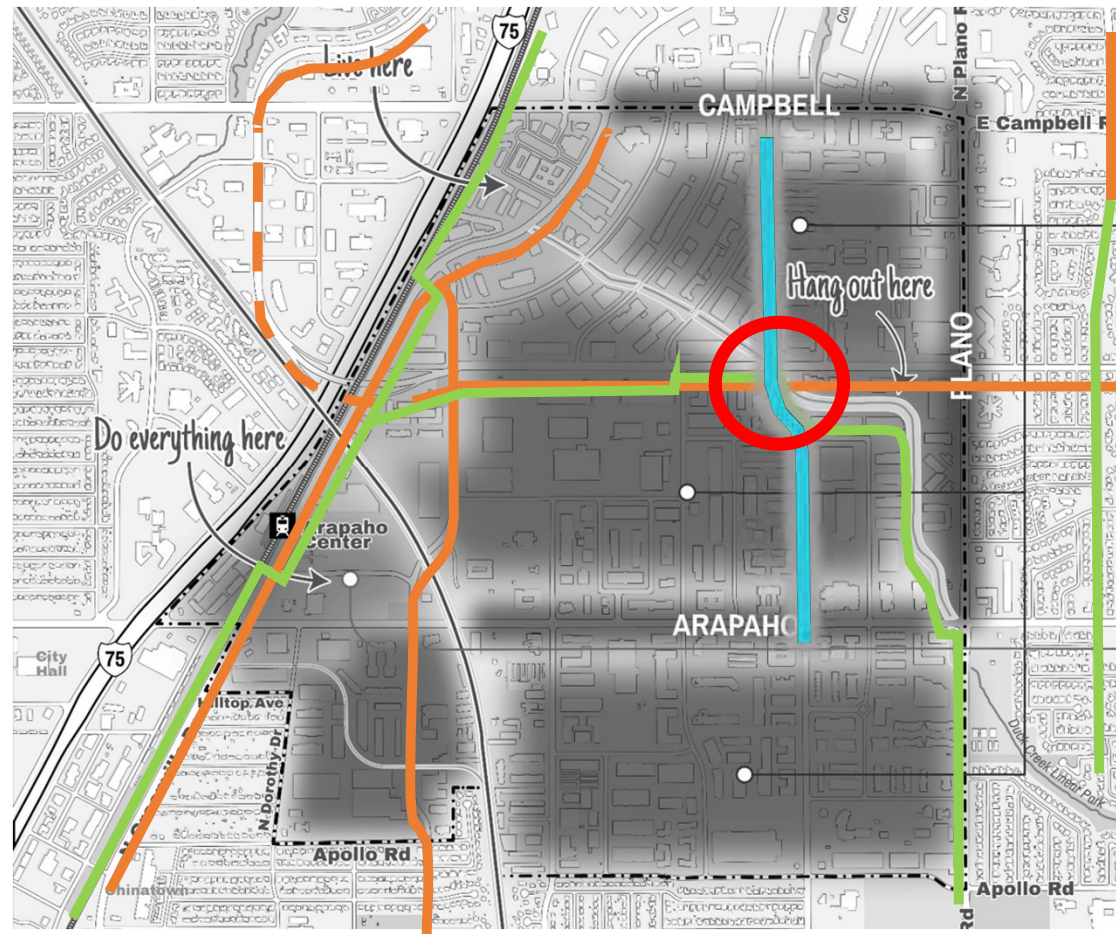
# Proposed



# Bike/Ped in the IQ



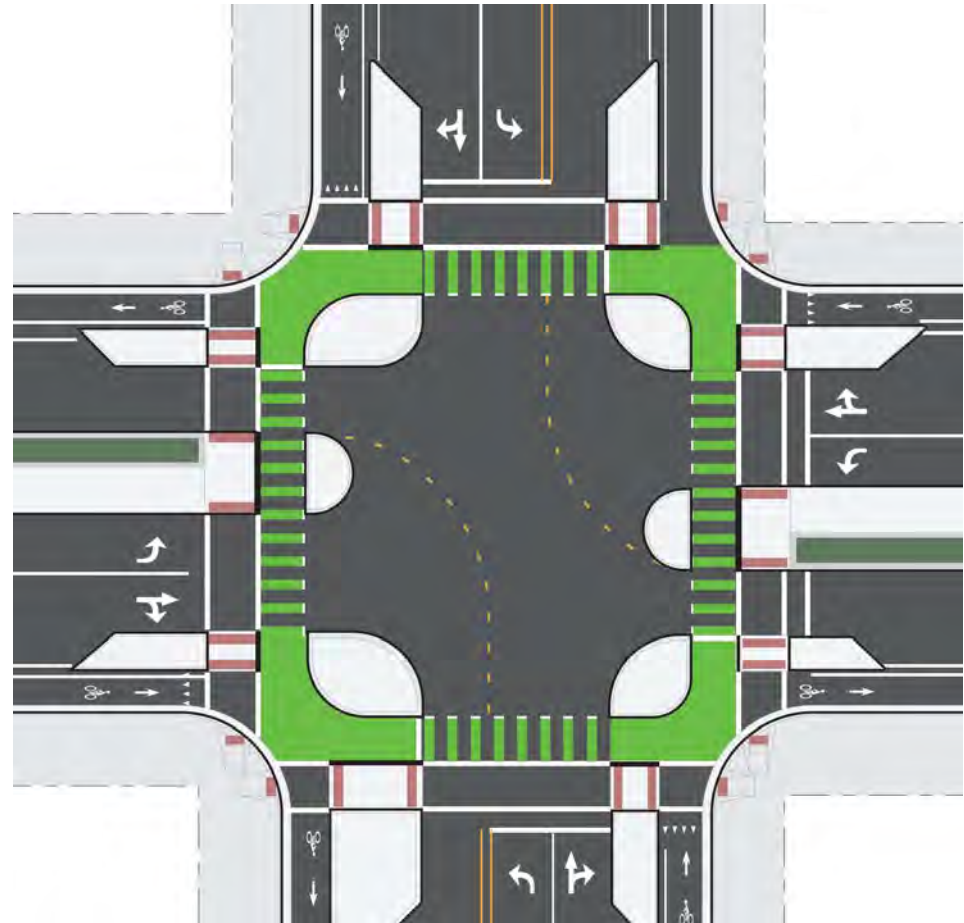
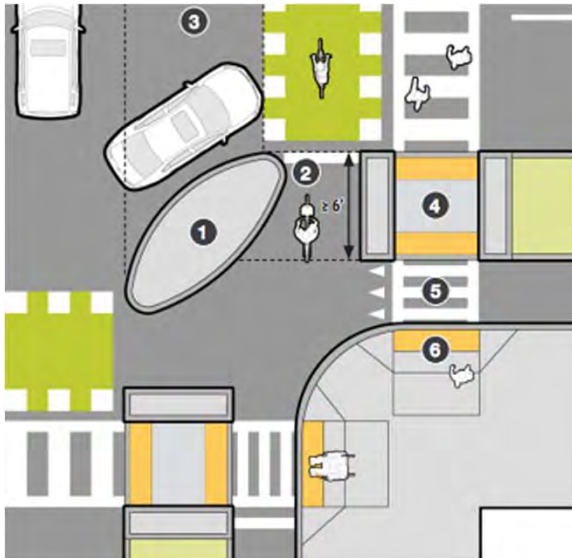
# Bike/Ped in the IQ





# What is a Protected Intersection?

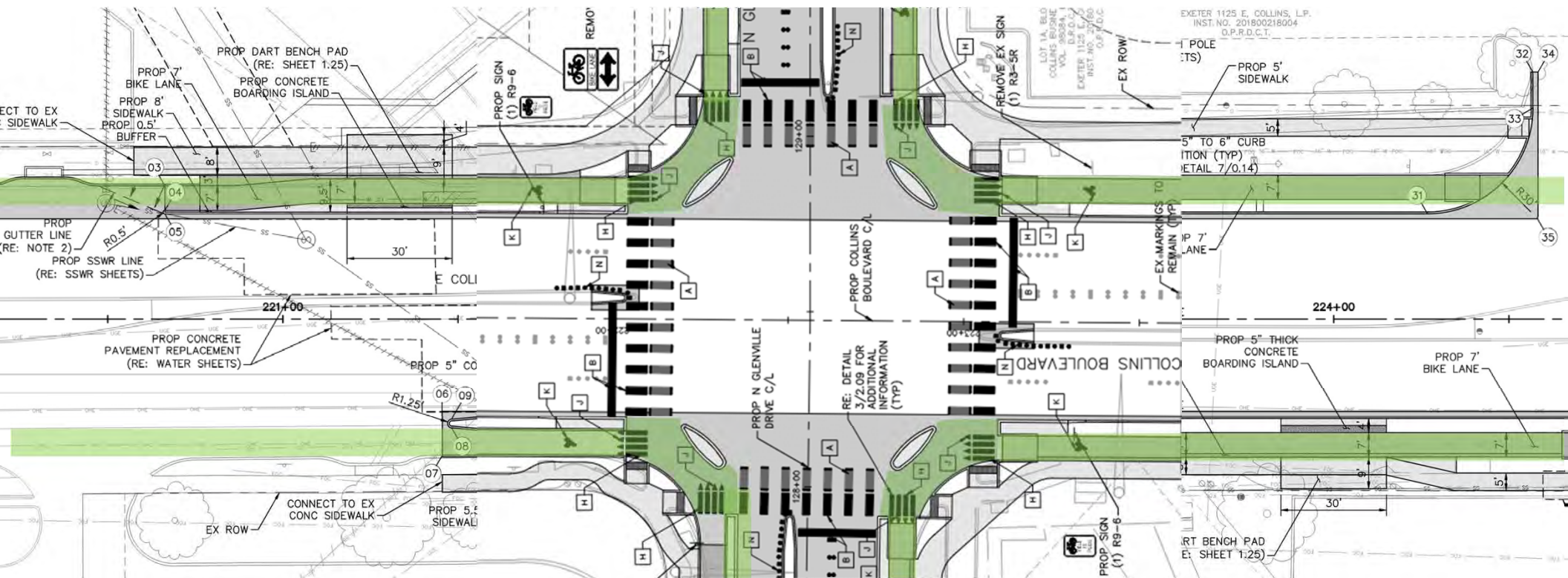
- Key Elements
  - Corner Island
  - Forward Bicycle Queuing
  - Motorist Yield Zone

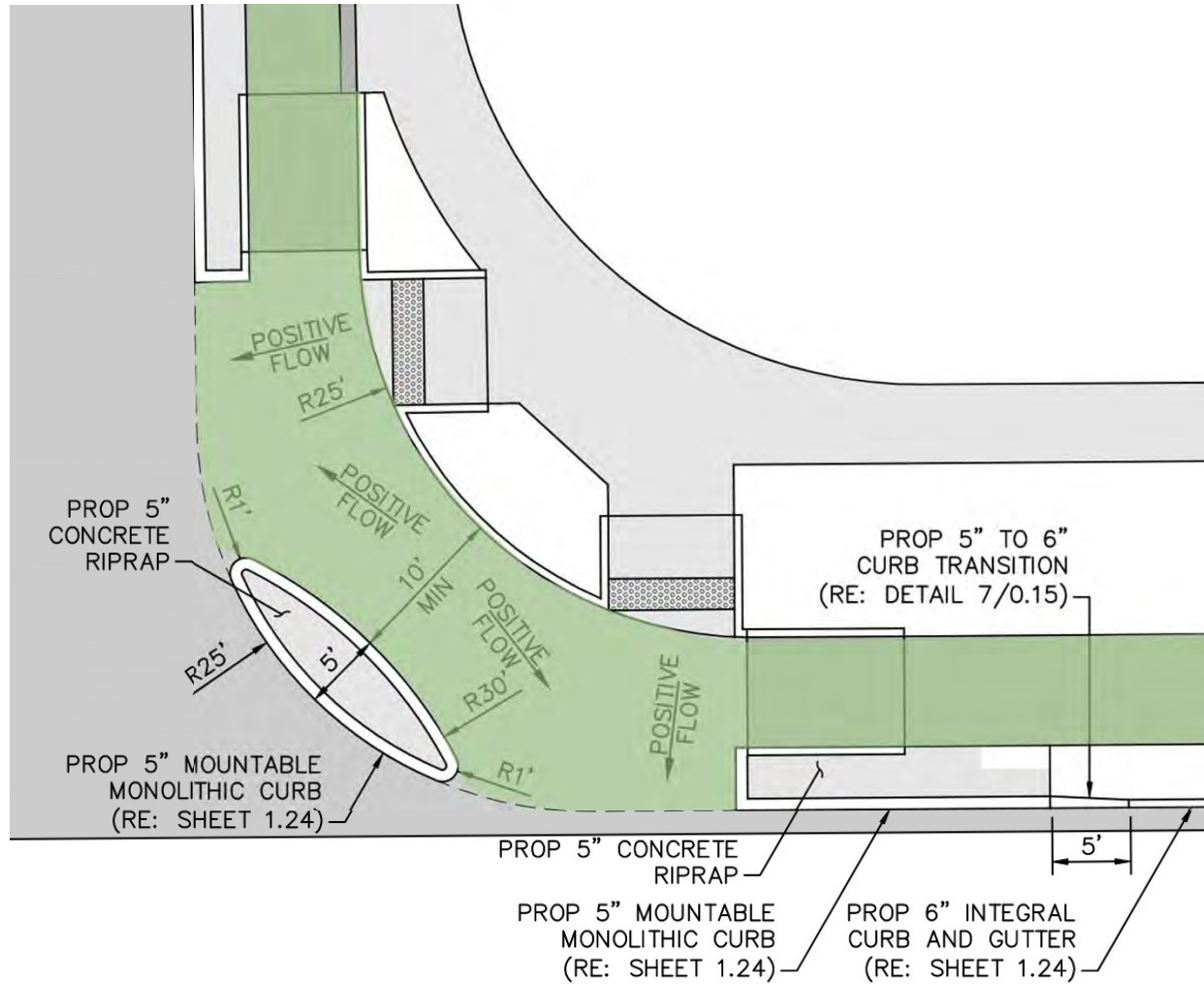


“Protected intersections create **shorter, simpler crossings**,  
more predictable movements, and  
**better visibility between people on bikes and people driving**.  
As a result, the intersection is more comfortable and safer for  
people using the bikeway and the crosswalk.”

-NACTO's *Don't Give Up at the Intersection*

# Glenville/Collins Intersection





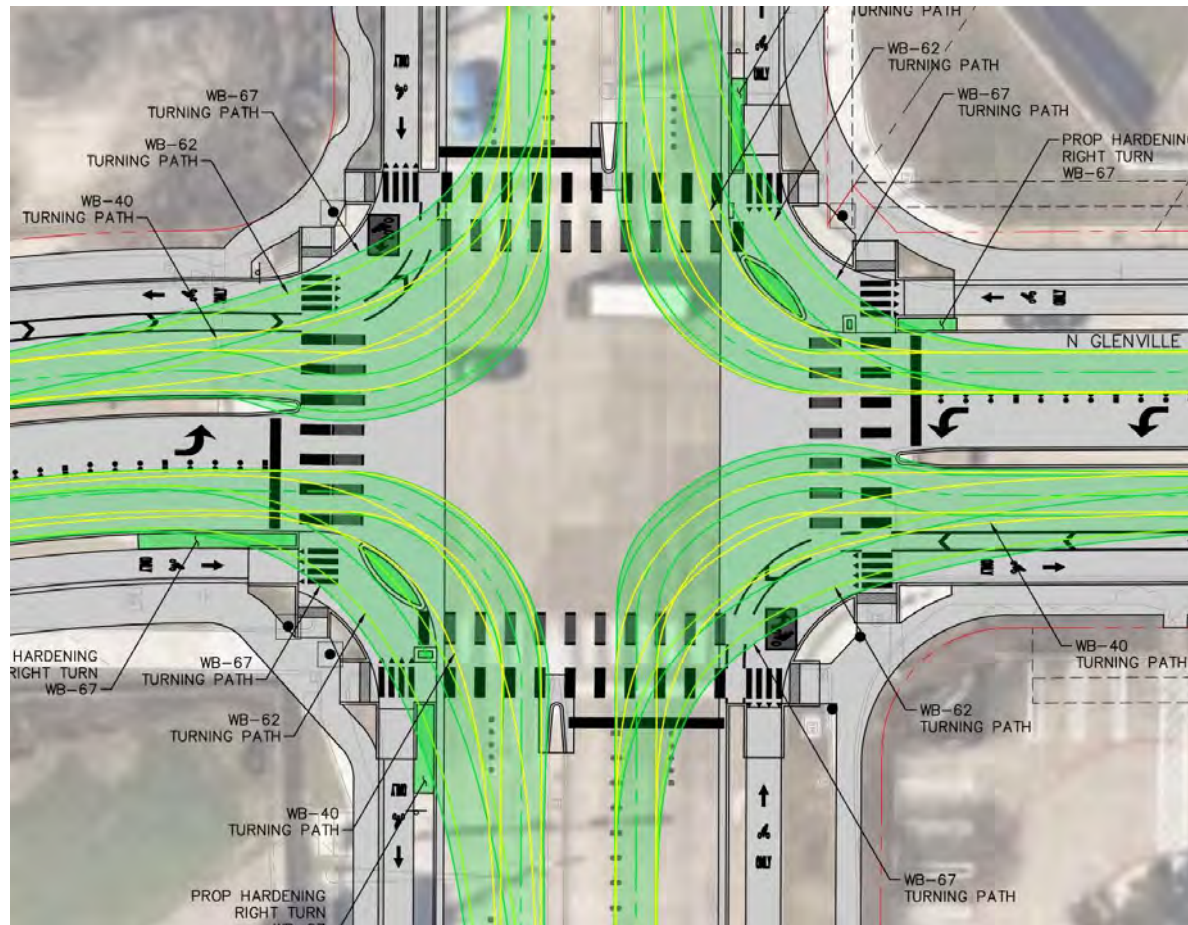
**5**  
0.15

**CORNER ISLAND DETAIL**

SCALE: H: 1" = 10'

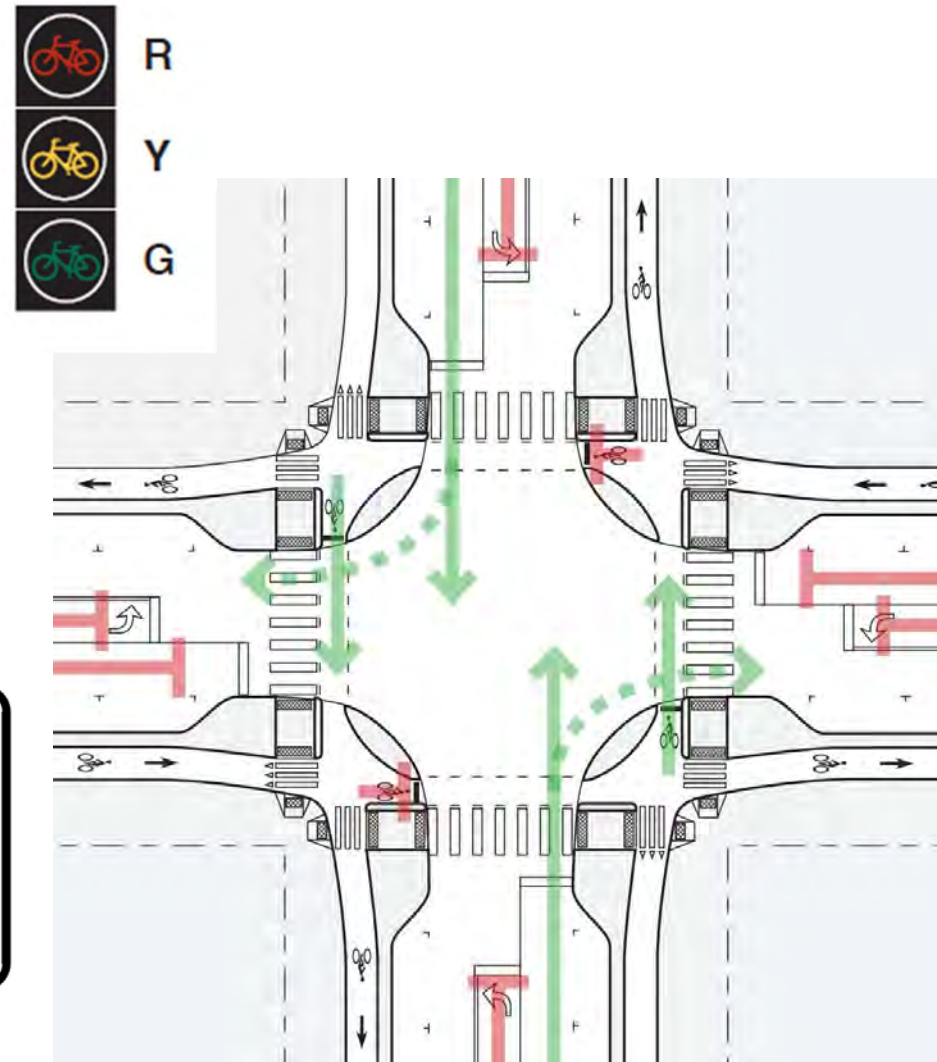


# Accommodating Large Trucks

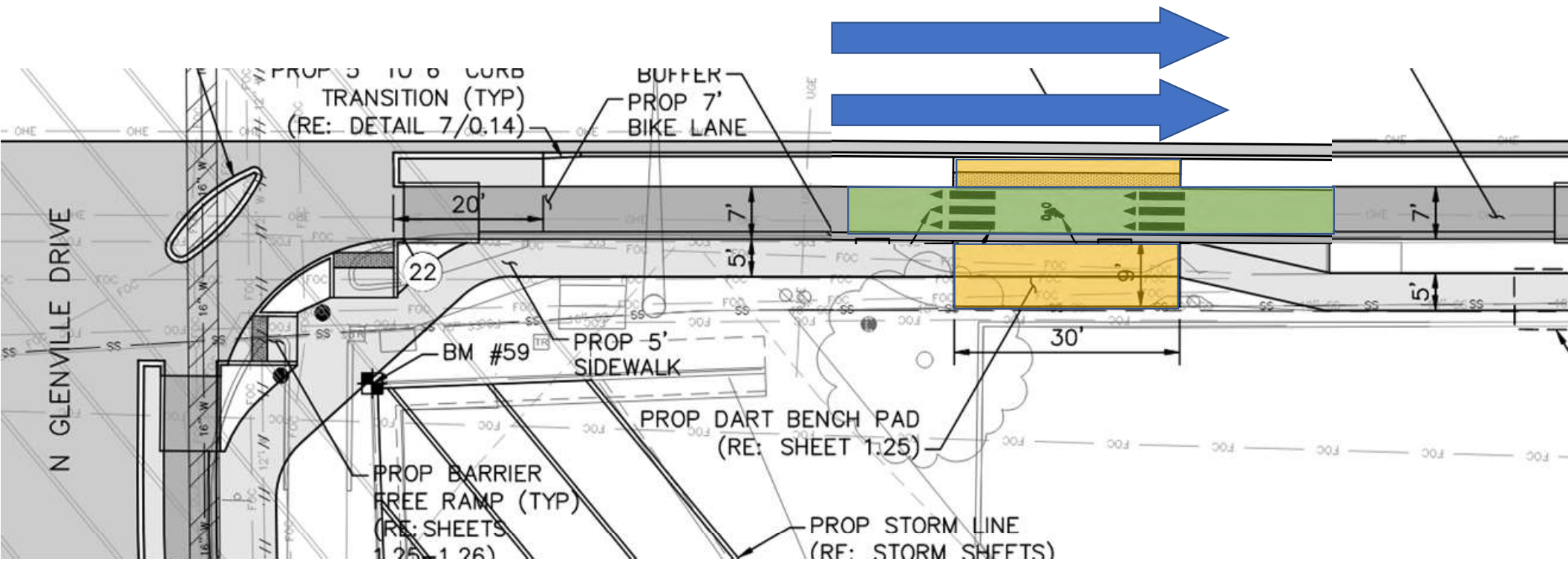


# Signalization

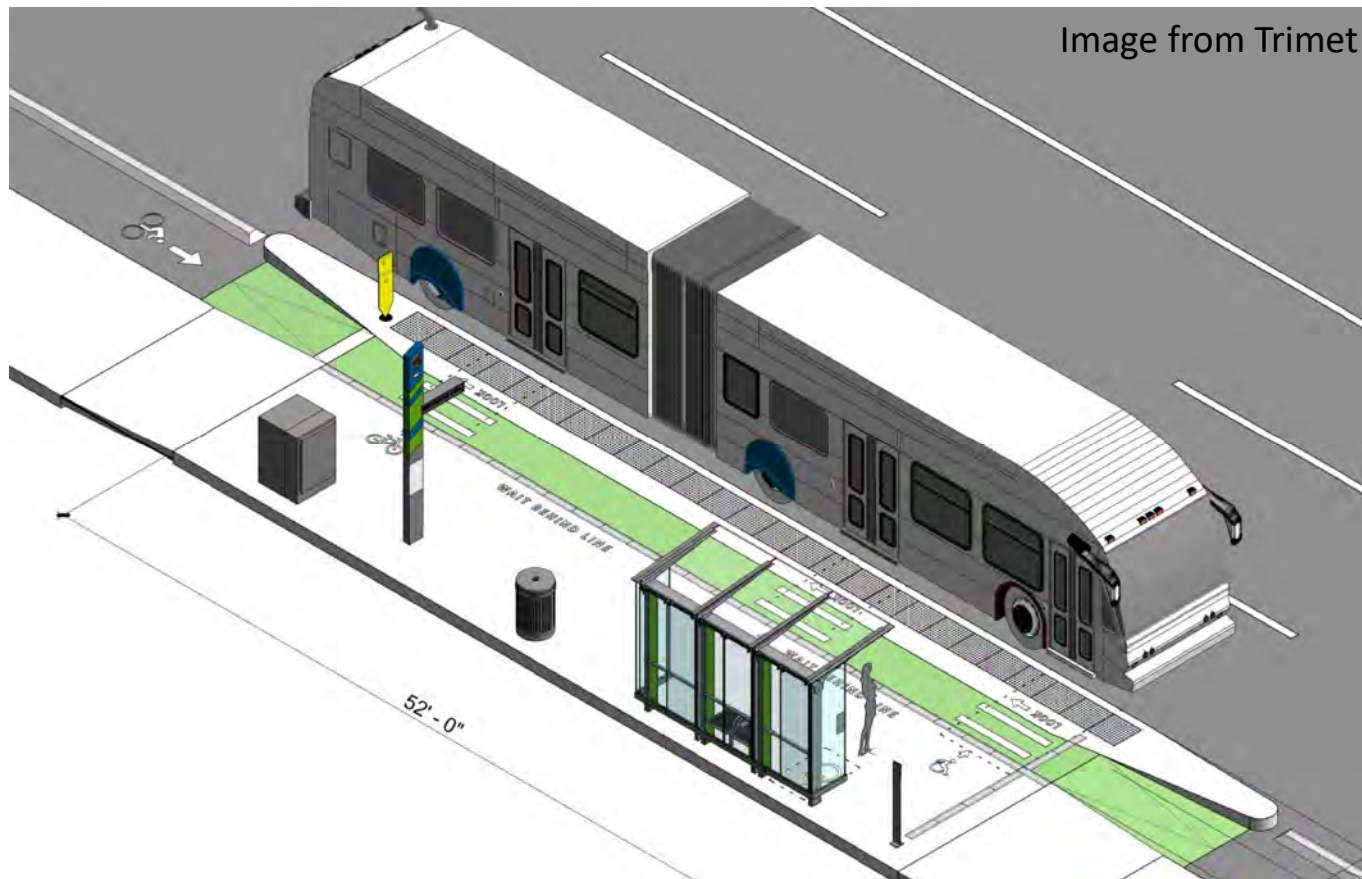
- Bicycle Signal Faces
  - FHWA Approval IA-16
- No Right on Red
- Bike detection using cameras
  - Detection confirmation light



# DART Bus Stops



# DART Bus Stops - Example





# Lessons Learned

- Sidewalk-level Bike Lanes
  - Separation between bike lanes and sidewalk for visually impaired users
  - Drainage impacts
  - Truck turn radii
- Protected Intersection
  - Compromises for key elements due to constraints
  - Signal operation impacts



#EndTheStreakTX



# Pedestrian Crash Analysis-Pilot

Fort Worth District



June 4, 2021

## Table of contents



- 1 Background & Crash Data
- 2 Crash Analysis-What we did
- 3 Common Factors/Results
- 4 Countermeasures/Recommendation/Example Projects
- 5 Benefits of Crash Analysis

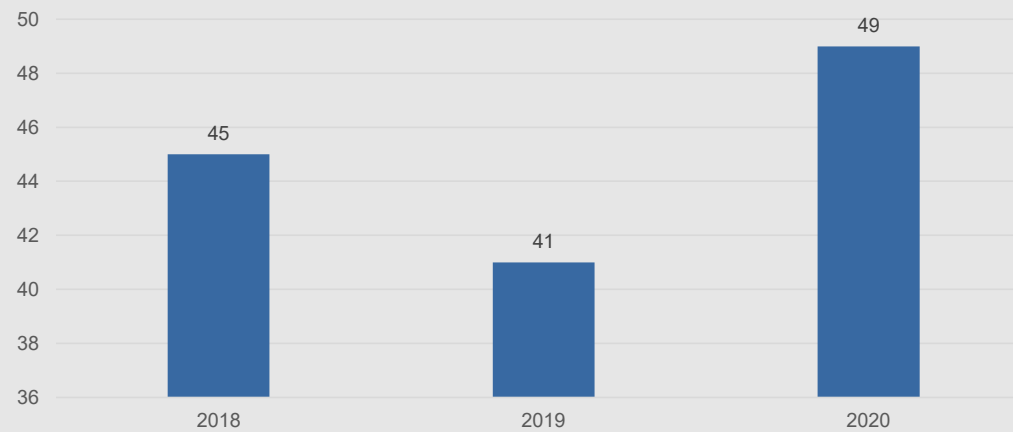
## FTW Pedestrian Fatalities



### FTW Pedestrian Fatalities

Crash Year	Total Pedestrian Crashes
2018	45
2019	41
2020	49

### FTW District Pedestrian Fatalities





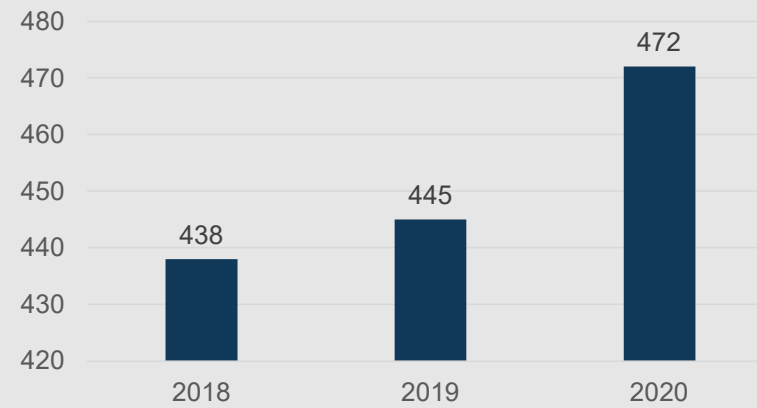
## Statewide Pedestrian Fatalis



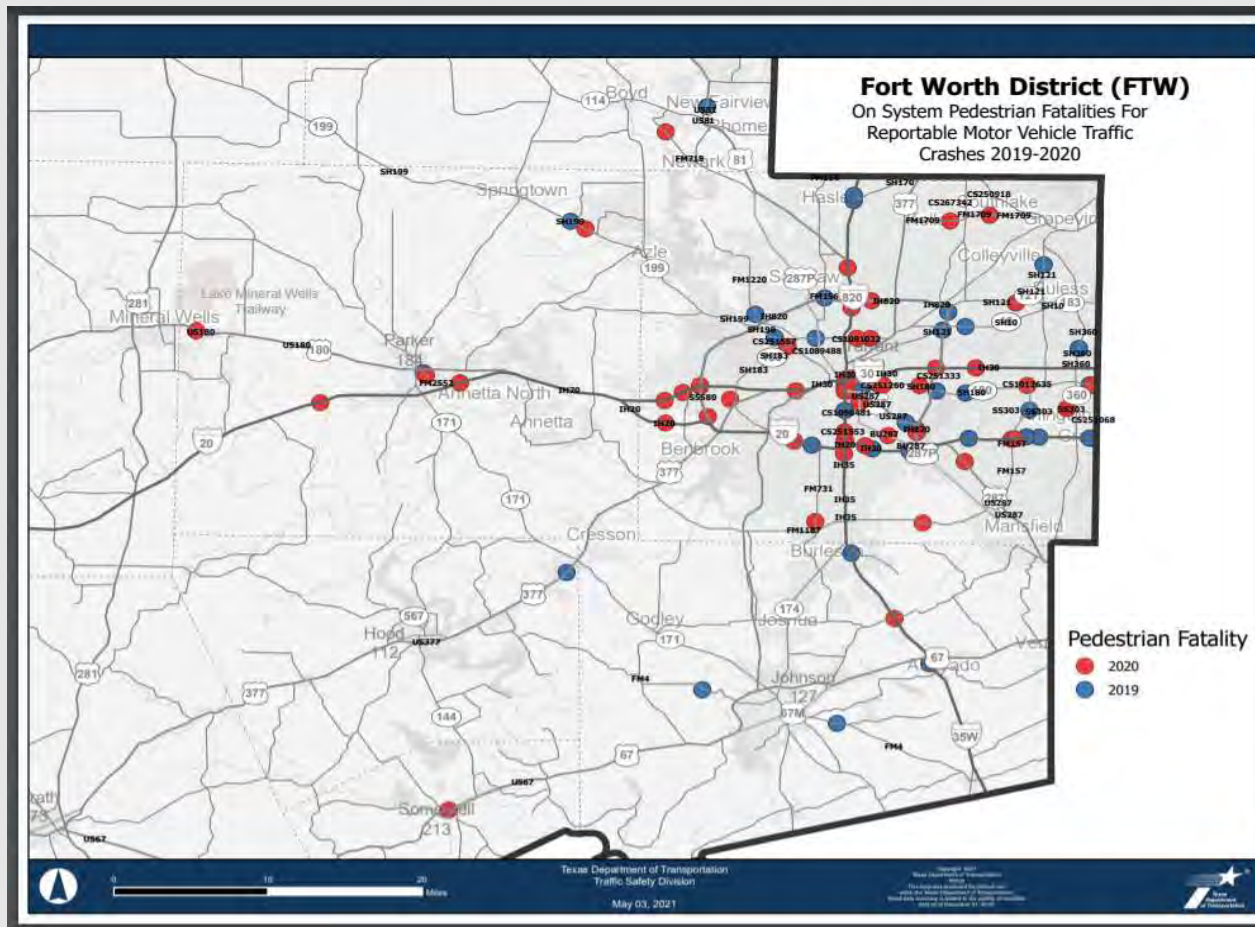
### Statewide Pedestrian Data

Crash Year	Total Pedestrian Crashes
2018	438
2019	445
2020	472

### Statewide Pedestrian Data



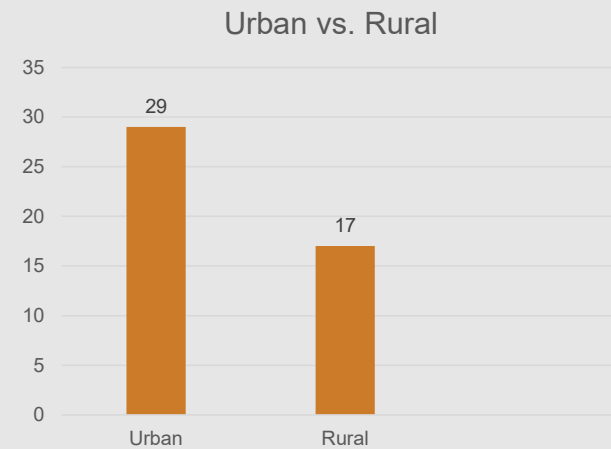
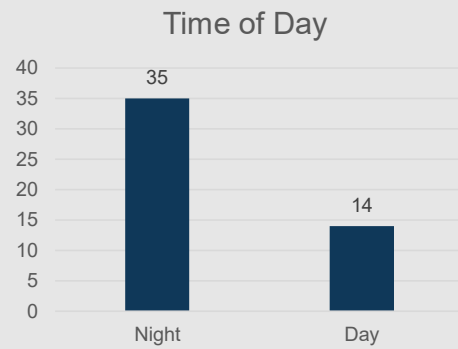
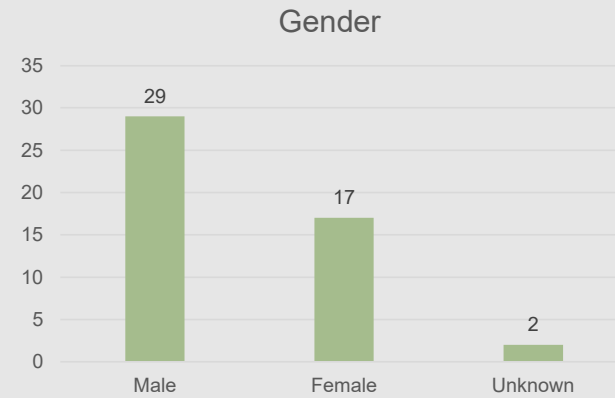
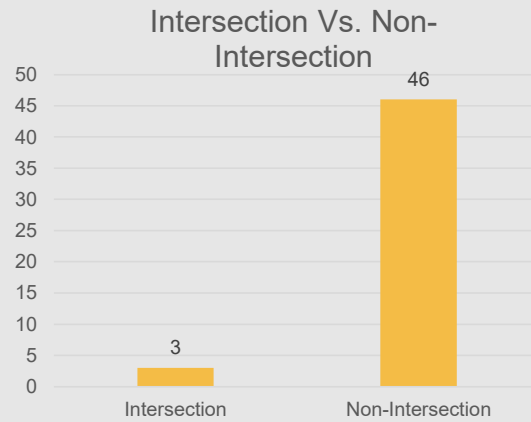
## Ft. Worth Pedestrian Fatalities





- Multi-Disciplinary Team
- Crash Reports
  - Looked at all factors to find common themes
  - Grouped the fatalities by more detailed descriptions of what happened
- Countermeasures
  - Engineering
  - Education
  - Enforcement

## Crash Analysis

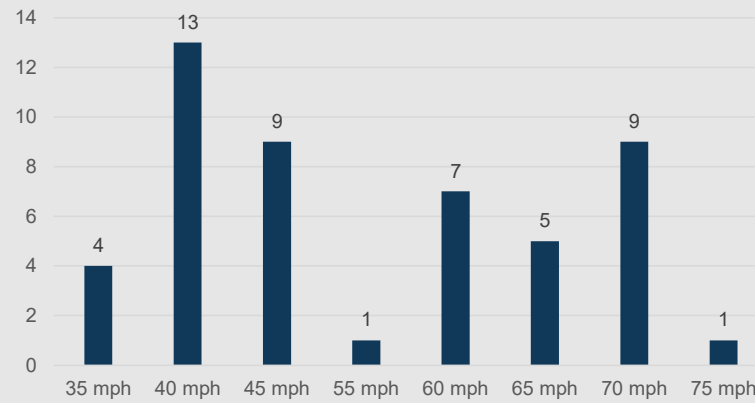




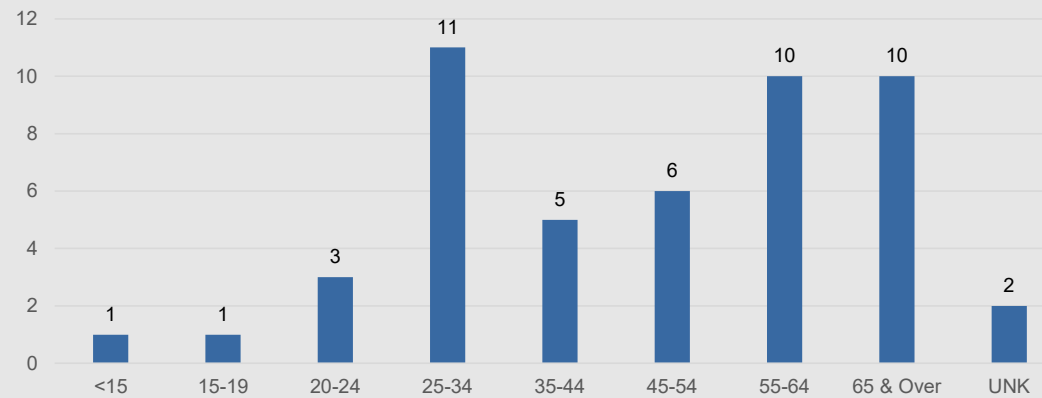
## Crash Analysis



Speed Limit



Age Group





### - Interstate:

- Walking along main lanes-7
- Vehicle issues-6
- Crossing main lanes-5
- Walking along frontage roads-3
- Ejected from Vehicle and hit-1
- Contract worker struck in median-1



### – Non-Interstate:

- Crossing (not at a crosswalk)-13
- Walking in lanes/shoulder -8
- Improper Use of Crosswalk-2
- Vehicle issue-1
- City worker hit at intersection-1
- Bicycle veered into lane-1



### Engineering

- Pedestrian Fencing
- Pedestrian Corridor Studies
- All Ped Phases at signals
- Panels on CTB/Painted decals
- Continental striping
- Signage

### Education

- Crossing highways
- Crossing midblock
- Use of Pedestrian Signals
- Getting out of vehicles
- Homeless Outreach

### Enforcement, Outreach and Planning

- Discussion in TIM's groups
  - Crash Descriptions
- Abandoned Vehicles
- Working with locals
- Planning:
  - Driveways, bus stops

# Pedestrian Countermeasures

## Panels on CTB





## SH 180 (Lancaster St.)-Fencing



## SH 180 (Lancaster) Fencing



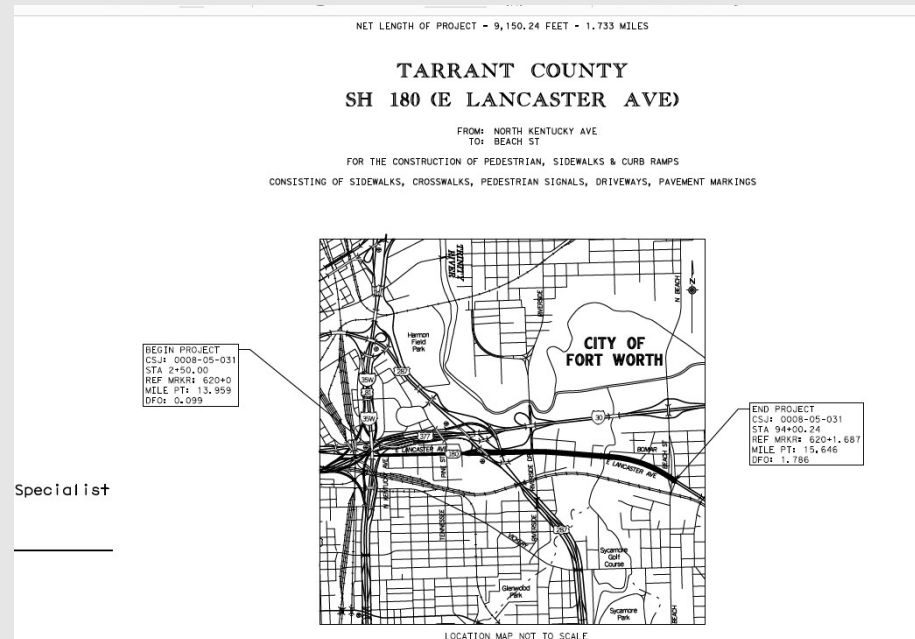
## SH 180 Lancaster Project



Let 8/2021  
\$1,663,321

### Improvements include:

Sidewalks, Crosswalks, Ped Signal upgrades  
Driveways, Pavement Markings



Specialist

## FM 1709 Pedestrian Study



- The project study area includes an approximately 9-mile segment of FM 1709 from US 377 in the City of Keller to SH 114 in the City of Southlake.
- The preliminary pedestrian improvements included:
  - Providing missing crosswalks at Jelico Drive/Watermere Drive, Shady Oaks Drive, Tower Boulevard, Carroll Avenue, and Commerce Street.
- Continental Striping & Sign Upgrades
- Pedestrian Signal Upgrades





## Benefits of Analyzing Pedestrian Accidents



- Able to see patterns more easily
- Big Picture/Think outside of box
- More thought given to education, planning and outreach
- Input from others







Questions?

# NCTCOG UPDATES

Source: NCTCOG



Source: Thinkstock



NCTCOG PRESENTATION

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# Update on Annual Bikeway Database Edits

Bicycle and Pedestrian Advisory Committee

Cauner McDonald | 11.16.22

# Staff Contacts

Cauner McDonald  
Transportation Planner II  
[cmcdonald@nctcog.org](mailto:cmcdonald@nctcog.org)

Kevin Kokes, AICP  
Program Manager  
[kkokes@nctcog.org](mailto:kkokes@nctcog.org)

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NCTCOG PRESENTATION

# WALK TO SCHOOL DAY 2022

ERIN CURRY|BICYCLE AND PEDESTRIAN ADVISORY  
COMMITTEE|11.16.2022



# WHAT IS WALK TO SCHOOL DAY?

- Annual event that involves schools and communities across the country and the world walking to school on the same day
- This year, Walk to School Day was held on October 12
- Typically held the first Wednesday of October but was postponed due to Yom Kippur Holiday
- Students who safely walk to school are more likely to arrive at school ready to learn!



Bledsoe Elementary  
Courtesy of the City of Frisco



# NCTCOG'S WALK TO SCHOOL DAY PROMOTION

## Prizes and Raffles for Participating Students!

- Prizes were awarded to schools based on the planned events and the order of applications received
- Walk to School Day banner
- Bike raffle entries for participating students
- Draw-string bag “Prize Packs”



Taylor Elementary



AV Cato Elementary



# PRIZE PACKS

Due to overwhelming interest, schools that received prize packs were given a limited number to raffle off/distribute as worked best for their events





# NCTCOG BIKE RAFFLE

- To incentivize participation in Walk to School Day, NCTCOG raffled off four bikes to participating students in Walk to School Day
- Students signed the Look Out Texans “Promise to Street Safety” Pledge
- Pledge was offered in English and Spanish
- Two 20” bikes and two 24” bikes



Walk to School Day 2022 | [www.nctcog.org/SRTS](http://www.nctcog.org/SRTS)



**PROMISE TO STREET SAFETY**

I promise to **BE ALERT** for people biking and walking on sidewalks, trails and streets.

I will also **LOOK OUT** for cars in the street. No matter what, it is never worth endangering my safety or the safety of other people to get somewhere.

I **RESPECT** the rights of all people to use our streets safely.

I will **OBEY** all traffic signs and signals for my own safety.

I will **PROTECT** myself by wearing a helmet when I ride my bicycle.

I will **PROTECT** my friends and loved ones by encouraging them to bike, walk and drive safely by following traffic laws and looking out for other people.

I will show my parent or caregiver the 21 Safety Tips at [www.LookOutTexans.org](http://www.LookOutTexans.org).

Together, we can keep our streets safe and build respect for each other.

By signing this card, I promise to do my part to look out for, respect and protect my fellow Texans.

----- Cut here and keep the top! -----

**Circle which bike you'd like to enter to win! (choose one)**

<b>20" Bike: Age 5-10, 45in-54in tall</b>		<b>24" Bike: Age 8-13, 49in-59in tall</b>	
<b>Red/Orange</b>	<b>Grey with Purple Tires</b>	<b>Green</b>	<b>Pink</b>
			

Student Name \_\_\_\_\_ Parent or Guardian Signature \_\_\_\_\_

Student Age \_\_\_\_\_ Student Grade \_\_\_\_\_

Student's Teacher \_\_\_\_\_ School Name \_\_\_\_\_

# BIKE RAFFLE ENTRIES

## 20" Bikes



*There were 973  
total entries into  
the bike raffle  
from 14 schools!*

## 24" Bikes





# NCTCOG WALK TO SCHOOL DAY PHOTO CONTEST



Second Place Winner:  
Pink Elementary School



First Place Winner:  
Nichols Elementary School



Third Place Winner:  
Nichols Elementary School

- Participating schools were encouraged to submit photos from their event to NCTCOG

- Some of our favorites are featured in this presentation and will be featured in future Safe Routes to School-related publications!



# BY THE NUMBERS



## TEXAS

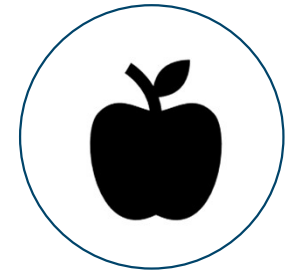
198 events were registered  
with the event tracker on  
[WalkBikeRollToSchool.org](https://WalkBikeRollToSchool.org)  
for the state of Texas

2,789 events were registered  
nationwide!



## DFW

104 events were registered  
with the event tracker from  
Collin, Dallas, Denton, Ellis,  
Hunt, and Tarrant Counties



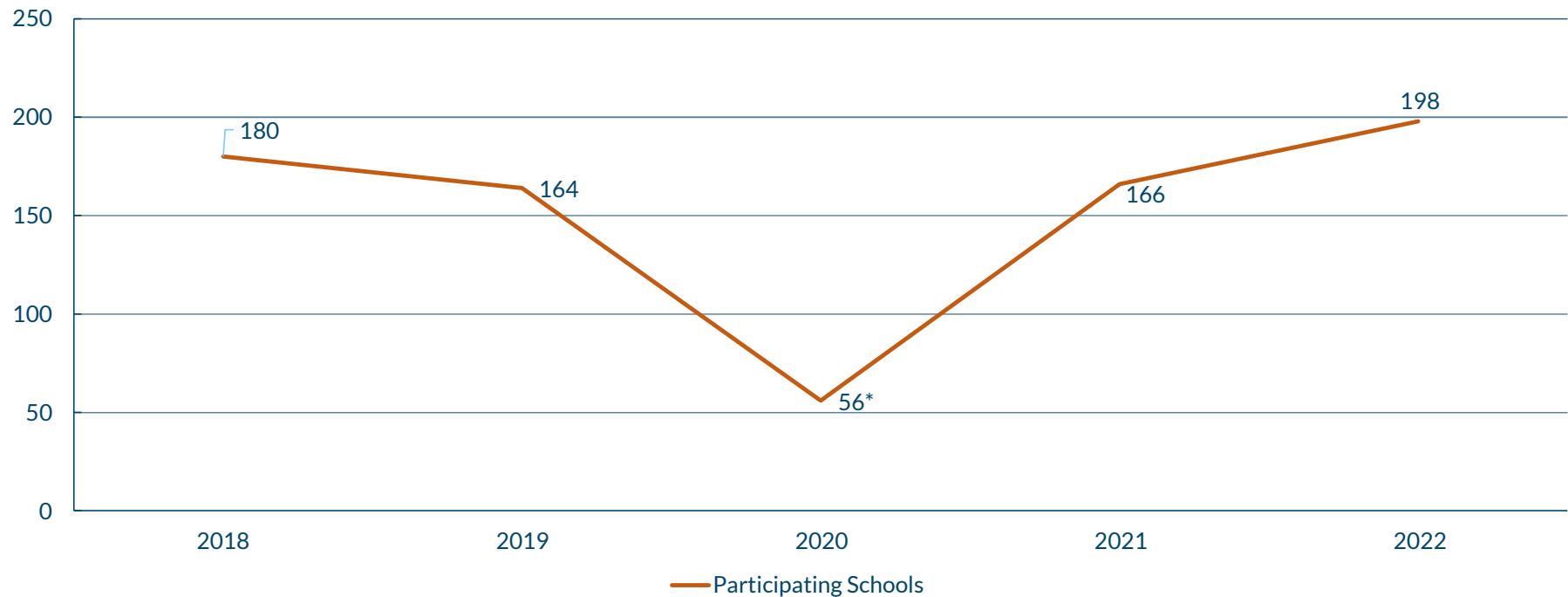
## NCTCOG

NCTCOG helped 20  
schools celebrate Walk to  
School Day with special  
prizes!



# BY THE NUMBERS

Participating Schools in Texas by Year



Data from WalkBikeRollToSchool.org

\* "Virtual" Walk to School Day during widespread online schooling and COVID-19 pandemic.



# SCHOOL ACTIVITIES: GREETING EVENTS

- Fun activities or prizes to students and families who walk or bike to school
- Schools had band members, cheerleaders, firefighters, city mascots, and others greet students
- Decorating school entrance, breakfast giveaways, etc.



Bledsoe  
Elementary  
Courtesy of the  
City of Frisco



Nichols  
Elementary





# SCHOOL ACTIVITIES: REMOTE WALKING EVENTS

- Schools organized a “meet up point” at a public place close to the school, such as a local park, church, or town square
- Students, families, and staff then walked to school together
- Created an accessible event for families who live too far to walk the whole way to school
  - Many participating schools said they’d like to incorporate this activity into next year’s WTSD events!



Taylor Elementary





# FRISCO – CITY/ISD COORDINATION

- **City of Frisco  
Transportation  
Engineering Division**
- **Frisco Police  
Department**
- **Frisco Fire  
Department**
- **Frisco Independent  
School District**



## PROCLAMATION

*WHEREAS, National Walk 'n Roll to School Day promotes pedestrian safety and the importance of daily physical activity for children's health and wellbeing; and*

*WHEREAS, a lack of physical activity plays a leading role in rising rates of obesity, diabetes, and other health problems among children. Walking to school provides an opportunity to build activity into a daily routine because active children learn better; and*

*WHEREAS, walking to school reduces traffic congestion, vehicle emissions, fuel consumption and encourages a cleaner and greener Frisco; and*

*WHEREAS, celebrating the 26<sup>th</sup> Annual National Walk 'n Roll to School Day creates awareness of the need for walkable communities and making our community a safe place for pedestrians; and*

*WHEREAS, this day allows for children, parents, community leaders, school representatives, and neighborhoods to come together and build a sense of community, to inspire families to walk 'n roll to school more often, and to practice good pedestrian habits which are important life skills; and*

*WHEREAS, the City of Frisco's Police Department, Fire Department, Transportation Engineering Division, and Frisco Independent School District partnered together with the National Center for Safe Routes to School and the Vision Zero for Youth initiative to promote Walk 'n Roll to School Day in Frisco; and*

*NOW THEREFORE, I, Jeff Cheney, Mayor of the City of Frisco, Texas, do hereby proclaim October 12th, 2022, as "National Walk 'n Roll to School Day" in Frisco and encourage everyone to consider pedestrian safety today and every day.*

*Jeff Cheney  
Mayor*

Courtesy of the City of Frisco



Walk to School Day 2022 | [www.nctcog.org/SRTS](http://www.nctcog.org/SRTS)

- Partnership to raise awareness of pedestrian safety and celebrate benefits of walking and biking
- Proclamation read by Mayor at Oct 4 City Council Meeting
- Registered schools had a SRO onsite on October 12 to hand out stickers
- City of Frisco staff created a toolkit to promote Walk to School Day and published materials on city website:  
[www.FriscoTexas.gov/SchoolZoneSafety](http://www.FriscoTexas.gov/SchoolZoneSafety)

# FRISCO – CITY/ISD COORDINATION (cont)

- October 2021 was first year of coordinated city-wide effort
- Participation up from 21 schools in 2021 to 30 in 2022
- Plans underway for Bike n' Roll Day in May
- FISD promoted event to individual school PTAs



Courtesy of the  
City of Frisco



# WALK TO SCHOOL ALL YEAR LONG!

- Visit [www.WalkBiketoSchool.com](http://www.WalkBiketoSchool.com) for more information about Walk to School Day, and year-round activities for walking and biking!
- Miss Walk to School Day this school year? **Consider planning a Bike to School Day Event on May 4, 2023!**
- Contact us for assistance in planning your Walk to School/Bike to School Day!



Pink Elementary: Top Left; Bledsoe Elementary: Bottom Left, Right  
(Bledsoe Photos Courtesy of the City of Frisco)



# NEXT STEPS

**Save the date for next year's Walk to School Day:  
Wednesday, October 4, 2023**

- Event preparation will begin in Spring 2023
- To be added to the Walk to School Day 2023 mailing list, fill out the interest form on [www.nctcog.org/WalkToSchool](http://www.nctcog.org/WalkToSchool)
- Full summary of the 2022 events will be released later this year



Taylor Elementary





# CONTACT US



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# Transportation Alternatives Set-Aside Program

2022 Call for Projects Recommendations  
for the North Central Texas Region

Bicycle and Pedestrian Advisory Committee

November 16, 2022



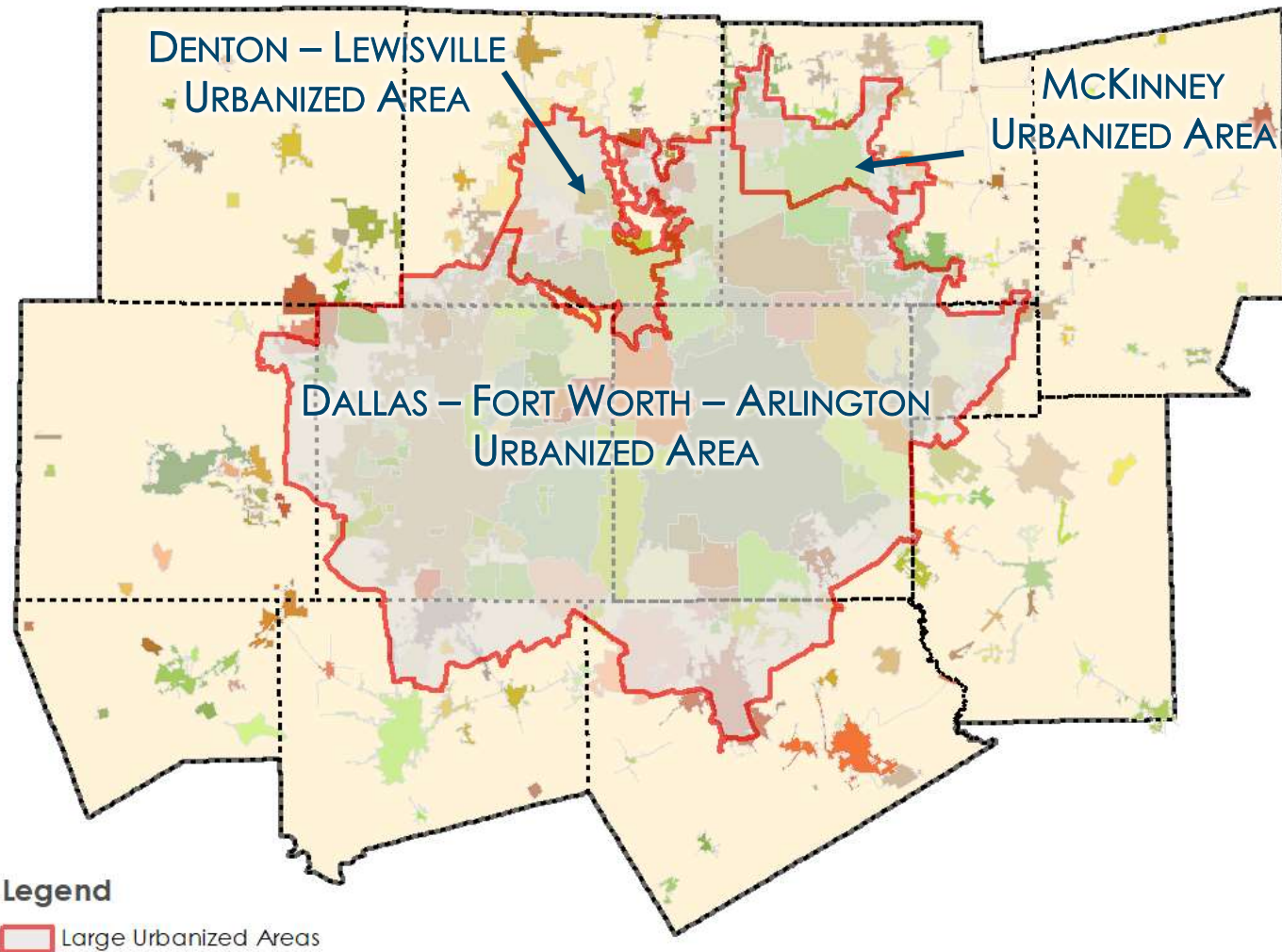
# Eligible Project Activities

- Shared-Use Paths (Trails)
- On-Street Bikeways
- Sidewalks, Crosswalks, Curb Ramps
- Pedestrian and Bicycle Safety Countermeasures and Technology
- Protected Intersections
- Education Activities for Safe Routes to School Projects



# Eligible Project Areas

All projects must be within one of the three Urbanized Areas (UA) exceeding 200K population





# Application Categories and Evaluation Criteria

## Four application categories:

- Active Transportation
- Safe Routes to School
- Safe Routes to Rail
- Safety and Technology



## Evaluation criteria emphasis:

- Regional connectivity
- Access to major destinations
- Equity
- Projects identified in adopted plans
- Safety benefits
- Project readiness



# Funding Overview (cont.)

## Construction-implementation projects

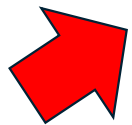
- Engineering and Environmental Phases: 100 percent locally funded
- Construction Phases: Minimum 20 percent local match

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

- No in-kind contributions
- Reimbursement up to 80 percent of eligible project costs (up to 100 percent if using TDCs)

## Option to use TDCs (in lieu of local match)

if qualified through the MTP Policy Bundle process (with a remaining balance)



**Option to request Regional Transportation Development Credits in lieu of a local match for projects implementing the Regional Veloweb as identified in Mobility 2045 (2022 Update)**



# Applications and Requested Federal Funding 2022 Transportation Alternatives Set-Aside Program

	Western Subregion (Fort Worth District)	Eastern Subregion (Dallas District)	Total
Number of Applications Received	19	14	<b>33</b>
<b>Active Transportation</b> (19 Applications)	\$ 35,678,362	\$ 66,633,652	\$ 102,321,014
<b>Safe Routes to School</b> (8 Applications)	\$ 10,577,909	\$ 1,295,310	\$ 11,873,219
<b>Safe Routes to Rail</b> (2 Applications)	\$ 2,058,460	\$ 3,344,389	\$ 5,402,849
<b>Safety and Technology</b> (4 Applications)	\$ 14,531,188	\$ 0	\$ 14,531,188
<b>Total Federal Funding Requested</b>	<b>\$ 62,854,919</b>	<b>\$ 71,273,351</b>	<b>\$ 134,128,270</b>



# Funding Recommendations

## 2022 Transportation Alternatives Set-Aside Program

	Project Sponsor	Project Name	Application Category	Recommended Funding	
				TA Funds	TDCs
1	City of Allen	Rowlett Creek Trail Segments C-2, C-4, and C-5	Active Transportation	\$ 3,200,000	0
2	City of Arlington	Allen Avenue Sidewalk Project	Safety and Technology	\$ 957,427	0
3	City of Fort Worth	AM Pate Safe Routes to School Project	Safe Routes to School	\$ 1,043,908	0
4	City of Fort Worth	AV Cato Safe Routes to School Project	Safe Routes to School	\$ 1,570,248	0
5	City of Fort Worth	Oakland-Miller Safe Streets	Safety and Technology	\$ 2,000,000	0
6	City of Frisco	Iron Horse Trail	Active Transportation	\$ 4,200,000	0





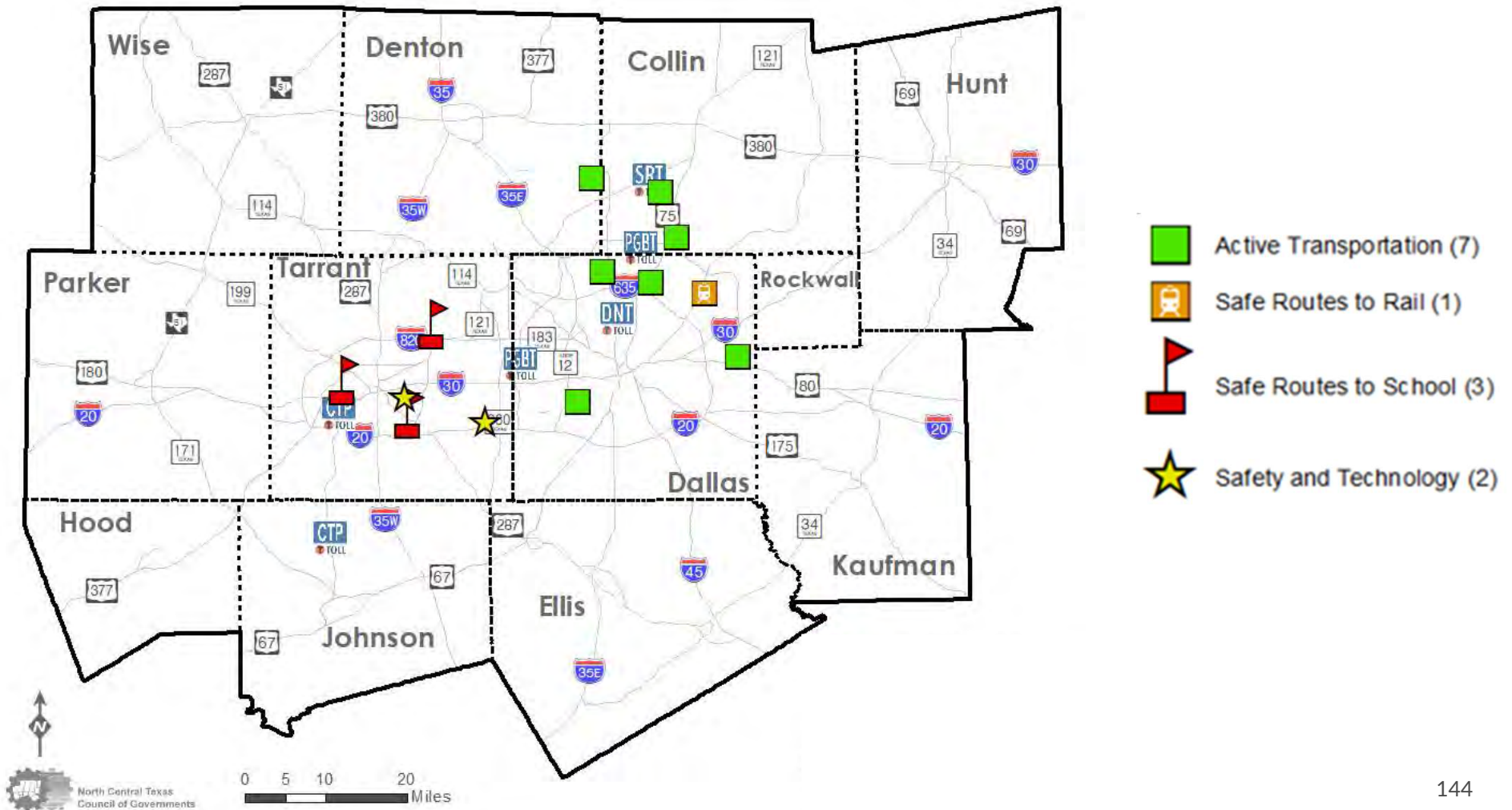
# Funding Recommendations (cont.)

## 2022 Transportation Alternatives Set-Aside Program

	Project Sponsor	Project Name	Application Category	Recommended Funding	
				TA Funds	TDCs
7	City of Garland	Downtown Garland DART Station area sidewalks	Safe Routes to Rail	\$ 3,344,389	0
8	City of North Richland Hills	Smithfield Middle Safe Routes to School Project	Safe Routes to School	\$ 663,596	132,719
9	Dallas Area Rapid Transit	Cotton Belt Trail Bridge at Jupiter Rd (Plano)	Active Transportation	\$ 14,050,998	2,810,199
10	Dallas County	Central Trail Extension (Richardson)	Active Transportation	\$6,473,650	1,294,730
11	Dallas County	Chalk Hill Trail Phase 1A (Dallas)	Active Transportation	\$ 3,412,553	0
12	Town of Addison	Cotton Belt Trail Bridge at Midway Rd (Addison)	Active Transportation	\$ 12,274,826	2,454,965
13	Town of Sunnyvale	Sunnyvale Rails to Trails	Active Transportation	\$ 1,791,299	0



# Recommended Projects (13)



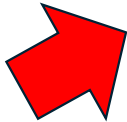
# Recommended Funding (All Sources)

Subregion	Federal	Local Match	Transportation Development Credits	Total
Eastern Total	\$ 48,747,715	\$ 6,237,059	6,559,894	\$ 54,984,774
Western Total	\$ 6,235,179	\$ 1,784,713	132,719	\$ 8,019,892
<b>Grand Total</b>	<b>\$ 54,982,894</b>	<b>\$ 8,021,772</b>	<b>6,692,613</b>	<b>\$ 63,004,666</b>



# Schedule

Milestone	Date
Bicycle and Pedestrian Advisory Committee - Information	May 18, 2022
Surface Transportation Technical Committee – Action	June 24, 2022
Regional Transportation Council – Action	July 14, 2022
<b>Call for Projects Opens</b>	<b>July 18, 2022</b>
Call for Projects Workshop	July 19, 2022
<b>Call for Projects Closes (Applications Due by 5PM)</b>	<b>Sept 9, 2022</b>
Review of Projects/Scoring by NCTCOG Staff	Sept – Oct 2022
Public Meeting	Nov 2022
<b>Surface Transportation Technical Committee</b> – Action to Recommended Project Funding Awards	<b>Dec 2, 2022</b>
Regional Transportation Council – Action to Approve Project Funding Awards	Dec 8, 2022
<b>Submittal Deadline for TIP Modifications</b>	<b>Jan. 27, 2023</b>
<b>Deadline for Project Sponsors to Execute Agreements with TxDOT</b>	<b>December 2023</b>
Deadline for Project Sponsors to Open Bids and Obligate Funds	December 2026



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Transportation Alternatives Set-Aside Program  
2022 Call for Projects for the North Central Texas Region