

North Central Texas
Council of Governments

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

North Central Texas Council of Governments
Virtual MS Teams Meeting
August 19, 2020
2:00 p.m. – 4:00 p.m.

<p>2:00 – 2:05 (5 min)</p>	<p>1. Welcome – Introductions</p> <ul style="list-style-type: none"> ▪ Introduction of Committee and leadership. ▪ Discussion of the May 20, 2020 BPAC Meeting Summary, as necessary 	<p>Jessica Shutt, City of Richardson</p>
<p>2:05 – 2:20 (15 min)</p>	<p>2. Local Community Updates</p> <ul style="list-style-type: none"> a. Maintenance Vehicles for Bicycle Facilities – Jessica Scott, City of Dallas b. City of Southlake Sidewalk Network – Stephanie Taylor, City of Southlake c. Round the Town with Oscar Bike Rides– Adrien Pekurney, North Richland Hills d. Upcoming Events – Kathy Nelson, BPAC Vice-Chair, City of Grapevine 	<p>Various BPAC Members and Guests</p>
<p>2:20 – 2:35 (15 min)</p>	<p>3. Southeast Connector Pedestrian and Bicycle Accommodations</p> <p>Overview of the opportunities and challenges of incorporating improved sidepaths, buffered bike lanes, and pedestrian accommodations along the frontage roads, bridges, and interchange crossings of highway corridors in a predominantly developed area of Tarrant County.</p>	<p>Phil Hays, TxDOT and Naser Abusaad, Civil Assoc., Inc.</p>
<p>2:35 – 2:45 (10 min)</p>	<p>4. 2019 Bicycle and Pedestrian Annual Traffic Count Report</p> <p>Review and highlights of the regional bicycle and pedestrian traffic count data.</p>	<p>Daniel Snyder, NCTCOG</p>
<p>2:45 – 3:00 (15 min)</p>	<p>5. Celina Trails Master Plan</p> <p>Overview of the city’s recently adopted Plan including design guidelines, planning for accommodations within street right-of-way, implementation action plan, and findings from the community survey.</p>	<p>Kimberly Brawner and Cody Webb, City of Celina</p>
<p>3:00 – 3:15 (15 min)</p>	<p>6. Dallas Slow Streets Pilot Program</p> <p>Update on Dallas’ partnerships and efforts in support of active transportation needs stemming from COVID-19 issues, including the reduction of vehicle usage and increased need for walking and biking space.</p>	<p>Ali Hatefi, City of Dallas</p>
<p>3:15 – 3:55 (40 min)</p>	<p>7. NCTCOG Updates</p> <ul style="list-style-type: none"> a. Update to Environmental Justice Index – Kate Zielke b. 2020 Transportation Alternatives Call for Projects: Recommended Funding Awards - Daniel Snyder c. Trail Count Data in Response to COVID-19 – Daniel Snyder d. TOD Survey: Bicycles and Pedestrians – Travis Liska e. 2020 Highlighted Regional Trails Brochure – Matt Fall f. Annual Updates to NCTCOG’s Regional Trails and On-Street Bikeways Network Maps – Preston McLaughlin 	<p>NCTCOG Staff</p>
<p>3:55 – 4:00 (5 min)</p>	<p>8. Other Business/Open Discussion</p> <p>This item provides an opportunity to bring items of interest before the Committee or propose future agenda items.</p>	<p>Jessica Shutt, City of Richardson</p>

Next BPAC Meeting

The next meeting of the Bicycle and Pedestrian Advisory Committee will be held virtually on **November 18, 2020**, at 2:00 p.m.

Bicycle and Pedestrian Advisory Committee – 2020 Roster

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

Mini Street Sweeper for Delineated Bike Lanes



Jessica Scott, AICP, LCI
Bicycle & Micromobility Manager



Funding Source and Cost

Funding Source –

Bicycle Budget/General Fund

Cost –

\$70,000

Maintenance & Operation



Schedule

Central Business District and nearby
bridges –

Twice per month

Other locations –

As requested

311 Service Request



Contact Information

Tina B. Richardson

Assistant Director – Public Works

Tina.Richardson@dallascityhall.com

Jessica Scott, AICP, LCI

Bicycle & Micromobility Manager -
Transportation

Jessica.Scott@dallascityhall.com





CONNECT SOUTHLAKE

Southlake Citywide Pathways Program

Stephanie Taylor, P.E., PTOE
BPAC Local Community Update
August 19, 2020



CITY OF SOUTHLAKE STRATEGY MAP

The City of Southlake provides municipal services that support the highest quality of life for our residents, businesses, and visitors. We do this by being an exemplary model of balancing efficiency, fiscal responsibility, transparency, and sustainability.

CRITICAL BUSINESS OUTCOMES

CBO1 – Maintain a strong financial position and implement plans and policies to ensure future financial strength.

CBO2 – Enhance mobility through aggressive traffic management initiatives and capital project implementation.

CBO3 – Engage in thoughtful planning to ensure continued high quality development that is integrated well into the current built environment.

CBO4 – Optimize the City’s commercial tax base by attracting high quality new businesses to reduce the tax burden on residential taxpayers.

CBO5 – Improve quality of life through progressive implementation of Southlake’s Comprehensive Plan recommendations.

CBO6 – Invest to maintain strong public safety to ensure a low crime rate and effective emergency response.

DELIVER ON OUR FOCUS AREAS



Safety & Security



Mobility



Infrastructure



Quality Development



Partnerships & Volunteerism



Performance Management & Service Delivery

SERVE OUR CUSTOMERS

C1 Achieve the highest standards of safety & security

C2 Provide travel convenience within City & region

C3 Provide attractive & unique spaces for enjoyment of personal interests

C4 Attract & keep top-tier businesses to drive a dynamic & sustainable economic environment

C5 Promote opportunities for partnerships & volunteer involvement

C6 Enhance the sense of community by providing excellent customer service and citizen engagement opportunities

MANAGE THE BUSINESS

B1 Achieve best-in-class status in all City disciplines

B2 Collaborate with select partners to implement service solutions

B3 Enhance resident quality of life & business vitality through tourism

B4 Provide high quality services through sustainable business practices

B5 Enhance service delivery through continual process improvement

B6 Optimize use of technology

PROVIDE FINANCIAL STEWARDSHIP

F1 Adhere to financial management principles & budget

F2 Invest to provide & maintain high quality public assets

F3 Achieve fiscal wellness standards

F4 Establish & maintain effective internal controls

PROMOTE LEARNING AND GROWTH

L1 Ensure our people understand the strategy & how they contribute to it

L2 Enhance leadership capabilities to deliver results

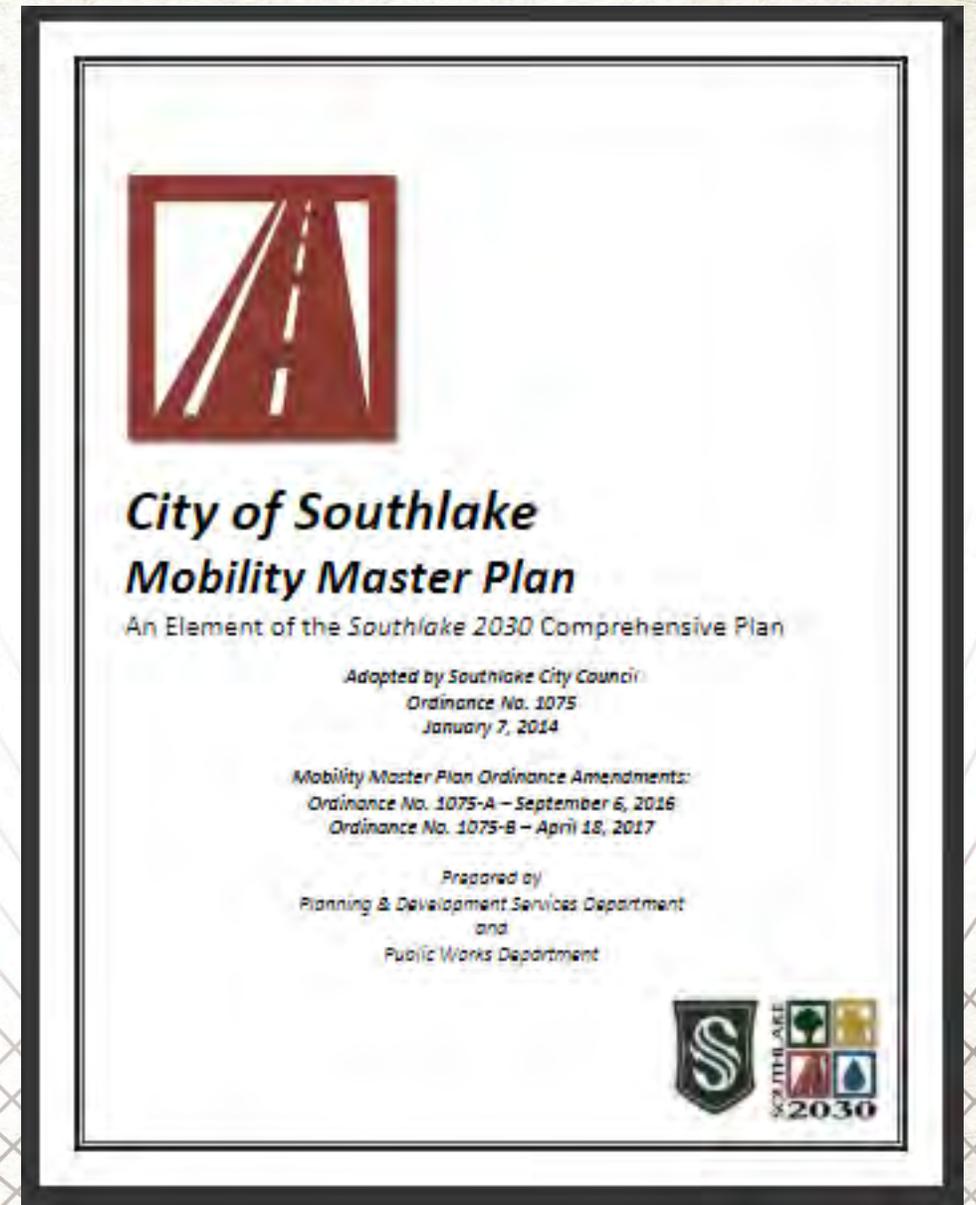
L3 Attract, develop & retain a skilled workforce

L4 Recognize & reward high performers

L5 Empower informed decision-making at all levels in the organization

L6 Foster positive employee engagement

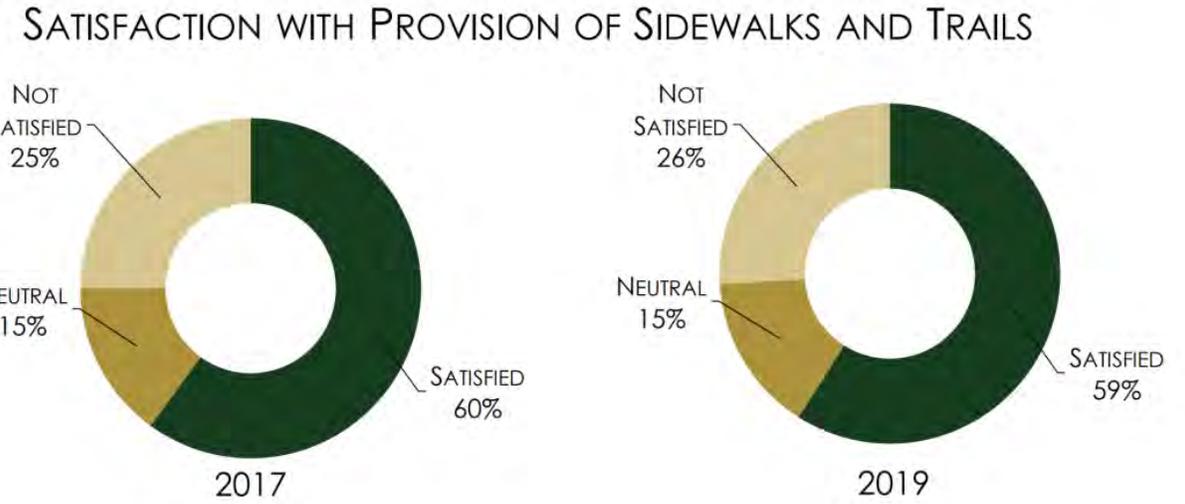
- 2005 Southlake Pathways Plan
- 2007 Sidewalk Plan
- 2030 Comprehensive Plan in 2014
- 2020 ADA Strategic Plan
- 2020 Pathways Strategic Plan



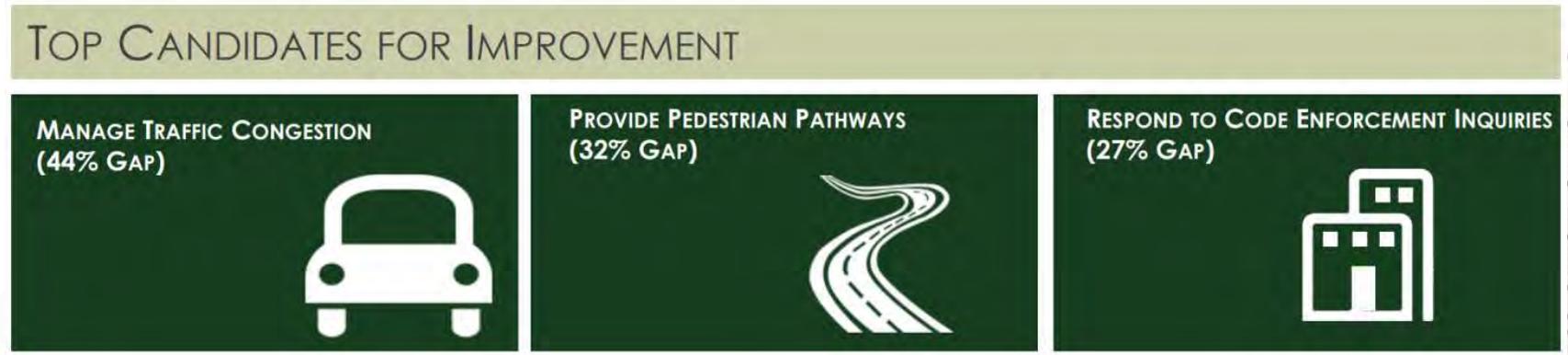
Comprehensive Planning

- 91% of respondents to the 2019 Citizen Satisfaction Survey indicated that pedestrian pathways were very or somewhat important while only 59% were very or somewhat satisfied with the City's efforts to provide them

Everyone is a pedestrian eventually.



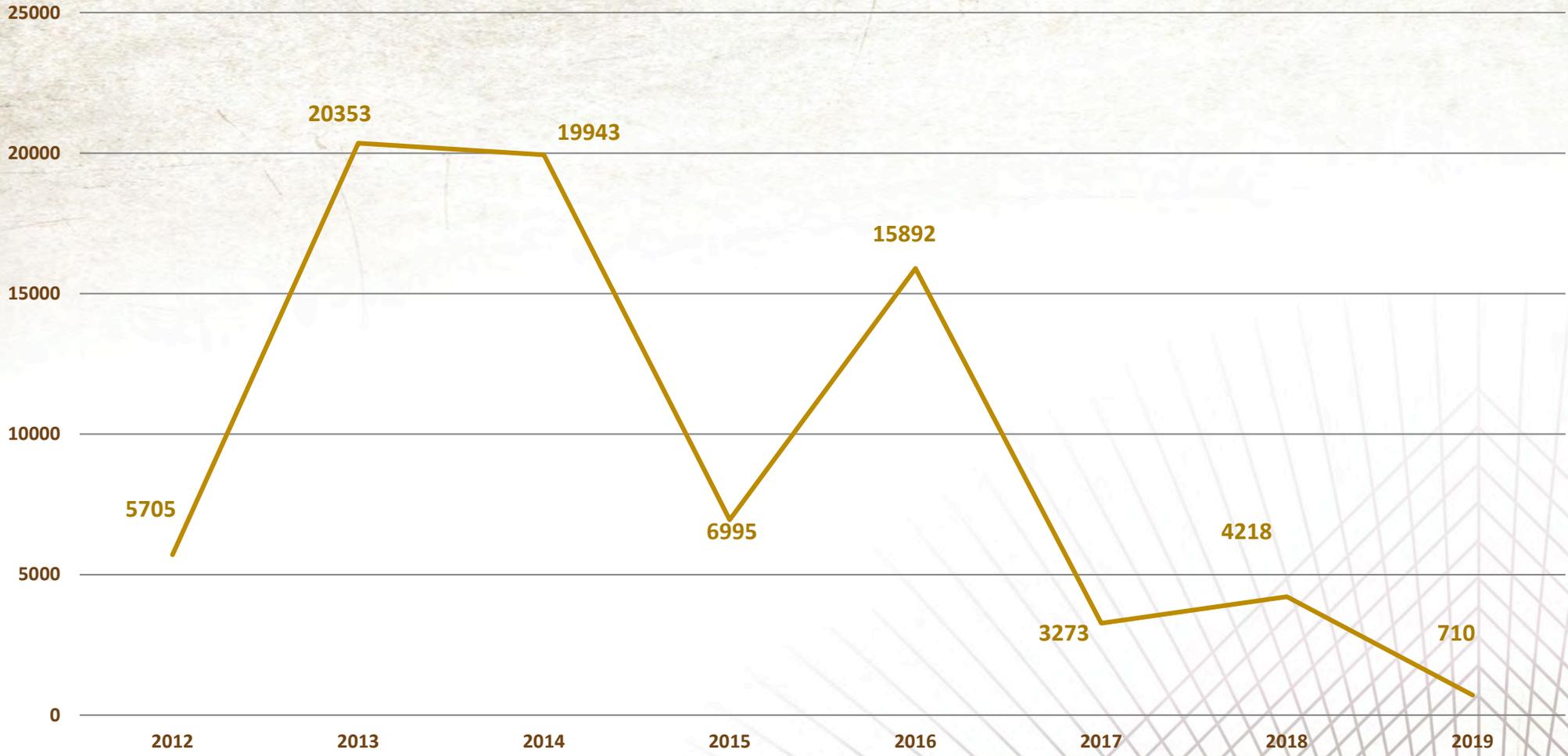
- Traditional vehicle-centered approach to mobility improvements is not sustainable as the population and traffic increases



Why Invest in Sidewalks?



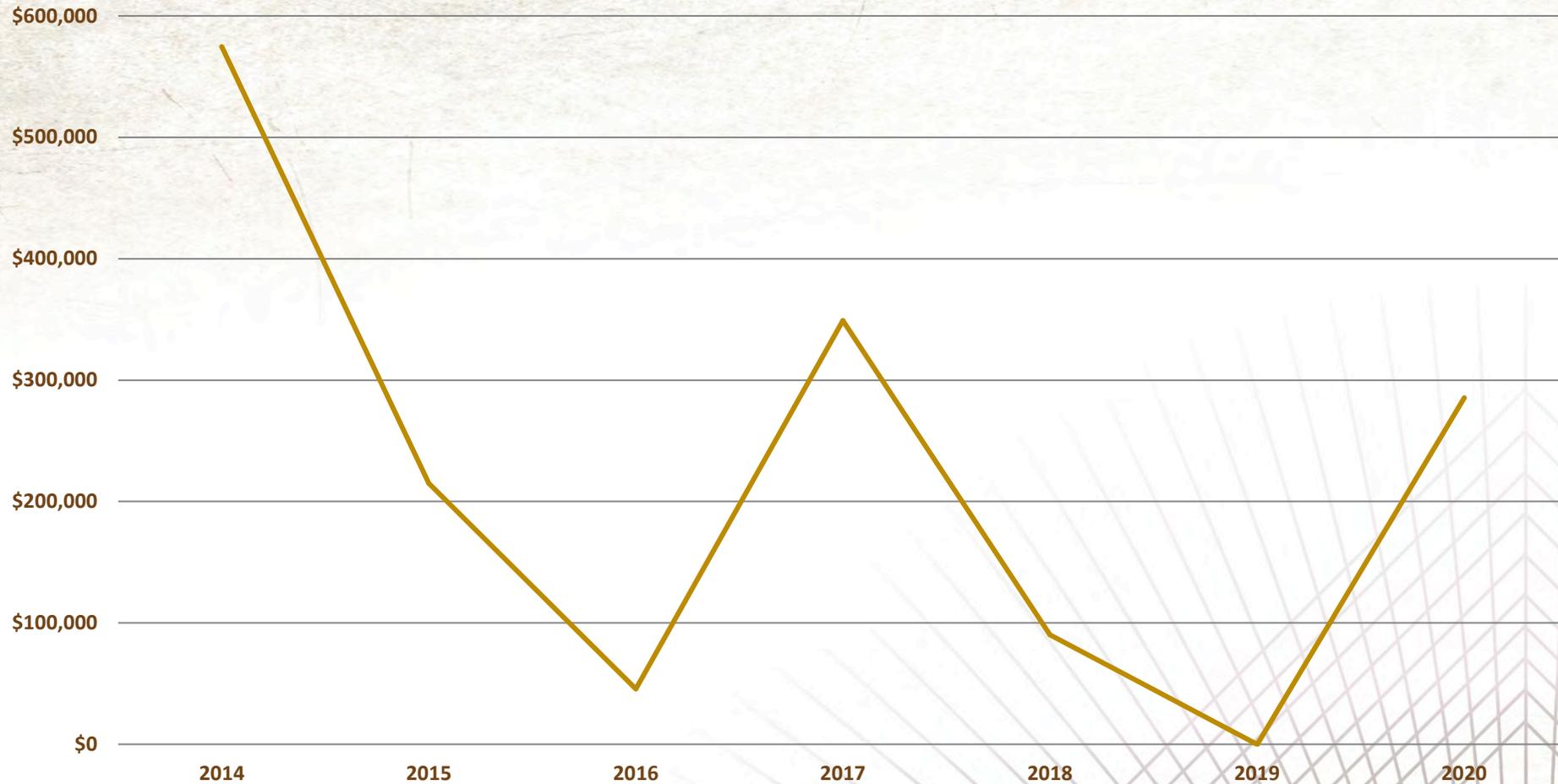
Existing Sidewalks - Map



As of 10/25/2019

Approximately 2500 LF of sidewalk has been built with projects which have not yet been closed out

Existing Sidewalks – Installed (LF)



2014: \$574,803.92
2015: \$215,102.45
2016: \$45,661.02
2017: \$349,131.47
2018: \$90,221.35
2020: \$285,363.09
TOTAL: \$1,560,283.30

Source: Munis

Existing Sidewalks – City Expenditures

- Project list updated upon request from City Manager's Office or City Council
- Funding is based on historical budgets instead of programmed future projects – ad hoc basis
- Sporadic delivery of projects
- Several different sources of information make it difficult to educate residents and staff

3 Priority Tiers
5 Ranking Factors
Scale of 1-5 (5 = most challenging)

ROW Acquisition
Tree Removal
Utility Relocation
Engineering Design Required
Private Property Rehabilitation

13 Tier 1 Projects
8 Tier 2 Projects
45 Tier 3 Projects

Former Program - Process

STRATEGIC

- All aspects of the program will be managed actively and deliberately by 1 team
- Quarterly progress tracking
- Single points of information on City network and Connect Southlake website

***Responsible: Transportation Manager
Accountable: Director of Public Works
Consulted: CIP Governance Committee
Informed: City Manager's Office***

COLLABORATIVE

- Consider available regional partners which can help us deliver projects.
- Ensure segments are completed in conjunction with or prior to paving and utility projects.

New Program - Features

- Based on appropriate and feasible timing of project delivery, either short- or long-term
- Constructability: topography, utility relocation, tree removal, damage to existing structures
- Connectivity: opportunities to link neighborhoods, facilitation of arterial/collector crossings, proximity to pedestrian generators

Can we build it?
Constructability

+

Connectivity
Should we build it?



New Program - Ranking

- ROW acquisition challenges are the most likely to prevent a project from moving forward and can outweigh all other factors
- Connectivity factors help prioritize projects without significant barriers to construction and reinforce that this connected to our strategic goal of improving mobility



New Program - Ranking

Constructibility Score Attributes

The goal of the Constructibility Score is to give a measurement of the estimated difficulty in constructing a sidewalk(s) at the location due to environmental and physical obstacles. This Constructibility Score will account for **50%** of the final Sidewalk Recommendation Score (SRS). Every section will start at 50 points, and each item selected will reduce the final score.

50

OK

Environmental Concerns		
Value	Type	Mod
5	Grading Issues	4
4	Large Tree Removal (>12")	3
3	Small Tree Removal (<12")	2
2	Bodies of Water	2
1	Berms / Swales	2
0	Culverts	2
Starting Score		15

Utility Relocation		
Value	Type	Mod
4	Aerials	7
3	Waterline/Sewerline	5
2	Subsurface Lines	4
1	Hydrant/Manholes	3
0	Water Meter Box	1
Starting Score		20

Existing Structures		
Value	Type	Mod
3	Retaining Wall	6
2	Flower Bed	4
1	Misc. Items	3
0	Mailbox	2
Starting Score		15

EC		
Value	Type	Mod
5	Grading Issues	27%
4	Large Tree Removal (>12")	20%
3	Small Tree Removal (<12")	13%
2	Bodies of Water	13%
1	Berms / Swales	13%
0	Culverts	13%

UR		
Value	Type	Mod
4	Aerials	35%
3	Waterline/Sewerline	25%
2	Subsurface Lines	20%
1	Hydrant/Manholes	15%
0	Water Meter Box	5%

ES		
Value	Type	Mod
3	Retaining Wall	40%
2	Flower Bed	27%
1	Misc. Items	20%
0	Mailbox	13%

New Program - Ranking

Connectivity Score Attributes

The goal of the Connectivity Score is to give a measurement of the specific needs of the surrounding area, and rank those needs according to the criteria set out below. The Connectivity Score will account for **50%** of the final Sidewalk Recommendation Score (SRS). Each section starts at 0, and each item increases the final score. **(The unit of length used to measure connections around a site is 1/8 of a mile.)**

50

OK

Road Type		
Value	Type	Mod
2	Arterials	15
1	Collectors	10
0	Locals	5
Max Possible		15

Type of Property Connections		
Value	Type	Mod
4	School	10
3	Parks and Recreation	6
2	Residential	4
1	Commercial	2
0	Industrial	0
Max Possible		22

# of Properties in Proximity		
Value	Type	Mod
2	>25 Properties	8
1	>15 Properties	6
0	>5 Properties	4
Max Possible		8

RT		
Value	Type	Mod
2	Arterials	100%
1	Collectors	67%
0	Locals	33%

TPC		
Value	Type	Mod
4	School	45%
3	Parks and Recreation	27%
2	Residential	18%
1	Commercial	9%
0	Industrial	0%

PP		
Value	Type	Mod
3	>25 Properties	100%
2	>15 Properties	75%
1	>5 Properties	50%

End Point Connections		
Value	Distance	Mod
2	2 End Points	5
1	1 End Point	3
0	No End Points	0
Max Possible		5

EPC		
Value	Distance	Mod
2	2 End Points	100%
1	1 End Point	60%
0	No End Points	0%

New Program - Ranking

- Smartsheet Data Collection Form
- Data collected March 2020 – May 2020
- Form accessible via mobile app
- 58 requested segments now rank between 95 and 51 out of 100 possible points

ID # *
Using your excel sheet print-out, select the ID # of the sidewalk section being surveyed for the form.

Select ▼

Project Already Completed? *
Has the sidewalk project already been installed?

Yes
 No

Current Issues
Please add any relevant issues you see for this sidewalk section.

Road Type
Select what kind of road type is adjacent to majority of section.

Select ▼

Environmental Concerns
Select any or all of the issues present on-site.

Select ▼

Utility Relocation
Select any or all of the issues present on-site.

Select ▼

Existing Structures
Select any or all of the issues present on-site.

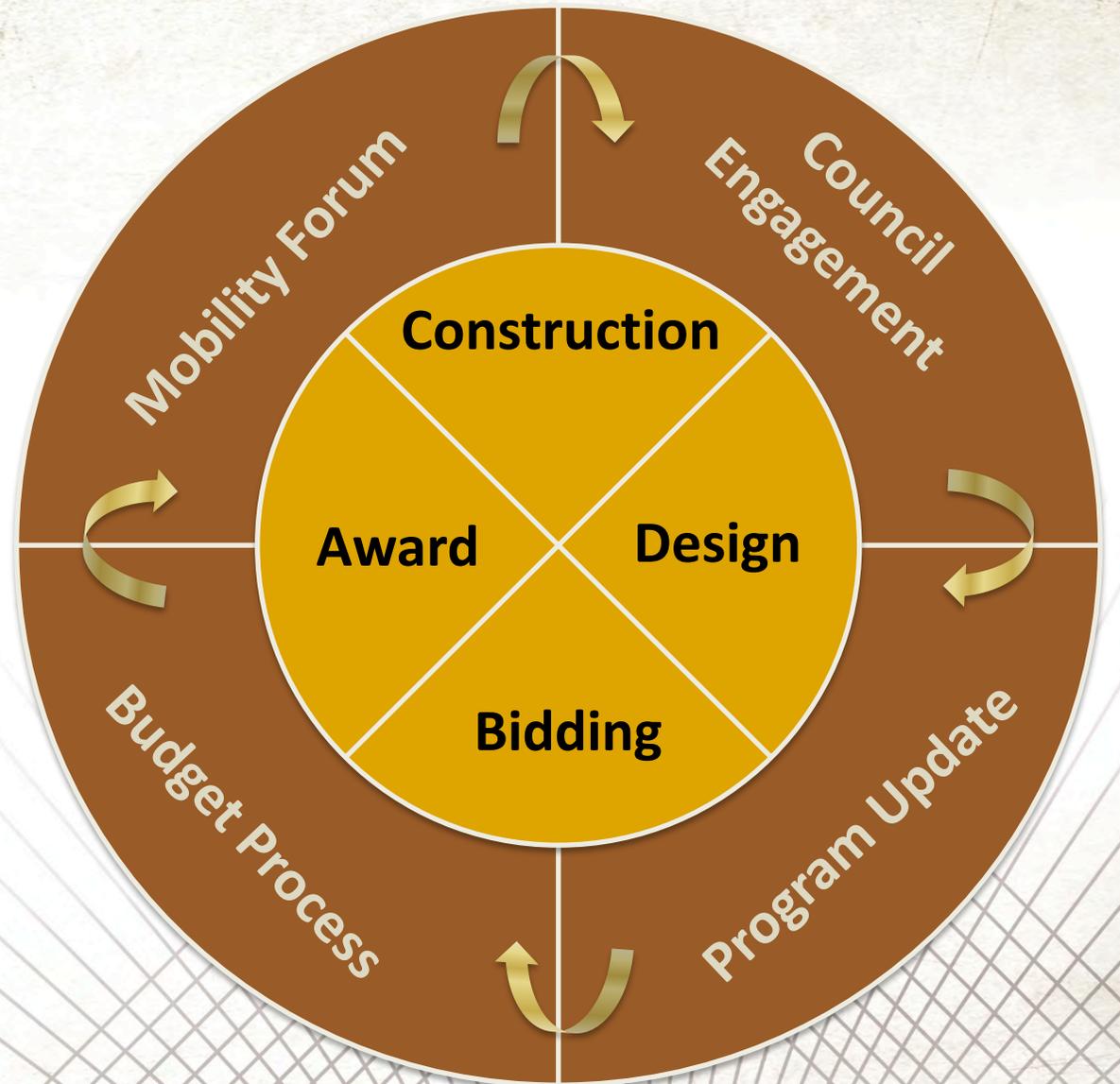
Select ▼

Comments
Any comments or observations about this section.

Submit

New Program - Ranking

- Concurrent Program Management and Project Management activities
- Continual engagement each quarter and adjustments each year



New Program - Timeline

- Pathways Program
- CIP Projects
- Developer Agreements
- Local, State and Federal Grants
 - Administered by Tarrant County, NCTCOG and TxDOT
 - i.e., TAP, SRTS, HSIP
- Neighborhood Sidewalk Matching Funds Program

Program Balance at End of FY 19

\$495,727.12

FY 20 Allocation to Pathway Program

\$300,000.00

FY 20 Awarded Contracts Amount

\$348,740.00

Funding Mechanisms

- Adopted by City Council on November 6, 2007
- Allows HOAs or other neighborhood organizations to request up to 50% of sidewalk design and construction costs from the City
- Currently managed by Planning Division
- Application on the City website



Neighborhood Sidewalk Matching Funds

Short-term, FY 2020

Complete infrastructure inventory

Reprioritize project list

Attend BPAC meetings

Release Sidewalk Video

Mid-term, FY 2021

Select projects for 5-year implementation plan (FY 2021 – FY 2025)

Incorporate ADA Strategic Plan

Update Mobility Master Plan

Revise maps and website

Long-term, Future Fiscal Years

Develop sidewalk replacement plan

Next Steps

View the Southlake Sidewalk Video at

<https://youtu.be/qlOhtappvug>

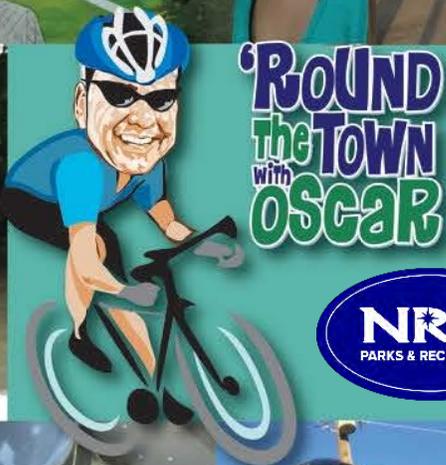
Sidewalk Video



CONNECT SOUTHLAKE

Questions?

www.ConnectSouthlake.com
staylor@ci.southlake.tx.us



Come Ride With Us...
Virtually!





- NRH Parks and Recreation reimagined the Mayor's Monthly Bike rides by creating the summer kickoff **Virtual 'Round the Town with Oscar Bike Ride** throughout June 2020.

- The virtual bike rides encouraged the community to get outside and ride their bikes along the over 30 miles of hike and bike trails in NRH.

- To assist riders, staff provided event featured routes, utilizing five different routes throughout the NRH Parks and Trail System.

- In order to identify participation, riders were encouraged to take photos at three **“Selfie Picture Points”** along their selected route and submit them for a chance at prizes.

- All information was posted on social media and [website](#).

NRH 'Round the Town with Oscar Goes Virtual this summer!

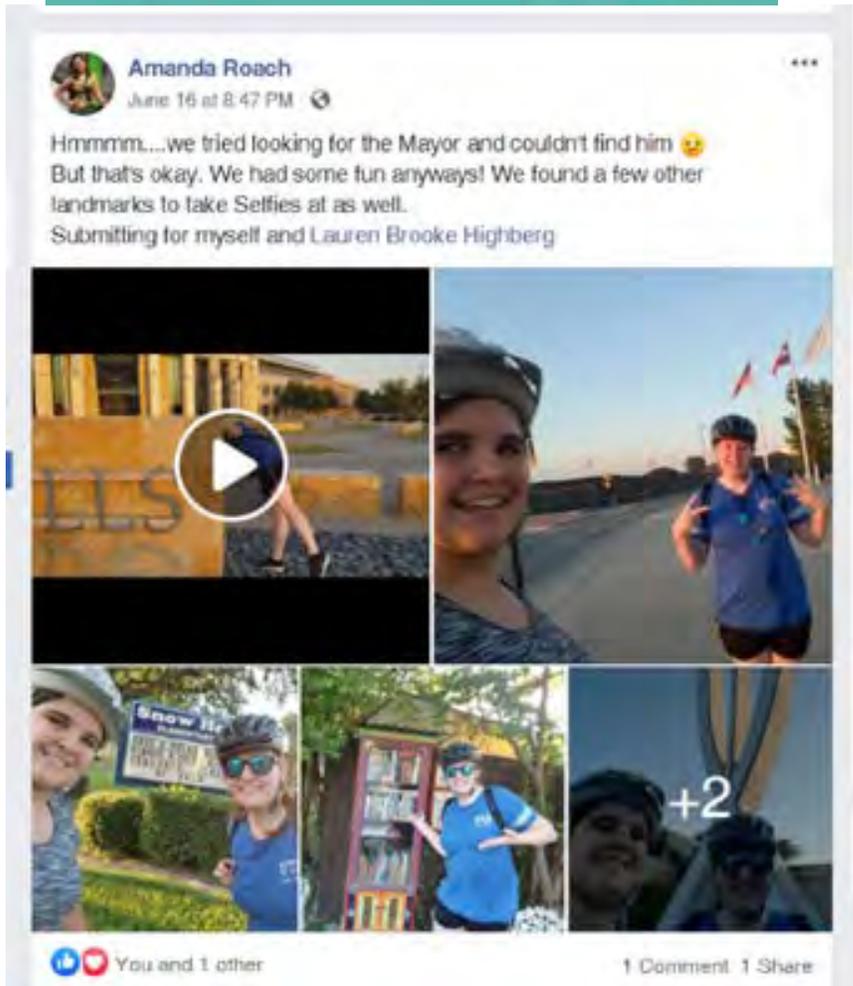
While the traditional NRH Monthly Mayor's Bike rides are on pause for now, we are kicking off the summer of 2020 with a special virtual ride this week that you and your family can experience throughout NRH. It is easy to participate!

1. Pick a Route (there are 5 to choose from)
2. Be sure and grab your helmet and water
3. Say "Cheese" at Selfie Picture Points
4. Complete the Route
5. Submit Your Photos
6. You will then be entered for NRH Parks and Recreation "Play Bucks"!





- After Round 1, June 8-14, of the first Virtual Ride event, **20 different individuals and groups completed Round 1 of the Virtual Ride and posted** on NRH Parks and Recreation social media page or emailed their Selfie Picture Point images. Round 2 began June 15 – 30.



- Winners were notified and received NRH Park and Recreation “Play Bucks” where they can choose from one of the following: gift cards from the NRH Centre, Richland Tennis Center, Iron Horse Golf Course or choose a picnic pack from NRH Parks & Recreation.
- The virtual rides will continue in August and take place August 1-August 15.

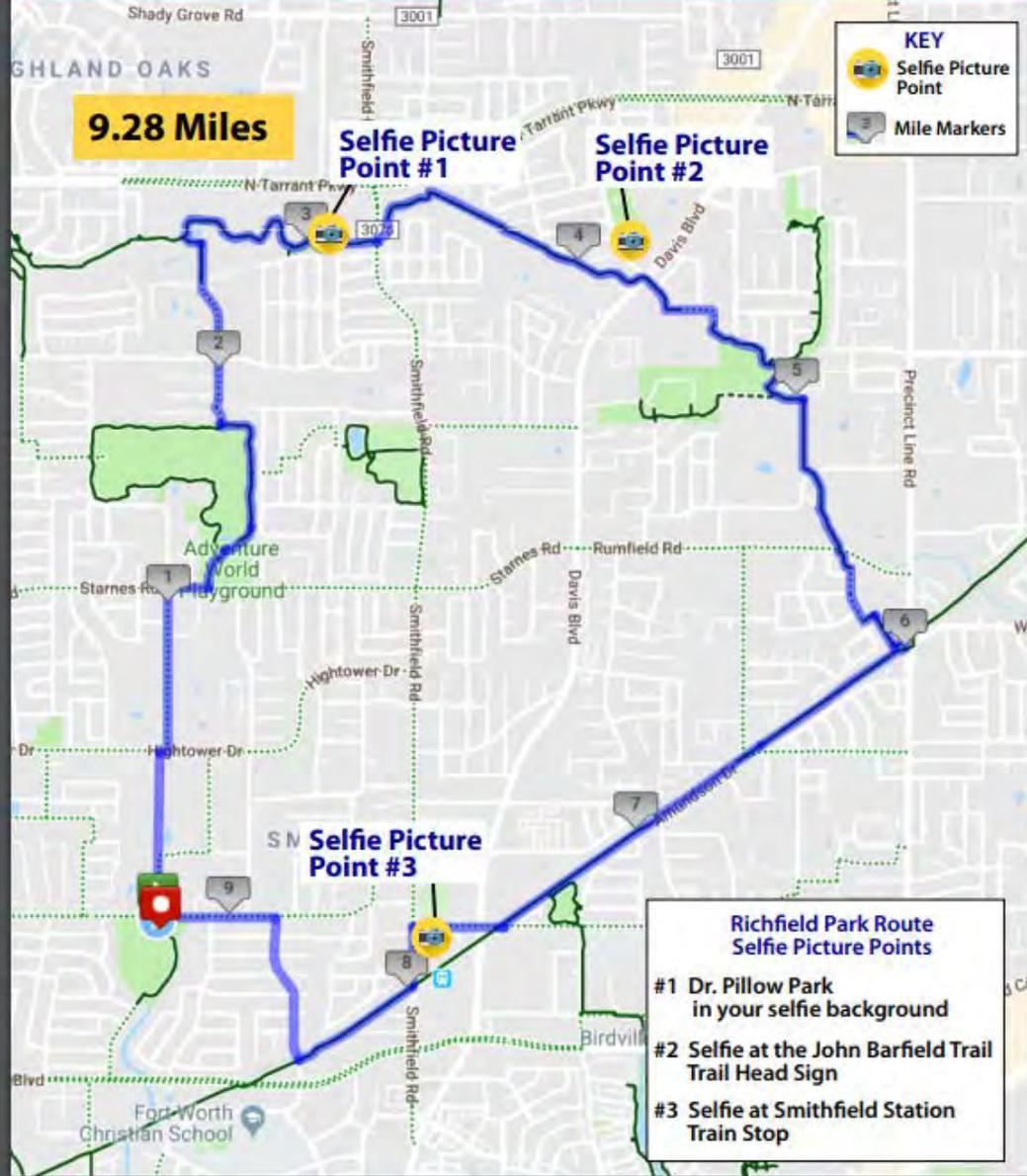
<https://www.nrhtx.com/766/Round-the-Town-with-Oscar>



- **Bonus Picture Point!** Be on the lookout for Mayor Oscar Trevino riding on the trails. Take a social distance selfie with the Mayor AND complete your three route selfie picture points and you are an automatic Virtual Ride Round 2 winner!
- Each post also provided staff an opportunity to reiterate trail rules and Etiquette: wear a helmet, bring water, observe all trail and road safety rules and share the trails safely with all. NRH Trail Rules and Etiquette: <https://bit.ly/2XRKURe>
- The Five Routes to Choose From:
 - Richfield Park Bike Route: <https://bit.ly/3codkY7>
 - Green Valley Park Bike Route: <https://bit.ly/3djWX05>
 - Cross Timbers Park Bike Route: <https://bit.ly/36Re32V>
 - Northfield Park Bike Route: <https://bit.ly/3gKW1E0>
 - NRH City Hall Bike Route: <https://bit.ly/3crJLF1>

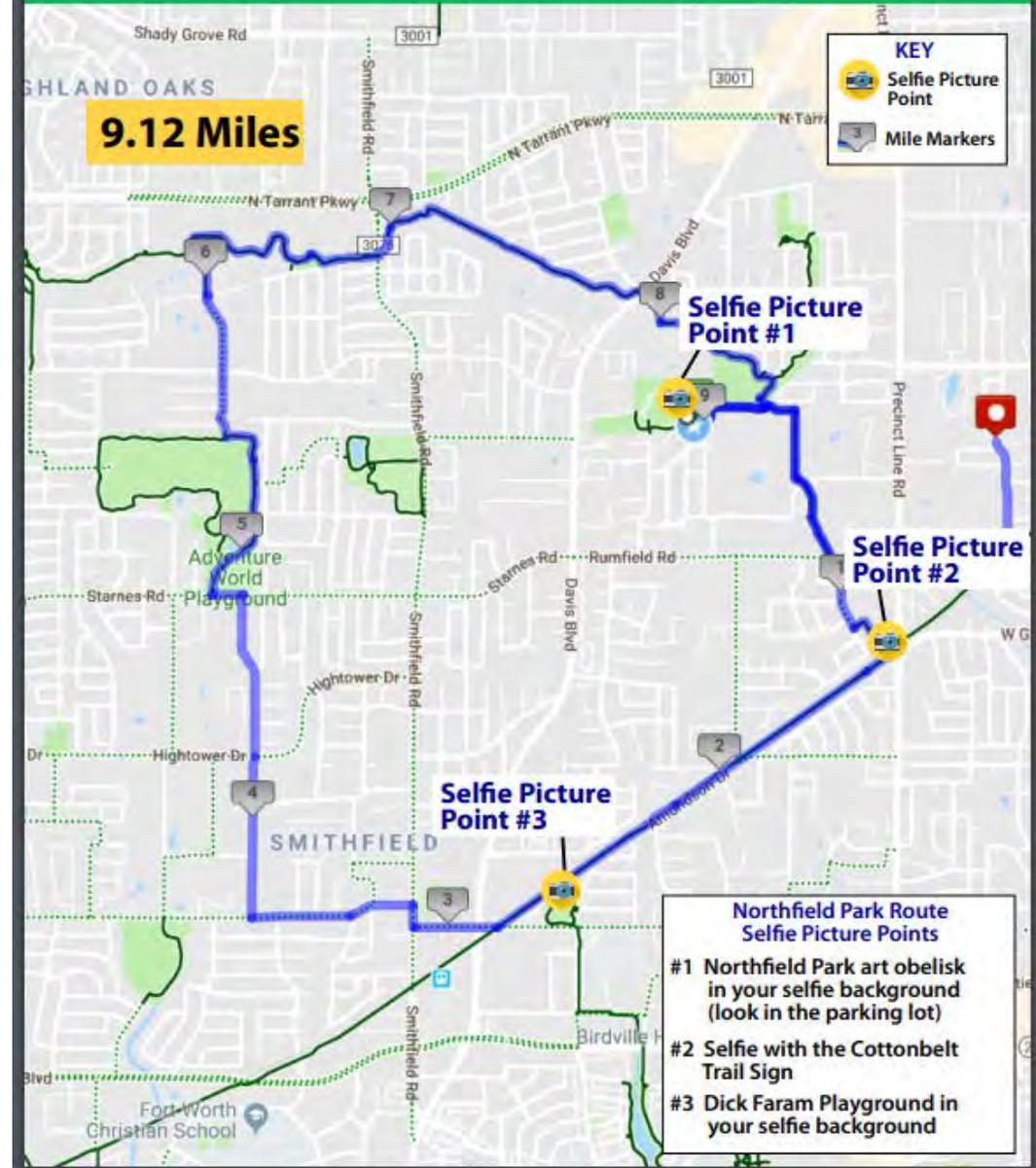
Richfield Park Bike Ride

7300 Chapman Road



Northfield Park Bike Ride

7804 Davis Blvd



'ROUND The TOWN with OSCAR



Join the Mayor
on the path to
fun & fitness



Richfield Park Bike Route Selfie Picture Points:

- #1 Dr. Pillow Park in your selfie background
- #2 Selfie at the John Barfield Trail Head Sign
- #3 Selfie at Smithfield Station Train Stop



Virtual Ride Week

June 8-14

Green Valley Park Bike Route Selfie Picture Points:

- #1 Green Valley Park Playground in your selfie background
- #2 Selfie at the John Barfield Trail Head Sign
- #3 Selfie at Dick Faram Park "People Train" public art

Cross Timbers Park Bike Route Selfie Picture Points:

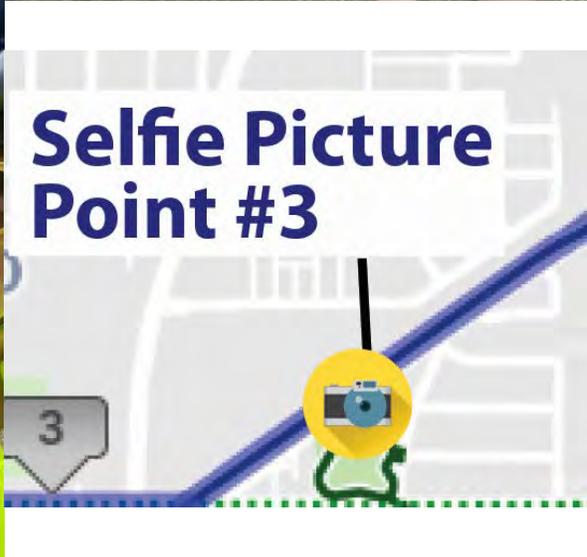
- #1 Cross Timbers Park Biome Nature sign in your selfie background
- #2 Wildflower Selfie along the John Barfield Trail (near Dr Pillow Park)
- #3 Adventure World Playground in your selfie background

NRH City Hall Bike Route Selfie Picture Points:

- #1 Selfie with JoAnn Johnson Trail Sign on the trail at Blaney
- #2 City Hall Sign on the Plaza at NRH City Hall

Northfield Park Bike Route Selfie Picture Points:

- #1 Northfield Park art obelisk in your selfie background (look in the parking lot)
- #2 Selfie with the Cotton Belt Trail Sign
- #3 Dick Faram Playground in your selfie background





- 1 Choose a Route
- 2 Say "Cheese" at Selfie Picture Points
- 3 Submit Your Photos

VIRTUAL RIDE AUGUST 1-15.....

Join the Mayor on the path
to fun and fitness!

NRH
PARKS & RECREATION



It is a nice weekend here in NRH so join us for a 'Round the Town with Oscar Mayor's Virtual Bike Ride from August 1-15! It is easy to participate!

1. Pick a Route (there are 5 to choose from)
2. Be sure and grab your helmet and water
3. Say "Cheese" at Selfie Picture Points
4. Complete the Route
5. Submit Your Photos
6. You will then be entered for some NRH Parks and Recreation SWAG!

All the details are here:

<https://facebook.com/events/2699171800358479/>

NRH Trail Rules and Etiquette:

<https://bit.ly/2XRKURe>

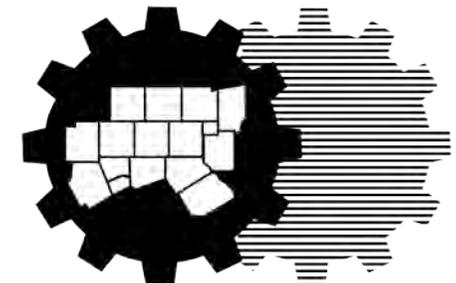
**Good Luck and enjoy your
'Round the Town Virtual Ride!
#PlayWellStayWell #NRHtogether**



UPCOMING EVENTS AND TRAINING

Bicycle and Pedestrian Advisory Committee

August 19, 2020



**North Central Texas
Council of Governments**

Cycle September

THE GLOBAL BIKE CHALLENGE

LovetoRide.net



LOVE TO RIDE



Webinar:

The Relationship between Bicycle Facilities and Increasing Bicycle Trips



MyTRB.org

for registration information - or

trb.org/Calendar/Blurbs/181008.aspx

APBP 2021 Conference



ASSOCIATION OF PEDESTRIAN
& BICYCLE PROFESSIONALS

August 23-26, 2021
Minneapolis, MN

apbp.org

**Do you have any events or training opportunities
to promote?**

**Suggestions for training opportunities that
NCTCOG can help promote/coordinate?**

Contact:

Kevin Kokes, AICP
kkokes@nctcog.org

Matt Fall
mfall@nctcog.org

Plans and Projects Underway

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

If not on our list: Please Contact NCTCOG staff if your agency has a Trails or Bikeway Master Plan underway

Plans and Projects Underway cont....

Regional Projects

■ **Bomber Spur Regional Trail**

(Intersection of SH 183 and Calmont Ave. continuing south approximately three miles to its terminus at the intersection of SH 183 and W. Vickery Blvd)

- Study Participants: Fort Worth, Streams & Valley's Inc., NCTCOG)

■ **So. Dallas County Regional Veloweb Alignment Study**

(FM 1382 near the intersection of W. Pleasant Run Rd., and to the east in the City of Lancaster to the intersection of N. Lancaster Hutchins Rd. at W. Pleasant Run Rd)

- Study Participants: Cedar Hill, Duncanville, DeSoto, Lancaster, Dallas County, and NCTCOG)



Pedestrian and Bicycle Accommodations

I-20, I-820, & US 287



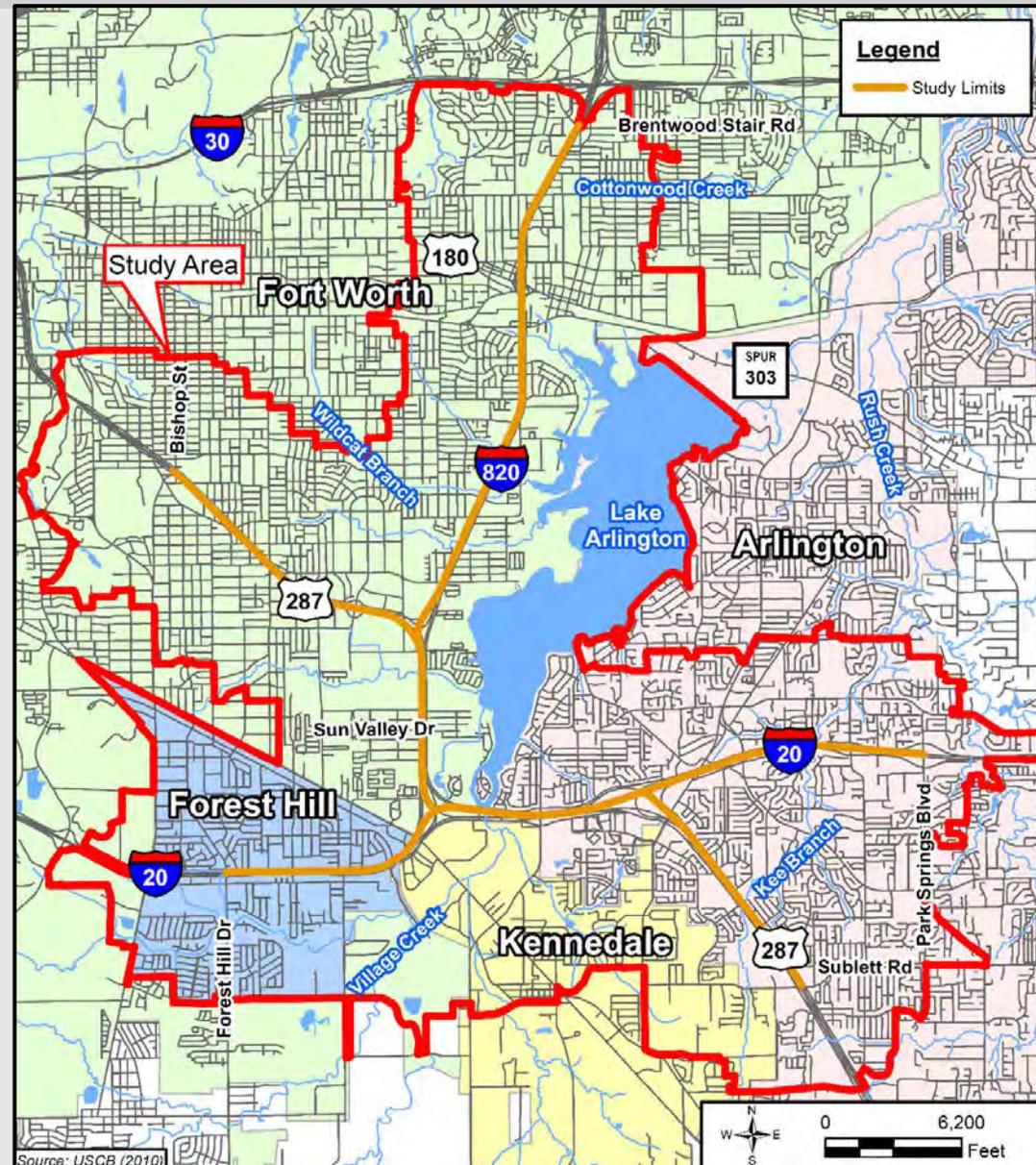


- 1 Project Overview
- 2 Project Challenges and Opportunities
- 3 Review of Bike/Ped Accommodations along Highway Corridors
- 4 Review of Bike/Ped Accommodations along Cross Streets (by City)
- 5 Project Schedule and Next Steps
- 6 Key Takeaways
- 7 Project Contact Information

Project Overview

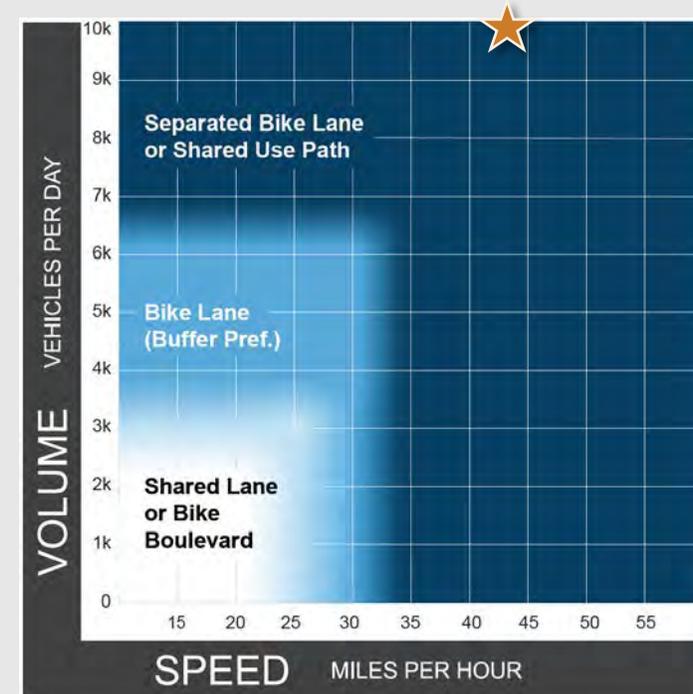


- 16 miles
- Adding Mainlanes
- Improving Exit and Entrance Ramps to Current Design Standards
- Improving Frontage Roads and Intersection
- Adding Sidewalks, Shared Use Paths (for Pedestrians and Bicycles), and Bike Lanes
- Reconstructing Interchanges at I-20 @ I-820, I-20 @ US 287, and I-820 @ US 287
- Design-Build Project Delivery





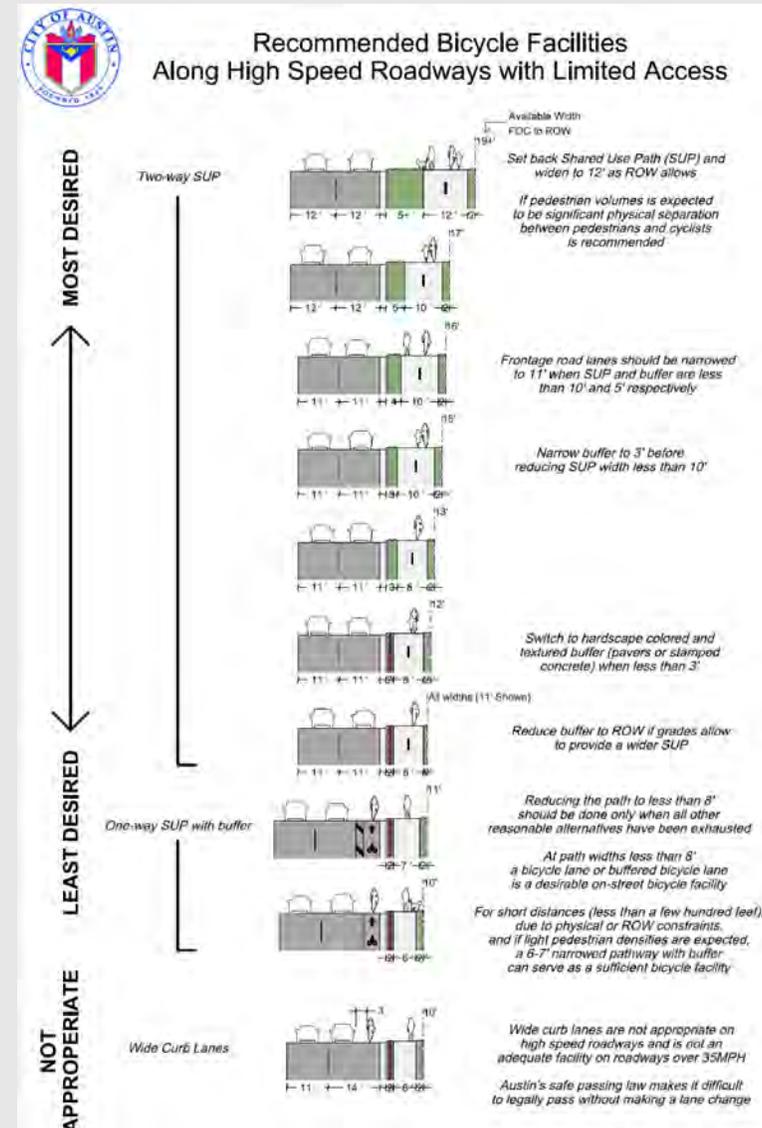
- Terminology
 - Shared Use Lanes, Shared Use Paths, Side Paths, Trails, Veloweb, Bike Lanes, Sidewalks, etc.
- Preliminary design had shared use lanes and sidewalks
 - Volumes along FRs are 10-20 kvpd in 2045
- Constrained ROW, numerous driveways, utilities, signage, and crossings
- Guidance evolving



Source: FHWA Bikeway Selection Guide, 2019.



- AASHTO Guide for the Development of Bicycle Facilities
- FHWA Separated Bike Land Planning and Design Guide
- FHWA Achieving Multimodal Networks
- FHWA Bicycle and Pedestrian Policy
- FHWA Bikeway Selection Guide
- NACTO Urban Bikeway Design Guide
- TxDOT Roadway Design Manual
- City of Austin Recommended Bicycle Facilities along High-speed Roadways with Limited Access

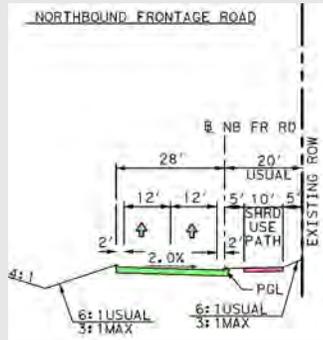


Source: City of Austin Recommended Bicycle Facilities along High-speed Roadways with Limited Access, 2014.

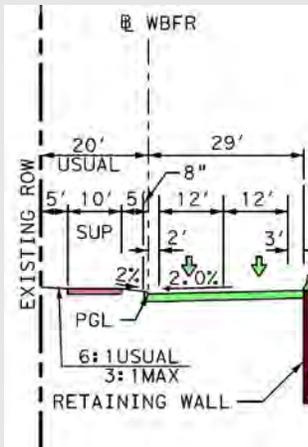
Review of Bike/Ped Accommodations along Highway Corridors



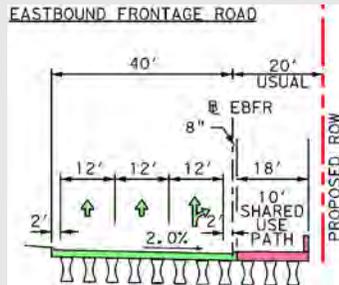
- Locations of SUP along Frontage Roads
- Generally 10' wide, unless on bridges



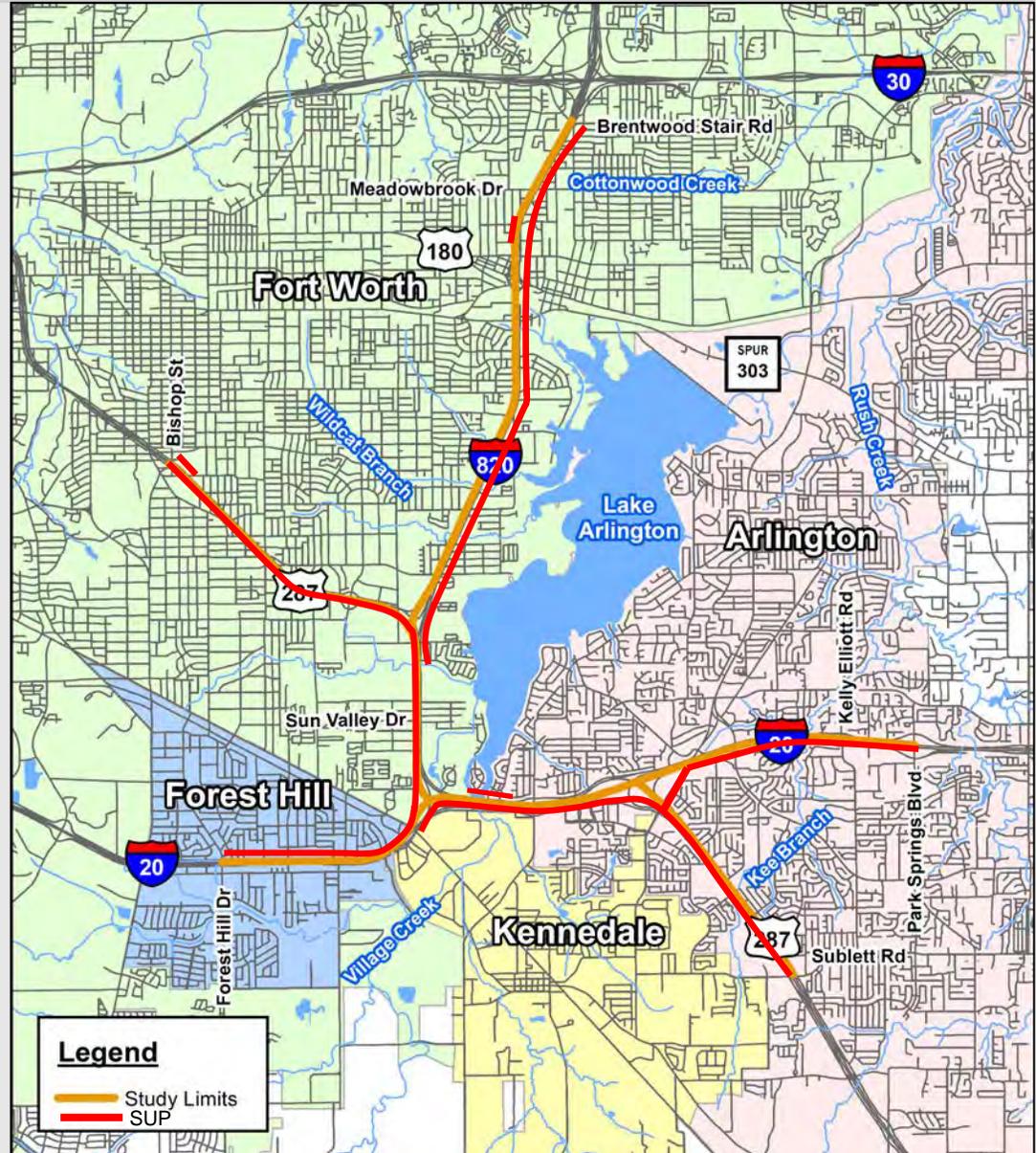
Near Berry



Near Anglin



At Village Creek



Legend

- Study Limits
- SUP

Review of Bike/Ped Accommodations along Cross Streets (by City)

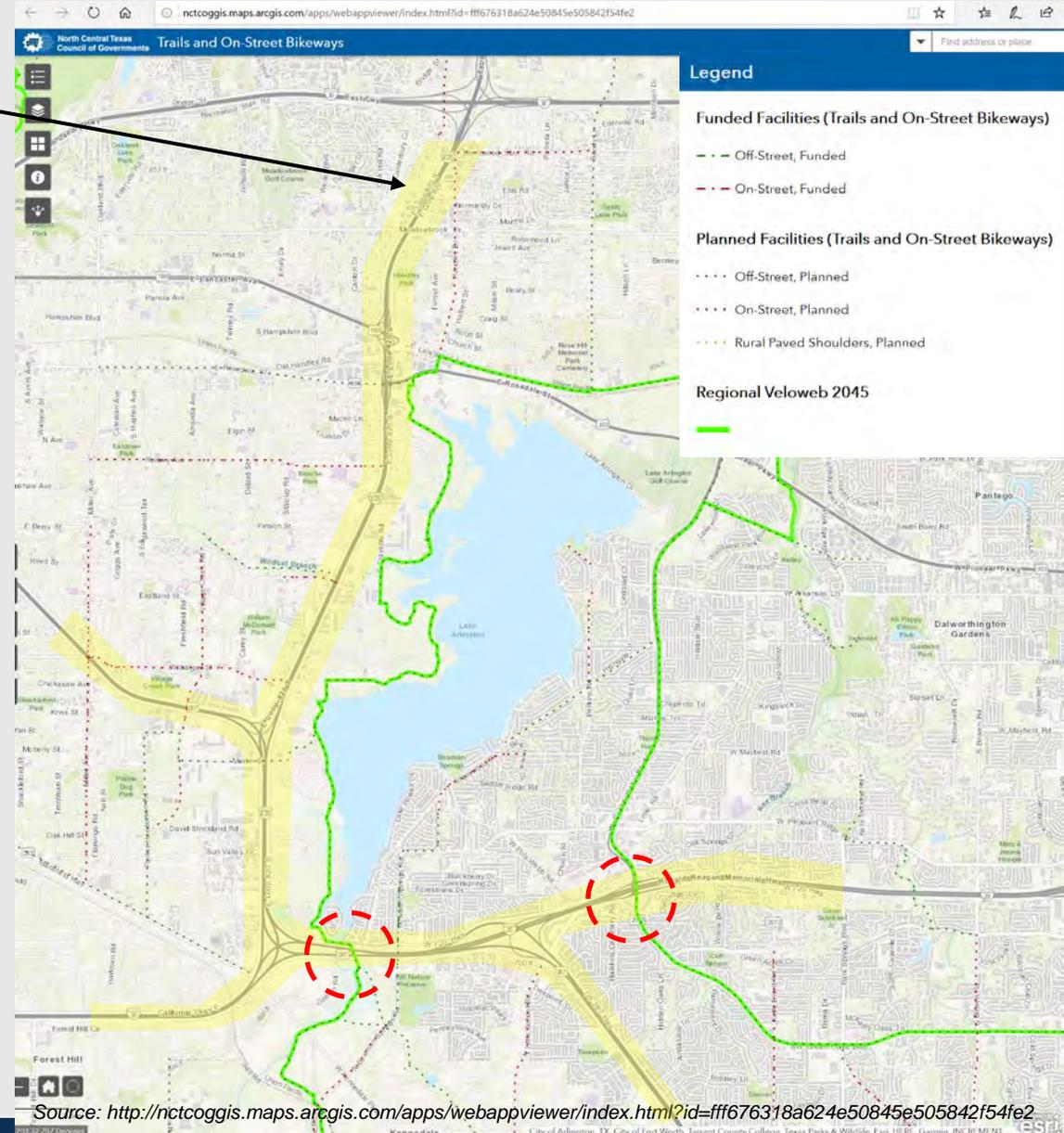


- NCTCOG
 - *Mobility 2045*
 - Regional Veloweb
- City of Arlington
- City of Forest Hill
- City of Fort Worth
- City of Kennedale





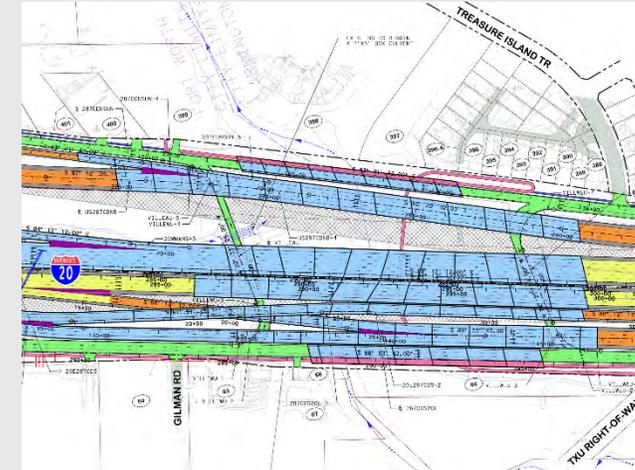
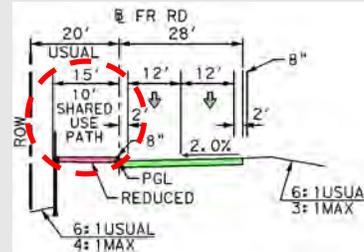
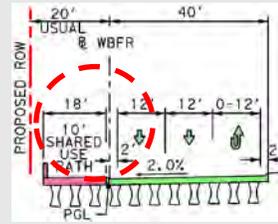
- SEC Project Area
- “Regional Veloweb” [green line] at:
 - Village Creek crossing under I-20
 - Along Lake Arlington
 - Along Green Oaks
- “Off-street” [green dotted] at:
 - E. Rosedale
 - Martin
 - Bowman Springs
- “On-Street” [red dotted] at:
 - Ramey
 - E. Berry
 - Wilbarger
 - Village Creek Rd
 - Miller/Wilbarger
 - Bus 287
 - Little
 - Sublett



Proposed Shared Use Paths at Village Creek and Green Oaks

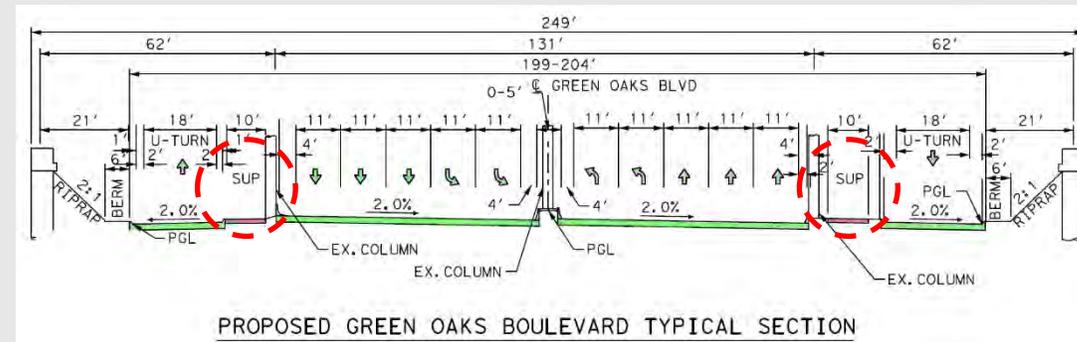


- 10' SUP along both FR bridges over Village Creek
- 10' SUP under I-20 Village Creek bridges
- SUP future connection to Veloweb



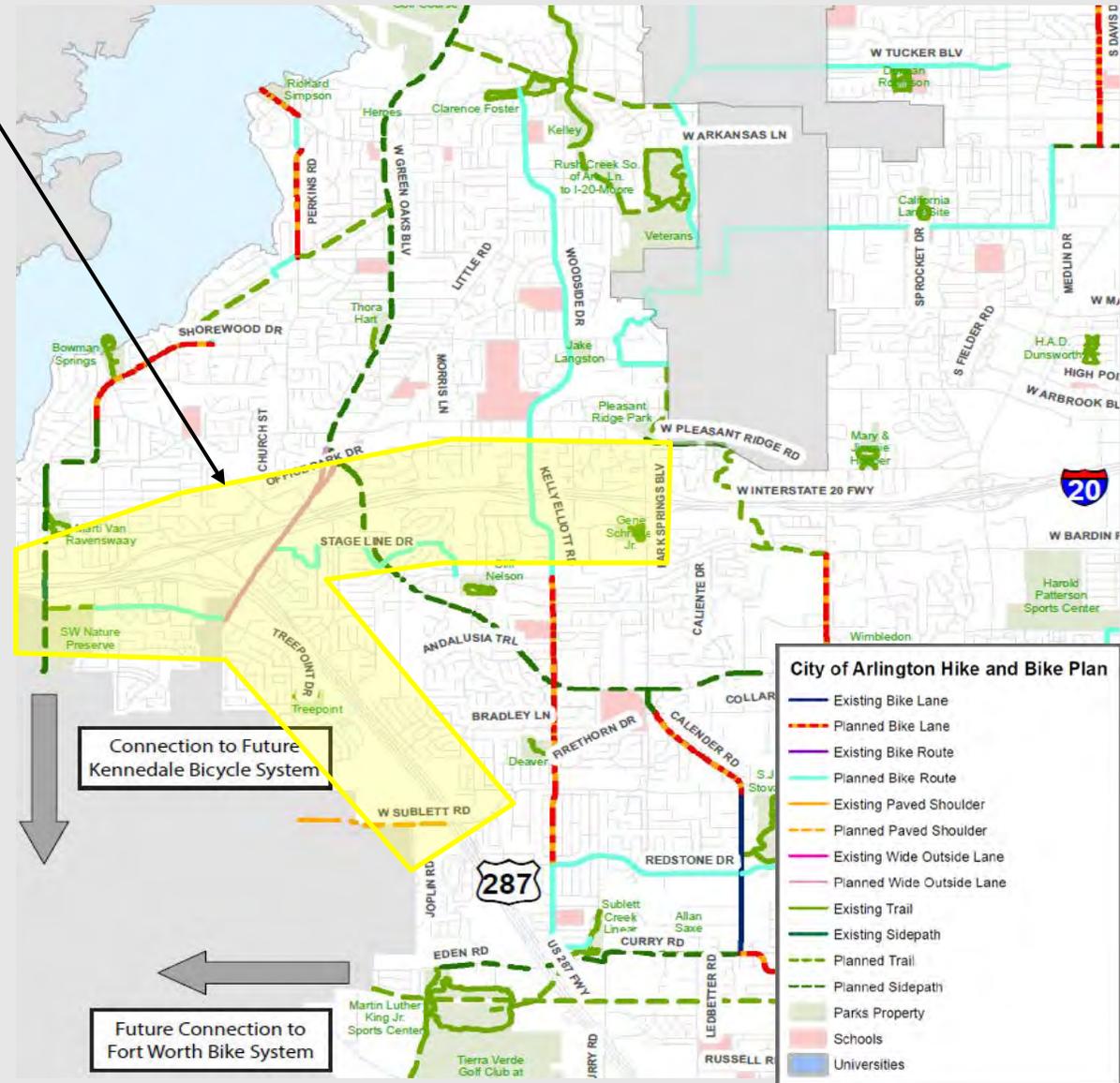
SUP shown as pink

- 10' SUP along both directions of Green Oaks (between column and U-turn) under I-20 bridge





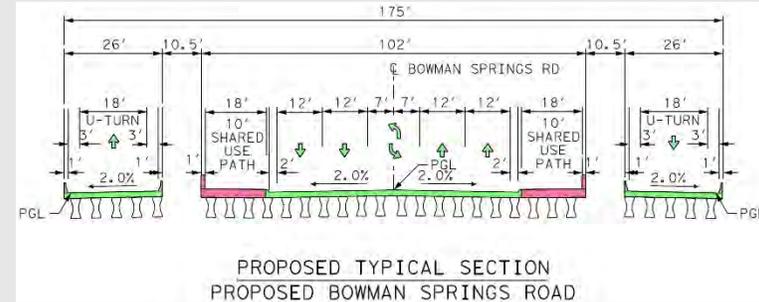
- SEC Project Area
- “Sidepath” [dark green dashed] at:
 - Bowman Springs
 - Green Oaks
- “Wide Outside Lane” [pink dashed] at:
 - Little
- “Bike Route” [aqua blue line] at:
 - Kelly Elliot



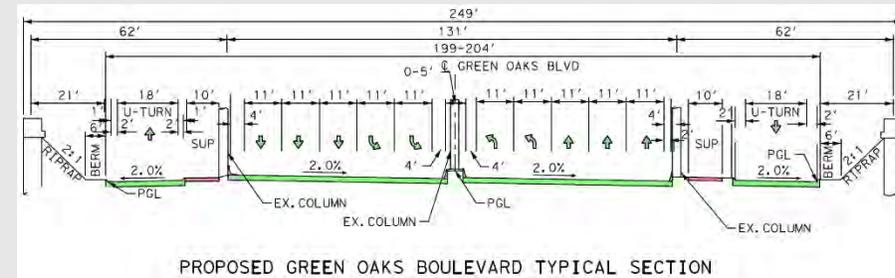
Proposed Shared Use Paths – City of Arlington



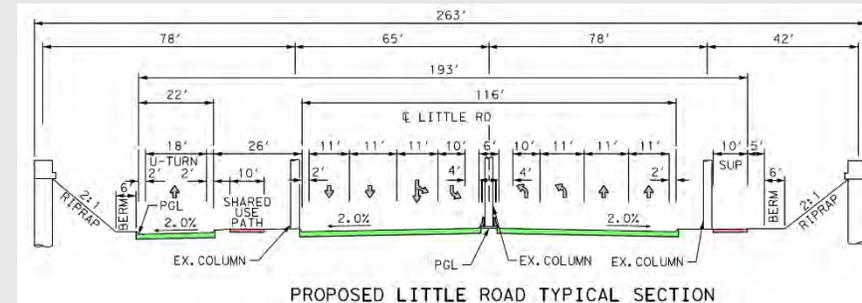
- 10' SUP along both directions of **Bowman Springs** bridge over I-20



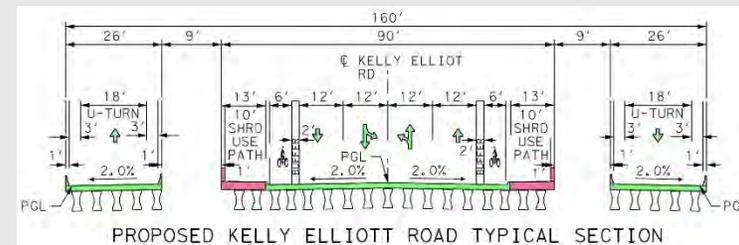
- 10' SUP along both directions of **Green Oaks** (between column and U-turn) under I-20 bridge



- 10' SUP along both directions of **Little** (between column and U-turn) under I-20 bridge (both directions)

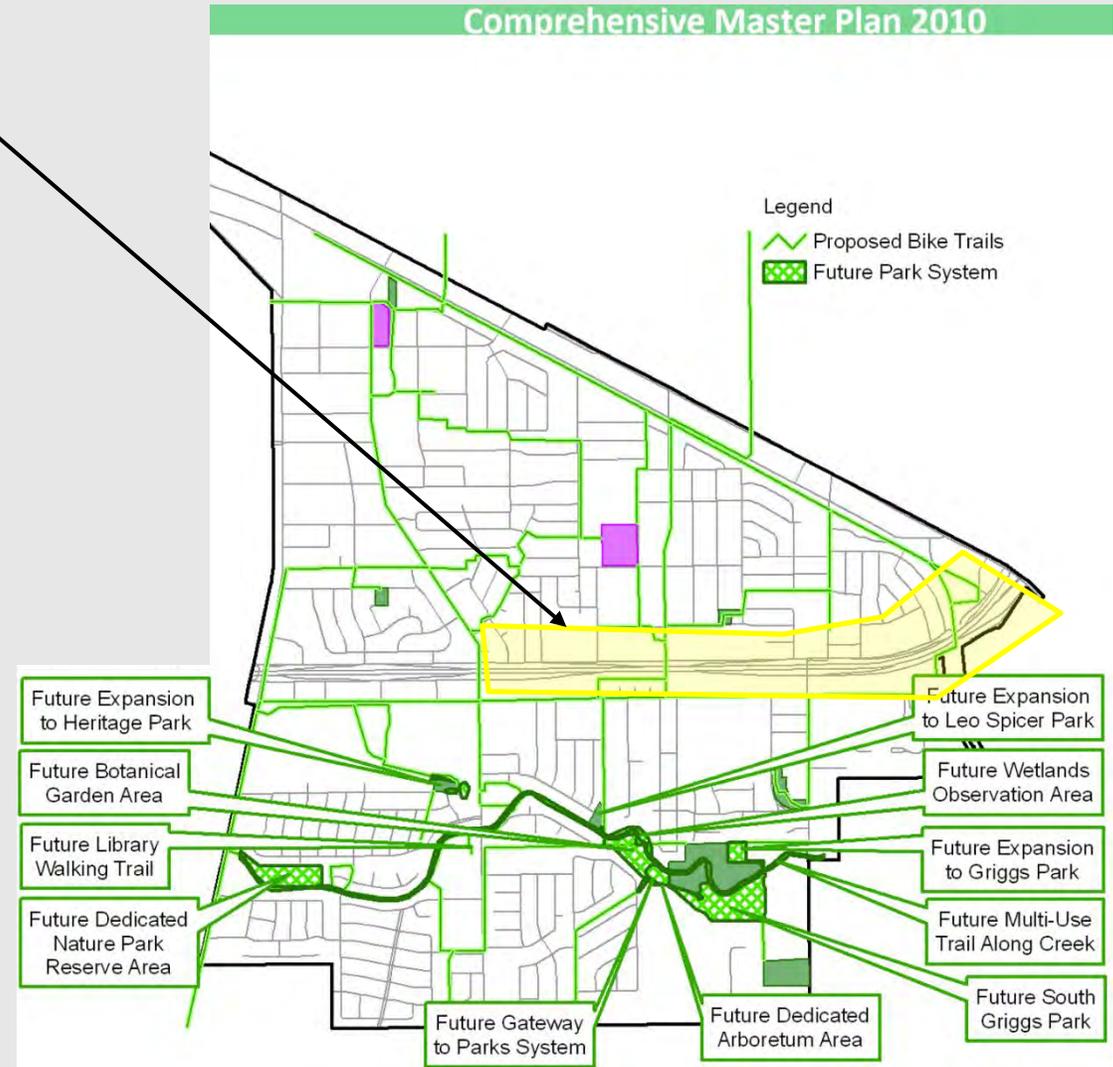


- 10' SUP along both directions of **Kelly Elliot** bridge over I-20 (and bike lane/buffer)





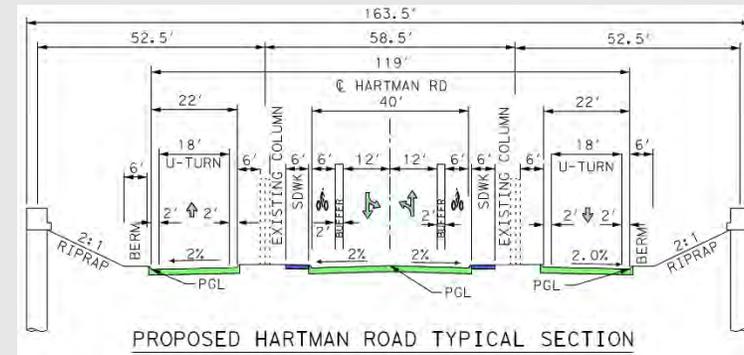
- SEC Project Area
- “Bike Trails” [green lines] at:
 - Forest Hill Drive
 - Hartman
 - UPRR / Bus 287



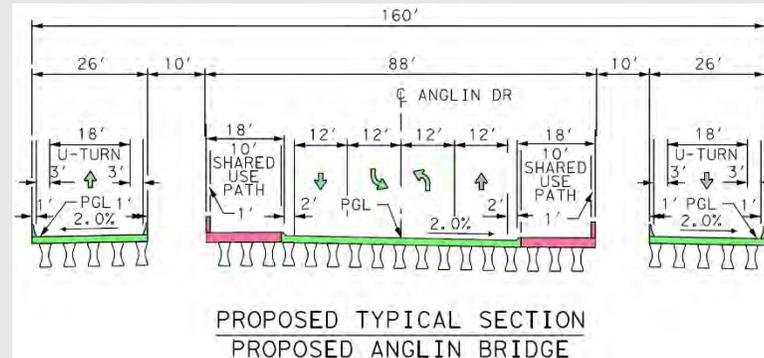
Proposed Shared Use Paths – City of Forest Hill



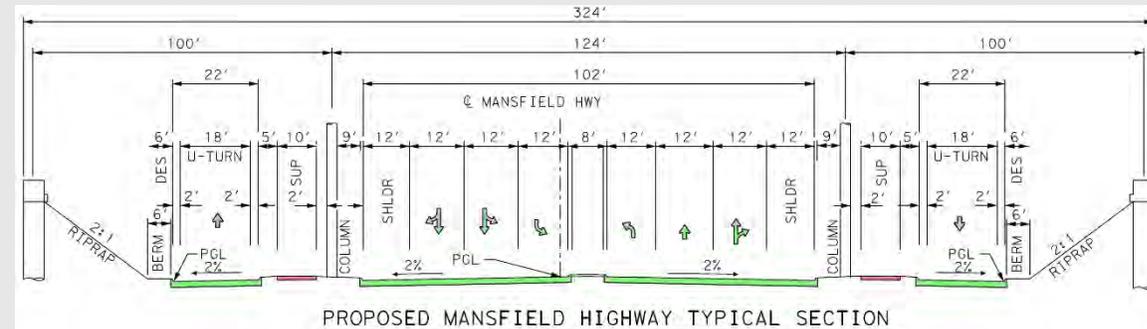
- 6' Bike Lanes with 2' buffers and 6' Sidewalks (both directions) of **Hartman** under I-20 bridge



- 10' SUP along both directions of **Anglin** bridge over I-20



- 10' SUP along both directions of **Bus 287 / Mansfield Hwy** (between columns and U-turns) under I-20 bridge





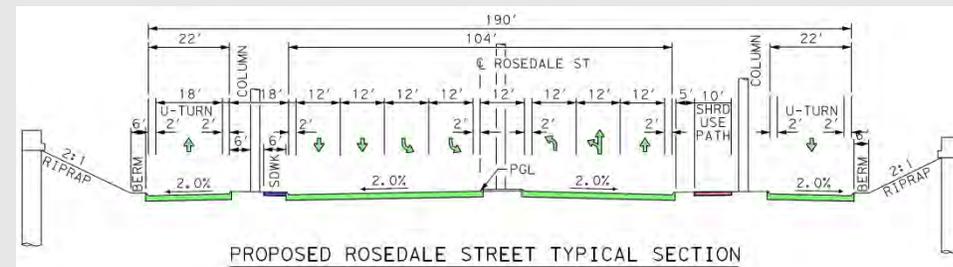
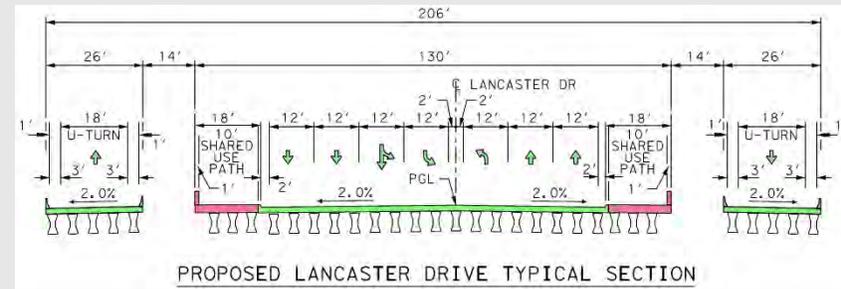
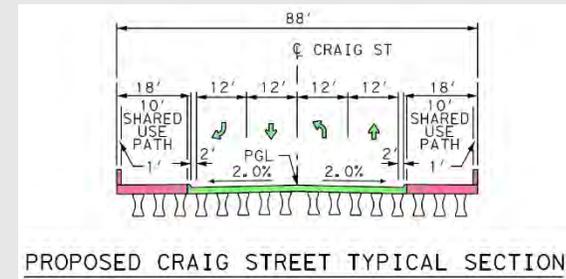
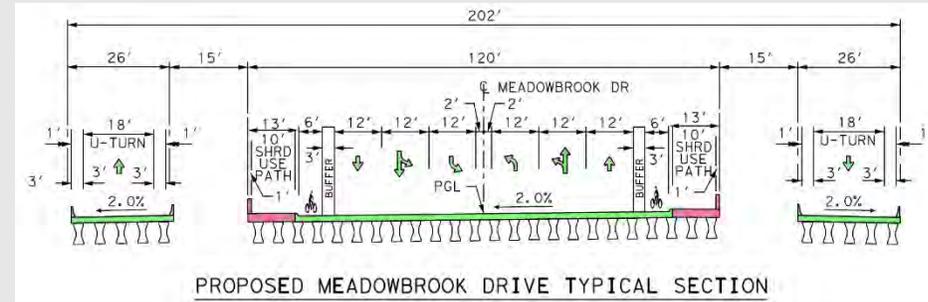
- SEC Project Area
- “Bicycle Facility” [blue line] at:
 - Meadowbrook
 - Craig
 - Ramey
 - E. Berry
 - Wilbarger
 - Village Creek
 - Miller
- “Sidepath” [orange line] at:
 - Craig
 - Lancaster
 - E. Rosedale
 - Martin
 - Bus 287
- “Trail” [green line] along Lake Arlington



Proposed Shared Use Paths – City of Fort Worth



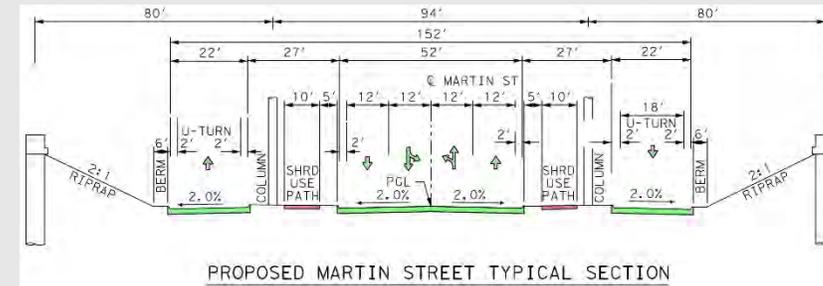
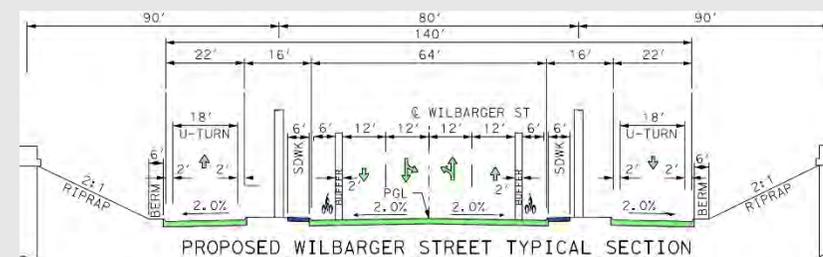
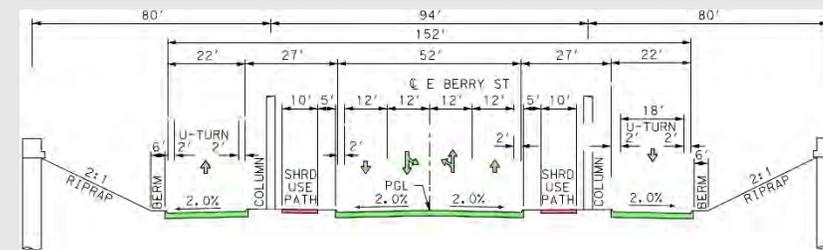
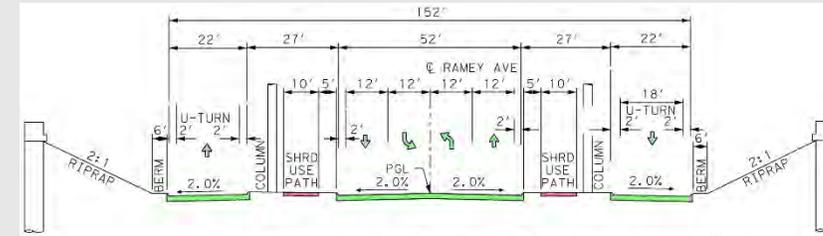
- 10' SUP along both directions of **Meadowbrook** bridge over I-820 (and bike lane/buffer)
- 10' SUP along both directions of **Craig** bridge over I-820
- 10' SUP along both directions of **Lancaster** bridge over I-820
- 10' SUP along EB **E. Rosedale** under I-820 bridge and 6' Sidewalk along WB direction



Proposed Shared Use Paths – City of Fort Worth



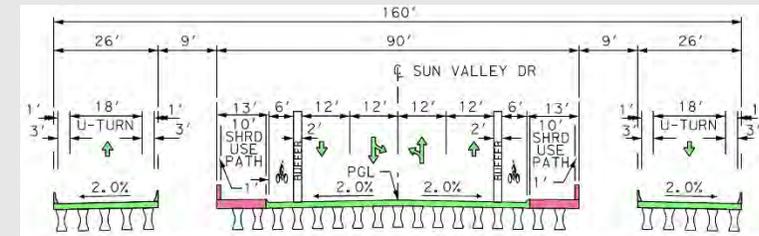
- 10' SUP along both directions of **Ramey** under I-820 bridge
- 10' SUP along both directions of **E. Berry** under I-820 bridge
- 6' Bike Lanes with 2' buffers along both directions of **Wilbarger** under I-820 bridge (and 6' Sidewalks in both directions)
- 10' SUP along both directions of **Martin** under I-820 bridge



Proposed Shared Use Paths – City of Fort Worth

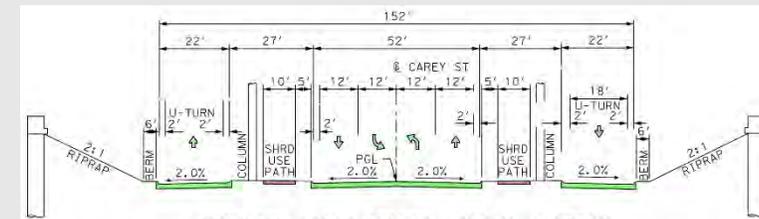


- 10' SUP along both directions of **Sun Valley** bridge over I-820 (and bike lane/buffer)



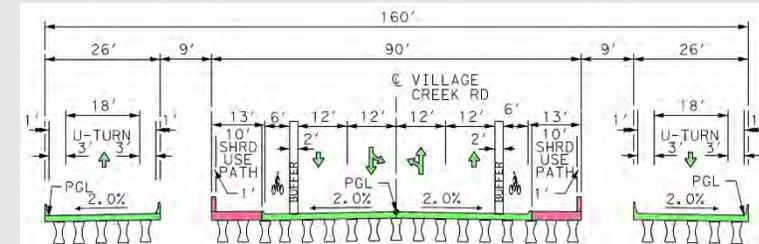
PROPOSED SUN VALLEY DRIVE TYPICAL SECTION

- 10' SUP along both directions of **Carey** under I-820 bridge



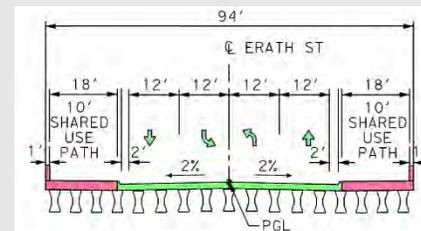
PROPOSED CAREY STREET TYPICAL SECTION

- 10' SUP along both directions of **Village Creek Road** bridge over US 287 (and bike lane/buffer)



PROPOSED VILLAGE CREEK ROAD

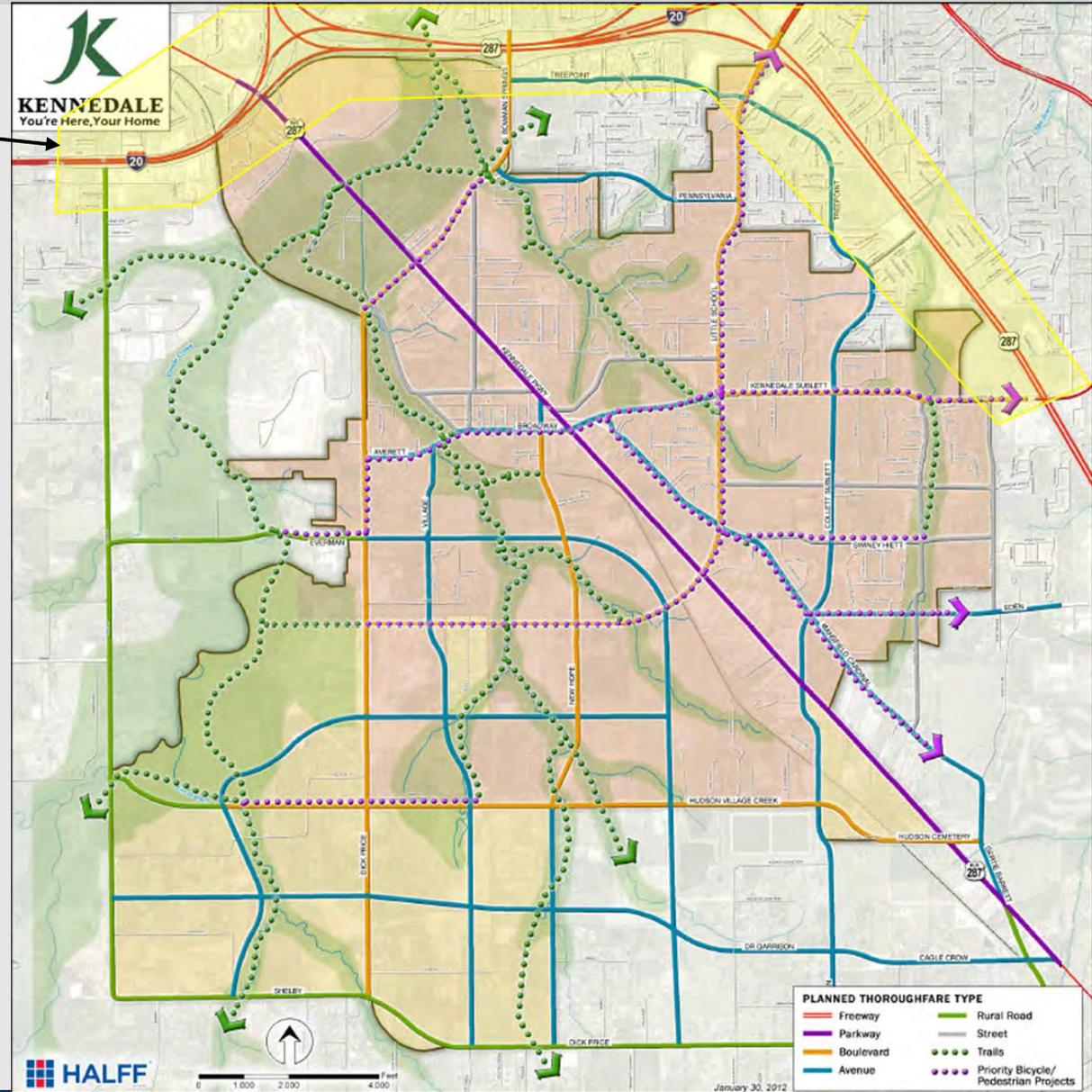
- 10' SUP along both directions of **Erath** bridge over US 287



PROPOSED ERATH STREET



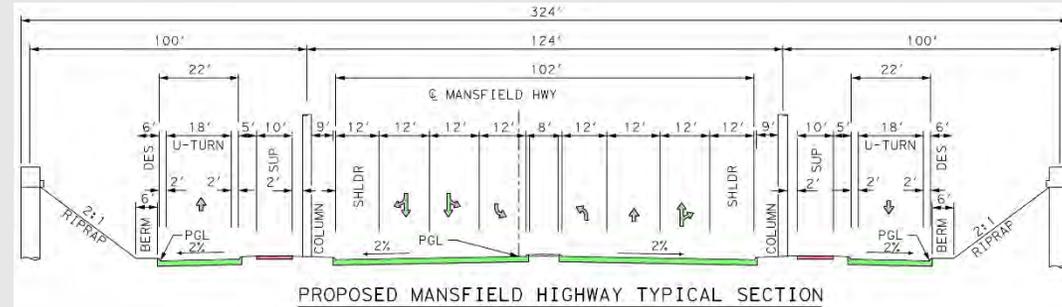
- SEC Project Area
- “Parkway” [purple line] at Bus 287
with 5’ Pedestrian + Side Path or Shoulder for Bicycles
- “Trail” [green dotted] at Village Creek under I-20
- “Priority Bicycle/ Pedestrian Projects” [purple dotted] approaching:
 - Little
 - Sublett



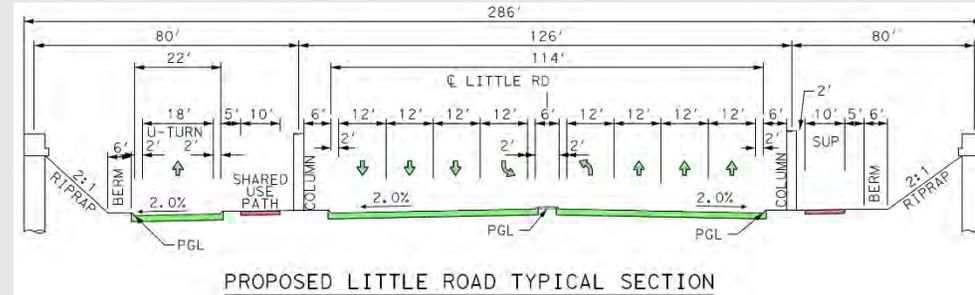
Proposed Shared Use Paths – City of Kennedale



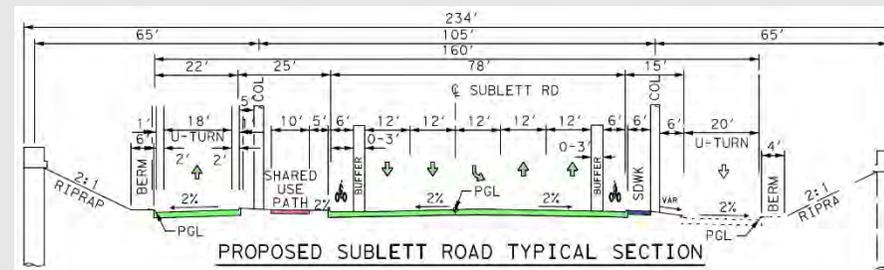
- 10' SUP along both directions of **Bus 287 / Mansfield Hwy** (between columns and U-turns) under I-20 bridge

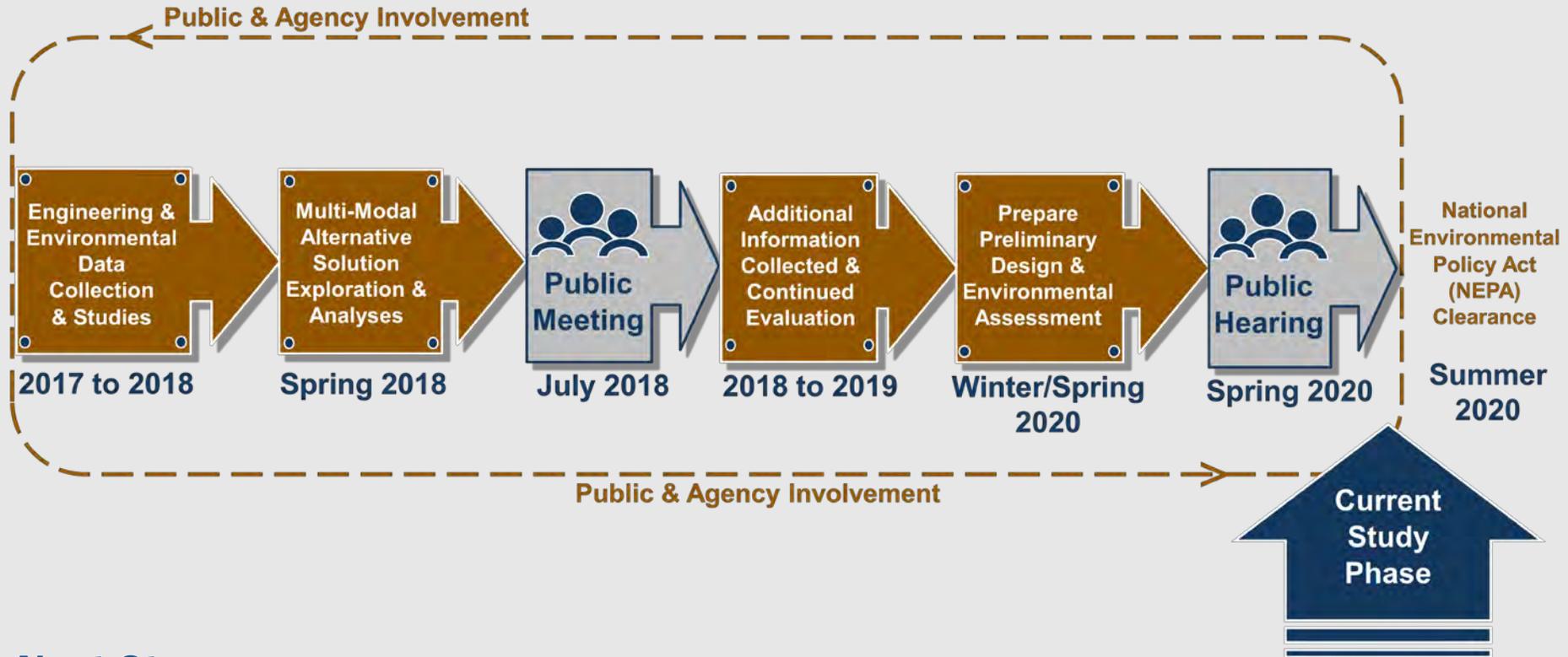


- 10' SUP along both directions of **Little** (between column and U-turn) under US 287 bridge



- 10' SUP along SB direction of **Sublett** under US 287 bridge AND 6' Bike Lanes with 3' buffers (both directions)





Next Steps:

Held Public Hearing	June 4, 2020
NEPA Finding of No Significant Impact (FONSI) Anticipated	Summer 2020
Right of Way Acquisition	2020-2023
Award Project	Summer 2021
Construction Expected to Start	Winter 2021
Construction Completed	Winter 2026



- **Gather data early and continuously**
 - Plans, Transit, Schools, Socio-economic, Land Use, Traffic, Crashes, Speeds, Usage, Surveys, Inventory, As-builts, ROW, Mapping, Constraints, GIS
 - **Obtain input**
 - Cities, Transit, Transportation, Planning, Police, HOAs, Advocates, Neighborhoods, Schools, Public
 - **Determine design parameters, guidance, policies, and best practices**
 - **Use the above to analyze and design project**
 - **Collaborate and refine**
- 
- **There is no one answer...*context sensitive design***



www.txdot.gov
Search for: "Southeast Connector"



SoutheastConnector@txdot.gov



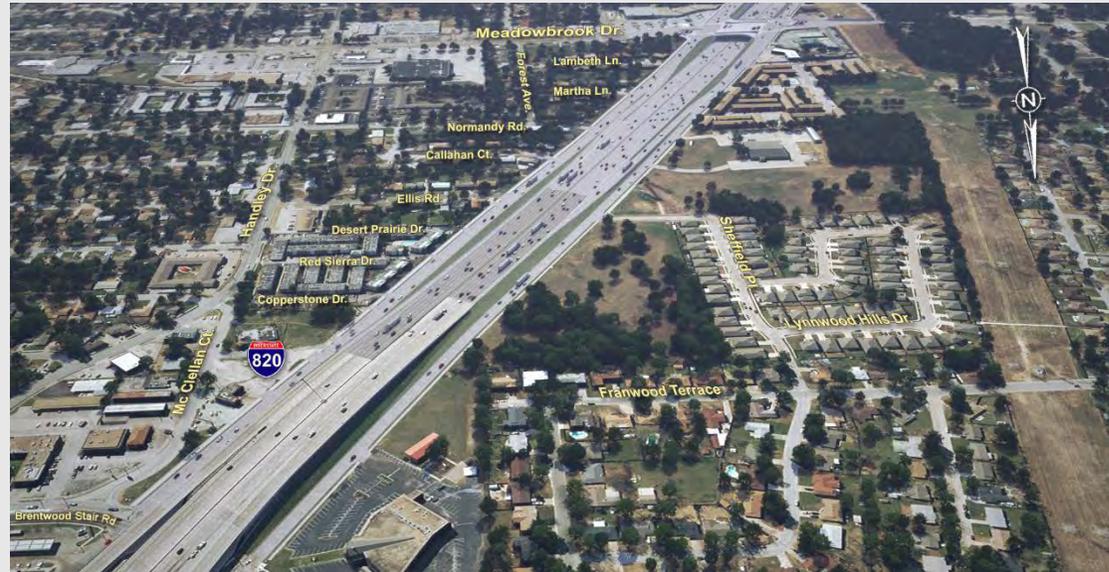
817-370-6500

Curtis Loftis, P.E.
TxDOT Project Manager
Southeast Connector
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2501 S.W. Loop 820
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Questions



2019 Bicycle and Pedestrian Traffic Count Report Highlights

Bicycle and Pedestrian Advisory Committee

Daniel Snyder
Transportation Planner
North Central Texas Council of Governments
August 19, 2020



North Central Texas
Council of Governments

Available Online!

www.NCTCOG.org/BikePedCountData



July 2020

2019
North Central Texas

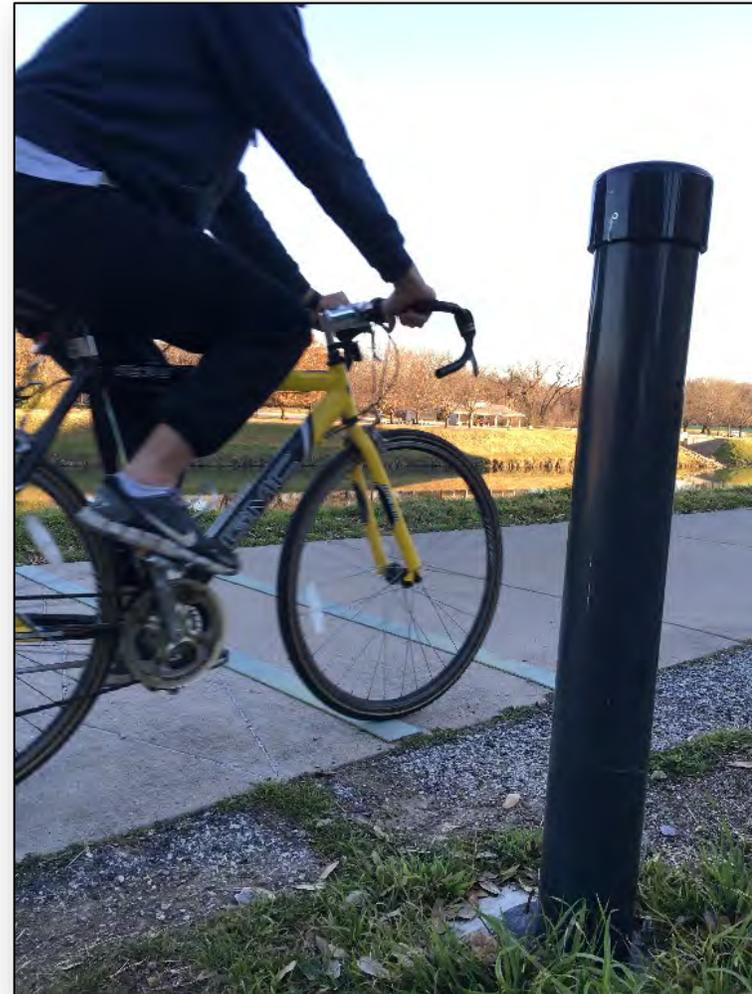
.....
Bicycle and Pedestrian
Traffic Count Report



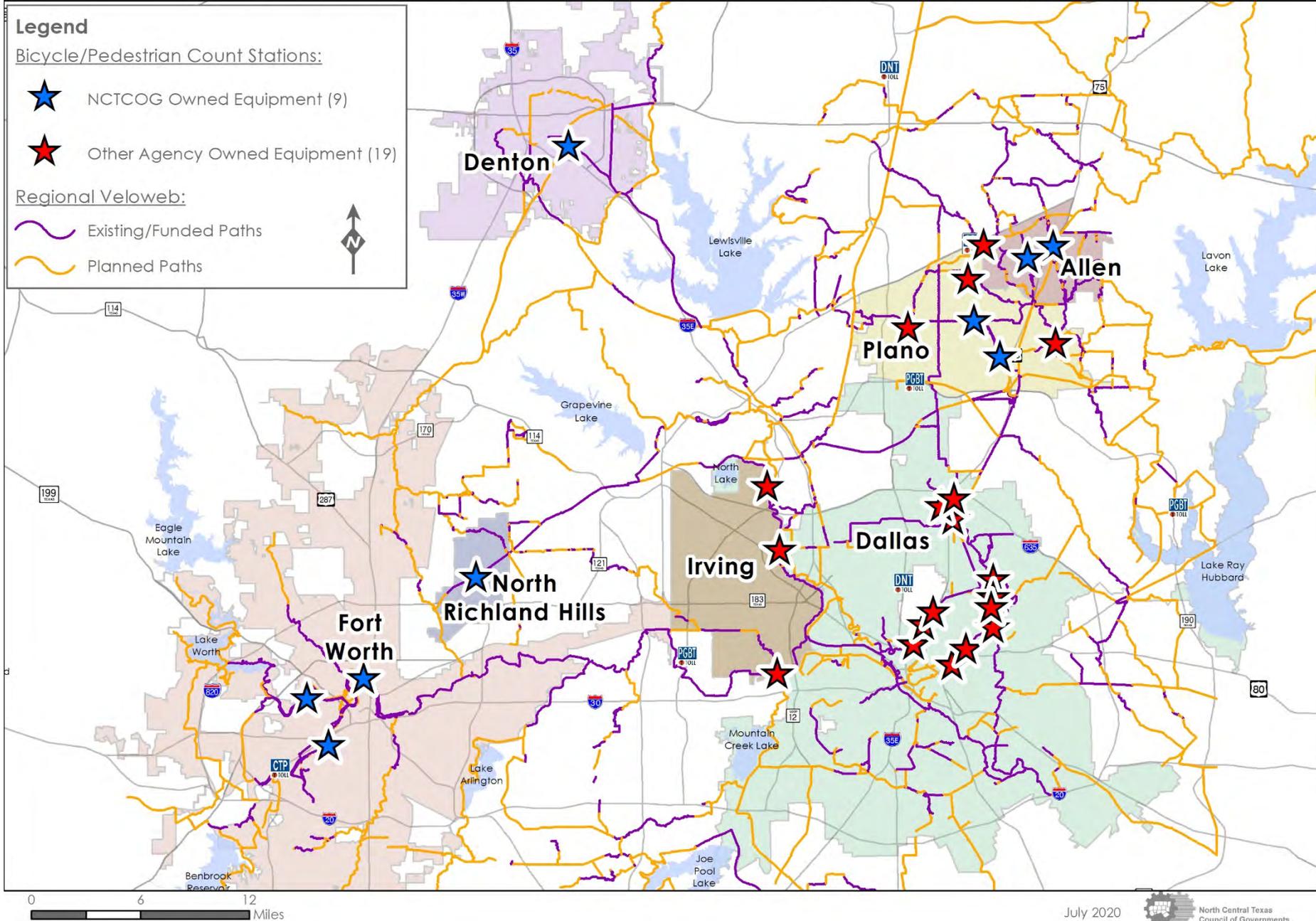
North Central Texas
Council of Governments



Technology – Permanent Equipment



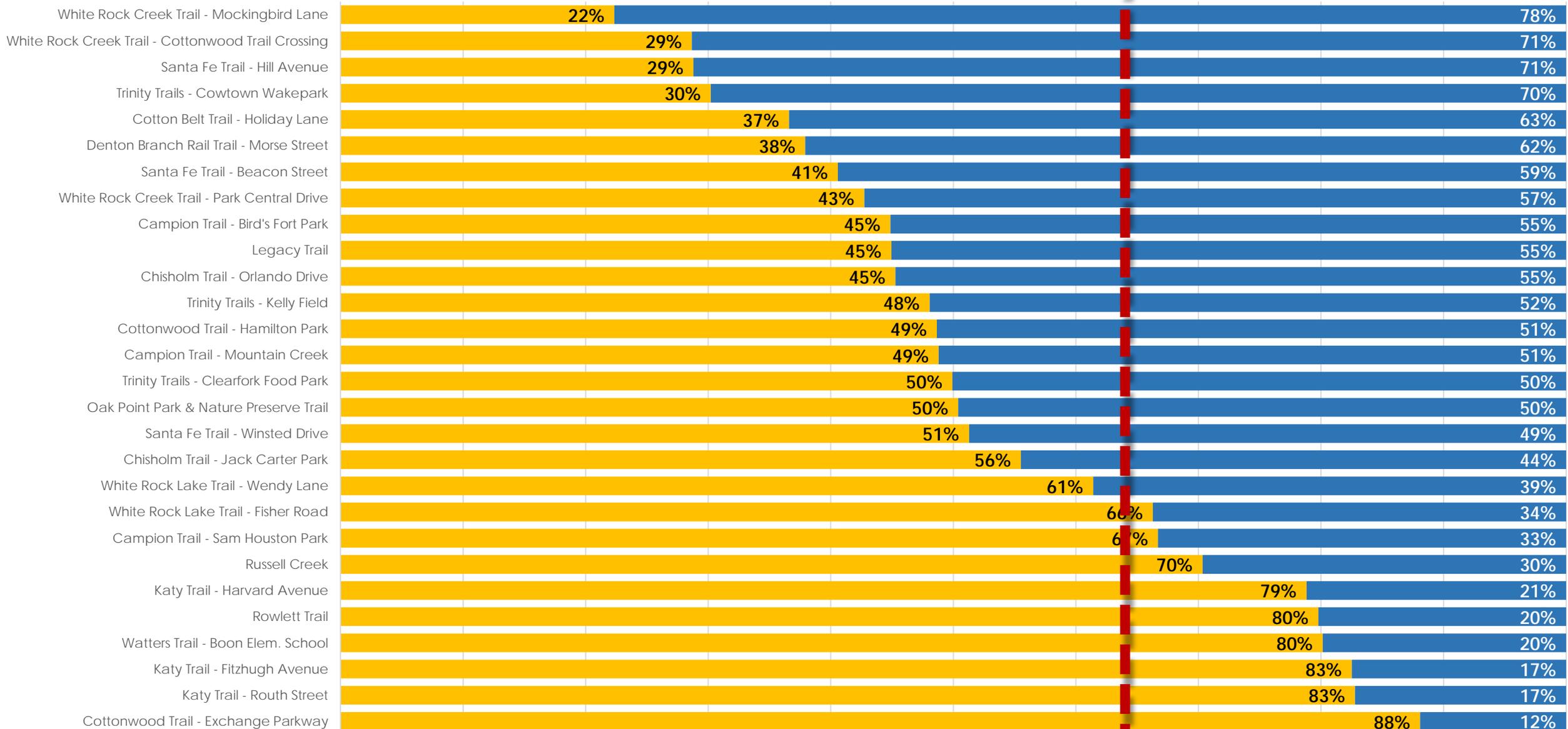
Bicycle and Pedestrian Count Stations in the North Central Texas Region (2019)



Mode Share Split by Count Station (2019)

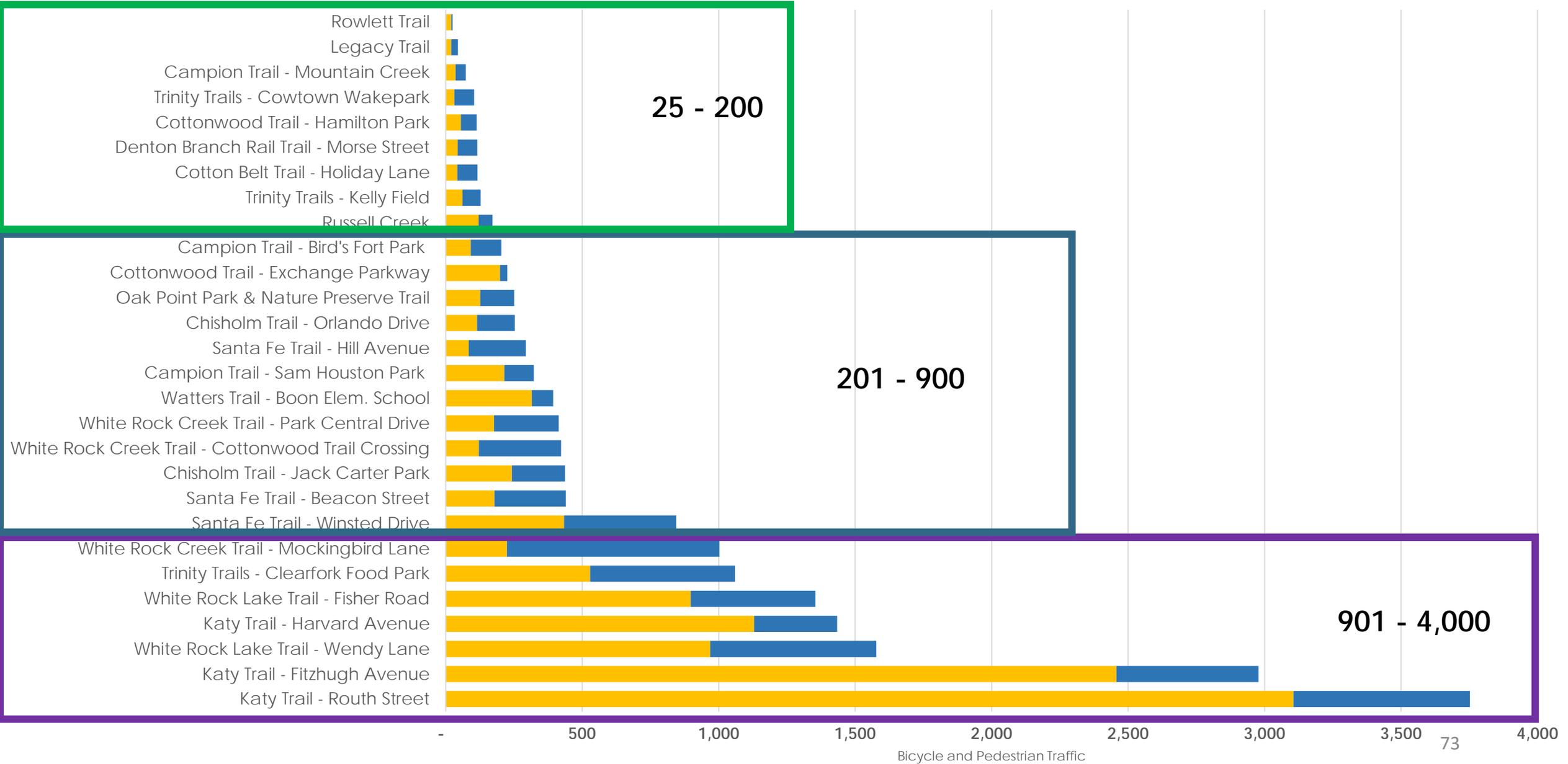
■ Pedestrians ■ Bicyclists

*Regional Mode Share Split
(65%/35%)*



Annual Average Daily Bicycle and Pedestrian Traffic (2019)

■ Pedestrians ■ Bicyclists



25 - 200

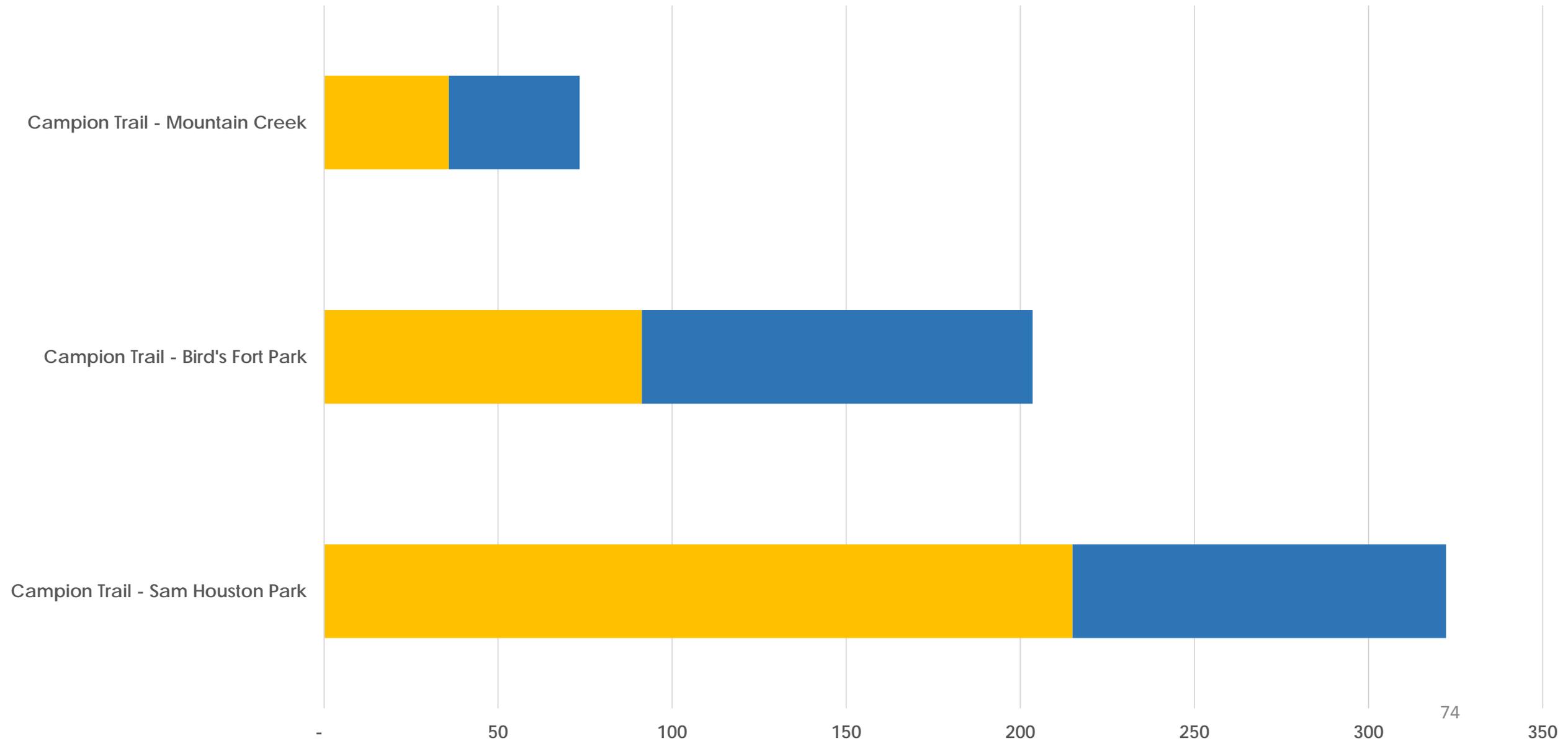
201 - 900

901 - 4,000

Irving

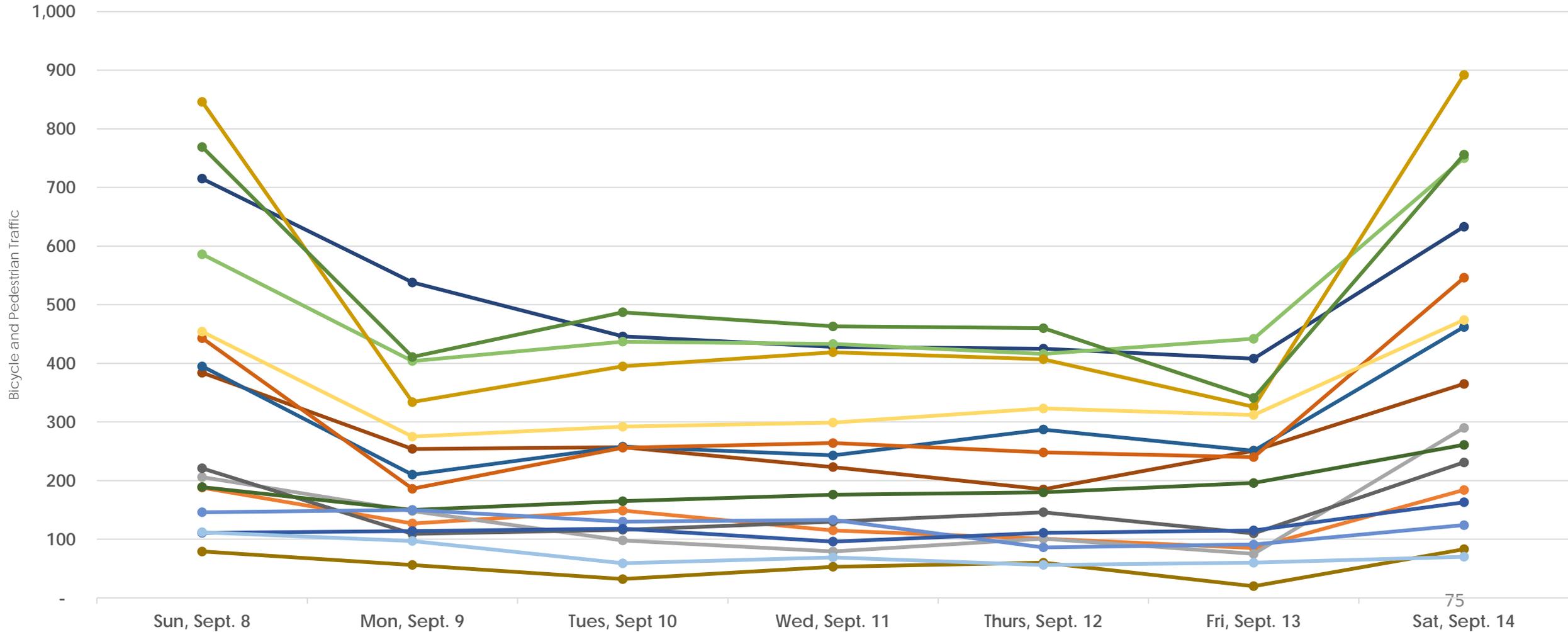
Annual Average Daily Traffic by Count Station (2019)

■ Pedestrians ■ Bicyclists



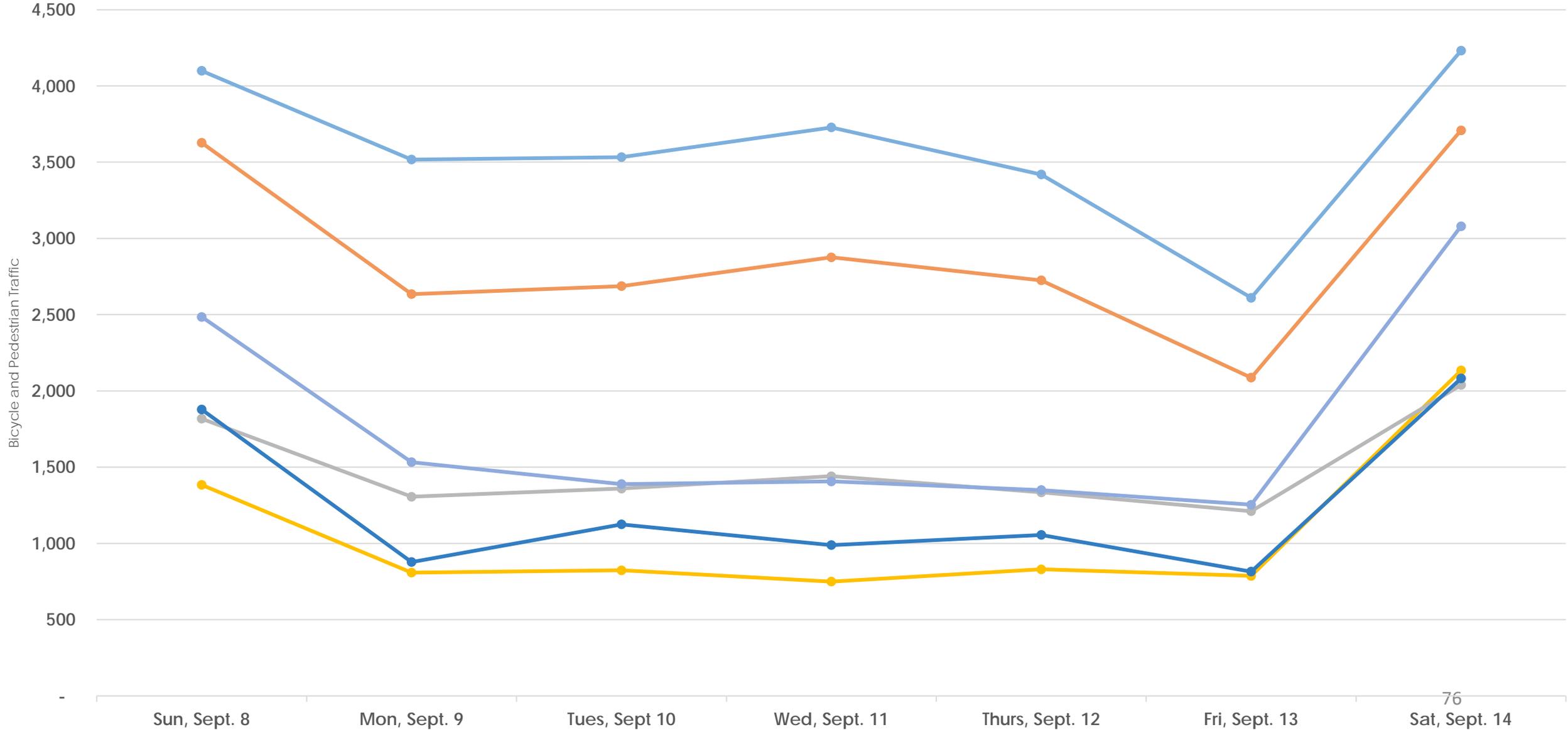
Total Daily Traffic During the Week of September 8, 2019 (Locations with Less than 1,000 Counts on a Single Day)

- Cotton Belt Trail - Holiday Lane
- Chisholm Trail - Orlando Drive
- OPP & NP Trail
- Santa Fe Trail - Beacon Street
- White Rock Creek Trail - Park Central Drive
- Campion Trail - Mountain Creek
- Trinity Trails - Cowtown Wakepark
- Bluebonnet Trail - US 75
- Russell Creek
- Santa Fe Trail - Hill Avenue
- Denton Branch Rail Trail - Morse Street
- Chisholm Trail - Jack Carter Park
- Legacy Trail
- Cottonwood Trail - Hamilton Park
- White Rock Creek Trail - Cottonwood Trail Crossing
- Campion Trail - Bird's Fort Park



Total Daily Traffic During the Week of September 8, 2019 (Locations with More than 1,000 Counts on a Single Day)

Trinity Trails - Clearfork Food Park Katy Trail - Fitzhugh Avenue Katy Trail - Harvard Avenue
Katy Trail - Routh Street White Rock Creek Trail - Mockingbird Lane White Rock Lake Trail - Wendy Lane



Mobile Counter Loan Program

Off-Street (Trails) Counters

- Two Sets of Off-Street Counters
- Each set contains one tube counter and one infrared sensor



On-Street Counters

- Two Sets of On-Street Counters
- Each set contains two tube counters





Contact Information

Daniel Snyder

Sustainable Development
Transportation Planner
DSnyder@nctcog.org

www.nctcog.org/bikepedcountdata



City of Celina

Trails Master Plan and Connectivity Highlights



EXEC. DIR. OF PUBLIC SERVICES, KIMBERLY BRAWNER

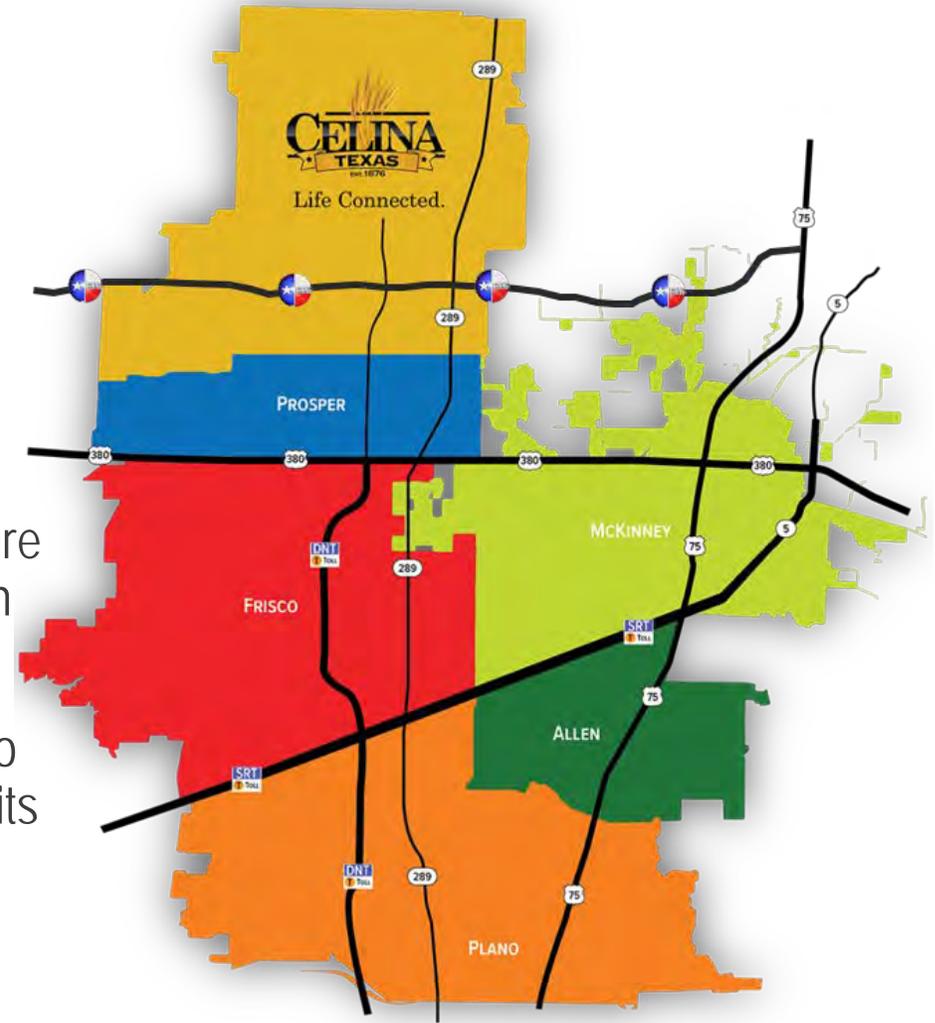
DIR. OF PARKS AND RECREATION, CODY WEBB

AUGUST 19, 2020

Life Connected.

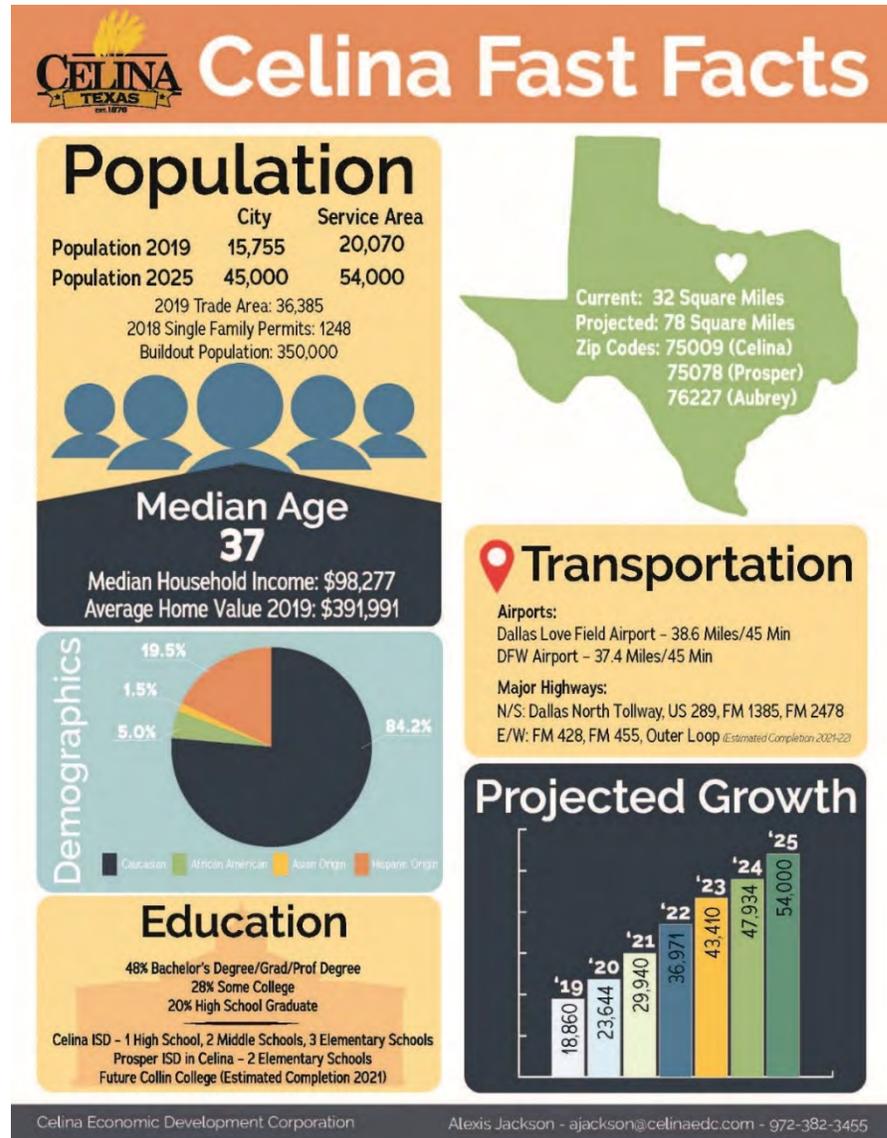
LOCATION

- Centered at the intersections of the Dallas North Tollway, Collin County Outer Loop, and Preston Road.
- Celina's ultimate growth boundary is 78 square miles – the **2nd largest** footprint of any Collin County city (bigger than Plano & Frisco).
- Celina will be the **only city besides Dallas** to have 10 miles of Dallas North Tollway within its boundary.



DEMOGRAPHICS

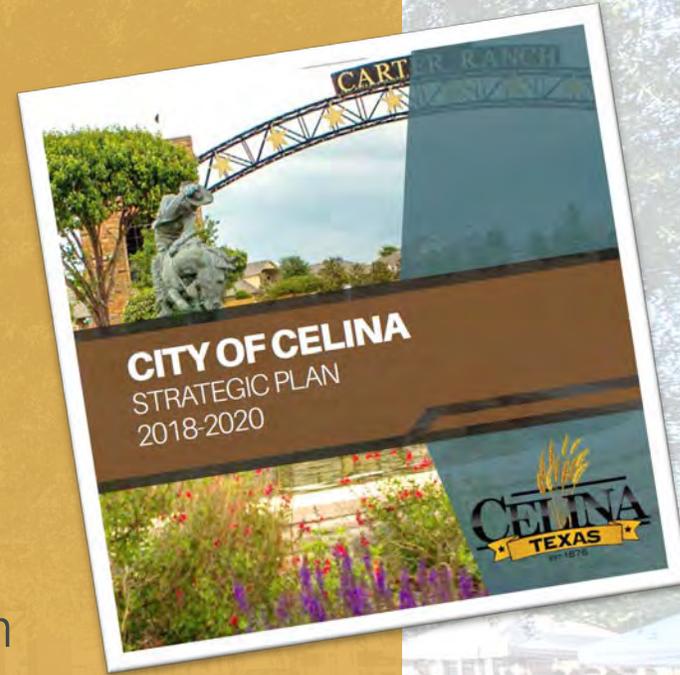
- Celina's current population is 22,641. That number is expected to grow to over 50,000 by 2025 and 121,119 by 2040.
- Celina's **ultimate buildout** is approximately 378,000.
- Celina's **median household income** is \$98,277, with an average home value of \$391,991.
- Over 50% of residents have a Bachelor's, graduate, or professional degree.



Updated 2019

Our City Council's Strategic Goals

1. Share Our Story
2. Plan the City
3. Enhance the Quality of Life in Celina
4. Beautify & Brand Celina
5. Support & Grow Emergency Services
6. Preserve, Enhance, Revitalize, & Grow Downtown
7. Attract & Cultivate the Right Development in the Right Places
8. Develop a Highly Advanced Technology & Mobility Infrastructure
9. Pursue Innovative Learning Partnerships
10. Create & Encourage Agritourism Opportunities



Life Connected

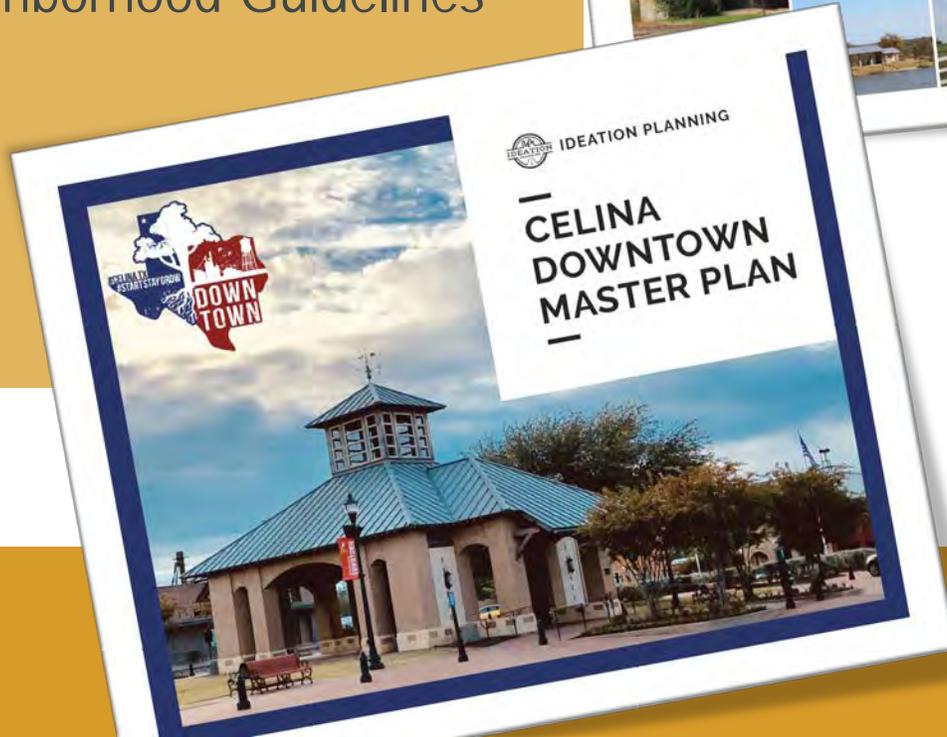
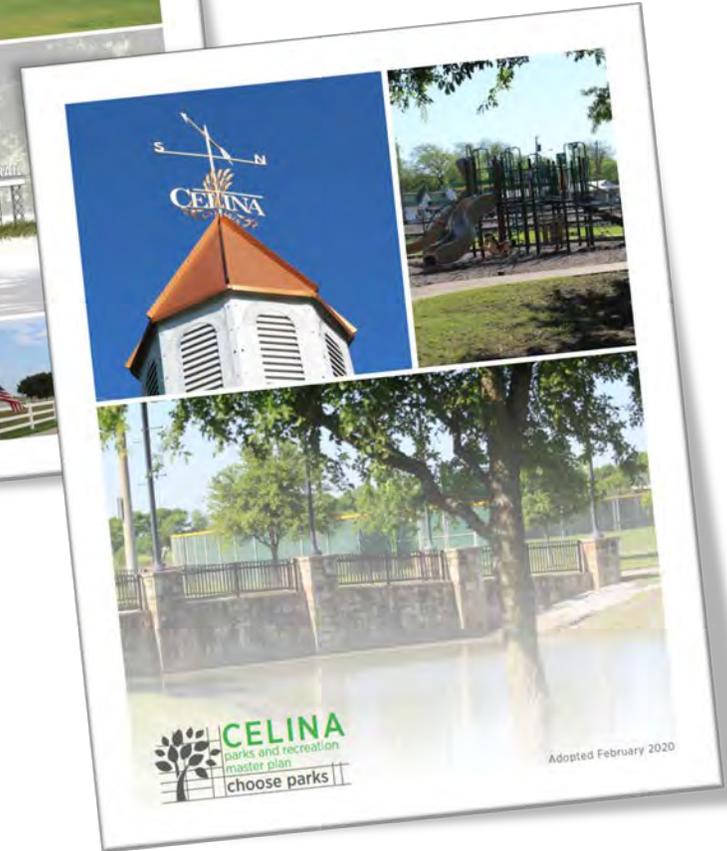
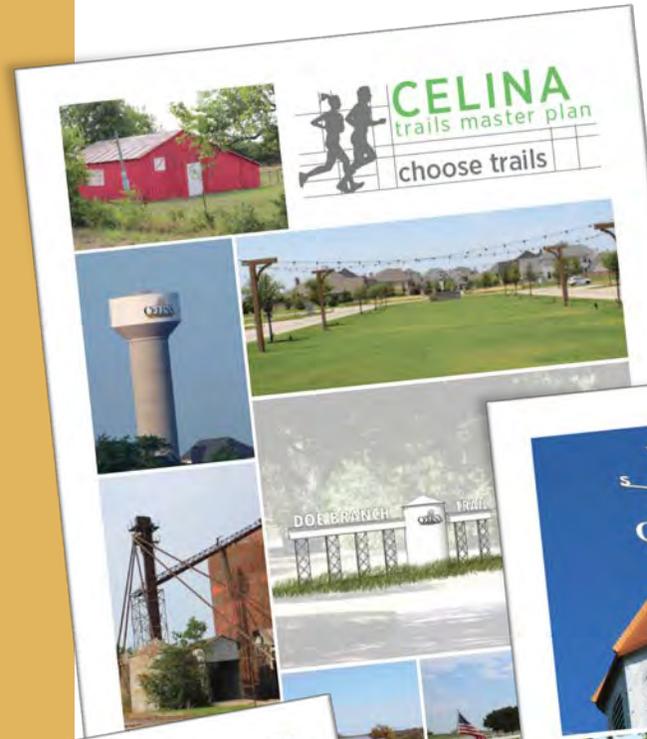
Servant Leadership in Practice

- **Our Core Values:** Community, Service, Integrity, Excellence
- **Fiber connectivity** throughout 100% of Celina.
- **Embedded Mobility Framework** in Downtown Master Plan.
- **Forward-looking Trails and Parks Plans** emphasize biking, enhanced landscaping, and extensive trails.



Master Planning

- Strategic Plan
- Downtown Master Plan
- Trails Master Plan
- Parks Master Plan
- Neighborhood Guidelines



Multi-Modal Roadway Typologies

8' Sidewalk



Figure 4.1, Collector Street with Bike Lanes; C2U. (Source: Norris Design)

10' Sidewalk



Figure 4.2, Minor Thoroughfare; M4D. (Source: Norris Design)

Multi-Modal Roadway Typologies (continued)

10' Sidewalk



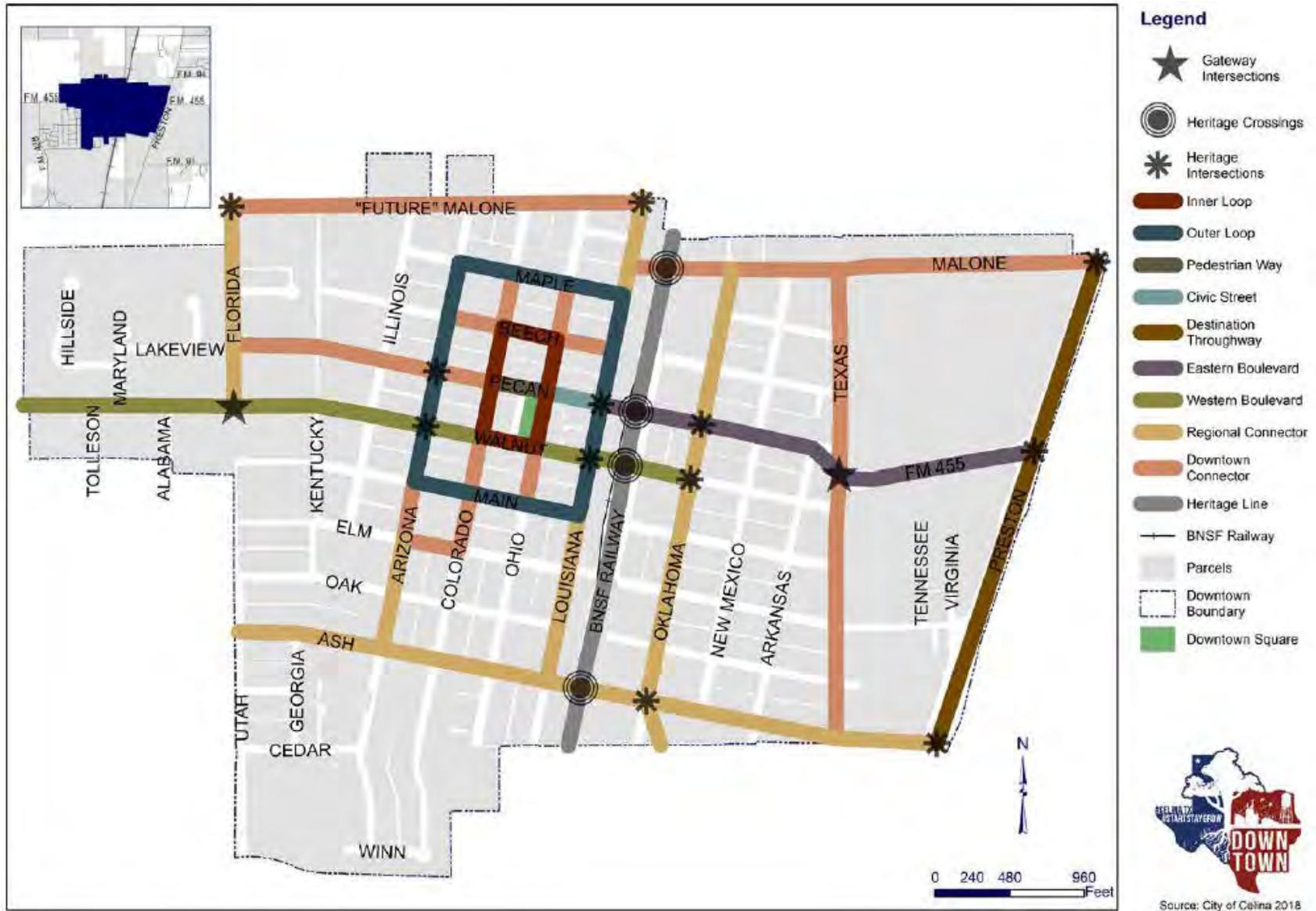
Figure 4.3, Major Thoroughfare; P6D. (Source: Norris Design)



Figure 4.4, Typical Street Edge Condition. (Source: Norris Design)

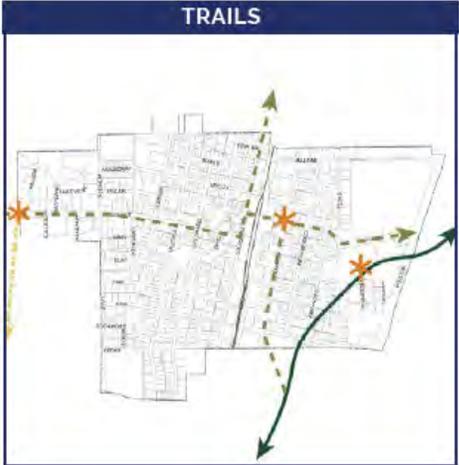
Downtown Connectivity Diagram





Source: Celina Downtown Master Plan

THE VISION: MOBILITY FRAMEWORK TRAILS



Downtown is envisioned to be a pedestrian-friendly collection of special places, connected by a series of sidewalks, plazas, and Alternative Wheel pathways. Trails should serve an important role to encourage people to walk throughout Downtown. Opportunities to connect trails through, to, and from Downtown will occur as the main streets are improved. Wide sidewalks and designated Alternative Wheel pathways should be included in these improvements.

Specially designed trailhead areas should be provided in Downtown to provide both special places and key connections within the Mobility Framework. These spaces should include seating, bike racks, and applicable signage with the trail name and a map.

- 
Trailhead Connection
 Connection point to Downtown pedestrian network

- 
Thoroughfare Spine Trail
 Trail opportunity within future street improvements

- 
Easement Trail
 Trail opportunity within existing easement

- 
Greenbelt Spine Trail
 Trail opportunity within Doe Branch Creek corridor



Source: Celina Downtown Master Plan

Downtown Mobility Framework



PURPOSE

Implementing and adhering to design standards for trails in Celina will result in a safe, cohesive trail system that requires less maintenance and is enjoyable for residents. These standards are in addition to mandated national and state standards (AASHTO, NACTO, ADAAG/TAS, ITE and TMUTCD).

SPINE TRAILS

OBJECTIVES

Spine trails are the most signature trails in the system and are found in wooded floodplains within creek corridors. The following objectives apply to their design:

- Alignments should closely follow the existing topography and limit the amount of fill material required
- Elongated, smooth horizontal radii should be used where possible with limited straight segments; 60' is the minimum centerline radius per AASHTO guidelines and should only be used where avoiding existing obstacles and hazards; minimum 90' centerline radius is preferred
- Spine trails should connect to street sidepaths, neighborhoods and commercial centers where possible

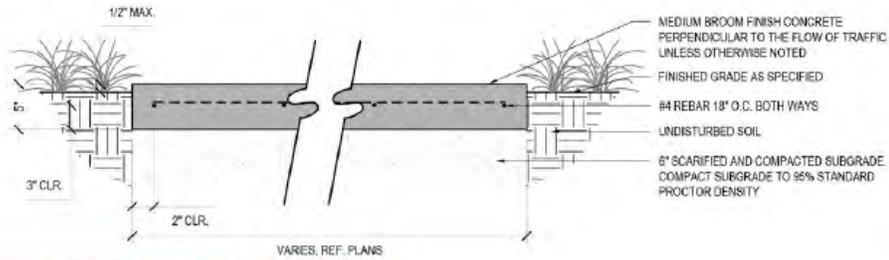


Figure 5.1, Typical Trail Pavement Section (Source: Norris Design)

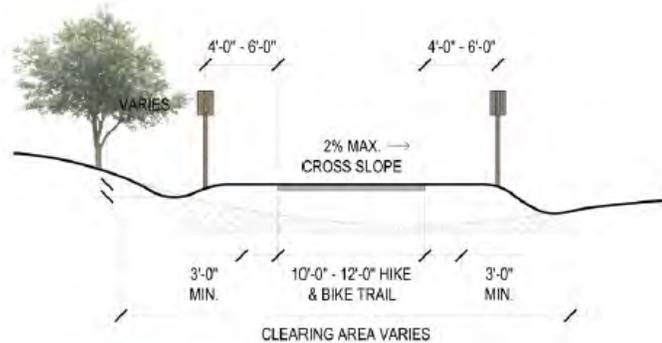


Figure 5.2, Typical Trail Section (Source: Norris Design)

Source: Celina Trails Master Plan

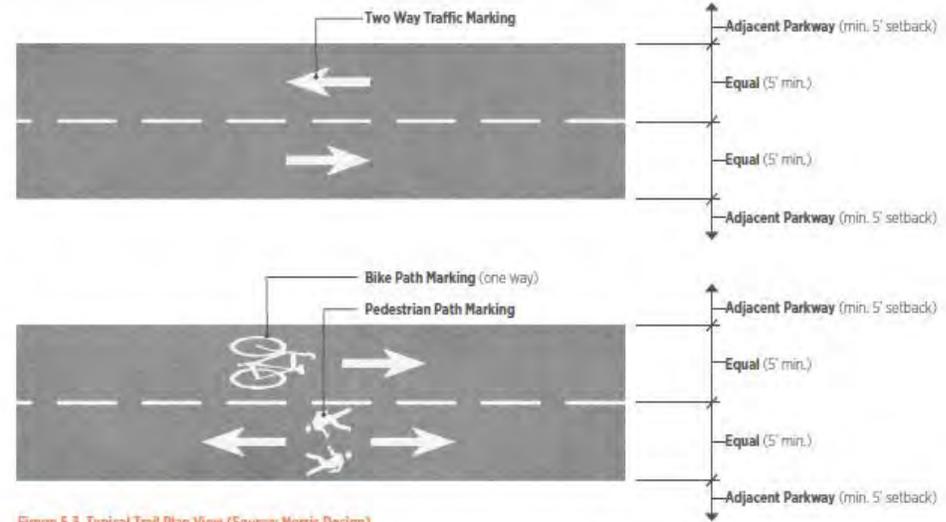


Figure 5.3, Typical Trail Plan View (Source: Norris Design)

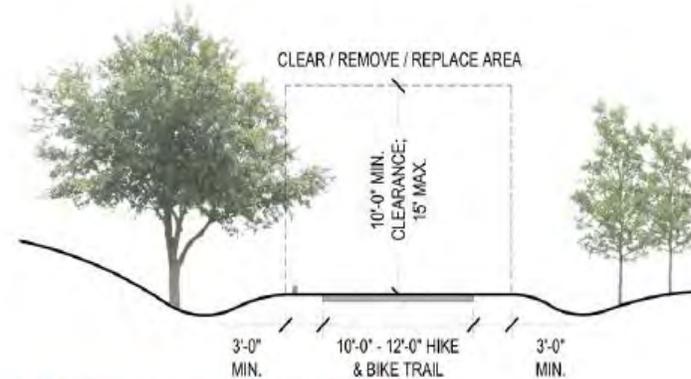
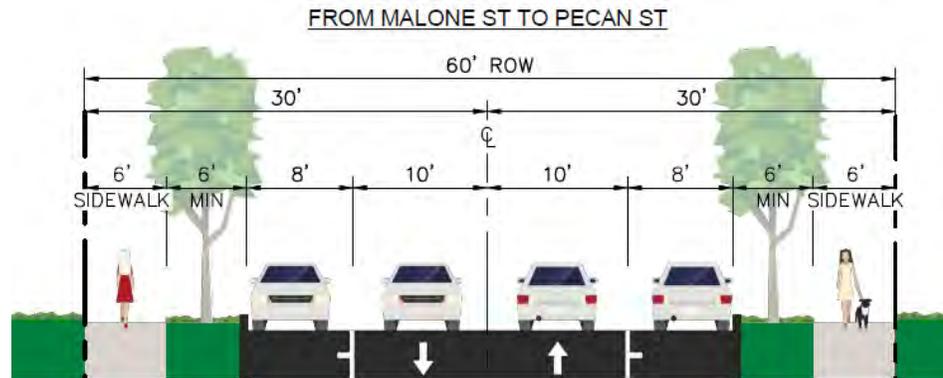
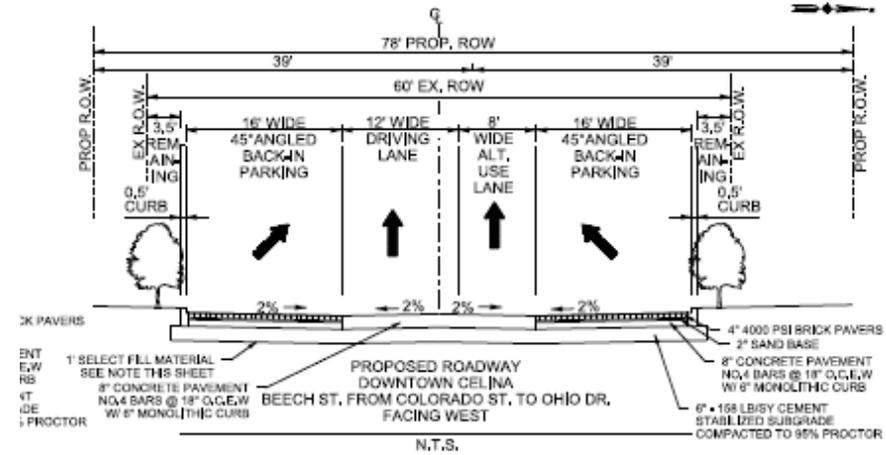


Figure 5.4, Typical Trail Clear Zone (Source: Norris Design)

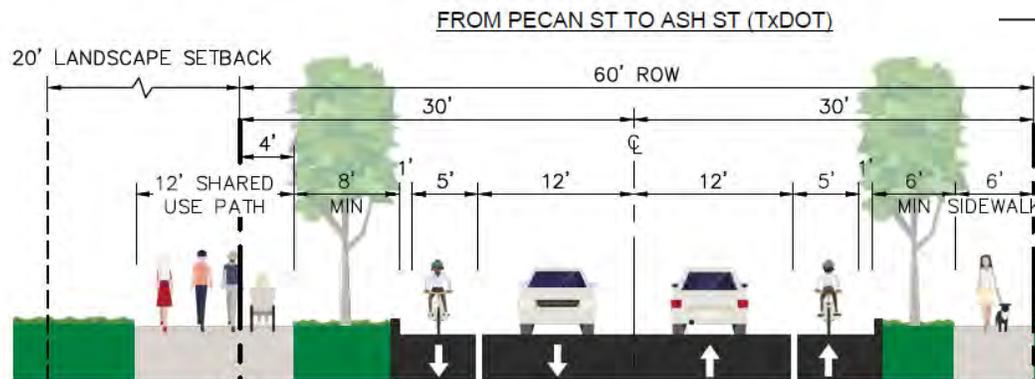
Oklahoma Street



Colorado Street



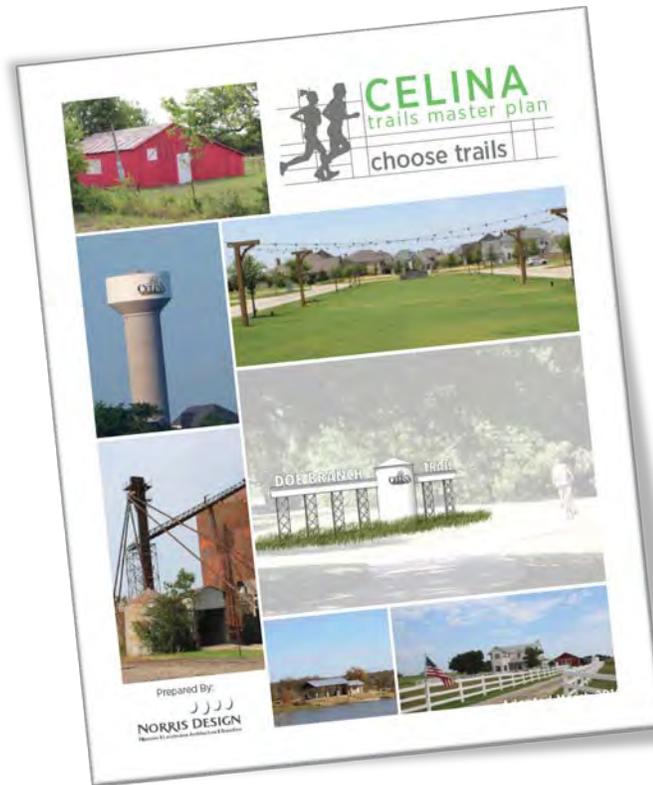
NOTE: REFER TO GEOTECHNICAL INVESTIGATION REPORT DG-18-10316 SUBMITTED 6/18/19 BY HVJ ASSOCIATES FOR SULL PAVEMENT AND SUBGRADE PREPARATION SUMMARY.



Cross Sections

Trails Master Plan

Overall Map



Trails Master Plan

Themes and Discussion

- Identified User Groups:
 - Transportation Focused
 - Recreation Focused
 - Exercise Focused
- Five Pedestrian Facilities:
 - Shared Use Paths
 - Side Paths
 - Bicycle Lanes
 - Buffered Bicycle Lane
 - Shared Use Lane
- Regional Connectivity:
 - Prosper, McKinney, NCTCOG Veloweb



Pictured Above: Shared-lane markings identify where cyclists may commonly ride on a low-speed, low traffic volume street. (Source: Norris Design)

TYPE 5: SHARED-USE LANE

Shared-use lanes are typically provided along low-traffic collector roadways or neighborhood streets with speed limits of 35 mph or less and consist of "shared-lane markings" (formerly referred to as "sharrows") and signage. The pavement markings are intended to draw additional attention to cyclists for their safety, and these types of bike routes are most often used by those cyclists who have relatively high confidence.

For more details, see Trails Master Plan at page 33:
<https://www.celina-tx.gov/1269/Trails-Master-Plan>

Parks Master Plan

Park Types Overview

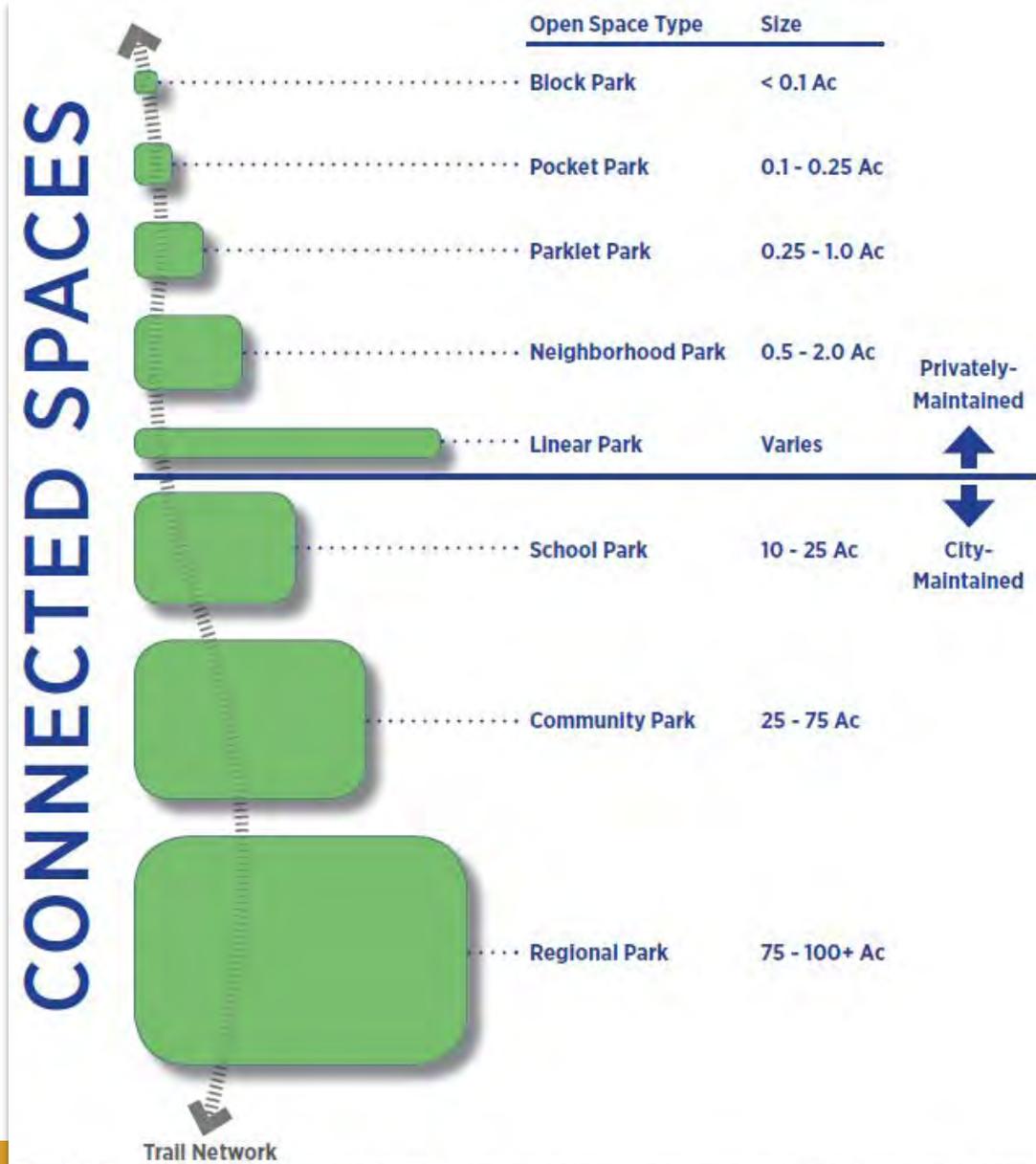


Figure 4.1: Celina Overall Parks Concept. The "Connected Spaces" concept applies to open space of all sizes, from the smallest scale block parks to the largest regional parks. Trails weave together the park network and allow residents to quickly move from their neighborhoods to a variety of open spaces. (Source: Norris Design)

Parks Master Plan

Linear Parks
Acreage varies

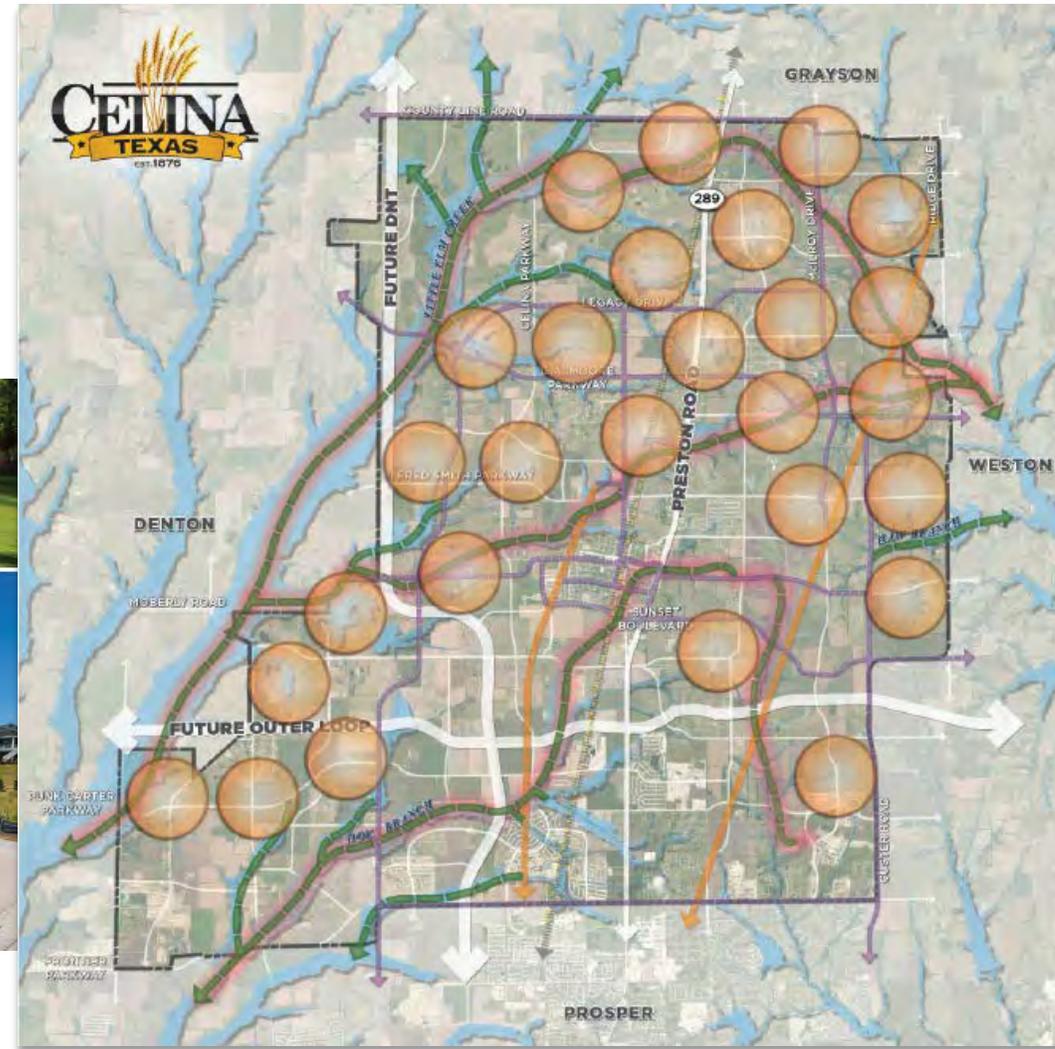


Parks Master Plan

School Parks

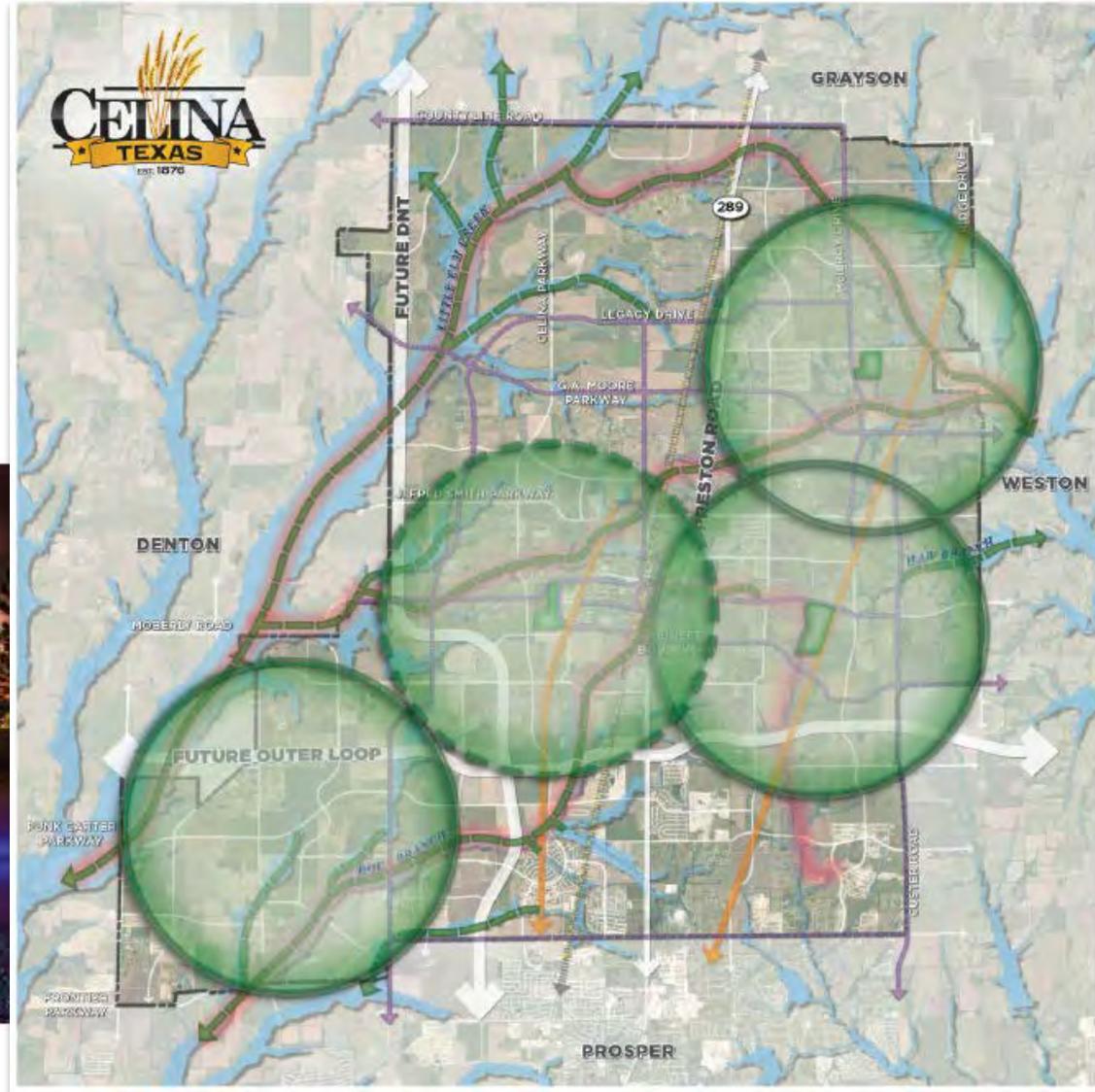
10-25 acres

Half Mile Service Radius



Parks Master Plan

Community Parks
50-75 acres
2 Mile Service Radius

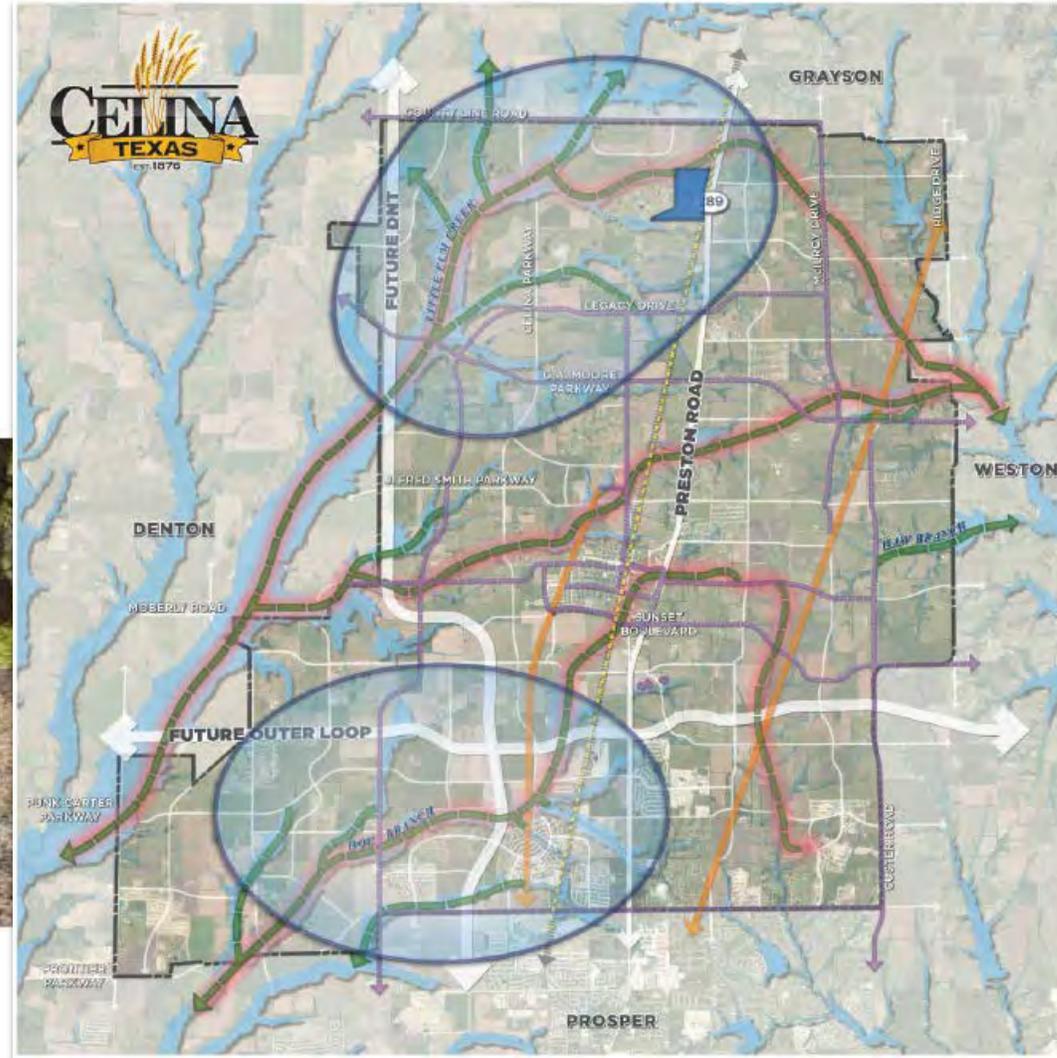


Parks Master Plan

Regional Parks

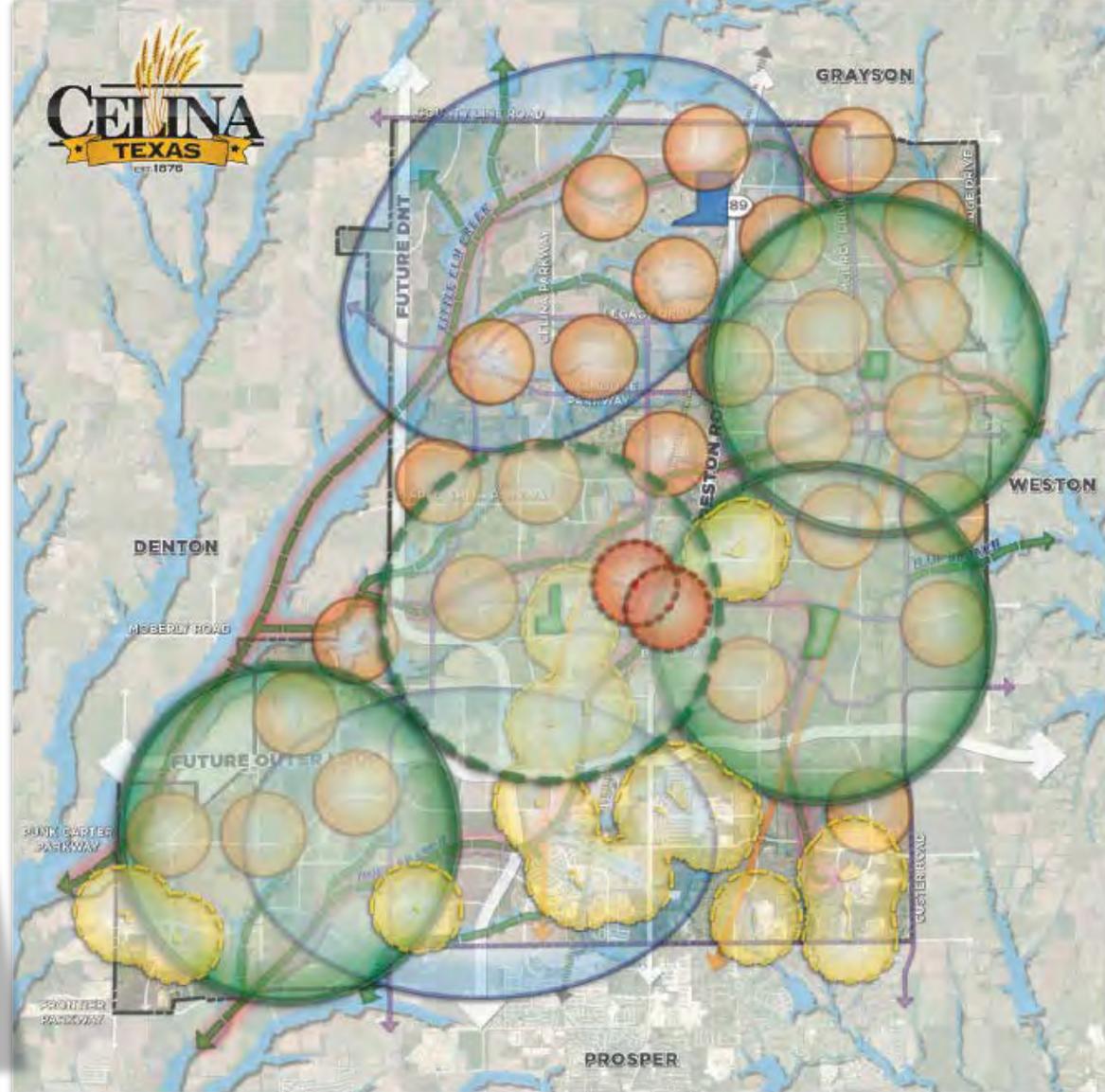
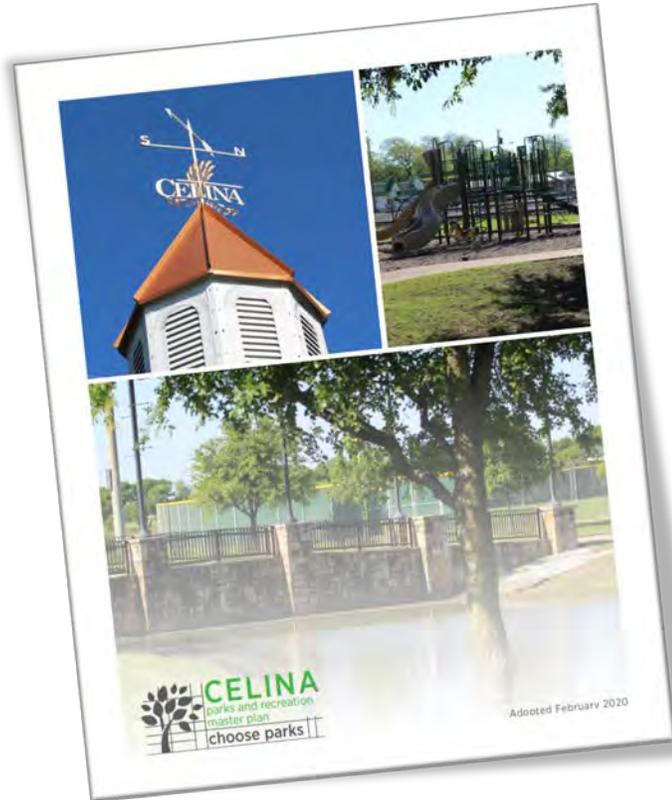
75-100+ acres

2 Mile Service Radius



Parks Master Plan

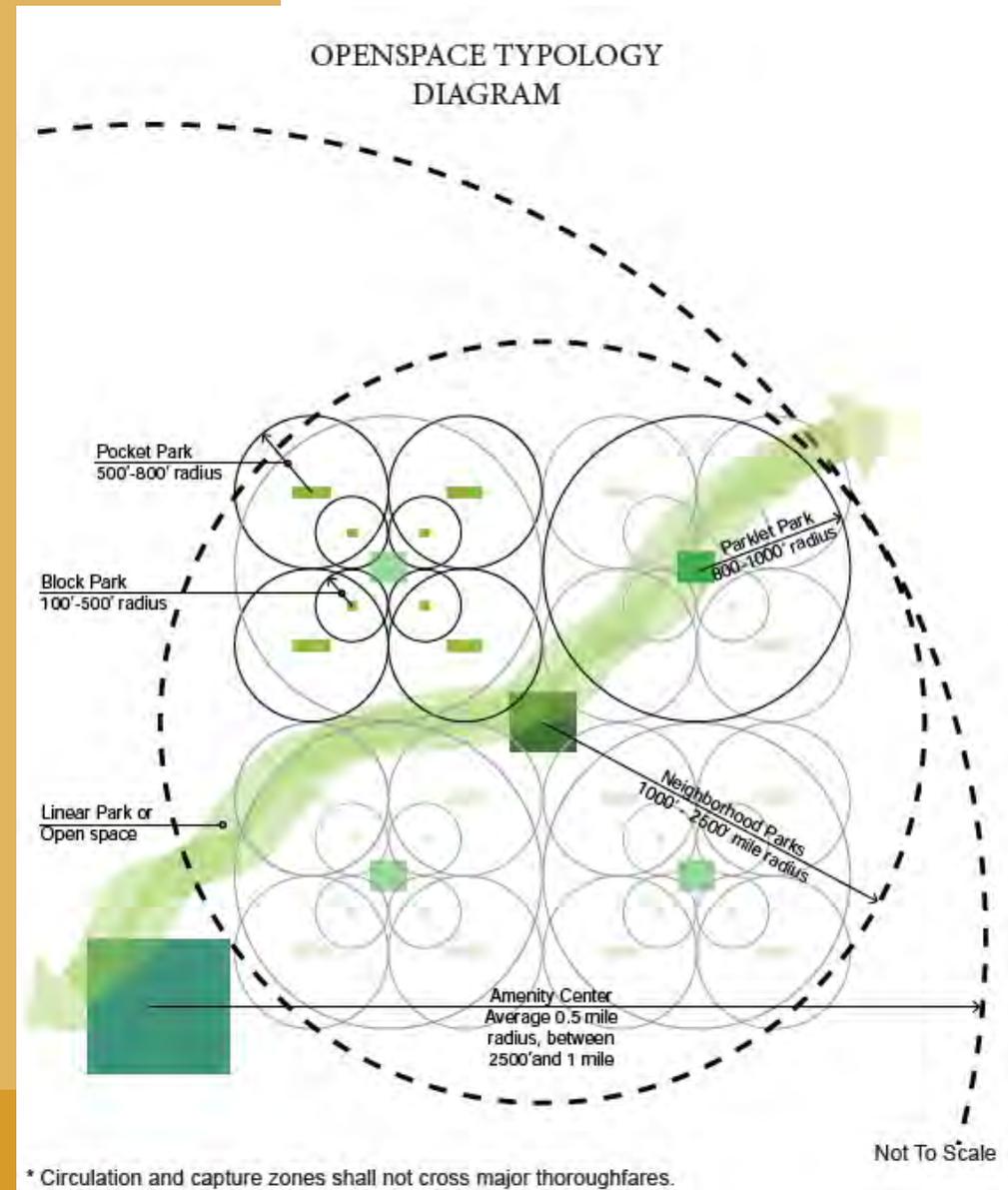
Overall Map



Neighborhood Vision Book

Characteristics of a Great Neighborhood

1. Compact, safe and walkable
2. Elements of surprise, variety and variability
3. Network of connected streets
4. Recognizable identity and boundaries
5. Human scale
6. Encourage chance meetings & personal privacy
7. Connection to nature
8. Density development

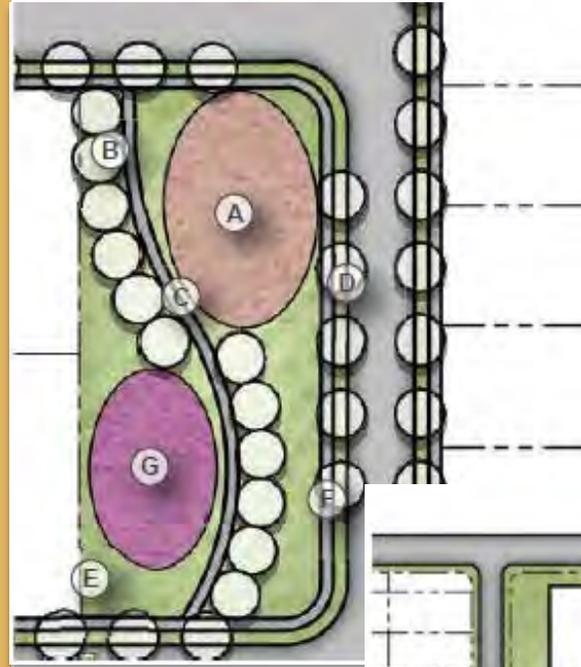


Neighborhood Vision Book

Four Types of Open Space

1. Block Parks (less than 0.1 acres)
2. Pocket Parks (0.1-0.25 acres)
3. Parklet Parks (0.25-1.0 acres)
4. Neighborhood Parks (acreage varies, parking required)

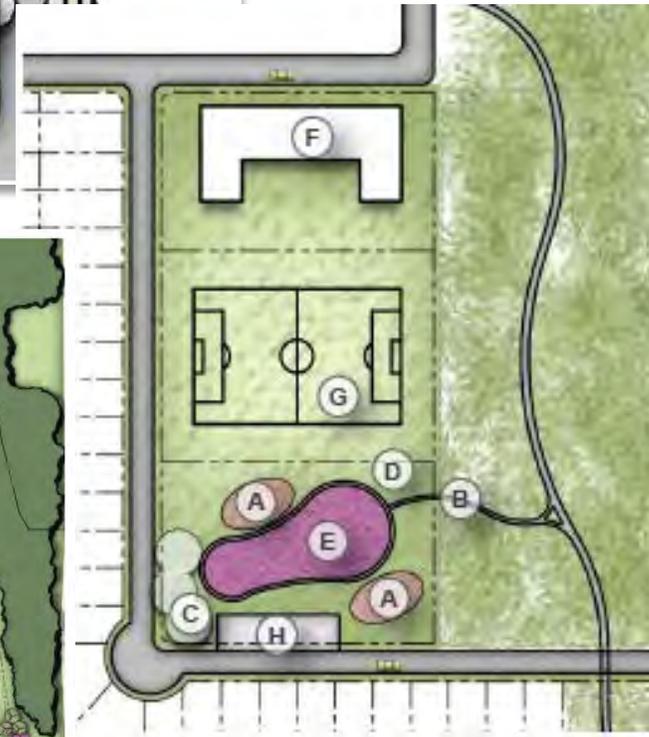
Example of a Pocket Park:



Example of a Neighborhood Park:



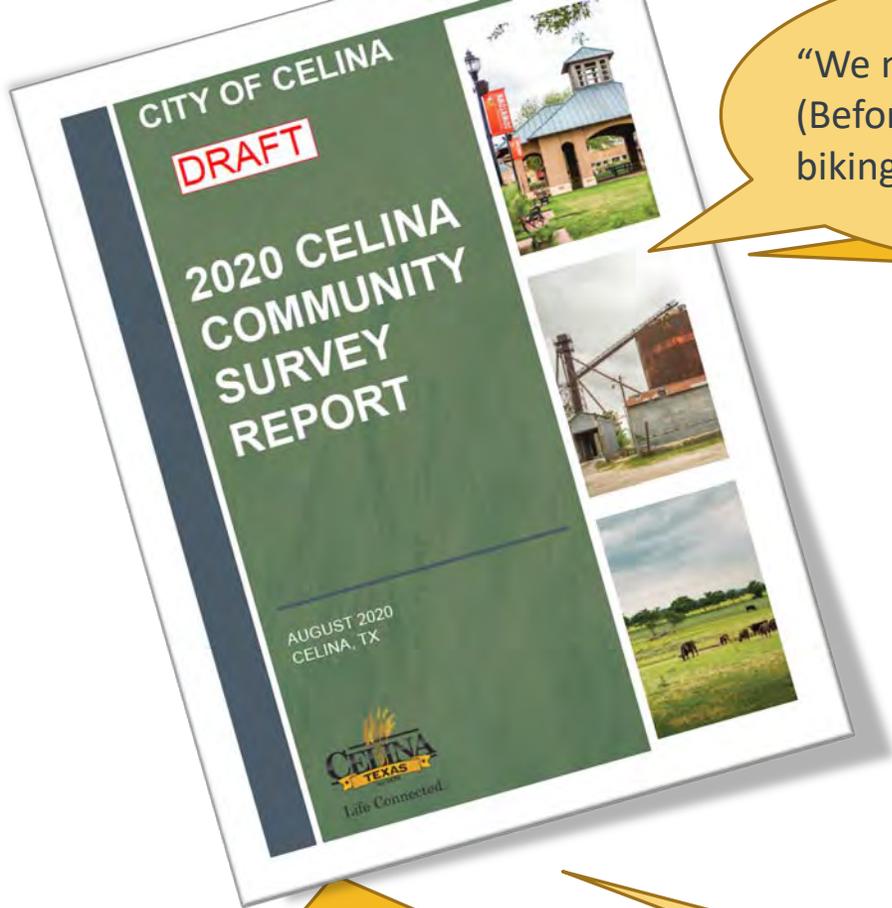
Example of a Detention Pond:



2020 Community Survey

- **Downtown** – Survey, Stakeholder Workshop, Engagement Day on the Square
- **Trails** - Survey, Public Meetings, Web-Based Survey
- **Parks** – Web-Based Survey, Public Meetings, Project Website, Presentations in each neighborhood area, Council Presentations





“We need bike trails. Please! (Before my kids outgrow biking together as a family)”

“This community is growing but at a controlled pace. City services are making our City seamless in transition from a small community to a our growth today.”

- Parks and Recreation was the top opportunity identified by respondents.
- At the same time, the percent of respondents who were “satisfied” with Celina’s trails rose to over 24% from 17% in the 2018 Survey.

“I believe Celina could be a leader in fitness and outdoors if they build multiple large parks with trails and large sidewalks. Due to covid, I think people will realized the importance of parks and outdoors.”

“Only dissatisfied with mobility because golf cart paths would make Celina a destination city.”



Life Connected.



Life Connected

Dallas Slow Street Pilot Proposal in Light of Social Distancing Needs Due to COVID-19

NCTCOG

**Bicycle and Pedestrian
Advisory Committee**

Aug 19, 2020

**Ali Hatefi, P.E., Assistant Director,
Public Works**



Background on Slow Streets

- Around the Country
- 7th Street
- KCMO
- Austin
- Dallas Slow Streets:
 - Neighbors Apply to Be a Part of It
 - Pilot Project
 - 10 Communities
 - Supplies provided by partners

Criteria

- Low-traffic street
- Neighborhood street
- No signals along the street
- Applicant agrees to be Block Captain
- Approval from 25% of neighbors on the street
- Limited to one block
- Must be open to local traffic, deliveries, and emergencies
- No other city or utility work along the block during its Slow Street time.

Process: Talk to Neighbors

- Applicants must have approval from 25% of their neighbors to move forward with the program.
- Applicants must prove that they have reached out to all their neighbors.
- Post your intent to apply for the program in both flyers and via electronic communication, and give neighbors 48 hours to respond.
- Once the above is finished, the applicant may move forward with their design/application.

Process: Design

- The following must be considered in the Slow Streets design:
 - Slow Streets is intended for low-traffic, neighborhood streets only.
 - The length should be from intersection to intersection (no signaled streets and limited to one block).
 - It is intended to stop thru traffic, but must allow local traffic (residential vehicles, deliveries, emergency vehicles, and city services).
 - Applicant will need to produce a site plan for their application. The site plan can be as simple as a map view of the street showing:
 - The beginning of closure
 - The end of closure
 - Lane designs, if necessary
 - Cone, barricade, and signage placement

Process: Application

- Fill out the Dallas Slow Street application through Public Works.
- Applicant will hear of their status within 3 days.

Process: Approval Process

- The application and information regarding Dallas Slow Street pilot program will be provided on City of Dallas Public Works (PBW) Department website.
- PBW staff will review the application and issue a permit.
- The permit will be valid for 30 days.
- Extension may be granted as deemed appropriate.
- The applicant is responsible for the installation and removal of barricades, and the cleanup of streets as needed.

Process: If Approved

- The applicant is the Block Captain for the project, meaning:
 - The Block Captain will work with the Better Block Foundation on materials and implementation.
 - The Block Captain will be the eyes and ears on the street, and report any issues.
 - The Block Captain agrees to be the point of contact for the neighborhood, and will work to resolve any issues or complaints.
 - The Block Captain's information will be posted on signage in the neighborhood as the point of contact.

Process: If Approved

- Better Block Foundation, Amanda Popken Development, Bike DFW, and the Coalition for a new Dallas will provide the permittees with:
 - Cones
 - Barricades
 - Traffic Signage
 - Safety Vests
 - Stencils (to be applied with temporary paint)
 - Consulting
 - How-To Guide

FAQs

Q: How will I get to my house, and how will I get my deliveries?

Local traffic for residents, including guests and deliveries, will not be affected.

Q: What about emergency vehicles?

Emergency access will be maintained at all times.

Q: How will my trash and recycling services be collected? How will I send my mail?

Trash, recycling, mail, deliveries, and all other normal street services will be maintained.

Q: How will the streets be selected?

The 10 selected neighbors will nominate their streets after receiving approval from 25% of their neighbors. The City of Dallas will review and either approve or deny applications for the selected streets.

Q: How long will this pilot last?

The pilot program is for 30 days, starting once an application is approved. The City may cancel the pilot program as COVID-19 pandemic situation evolves.

Q: Can I still park on the street?

Yes, you may park on the street in areas where on-street parking was previously allowed.

Collateral Examples

Re: Application for Dallas Slow Streets Pilot Project

Dear neighbors, for your awareness, we are applying for a temporary street closure through the Dallas Slow Streets pilot program to close XX Street from X to X to thru traffic for 30 days. Local traffic, emergency vehicles, and city services will still have access. The goal is to provide more open space for residents to enjoy the outdoors at a safe, social distance during COVID-19. This closure is dependent on review and approval from the City of Dallas Public Works.

In order for us to get the permit, we need approval from 25% of our neighbors. Could you please let me know if you're willing to participate in the pilot program for Dallas Slow Streets?

Thank you for your consideration,

Collateral Examples

Re: Solicitud para el proyecto piloto de Dallas Slow Streets

Estimados vecinos, para su conocimiento, estamos solicitando un cierre temporal de calle a través del programa piloto de Dallas Slow Streets para cerrar la calle **XX de **X** a **X** del tráfico durante 30 días. El tráfico local, los vehículos de emergencia y los servicios de la ciudad seguirán teniendo acceso. El objetivo es proporcionar más espacio abierto para que los residentes disfruten del aire libre a una distancia social segura durante COVID-19. Este cierre depende de la revisión y aprobación de las Obras Públicas de la Ciudad de Dallas.**

Para que podamos obtener el permiso, necesitamos la aprobación del 25% de nuestros vecinos. ¿Podría decirme si está dispuesto a participar en el programa piloto de Dallas Slow Streets?

Gracias por su consideración,

Collateral Examples

HELLO!



I'm _____, your neighbor and the Dallas Slow Street Block Captain. I'm here to help with any questions you may have about the pilot program.

Please email me at _____ or give me a call at _____. If you see a stray cone or a misplaced barricade, please let me know.

Let us know what you think of your Slow Street by sharing on social media with #DallasSlowStreets.

www.betterblock.org/ DallasSlowStreets



Collateral Examples

¡Hola!



Soy _____, tu vecino y el Capitán de la cuadra de Dallas Slow Street. Estoy aquí para ayudarte con cualquier pregunta que pueda tener sobre el programa piloto.

Por favor envíeme un correo electrónico a _____ o llámeme a _____. Si ve un cono perdido o una barricada fuera de lugar, hágamelo saber.

Háganos saber lo que piensa de su Slow Street compartiendo en las redes sociales con #DallasSlowStreets.

www.betterblock.org/dallaslowstreets

Discussion



Dallas Slow Street Pilot Proposal in Light of Social Distancing Needs Due to COVID-19

NCTCOG

**Bicycle and Pedestrian
Advisory Committee**

Aug 19, 2020

**Ali Hatefi, P.E., Assistant Director,
Public Works**



NCTCOG'S Environmental Justice Index

Bicycle and
Pedestrian
Advisory
Committee

August 19, 2020

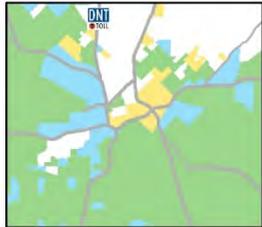
	Title VI	Environmental Justice (EJ)
Authorization	Civil Rights Act of 1964	Executive Order 12898
Protected Class	Race, color, national origin (additional statutes protect sex, age, and disability)	Minority and/or low income
Goal	Prohibit discrimination in programs receiving federal assistance	Identify, address disproportionately high, adverse effects
Covered Actions	All activities receiving federal assistance	Federal programs, policies, and activities

“The fair treatment and meaningful involvement of all people, regardless of race, ethnicity, income, national origin, or educational level with respect to the development, implementation and enforcement of environmental laws, regulations, and policies.”

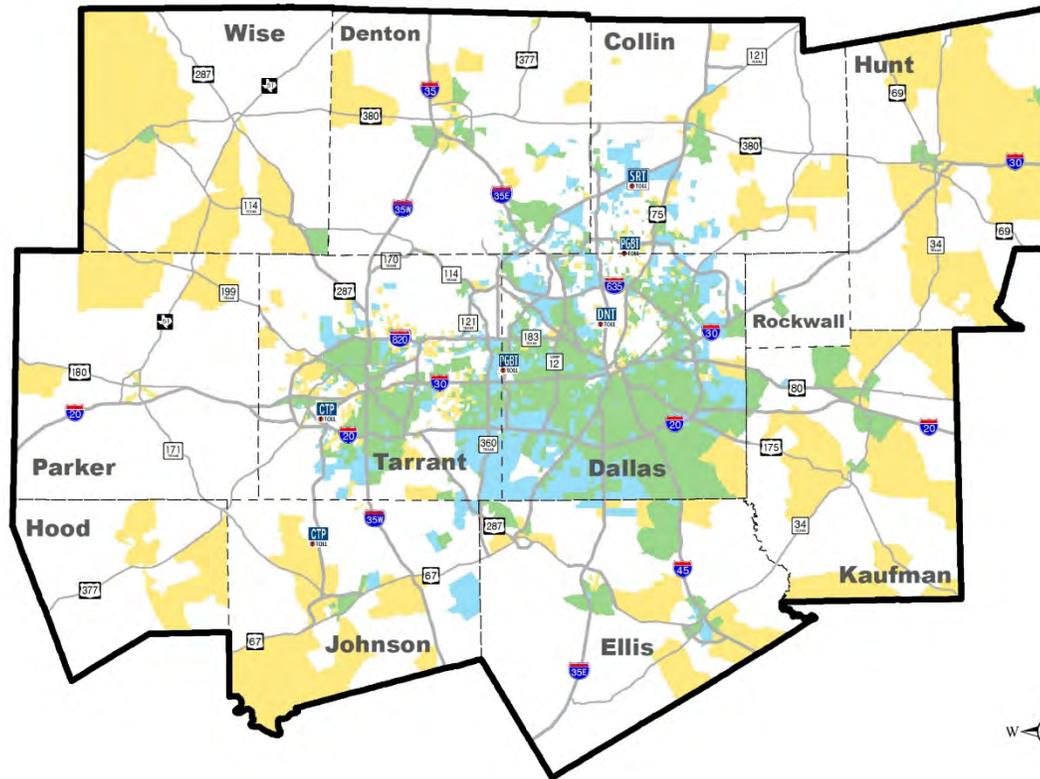
- US Department of Transportation EJ strategy

Environmental Justice Index

Central Business Districts
Dallas



Fort Worth



Legend

- Block Groups Above Regional Percentage: Low Income
- Block Groups Above Regional Percentage: Total Minority
- Block Groups Above Regional Percentage: Low Income and Total Minority
- Block Groups At or Below Regional Percentage: Low Income and Total Minority
- Counties
- Highways
- MPA Boundary

The Environmental Justice Index (EJI) displays Census block groups above the regional percentage for two variables: Total Minority and Low Income. The Total Minority population includes individuals who identify their race as any race other than white, or who identify their ethnicity as Hispanic or Latino. The Low Income population includes individuals whose household income in the past 12 months was below the approximate Department of Health and Human Services poverty threshold. The EJI is a preliminary screening tool to identify areas that may need additional analysis when considering EJ groups in a plan, project, or program.

Source: 2018 American Community Survey
5-Year Estimates
August 13, 2020



The index identifies Census block groups whose populations have a higher percentage than does the region for low income, minority, or both populations. Additional data is available, including the locations of households without cars or populations with limited ability to communicate in English.



- Asian ...
- American Indian or Alaska Native ...
- Native Hawaiian or Other Pacific Islander ...
- Total LEP ...
- LEP Spanish ...
- LEP Indo-European ...
- LEP Asian ...
- LEP Other ...
- Age 65 and Over ...
- Zero Car Household ...
- Female Head of Household ...
- Persons with Disabilities ...
- Minority Population and/or Population Below Poverty Above Regional Percentage ...
- Population Density ...



(1 of 5) [Close]

EJI Block Group

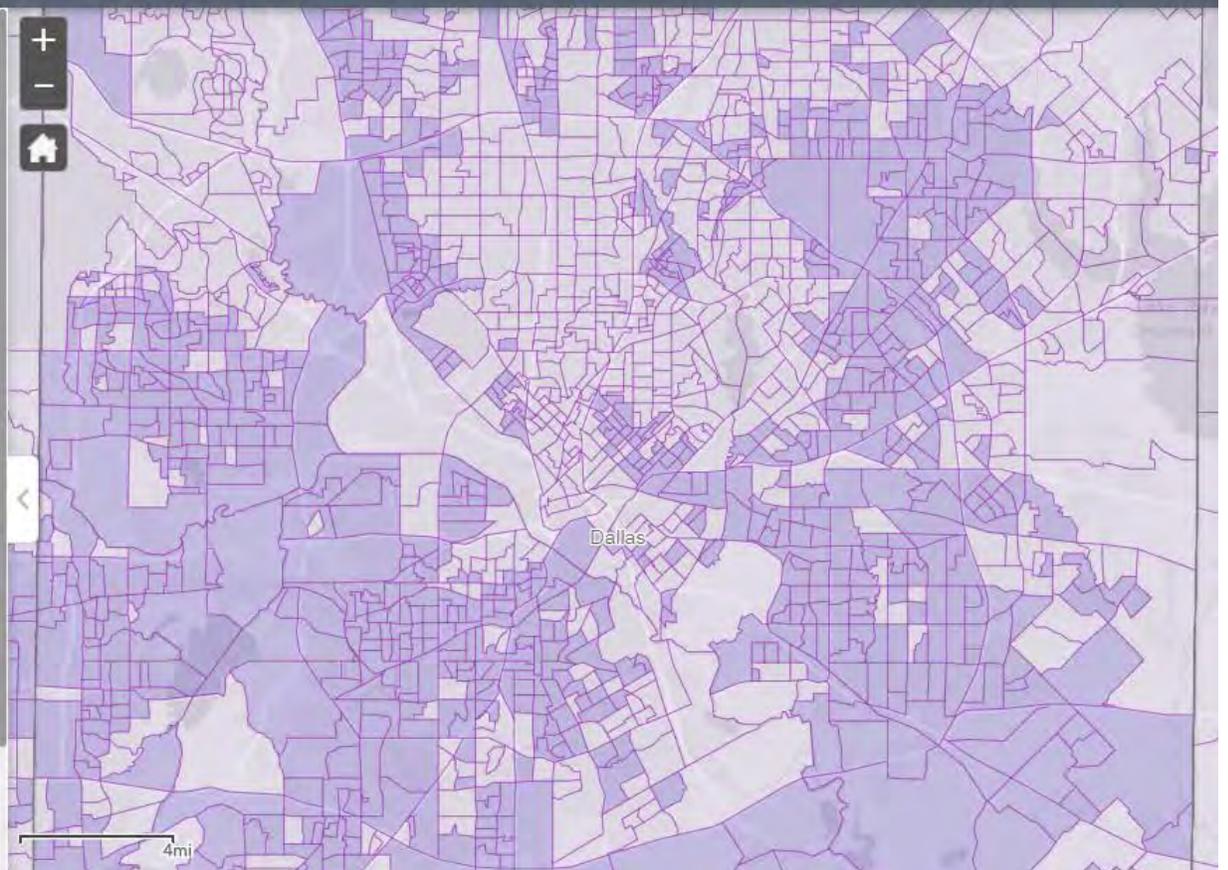
If multiple pop-ups are displayed, zoom in to ensure that a single block group is being identified.

www.nctcog.org/EJ



Layers

- Hispanic or Latino ...
- Black or African American ...
- Asian ...
- American Indian or Alaska Native ...
- Native Hawaiian or Other Pacific Islander ...
- Total LEP ...
- LEP Spanish ...
- LEP Indo-European ...
- LEP Asian ...
- LEP Other ...
- Age 65 and Over ...
- Zero Car Household ...
- Female Head of Household ...

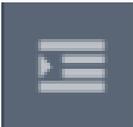




User Guide: Methodology, including thresholds, data sources, data dictionary



Technical Tips: Navigating online map, downloading data



Layer Definitions: Definitions of layers in online map's left-hand panel



Index Uses: How index can support analysis, equity, and public engagement



Contact Us: Contacts for general and technical questions



Data and Links: Download data and link to EJ, Title VI references

Contact: Kate Zielke, Principal Transportation Planner, kzielke@nctcog.org

Transportation Alternatives

2020 Call for Projects Recommendations for the North Central Texas Region

Bicycle and Pedestrian Advisory Committee

August 19, 2020

Daniel Snyder



**North Central Texas
Council of Governments**

Eligible Project Activities for Construction

May include:

- Shared-Use Paths (Trails)
- On-Street Bikeways
- Bicycle/Pedestrian Signalization
- Protected Intersections
- Sidewalks, Crosswalks, Curb Ramps
- Traffic Controls and Calming Measures
- Signage
- Road Diets
- Bicycle/Pedestrian Counters



Evaluation and Scoring



**North Central Texas
Council of Governments**

Active Transportation Category Evaluation and Scoring Criteria

Category	Scoring	Description
Regional Network Connectivity	20	Improves connectivity of Mobility 2045 regional paths and bikeways between cities and counties.
Transit Accessibility	15	Improves connections and access to transit.
Safety	15	Improves safety and provides facilities for pedestrians and bicyclists with a high level of comfort and suitability for users of all ages and abilities.
Congestion Reduction	15	Provides alternative travel options as an option to motor vehicle trips in areas with greater opportunity for walking and bicycling, thus improving air quality.
Equity	10	Improves access to disadvantaged populations and underserved communities.
Reducing Barriers	5	Provides safe crossing of existing travel obstacles such as major roadways, interchanges, railroads, and bodies of water.
Project Readiness and Other Factors	20	Project readiness / ability to obligate funds and initiate construction quickly. Other factors related to innovation, project impact, and local match percent.

Safe Routes to School Category Evaluation and Scoring Criteria

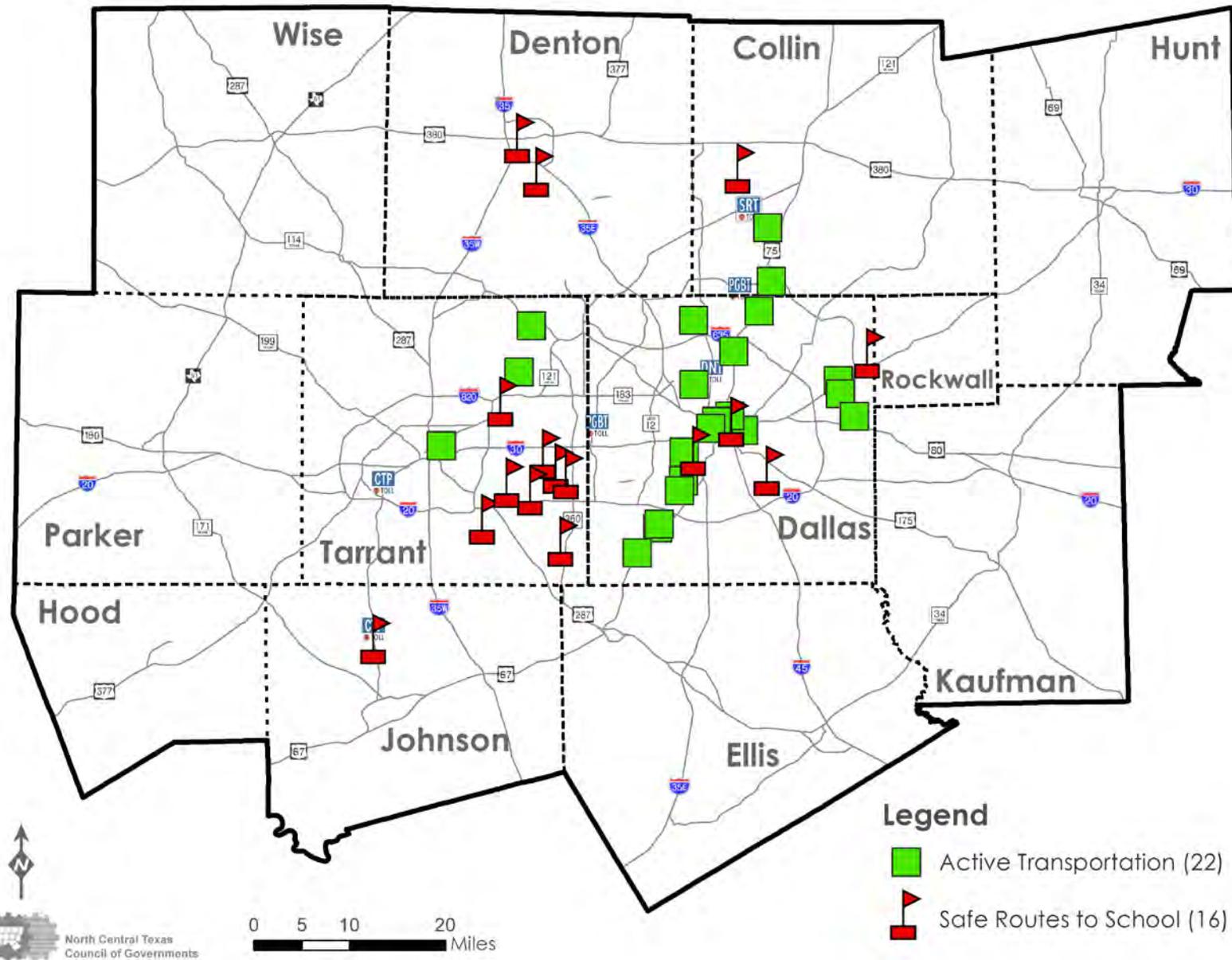
Category	Scoring	Description
Problem Identification	20	Addresses an identified problem, and the problem is significant.
Planning Support	20	Supported by a SRTS Plan or local planning effort, and supportive municipal policies and plans (ADA Transition Plan and Complete Streets Policy).
Potential to Increase Walking and Bicycling	15	Likely to increase the number of students that walk or bicycle to school.
Equity	15	Improves school access and safety for disadvantaged populations and underserved communities.
Community Support	10	Community support is demonstrated through letters of support, a public meeting, and past participation in encouragement or education events.
Project Readiness and Other Factors	20	Project readiness/ability to obligate funds and initiate construction quickly. Other factors related to innovation, project impact, and local match percent.



2020 TA Applications Received and Requested Federal Funding

	Western Subregion (Fort Worth District)	Eastern Subregion (Dallas District)	Total
Total Number of Applications Received	12	26	38
Active Transportation: 22 Applications (Federal Funding Requested)	\$ 5,422,587	\$ 41,263,270	\$ 46,685,857
Safe Routes to School: 16 Applications (Federal Funding Requested)	\$ 13,530,928	\$ 7,684,215	\$ 21,215,143
Total Federal Funding Requested	\$ 18,953,515	\$ 48,947,485	\$ 67,901,000
Federal Funding Available	\$ 8,102,880	\$ 11,761,919	\$ 19,864,799
Requested Funding Exceeding Available Funding	\$ 10,850,635	\$ 37,185,566	\$ 48,036,201

Project Applications Received (38)



Recommended Projects



**North Central Texas
Council of Governments**

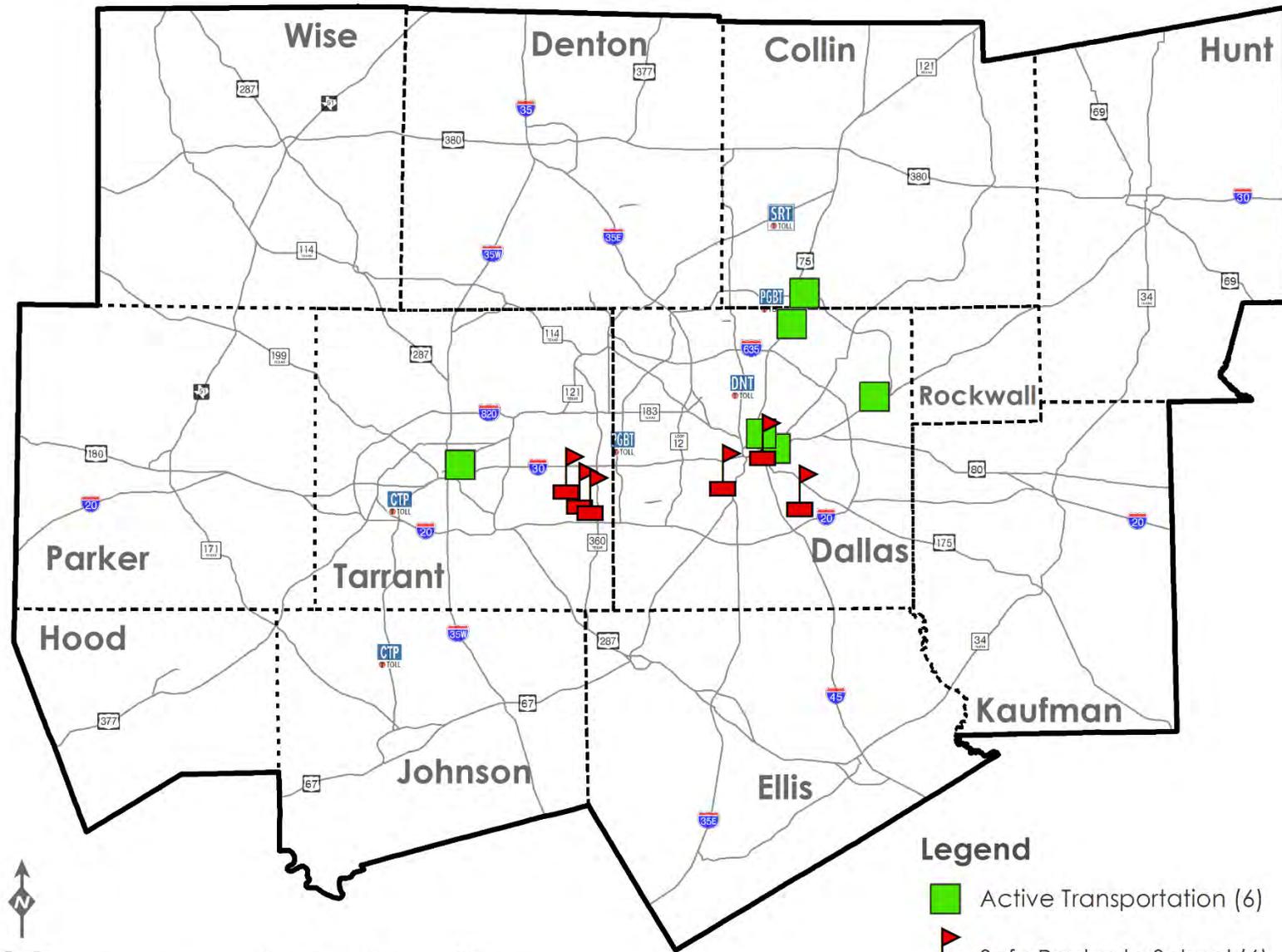
2020 TA Funding Recommendations Western Subregion (Fort Worth District)

	Project Sponsor	Project Name	Recommended TA Funds	Recommended TDCs
1	City of Arlington	Webb Elementary School SRTS	\$ 788,987	157,797
2	City of Arlington	Crow Leadership Academy SRTS	\$ 1,668,585	333,717
3	City of Arlington	Thornton Elementary School SRTS	\$ 1,452,534	290,506
4	City of Fort Worth	East First/East Fourth St	\$ 2,332,000	466,400
Total			\$ 6,242,106	1,248,420

2020 TA Funding Recommendations Eastern Subregion (Dallas District)

	Project Sponsor	Project Name	Recommended TA Funds	Recommended TDCs
1	City of Dallas	Elam SRTS Improvements	\$ 1,962,980	392,596
2	City of Dallas	Rosemont SRTS Improvements	\$ 758,351	151,670
3	City of Dallas	Ross Avenue Shared-Use Path	\$ 3,836,092	767,218
4	City of Dallas	Zaragoza SRTS Improvements	\$ 325,661	65,132
5	Dallas Area Rapid Transit	Bridge for Cotton Belt Veloweb Trail at Plano Pkwy	\$ 2,911,792	0
6	Dallas County	Fair Park/East Dallas Trail Phase 1	\$ 1,603,876	0
7	Dallas County	Rowlett Rd Multimodal Connection	\$ 4,179,705	0
8	City of Richardson	Greenville Ave Multimodal Improvements	\$ 1,702,948	340,589
Total			\$ 17,281,405	1,717,205

Project Applications Recommended (12)



- Legend**
- Active Transportation (6)
 - Safe Routes to School (6)

Recommended Funding (All Sources)

Subregion	Federal	Local Match	Transportation Development Credits	Total
Active Transportation	\$ 14,234,413	\$ 3,588,498	1,107,807	\$ 17,822,911
Safe Routes to School	\$ 3,046,992	\$ 0	609,398	\$ 3,046,992
Eastern Total	\$ 17,281,405	\$ 3,588,498	1,717,205	\$ 20,869,903
Active Transportation	\$ 2,332,000	\$ 0	466,400	\$ 2,332,000
Safe Routes to School	\$ 3,910,106	\$ 0	782,020	\$ 3,910,106
Western Total	\$ 6,242,106	\$ 0	1,248,420	\$ 6,242,106
Grand Total	\$ 23,523,511	\$ 3,588,498	2,965,625	\$ 27,112,009

Recommended Funding (Federal)

Funding Categories	Western Subregion	Eastern Subregion	Total
TA Funds Available (FY 21-22-23)	\$ 8,102,880	\$ 11,761,919	\$ 19,864,799
TA Funds Available to Transfer from West to East (FY 23)	(\$ 1,860,774)	\$ 1,860,774	-
TA Funds (FY 24) Recommended	-	\$ 3,658,712	\$ 3,658,712
Total Recommended¹ TA Funds	\$ 6,242,106	\$ 17,281,405	\$ 23,523,511

¹ TA funds will be utilized assuming authorization as part of the next federal transportation bill. If TA funds are not available, project funding will be backfilled with CMAQ and/or STBG.

Schedule

Milestone	Date
Bicycle and Pedestrian Advisory Committee (BPAC) – Info on CFP	November 20, 2019
Call for Projects Public Workshop	January 21, 2020
Surface Transportation Technical Committee (STTC) – Info on CFP	January 24, 2020
Regional Transportation Council (RTC) – Action on CFP	February 27, 2020
Call for Projects Opens	March 2, 2020
Deadline for Meetings to Review Applications for Completeness	April 10, 2020
Call for Projects Closes	May 15, 2020, 5 PM
Review of Projects / Scoring by NCTCOG	May – July 2020
Public Meetings	August 2020
STTC – Action on Selected Projects	August 28, 2020
RTC – Action on Selected Projects	September 10, 2020
Individual Meetings with TxDOT District Staff	September – October 2020
Submittal Deadline for TIP Modifications	October 23, 2020
Approval of Statewide Transportation Improvement Program (STIP)	March / April 2021



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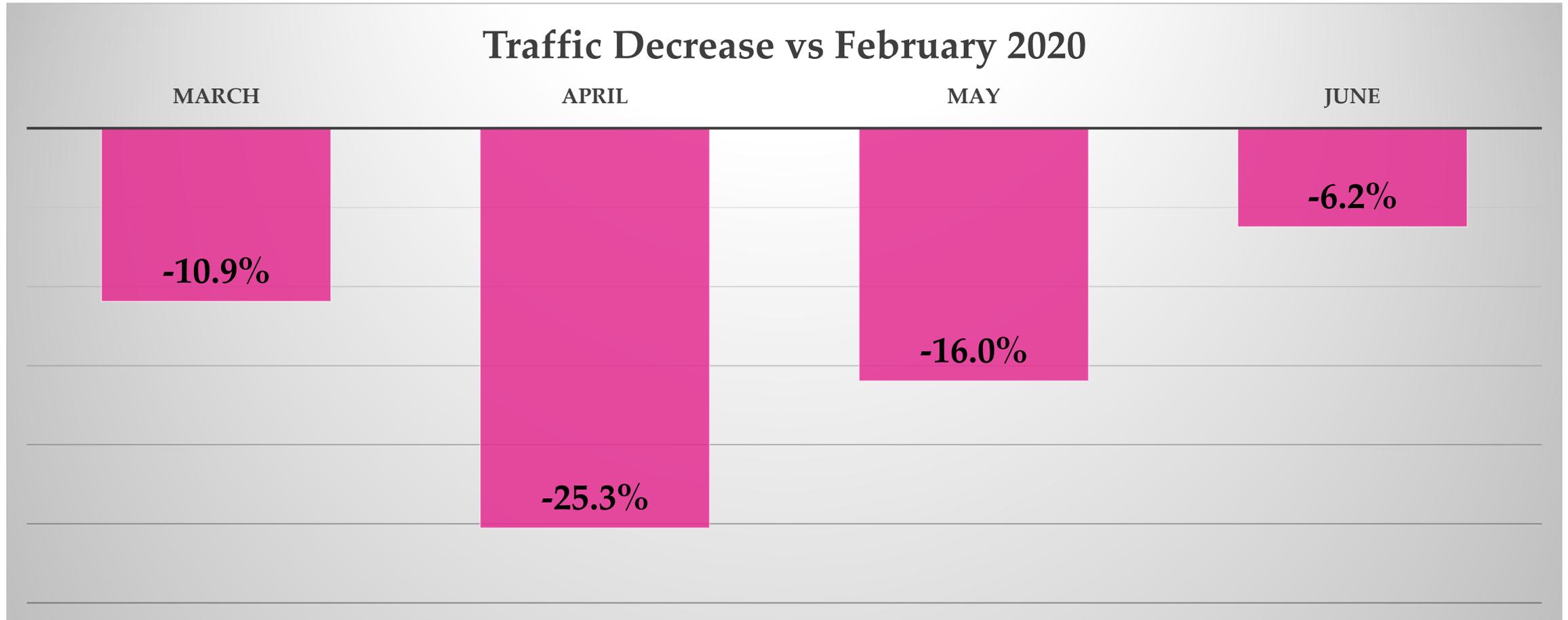
Trail Count Data in Response to COVID-19

Bicycle and Pedestrian Advisory Committee

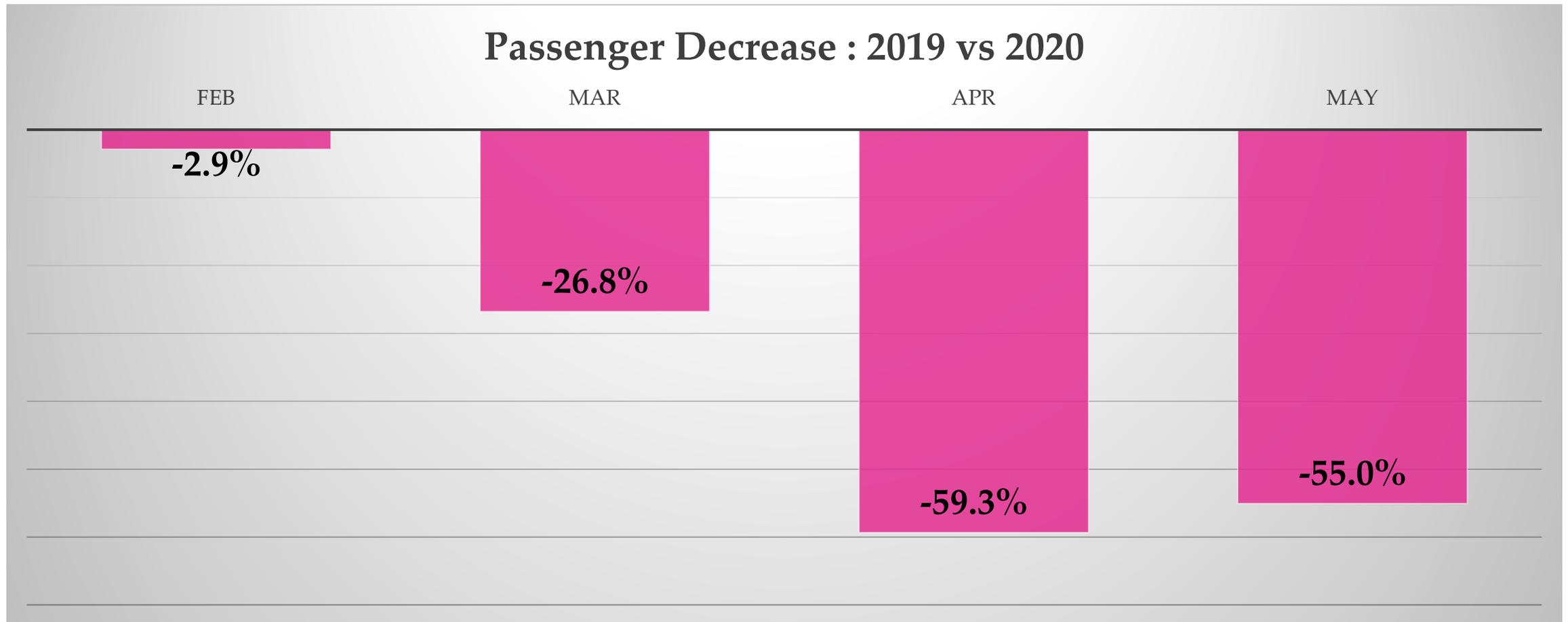
Daniel Snyder
August 19, 2020



Roadway Trends

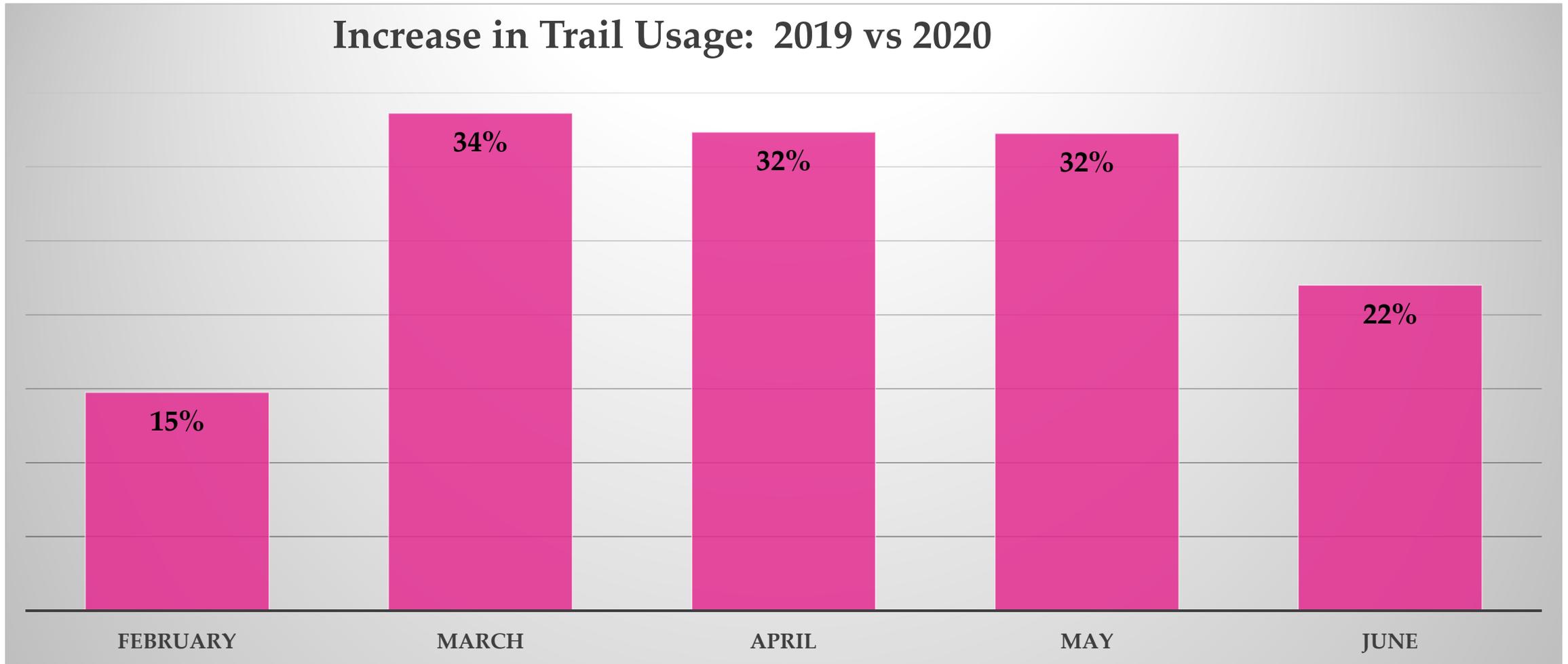


Transit Impacts



Bicycle/Pedestrian Impacts

Increase in Trail Usage: 2019 vs 2020



Source: NCTCOG, collected at Chisholm Trail in Plano, Denton Branch Rail Trail in Denton, Katy Trail in Dallas and Trinity Trails in Fort Worth.
Note: No adjustments for weather were applied.

Active Transport During a Pandemic

- Bicycling is the most talked about mode of travel in social media posts since March.
- Apple Map data shows walking is having the largest growth of all the modes of travel from mid-May to early August.

How Covid-19 has changed the way we travel



Brandwatch

Source: Brandwatch Consumer Research | Indexed to January 2019 levels | Shows English-language mentions of various transport methods | Excludes news, shares and retweets.



Further Analysis on COVID-19's Impact on Active Transportation:



- Day of Week
 - Weekdays vs weekends?
- Time of Day
 - What hours are seeing growth?
- Mode Share
 - Are people walking or bicycling more?
- Location
 - Which part of the region is experiencing growth?

Questions?

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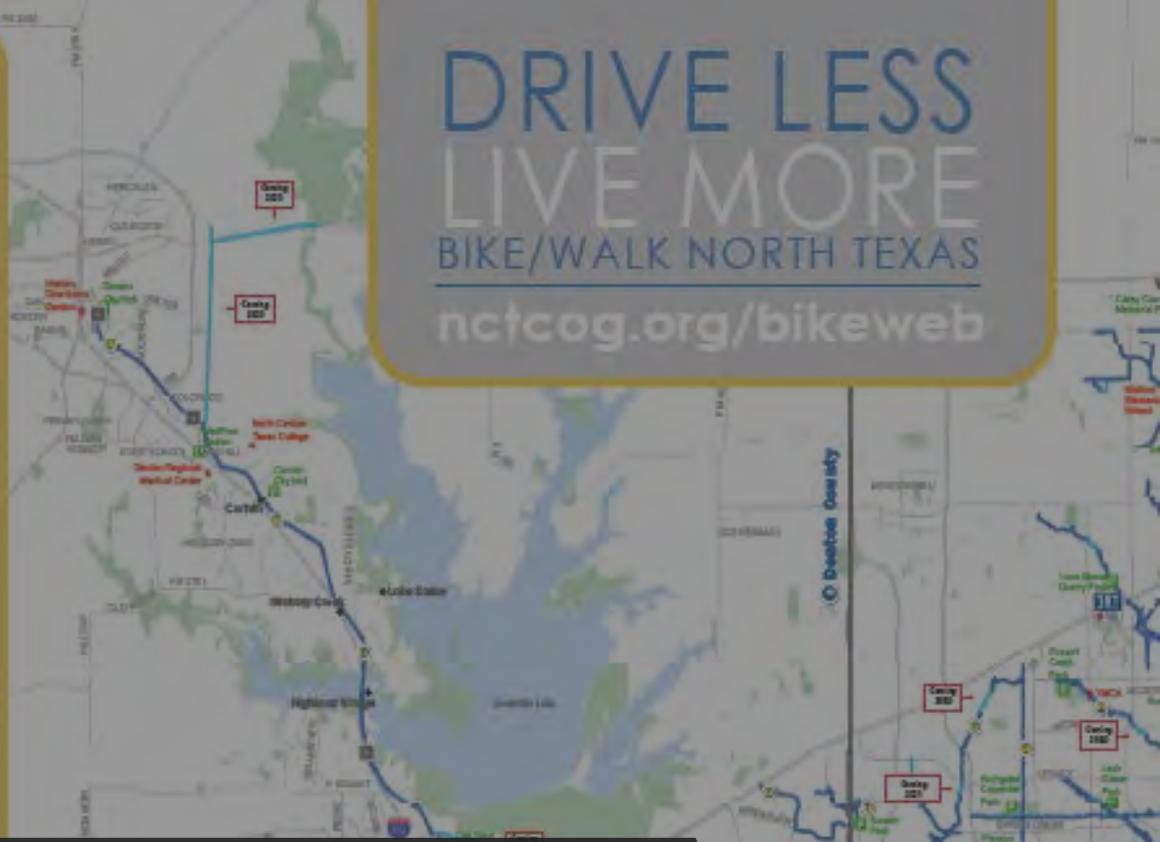


2020 HIGHLIGHTED REGIONAL TRAILS Of North Texas

People all over the region walk and bike to get to work and school, access transit stops, run errands, visit friends and exercise. The use

AT A GLANCE

<p>1 Tarrant County - 111.3 mi.</p> <ul style="list-style-type: none"> 1 Clear Fork - 14.5 mi. 1 West Fork, West - 25.4 mi. 1 Marine Creek - 5 mi. 1 West Fork, East - 21 mi. 1 Village Creek - 6 mi. 1 River Legacy - 7 mi. 1 North Electric - 2.5 mi. 1 Walker's Creek - 2 mi. 1 Cotton Belt - 12.5 mi. 1 John Barfield - 3.5 mi. 1 Little Bear Creek - 0.8 mi. 1 Meandering - 1.9 mi. 1 Big Bear Creek - 5.4 mi. 1 Brentwood - 0.5 mi. 1 Preston Greenwalk - 1.0 mi. 1 Indian - 2.3 mi. 	<p>3 Denton County - 19 mi.</p> <ul style="list-style-type: none"> 3 Denton - 4.5 mi. 3 Corinth - 3.5 mi. 3 Hickory Creek & Highland Village - 3 mi. 3 Lewisville - 8 mi.
<p>2 Dallas County - 89.5 mi.</p> <ul style="list-style-type: none"> 2 Trinity Skyline - 9.5 mi. 2 Trinity Strand - 2 mi. 2 Katy - 3.5 mi. 2 Santa Fe - 4 mi. 2 White Rock Lake - 9.5 mi. 2 University Crossing - 3.75 mi. 	<p>4 Collin County - 74.5 mi.</p> <ul style="list-style-type: none"> 4 Shady Brook - 8.75 mi. 4 Bluebonnet - 11.5 mi. 4 Legacy - 3.4 mi. 4 Preston Ridge - 6 mi. 4 Russell Creek Greenbelt - 2.5 mi. 4 Chisholm - 5.5 mi. 4 Hoblitzelle Park - 2.1 mi. 4 Santa Fe - 1.75 mi. 4 Oak Point Park - 3.5 mi. 4 Bob Woodruff - 2 mi. 4 Mustang Creek - 2.9 mi. 4 Cottonwood Creek South - 2.3 mi. 4 Cottonwood Creek North - 4.3 mi. 4 Watters Creek - 3.9 mi. 4 Cottonwood Creek - 3.5 mi. 4 Wilson Creek - 4.08 mi. 4 Rowlett Creek - 6.51 mi.



DRIVE LESS
LIVE MORE
BIKE/WALK NORTH TEXAS
nctcog.org/bikeweb

2020 Highlighted Regional Trails Brochures are Available!

- Can contact bwalsh@nctcog.org to schedule a pick-up
- Typical request is for 150-350 brochures

Over 300 miles of regional trails are displayed on the map and highlighted due to their regional connectivity proximity to major employment centers

Trail Locator

- Commuter and Light Rail
- Access/Parking
- Rail Station



Highlighted Regional Trails

Learn more about regionally significant trails in North Texas.

[2020 Highlighted Regional Trails of North Texas - Brochure \[PDF\]](#)

[Fort Worth to Dallas Regional Trail](#)

[Dallas to McKinney Regional Trail](#)

[Cotton Belt Trail Corridor](#)

2020 Highlighted Regional Trails Brochures are Available!

Can also viewed/printed online at:

nctcog.org/veloweb



Trail of the Month Video Series

- Marketing for the Trail of the Month promotional video series in response to increased demand during COVID-19
- Asking for your help in promoting trails
- One video being pushed each week – released in same order as original series
- Staff will reach out to jurisdictions asking for assistance in sharing

Annual Updates to the Regional Bikeways Database

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

AUGUST 19, 2020

A solid orange horizontal bar at the bottom of the slide.

Introduction

- NCTCOG staff is coordinating annual updates to the regional database of on- and off-street bikeways.
- This information is displayed on the online interactive map and incorporated in the region's Mobility Plan.
- We need your help to identify any necessary updates to bikeway alignments, funding, or construction status. (Is it existing, funded or planned?)
- Alignments in the regional database reflect locally adopted plans.

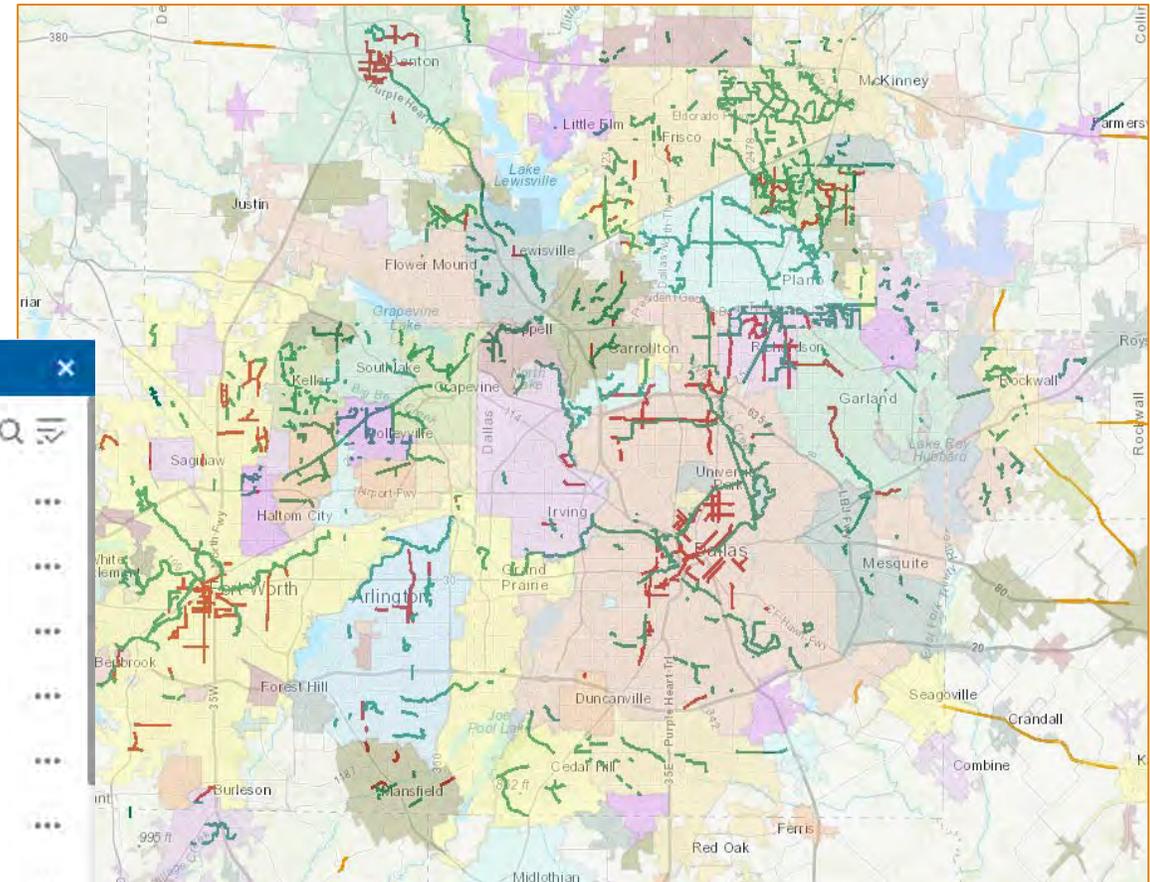
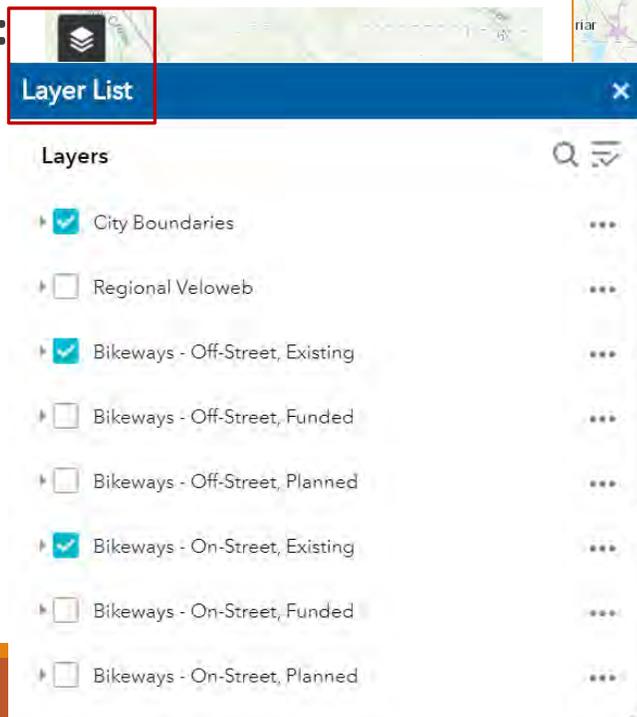
Step 1: Access Interactive Online Map

[Link to NCTCOG's Interactive Bikeways Map on This Page:](#)

www.nctcog.org/veloweb

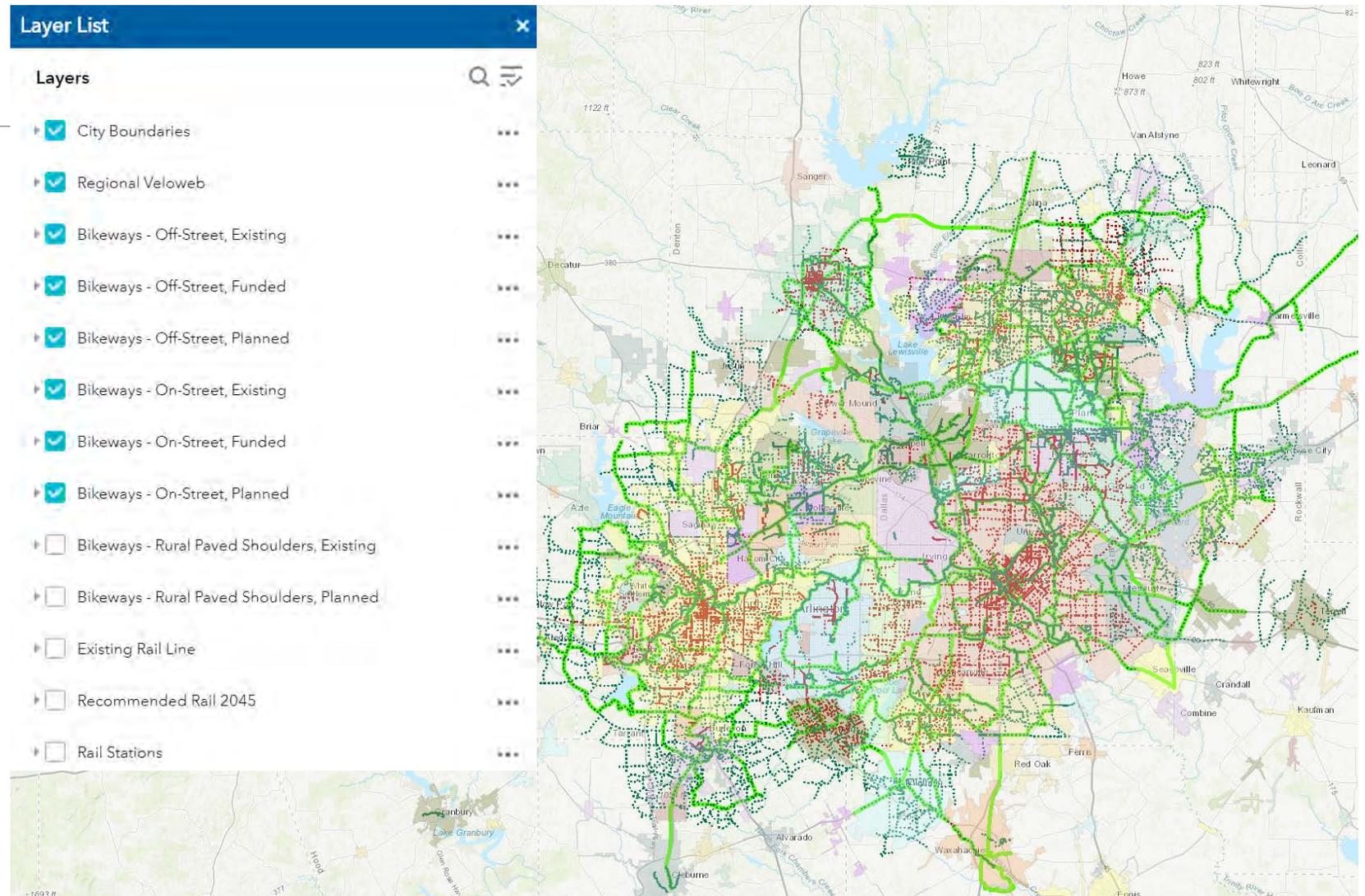
[Layers Automatically Turned On:](#)

- City Boundaries
- Existing On-street Bikeways
- Existing Off-street Bikeways
- Existing Rural Paved Shoulders



Step 2: Turn on Appropriate Map Layers

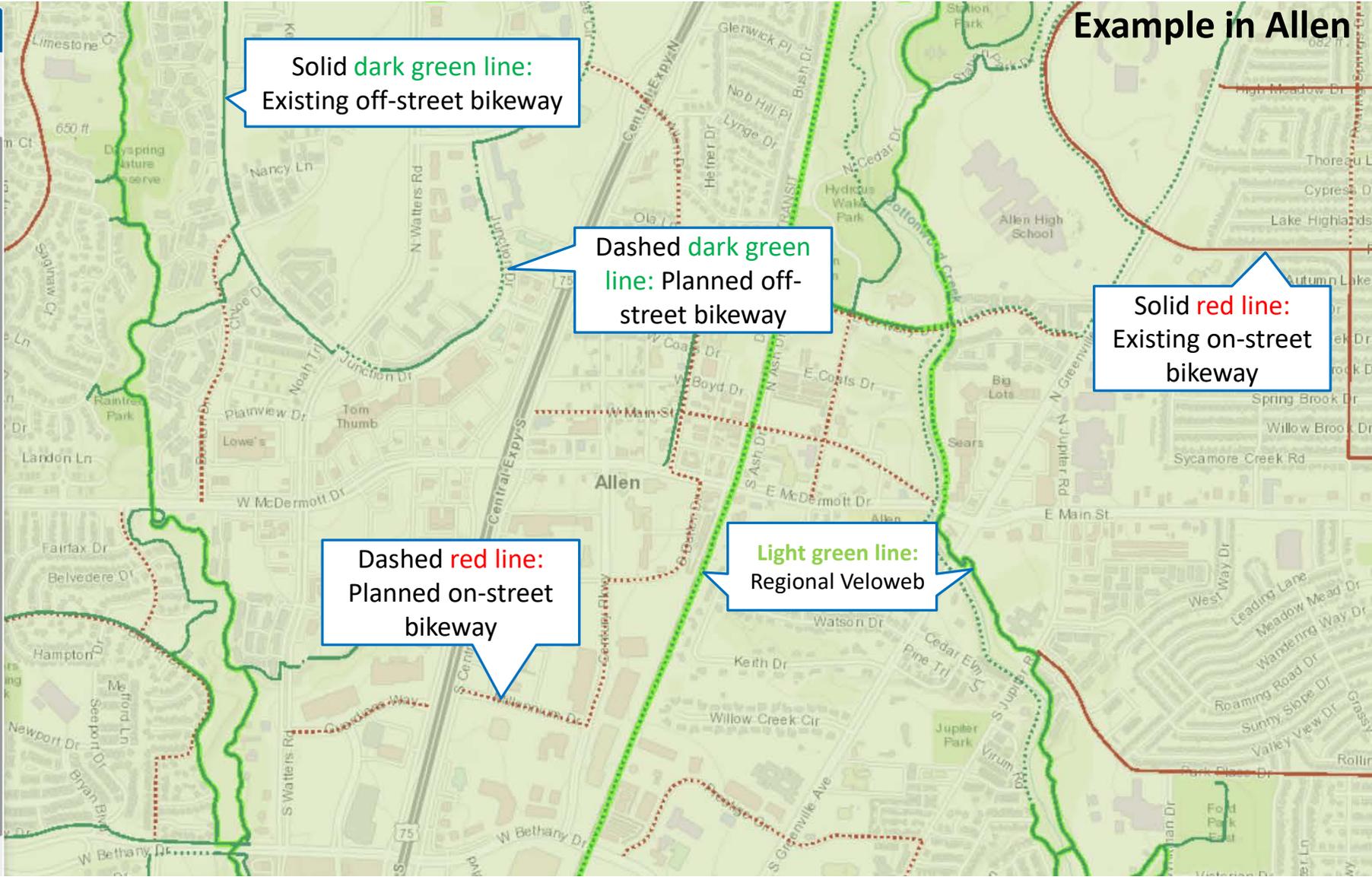
- Off-Street, Funded
- Off-Street, Planned
- On-Street, Funded
- On-Street, Planned
- Regional Veloweb



Step 3: Zoom Into Your City to Review Network

Layer List [X]

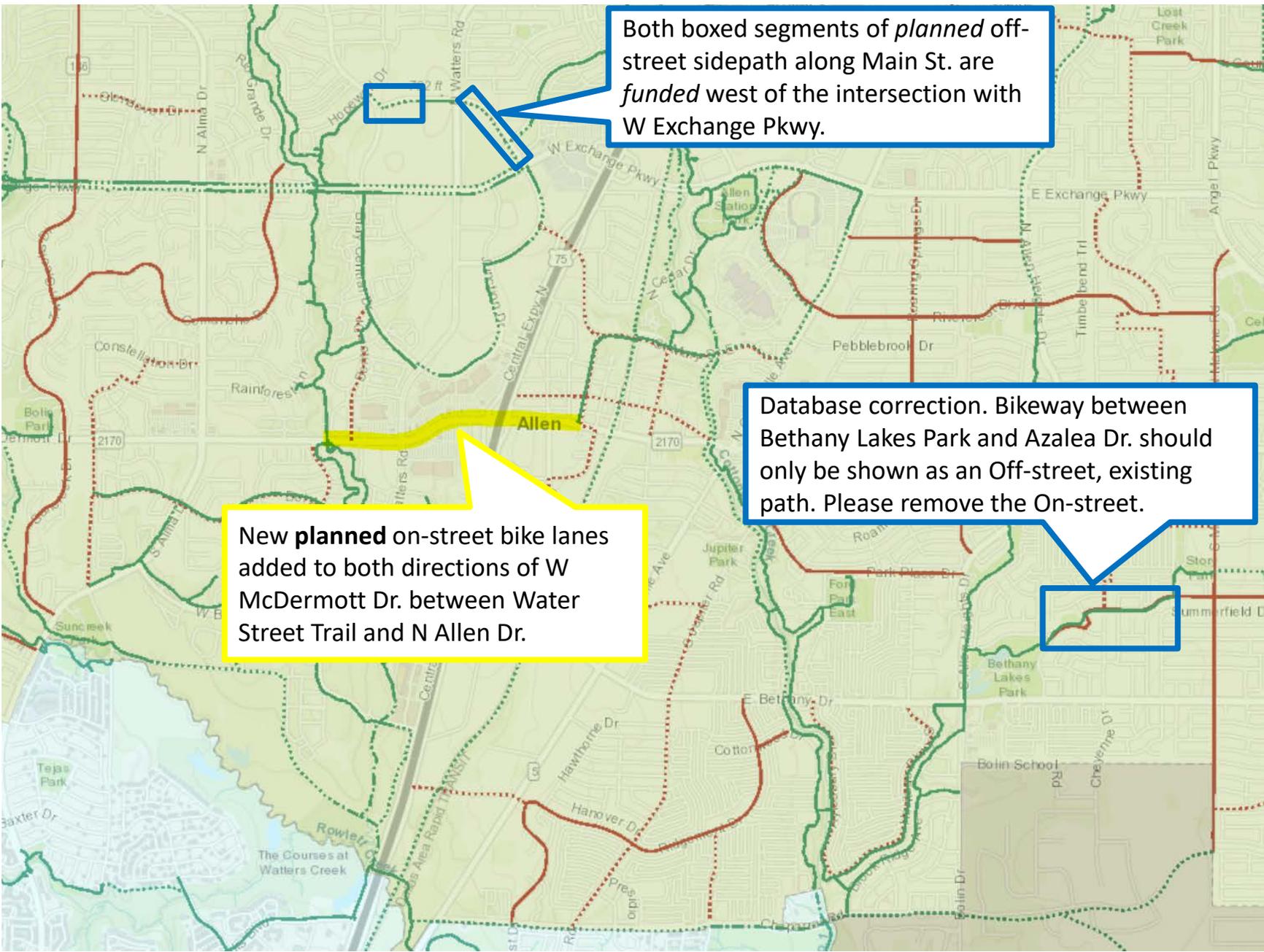
- City Boundaries
- Recommended Rail 2045
- Existing Rail Line
- Bikeways
 - Bikeways
 - Off-Street, Existing
 - Off-Street, Funded
 - Off-Street, Planned
 - On-Street, Existing
 - On-Street, Funded
 - On-Street, Planned
 - Rural Paved Shoulders, Existing



Step 4: Provide Feedback

- If no updates are needed, please send an email stating no updates are necessary.
- If updates are needed, be as specific as possible when describing necessary changes.
- When providing an update by e-mail, please include:
 - **What:** A brief and detailed written description of what needs to be updated.
 - **Where:** Clearly describe **beginning** and **end** points for segments that need to be updated.
 - Include a screenshot with markup, or a map identifying the location and boundaries for revision (i.e. City CIP map and description of project area.)

Examples of Effective Responses



Both boxed segments of *planned* off-street sidepath along Main St. are *funded* west of the intersection with W Exchange Pkwy.

New **planned** on-street bike lanes added to both directions of W McDermott Dr. between Water Street Trail and N Allen Dr.

Database correction. Bikeway between Bethany Lakes Park and Azalea Dr. should only be shown as an Off-street, existing path. Please remove the On-street.

[Callout pointing to a path segment near Bethany Lakes Park]

Next Steps

1. NCTCOG staff will follow up with an email and instructions after this meeting.
2. We will be requesting responses by mid-September.
3. NCTCOG staff will makes edits to requested segments and follow up as necessary to confirm accuracy.

Contact Information

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