

MEETING SUMMARY

Bicycle and Pedestrian Advisory Committee

February 17, 2016

The Bicycle and Pedestrian Advisory Committee (BPAC) met in the NCTCOG Transportation Council Room beginning at 2:30 pm on February 17, 2016.

Please see pages 6-7 for meeting attendance.

Meeting Summary Outline

1. Welcome and Introductions
Approval of November 18, 2015 Meeting Summary
2. Statewide TxDOT Bicycle Advisory Committee Update and Upcoming Regional Survey
3. Regional Pedestrian/Bicycle Plan
4. Local Community Updates and Accomplishments
5. 2015 Bicycle/Pedestrian Traffic Data
6. Other Business/Open Discussion

1. Welcome and Introductions: Reneé Johnson, Chair, City of DeSoto

Reneé Johnson welcomed attendees and introduced herself as the new Chair and Terry Hughes from the City of Weatherford as the new Vice-Chair of BPAC. Reneé thanked Joe Pack from the City of North Richland Hills for serving as last year's Chair and the entire Committee gave a round of applause.

At the beginning of each year, members of the Surface Transportation Technical Committee (STTC) must nominate their agency's representative to BPAC. With new members in attendance, everyone introduced themselves, their affiliation, and described their role in bicycle and pedestrian planning within their agency.

The Summary of the November 18, 2015 Meeting was accepted as submitted. There was no discussion.

2. Statewide TxDOT Bicycle Advisory Committee and Upcoming Regional Survey – Karla Weaver, NCTCOG

Karla Weaver provided an update on the statewide TxDOT Bicycle Advisory Committee meeting held on January 29, 2016 in Austin. Since the last BPAC meeting in November, 2015, TxDOT awarded statewide Transportation Alternatives Program funding to rural communities for fiscal years 2013-2016. In the DFW region the cities of Aledo, Crandall, and Haslet were awarded funding in this last round to construct sidewalks and a shared use path. TxDOT does not have plans to conduct another Call for Projects for another

two to three years until funding is available in future fiscal years and has pooled. They are also focused on implementing the 50 projects selected in 2015.

The State Bicycle Advisory Committee was involved in the development of TxDOT's Bicycle Strategic Direction Report. Members of the Committee selected five areas they recommend TxDOT should prioritize in 2016. These priorities are:

- 🚲 Support Safe Routes to School program
- 🚲 Work with law enforcement on bicycle/pedestrian safety training
- 🚲 Development of a Complete Streets policy for TxDOT
- 🚲 Develop statewide interactive bicycle maps to support eco-tourism
- 🚲 Support bicycle pilot programs for on-street facilities

Over the next two years, TxDOT would like to conduct a statewide survey on attitudes toward bicycling, similar to the frequently referenced survey from the City of Portland and replicated by other areas, including the City of Austin. Portland's survey found approximately 60 percent of respondents are interested in bicycling for transportation but expressed concern about safety.

A similar survey will be conducted by NCTCOG in the coming months which will provide regionally-specific results reflecting the attitudes of North Texans toward bicycling. Cities interested in collecting survey data for their specific jurisdiction are encouraged to contact Karla Weaver.

3. Regional Pedestrian/Bicycle Plan – Karla Weaver, NCTCOG

Karla announced NCTCOG is in the initial phase of developing a regional pedestrian and bicycle plan. To collect public input on the plan's vision, goals, and strategies, Karla facilitated a group discussion with meeting attendees. The following summarizes responses and feedback from questions asked during the group discussion:

- a. **What is your vision for active transportation in North Texas in the next 10 years?**
 - Focus on prioritizing bicycle and pedestrian infrastructure projects that aide in completing a network of alternative transportation modes for short trip commutes since they are the most common.
 - Study the level of comfort for the different types of on-street bicycle facilities.
 - Communicate to the public at large what NCTCOG and local communities are doing to grow the active transportation network and improve safety.
 - Increase bicycling and walking as an accepted form of transportation.
 - Focus on facilities that have a higher level of comfort, such as separated bikeways, sidepaths and shared-use paths.
 - Propose and adopt a Complete Streets policy at the state, regional, and local level.
 - Increase education and outreach for both bicyclists and motorists to enhance safety and promote active transportation.
- b. **What are the toughest obstacles to achieve the vision?**
 - The preferred bicycle and/or pedestrian facility is not always the most feasible due to limited space with existing right-of-way.
 - Not all citizens agree that bicyclists are allowed to ride with traffic.
 - The expense of retrofitting existing facilities that are not ADA compliant.

- Changing TxDOT's acceptable standards for bicycle accommodations. Wide outside lanes are not a preferred bicycle facility for citizens. FHWA policy is to exceed minimum requirements.
- A general misunderstanding among motorists about bicyclists using the roadway. Motorists need to be educated about bicyclists' right to the road.
- Suburban development patterns and street networks can make it difficult to connect to major destinations.
- Lack of communication and coordination between city departments (e.g. bike facilities and paths are often planned and constructed and maintained by various city departments).
- Working with developers to integrate pedestrian and bicycle facilities into development plans and roadway designs.
- Limited funding.
- Shared-use paths and on-street bikeways are not at the top of the priority list of projects for tax payers.
- Lack of understanding by local city officials of the community benefits attributed to bicycle and pedestrian infrastructure.

c. What are the most effective strategies to achieve the vision?

- Focus on areas that are dense and have existing bicycle and pedestrian facilities and fill in the gaps. Completing a network of bicycle and pedestrian facilities in these dense areas will increase ridership.
- TxDOT's adoption of Complete Streets would make implementing bicycle facilities easier.
- Getting support from elected officials and policy makers, such as with the acceptance of a Complete Streets policy. If TxDOT recommends and supports bicycle infrastructure it will be easier for local communities to implement bicycle facilities.

d. What resources are needed to achieve the vision?

- Having a brief and concise information sheet for elected officials that highlights the key points of bicycling and why it's important.
- Ongoing communication and coordination between municipal departments is vital so that everyone knows the status and timeframe of projects and not duplicating efforts.
- Provide resources on best practices and highlight local examples in the region.
- Data (existing and planned facilities, bicycle and pedestrian traffic count data)

e. What are realistic goals to set for the next 5 years (2021) and the next 10 years (2026)?

- Adopt a statewide and regional Complete Streets policy.
- Increase bicycle ridership.
- Cities will improve communication about planned alignments of shared-use paths and on-street bikeway connections.
- More cities adopt on-street bikeway plans.

4. **Local Community Updates**

a. **Farmers Branch Trail Master Plan – Mitzi Davis, City of Farmers Branch**

Mitzi Davis presented an overview on the Farmers Branch Trail Master Plan adopted in 2015. During the planning process, stakeholders and the consultants identified IH 35E to be a significant barrier in establishing an east-west connection across the city. The Plan was initially intended to focus on only trails. However, the scope was expanded to consider on-street bicycle connections to complement and connect the off-street shared-use path network. A traffic analysis study identified several multi-lane streets with low projected traffic volumes that would be potential candidates for a road diet (a reduction in travel lanes to accommodate bike lanes). The City is currently studying possible implementation of some of the corridors identified for road diets, such as Valley View Rd.

b. **DART’s Bicycle/Transit Initiative – Renée Esses, DART**

Renée Esses provided an update on efforts by the Dallas Area Rapid Transit (DART) to integrate bicycles both onboard their train cars and as a last mile connection for passengers from rail stations. DART is testing a “C-Car” pilot program whereby they removed four seats to create a priority area for temporary bicycle storage for passengers. Renée also described DART’s future plans to install additional bike lids at rail stations and collaborate with NCTCOG to identify and close critical gaps to improve pedestrian and bicycle access to rail stations.

c. **Upcoming Events, Training, and Local Plans Underway – Terry Hughes, Vice Chair, City of Weatherford**

Terry Hughes reviewed upcoming events and training opportunities and listed local planning efforts underway. The presentation is available on the BPAC website [here](#).

5. **2015 Bicycle/Pedestrian Traffic Data – Daniel Snyder, NCTCOG**

Daniel Snyder presented an overview and highlights from NCTCOG’s 2015 Bicycle and Pedestrian Traffic Count Report, now available online [here](#). Daniel emphasized the importance of data collection to understand how many people are walking and bicycling in the North Central Texas region. Permanent count equipment was installed on regionally-significant shared-use paths in the cities of Dallas, Denton, Fort Worth, North Richland Hills and Plano. While the percent of bicyclists and pedestrians counted at each location varies, as a whole the regional average of all the count stations was 50 percent pedestrians and 50 percent bicyclists. A series of charts and graphs were shared as examples from the report, displaying seasonal and weekly trends. Two training workshops on mobile counters are scheduled in March 2016, cities interested in borrowing the equipment to perform short term bicycle and pedestrian counts are encouraged to attend. More information about the Regional Bicycle and Pedestrian Traffic Count Program is available at www.nctcog.org/bikepedcountdata.

6. **Other Business/Open Discussion – Reneé Johnson, Chair, City of DeSoto**

Reneé opened the floor to Committee members for open discussion. No additional comments were made by meeting attendees.

The next BPAC meeting is on May 18, 2016.

BPAC Members in Attendance at the February 17, 2016 Meeting

Agency	Name
City of Allen	Randy Thompson
City of Arlington	Christina Sebastian
City of Bedford	William Lankford (James Andrews)
City of Burleson	Laura Melton (Paul Mitchell)
City of Carrollton	Andrew Combs
City of Coppell	George Marshall
City of Dallas	Jared White
City of Denton	Julie Anderson
City of Desoto	M. Reneé Johnson
City of Farmers Branch	Mitzi Davis
City of Fort Worth	Clarence Bryant
City of Frisco	Robert Caskey
City of Garland	Ann McGinnes
City of Grand Prairie	Daon Stephens
City of Grapevine	Kathy Nelson
City of Haltom City	William Wiegand
City of Irving	Nathan Benditz
City of Keller	Jennifer Basham
City of Mansfield	David Boski
City of McKinney	Robyn Root
City of Mesquite	Lauren Miller
City of Richardson	Jessica Shutt
City of The Colony	Eve Morgan
City of Weatherford	Terry Hughes
Dallas Area Rapid Transit (DART)	Renée Esses
Dallas County	Micah Baker
Denton County Transportation Authority (DCTA)	Ann Boulden
Ellis County	Joseph Jackson
Fort Worth Transportation Authority (FWTA)	Jose Perez
Hunt County	Kevin St. Jacques
Rockwall County	Lee Gilbert
Tarrant County	Joe Trammel
Town of Flower Mound	Kari Biddix
TxDOT, Dallas District	Sandra Williams
TxDOT, Fort Worth District	Phillip Hays

Other Attendees at the February 17, 2016 Meeting

City of Allen	Sherry Fabricant
City of Benbrook	Bennett Howell
City of Dallas	Jason Ney
City of Denton	Noreen Housewright
City of Fort Worth	Mirian Spencer
City of Grand Prairie	Ken Unkart
City of Kennedale	Rachel Roberts
City of Southlake	Jerod Potts
City of Wylie	Shohn Rodgers
Criado Associates	Jonathan Marchese
Criado Associates	Iskal Shrestha
Criado Associates	Jose Valenzuela
Dallas Area Rapid Transit	Ralph Zaragoza
Kimley-Horn	Matt Ciarkowski
Kimley-Horn	Luke Schmidt
Tarrant Regional Water District	Rachel Navejar
Texas Christian University	Pamela Frable
The Trust for Public Land	Robert Kent

NCTCOG Staff in Attendance at the February 17, 2016 Meeting

Karla Weaver
Daniel Snyder
Jeremy Williams
Gabriel Ortiz