

MEETING SUMMARY

Bicycle and Pedestrian Advisory Committee

August 16, 2023

The Bicycle and Pedestrian Advisory Committee (BPAC) met in the Transportation Council Room at the North Central Texas Council of Governments at 2:00 pm on August 16, 2023.

See Page 7 for meeting attendance.

1. Welcome and Introductions – Chad Marbut, Chair, City of Weatherford

Chad Marbut welcomed attendees and introduced himself as Chair and Heather Dowell as Vice Chair. Chad also introduced new NCTCOG employees, Catherine Richardson and Brandi McDow, who are assisting with Active Transportation planning in the Transportation Department. The March 2023 meeting summary was accepted as submitted.

2. Local Community Updates – Various BPAC Members

a. Park Sign and Wayfinding Landscape Elements – Stacie Anaya, City of Lewisville

In 2018, City of Lewisville had a midterm update to their Parks, Recreation, and Open Space Master Plan that called for wayfinding and to create pause points along the Denton County Transportation Authority (DCTA) A-train Rail Trail, which is part of the Regional Veloweb. Pause points encompass areas of landscape, lighting, and other elements where bicyclists and pedestrians can take a break from their travel along a trail. The park and wayfinding plan approved by the City Council in May 2021 included larger signs for parks and trailheads. Stacie explained how the City of Lewisville repurposed several existing monument signs and implemented totems for the public to be able to navigate along the trail. The City of Lewisville reviewed landscaping native planting techniques where people can have a place to rest along the trail. The landscape design came in the form of a roundabout that provided a warning before entering a rail crossing. The roundabout was a solution to a conflict or pinch point that requires bicyclists to slow down. Other elements that were added to the roundabout were pedestrian lighting and a tire pump station for bicyclists. Stacie concluded by saying the City of Lewisville has received positive feedback since their implementation. A question was asked by Heather Dowell if the same signage design is being used on every part of the trail to create cohesiveness. Stacie replied by saying that Lewisville priced it out and that it would be more than \$2 million if they continued to use the same signage throughout the trail network.

This presentation can be found on the BPAC website at: www.nctcog.org/BPAC.

b. Arlington Bicycle Friendly Community Workshop – Chris Funches, City of Arlington

Chris recounted his experience attending the League of American Bicyclists (LAB) workshop organized by the University of Texas at Arlington's (UTA) Office of Sustainability. The LAB is a national non-profit advocacy organization that selected Arlington as the location to facilitate a free workshop event. Stakeholders invited to the workshop included UTA, the City of Arlington, and Trinity Metro. As part of the workshop, the LAB organized a 7.5-mile bike audit. The audit provided everyone involved an opportunity to experience bicycling in the community firsthand. Chris noted the current state of Arlington's bicycle infrastructure is not to current safety standards and needs substantial improvement. City staff will evaluate existing maintenance projects under development to identify opportunities to implement bicycle facility improvements. UTA's Office of Sustainability will invite city staff to future quarterly meetings to maintain momentum and implement recommendations outlined during the workshop. Karla Windsor, NCTCOG Senior Program Manager, shared that universities are eligible entities for federal funding programs such as the statewide Transportation Alternatives (TA) Set-Aside program administered by TxDOT. These funds can be used for construction of active transportation facilities.

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c. Upcoming Events – Heather Dowell, BPAC Vice-Chair

Heather highlighted upcoming events and training opportunities throughout 2023.

This presentation can be found on the BPAC website at: www.nctcog.org/BPAC.

3. Pedestrian Safety Improvements at Intersections – Daniel Herrig, City of Richardson

In February 2023, the City of Richardson adopted an active transportation plan (ATP). During the development of the ATP, it was noted 95 percent of roadways in Richardson have sidewalks and 97 percent of their residents are within 200 ft access of a sidewalk. To improve the experience of walking in Richardson, the ATP included a pedestrian crossing stress analysis at every intersection. This analysis was a modification of the Oregon DOT's pedestrian level of traffic stress (PLTS) methodology. Pedestrian crossings were a focus in the ATP because a lack of such accommodation is considered the largest barrier for pedestrian travel. Daniel gave a high-level overview of PLTS and how the ranking from 1 to 4 corresponds to comfort level and road conditions. The Plan analysis measured stress using different datasets, such as traffic volume and posted speed limit. A total of 241 intersections were analyzed, where 86 were rated high priority and 11 were rated top priority intersections. Several high priority intersections identified were locations recently improved. Jessica Scott asked how Daniel convinced city engineers to agree with the recommended removal of right-turn lanes to improve comfort. Daniel noted the City of Richardson was awarded CMAQ money several years ago to install right turn lanes, and as a result they are everywhere. The city traffic engineer is on board, and if the turn lane is not needed, it will be removed or modified to a channelized right turn. City staff are actively exploring whether to bring existing bike lanes on roadways all the way to an intersection stop bar or through a shared right turn lane with the bike lane. Chad Marbut asked if Daniel was able to add data to the city's GIS or take what was discovered during the analysis and have it available for future use. Daniel replied that some consultants combined what the city had before because

the City of Richardson has a database for their midblock crossings or other traffic controlling devices. At the end of the planning process the consultants provided a geodatabase with all the layers. Daniel Snyder asked if they have a time frame to improve the prioritized intersections. Daniel Herrig indicated the city staff is currently evaluating next steps. City staff are in the process of retiming half of the major arterial roadways that will result in improving pedestrian comfort. Another question was asked about what the city staff is doing about the left turning vehicles across the bike lanes and what protection is provided. Daniel indicated that when pedestrians use the pedestrian call button in the crossing, it triggers the change in the signal from flashing yellow to a protected red signal.

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4. Shared Dockless Vehicle Relaunch Update – Jessica Scott, City of Dallas

Jessica Scott provided an update on the experiences and lessons learned from the relaunch of shared dockless vehicles in Dallas, such as e-scooters. Jessica opened her presentation by sharing the dockless vehicle program is currently going well, whereby City of Dallas staff can handle the amount of service requests they receive. A micromobility work group was established to develop guidance and recommendations on structuring a new shared dockless vehicle program. Based on the recommendations from the work group, a Request for Proposal was developed and published outlining the various aspects of the program and requirements for vendors/operators. For example, the micromobility group required operators to provide an in-person demonstration. Applications from operators were required to include a \$2,000 fee and a dockless vehicle deployment plan. The dockless vehicle deployment plan addressed topics such as equipment, how the operators would show no ride zones, their maintenance plan, fleet size, parking, communications, customer service, user privacy, equity, environmental sustainability, and three references from other cities throughout the U.S. Jessica attributes the successful re-launch of the shared dockless vehicle program to the degree of pre-planning and the program being small in scale. One of the ways the re-launch was streamlined was by requiring operators to respond to issues and complaints submitted through the existing municipal 311 system within a designated amount of time. Tracking submissions to the 311 system provides the micromobility work group insight into overall metrics. One of the primary complaints from the initial launch of shared dockless vehicles was related to sidewalk obstructions. The City is trying to mitigate this by requiring customers to take an end of trip photo showing where the vehicle is complying with the rules. If a vehicle is parked incorrectly, operators are forced to charge the user a \$20 fine. The primary feedback city staff received since the re-launch of the program is related to the need for more scooter locations. So far, the shared dockless vehicle program registered a total of 120,000 trips, which total around 140,000 miles and represents a reduction of many car-based trips. Anna Laura Harmjanz asked how the no ride zones are enforced. Jessica responded the scooters have geo-fences that will stop the vehicle if it is detected outside of the designated zone. Another question asked was if bikes are allowed in addition to scooters. Jessica replied by saying that the operators were allowed to propose the type of micromobility vehicles for operation. The micromobility group just limited it to 900 vehicles per operator to start, but the micromobility group is open to anything that fits Texas law. Chad Marbut asked if the city limited the total amount of operators. Jessica said the City regulations limit the number of operators and number of scooters. Daniel Herrig asked if there is an expiration date to the permit for the operators. Jessica indicated for now it is one year for a permit application with a full renewal possibly with the same application. Daniel Snyder asked how many on-street parking spaces the City of Dallas converted to dockless

vehicle parking. Jessica said eight vehicle parking spaces were converted to parking for dockless vehicles. Daniel also asked how much time each day is spent working with the operators. Jessica estimated 20 percent of a workday is spent coordinating with operators; starting out, it was around 90 percent.

For more information City of Dallas has a program website that has links to the application, program rules, an interactive web map and more at: [Dockless Vehicle Program \(dallascityhall.com\)](https://dallascityhall.com/dockless-vehicle-program)

This presentation can be found on the BPAC website at: www.nctcog.org/BPAC.

5. Silver Line TOD Planning and Thoroughfare Plan Update – Jason Aprill, City of Plano

Jason Aprill highlighted the City of Plano’s Thoroughfare Plan with innovative street design standards, as well as City staff efforts to create a walkable environment around future Silver Line rail stations. Jason first shared with the group an overview of the Silver Line Stations Area Plan. The City of Plano is preparing for redevelopment around two new stations: one at Shiloh Road and the other at 12th Street near downtown Plano. The City of Plano reviewed a half-mile radius around each station to evaluate walkability. To gather inspiration, City of Plano staff reviewed existing transit-oriented developments (TOD) in the region. Examples the staff reviewed include Addison and Mockingbird Station. To gain feedback, the City of Plano hosted a virtual workshop for stakeholders and an open house for the public. The Silver Line Stations Area Plan is under active development and is slated to be completed in 2024.

Jason shared an update on the City of Plano’s thoroughfare design standards, and how it involved a focus on planning streets with flexibility, user friendliness, and traffic calming. The context-sensitive street design approach involved establishing multiple categories which included an accompanying recommended block pattern and streetscape guidance. As part of the update, innovative street designs such as mews, paseos, and woonerfs were added to their plan. Mews resemble a large alleyway where pedestrians share the road with vehicles. Mews are limited to subdivisions with 25 or more total lots. Paseos are pedestrian-only right-of-way (ROW) where vehicle traffic is not permitted, except for emergency services. Paseo design consists of minimum ROW width of 28 feet. All dwelling units abutting a paseo must face a paseo. Woonerfs are low-speed streets designed to be shared among various modes of travel in the same space.

For more information about Plano’s Silver Line Station Areas Plan visit: www.PlanoCompPlan.org/SilverLine

This presentation can be found on the BPAC website at: www.nctcog.org/BPAC.

6. NCTCOG Updates

a. **Annual Updates to the Regional Trails and On-Street Bikeways Database – Brandi McDow**

Brandi McDow provided an overview of NCTCOG's annual update to the regional Trails and On-Street Bikeways Network database. Brandi provided a high-level overview of the on-street and off-street bikeways within the DFW region, all of which are based on locally adopted plans. She emphasized the importance of maintaining an up-to-date regional inventory, such as establishing seamless connections between communities, prioritizing future funding considerations, and providing data to local researchers and the public. To facilitate updates, Brandi highlighted an online interactive map and step-by-step instructions for adding, editing, or deleting alignments reflected on the map. Brandi presented different options to submit edits for the regional database based on experience and access to GIS products. The deadline for providing updates is September 13.

This presentation can be found on the BPAC website at: www.nctcog.org/BPAC.

b. **Regional Coordination on Crossing Guard Guidance – Shawn Conrad**

Shawn Conrad provided an update on activities involved in Crossing Guard Guidance. Shawn gave a recap from the February BPAC meeting and there was a request for assistance with methods in determining crossing guard implementation. Shawn explained there is a lack of State and federal guidance for standards in crossing guard implementation. Shawn shared the status of what has been completed since the request was made at the last BPAC meeting. A survey was created and sent out to BPAC members who were instructed to share it with schools, Independent School Districts (ISDs), and relevant stakeholders. NCTCOG staff researched federal and state guidance to get a better understanding of the standards and guidance from elsewhere in the country. From survey responses, NCTCOG researched what cities have in place and how they compare with each other. A virtual meeting is scheduled for September 28, 2023 from 9-10am. NCTCOG staff is seeking guidance from all agencies to get input regarding crossing guard establishment in order to identify how NCTCOG can provide assistance to local governments.

This presentation can be found on the BPAC website at: www.nctcog.org/BPAC.

c. **Walk to School Day Promotion – Erin Curry**

Erin briefed BPAC members on promotional activities for Walk to School Day which is intended to promote the importance of pedestrian safety among children and communities. Promotional giveaways are provided by NCTCOG to participating schools to generate interest and excitement among children. In 2022, NCTCOG staff received nearly 1,000 entries for a bicycle raffle. Erin emphasized the importance of city partnerships with their local schools and ISDs for making these events successful. NCTCOG staff would like everyone to spread the word about Walk to School Day.

For more information about Walk to School Day visit www.WalkBiketoSchool.com.

This presentation can be found on the BPAC website at: www.nctcog.org/BPAC.

d. NCTCOG Pilot Placemaking for Transportation Guide and Workshop – Sydnee Mangini

Sydnee provided information about pilot placemaking for transportation activities the Sustainable Development Team has been summarizing into a Guide. NCTCOG's definition of pilot placemaking for transportation is the implementation of test transportation treatments that create appealing places for people to move through safely and comfortably, by collecting data and informing decisions regarding public interest prior to permanent installation. Sydnee also shared the benefits of pilot placemaking, such as increased pedestrian safety and the quality of public spaces where social interaction can happen. Other benefits include economic and community development. The Pilot Placemaking for Transportation Guide will be available later this month. Sydnee also reminded everyone was sent an email about registering for the pilot placemaking workshop which will be held August 29 from 2 to 4 pm.

This presentation can be found on the BPAC website at: www.nctcog.org/BPAC.

e. Bicycle and Pedestrian Crash Maps for the DFW Region – Catherine Richardson

Catherine highlighted the recently updated bicycle and pedestrian crash maps for the DFW region reflecting 2018-2022 data from TxDOT's Crash Record Information System (CRIS). The updated Online Interactive Crash Map is available on NCTCOG's website. Users of the interactive map can view the density of crash locations by enabling the "Crashes per Square Mile Grid" layer, and can also click on individual crash point locations to view details about the crash. Additionally, static maps are available for each county in the Metropolitan Planning Area illustrating the density of crashes per square mile and location points of non-fatal and fatal bicycle and pedestrian crash locations for each county. The NCTCOG web site includes a table summarizing the number of Bicycle and Pedestrian Crashes by County. Catherine compared the trends in the number of crashes and fatalities during the reporting periods. She noted that while the total number of crashes has decreased, the actual number of fatal crashes has increased.

To view the available crash information, visit www.nctcog.org/trans/plan/bikeped/bicycle-and-pedestrian-crash-information

This presentation can be found on the BPAC website at: www.nctcog.org/BPAC.

7. Other Business/ Open Discussion

The Chair opened the meeting for discussion among members. Jeff Parry, a resident from Coppell, shared the success of decreasing bicyclist crashes in Coppell after installing signage. Mr. Parry recommended other cities in the region follow suit and install similar signage to improve roadway safety. Chad Marbut announced the date of BPAC's next scheduled meeting, to be held on November 15, 2023, and adjourned the meeting.

Members in Attendance at the August 16, 2023, BPAC meeting

Agency	Name
Town of Addison	Joe Pack
City of Arlington	Jana Wentzel
City of Burleson	Tiana Jackson
City of Cedar Hill	Shawn Ray
City of Dallas	Jessica Scott
City of Farmers Branch	Robert Diaz
Town of Flower Mound	Brennon Peltier
City of Fort Worth	Quenell Johnson
City of Frisco	Robert Caskey
City of Garland	Ziad Kharratt
City of Grand Prairie	Brett Huntsman
City of Grapevine	Kathy Nelson
City of Haltom City	Will Wiegand
City of Hurst	Kyle Gordon
City of Irving	James White
City of Keller	Cody Maberry
City of Lancaster	Kim Haynie
City of Lewisville	Sirwan Shahooie
City of Mansfield	David Boski
City of McKinney	Robyn Root
City of Mesquite	Jahor Roy
City of Midlothian	Heather Dowell
City of North Richland Hills	Michael Wilson
City of Plano	Jason Aprill
City of Richardson	Daniel Herrig
City of The Colony	Calvin Lehmann
City of Waxahachie	Eleana Tuley
City of Weatherford	Chad Marbut
City of Wylie	Rico Govea
Dallas County	Aaron Ceder
Hunt County	Brian Crooks
Tarrant County	Susan Young
Dallas Area Rapid Transit	Patricio Gallo
Denton County Transportation Authority	Tim Palermo
Trinity Metro	Shawn Tubre
TxDOT, Dallas District	Tim Wright
TxDOT, Fort Worth District	Anthony White

NCTCOG Staff in Attendance at the August 16, 2023, BPAC meeting:

Erik van Bloemen Waanders
Daniel Snyder
Catherine Richardson
Brandi McDow
Anna Laura Harmjanz
Erin Curry
Sydnee Mangini
Shawn Conrad
Karla Windsor
Stuart Burzette