

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

North Central Texas Council of Governments 616 Six Flags Dr. Arlington TX 76011 November 20, 2024 2:00-4:00 pm

2:00 – 2:10 (10 min)	Welcome Introductions and discussion of the August 21, 2024, meeting summary.	Anthony White, BPAC Vice-Chair, TxDOT Fort Worth District
2:10 – 3:00 (50 min)	 2. Local Community Updates a) Addison Quorum Dr Bike Lane Pilot Project / Park(ing) Day Event – Joe Pack, Town of Addison b) Hi Line Connector Mid-Block Crossing – Philip Hiatt Haigh, The Loop Dallas c) 911 "What 3 Words" Signage – Phil Harris, City of Grand Prairie d) TXDOT's Transportation Alternative Plans and Programs – Terrence McAllister, TxDOT Fort Worth District e) Upcoming Events & Training – Anthony White, BPAC Vice-Chair, TxDOT Fort Worth District 	Various Community and BPAC Members
3:00 - 3:15 (15 min)	3. City of Arlington Safe Streets Plan	Jana Wentzel, City of Arlington
3:15 – 3:30 (15 min)	4. Custom Cycle Lane Separators	Daniel Herrig, City of Richardson Andrew Howard, Team Better Block
3:30 – 3:40 (10 min)	5. Group DiscussionHow is bicycle theft addressed in your community?Does your city have a program for bike registration and/or theft recovery?Would your city be interested in participating in a national bike registration database to improve the rate of recovery?	All Attendees
3:40-3:50 (10 min)	 6. NCTCOG Updates a) Status of Transportation Alternatives Funded Projects – Daniel Snyder b) Upcoming TxDOT 2025 Statewide Call for Projects – Daniel Snyder c) 2025 BPAC Representative Nomination Process – Catherine Richardson d) Separated Bike Lanes on Higher Speed Roadways – Catherine Richarson 	Various NCTCOG Staff
3:50 – 4:00 (10 min)	7. Other Business This item provides committee members an opportunity to bring items of interest before the Committee or propose future agenda items.	Anthony White, BPAC Vice-Chair, TxDOT Fort Worth District

Next BPAC Meeting

The next meeting of the Bicycle and Pedestrian Advisory Committee is scheduled for February 19, 2025, from 2:00-4:00pm at NCTCOG in the Transportation Council Room.

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

Heather Dowell, Chair Duane Strawn **Brett Huntsman** Joe Pack City of Midlothian City of Grand Prairie Town of Addison City of Euless Anthony White, Vice-Chair Tiana Jackson Krishan Patel **Aaron Tainter TxDOT Fort Worth District** City of Burleson City of Allen City of Coppell **Letora Anderson** Joel James **Brennon Peltier** Shawn Tubre City of Greenville NTTA Town of Flower Mound Trinity Metro Michael Kim **Jason Aprill Patrick Perrault** Rachael Twiggs City of Plano TxDOT Dallas District City of Frisco City of Bedford Joe Atwood Calvin Lehmann **Alex Pharmakis** Oanh Vu **Hood County** City of The Colony City of Farmers Branch City of Waxahachie Cody Maberry **Robert Cohen** Shawn Rav Jana Wentzel City of Southlake City of Keller City of Cedar Hill City of Arlington **Brian Crooks** Minesha Reese Dana Macalik **James White Hunt County** Rockwall County **Dallas County** City of Irving **Chad Davis** Karina Maldonado Robyn Root Will Wiegand Wise County City of McKinney DCTA City of Haltom City Earl Escobar Rina Maloney **Jahor Roy** Michael Wilson City of Colleyville **Denton County** City of Mesquite City of North Richland Hills **Patricio Gallo Chad Marbut Greg Scott VACANT** Dallas Area Rapid Transit City of Weatherford City of Denton City of Carrollton **Kyle Gordon** Alyssa Moore Jessica Scott City of Hurst City of Dallas Ellis County City of Fort Worth Rico Govea Kathy Nelson Sirwan Shahooei City of Lancaster City of Wylie City of Lewisville City of Grapevine **Tarrant County Matt Grubisich Garett Smith** Cintia Ortiz City of Garland Parker County City of Mansfield Kenneth Overstreet **Bart Stevenson Daniel Herrig** City of Richardson City of Cleburne City of Duncanville

BPAC members are nominated annually by the respective agency's Surface Transportation Technical Committee member. Other agency staff are welcome and encouraged to participate in NCTCOG's quarterly BPAC meetings.

Last Edited: September 20, 2024

Addison Quorum Drive Bike Lane Pilot Program & Park(ing) Day Event

ADDISON

Joe Pack, Assistant Director of Parks

November 20, 2024- NCTCOG BPAC

Background



- The Addison Quorum Drive Bike Lane Pilot Project is ultimately the result of the new DART Silver Line- Addison Station planning and development project.
- The DART Silver Line is a 26-mile regional rail service that traverses seven cities-Grapevine, Coppell, Dallas, Carrollton, Addison, Richardson, and Plano. Revenue service is expected to begin in late 2025 or early 2026. The route is adjacent to the Cotton Belt Trail currently under development.
- NCTCOG hired Kimley-Horn to develop a 15% concept plan with OPCC for Bicycle Routes to the Silver Line Station along Quorum Drive.
- As a result, a strong partnership was created between NCTCOG, DART, Kimley-Horn, Popken PopUps, and the Town of Addison to create the Addison Quorum Drive Bike Lane Pilot Project & Park(ing) Day event.

Quorum Drive Bike Lanes

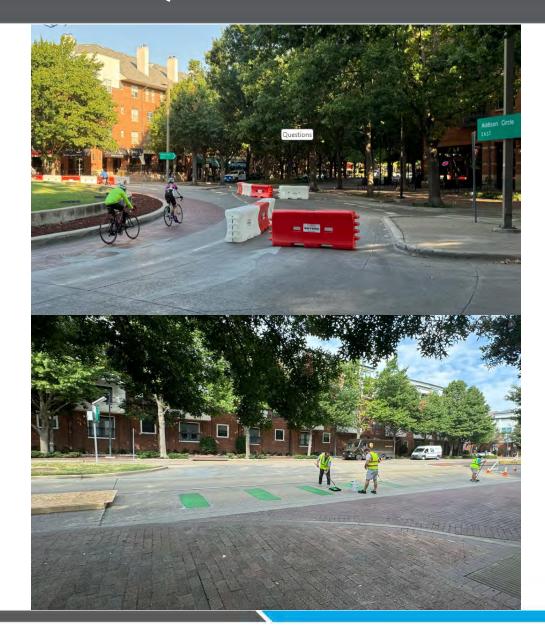


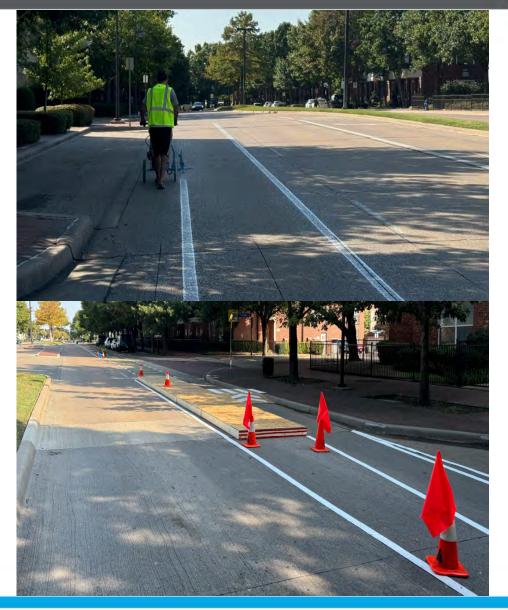
Quorum Drive from Westgrove Drive south to The Cotton Belt Trail-Bike Lane Pilot Project



Addison Quorum Dr. Bike Lane Pilot 10/12/24







Addison Quorum Dr. Bike Lane Pilot 10/12/24

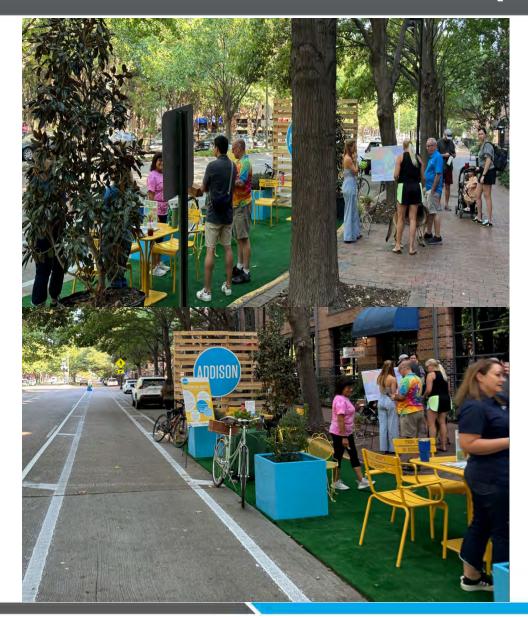








Addison Quorum Dr. Park(ing) Day Event 10/12/24 ADDISON





Questions





THE LOOP DALLAS Connecting Dallas with Dallas

The Loop Dallas

A 50 mile shared public asset

For the first time in its history, Dallas will connect north, south, east, and west making green space a part of our city's identity.



City-wide Connectivity

11 Miles Connect 39 Miles, Creating a 50-Mile Loop

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

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



THE LOOP DALLAS Connecting Dallas with Dallas

Four New Projects

- 1. Hi Line Connector
- 2. The Loop Plaza
- 3. Discovery Gateway
- 4. Trinity Forest Spine Trail

All other trails in The Loop Dallas are existing or currently in delivery:

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

THE LOOP DALLAS Connecting Dallas with Dallas

Hi Line Connector

Connects:

- Trinity Strand
- Katy Trail



An Active Transportation Corridor



- Project Limits: 1 mile Katy Trail to Trinity Strand Trail
- Connects the iconic Katy Trail in Uptown Dallas to the burgeoning Design District
- Adjacent to the American Airlines Center (sports arena for the Dallas Mavericks, Dallas Stars, and other events)
- Overcomes the barrier created by I-35E and multiple rail lines
- Now the most advanced active transportation corridor in North Texas

An Active Transportation Corridor

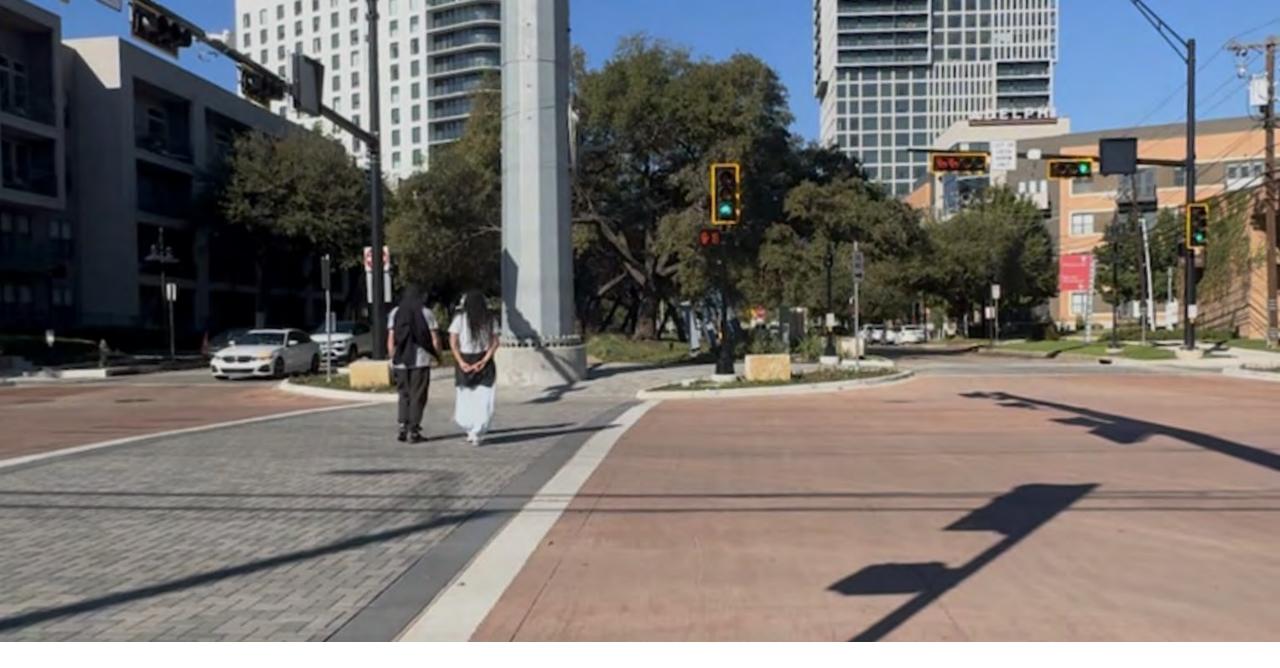


Mid intersection crossing

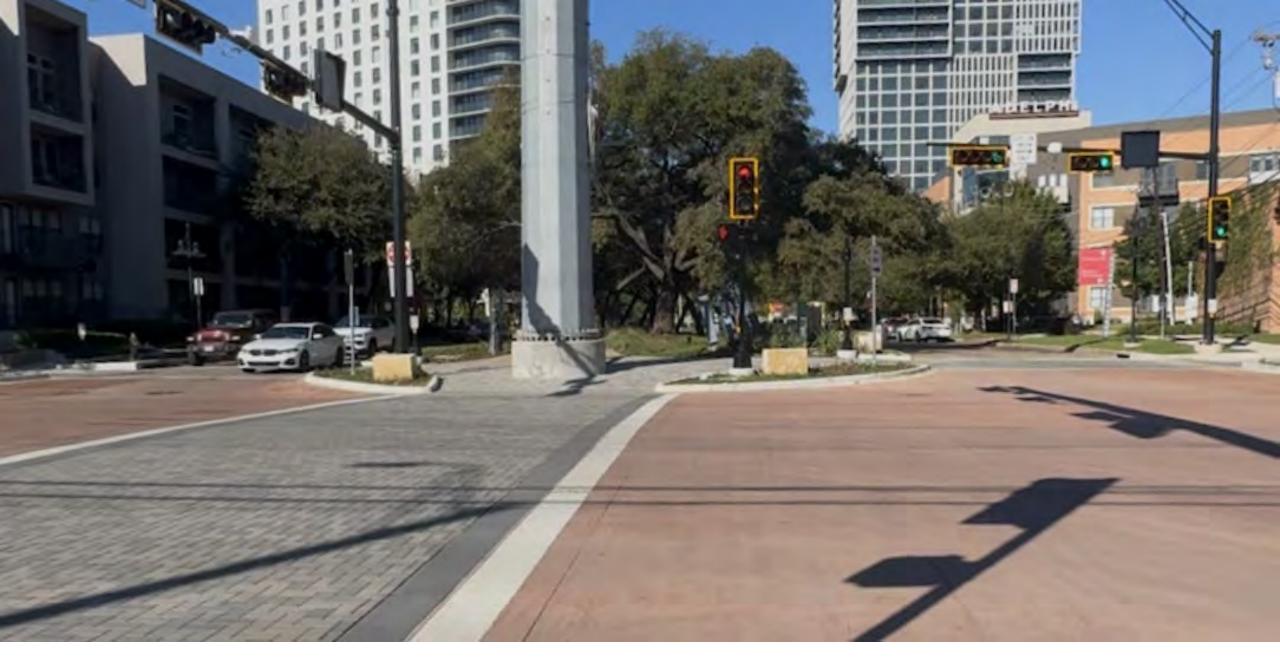




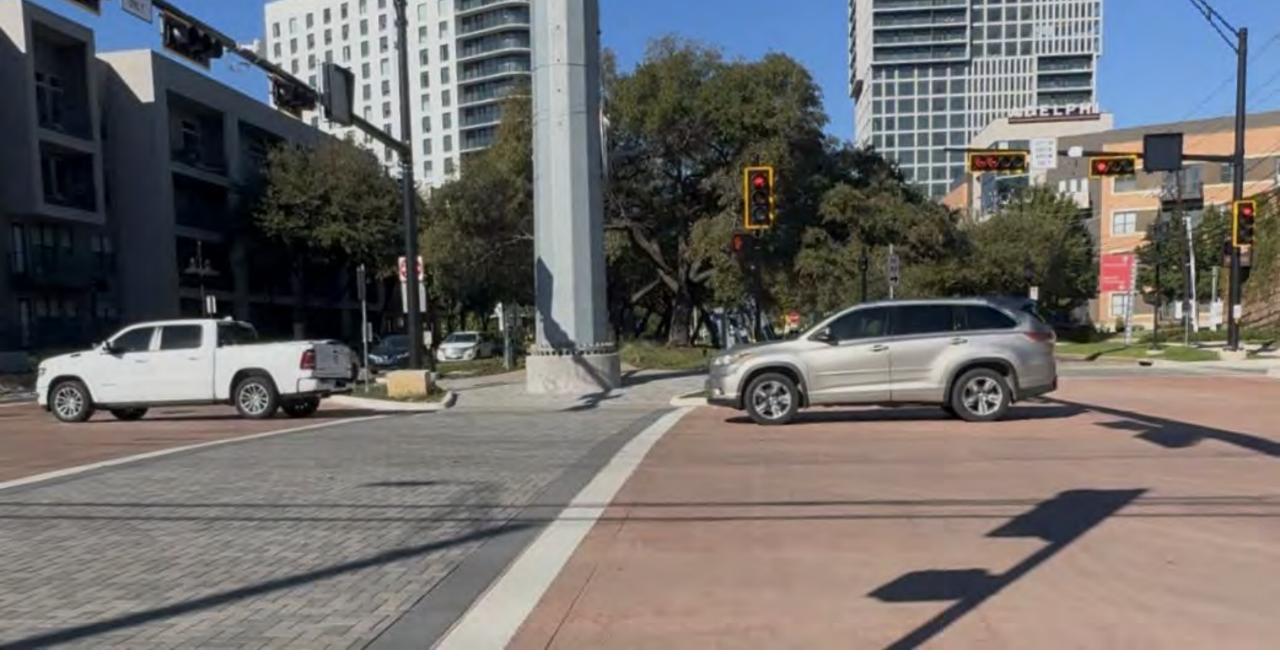




Protected trail movement signal - no vehicle left turn allowed through path



Protected left turn signal - separate phasing from thru signal



Dedicated signal and phasing for Oak Lawn Ave



/// what3words

PHIL HARRIS - GP Parks, Arts & Recreation Department - Park Planner

SGT. TOMMY CHRISTY - GP Police Department – Bike Unit

OFFICER CODY DANIEL - GP Police Department — Bike Unit

November 20, 2024







- The surface of the Earth is divided into 3 meter / 10 foot squares.
- Each square has a unique set of 3 words associated with it.
- For trail signs Emergency teams do not need to know the local trail code – i.e. FC 0.43, KT 2.50.



App Store Preview

This app is available only on the App Store for iPhone, iPad, and Apple Watch.



what3words: Navigation & Maps 4-

Navigate to any exact location what3words Ltd.

#69 in Navigation

**** 4.8 • 40.3K Ratings

Free

Download the APP for Free





TxDOT's Transportation Alternative Plans and Programs



Table of Contents

- 4 | Statewide Transportation Plan
- 6 | TA Program and Projects
- 11 | Environmental Credits
- 12 | Local Involvement
- **16** | Contacts







Common Engagement Priorities

Safe and Comfortable Facilities

- Design based on the context (urban versus rural)
- Speed management
- Improved Intersections
- More separated bike/ped facilities

Connection to Key Destinations

- Build based on community need
- Connect to transit
- Make connections accessible
- Plan trails across cities

Funding

- Increase multimodal funding
- Ability to retrofit roadways to benefit all users
- Prioritize for greatest community need and health impact





Improve Safety, Comfort, and Accessibility

Design for safety and comfort by providing low stress level facilities.



Enhance Connectivity

Connect community destinations through plans and project identification activities; and build more connective infrastructure.



Address Community Needs

Providing mobility options for people who don't have vehicle access or rely on active transportation modes.



Support Economic Vitality

Increase accessibility and connect our workforce.

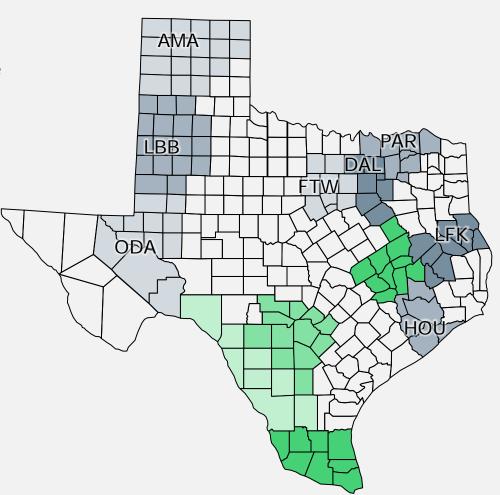


Promote Healthy Communities

Make it easier for Texans to live healthy and safe lifestyles.

District Bike Plans

- Initial District Bike Plan Pilot (BRY, SAT, LRD, & PHR)
 - Analyzes the needs for bicycle infrastructure on the state highway system,
 - Prioritizes locations for bicycling improvements,
 - Identifies what role different routes should play in the bicycling network, and
 - Incorporates the public and stakeholder feedback.
 - Storymap and PDF deliverables
- Round 2 of District Bike Plans
 - Starting Fall 2024
 - AMA, LBB, ODA, FTW, DAL, PAR, LFK, and HOU





Planning for TxDOT's 2025 Call for Projects Funding

TxDOT funds:

Population Area	Anticipated Funding Allocation (FY27-FY29)			
Nonurban (<5,000)	\$39.5 M			
Small urban (5,000 to 49,999)	\$18.6 M			
Medium urban (50,000 to 200,000)	\$13.1 M			
Any Area	\$180 M			
Total	~\$250 M			

TxDOT 2025 Transportation
Alternative Set-aside (TA) Program
Call for Projects ~\$250M to be
made available (FY27 – FY29
funds)





TxDOT 2025 TA Call-for-Projects: Project Categories

Project Category	Eligible Activities	Eligible Entity	Local Match (without TDCs)	TDC eligibility**	Project Funding
Community- Based	Preliminary Engineering & Construction	 Outside of TMA & <200k <u>or</u> Inside of TMA* & <50k in population 	20%	V	\$250,000 to \$5 million per project
Large Scale	Preliminary Engineering & Construction		20%	V	\$5 to \$25 million per project
Network Enhancements	Projects with limited construction elements to enhance bike/ped infrastructure with limited or no design and no ROW acquisition			$\overline{\checkmark}$	TBD
Non- Infrastructure	Non-motorized planning documents (e.g., Pedestrian Safety Action Plans) & design activities up to 30% final design			$\overline{\checkmark}$	TBD

TMAs (Transportation Management Areas) have populations greater than 200,000 and are responsible for competitively awarding their own TA funding.

Availability of Transportation Development Credits is TBD



Program Eligibility

	Community- Based	Larg	ge-Scale	Netv Enhance		Non- Infrastructure
Where?	 Outside of TMA & <200k <u>or</u> Inside of TMA & <=50k in population* 	Anywhere in Texas				
Who?	Local governmenSchool districts	Transit agenciesSmall MPOs (<200k)		 TxDOT at the request of a sponsor Others (see Program Guide) 		
What?	Preliminary engineering** & construction for bicycle and pedestrian infrastructure		Projects with limited construction elements to enhance bike/ped infrastructure with limited or no design and no ROW acquisition		Non- motorized planning documents	

All TA projects must be:

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

^{*} Entities within TMAs with populations below 50,000 are now eligible for Community Based

^{**} For projects with less than 30% final design complete

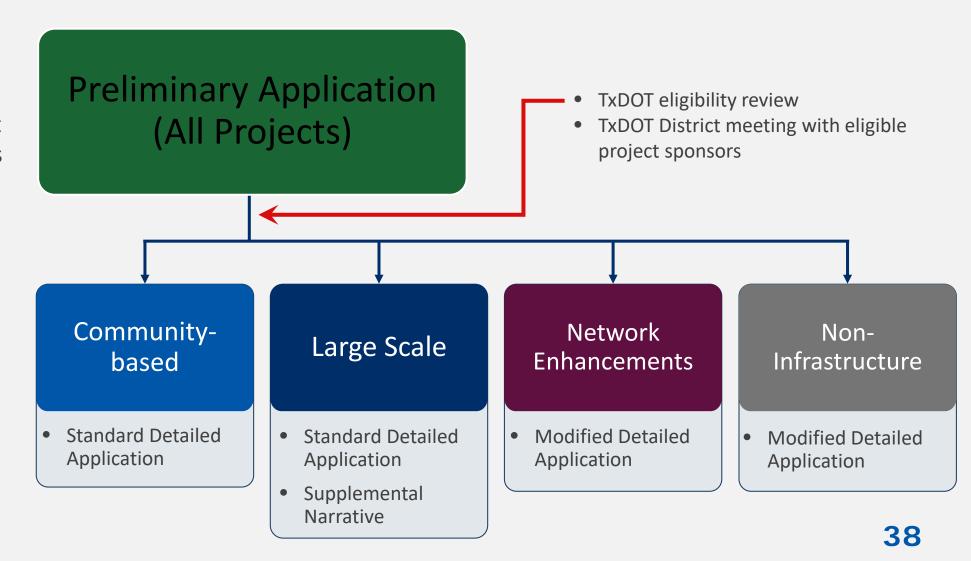
TxDOT 2025 TA Call for Projects: 2-Step Application Process

Step 1

Project Sponsors submit Preliminary Applications (PA)

Step 2

Project Sponsors submit different Detailed Applications (DA) depending on Funding Opportunity



TxDOT's 2025 TA Call for Projects Schedule (tentative)

- October December 2024 Get the word out
- January 2025 Call for Projects opens
- February 2025 Preliminary Applications due
- June 2025 Detailed Applications due

October 2025 – Anticipated Commission award





TxDOT's 2025 TA Call for Projects

- Open to all areas of the state regardless of size
- Up to \$250M to be made available
- Includes large projects, quickturnaround improvements, and noninfrastructure awards

Environmental Credits

Both federal and municipal projects involving dedicated bike lanes are subject to public hearings conducted by TxDOT's environmental section. To comply with federal regulations that mandate public hearings for every project, the TxDOT Fort Worth and Dallas Districts hold an annual virtual meeting that covers several projects for each district. As a result, TxDOT can save money on public resources and obtain environmental credit for each project.



FTW District Local Involvement

- To improve riding conditions on frequently used bike routes on TxDOT corridors, the Fort Worth District is collaborating with local biking clubs. Heavy bike routes are being mapped using GIS data obtained from these organizations. Any local bicycle organization is welcome to meet with the Fort Worth District to talk about any queries or issues they may have.
- Contact: Terrence.McAllister@txdot.gov



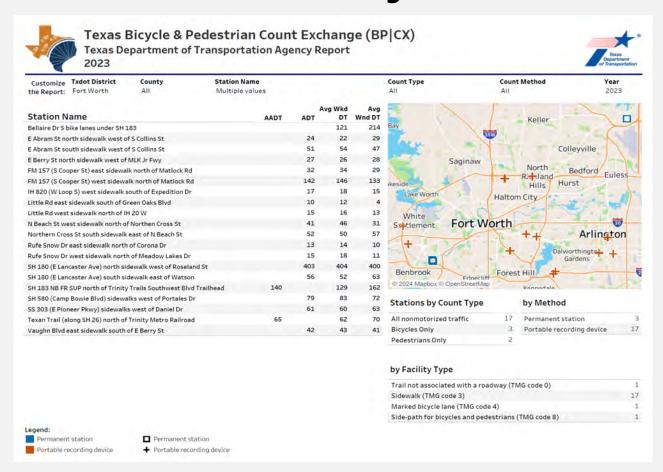


Pedestrian Workshops

FHWA mandates that TxDOT provide two ADA workshops annually to inform the public about the ADA accessibility program's mission, sidewalks, curb ramps, shared-used paths, crosswalks, and cycling and pedestrian safety. The next workshops will take place on dates to be decided upon next year. They will be situated at the Fort Worth District Headquarters' Regional Training Center.



Pedestrian and Bicycle Data









Pedestrian and Bicycle Data

Since 2021, TxDOT has been gathering information on bike lanes and trails on specific roads from the Texas A&M Transportation Institute. With the help of our TXDOTCONNECT and TCAP systems, TxDOT is monitoring the total number of miles of bike and pedestrian facilities being added. This includes sidewalks, shared-use paths, bike-friendly shoulders, and trails. In order to handle all forms of pedestrian traffic, TxDOT is renovating current routes and placing shared-use paths on future project designs.







TxDOT's Transportation Alternatives Program Team



Noah Heath, AICP
Transportation Alternatives (TA)
Coordinator
bikeped@txdot.gov



Arnold Vowles
Transportation Planner
bikeped@txdot.gov



Matthew Volkmann, PE Bicycle and Pedestrian Engineer bikeped@txdot.gov



Carl Seifert, AICP
Active Transportation
Planner
bikeped@txdot.gov

UPCOMING EVENTS AND TRAINING

Bicycle and Pedestrian Advisory Committee November 20, 2024

Anthony White, Committee Vice Chair













2024 Dallas Annual Bicycle Project Virtual public hearing

Thursday, Nov. 7, 2024, at 5 p.m., through Monday, Nov. 25, 2024, at 11:59 p.m.

The purpose of the hearing is to provide information on transportation projects that might affect bicycle use, plans, policies and programs, and policies affecting bicycle use on the state highway system for the TxDOT Dallas District in partnership with the North Central Texas Council of Governments.

For more information visit: https://www.txdot.gov/projects/hearings-meetings/dallas/2024/2024-bicycle-project.html

December Webinar - University Transportation Centers 101: An Overview of the UTC Program and Exploring How Practitioners Can Engage the Process December 18, 2024



- This webinar will provide an introduction to the University Transportation Center (UTC) program. UTCs are consortia of colleges and universities across the United States that are funded by the US DOT. UTCs aim to advance the state-of-the-art in transportation research and technology and develop the next generation of transportation professionals. Directors from the Center for Pedestrian and Bicyclist Safety will discuss their experience with the UTC program and give an overview of research, technology transfer, workforce development, and education efforts that they have been pursuing. The webinar will also explore how practitioners can engage with the UTC process. After a presentation by the UTC directors, there will be an open discussion aimed at developing collaborations between practitioners and UTCs.
- To purchase the webinar, visit: https://apbp.mclms.net/en/package/14090/view



- One of the largest gathering of highway safety professionals in the United States. Learn from subject matter experts about the latest highway safety research, best practices, and cutting-edge initiatives. As well as explore innovative technology and strategies used to combat risky driving behaviors and save lives.
- For more information, visit: <u>lifesaversconference.org</u>
- Registration is open now!

National Bike Summit March 11-13, 2025 Washington, DC



- The National Bike Summit will feature plenary speakers, mobile workshops, breakout sessions, an award reception, and a Lobby Day to meet with members of Congress.
- For more information, visit: <u>National Bike Summit | League of American Bicyclists (bikeleague.org)</u>



2025 National Planning Conference

March 29-April 1 Denver, CO

April 23-25 Online

- 2025 core content areas will include sessions on Transportation and Infrastructure, Climate Change, Energy, and the Environment, Inclusive Planning for Social Change, and more!
- For more information, visit: <u>National Planning Conference</u> (planning.org/conference)

American Planning Association



DESIGNING CITIES 2025 May 28-May 31, 2025 Washington, D.C.

- The NACTO Designing Cities Conference brings together over 1,000 officials, planners, and practitioners to advance the state of transportation in North American cities.
- Early bird registration will open for members only on January 22, 2025.
- For more information, visit: https://nacto.org/conference/designing-cities-2025-washington-d-c/

Understanding ADA Requirements and Transition Plan Development for Title II Entities Thursday, June 5, 2025 (Online)

Objectives:

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

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

Understanding ADA Compliance for Parks & Recreation

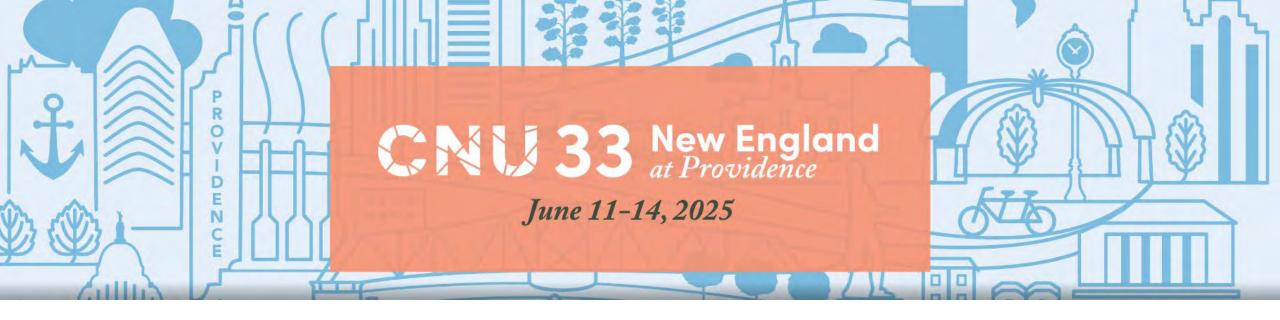
Thursday, Sept 11, 2025 (Online)

Focus on accessibility in the following Parks & Recreation amenities:

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

Register at https://form.jotform.com/242116216163143





- This event is geared toward planning professionals and local government staff. The conference will address challenges such as sustainable housing, equitable growth, and community resilience.
- Registration will open in late winter 2025.
- For more information, visit: https://www.cnu.org/cnu33

Congress for the New Urbanism



ITE Annual Meeting and Exhibition

August 10-13, 2025 Orlando, FL

- The 2025 Annual Meeting and Exhibition will explore both practical solutions and cutting-edge strategies designed to revolutionize safety and mobility in the coming years.
- For more information, visit: https://www.iteannualmeeting.org/about-iteorlando2025

Apply to be a Bicycle Friendly Community



- The Bicycle Friendly Community (BFC) program provides a roadmap to improve conditions for bicycling and the guidance to make your distinct vision for a better, bikeable community a reality.
- Deadline to apply is June 25, 2025

• For more information, visit: bikeleague.org/bfa/community/



ASLA 2025 Conference October 10-13, 2025 New Orleans, LA

- The ASLA Conference on Landscape Architecture is the largest gathering of landscape architects and allied professionals in the world with more than 6,000 attendees—all coming together to learn, celebrate, build relationships, and strengthen friendships of our incredibly varied professional community. Visit exhibitors showcasing products and services exclusively for landscape architects.
- For more information, visit: http://www.aslaconference.com



2025 NABSA Conference TBD Montreal, Quebec

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

Master Plans Under Development

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



APBP North Texas November Gathering

November 20, 2024 (After BPAC!)

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

• For more information about APBP, visit: North Texas Chapter - Association of Pedestrian and Bicycle Professionals (apbp.org)

Other Events or Training?

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

Catherine
Richardson
crichardson@nctcog.org



Daniel
Snyder
dsnyder@nctcog.org





Project Overview



Funded through the Safe Streets and Roads for All (SS4A) grant from the Federal Highway Administration (FHWA)

Prepares City for future regional, state, and national funding opportunities

Safe Streets Arlington Plan goals:

- Engage with community on roadway safety
- Examine Arlington's crash history and identify the High Injury Networks
- Develop a cross-disciplinary implementation plan
- Create a dashboard to monitor implementation

Project Team: Transportation Department, Internal Stakeholder Committee, consultant group

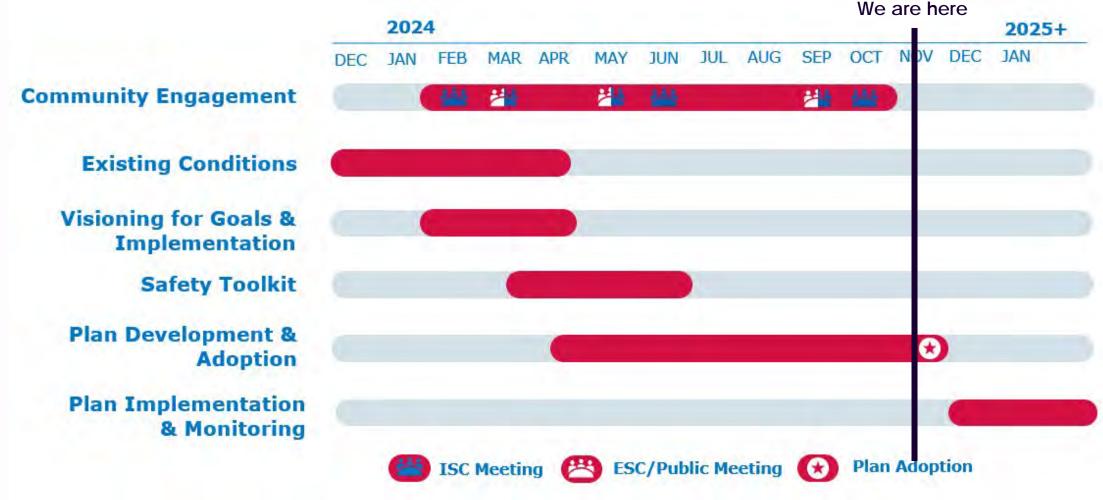






Project Tasks and Timeline





ISC: Internal Stakeholder Committee ESC: External Stakeholder Committee



What the Arlington Community Is Saying About Safety





Engagement Opportunities



Project Website

Public-facing Safety Dashboard

External Stakeholder Committee meetings (3)

Public meetings (3)

Online surveys (2)

Planning and Zoning Commission briefings (3)

Council Committee briefings (3)

Gathered input at key points of Plan development to ensure robust community and stakeholder engagement





Community Input



Top Safety Issues:

- Unsafe driving behaviors (speeding, red light running)
- Maintenance of roads, sidewalks, and multiuse paths
- Safe routes to schools
- Enforcement

Preferred Actions to Improve Safety:

- Slowing speeds through road design and speed limits
- Traffic calming
- Pedestrian and bicycle facilities
- Consistent and coordinated outreach on safety
- Stronger enforcement of laws





Vision and Strategies



Safety Vision

City leaders and staff, along with a diverse group of stakeholders, are committed to a <u>shared</u> <u>vision</u> of <u>zero deaths and serious injuries</u> on Arlington's streets. Safe Streets
Arlington recommends policy, education, enforcement, engineering, engagement, and equitable solutions to achieve <u>safe streets for all</u>.

Safety Goal

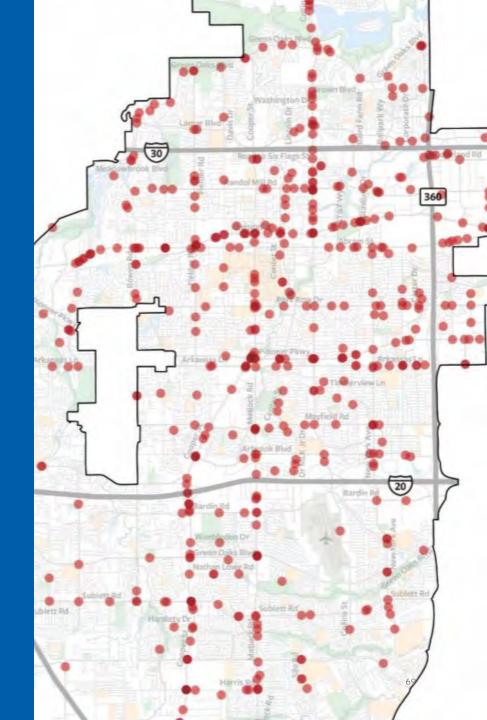
Reduce deaths and serious injuries on Arlington streets by five percent annually to achieve a shared goal of zero deaths and serious injuries by 2050.

Safety Strategies

- Institutionalize safety into decisionmaking
- 2. Reduce fatal and severe crashes
- 3. Prevent future crashes
- 4. Design and operate the road system with safety in mind
- 5. Address human vulnerability
- 6. Work toward a shared goal
- 7. Create a culture of safety



What The Data Tells Us About Safety In Arlington

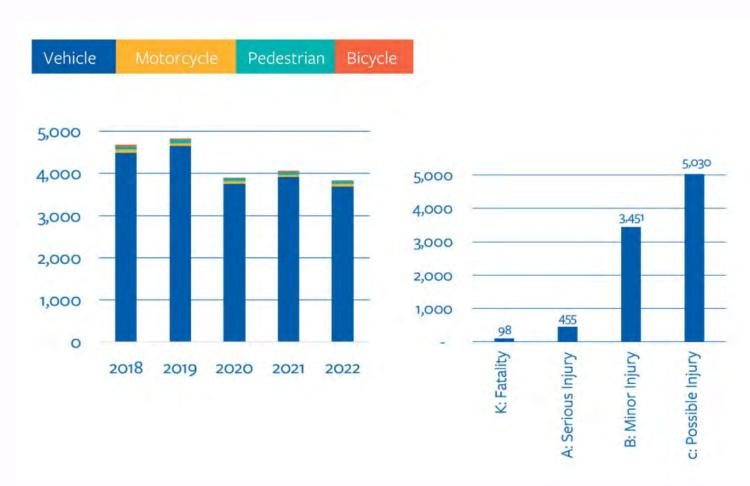




Crash Data 2018-2022



- Examined all crash data from 2018 to 2022, using the State Crash Records Information System (CRIS) database
- Focus on fatal and serious injury crashes: total of 937 in these five years
 - o 726 motorist
 - o 91 motorcyclist
 - o 15 bicyclist
 - o 105 pedestrian





High Injury Network (HIN)

Developed using crash data from 2018 to 2022 and average daily traffic volumes

Focus on fatal and serious injury crashes

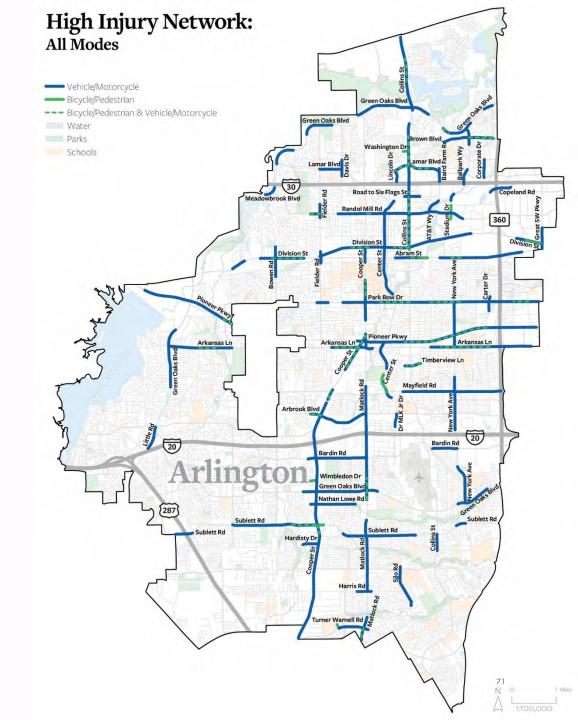
Includes City roadways and Texas Department of Transportation (TxDOT) arterials

Vehicle & Motorcycle HIN

The Vehicle & Motorcycle HIN contains about 80 centerline miles, or about 6% of local streets. Crashes that occur on these road segments account for 70% of all KAB crashes involving someone driving or riding as a passenger. 57% of the Vehicle & Motorcycle HIN falls within a Disadvantaged Community.

Pedestrian & Bicycle HIN

The Bicycle & Pedestrian HIN contains about 18 centerline miles, or about 1% of local streets. Crashes that occur on these road segments account for 50% of all KAB crashes involving someone walking or biking. 76% of the Pedestrian & Bicycle HIN falls within a Disadvantaged Community.





Crash Top Contributing Factors



Vehicle and Motorcycle Crashes:

Factor	Citywide	HIN
Failed to yield right of way – turning left	16%	19%
Disregard stop and go signal	13%	17%
Followed too closely	11%	12%
Failed to control speed	9%	9%
Failed to drive in a single lane	8%	6%

Bicycle and Pedestrian Crashes:

Factor	Citywide	HIN
Pedestrian failed to yield right of way to vehicle	33%	38%
Failed to yield right of way – to pedestrian	21%	23%
Driver inattention	7%	6%
Failed to control speed	5%	5%
Disregard stop and go signal	1%	2%

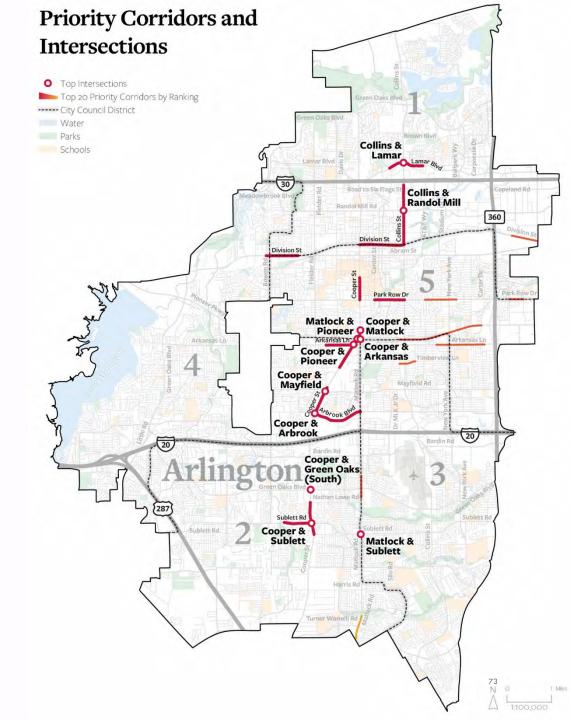


Prioritization of the HIN

Prioritization Scoring

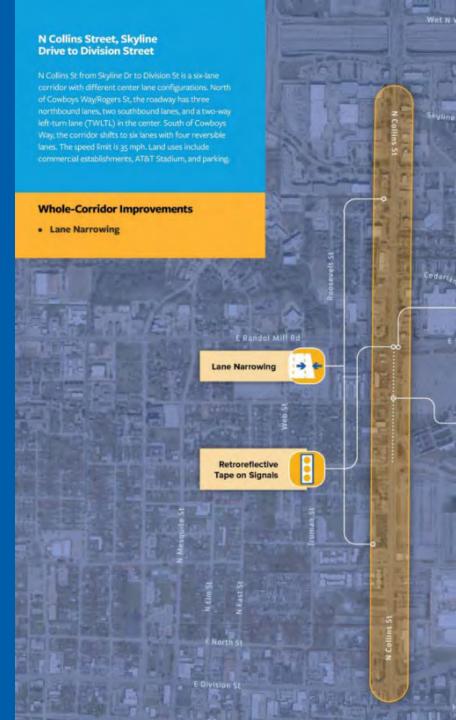
- 3 points = Vehicle & Motorcycle High-Injury Network
- **3 points** = Bicycle & Pedestrian High-Injury Network
- 1 point = Public Comment
- 1 point = Disadvantaged Census Tract
- 1 point = Within ½ mile of School
- 1 point = Fits one of the crash profiles

Identified the top 13 priority corridor segments and top 11 priority intersections for safety improvements





The Implementation Plan & Safety Toolkit



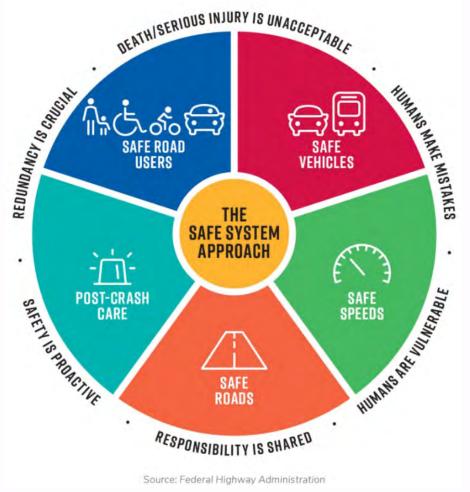


Framework



Safe Systems Approach

The Safe System Approach provides a decision-making framework to be intentional about addressing all aspects of roadway safety and the role played by all roadway users.









- Centered around Safe Systems Approach
- Sorted by short, mid-, and long-term timeframes
- Assigns responsibility to both internal and external partners
- Aligned around the 5 Safe System Elements

Strategy 5. Address Human Vulnerability

Human bodies have physical limits for tolerating crash forces before death or serious injury occurs; therefore, it is critical to design and operate a human-centric transportation system that protects physical human vulnerabilities from high speeds.

	Daniel State of the State of th	Safe System Elements					
Action Item	Responsibility (Bold = Lead Agency)	Safe Roads	Safe Road Users	Safe Speed	Safe Vehicles	Post Crash Care	
Short-Term							
Identify best practices related to speed education campaigns and customize one for the City of Arlington.	Police Transportation Communications		×	×			
Mid-Term							
Update the context classification guidance in the Arlington Thoroughfare Development Plan (so it addresses local roads) and the Bicycle Facility Decision Tree in the Arlington Hike and Bike System Master Plan to help prioritize facilities for bicycle and pedestrian improvements.	Transportation Public Works	×		X			
Long-Term							
Review speed limit setting policies for other similar sized Texas cities and consider the development of a policy for Arlington.	Transportation Public Works Police UTA Bicycle Coordinating Committee	×		×			

Note: Short-Term = 0-2 years, Mid-Term = 3-5 years, Long-Term = 5-7 years.



Countermeasure Toolbox



INTERSECTIONS & ROADWAYS



Neighborhood Traffic Circle

Neighborhood traffic circles are circular intersections similar to roundabouts, but are stop controlled on the approach and intended for smaller intersections. Typically, they supplement existing stop-controlled intersections with a circular island in the center that is designed to slow traffic and eliminates severe conflict points (such as conflicting left-turn movements).

Cost

\$\$\$

Low Cost / Quick Build alternative available

Relevant Crash Types

Rear-End

Safe System Hierarchy

Sare Syste	em Hierarc	ny	
Tier 1	Tier 2	Tier 3	Tiera
Remove	Reduce		
Severe	Vehicle		
Conflicts	Speeds		

PEDESTRIAN FACILITIES



Pedestrian Hybrid Beacon

A pedestrian-hybrid beacon (PHB) is used at unsignalized intersections or mid-block crosswalks to notify oncoming motorists to stop with a series of red and yellow lights. Unlike a traffic signal, the PHB rests in dark until a pedestrian activates it via pushbutton or other form of detection.

Cost

\$\$\$

Relevant Crash Types

Pedestrians at Unsignalized Intersections

Safe System Hierarchy

Tier 3	Tier 4
Manage	Increase
Conflicts	Attentiveness
in Time	and Awareness

NON-ENGINEERING COUNTERMEASURE



Update City Policies and Standards

Update policies, standards, and guidelines on topics such as signal timing, street design, street lighting, complete streets, and pedestrian crossings to incorporate current best practices and improve safety for all modes.

Safe System Hierarchy

Tier 1	Tier 2	Tier 3	Tier
Remove	Reduce	Manage	
Severe	Vehicle	Conflicts	
Conflicts	Speeds	in Time	





Monitoring & Accountability

 Implementation will be reported annually to City Council and tracked on the Safety Dashboard

Outcome-Based

Activity-Based

- Number of serious deaths, serious injuries, and minor injuries
- Before/after studies for implemented projects
- Actions completed, in progress, or incomplete



Safety Dashboard

Interactive Crash Map



High Injury Network

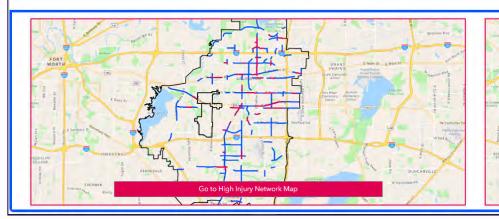
Safe Streets Arlington

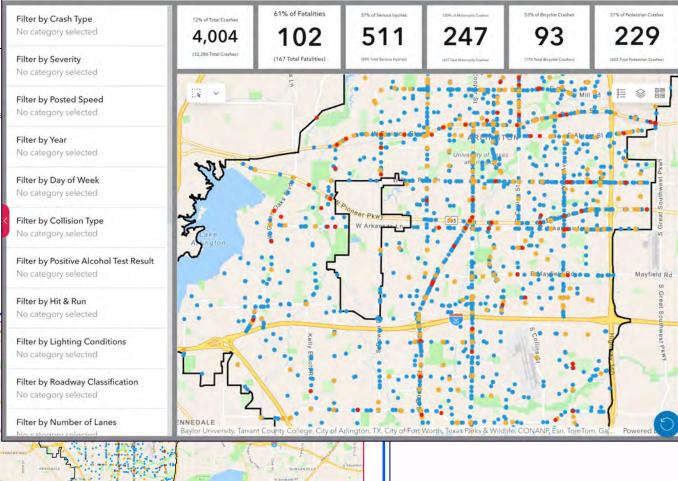
Welcome to the Safe Streets Arlington online dashboard. Use this tool to explore and visualize crash trends and locations within the City of Arlington, Texas using data between 2018 and 2022. The interactive maps below provide different ways to explore the data. Hover over the map of interest to see more information and click the "Go to" button.

This dashboard was developed as a component of the Safe Streets Arlington program. It is a program that includes a collection of tools, policies, strategies, and infrastructure aimed at eliminating all roadway traffic deaths and injuries in Arlington.

For the best performance and experience please use a laptop or desktop computer to view the dashboard.

Project Website





Home Page



Next Steps



Adoption Process:

- November 13: Planning and Zoning Commission action
- November 19: Council public hearing and first reading
- December 10: Council second reading

Implementation and monitoring work will begin after Plan adoption

- Plan action and project implementation
- ADA Transition Plan update and Master Sidewalk Plan creation (Round 2 Funding)
- Safe Routes to Schools Master Plan and demonstration projects (Round 3 Funding)
- Roadway safety audits (with North Central Texas Council of Governments)
- Continue Internal and External Stakeholder Committee meetings





Questions?

Jana Wentzel, Principal Planner

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817-459-6672

Bit.ly/SafeStreetsArlington

BIKE LANE SEPARATION DESIGN AND MATERIALS

November 20, 2024





Feb 2023

MATERIAL SELECTION

BPAC Briefing Dec 2023

Design & Procurement Summer 2024

Installation Oct 2024

ATP Adopted FY2024
Budget



User Comfort/ Separation Type Durability Cost Maintenance Safety Channelizers Low Low Low High K71 Bollards Low Low Low High Bike Lane Separator Moderate/High High Low Low Armadillo Moderate/High Low/Moderate Moderate Low Precast Concrete Curb Moderate/High Moderate/High Moderate Low Traditional Concrete Island High High High Low



MATERIAL – PRECAST CONCRETE

REMAINING QUESTIONS:

- What dimensions for the separators?
- What is the spacing?
- How do we maintain? (street sweeping)
- Who can cast and install these?
- How do we procure?





DESIGN & PROCUREMENT

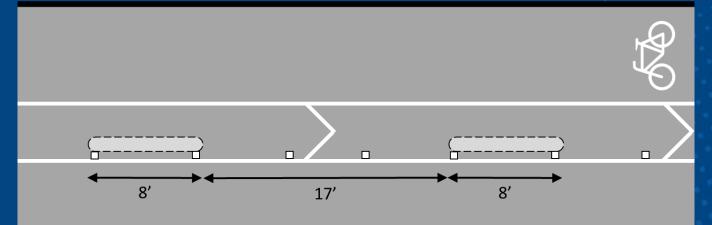
About \$120,000 per centerline mile

DESIGN

- Concrete dimensions based on precast product out of Houston
- Spacing based on budget and future flexibility
 - Street sweeping
- Plans designed in-house

PROCUREMENT

- Material from local supplier
- Installation provided through vendor with annual contract
 - Line item for other work
 - Ability to procure materials





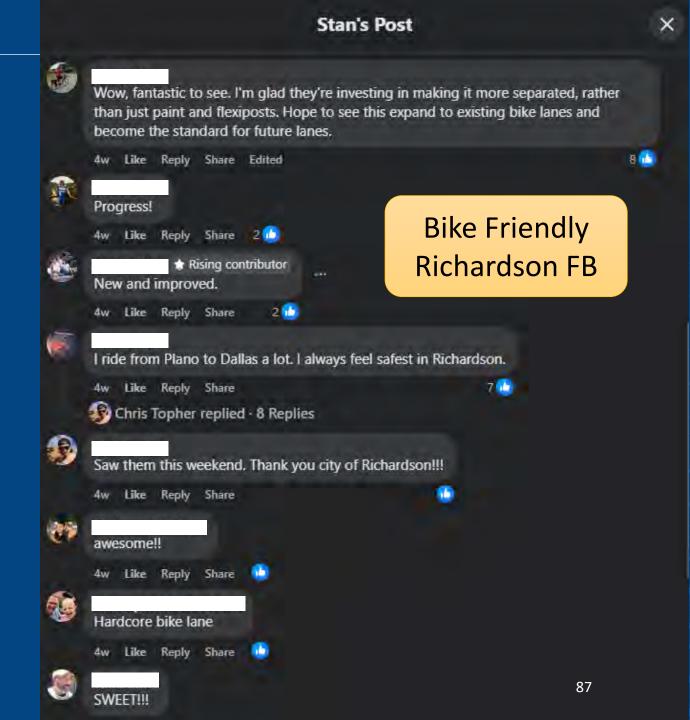
INSTALLATION





FEEDBACK & ISSUES

- Positive feedback from bike community
- Ongoing issues
 - Driver behavior
 - Transit buses





FEEDBACK & ISSUES

- Positive feedback from bike community
- Ongoing issues
 - Driver behavior
 - Transit buses







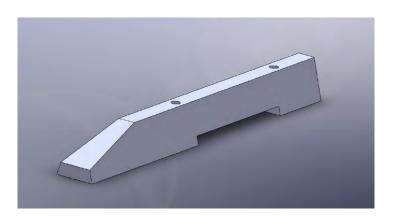
Purchase Options

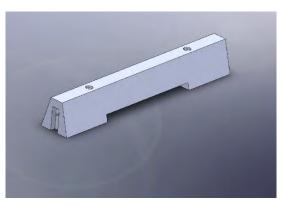


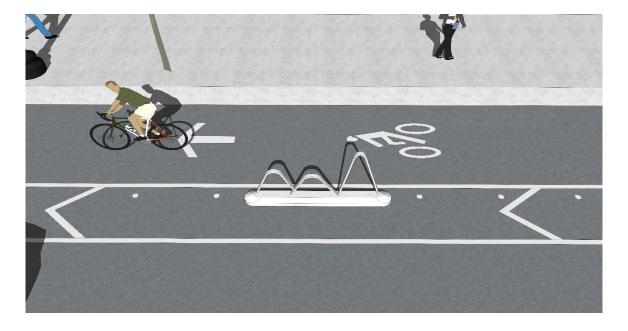


cyclelaneseparator.com































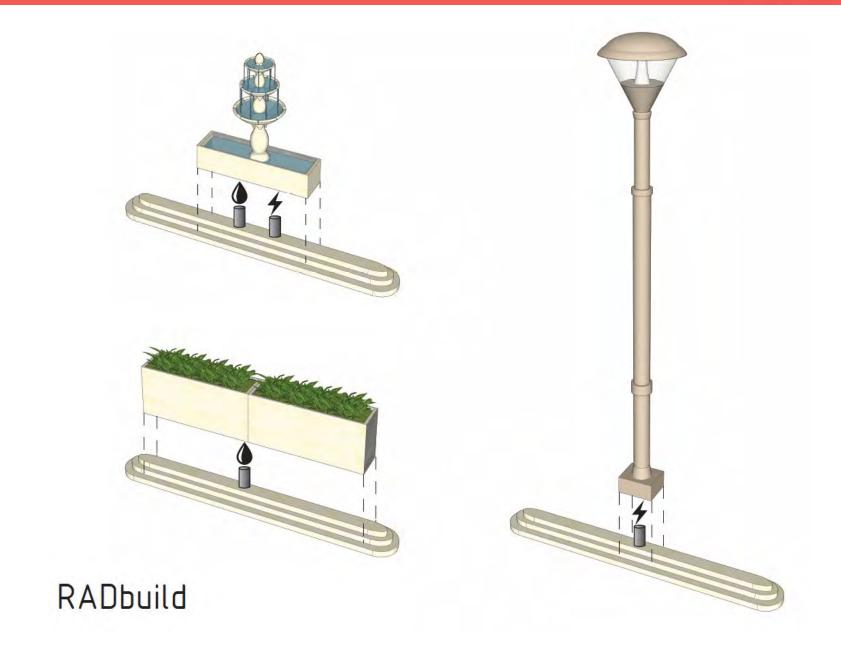


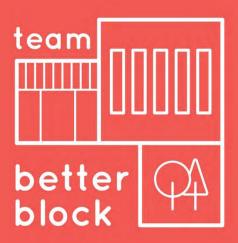


RADbuild

-Sidewalk —







ANDREW HOWARD

EMAIL: ANDREW@TEAMBETTERBLOCK.COM

SOCIAL MEDIA: @TEAMBETTERBLOCK

WWW.TEAMBETTERBLOCK.COM

Discussion

How is bicycle theft addressed in your community?

 Does your city have a program for bike registration and/or theft recovery?

• Would your city be interested in participating in a national bike registration database to improve the rate of recovery?



At Risk of Lapsing

Implementing Agency	CSJ#	Project Application Name	Project Status	Risk Level	Date Approved by the RTC	CFP Deadline for Obligating Funds	
City of Arlington		Crow Leadership Academy SRTS Project, Thornton Elementary School SRTS Project, & Webb Elementary School SRTS Project (Combined)	Under Design	At Risk	September 10, 2020	September 10, 2023	October 2025
City of Dallas	0918-47-325		Under Design	At Risk	September 10, 2020	September 10, 2023	December 2024



Potentially At Risk of Lapsing

Implementing Agency	CSJ#	Project Application Name	Project Status	Risk Level	Date Approved by the RTC	CFP Deadline for Obligating Funds	
			TIP modification being processed. Project				
City of Fort Worth	0902-90-296	Oakland- Miller Safe	coordination with railroad may cause delays.	Potentially at Risk	December 8, 2022	December 8, 2025	October 2025



Not At Risk of Lapsing

Implementing Agency	CSJ#	Project Application Name	Project Status	Risk Level	Date Approved by the RTC	CFP Deadline for Obligating Funds	Anticipated Let Date
		AM Pate Safe	AFA				
City of Fort		Routes to	Executed,	Currently Not	December 8,	December 8,	
Worth	0902-90-293	School Project	Under Design	at Risk	2022	2025	October 2025
		AV Cato Safe	AFA				
City of Fort		Routes to	Executed,	Currently Not	December 8,	December 8,	
Worth	0902-90-294	School Project	Under Design	at Risk	2022	2025	October 2025
			AFA				
		Rowlett Creek	Executed,	Currently Not	December 8,	December 8,	December
City of Allen	0918-24-296	Trail	Under Design	at Risk	2022	2025	2025
		Allen Avenue	AFA				
City of		Sidewalk	Executed,	Currently Not	December 8,	December 8,	
Arlington	0902-90-291	Project	Under Design	at Risk	2022	2025	August 2025
			AFA				
			Executed,	Currently Not	December 8,	December 8,	December
City of Frisco	0918-46-348	Iron Horse Trail	Under Design	at Risk	2022	2025	2025



Not At Risk of Lapsing, cont

Implementing Agency	CSJ#	Project Application Name	Project Status	Risk Level	Date Approved by the RTC	CFP Deadline for Obligating Funds	Anticipated Let Date
		Sidewalks to			·		
City of			AFA Executed,	Currently Not	December 8,	December 8,	December
Garland	0918-47-470		Under Design	at Risk	2022	2025	2025
		Smithfield Middle Safe					
City of North			AFA Executed,	Currently Not	December 8,	December 8,	
Richland Hills	0902-90-292	School Project	Under Design	at Risk	2022	2025	August 2025
Dallas County	0918-47-473		AFA Executed, Under Design	Currently Not at Risk	December 8, 2022	December 8, 2025	December 2025
Dallas County			AFA Executed, Under Design	Currently Not at Risk	December 8, 2022	December 8, 2025	December 2025
Town of Sunnyvale		,	AFA Executed, Under Design	Currently Not at Risk	December 8, 2022	December 8, 2025	December 2025



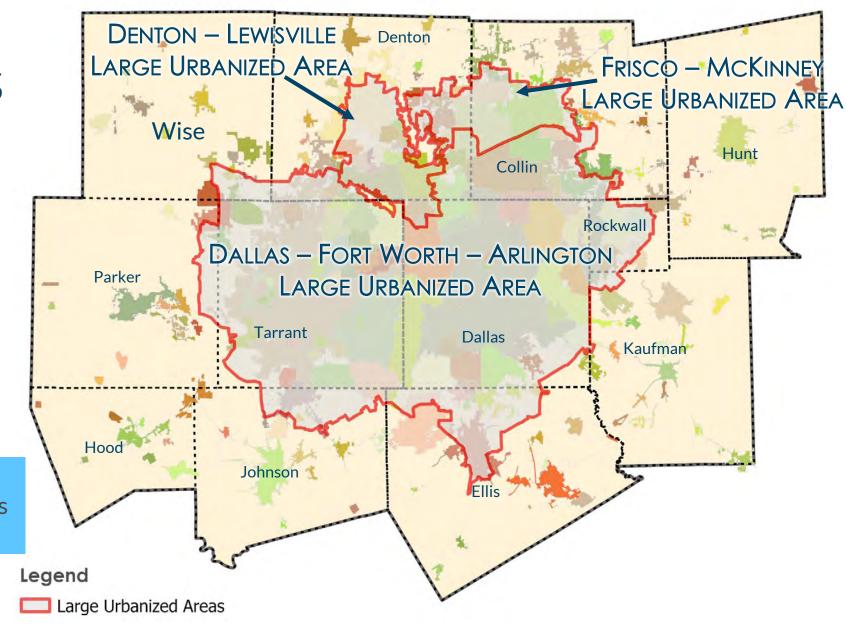


Eligible Project Areas

All proposed projects must be within one of the three large urbanized areas (exceeding 200K population)

NOTE:

TxDOT Statewide TA Call for Projects is anticipated to open January 2025





Urban Area and Statewide TA Calls for Projects

NCTCOG

- NCTCOG Large Urbanized Areas
- \$50 million available
 - Construction: \$3M to \$10M for project awards (federal portion)
 - Planning (SRTS only) *NEW \$200k to \$500k

www.nctcog.org/tap2025

TxDOT

- Any area in the state
- \$180 million available
 - Community Based Projects: Up to \$5M
 - Large Projects Between \$5M \$25M
- Construction
- Non-Infrastructure (Planning)

www.txdot.gov/business/grants-and-funding/bicycle-pedestrian-local-federal-funding-programs.html



TxDOT 2025 TA Call-for-Projects: Project Categories

Project Category	Eligible Activities	Eligible Entity	Local Match (without TDCs)	TDC eligibility**	Project Funding
Community- Based	Preliminary Engineering & Construction	Outside of TMA & <200k <u>or</u> Inside of TMA* & <50k in population	20%	V	\$250,000 to \$5 million per project
Large Scale	Preliminary Engineering & Construction				\$5 to \$25 million per project
Network Enhancements	Projects with limited construction elements to enhance bike/ped infrastructure with limited or no design and no ROW acquisition	Any Population Areas	20%		TBD
Non- Infrastructure	Non-motorized planning documents (e.g., Pedestrian Safety Action Plans) & design activities up to 30% final design				TBD

^{*} TMAs (Transportation Management Areas) have populations greater than 200,000 and are responsible for competitively awarding their own TA funding.

Availability of Transportation Development Credits is TBD

Urban Area and Statewide TA Calls for Projects

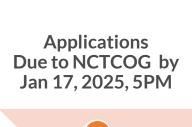
Agencies can potentially submit applications to both NCTCOG and TxDOT

NCTCOG Urban Areas TA Call

(one application)

TxDOT Statewide TA Call

(two-step process)



TxDOT Preliminary
Statewide Call for Due
Projects Opens
Jan 2025

Preliminary
Applications
TxDOT
Feb 2025

NCTCOG Recommended Projects for Funding Announced April 2025



NOTE: If an application within the Urban Area is not recommended for funding by NCTCOG, an agency may continue a pending TxDOT preliminary application for the same construction project or non-infrastructure plan and submit a Detailed Application by June 2025 in the TxDOT Call for Projects.





Nomination Process

- Surface Transportation Technical Committee (STTC) members annually nominate your agency representative for BPAC
- NCTCOG staff contacts STTC members via email
- Confirm any new representation for your agency
 - the current BPAC member for each agency will continue, unless NCTCOG staff is notified of a new representative



CONTACT US



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Kevin Kokes, AICP

Program Manager

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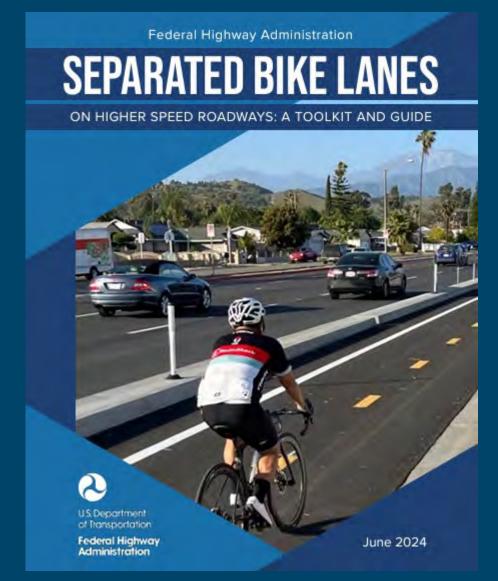


Daniel Snyder, AICP

Senior Transportation Planner

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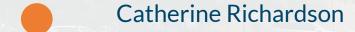
https://www.fhwa.dot.gov/environment/bicycle_pedestrian/ publications/separated_bike_lanes/#intro Guide released in June 2024 informs best practices to plan, design, and maintain buffers and vertical separations for higher speed arterials with bicycle lanes

Synthesizes current research

 Key elements for various forms of vertical separation

 Best practices for design and maintenance

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