

North Central Texas
Council of Governments

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

North Central Texas Council of Governments
616 Six Flags Dr. Arlington TX 76011
February 21, 2024
2:00-4:00 pm

2:00 – 2:35 (35 min)	1. Welcome – Introductions Discussion of the November 15, 2023, BPAC meeting summary and introduction of BPAC members.	Heather Dowell, BPAC Chair, City of Midlothian
2:35 – 2:55 (20 min)	2. Local Community Updates a) Research on "Assessing Cyclists' Stress on a Large-Scale" – Ming Le, Ph.D., University of Texas at Arlington b) Hi Line Connector – Philip Hiatt Haigh, The Loop Dallas c) Upcoming Events & Training – Anthony White, BPAC Vice-Chair, TxDOT Fort Worth District	Various Community and BPAC Members
2:55 – 3:10 (15 min)	3. Using Detection Software for Data Collection related to Curb Ramps and Compliance with the American with Disabilities Act	Glenn Barker, City of Corinth
3:10 – 3:25 (15 min)	4. Lessons Learned from Reducing Posted Roadway Speed Limits	Matt Hotelling, Town of Flower Mound
3:25 – 3:35 (10 min)	5. Bicycle Boulevard Design Characteristics	Daniel Herrig, City of Richardson
3:35 – 3:55 (20 min)	6. NCTCOG Updates a) Urban Bikeway Design Guide Working Paper: Material Success, Designing Durable Bikeways – Catherine Richardson b) Small Town and Rural Multimodal Networks – Catherine Richardson c) Upcoming Safe Streets and Roads for All (SS4A) Notice of Funding Opportunity – Catherine Richardson d) Look Out Texans Video Distribution – Catherine Richardson e) Bicycle-Pedestrian Count Equipment Partnership Survey – Daniel Snyder f) Bike to School Day 2024 Promotion – Devia Joshi g) Community Gardens Guide – Shawn Conrad	Various NCTCOG Staff
3:55 – 4:00 (5 min)	7. Other Business / Open Discussion This item provides committee members an opportunity to bring items of interest before the Committee or propose future agenda items.	Heather Dowell, BPAC Chair, City of Midlothian

Next BPAC Meeting

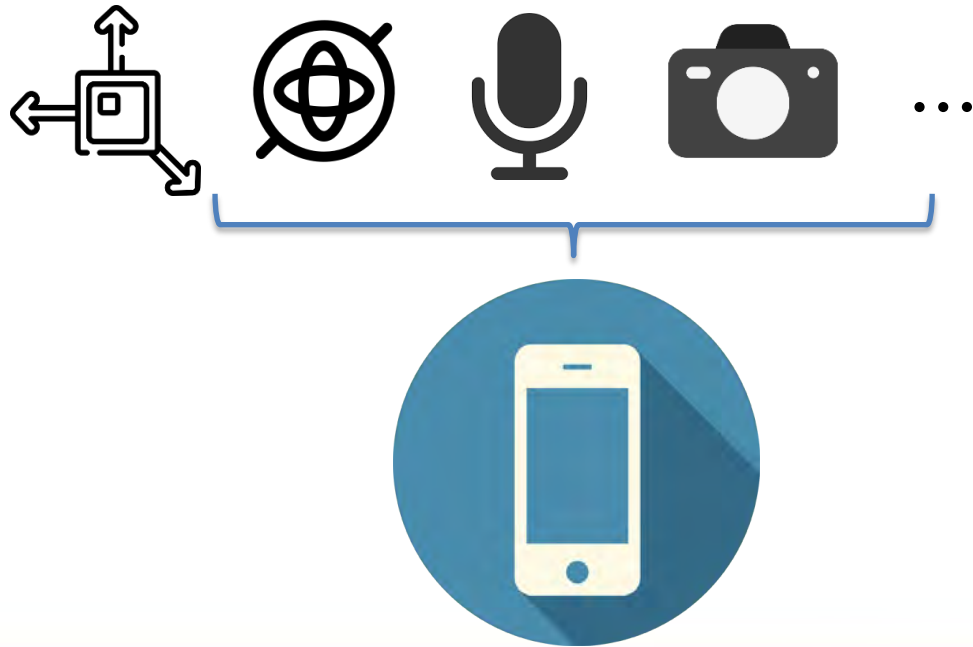
The **next** meeting of the Bicycle and Pedestrian Advisory Committee is scheduled for **May 15, 2024**, from 2:00-4:00pm at NCTCOG in the Transportation Council Room.

Understanding Cyclist Stress Through Ubiquitous Smartphone-based Context Sensing

Context information: location, time, temperature, lighting condition, road condition, humidity, etc.

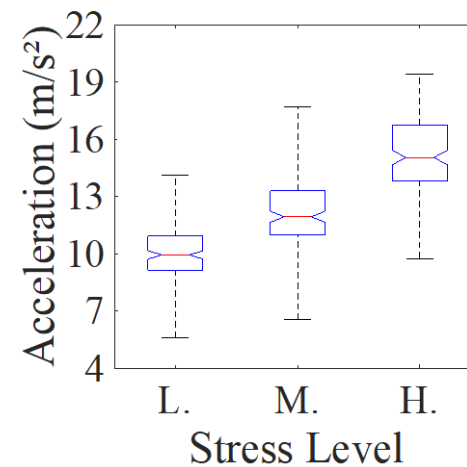
Our approach:

- Smartphone sensing + AI modeling
- Smartphones are equipped with **diverse set of sensors**

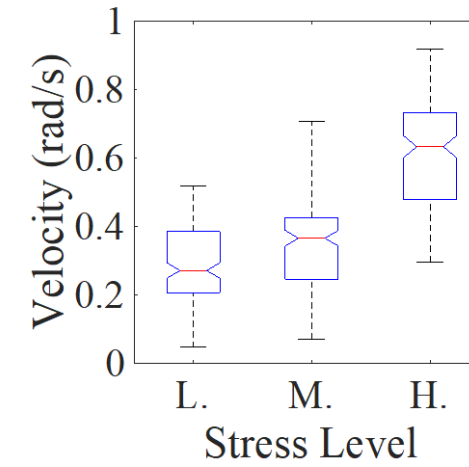


Pilot study: feasibility

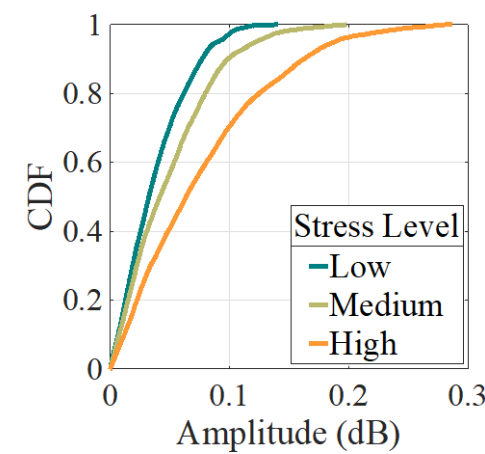
- Relationship between cyclist's reported stress levels and sensor readings



(a)



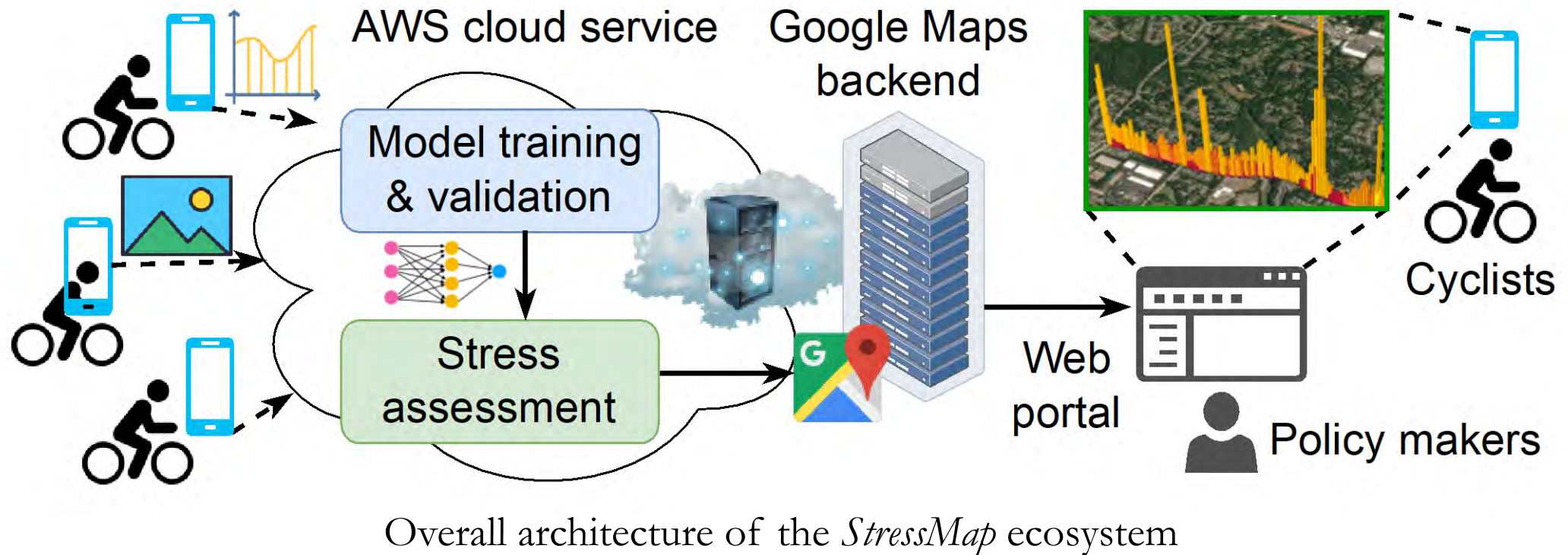
(b)



(c)

Understanding Cyclist Stress Through Ubiquitous Smartphone-based Context Sensing

Long-term goal: Build a *StressMap* ecosystem



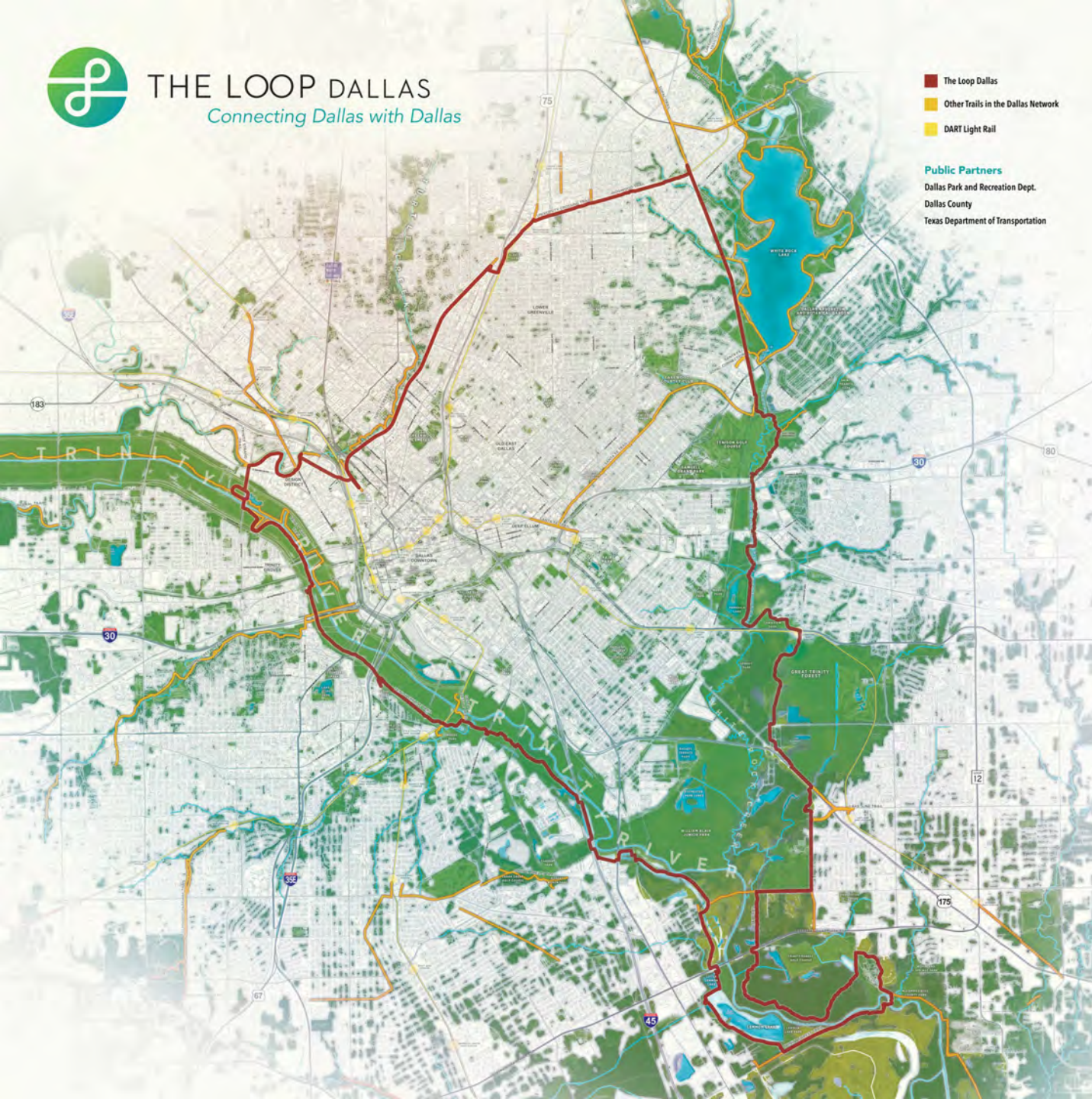


THE LOOP
DALLAS

TheLoopDallas.org | PO Box 224484 Dallas, TX 75222



THE LOOP DALLAS
Connecting Dallas with Dallas



The Loop Dallas

For the first time in its history, Dallas will connect north, south, east, and west with a shared trail system, providing equitable access to green space and an urban forest previously inaccessible to the public.

The Loop Dallas has leveraged the original \$10M investment from private donors almost 8:1, securing a total \$75M in public funds.

All projects needed to complete The Loop Dallas are in the design or construction phase and are on track to be completed by 2026.

City-wide Connectivity

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.

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

The Loop Dallas Connects:

- **9 City Council Districts** in the center of Dallas
- **5 DART Light Rail Stations** and is within ½ miles of an additional 4 stations
- **Over 150 Miles** of the completed linear trail system
- **The Trinity River** and the **Fort Worth to Dallas Trail** to the metroplex

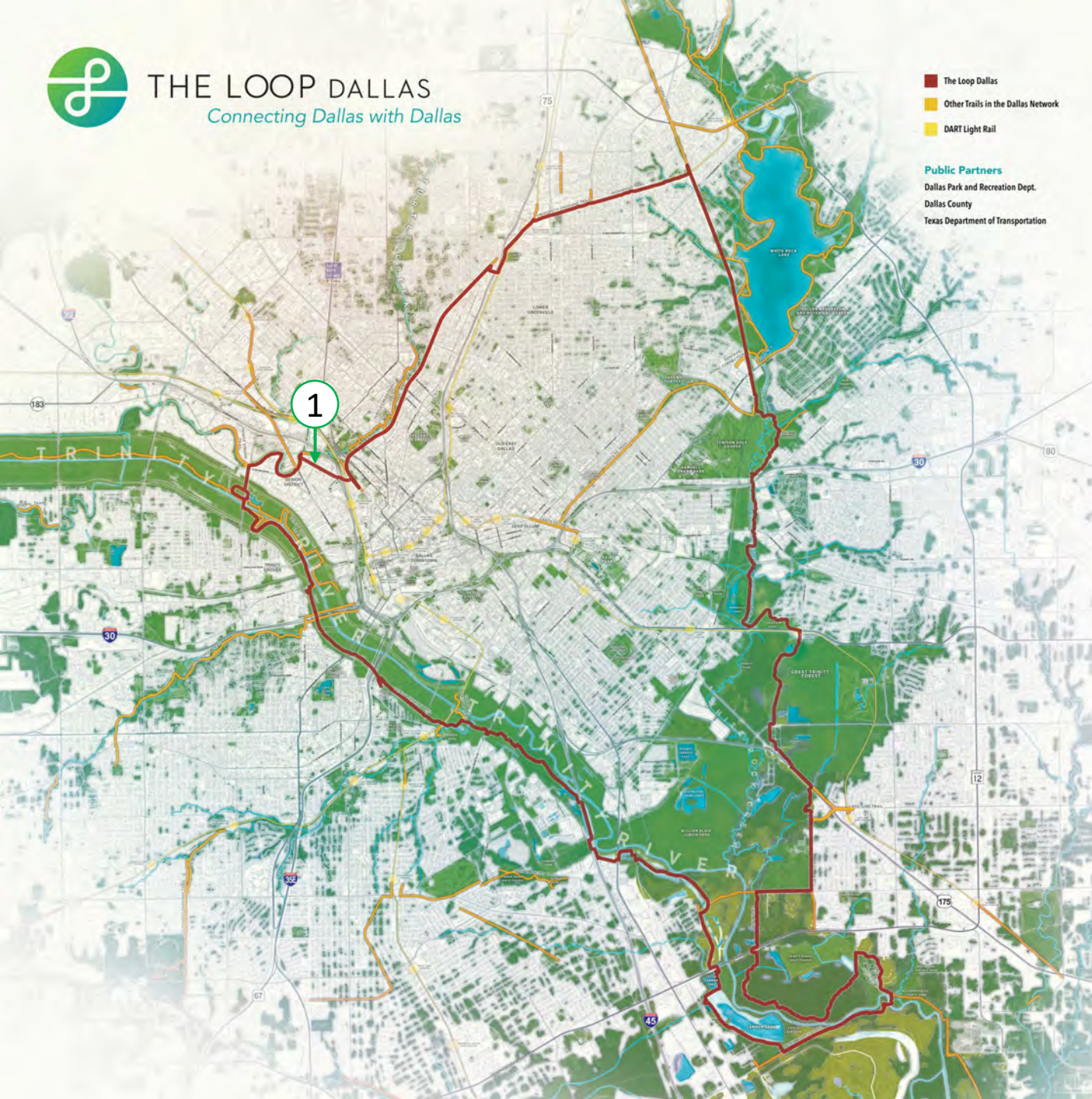


1. Hi Line Connector
2. Trinity Forest Spine Trail
3. Discovery Gateway
4. Skyline Trail Link

- 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



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Connecting Dallas with Dallas



- The Loop Dallas
- Other Trails in the Dallas Network
- DART Light Rail

Public Partners

Dallas Park and Recreation Dept.
Dallas County
Texas Department of Transportation

Hi Line Connector

Lead Designer

swa



THE LOOP
DALLAS

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)

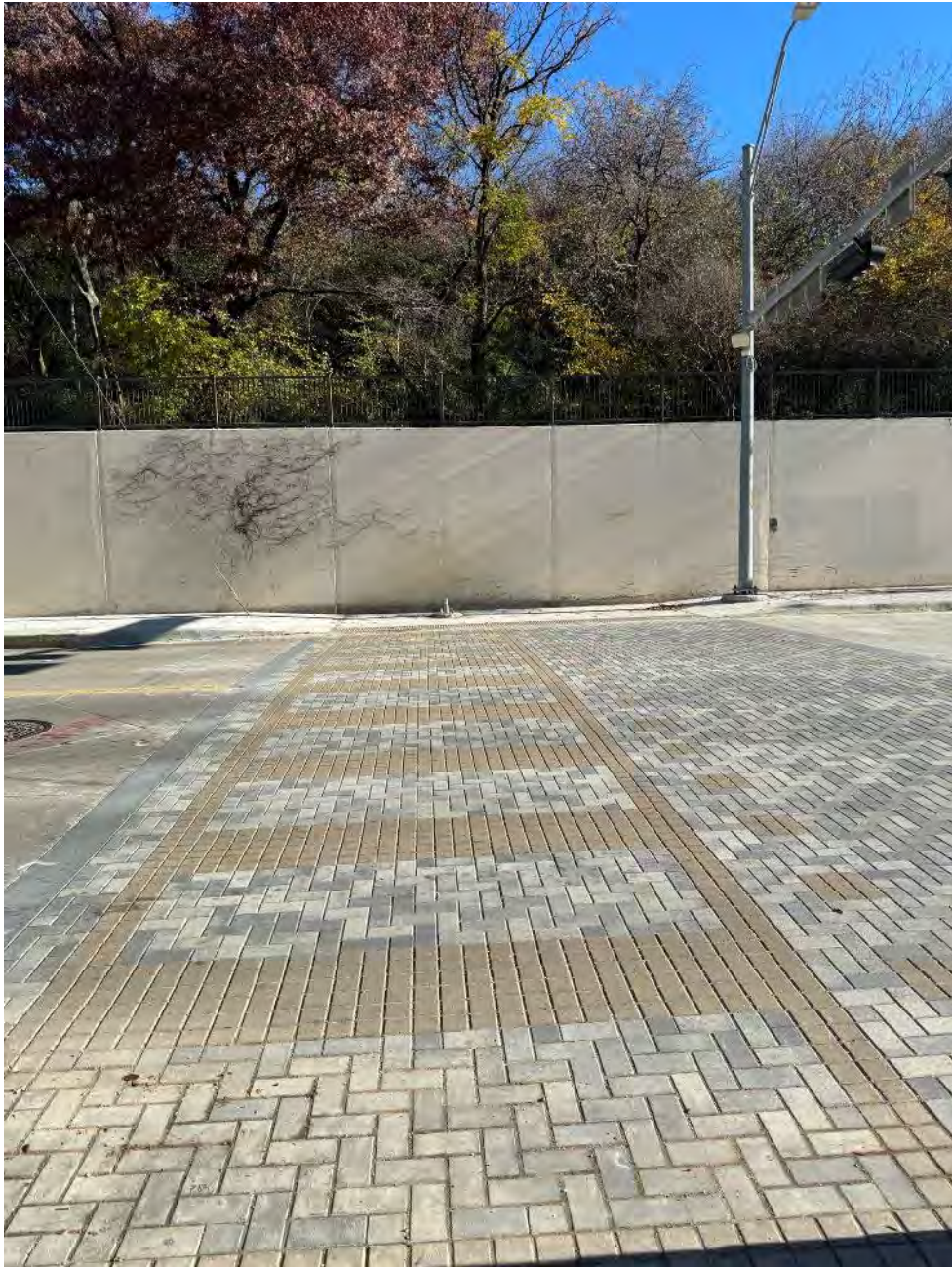
Overcomes the barrier created by I-35E and a commuter rail line

When complete, it will be the most advanced active transportation corridor in North Texas

Houston St at Victory Ave
Northbound



THE LOOP
DALLAS



Houston St at Victory Ave Eastbound



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DALLAS





Hi Line Avenue Eastbound



THE POOP
DALLAS



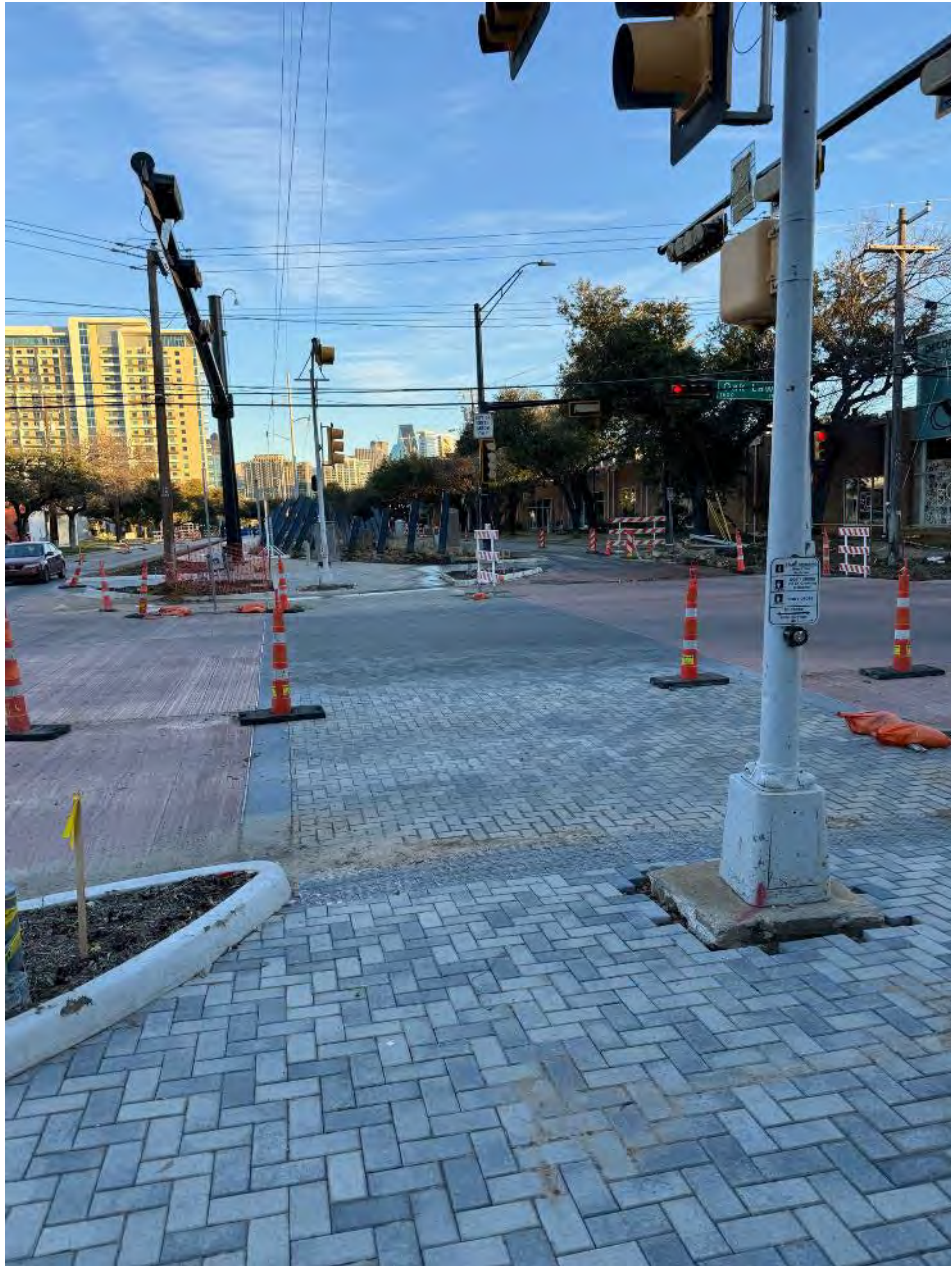
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Hi Line Ave + Oak Lawn Ave

Southeastbound



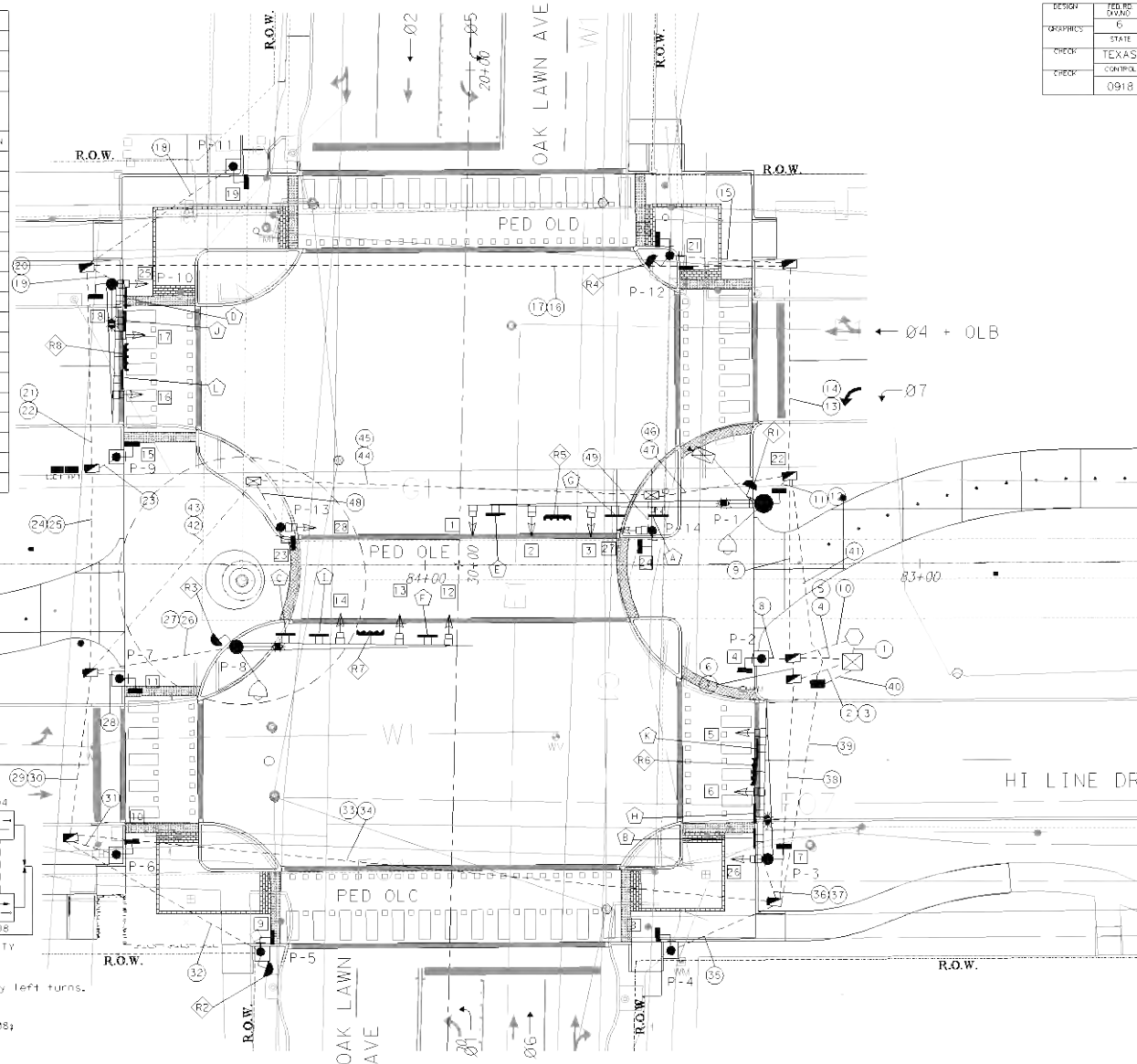
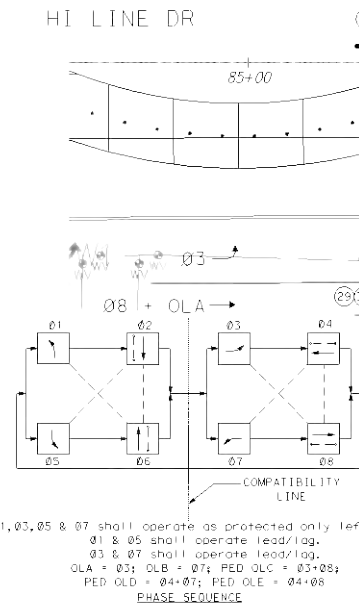
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Hi Line Dr / Oak Lawn Ave Phasing Plan

LEGEND OF SYMBOLS	
	TRAFFIC SIGNAL POLE ASSEMBLY
	SIGNAL HEAD NUMBERS
	POLE NUMBERS
	GROUND MOUNTED CONTROLLER CABINET
	TXDOT TYPE D GROUND BOX W/AFRON
	TXDOT TYPE D GROUND BOX
	TXDOT ITS GND BOX (POLY) TY 1
	PEDESTAL POLE ASSEMBLY
	TRAFFIC SIGNAL HEAD
	PHASE NUMBERS
	PEDESTRIAN PUSH BUTTON POLE
	CONDUIT RUN & NUMBERS
	RIGHT OF WAY LINES
	RADAR IDENTIFICATION
	PRESENCE RADAR DETECTOR
	ADVANCE RADAR DETECTOR
	ELECTRICAL SERVICE PEDESTAL
	LUMINAIRE
	SIGN DESIGNATION
	MAST ARM MOUNTED SIGN
	PTZ CAMERA
	FISH-EYE CAMERA



DESIGN	REG NO	FEDERAL AID or STATE PROJECT NO.	ROUTE
GRAPHICS	NO	CM 2022 (917)	VA
CHECK	STATE	DISTRICT	COUNTY
CHECK	TEXAS	DALLAS	DALLAS
CHECK	SECTION	JOB	
	0918	47	296

HI LINE CONNECTION

A TRAIL CONNECTING THE KATY TRAIL TO THE TRINITY STRAND TRAIL

DALLAS, TX

Landscape Architect

swa

1001 N. GILBERT ST.
SUITE 100
DALLAS, TEXAS 75207
214.742.1234
www.swa-architect.com

Key Plan



Consultant

SALCEDO GROUP, INC.
CIVIL ENGINEER
BROOKETTE DAVIS/DRAKE INC.
STRUCTURAL ENGINEER
SCOTT OLDNER LIGHTING DESIGN
LIGHTING DESIGN
WEPER, INC.
MECHANICAL, ELECTRICAL, PLUMBING
INTEGRATED ENVIRONMENTAL SOLUTIONS, LLC
ENVIRONMENTAL
SETH HEIDMAN IRRIGATION
IRRIGATION DESIGN
LEE ENGINEERING, LLC
TRAFFIC ENGINEER

Stamp



PROJECT APPROVED FOR RECORD BY CITY

Revisions

- 1
- 2
- 3
- 4
- 5

Date
SEPTEMBER 27, 2021

Phase
CONSTRUCTION DOCUMENTS

Job Number
018501

Scale



Drawing Title

TRAFFIC SIGNAL LAYOUT
HI LINE DR AT OAK LAWN AVE

Drawing Number

ISSUE FOR BID

T1.1.53

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Thank you

Installation of plaza area
along the Hi Line Dr median

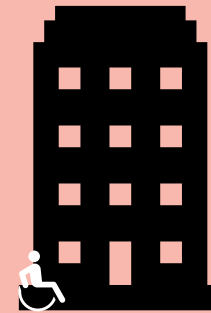
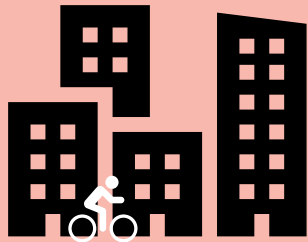
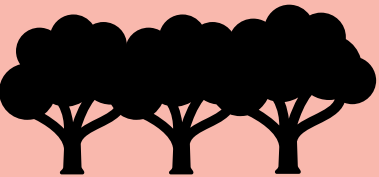


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UPCOMING EVENTS AND TRAINING

Bicycle and Pedestrian Advisory Committee
February 21, 2024

Anthony White, Committee Vice Chair





APBP North Texas November Gathering

February 21, 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 \(apbp.org\)](https://www.apbp.org)

National Bike Summit

March 19-21, 2024

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: [National Bike Summit | League of American Bicyclists \(bikeleague.org\)](https://www.bikeleague.org/national-bike-summit)



- 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.
- 2024 will have 10 different workshop tracks including sessions focused on Pedestrian, Bicyclist, and Micromobilist Safety, and Safe System Approach.
- For more information, visit: lifesaversconference.org



2024 National Planning Conference

April 13-16, 2024
Minneapolis, MN

May 8-10, 2024
Online

- 2024 core content areas will include sessions on Climate Action, Digitalization, Diversity and Inclusive Design, Future of Work and Upskilling, Health Equity, Housing Affordability, Availability, and Accessibility, Navigating Politics to Advance Planning, and Transportation.
- For more information, visit: [National Planning Conference \(planning.org/conference\)](https://planning.org/conference)

American Planning Association

League Cycling Instructor Seminar

April 26-28, 2024

Plano, TX



- BikeDFW is coordinating a League Cycling Instructors (LCI) training for bicycle advocates and staff interested in leading bike education in the DFW area.
- Early Bird registration ends 3/29/24. Reg closes 4/5/24
- If you are interested in participating, email education@bikedfw.org
- For more information, visit: [LCI Seminar Schedule | League of American Bicyclists \(bikeleague.org\)](#)

2024 Texas Statewide Pedestrian Safety Forum

May 2, 2024

Houston, TX



- Attend the 2024 Pedestrian Safety Forum for a day dedicated to enhancing pedestrian safety in our community.
- For more information, visit: [2024 Texas Statewide Pedestrian Safety Forum - Texas Pedestrian Safety Coalition \(texaspedsafty.org\)](https://texaspedsafty.org)

2024 Texas Vision Zero Summit

May 3, 2024 (day after the
Pedestrian Safety Forum)

Houston, TX



- The Vision Zero Summit is a gathering of elected officials, transportation experts, community advocates, and anyone who believes in a safe Texas transportation system.
- More details and registration coming soon.
- For more information, visit: visionzerotexas.org/summit/



DESIGNING CITIES 2024

May 7-10, 2024

Miami, FL

- The NACTO Designing Cities Conference brings together 1,000 officials, planners, and practitioners to advance the state of transportation in North American cities. In 2024, the conference will focus on themes of Safety, Climate, Equity, Sustainable Growth, and Regional Collaboration
- Early bird registration is available until March 1st, 2024.
- For more information, visit: nacto.org/conference/2024-miami-dade/



CNU 32

May 15-18, 2024

Cincinnati, OH

- This event is geared toward planning professionals and local government staff. The focus of the conference will be on Restorative Urbanism and will be a celebration of great places, regional diversity, and the deep history of opportunity in the Queen City of the West (Cincinnati).
- For more information, visit: [CNU 32 Cincinnati | CNU](#) (cnu.org/cnu32)

Congress for the New Urbanism

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, 2024**
- For more information, visit: bikeleague.org/bfa/community/



ITE Annual Meeting and Exhibition

July 21-24, 2024
Philadelphia, PA

- This technical program will paint an optimistic picture of our transportation future, centering on practical examples of recent advances and upcoming opportunities. This is a great opportunity to demonstrate how people-oriented planning and engineering can have positive impacts on our lives by improving safety and mobility.
- For more information, visit: [Conference | ITE Annual Meeting and Exhibition \(iteannualmeeting.org\)](https://iteannualmeeting.org)



- Join colleagues, friends, advocates and experts for excellent training that will take your work and your career to the next level. With informative and exciting mobile sessions taking you into the field on foot, bike and transit, you'll get to explore Detroit while experiencing the fully realized designs presented in the classroom.
- For more information, visit: [2024 Conference \(apbp.org\)](https://apbp.org)

IBPI Workshop: Comprehensive Bikeway Design

August 21-25, 2024
Portland, OR



- This course covers the fundamentals of bikeway design and planning through an intensive week of interactive classroom, field tours, and design exercises.
- For more information, visit: [IBPI Workshop: Comprehensive Bikeway Design | Transportation Research and Education Center \(pdx.edu\)](#)



Texas Trails and Active Transportation Conference

September 4-6, 2024

Austin, TX

- The biennial Texas Trails and Active Transportation (TTAT) Conference brings together those involved with bicycle, pedestrian, and other active transportation and recreation modes from around Texas and the world.
- Registration Opening Soon!
- For more information, visit: ttatconference.org



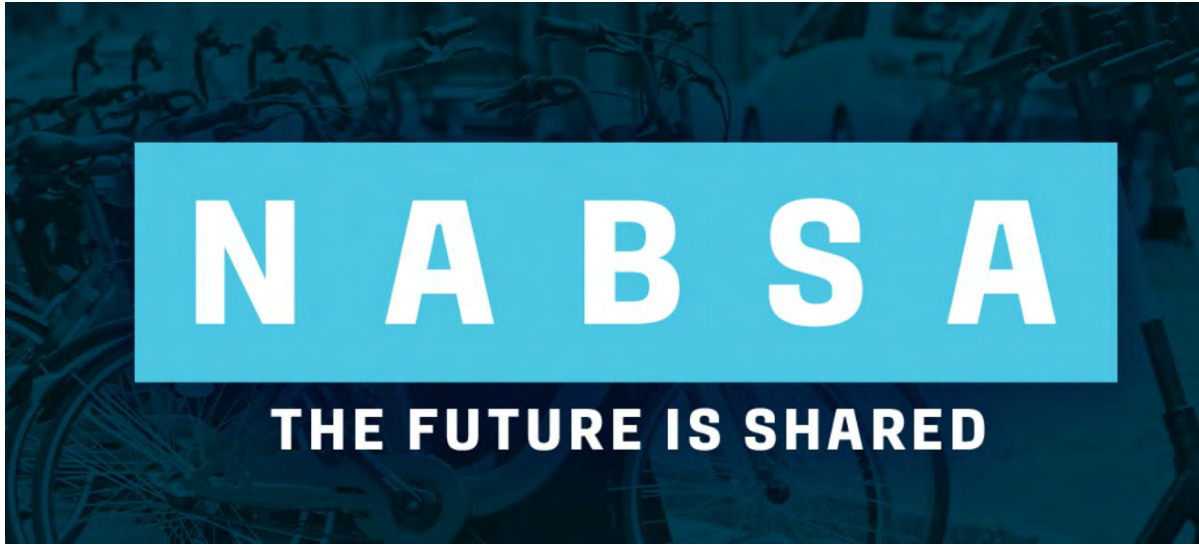
American Society of
Landscape Architects

ASLA 2024 Conference

October 6-9, 2024

Washington, D.C.

- 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: [ASLA 2024 Conference on Landscape Architecture \(aslaconference.com\)](https://aslaconference.com)



2024 NABSA Conference

October 7-9, 2024
Philadelphia, PA

- 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/

2024 Safe Routes to School National Conference

October 22-24, 2024

Fort Collins, CO



- **Save the date and prepare to connect with fellow active transportation, public health, and Safe Routes champions from across the country to network, share best practices, and explore the vibrant city of Fort Collins, a Platinum-level Bicycle Friendly Community!**
- **Registration Opening Soon!**
- **For more information, visit: saferoutespartnership.org/SRTSConf24**



National Complete
Streets Coalition

Complete Street Workshops

- National Complete Streets Coalition is accepting request for hands-on workshops that help state and local agencies lay the required foundation for adopting or updating a Complete Streets policy, strengthening relationships between transportation practitioners, other departments, and the community.
- The workshops touch on one or more of these eight core areas:
 - Understanding the benefits of Complete Streets
 - Developing and adopting a new policy
 - Implementing a Complete Streets policy
 - Building a coalition and community engagement
 - Measuring the performance of our roads
 - Communicating about Complete Streets
 - Experimenting with quick-builds and demonstration projects
 - Complete streets in different contexts, from rural places to big cities
- For more information, visit: [Complete Streets Workshops - Smart Growth America \(smartgrowthamerica.org/work-with-us/workshop-types/complete-streets/\)](https://smartgrowthamerica.org/work-with-us/workshop-types/complete-streets/)



Master Plans Underway or Anticipated in 2024

- **City of Dallas Bikeways Master Plan (expected Spring 2024)**
- **City of Fort Worth Eastside Transportation Plan (expected Spring 2024)**
- **City of Irving Bike Plan (expected early 2024)**
- **City of Farmers Branch Trail Plan Update (expected Spring 2024)**

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



ADA Sidewalk Project

Project Analysis



Asset Inventory

ADA sidewalk compliance, 4 maintenance zones



Leveraging technology

Save time and money by using AI such as GoodRoads and Deepwalk



Improve ADA compliance

Develop future and current projects that would not have been addressed without this project.



Project Development

5-year plan.

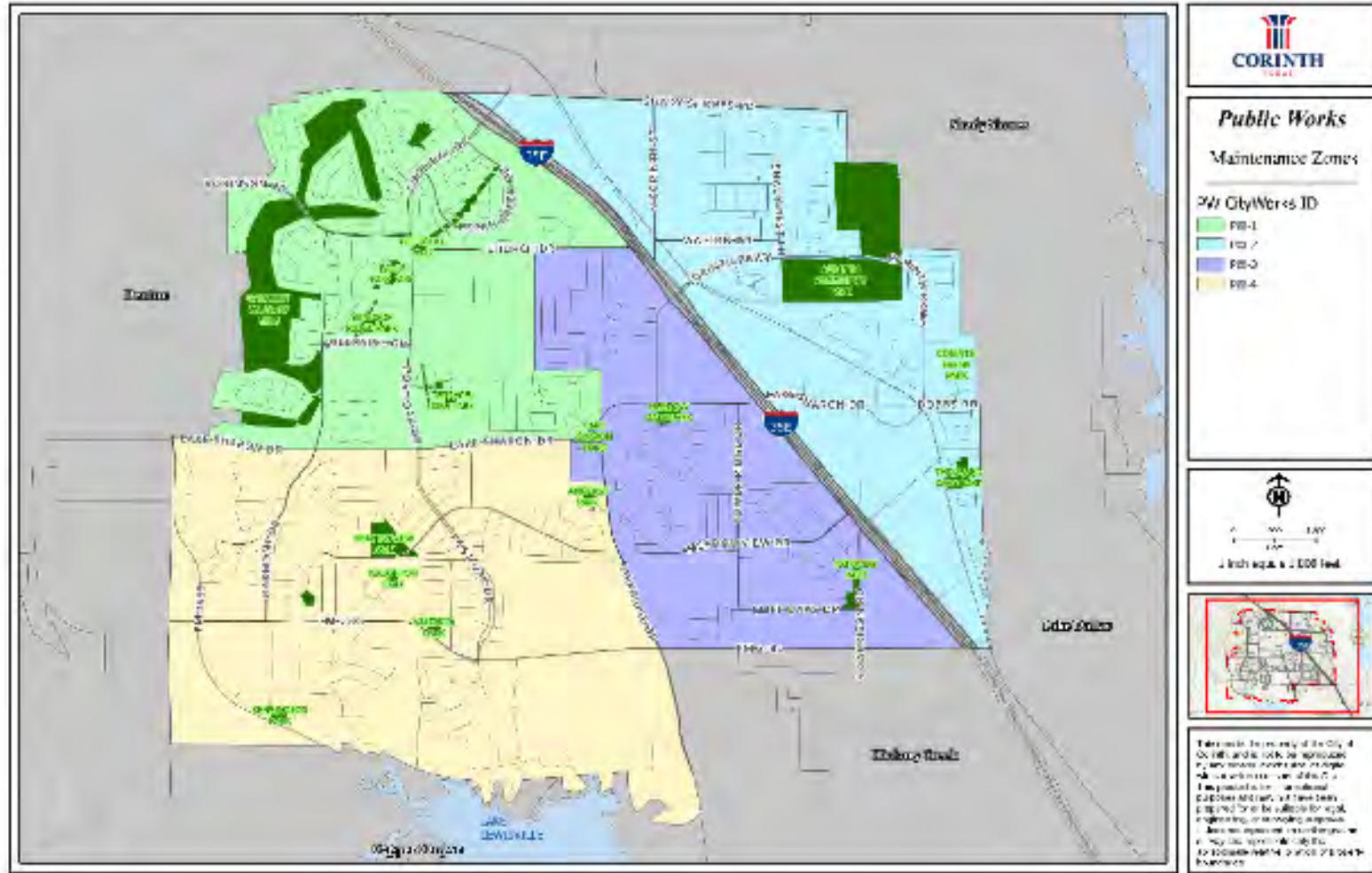


Bike & Pedestrian Trails

Focus on the existing trails map

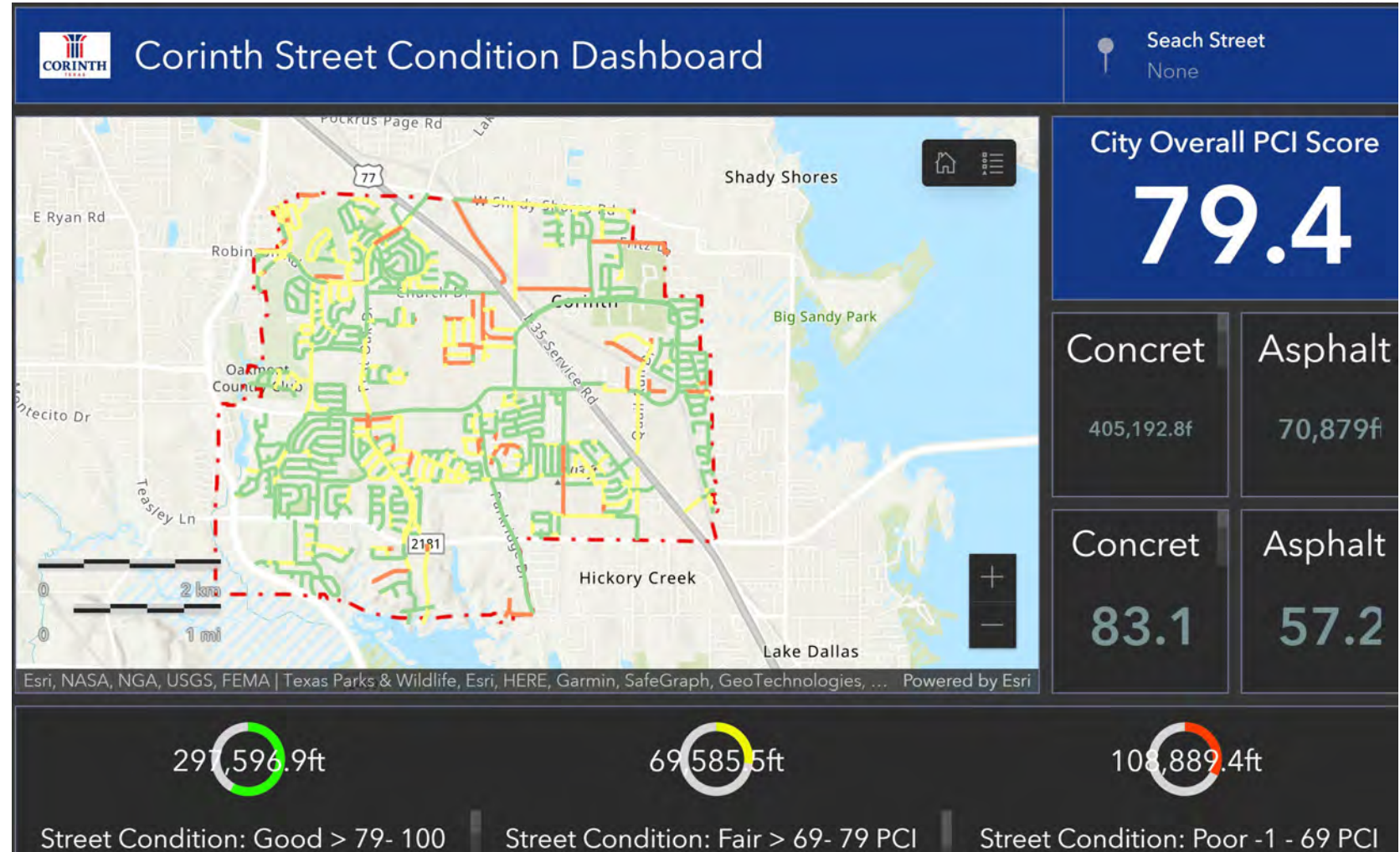
Maintenance Zones

- 4 zones -1 per year
- Public Work Asset Inventory
- Technology to relieve workload on staff
- PSI Gauges
- CityWorks



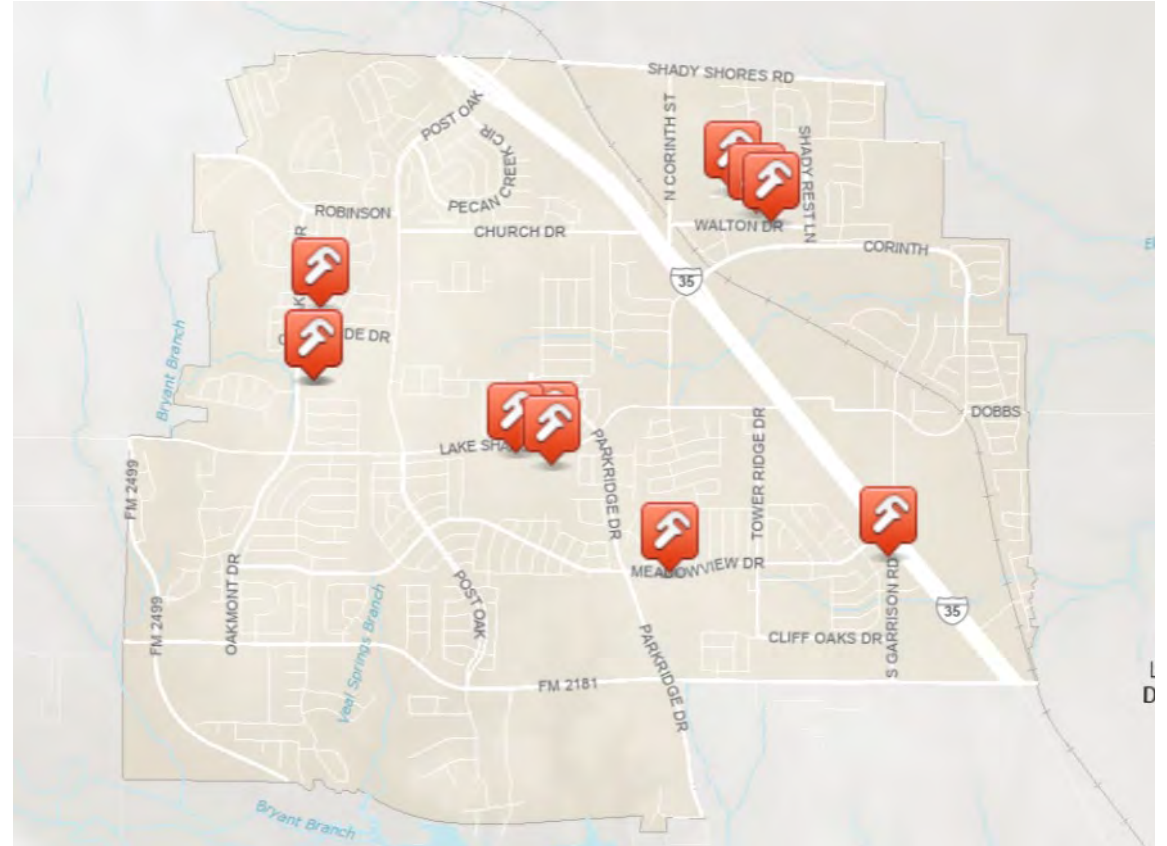
GoodRoads

- Hood Camera
- Process was done in-house
- AI inventoried
 - PCI
 - Manholes
 - Valves
 - Fire hydrants (colors)
 - Roadway markings
 - Sidewalk location and conditions
- Integrates with our Esri GIS System
- Approx. \$25,000



Use of DATA

- Supervisors create work orders for trip hazards and other sidewalk concerns.
 - Work orders are worked on throughout the year.
 - Items not repaired are moved to the long-term plan crews move on to the next zone.
- GIS overlays current inventory and updates missing data by visual inspection
- ADA Compliance is not addressed in the same year



Future Use of DATA

- End of this year: Make a contract for ADA repairs and installation based on completed zones.
- Recurring: Make repairs every two years, then start installing missing ADA ramps.
- Crews have purchased a street grinder for 60% of trip hazards throughout town.
- Bike Plan and current Trails plan will be used to set priority for ADA compliance



ADA Self-Evaluation and Transition Plan

February 2022



Thank You

Glenn Barker 9404987501 or Glenn.Barker@cityofcorinth.com

Flower Mound's path to 25 mph Speed Limits on Residential Streets

BPAC February 21, 2024



Introduction

- HB 87
- Flower Mound Policy 2006, 2010
- Transportation Commission (TRC) Work Topic
- Alternatives
- Additional Information
- Exceptions
- Discussion



House Bill 87 (79TH Legislature – 2005)

- Following requirements for speed limit alteration
 - Not officially designated or marked on the state highway system
 - Less than 35 feet in width
 - Parking allowed on both sides
 - Speed limit cannot be less than 25 mph
 - ***Governing body must declare prima facie speed limit as unreasonable or unsafe***

Flower Mound Policy – 2006

- Council's Decision for unreasonable or unsafe
 - Not on the Thoroughfare Plan
 - Roadway within 1/4 mile of a school or major street construction/reconstruction project
 - Revert back to 30 mph after construction was complete
 - ***Street by street***

Flower Mound Policy – 2010



- Same as 2006 policy EXCEPT
 - ***Subdivision by subdivision***
 - Created an exception process for areas outside of the 1/4 mile boundary
 - Required support from 2/3 of households in exception area
 - Required to have an engineering study
 - Required to received a TRC recommendation to Town Council on the exception request

TRC Work Topics



- Discussed every January
 - 2010, 2016, 2020
 - 2010 and 2016 TRC voted to keep existing policy as is
 - 2020 TRC recommended to convert residential streets to 25 mph by a vote of 5 to 1

2020 TRC Agenda Item



- Alternatives
 - #1 – Do nothing – Leave policy as is
 - #2 – Modify buffer area from 1/4 mile to:
 - 1/3 mile, 1/2 mile, or suggested buffer
 - #3 – All residential streets set to 25 mph
 - #4 – Existing policy with Modified Exception Process
 - #5 – Commission initiated alternative

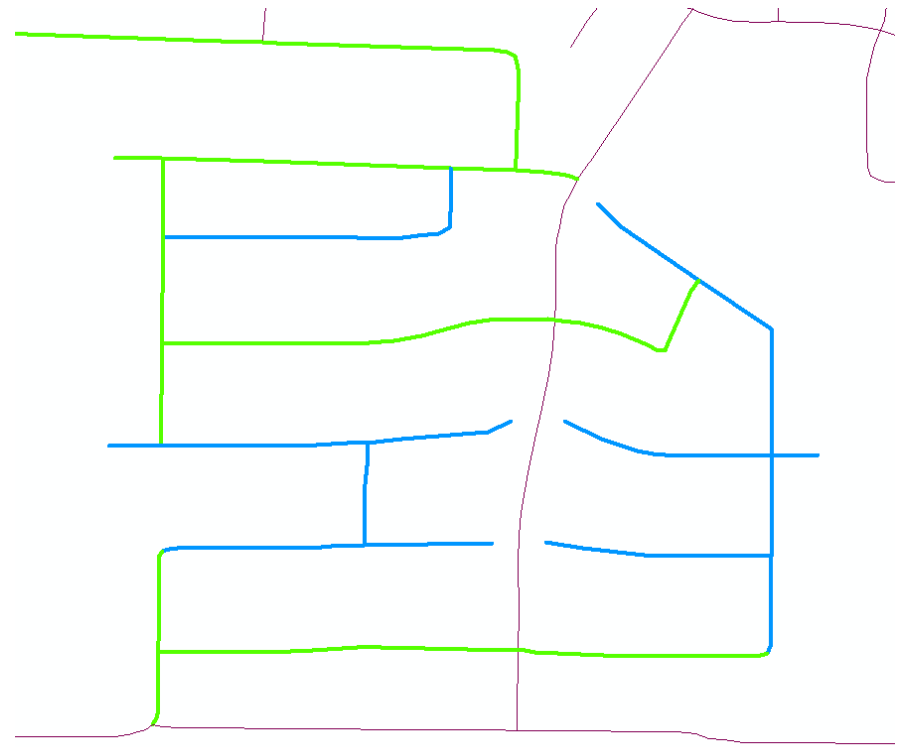
Additional Information



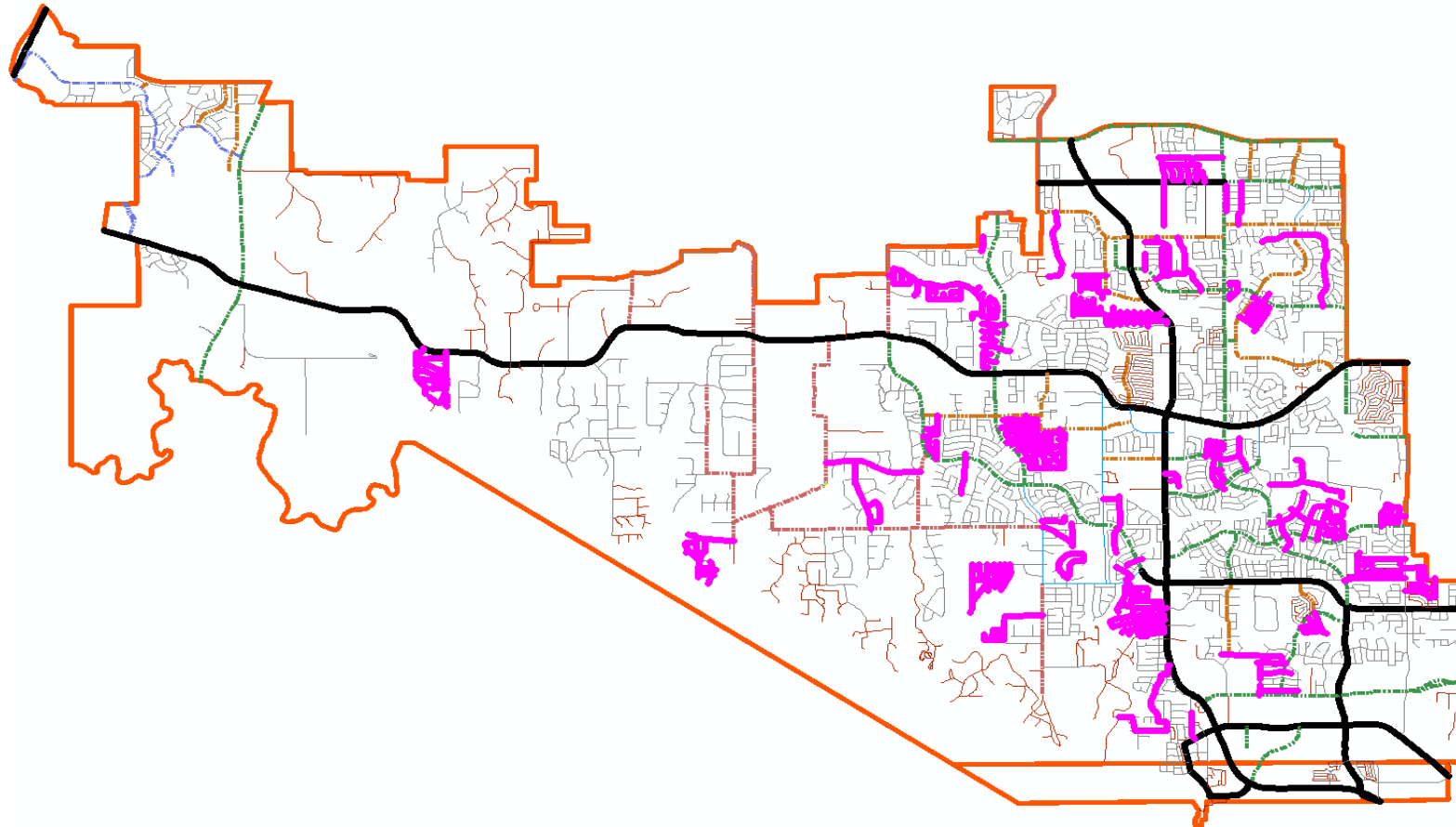
- Did not consider private streets/private named access aisles
- Percentage of street converted
 - ~18.5% of eligible streets (2020)
 - ~15.9% of eligible streets (2021)
- Initial conversion street by street
 - Some neighborhoods – entrance streets only
 - Interior streets implied but not technically converted
 - Police not pleased with this method

Implied example

- When implied streets were included
 - ~22.5% of eligible streets (2020)
 - ~20.2% of eligible streets (2021)



Map of Converted streets



Safety of Lowered Speed Limits

- Higher speed = higher risk
- Vehicle speed vs pedestrian injury
 - Based on National Highway Traffic Safety Administration
 - Risk of death (Age also a factor - >70 years old ~ 2X the risk)
 - 20 mph – ~5%
 - 30 mph – ~40%
 - 40 mph – ~80%
 - 50+ mph – 100%

Ordinance to set speed limit

- TRC recommended 2020 (after two other tries)
- Waited for State Legislature in 2021
 - Did not pass new prima facie speed limit
- November 2021 Council passed ordinance to change residential speed limits
 - Every street converted was listed in the ordinance
 - [November 15, 2021, Council Meeting](#) Video, Items K21 & K22

Exceptions

- Streets set below 25 mph before this change
 - Example – Very narrow street with large bar ditches
- At least one street set above 30 mph
 - Engineering study where higher speed limit was deemed appropriate
- Change current speed limit policy exception IF
 - Neighborhood wants to raise it back to 30 mph
 - Same 2/3 neighborhood support
 - Go to TRC for recommendation and final action by Town Council

Implementation

- Start District 1 and methodically work through District 8
- ~18 months
- Roughly 400 signs at ~\$30 each is \$12,000 (2021 costs).
 - Assumption
 - Vast majority of locations already had a pole
 - Done with Town forces (labor/equipment not calculated into cost)
 - Outside vendor could charge up to \$350 per sign
 - Effective date would be the date the sign was installed



Discussion

Matthew (Matt) Hotelling, P.E., PTOE, ADAC
Assistant Director of Public Works/Transportation
Town of Flower Mound
matthew.hotelling@flower-mound.com

RICHARDSON NEIGHBORHOOD BYWAYS

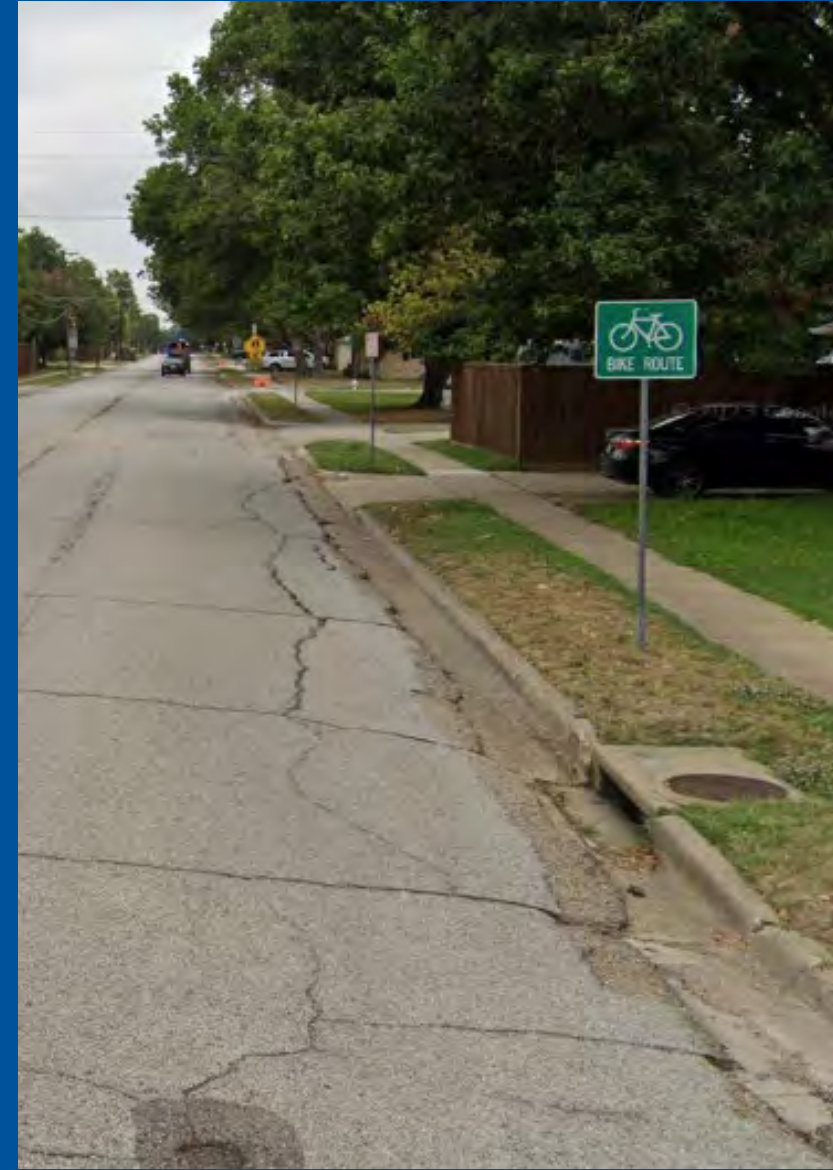


NCTCOG BPAC
FEBRUARY 21, 2024

DANIEL HERRIG
CITY OF RICHARDSON

NEIGHBORHOOD BYWAY

- AKA “Bike Boulevard”
- New facility type for Richardson from the ATP
 - Enhances previous Bike Route facility type
- Employs a context-specific range of signage, pavement markings and traffic calming features to prioritize the ability of the roadway to be used for bicycle travel.
- ATP did not prescribe specific traffic calming treatments



NEIGHBORHOOD BYWAY



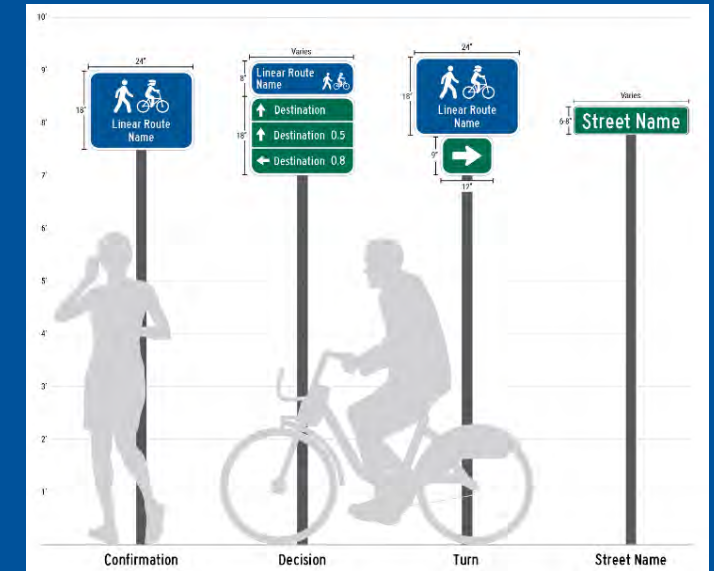
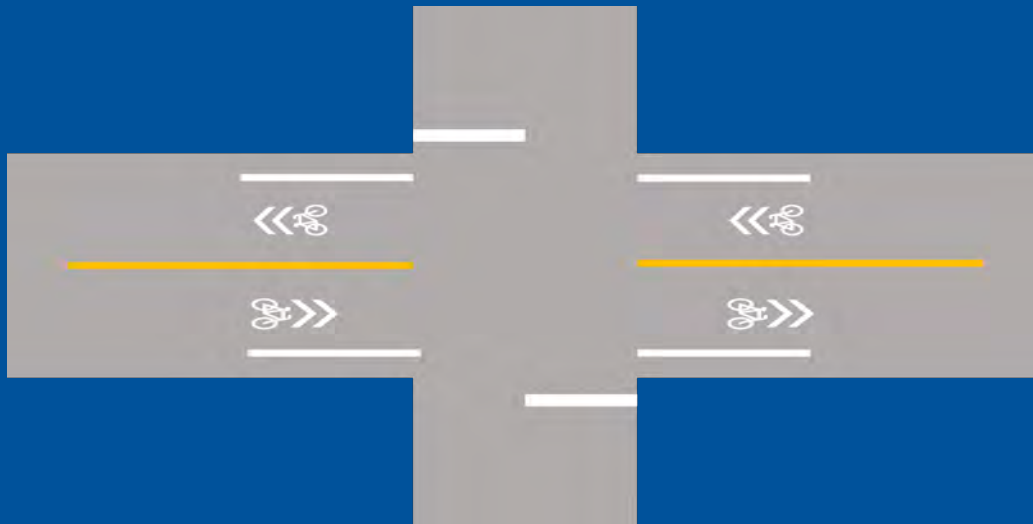
Source: NACTO, Madison, WI

WHY?

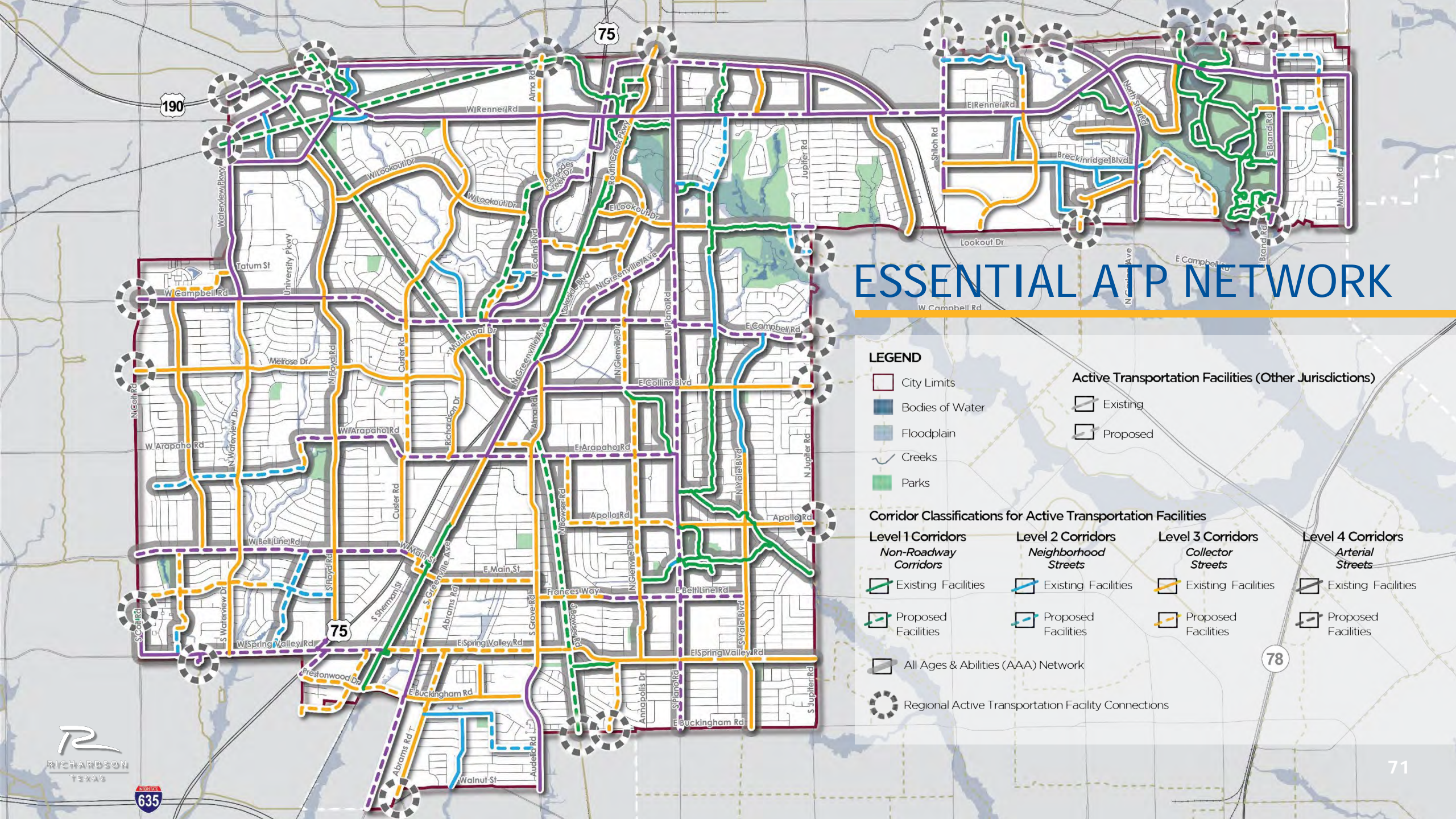
- Increase comfort on corridors cyclists often use already
- Create connections where trails/bike lanes not feasible
- Appeal to a wider spectrum of the population than just bike lanes on busy streets

NEIGHBORHOOD BYWAY

- Conceptual approach:
 - Pavement markings to calm traffic
 - Signage to designate bike corridor
 - Additional traffic calming devices as appropriate



Source: MassTrails



ACTIVE TRANSPORTATION NETWORK



Level 1

Non-roadways

Preferred Treatment:

- Shared use path



Level 2

Neighborhood street

Preferred Treatment:

- Neighborhood byway



Level 3

Collector street

Preferred Treatment:

- Buffered bike lane or sidepath



Level 4

Arterial street

Preferred Treatment:

- Separated bike lane or sidepath

NEIGHBORHOOD BYWAY

- **Level 2 – Neighborhood Streets (Primary Treatment)**

- Limited traffic volumes, primarily in residential areas
- Traffic volume: Typ. 1,500 veh/day or less
- Traffic speed: 30 mph or less

- **Level 3 – Collector Streets (Alternate Treatment)**

- Typ. one travel lane in each direction; speeds may be moderated by on-street parking
- Traffic volume: Typ. 1,500-6,000 veh/day
- Traffic speed: 35 mph maximum



Material Success

Designing Durable Bikeways | March 2023



DECEMBER 2016

Small Town *and* Rural Multimodal Networks



U.S. Department of Transportation
Federal Highway Administration

Resources and Guides

Catherine Richardson | Bicycle and Pedestrian Advisory Committee | 2.21.2024

Material Success: Designing Durable Bikeways (2023)

Guidance for installing and
maintaining more permanent
street level protected bikeways
in various roadway context

nacto.org/publication/material-success/

Urban Bikeway Design Guide
WORKING PAPER



Material Success
Designing Durable Bikeways | March 2023

Small Town and Rural Multimodal Networks (2016)

The guide provides a variety of bicycle and pedestrian facilities types applicable to many different roadway contexts.

[fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/)



DECEMBER 2016

Small Town *and* Rural Multimodal Networks



U.S. Department of Transportation
Federal Highway Administration

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9 NCTCOG PRESENTATION

Safe Streets and Roads for All Grant Program

Catherine Richardson
Bicycle and Pedestrian Advisory Committee
2.21.2024

SS4A Grant Program (FY24)

- Purpose: prevent deaths and serious injuries on our roadways
 - Focus on comprehensive safety action planning and implementing projects/strategies identified in safety action plans
- Political subdivisions of a State (e.g. cities, towns, counties, transportation agencies)
- One application per agency allowed
- Applicants can apply for Planning and Demonstration Grants or Implementation Grants



SS4A Grant Program (FY24)

Notice of Funding Opportunity **IS NOW OPEN** transportation.gov/grants/SS4A

April 4, 2024: Deadline #1 for Planning and Demonstration Grants.

May 16, 2024: Sole deadline for Implementation Grants. Deadline #2 for Planning and Demonstration Grants.

August 29, 2024: Deadline #3 for Planning and Demonstration Grants. NOFO closes.



SS4A: Planning and Implementation Grants

- **Planning and Demonstration Grants**: funds to develop, complete, or supplement a comprehensive safety action plan
 - Creation of Action Plan (Action Plan)
 - Sub-plans (Supplemental Action Plan)
 - Pilot program of safety treatments not yet adopted (Demonstration Activity)
- **Implementation Grants**: funds to implement projects and strategies identified in an Action Plan to address a roadway safety problem
 - Can be infrastructure, behavioral, and/or operational activities.



SS4A: Planning and Demonstration Grants (FY22)

Awarded in North Central Texas

Project Title	Lead Applicant	Total Federal Funding
City of Arlington TX Safety Action Plan	City of Arlington	\$240,000.00
DeSoto, TX 2022 Safe Streets and Roads for All Action Plan Grant	City of DeSoto	\$160,000.00
Fort Worth Citywide Safety Action Plan	City of Fort Worth	\$419,505.60
Total:		\$819,505.60



SS4A: Planning and Demonstration Grants (FY23)

Awarded in North Central Texas

Project Title	Lead Applicant	Total Federal Funding
Alvarado Multimodal Transportation Safety Plan	City of Alvarado	\$236,000
City of Arlington - ADA Transition Plan	City of Arlington	\$385,000
SS4A Action Plan Grant for the City of Balch Springs, TX	City of Balch Springs	\$160,000
City of Frisco TX Safety Action Plan	City of Frisco	\$280,000
Mansfield Active Transportation and Safety Plan	City of Mansfield	\$548,800
City of McKinney Safety Action Plan	City Of McKinney	\$240,000
SS4A Action Plan Grant for the City of Mesquite, TX	City of Mesquite	\$256,000
Midlothian Mobility Safety Action Plan	City of Midlothian	\$107,284
Richardson Comprehensive Safety Action Plan	City of Richardson	\$320,000
Saginaw Comprehensive Safety Action Plan	City of Saginaw	\$184,000
City of Terrell Road Safety Action Plan	City of Terrell	\$168,000
Watauga Safe Streets and Roads for All Action Plan	City of Watauga	\$160,000
Weatherford Comprehensive Safety Action Plan	City of Weatherford	\$224,000
Advancing Regional Safety in the Dallas-Fort Worth Region	North Central Texas Council of Governments	\$4,000,000
Total:		\$7,269,084.00



SS4A: Implementation Grant (FY23) Awarded in North Central Texas

Project Title	Lead Applicant	Total Federal Funding
MLK Jr./Cedar Crest Blvd Complete Street & Safety Upgrades	City of Dallas	\$21,800,000

SS4A: Award Totals (FY22 and FY23) for North Central Texas

Fiscal Year and Grant Type	Total Federal Funding
FY22 Planning Grants	\$819,505.60
FY23 Planning Grants	\$7,269,084.00
FY23 Implementation Grants	\$21,800,000.00
Total:	\$29,888,589.60



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NCTCOG PRESENTATION

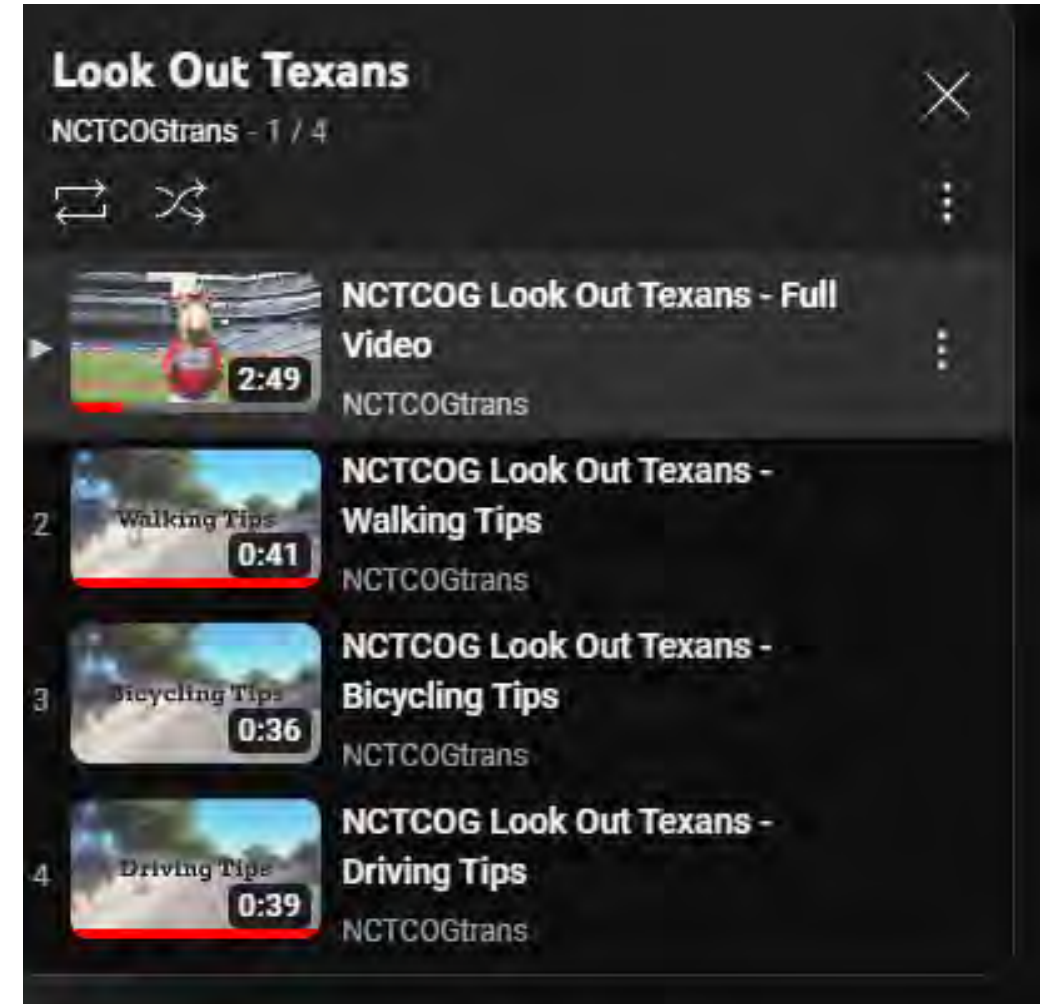
Look Out Texans Video Distribution

Catherine Richardson
Bicycle and Pedestrian Advisory Committee

2.21.2024

Look Out Texans Video Distribution

- Walking, Bicycling, Driving safety tips, and testimonial videos (1 min – 4 min)
- Help us spread safety information by running **Look Out Texans** safety educational videos on local government cable channels, public building message boards, social media, etc.
- Timeframe of campaign:
April – November



How YOU can help

Encourage your Agency staff to distribute the safety videos and tips

We need your agency Communications Team contact information:

- Your name
- Agency
- Name of Communications Team Contact
- Title of Communications Team Contact
- Email of Communications Team Contact
- Phone number of Communications Team Contact

Look Out Texans Video Distribution

Feb 21, 2024

Please complete this form with the contact information of your agency's Communication/Media staff representative.



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NCTCOG PRESENTATION

Bicycle-Pedestrian Count Equipment Partnership Survey

Daniel Snyder, AICP | Bicycle and Pedestrian Advisory Committee | 02.21.2024

Existing Count Equipment

Permanent

- Combination of Infrared sensor and inductive loops
- Data collected 24/7
- Identifies daily, weekly, and seasonal patterns and trends



Mobile Counter Loan Program

- Combination of infrared sensor and/or pneumatic tubes
- A loan agreement is executed identifying the count site and timeframe
- Local govt. (LG) is responsible for installation of equipment and on-site troubleshooting if necessary
- LG is not financially responsible if equipment fails



Upcoming Partnership Opportunity

A funding request to renew the count program will be presented at the NCTCOG Executive Board meeting on March 28, 2024.

Questions to resolve before submitting a funding request:

- Is there interest in continuing the loan program for mobile count equipment? (only limited use the past 10 years)
- Is there interest participating in new permanent count equipment (requires financial commitment and labor time by the LG)?



Roles and Responsibilities for Permanent Counters

NCTCOG

- Provides technical assistance identifying count location site(s)
- Drafts and executes MOU with LG
- Purchases new permanent counter(s) for LG
- Publishes data report summaries

Local Government

- Installs equipment
- Purchases of battery replacements, repairs and/or replacements of damaged equipment, and data transmission subscription and renewals
- Cleans and troubleshoots equipment when necessary



Anticipated Costs for Local Governments

Upfront Costs

- **\$540** per counter per year for data transmission subscription
- Installation of equipment costs to be determined (performed by staff or by hiring a contractor)

Long Term Costs

- Approx. **\$200** for batteries per unit every two years
- Equipment repairs or replacements; costs as needed. Total replacement is approx. **\$5K to \$6K** per unit
- Staff labor time to troubleshoot and clean equipment



Next Steps

Respond to NCTCOG by **Friday, March 1:**

- If committed to borrowing mobile count equipment, and/or
- If committed to upfront and ongoing maintenance costs for a permanent counter(s) and executing an MOU with NCTCOG for long-term maintenance and operation of the new equipment.



Contact Us



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NCTCOG PRESENTATION

Bike to School Day

Devia Joshi| Bicycle and Pedestrian Advisory
Committee | 2.21.2024

Save The Date

- **Bike & Roll to School Day Promotion**
- May 8, 2024
- Highlights the importance of bicycle and other “rolling” modes of active transportation to school
- NCTCOG will provide:
 - Bike & Roll to School Day event implementation toolkits
 - Safety-themed giveaways for students
 - Raffle opportunity for students to win a brand-new bicycle!



What Is Bike & Roll To School Day?

- Annual event where students at schools and communities around the country and the world bike and roll to school on the same day
- Typically held in early May. 2024 Bike & Roll to School Day is May 8
- Schools can register on the Safe Routes to School National Partnership's Walk Bike & Roll to School website walkbiketoschool.org
- Highlights the importance of bicycle safety
- NCTCOG helps schools participate by providing fun, safety-themed giveaways for schools to hand out to students



McCall Elementary (top), High Country Elementary Bicycle Raffle Winners (bottom)

Bicycle And Pedestrian Safety-focused Giveaways



- Giveaway items generate excitement for students and families to participate in Bike to School Day while spreading safety messaging
- School principals complete a participation pledge and students complete a safety pledge to enter raffle
- Bicycle raffle to incentivize students and parents to participate and continue biking to school



Raffles

- Principals must sign a participation agreement and register their school on the national walkbiketoschool.org website.
- School is eligible for safety-themed giveaways raffle and students will be eligible to enter the bike raffle.
- Promise to Street Safety must be signed by parent and student and returned to qualify for bike raffle.



PROMISE TO STREET SAFETY

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

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

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

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

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

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

I will show my parent or caregiver the 21 Safety Tips at www.LookOutTexans.org.

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

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

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

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

20" Bike: Age 5-10, 45in-54in tall		24" Bike: Age 8-13, 49in-59in tall	
Sky Blue with White Tires	Black with Red	Orange	Light Pink
			

Student Name _____ Parent or Guardian Signature _____

Student Age _____ Student Grade _____

Student's Teacher _____ School Name _____

School Event Ideas

- Bicycle trains/buses
 - Students and parents or teachers meet at a nearby, central location and bike together in a group to school.
 - Incorporate elected officials and turn it into a parade!
- Bike rodeos
 - Host an outdoor event where an expert provides students with tips on bike safety, maintenance, and more.
- Park-n-Go
 - Too far to bike or walk? Find a closer location to park and bike the rest of the way to school.



Help Us Spread the Word!

EVENT TOOLKIT

- Resources and ideas for planning an event
- Links to the safety and participation pledges
- Other resources

SOCIAL MEDIA TOOLKIT

- Promotional post templates
- Hashtags to use
- Platforms to use to spread the word

nctcog.org/wtsd



Walk to School Day

- October 9, 2024
- Giveaways and raffles
- **Engagement survey**
 - Closes March 1, 2024
 - NCTCOG would like feedback from DFW schools to help shape future Walk to School Day events
 - **Please share with school / ISD / other contacts!**
 - <http://tinyurl.com/WTSD23>



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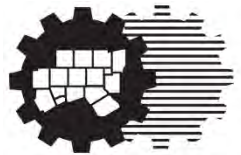
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Community Gardens Public Program Guide

Bicycle and Pedestrian Advisory Committee

Shawn Conrad | February 21, 2024



**North Central Texas
Council of Governments**

Project Background and Activities

Project goals:

- Provide solutions for addressing food access issues
- Provide a framework for creating publicly-led community gardens programs on surplus public property
- Encourage location of potential community garden sites on public land near multimodal transportation infrastructure such as rail stations
- Be a resource for conversations between local governments and community stakeholders

Guide development:

- Reviewed current research, literature, and examples
- Interviewed various staff with city-led gardens programs
- Researched food access and various strategies for addressing food insecurity



Garden grow boxes
(photos courtesy of DART and City of Grand Prairie)



Project History

Inspired by project from the NCTCOG Blue-Green-Grey funding initiative in 2019

Project used programmatic approach to convert small, unused parcels in a DART-owned right-of-way into community garden

Community garden is in a food desert near transit center and farmers' market

One-acre garden currently used to grow food, provide educational opportunities, and serve as a template for other garden sites

Hatcher Station Community Garden Pilot Project



Local Government-Led Programs

Public programs:

- Typically more successful approach to community gardens due to dedicated staff, funding, and resources
- Use vacant land for gardens as a strategy for low-cost redevelopment
- Provide consistent maintenance/upkeep
- Manage the regulatory aspect of plots/land use
- Support collaboration through established relationships and partnerships
- Provide city-wide educational opportunities

The guide focuses on:

- Implementing city-led garden programs (likely plot gardens) near transit with bicycle and pedestrian access
- Cities initiating, implementing, and managing the garden program



Allen Community Garden
(photo courtesy of City of Allen)



Community Garden Public Program Guide



Guide components

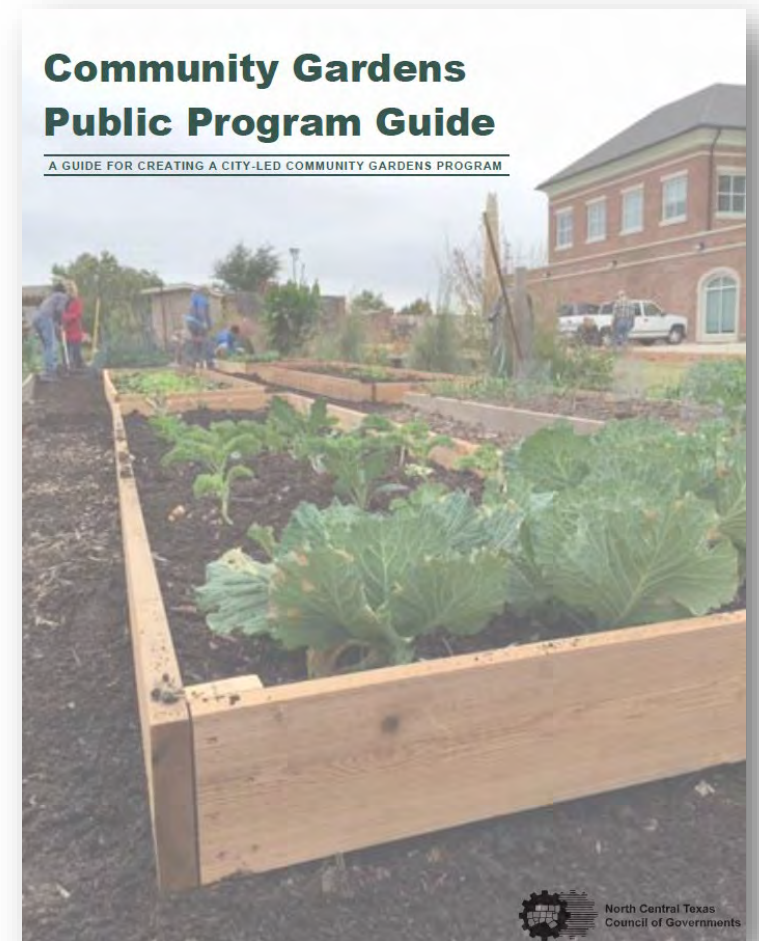
Introduction to community gardens
Community gardening in the region
Overview of food access issues
Challenges/solutions for garden programs
Steps to start up a program

Available at: www.nctcog.org/greeninfrastructure

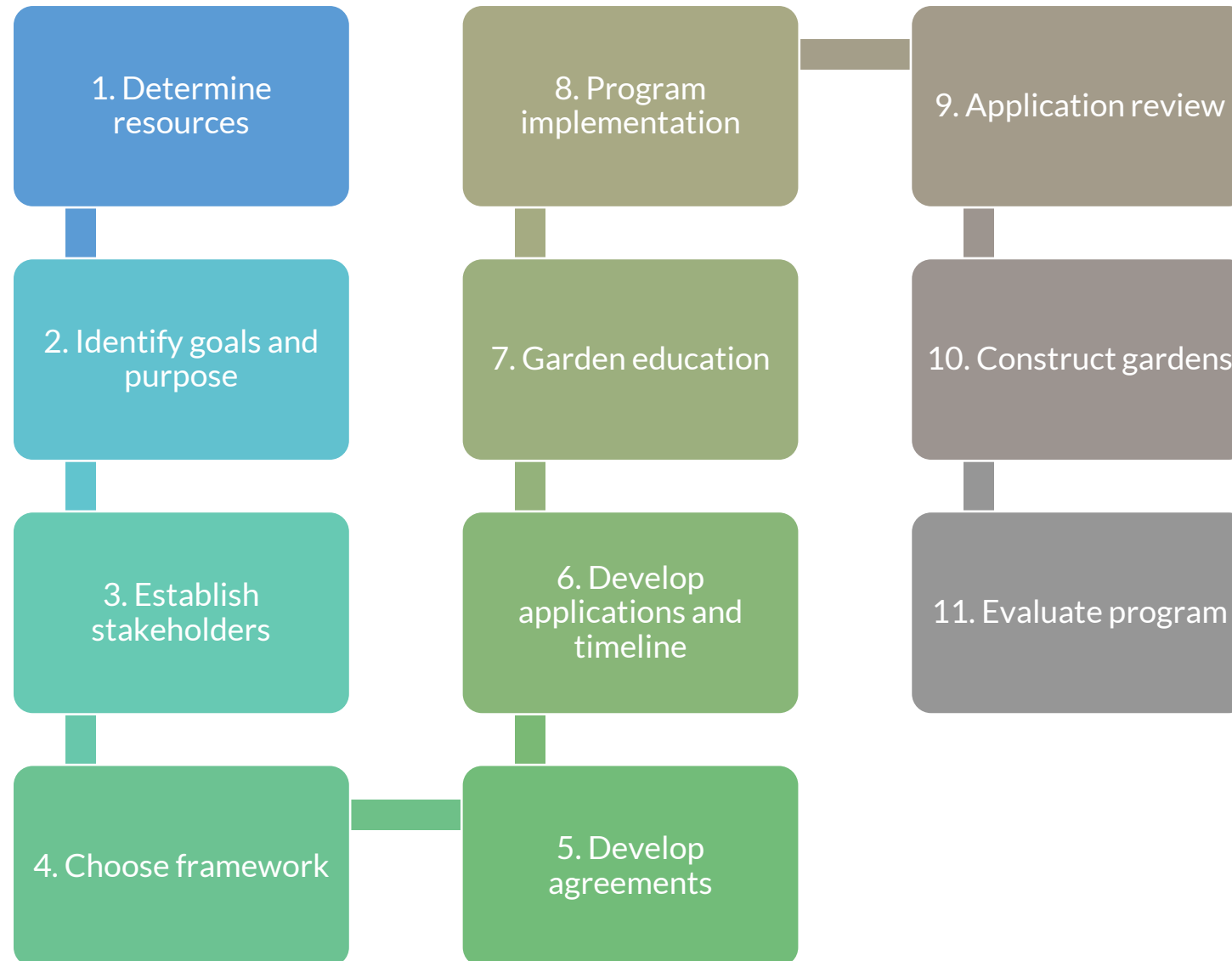


Appendix

Program tools/resources
Example agreements/templates
Garden start-up resources
Other information/resources



Steps for Implementation



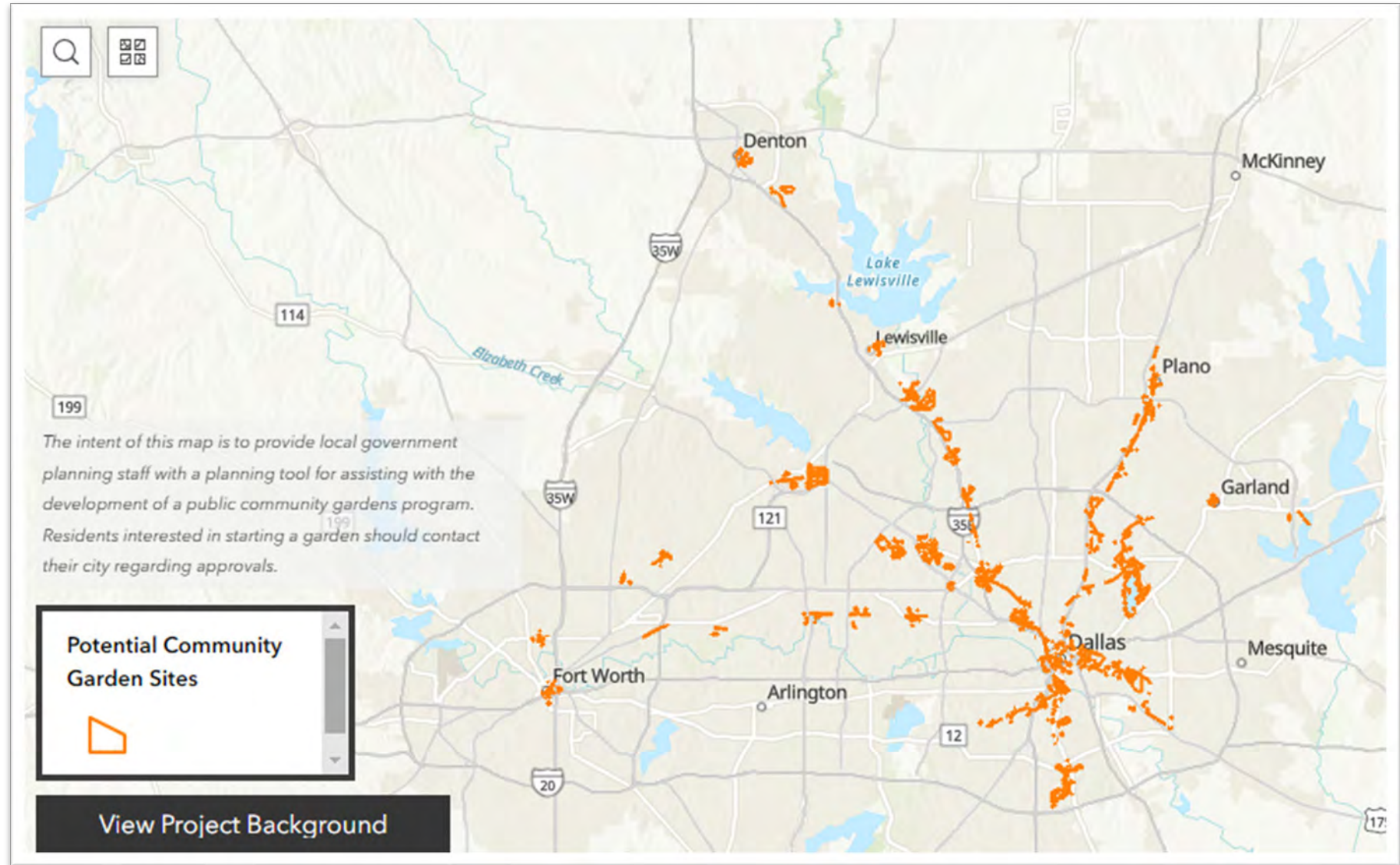
Site Analysis

Site criteria:

- Publicly-owned properties (city, county, transit agency, non-profit organizations, ISDs, etc.)
- Located within 0.5 miles of transit station and existing bicycle/pedestrian facilities
- Less than 10% slope

Summary statistics:

- 12,555 acres identified across Collin, Dallas, Denton, and Tarrant counties
- 68 different cities and organizations own properties



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APBP North Texas November Gathering

February 21, 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 \(apbp.org\)](https://www.apbp.org)