

North Central Texas
Council of Governments

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

North Central Texas Council of Governments
616 Six Flags Dr. Arlington TX 76011
August 17, 2022
2:00-4:00 pm

2:00 – 2:05 (5 min)	1. Welcome – Introductions Discussion of the May 18, 2022, BPAC meeting summary, as necessary.	Robert Caskey , Chair, City of Frisco
2:05 – 2:15 (10 min)	2. TxDOT “Sandwich Boards” Pedestrian Safety Campaign	Alice Rios Shaw , TxDOT
2:15 – 3:00 (45 min)	3. Local Community Updates a. Dallas Micromobility Ordinance – Jessica Scott, City of Dallas b. North Texas Local APBP Chapter Update – Daniel Herrig, City of Richardson c. Emerald Ash Borer Public Alert – Brett Johnson, City of Dallas d. Santa Fe Trail Mural – Samuel Mortimer, Alex O’Neil, Friends of the Santa Fe Trail e. Upcoming Events – Chad Marbut, BPAC Vice-Chair	Various BPAC Members and Guests
3:00 – 3:10 (10 min)	4. City of Denton Mobility Plan/Vision Zero	Pritam Deshmukh , City of Denton
3:10 – 3:55 (45 min)	5. NCTCOG Updates a. 2017-2021 Bicycle and Pedestrian Crash Data – Cauner McDonald b. Annual Trail and On-Street Bikeways Updates – Cauner McDonald c. Regional Pedestrian Safety Action Plan (2022 Update) – Julie Anderson d. Safe Streets for All Notice of Funding Opportunity – Julie Anderson e. Targets for Regional Non-Motorized Safety Performance Measures – Julie Anderson f. Regional Complete Streets/Context Sensitive Design Policy – Julie Anderson g. Walkable Places Mapping – Stuart Burzette h. TA Set-Aside Call for Projects FAQs – Daniel Snyder i. Walk to School Day – Erin Curry	Various NCTCOG Staff
3:55 – 4:00 (5 min)	6. Other Business/Open Discussion This item provides an opportunity to bring items of interest before the Committee or propose future agenda items.	Robert Caskey , Chair, City of Frisco

Next BPAC Meeting

The **next** meeting of the Bicycle and Pedestrian Advisory Committee is scheduled for **November 16, 2022**, from 2:00-4:00pm at NCTCOG in the Transportation Council Room.

Bicycle and Pedestrian Advisory Committee – 2022 Roster

Agency Representing	Name
City of Allen	Krishan Patel
City of Arlington	Ann Foss
City of Bedford	Christopher Techau
City of Burleson	Heather Houseman
City of Carrollton	Marcos Fernandez
City of Cedar Hill	Shawn Ray
City of Cleburne	Laura Melton
City of Colleyville	Luis Gatica
City of Coppell	Adam Richter
City of Dallas	Jessica Scott
City of Denton	Nathan George
City of Duncanville	Bart Stevenson
City of Euless	Alexander Harvey
City of Farmers Branch	Shane Davis
City of Fort Worth	Quenell Johnson
City of Frisco	Robert Caskey
City of Garland	Josue De la Vega
City of Grand Prairie	Brett Huntsman
City of Grapevine	Kathy Nelson
City of Greenville	Letora Anderson
City of Haltom City	Gregory Van Nieuwenhuize
City of Hurst	Kyle Gordon
City of Irving	Cody Owen
City of Keller	Cody Maberry
City of Mansfield	Chris Ray
City of McKinney	Robyn Root
City of Mesquite	Wes McClure
City of Midlothian	Heather Dowell
City of North Richland Hills	Michael Wilson
City of Plano	Jason Aprill
City of Richardson	Daniel Herrig
City of Rowlett	Carlos Monsalve
City of Southlake	Robert Cohen
City of Waxahachie	Eleana Tuley
City of Weatherford	Chad Marbut
City of Wylie	Brent Stowers
Town of Addison	Janna Tidwell
Town of Flower Mound	Brennon Peltier
Dallas County	Minesha Reese
Ellis County	Alyssa Searcy
Hood County	Joe Atwood
Hunt County	Kevin St. Jacques
Rockwall County	Lee Gilbert
Tarrant County	Akar Pokhrel

Wise County	Chad Davis
Dallas Area Rapid Transit	Dan Dickerson
Denton County Transportation Authority	Tim Palermo
North Texas Tollway Authority	Joel James
TXDOT Dallas District	Tim Wright
TXDOT Fort Worth District	Anthony White

TEXAS DEPARTMENT OF TRANSPORTATION

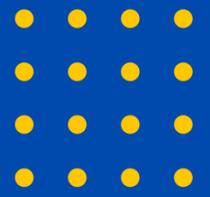


PEDESTRIAN AND BIKE STATE LAWS CAMPAIGN

BE SAFE. DRIVE SMART. WALK SMART. BIKE SMART.



The campaign focuses on the safety of vulnerable road users – both pedestrians and bicyclists – and the laws designed to protect them.



MEET

MR. RHODES

AND

SEÑOR CALLES

Mr. Rhodes and Señor Calles are among the main characters in our campaign. When you use the same faces in the ads, it creates familiarity and consistency in messaging. (Much like...Darrel the Barrel in our DMWT campaign!)

The Adventures of
MR. RHODES



En el camino con el
SEÑOR CALLES





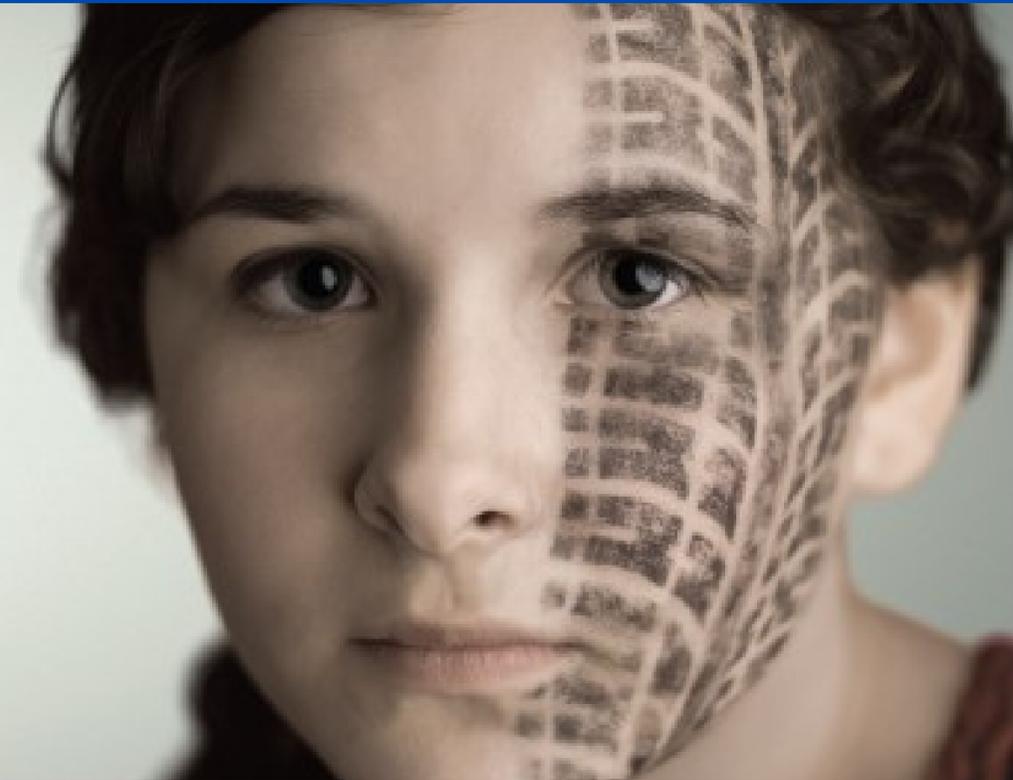


Billboard

**You can't fix a pedestrian
at a body shop.**

BE SAFE. DRIVE SMART. 

[#EndTheStreakTX](#)



Poster

STOP FOR PEOPLE IN CROSSWALKS.



No matter how you travel, following laws helps keep everyone safe. If you're driving, stop for pedestrians in crosswalks and be sure to yield the right of way to them when turning at intersections.

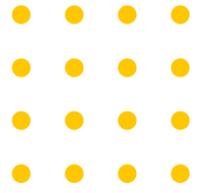
01

02

BE SAFE. DRIVE SMART. 

#EndTheStreakTX





BIKES MUST HAVE LIGHTS AT NIGHT.

No matter how you travel, following laws helps keep everyone safe. If you ride a bike, ride with traffic and stop at red lights and stop signs. Use hand signals to turn or stop, and have a light and a reflector at night.

BE SAFE. BIKE SMART. **TxDOT**
#EndTheStreakTX









STREET TEAM WALKING BILLBOARDS

Upcoming events

Sep 6	Tuesday	El Paso	12 – 4 pm
Sep 7	Weds.	San Antonio	7 – 11 am
Sep 7	Wednesday	Austin	3 – 7 pm
Sep 8	Thursday	McAllen	3 – 7 pm
Sep 9	Friday	Houston	3 – 7 pm
Sep 10	Sat.	Dallas /Ft Worth	3 – 7 pm

PEDESTRIAN DEATHS ARE CONTINUING TO RISE IN TEXAS AND NOW ACCOUNT FOR ONE IN FIVE OF ALL TRAFFIC FATALITIES. IN 2021, THERE WERE 5,366 CRASHES INVOLVING PEDESTRIANS IN OUR STATE, RESULTING IN 841 DEATHS, A 15% INCREASE IN PEDESTRIAN FATALITIES OVER THE PREVIOUS YEAR. ANOTHER 1,470 PEOPLE WERE SERIOUSLY INJURED. TOP FACTORS CONTRIBUTING TO TRAFFIC CRASHES IN TEXAS INVOLVING PEDESTRIANS ARE:

- PEDESTRIANS FAILING TO YIELD THE RIGHT-OF-WAY TO VEHICLES.
- DRIVER INATTENTION.
- DRIVERS FAILING TO YIELD THE RIGHT-OF-WAY TO PEDESTRIANS.
- SPEEDING.

THANK YOU!





City of Dallas

Dockless Vehicle Program Proposed Changes

NCTCOG BPAC
August 17, 2022

Jessica E. Scott, AICP, LCI
Bicycle & Micromobility Manager
Dallas Department of Transportation

Presentation Overview



▷ BACKGROUND

- PROGRAM EVALUATION: FALL 2021-SUMMER 2022
- IDENTIFIED ISSUES
- FUNCTION OF CITY CODE & DIRECTOR RULES

▷ RECOMMENDATIONS

▷ NEXT STEPS

▷ DISCUSSION & FEEDBACK

Program Evaluation: Fall 2021-Summer 2022



PHASE 1: ESTABLISH TRNI MICROMOBILITY WORKING GROUP

- ▶ **TRNI** Committee Briefing Memo (9/16/2021)
- ▶ Working Group Meeting #1 (11/22/2021)

PHASE 2: IDENTIFY OUTSTANDING ISSUES TO BE ADDRESSED

- ▶ Working Group Meeting #2 (12/6/2021)
- ▶ Request for Operator feedback (12/7/2022)

PHASE 3: REVIEW BEST PRACTICES, DEVELOP RECOMMENDATIONS

- ▶ Working Group Meeting #3 (12/10/2021)
- ▶ Working Group Meeting #4 (1/10/2022)
- ▶ Working Group Meeting #5 (1/31/2022)
- ▶ Request for Operator feedback (2/7/2022)
- ▶ **TRNI** Committee Briefing (2/22/2022)
- ▶ Working Group Meeting #6 (2/28/2022)

- ▶ Working Group Meeting #7 (5/2/2022)
- ▶ Working Group Meeting #8 (5/12/2022)
- ▶ Request for Operator Feedback (5/17/2022)
- ▶ **City Council** Briefing (6/15/2022)

PHASE 5: ADOPTION OF CITY CODE CHANGES AND NEW DIRECTOR RULES

- ▶ **City Council** Action (6/22/2022)

PHASE 6: FINALIZE SCORING CRITERIA AND APPLICATION

- ▶ Working Group Meeting #9 (08/10/2022)

Program Evaluation: Fall 2021-Summer 2022



Best Practices: Case Study Cities

STUDY CITIES:

Denver, CO
Austin, TX
Portland, OR
Washington, D.C.
Chicago, IL
San Francisco, CA
San Antonio, TX
Atlanta, GA
Seattle, WA
Minneapolis, MN



Working Group Recommendations

Current Recommendations



Operator Feedback



TRNI Committee Feedback

Identified Issues



PERMIT PROGRAM
(CH. 43, ARTICLE X)



17 Issues

Broken down into

3 Categories*

*The full list of identified issues is attached to the appendix of this presentation

GENERAL
PROGRAM
MANAGEMENT



RIDER & DEVICE
OPERATION
(SEC. 9.1,
SEC. 28-41.1.1.)



Identified Issues



Key Issues

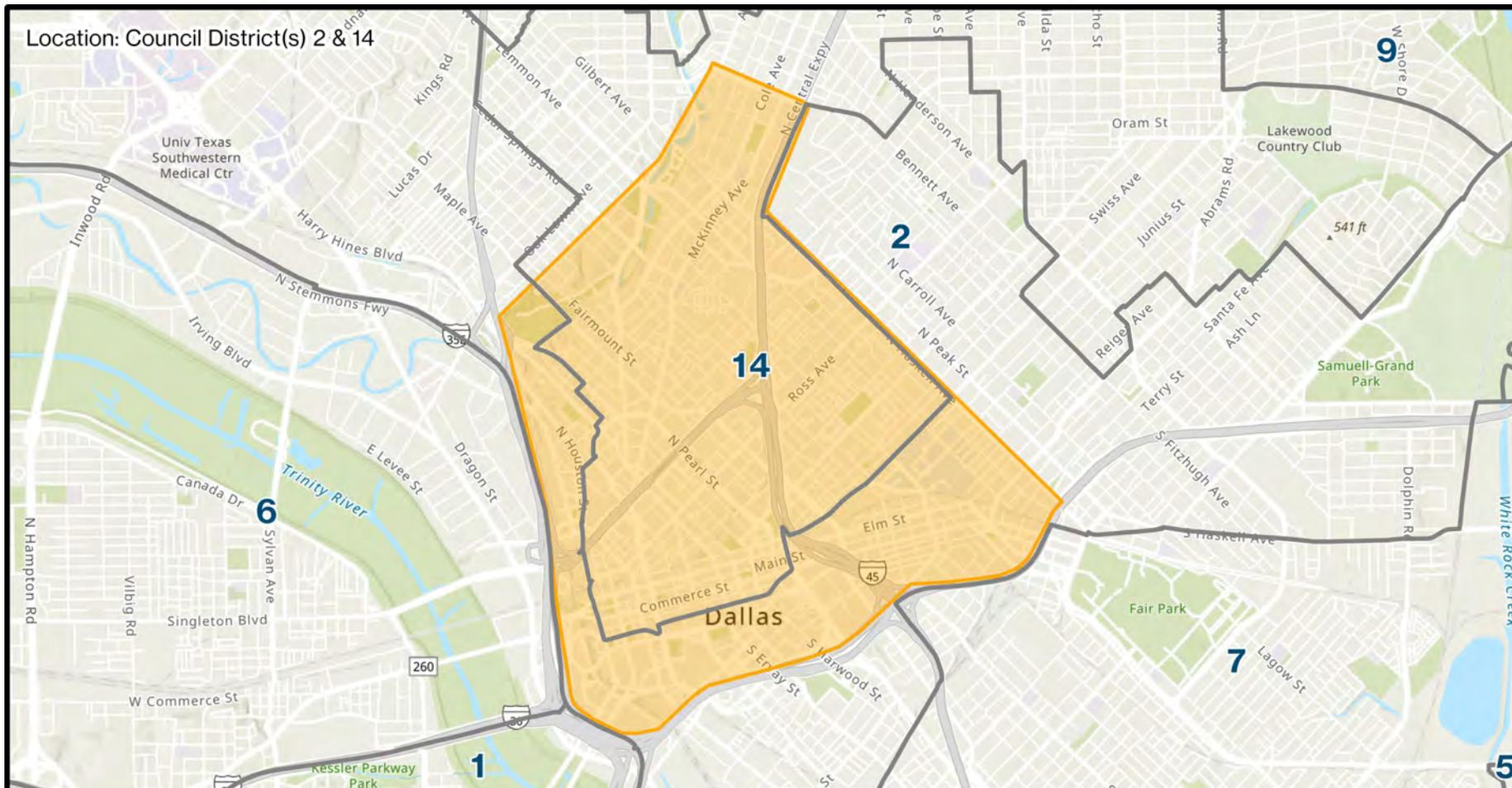
1. Too many vehicles and operators to effectively manage
2. Lack of efficient permitting/fee collection process
3. Late night riding leading to illegal activity
4. Challenges with quickly incorporating lessons learned, responding to changing conditions
5. Low scooter availability in low-income
6. Need to establish No Ride and Slow Ride Zones
7. Improperly parked vehicles and sidewalk clutter
8. Illegal rider behavior
9. Operator non-compliance – need to better define graduated penalties

Function of City Code & Director Rules



- ▶ **Sec. 9.1**
 - Establishes traffic regulations for the use of bicycles and electric bicycles.
- ▶ **Sec. 28-41.1.1**
 - Establishes traffic and parking regulations for the use of motor-assisted scooters and similar devices, whether privately owned or rented.
- ▶ **Chapter 43, Article X**
 - Establishes the Dockless Vehicle Permit and makes it illegal to operate a dockless vehicle service without a permit.
 - Establishes general regulations that operators must abide by.
 - Gives the director of the department overseeing program authority to develop Director Rules and establishes rules adoption and appeals process.
- ▶ **Director Rules (Proposed)**
 - Establishes specific rules for the Permit Program and specific rules that operators must adhere to.

Recommendations



Central Dallas Deployment Zone



0 0.25 0.5 1 Miles

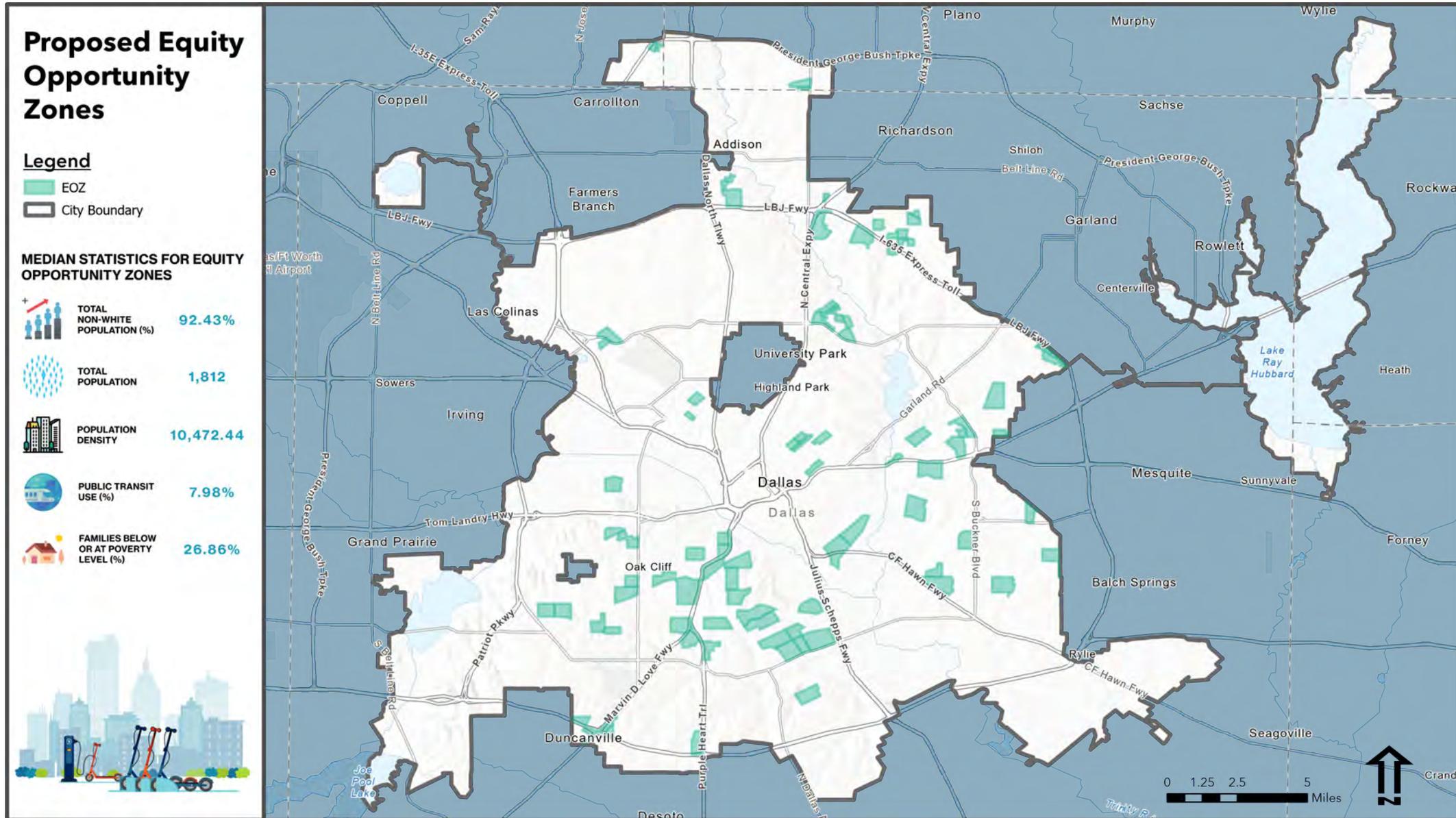
— Council District Boundary
— Central Dallas Deployment Zone



City of Dallas



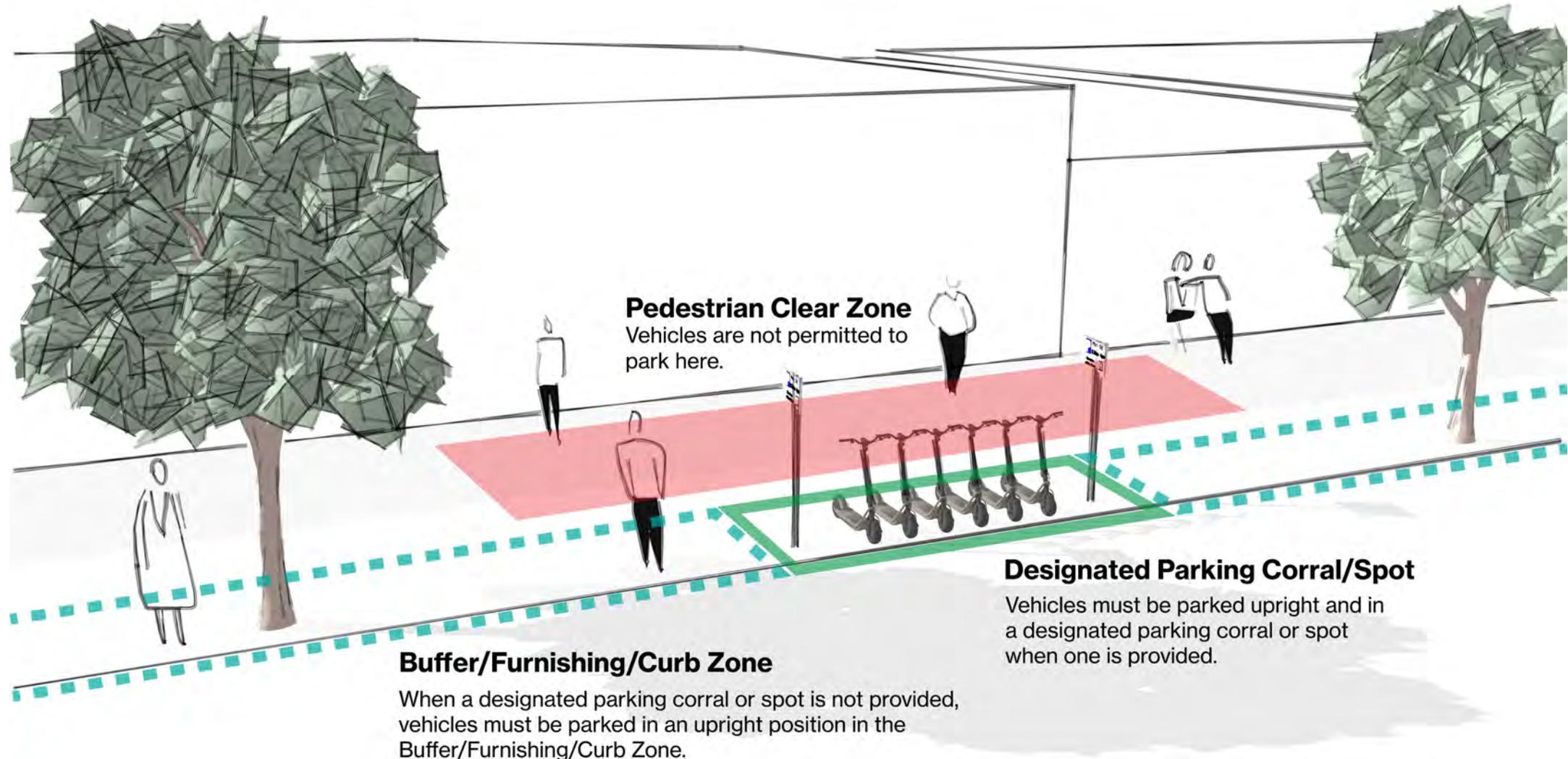
Recommendations



Recommendations



How to Park Dockless Vehicles

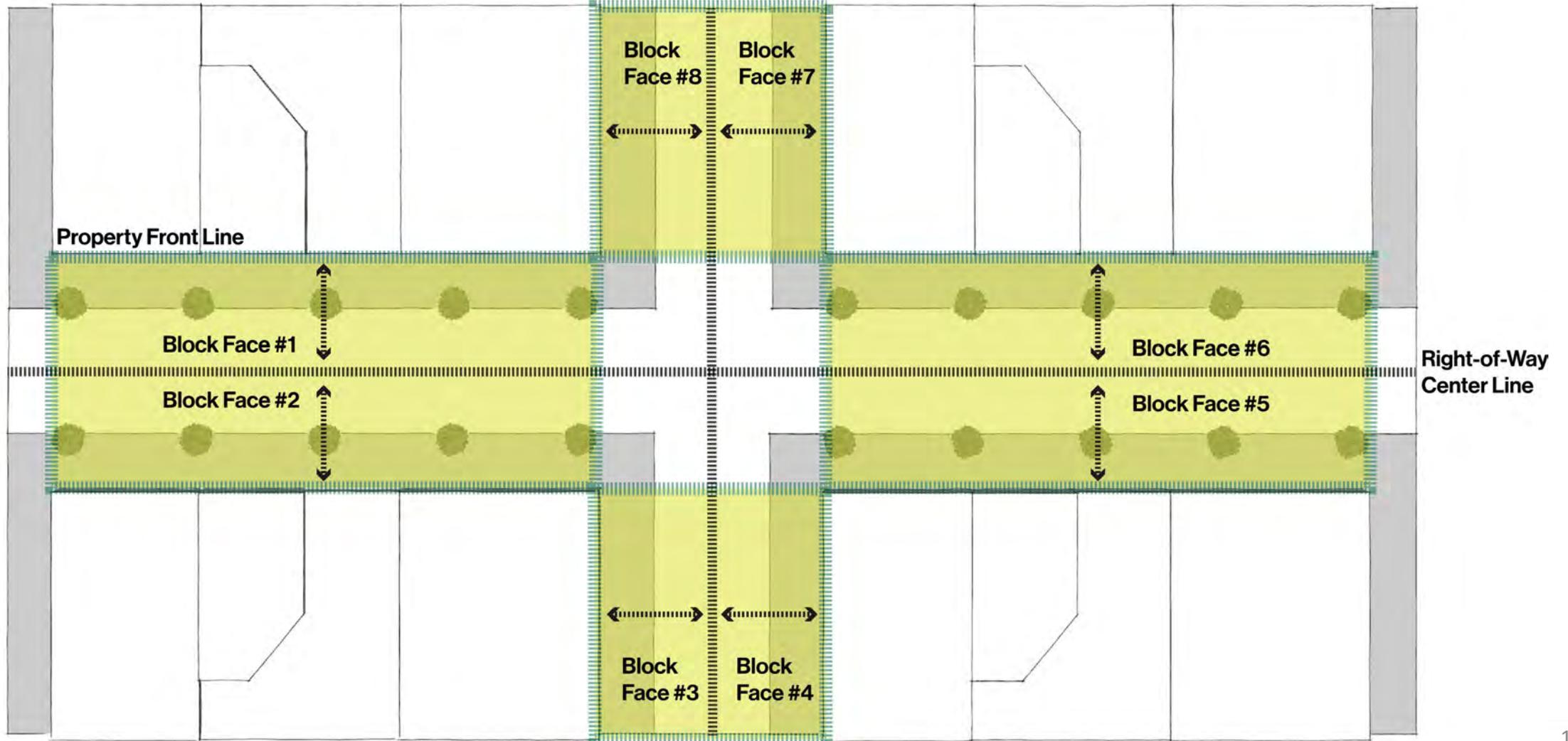


Recommendations



Blockface Definition

A blockface is the area from the front of the property line of a parcel to the Right-of-Way Center line.



Recommendations



- ▶ Operators will be required to address complaints within the following timeframes:

Complaint or Issue	Timeframe
Sidewalk Obstruction	2 hours
Device in the Roadway	2 hours
Inoperable Device	2 hours
Other Emergency	2 hours
Device on Private Property	2 hours
Device in an Environmentally Sensitive Area	4 hours
Idle Device (<i>two or more consecutive days</i>)	4 hours
Other Corrections to Illegally-Parked Vehicle	4 hours

Next Steps



**Incorporate Feedback
June 2022**

**Program Relaunch
October 2022**

**Incorporate Council's
feedback to ordinances
& program materials**

**Dockless vehicles
begin operation**

**Take City Code changes
to Council for adoption**

**Director Rules to be
adopted via
public hearing**

**Ensure data vendor
is set up for relaunch**

**Open call for operator
applications &
3 permits awarded**

**Council Adoption
June 22, 2022**

**Director Rules Adopted
July 2022**

**Data Vendor Setup
July/August 2022**

**Permit Applications
August/September 2022**

Discussion & Feedback



- ▶ Questions
- ▶ Comments
- ▶ Feedback
- ▶ bit.ly/DocklessBriefing





City of Dallas

Dockless Vehicle Program Proposed Changes

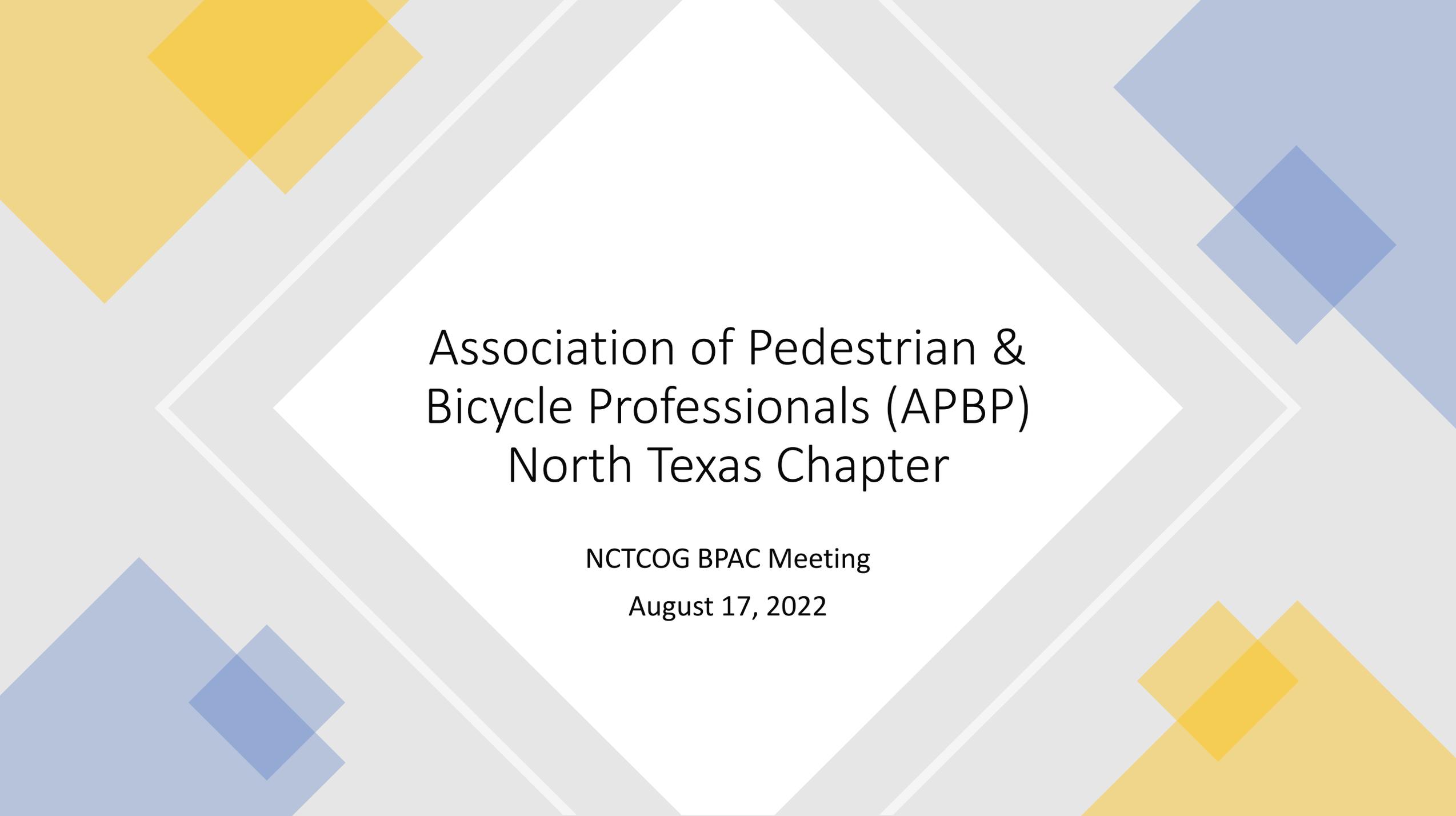
NCTCOG BPAC
August 17, 2022

Jessica E. Scott, AICP, LCI
Bicycle & Micromobility Manager
Dallas Department of Transportation

Identified Issues



Issue	Category
1. Number of vehicles and operators allowed to operate	Permit Program
2. Lack of efficient permitting/fee collection process	Permit Program
3. Scooter availability in low-income/equity areas	Permit Program
4. Late night riding leading to crime (hours of operation)	Permit Program
5. Operating where scooter riding is prohibited	Permit Program
6. Operators parking too many vehicles in one area	Permit Program
7. Need to reduce issues with users improperly parking vehicles	Permit Program
8. Operators checking /enforcing minimum age requirements	Permit Program
9. Need to deter illegal rider behavior	Permit Program
10. Clear penalties for operators who violate rules or city code	Permit Program
11. Users parking scooters in ways that block or clutter sidewalks	Rider Operation
12. Users riding on sidewalks	Rider Operation
13. Minimum rider age	Rider Operation
14. Lack of dockless vehicle parking facilities	Program Management
15. Need for efficient process for updating rules	Program Management
16. Regulating privately owned motorized scooters	Program Management
17. Lack of dedicated program staff	Program Management



Association of Pedestrian & Bicycle Professionals (APBP) North Texas Chapter

NCTCOG BPAC Meeting

August 17, 2022

Association of Pedestrian & Bicycle Professionals (APBP)

*APBP is a community of practitioners working to create more walkable, bikeable places. We foster **peer knowledge sharing, advance technical expertise, and support the professional development** of our members who work in government, consulting firms, and in non-profit organizations in the fields of transportation planning and engineering, urban design and planning, public health and active living.*

Why North Texas APBP?

- Help active transportation professionals succeed in North Texas
- Cultivate active transportation knowledge and expertise
- Strengthen and grow the profession locally
- Promote interdisciplinary conversation and collaboration
- Provide networking and mentorship opportunities
- Outreach and education

Become an APBP Member! www.apbp.org

- Membership Dues: \$130/year (government, consulting, academic)
 - Reduced rates for advocacy groups, young professionals, students, and retired
 - Includes both national and local chapter membership dues
- National network of 1000+ passionate active transportation practitioners
 - APBP Community Forum to post questions and have discussions
 - **Dedicated Community Forum channel for North Texas members**
- Access to trends, news, and best practices
- Guidance and support from APBP policy statements on relevant topics

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<p>Professional</p> <p>\$130 / year</p> <p>For a person employed by a local, state or federal government, a corporation or consulting firm, a college or university, or as an academic, researcher, or independent consultant.</p> <p>JOIN TODAY</p>	<p>Advocate</p> <p>\$95 / year</p> <p>For staff or volunteers of an advocacy organization or advisory committee.</p> <p>JOIN TODAY</p>
<p>Young Professional</p>	<p>Student</p>



Become an APBP Member!

Membership

Choose a member type below to join as a new member.

Member Type*

Professional Membership

Membership Options

1 period - \$130.00

Individual Name*

First Name

Middle Name

Last Name

Select an APBP Chapter:

North Texas Chapter

Existing Members!

My Profile

Daniel Herrig

Username
daniel.herrig@cor.gov Edit

Expiration Date
11/30/2022

Member Type
Professional Membership

Group
Professional Chapter
North Texas Chapter

Member Status
Active

Stay Informed on North Texas APBP!

Events

- ~~Aug 9 – Happy Hour!~~
- Sept 7 – TexITE Conference (Denton)
 - Bike Tour with Nathan George
- Fall 2022 – Event in Fort Worth
 - More information to come!
- Coming soon – APBP monthly webinar series

Complete the
survey!



Questions?

Contact

Daniel Herrig: daniel.herrig@cor.gov

Brendan Yarborough: brendan.yarborough@kimley-horn.com



City of Dallas

Emerald Ash Borer (EAB) BPAC Briefing

August 17, 2022

Urban Forest Task Force

Status Update



- Texas A&M Forest Service (TFS) notified the City of confirmed presence of Emerald Ash Borer (EAB) within Dallas city limits and western Dallas County
- City Council notified May 19th of confirmation
- TFS, Texas Department of Agriculture (TDA) and the City initiated respective EAB Action Plans



Emerald Ash Borer (EAB)



The emerald ash borer (*Agrilus planipennis*) is a destructive, non-native, wood-boring, pest of ash trees (*Fraxinus* spp.). Native to Asia, the emerald ash borer beetle (EAB) was unknown in North America until its discovery in southeast Michigan in 2002. All native ash species are susceptible to attack. Ash trees with low population densities of EAB often have few or no external symptoms of infestation. EAB is a significant threat to urban, suburban, and rural forests as it kills both stressed and healthy ash trees. EAB is very aggressive and ash trees may die within two or three years after they become infested.





Ash Tree Identification

- Ash trees represent approximately 10 percent of City property species
 - 5% of the DFW Metroplex, according to TFS
- As a preservation strategy, treatment of ash trees will be considered when:
 - 24" or larger in diameter and in good condition or a grove of good condition ash
 - Removals will occur when infestation is present or condition of the tree poses a public safety risk



Copyright © Robert O'Brien





EAB Action Plan

- To date, TFS and TDA have:
 - ✓ Implemented quarantine for Dallas County:
 - No untreated wood, wood debris or firewood can be moved outside the quarantined area(s) without treatment
 - ✓ Provided ongoing EAB trap monitoring for over 20 locations in Dallas County
 - ✓ Continued to provide technical assistance and participate in agency technical meetings

NEWSROOM: TREE-KILLING INSECT CONFIRMED IN DALLAS COUNTY

May 19, 2022

Tree-killing insect confirmed in Dallas County

COLLEGE STATION, Texas — The presence of the invasive emerald ash borer (EAB) was confirmed this week in Dallas County. Dallas County will be added to the list of Texas jurisdictions under quarantine by the Texas Department of Agriculture (TDA). TDA quarantines are designed to slow the spread of the insect by limiting the transportation of ash wood, wood waste and hardwood firewood.

On May 12, Texas A&M Forest Service collected an adult beetle specimen in the Carrollton/Coppell area and tentatively identified it as being EAB. The beetle was collected in an EAB trap that is part of a state monitoring program run by Texas A&M Forest Service each year.

"EAB is a destructive, non-native wood-boring pest of ash trees," said Allen Smith, Texas A&M Forest Service Regional Forest Health Coordinator. "Since 2018, we have deployed nearly 500 traps across Central, East and North Texas annually watching for the insect's presence and movement."

The specimen was sent to the USDA Department Animal and Plant Health Inspection Service (APHIS) national lab for confirmation and tested positive as EAB.

The aggressive pest is a significant threat to urban, suburban and rural forests," said Smith. "Both healthy and unhealthy ash trees are susceptible to EAB attack and may die within two or three years after becoming infested. Ash trees have no natural resistance to the exotic insect. Without proper proactive measures, mortality can be 100 percent in heavily infested areas, so early detection could improve our chances to manage for the pest."

Native to Asia, forest health experts have been monitoring EAB movement across the United States since 2002. It has spread to more than half of the states in America, killing millions of ash trees. The beetle was first detected in Texas in 2016 in Harrison County in northeast Texas. Since then, EAB has been positively confirmed in Bowie, Cass, Dallas, Denton, Marion, Parker and Tarrant Counties.

After the initial specimen was collected, additional adult beetles were also trapped in central and southern areas of Dallas County.

Once the presence of EAB is confirmed in a county, TDA assumes regulatory responsibility which includes the establishment of quarantines. The state's mandatory quarantine by TDA, restricts movement of any woody ash material exiting the county or quarantined area.

"Because EAB is transported unintentionally on firewood and wood products, the quarantine helps slow the beetle's spread by restricting the movement of wood in and out of affected areas," said Smith.

Texas A&M Forest Service urban tree canopy inventories estimate that ash trees comprise approximately five percent of the Dallas/Fort Worth urban forest and approximately one percent of the standing inventory forests in East Texas. "There is no known stop to this epidemic," said Smith. "But we can help communities minimize loss, diversify their tree species and contribute to the health and resiliency of their urban forests."

Texas A&M Forest Service works with communities on state quarantines of the movement of wood into and out of impacted areas. There are resources available to help affected communities identify signs of EAB infestation and can assist in making decisions about preventative measures they can take and how to handle tree management and removal.

For more information on EAB in Texas, please visit <http://texasforests.tamu.edu/eab/>.

EAB photos and resources can be viewed and accessed at <http://ow.ly/LU50tBxz>.

For information from TDA on EAB quarantine,

visit https://ereg.sos.state.tx.us/public/reactorServlet_ViewTAC?ac_view=5&li=4&pl=1&ch=19&scr=7&r=Y or <https://texasagriculture.gov/RegulatoryPrograms/PlantQuality/PestandDiseaseAlerts/EmeraldAshBorer.aspx>.

To report emerald ash borer, please call 1-866-322-4512.

###

Texas A&M Forest Service Contacts:

Mike Sills, Urban Forester, 972-695-3055, msills@tfs.tamu.edu

Allen Smith, Regional Forest Health Coordinator, 903-297-5094, lasmith@tfs.tamu.edu

Communications Office, 979-458-6606, newsmedia@tfs.tamu.edu





EAB Action Plan

To date, the City has initiated the EAB Action Plan to manage, respond to, and provide coordination of EAB efforts within the city limits:

- ✓ Determine infestation boundaries with TFS
- ✓ Initiate marketing, education and outreach activities in cooperation with TFS and TDA
- ✓ Update EAB Action Plan to include quarantine requirements

WHAT IS THE EMERALD ASH BORER (EAB)?



The emerald ash borer (*Agrilus planipennis*) is a destructive non-native wood-boring pest of ash trees. Native to Asia, the emerald ash borer beetle (EAB) was unknown in North America until its discovery in southeast Michigan in 2002. All native ash species are susceptible to attack.

Ash trees with low population densities of EAB often have few or no external symptoms of infestation. EAB is a significant threat to urban, suburban, and rural forests as it kills both stressed and healthy trees.

WHAT DO I DO IF I SEE AN EAB?

1. Do you know what kind of tree you have? Visit the Trees of Texas website to help you identify your tree: texastreeid.tamu.edu/index.aspx
2. Have there been reports of the beetle nearby? The biggest signs of a beetle nearby are:
 - Dead branches near the top of a tree
 - Leafy shoots sprouting from the trunk
 - Bark splitting exposing larval galleries
3. Call a professional certified forester to verify the presence of an EAB, then discuss ALL of your options!

Finally, if removal is needed, plant a new Tree! Check out the Dallas Forestry website for alternate trees and more tree information.

PHONE: 214-670-3111

EMAIL: CODForestry@dallascityhall.com

WEBSITE: dallascityhall.com/projects/forestry/Pages/home.aspx



Forestry



EAB Action Plan



- Action and response activities
 - ✓ Focused marketing, outreach and education efforts, in cooperation with TFS, TDA and partners/stakeholders
 - Forestry website
 - Media releases and public outreach
 - Ongoing staff and public presentations
 - Staff training
 - Arborist School
 - Community Forester Academy



EAB Action Plan



- ✓ Begin the assessment of ash trees throughout the City:
 - Condition and specific location of significant ash trees and ash groves
 - 24" and larger in good condition
 - Grove of good condition, diverse ash
 - Removal of infected ash or pose a public safety issue
- ✓ Contract for treatment and removals
 - 3-year cost contract estimate - \$470,000
 - Concurrent with assessment

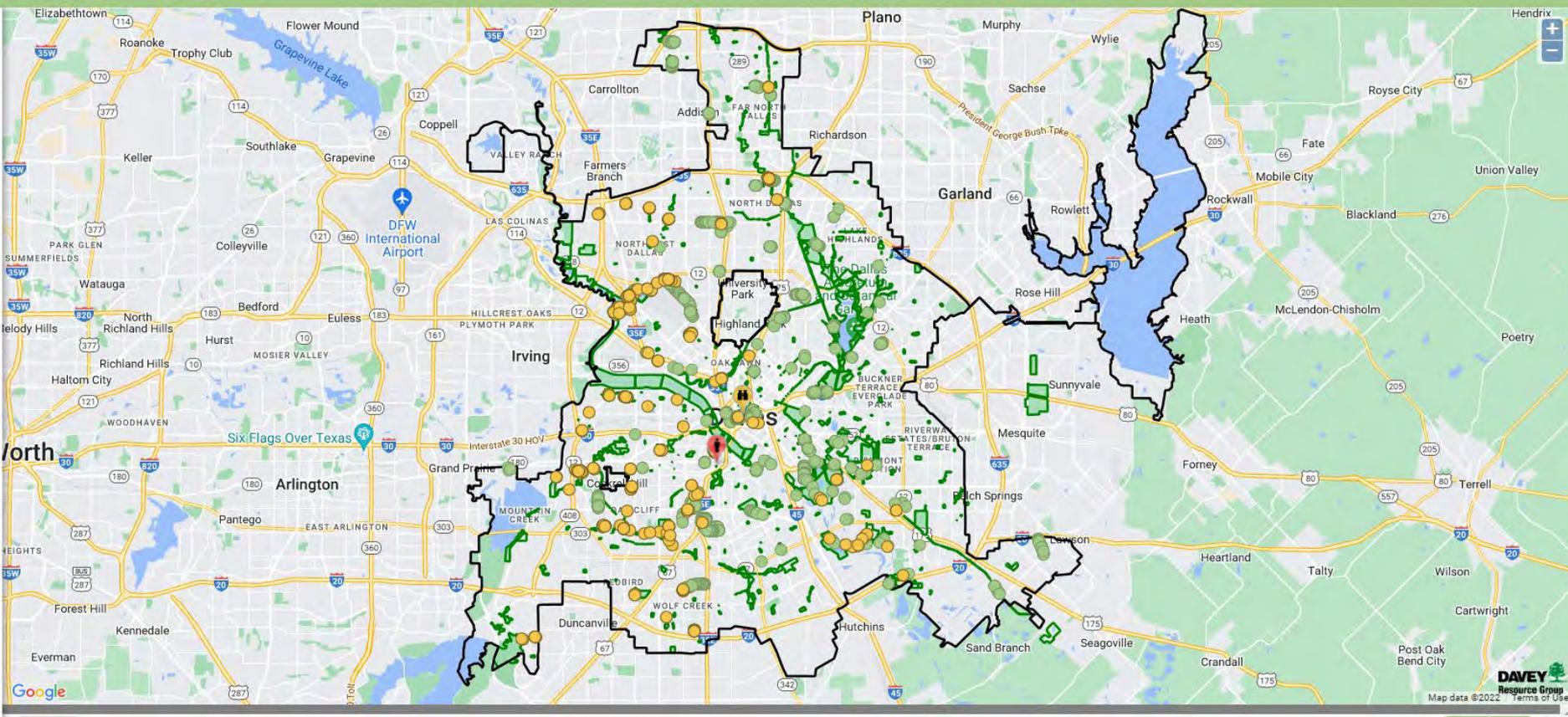




EAB Action Plan

- Beginning June 2022 through Spring 2023
 - ✓ Initiate amendments to City Code, Article X
 - Summer 2022: ZOAC and CPC
 - Late Summer 2022 to Early Fall 2023: City Council consideration
 - Necessary to address protected status and removals, as needed for infestation
- Plan and implement containment actions by:
 - Consider debris treatment and off-site mulching for public and private entities
 - Determine location and any appropriate zoning or certificate of occupancy needs
- Tree inventory - In progress
 - Staff and volunteers
 - Processing RFP for contractor
 - Track number of ash trees removed and treated





**As of 8/15/22---575 ash on public property (~450 on ~150 inventoried so far)
25-30 recommended for treatment**





Appendix – Marketing and Outreach Material

WHAT IS THE EMERALD ASH BORER (EAB)?



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Forestry

¿QUÉ ES EL BARRENADOR ESMERALDA DEL FRESNO (BEF)?



El barrenador esmeralda del fresno (*Agrilus planipennis*) es una plaga destructiva no autóctona que perfora la madera de los fresnos. Originario de Asia, el barrenador esmeralda del fresno (BEF) era desconocido en Norteamérica hasta su descubrimiento en el sureste de Michigan en 2002. Todas las especies nativas de fresnos son susceptibles de ser atacadas.

Los fresnos con bajas densidades de población del BEF suelen presentar pocos o ningún síntoma externo de infestación. El BEF es una amenaza importante para los bosques urbanos, suburbanos y rurales, ya que mata tanto a los árboles estresados como a los sanos.

¿QUÉ HAGO SI VEO UN BEF?

1. ¿Sabe qué tipo de árbol tiene? Visite el sitio web Trees of Texas para ayudarlo a identificar su árbol: textastreeid.tamu.edu/index.aspx
2. ¿Ha habido informes sobre el escarabajo en las cercanías? Los mayores signos de un escarabajo cerca son:
 - Ramas muertas cerca de la copa de un árbol
 - Brotes de hojas que brotan del tronco
 - Corteza partida que expone galerías de larvas
3. ¡Llame a un silvicultor profesional certificado para que verifique la presencia de un BEF y, a continuación, analice TODAS sus opciones!

Finalmente, si es necesaria la eliminación, ¡plante un nuevo árbol! Consulte el sitio web de Dallas Forestry para obtener árboles alternativos y más información sobre árboles.

TELÉFONO: 214-670-3111

CORREO ELECTRÓNICO: CODForestry@dallascityhall.com

PÁGINA WEB: dallascityhall.com/projects/forestry/Pages/home.aspx



Forestry





Appendix – Marketing and Outreach Material

SILVICULTURA DE LA CIUDAD DE DALLAS DICE ¡LAS RAÍCES DE DALLAS SON PROFUNDAS!

HECHO:

La Ciudad de Dallas tiene un vasto bosque urbano, que incluye el Great Trinity Forest, de aproximadamente 6,000 acres.

Silvicultura de la Ciudad de Dallas ha lanzado un nuevo sitio web que contiene información sobre los bosques urbanos de Dallas y el barrenador esmeralda del fresno (BEF).

LO QUE HACEMOS:

El personal de la Alcaldía trabaja en el mantenimiento de los árboles existentes, en la plantación de nuevos árboles y en proporcionar árboles a los residentes para que los planten en sus patios o a lo largo de sus calles.

NUESTRO OBJETIVO:

Mejorar la salud y el bienestar de todos los residentes de Dallas.

¡ÚNASE A NOSOTROS EN ESTE VIAJE PARA ENRIQUECER NUESTRO BOSQUE URBANO!

PARA SABER MÁS SOBRE LA SILVICULTURA DE LA CIUDAD DE DALLAS, VISITE:
dallascityhall.com/projects/forestry/Pages/home.aspx

CITY OF DALLAS FORESTRY SAYS DALLAS ROOTS RUN DEEP!



FACT:

The City of Dallas has a vast urban forest, including the approximately 6,000-acre Great Trinity Forest.

City of Dallas Forestry has launched a new website that houses information on Dallas' urban forests, and the Emerald Ash Borer (EAB).

WHAT WE DO:

City staff work to maintain existing trees, plants new trees and provide trees to residents to plant in their yards or along their street.

OUR GOAL:

To improve the health and well-being of all Dallas residents.

JOIN US ON THIS JOURNEY OF ENRICING OUR URBAN FOREST!

TO LEARN MORE ABOUT CITY OF DALLAS FORESTRY VISIT:
dallascityhall.com/projects/forestry/Pages/home.aspx



Appendix – Related Links



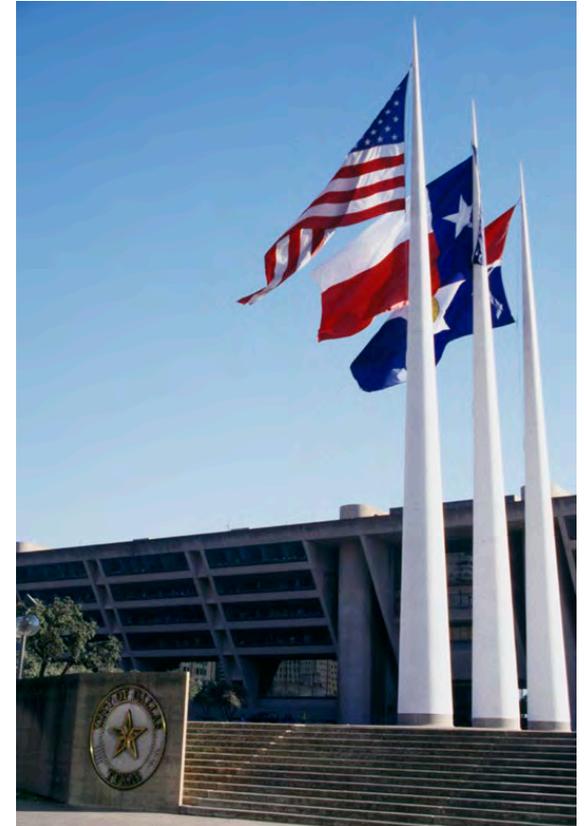
- City Forestry:
dallascityhall.com/projects/forestry/Pages/home.aspx
- Texas A&M Forest Service:
tfsweb.tamu.edu/EAB/
- Texas Department of Agriculture:
www.texasagriculture.gov/RegulatoryPrograms/PlantQuality/PestandDiseaseAlerts/EmeraldAshBorer.aspx
- Find an arborist: www.treesaregood.org



Questions?



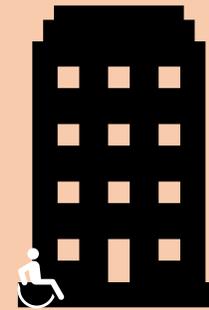
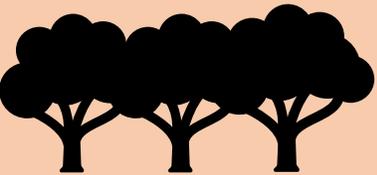
Urban Forest Task Force-Technical Team
CODForestry@dallascityhall.com



UPCOMING EVENTS AND TRAINING

**Bicycle and Pedestrian Advisory Committee
August 17, 2022**

Chad Marbut, BPAC Vice-Chair



Association of Pedestrian & Bicycle Professionals

Twin Cities, MN August 22-24



Over 30 panels, workshops, poster displays, keynote speakers and plenary sessions, and mobile tours you won't want to miss!

Registration is now open at

www.apb.org/2022-conference-register

Texas Annual Planning Conference 2022 October 19-21

El Paso, TX



www.texas.planning.org/conferences-and-events

**APATX22 will be held in El Paso as an in-person
only event format!**



October 12, 2022



For more information, see the
Walk to school Day webpage at
www.nctcog.org/walk-to-school-day

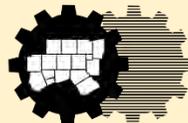
Master Plans Underway or Anticipated in 2022

- City of Ennis Parks Master Plan (expected August 2022)
- Highland Village Trails Master Plan (expected October 2022)
- Flower Mound Parks and Trails Master Plan (expected Fall 2022)
- Cedar Hill Trails Master Plan (expected Fall 2022)
- Richardson Active Transportation Plan (expected Fall 2022)
- City of Dallas Bikeways Master Plan (expected late 2022)
- McKinney Trails Master Plan (expected late 2022)
- City of Irving Bike Plan (expected Spring 2023)

Other Events or Training?

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

Daniel Snyder
dsnyder@nctcog.org



North Central Texas
Council of Governments

City of Denton Mobility Plan/Vision Zero Update

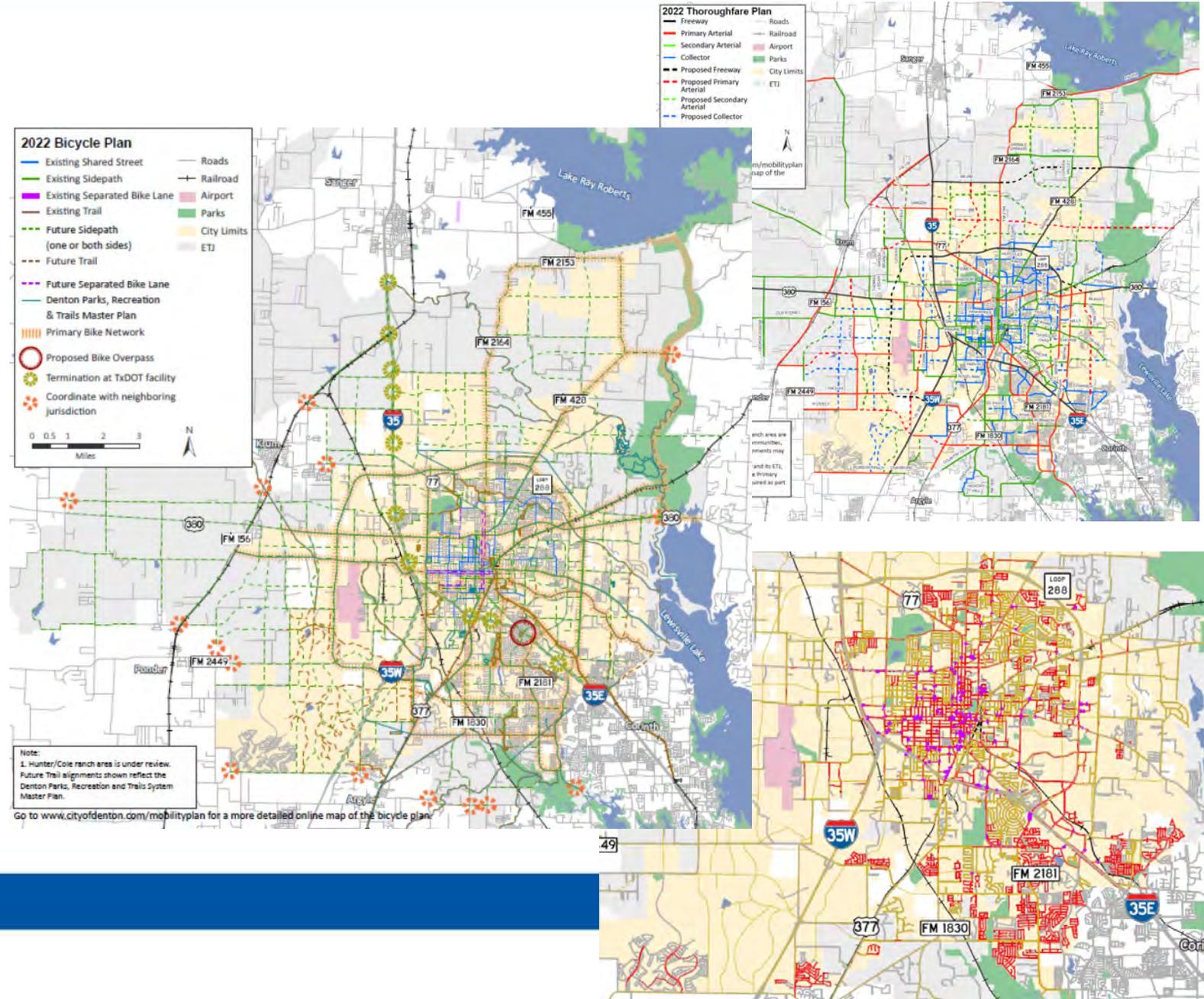
August 17, 2022
BPAC Meeting



Mobility Plan

Mobility Plan Consists of the following elements

- Thoroughfare Plan
- Bicycle Plan
- Pedestrian Plan



8/17/2022

Mobility Plan Goals

1

Safety first : Develop and Implement Vision Zero Plan for Denton

3

Enhance Regional Mobility and Coordination

Encourage development of a regional transportation network that addresses regional mobility needs for all modes of travel.

5

Ensure Coordination between the Land Use and Circulation Systems

Facilitate close coordination between development of land use and circulation system.

7

Implement "Complete Streets" Strategies on Roadways in Denton

Plan, develop, and implement a comprehensive transportation system that serves all users and modes of travel.

Effectively Manage and Improve the Roadway System

Develop and maintain a robust and efficient vehicular circulation network.

2

Promote Transportation Demand Management, Transit and Efficiency

Utilize Transportation Demand Management strategies to manage demand and maximize available capacity.

4

Fund and Evaluate the City's Transportation Network

Explore opportunities to secure funding for enhancing the circulation system.

6

Promote a Friendly Active Transportation System in Denton

Create a bicycle and pedestrian friendly environment throughout Denton for all types of users and all trip purposes in accordance with the five "Es:" Education, Encouragement, Enforcement, Engineering, and Evaluation.

8

Create a Safer Place to Walk and Ride a Bicycle

Provide a safe, convenient, and attractive bicycling and pedestrian environment. Apply design standards, enforcement of traffic laws, maintenance practices, and safety awareness campaigns to encourage and incorporate the use of bicycle and pedestrian facilities.

9



8/17/2022

Mobility Plan Goals – Bike and Ped

Create a Safer Place to Walk and Ride a Bicycle

Provide a safe, convenient, and attractive bicycling and pedestrian environment. Apply design standards, enforcement of traffic laws, maintenance practices, and safety awareness campaigns to encourage and incorporate the use of bicycle and pedestrian facilities.

9

GOALS

Design and Way-finding

Objective 9A: Develop bicycle and pedestrian facilities with approved uniform design standards, and implementation of way-finding signage providing information on various destinations.

Strategy 9.1: Require that all facilities be designed in accordance with the latest federal, state, and local standards.

Strategy 9.2: Provide and maintain bicycle and pedestrian signal detectors, informational signage, and lighting, along City bikeways.

Strategy 9.3: Develop, install and maintain a bicycle and pedestrian way-finding signage program to indicate route turns, the presence of intersecting bikeways, streets and distances to nearby local and major destinations.

Strategy 9.4: Utilize Complete Streets elements as demonstrated in most recent versions of National Association of City Transportation Officials (NACTO) Urban Street Design Guide and Bikeway Design Guide.

Strategy 9.5: Crosswalks will include high visibility crossing treatments.

Strategy 9.6: Paint direction arrows on all bike lanes and bike paths to reduce the risk of collisions.

Safety Enforcement and Reporting

Objective 9B: Continue and expand enforcement activities that enhance safety of bicyclists on bike paths and roadways.

Strategy 9.7: Enforce laws that reduce bicycle/pedestrian/motor vehicle incidents and conflicts.

Strategy 9.8: Train police officers on bicyclists' rights and responsibilities and bicycle/pedestrian/-vehicle collision evaluation.

Strategy 9.9: Utilize the City's bicycle-mounted patrol officer program to educate and enforce pedestrian and bicycle user violations not necessarily to punish, but to correct.

Strategy 9.10: Promote efficient reporting mechanisms for behaviors that endanger cyclists and pedestrians.

Strategy 9.11: Develop a partnership with the school district and the universities to establish and update suggested routes to schools for biking and walking.

GOALS

9

Create a Safer Place to Walk and Ride a Bicycle

Provide a safe, convenient, and attractive bicycling and pedestrian environment. Apply design standards, enforcement of traffic laws, maintenance practices, and safety awareness campaigns to encourage and incorporate the use of bicycle and pedestrian facilities.

Safe Roadway Conditions

Objective 9C: Maintain bicycle and pedestrian facilities that are clear of debris and provide safe conditions for all users.

Strategy 9.12: Establish routine maintenance schedule/standards for bicycle and pedestrian facilities such as pavement maintenance sweeping, litter removal, landscaping, repainting of striping, signage, and signal actuation devices.

Strategy 9.13: Encourage and empower citizens to report maintenance issues that impact bicyclist and pedestrian safety including, but not limited to, potholes, sidewalk lifting, and overgrown vegetation.

Strategy 9.14: Where feasible, reduce or eliminate conflict points such as driveways that cross the sidewalk.

Safety Education

Objective 9D: Increase education of bicycle and pedestrian safety through programs and training of school children and the public.

Strategy 9.15: Create, fund, and implement bicycle-safety curricula and provide to the public, tourists, various ethnic groups, diverse ages and disadvantaged communities.

Strategy 9.16: Provide multilingual bicycle-safety maps and brochures (print and electronic versions) in languages that are widely used in Denton.

Strategy 9.17: Encourage schools to develop and provide bicycle-safety curricula for use in elementary, middle, and high schools, such as the Bicycle Rodeo events.

Strategy 9.18: Support marketing and public awareness campaigns aimed at improving bicycle and pedestrian safety.

Strategy 9.19: Provide a user education program developed and promoted to encourage proper trail use and etiquette.

Strategy 9.20: Work with local bicycle advocacy organizations to develop, promote and support a series of bicycle education classes. Include information on bicycle safety, maintenance, and security.

Strategy 9.21: Develop and distribute education material regarding bicycle and pedestrian responsibilities and laws.

Background – Vision Zero

- Vision Zero Established as a Priority Safety goal in Mobility Plan
- Phased Approach
 - Phase 1: Assessment
 - Phase 2: Vision Zero Plan
 - Phase 3: Vision Zero Plan - Implement & Monitor
- Phase 1 Assessment
 - Initiated summer 2022



8/17/2022

GOALS

1

Safety first : Develop and Implement Vision Zero Plan for Denton

Objective 1A: Safety is the number one priority for the planning, design and maintenance of all transportation infrastructure.

Strategy 1.1: Denton's highest priority is protection of human life over other aspects involved in the planning, design and operation of Denton's Transportation Network

Strategy 1.2: Design, evaluate, operate and enforce for safe speeds

Strategy 1.3: Institutionalize a culture that prioritizes safety for all modes of transportation within the City of Denton

Strategy 1.4: Acknowledge vulnerability of non-auto users and enhance safety through planning, design, evaluation and operation of all transportation infrastructure

Strategy 1.5: Minimize the potential for conflicts into the built environment

Strategy 1.6: Integrate safe design principles into the built environment

Strategy 1.7: Improve the ability of all transportation users to see and be seen

Strategy 1.8: Minimize the safety risks of highways and arterials by managing speed

Objective 1B: Promote safe behaviors

Strategy 1.9: Strategically implement education and enforcement initiatives around the top contributing factors of serious injury and fatal crashes

Objective 1C: Prioritize funding for safety improvements

Strategy 1.10: Identify and allocate annual funding for safety improvements within the City

Strategy 1.11: Pursue and secure local, state and federal funding for implementing safety improvements at intersections and corridors throughout the City

Strategy 1.12: Prioritize funding for capital improvement projects that include safety improvements

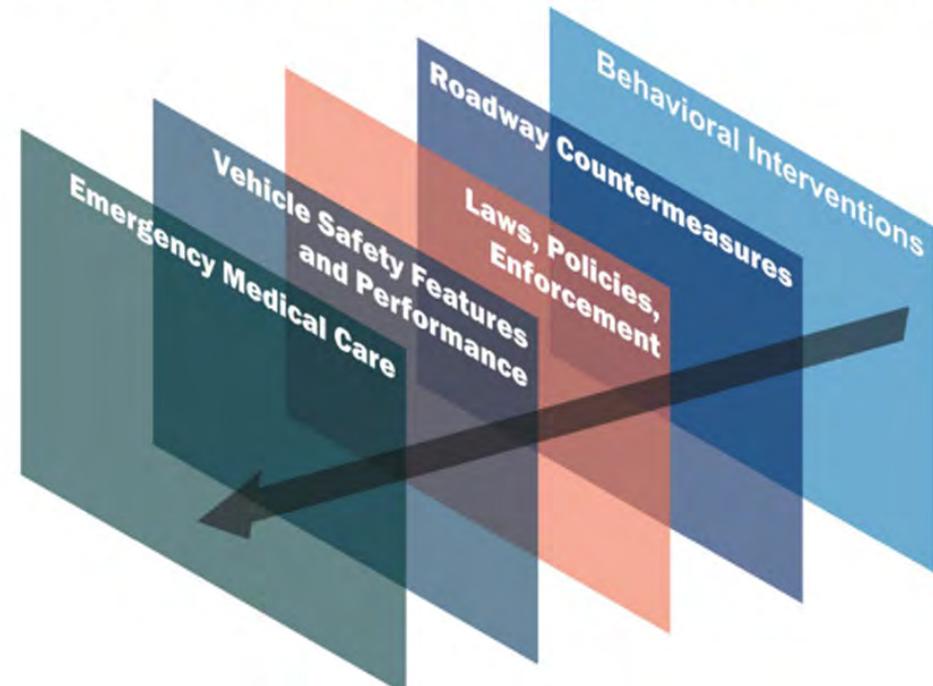
What is Vision Zero?

A **multi-national** road traffic safety program that aims to achieve a roadway network with **no fatalities** or **serious injuries** involving road traffic

Interdisciplinary, multilevel approach to address **road safety**



All layers of a Safe System Approach are critical.



Why Vision Zero Assessment?

- Roadway deaths are rising, even in Vision Zero cities
- Move away from business as usual
- Re-think how to approach our safety practice to achieve reductions



“If you always do what you’ve always done, you’ll always get what you’ve always got” –
Henry Ford

Phase 1: Assessment (Currently underway)

- Collaborate with **City staff, internal and external stakeholders** to obtain a full picture about City's safety practices:
 - How does the City align with the Vision Zero core elements
 - What safety opportunities/strengths exist that could be built upon to help move closer to zero
 - What challenges are preventing us from getting closer to zero and what are the ways to overcome those



Phase 2: Vision Zero Plan (Start early next year)

A vision zero plan is an in-depth **action** plan that is centered around the Core Vision Zero Elements



- Leadership and Commitment
 - Public, High-Level and Ongoing Commitment
 - Authentic Engagement
 - Strategic Planning
 - Project Delivery
- Safe Roads and Safe Speeds
 - Complete Streets for all
 - Context appropriate Speeds
- Data Drive Approach, Transparency and Accountability
 - Equity Focused Analysis and Programs
 - Proactive, Systemic Planning
 - Responsive Hot Spot Planning
 - Comprehensive Evaluation and Adjustment

Next Steps

- Complete Phase 1: Assessment – Oct/Nov 2022
- Phase 2: Vision Zero Plan
 - Initiate early 2023
 - Adoption 2024
- Initiate Phase 3: Vision Zero Plan – Implementation and Monitoring





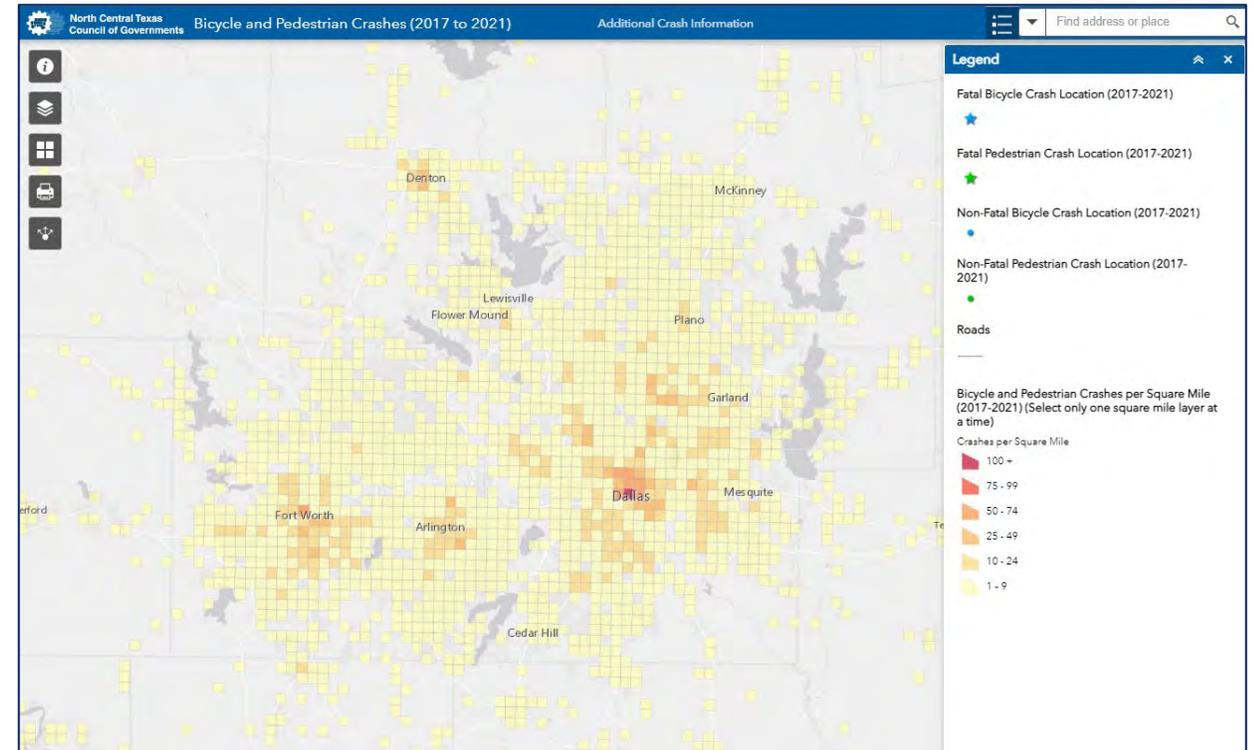
NCTCOG PRESENTATION

2017-2021 Bicycle and Pedestrian Crash Data

Bicycle and Pedestrian Advisory Committee
Cauner McDonald | 8.17.22

Overview

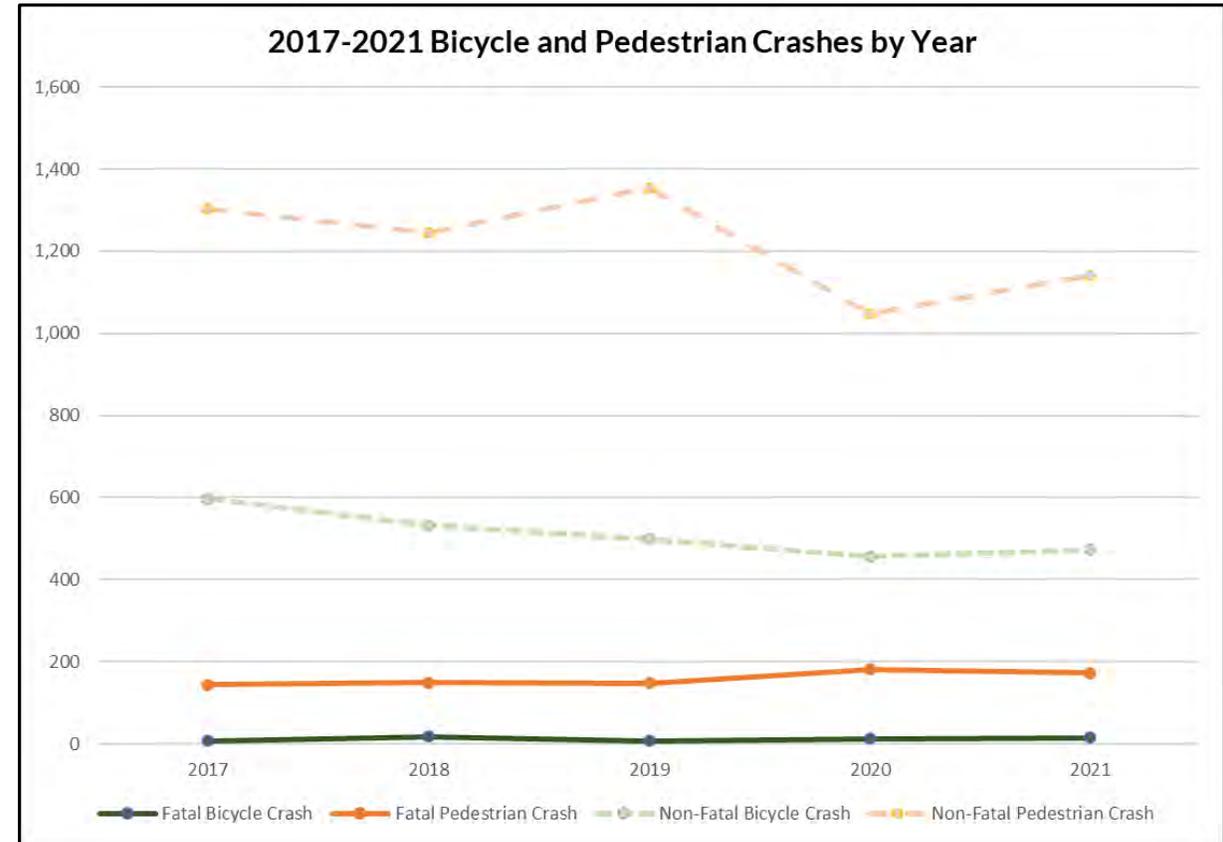
- NCTCOG staff analyzes crash data which is used to identify vehicle crash hot spots involving Bicyclists and Pedestrians in the DFW Region.
 - Data originates from TxDOT's Crash Records Information System (CRIS)
- This information is displayed on NCTCOG's [webpage](#) and is used to help identify roadways needing additional safety improvements.
 - Data cycle reflects the new updated 2017-2021 crash years



Crash Trends (2017-2021)

2017-2021 Bicycle and Pedestrian Crashes by Year						
Crash Types	Crash Year					Total
	2017	2018	2019	2020	2021	
Fatal Bicycle Crash	7	17	7	12	15	58
Fatal Pedestrian Crash	144	149	148	182	172	795
Non-Fatal Bicycle Crash	596	532	499	456	473	2,556
Non-Fatal Pedestrian Crash	1,303	1,245	1,354	1,046	1,140	6,088
Total:	2,050	1,943	2,008	1,696	1,800	9,497

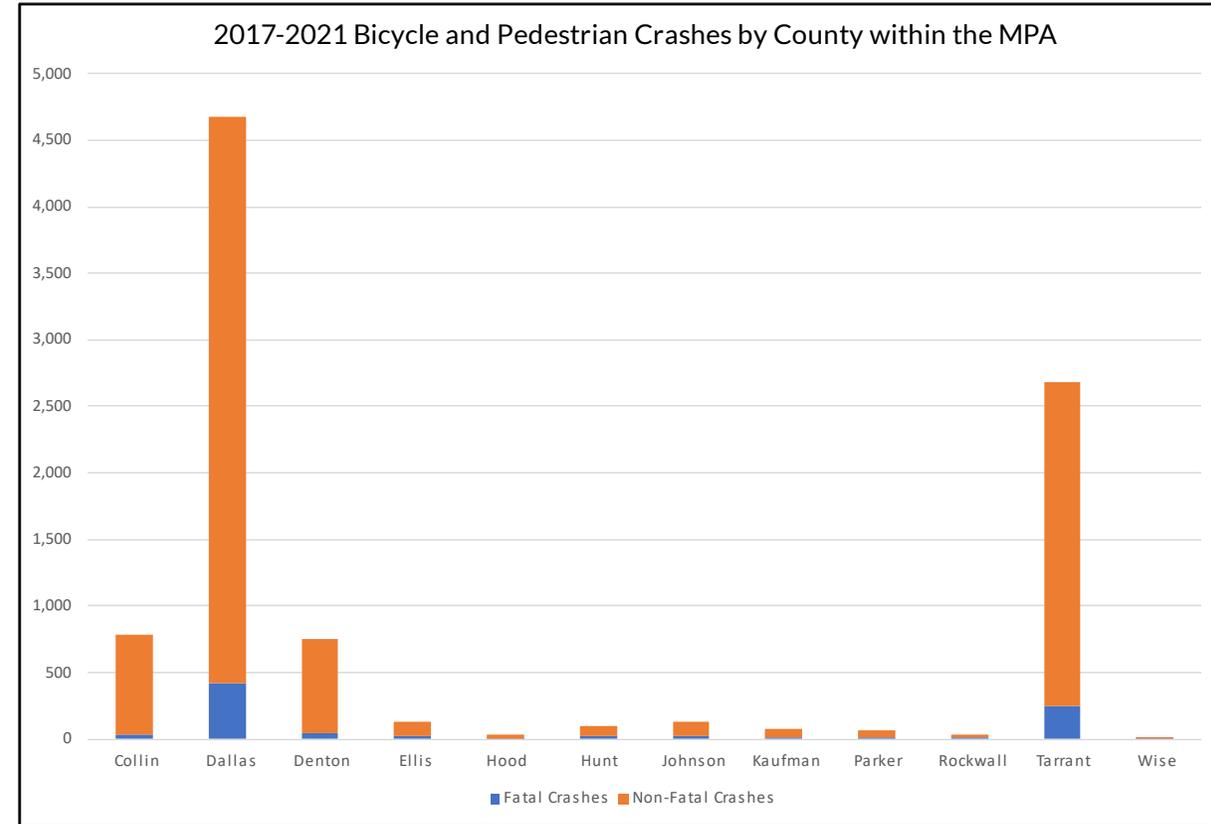
Since Covid-19, the total number of Bicycle and Pedestrian crashes decreased, but the number of fatalities increased!



Crash Trends (2017-2021)

2017-2021 Bicycle and Pedestrian Crashes by County within the MPA					
County	Fatal Crashes		Non-Fatal Crashes		Total
	Bicycle	Pedestrian	Bicycle	Pedestrian	
Collin	7	23	334	425	789
Dallas	25	398	1,036	3,217	4,676
Denton	6	41	322	379	748
Ellis	5	18	32	80	135
Hood	0	6	7	22	35
Hunt	2	23	11	61	97
Johnson	2	16	42	71	131
Kaufman	0	13	18	43	74
Parker	1	12	17	41	71
Rockwall	0	7	12	19	38
Tarrant	10	236	722	1,719	2,687
Wise	0	2	3	11	16
Total:	58	795	2,556	6,088	9,497

Dallas & Tarrant Counties make up over 75% of all Bicycle and Pedestrian crashes within the MPA, despite only being 60% of the total regional population!



Contacts

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Kevin Kokes, AICP
Program Manager
kkokes@nctcog.org



NCTCOG PRESENTATION

Annual Trails and On-Bikeways Database Updates

Bicycle and Pedestrian Advisory Committee

Cauner McDonald | 8.17.22

Background

- NCTCOG staff is coordinating the annual updates to the regional database of on- and off-street bikeways.
 - There are two ways to provide updates!
- This information is displayed in NCTCOG's [online interactive map](#) and incorporated into the region's Mobility Plan (MTP 2045 Update).
- The regional database and online map reflects locally adopted plans.

Your help is needed to identify necessary updates to alignments, funding, or construction status.

- Has a project status moved from funded to existing?
- Has a segment been realigned or need to be deleted?

Editing Process #1

Annual Trails and Bikeways Update Interactive Map

An online *interactive* map!

1. Update Status, Trail Name, or Facility Type

2. Request a Deletion

3. Add a New or Realigned Trail/Bikeway

Works for everyone!
No GIS license is required.

Esri, HERE, Garmin, USGS, NGA, EPA, USDA, NPS

Editing Process #1

A user draws a line on the map with their mouse for a trail/bikeway segment that needs an edit.

Then fill out the necessary fields in the side column (Status change, update/correct Trail Name, Facility Type change)

Update Status, Trail Name, or Facility Type

Details

Status (select only if changing)
Select... **Funded**

Trail Name (if changing)

Facility Type (select only if changing)
Select...

Comment

Name (required)

Agency Representing

Email Address (required)

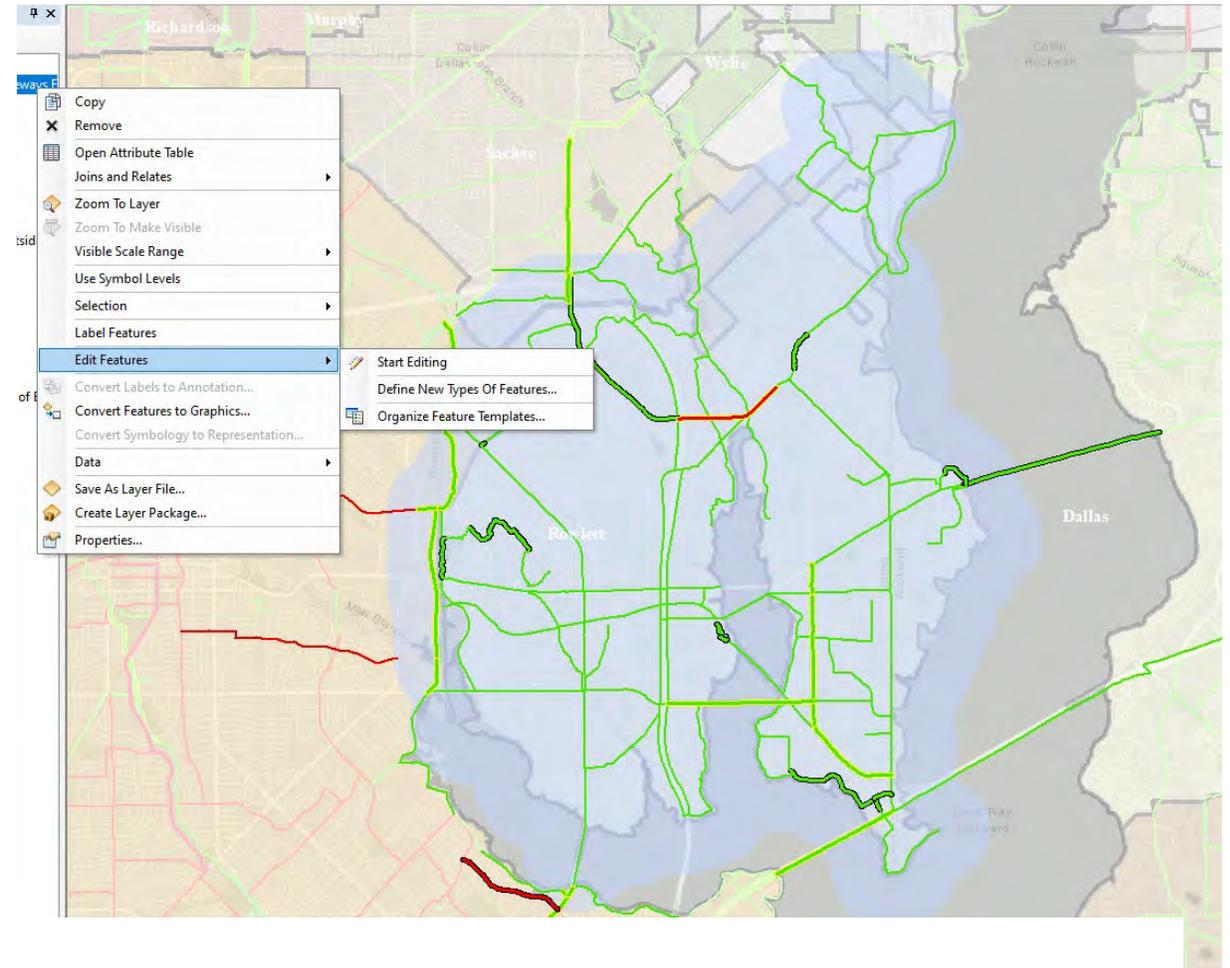
Date Submitted

Location

Click the map to draw the location. Double click to complete the drawing.

Editing Process #2

- Make edits via a GIS “*check-out*” process through ArcGIS desktop
- Users suggest trails and bikeways edits/updates by editing a “*checked-out*” shapefile of NCTCOG’s current GIS trails and bikeways network.
- Users send the “*checked-out*” shapefile back to NCTCOG staff
- **Requires a GIS license**



Editing Tips

- Be as thorough and specific as possible
- Review your entire community
- If an update/edit cannot be conveyed through the GIS map, please send an email with pdf map(s) and markups explaining the update/edit
- If no updates/edits are needed, please respond back by email

Next Steps

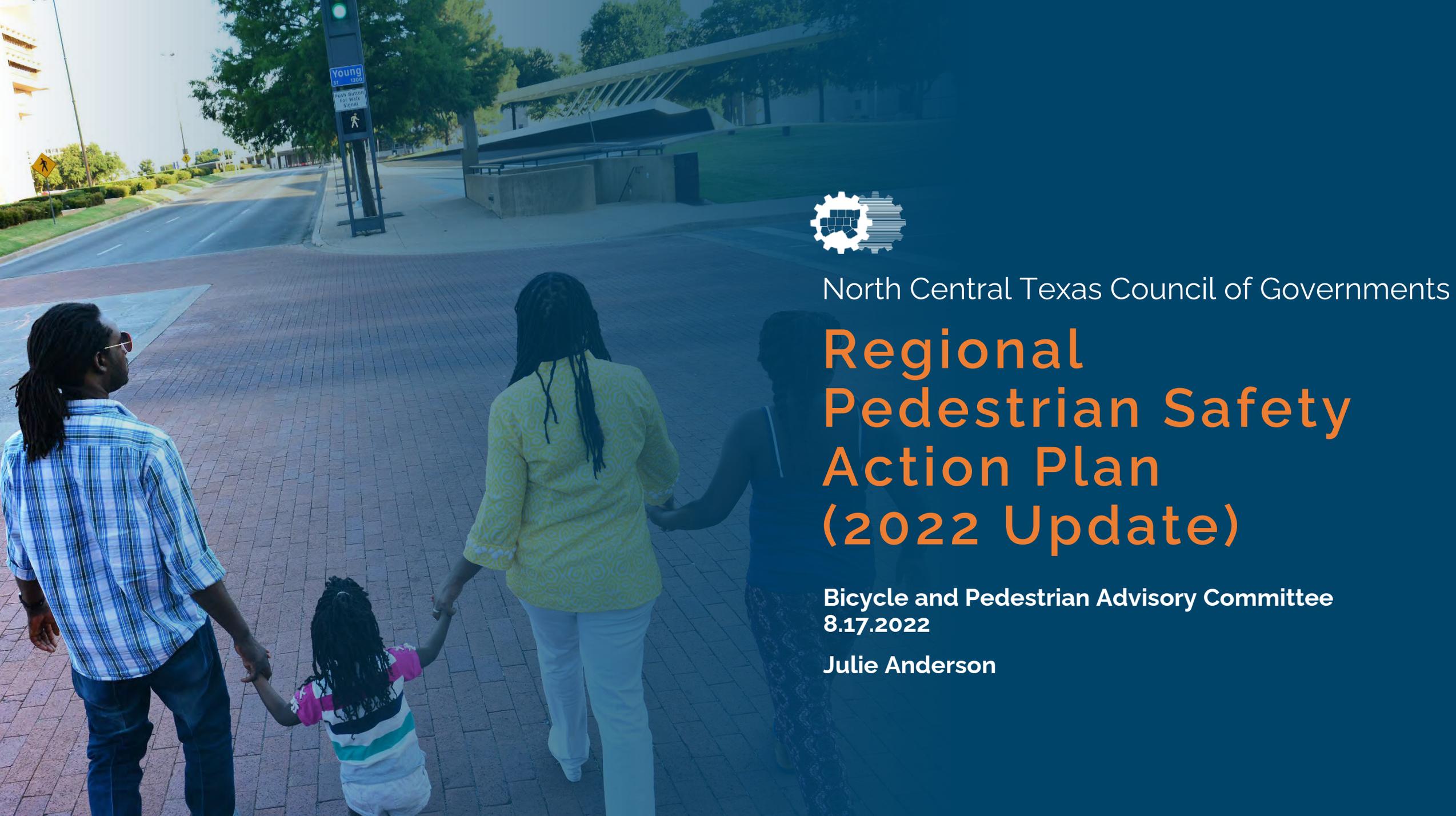
- NCTCOG will send out an email with:
 - A link to the online interactive map
 - A “How-To” Guide for editing on the online interactive map
- Responses requested for initial GIS Check-Out data by **August 26**
- Responses requested for all database edits returned by **September 14**
- NCTCOG staff will make the edits as requested and follow up as needed to clarify and/or confirm accuracy

Contacts:

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cmcdonald@nctcog.org

Julie Anderson
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janderson@nctcog.org

Kevin Kokes, AICP
Program Manager
kkokes@nctcog.org



North Central Texas Council of Governments

Regional Pedestrian Safety Action Plan (2022 Update)

Bicycle and Pedestrian Advisory Committee
8.17.2022

Julie Anderson

BACKGROUND

“Even one death on the transportation system is unacceptable. Staff will work with our partners to develop projects, programs, and policies that assist in eliminating serious injuries and fatalities across all modes of travel.”

Regional Safety Position,
approved by the Regional Transportation Council, December 14, 2017
and reaffirmed on February 14, 2019



BACKGROUND

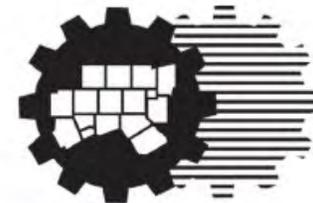
The **Regional Pedestrian Safety Action Plan (PSAP)** was endorsed by the RTC on June 20, 2021.

RTC adopted the Plan by reference as part of Mobility 2045 (2022 Update) on June 9, 2022.



2021

Regional Pedestrian Safety Action Plan



**North Central Texas
Council of
Governments**

The Surface Transportation Technical Committee took action to recommend the Plan on 05/28/2021, and action was taken by the Regional Transportation Council to endorse the Plan on:

06/10/21

ANNUAL IMPLEMENTATION SUMMARY REPORT

Action Item Status

Underway

Ongoing

Future

Action Item	Timeline	Status
1) Facilitate collaboration with TxDOT, local governments, and regional organizations in support of projects and programs that improve regional pedestrian safety.	Continuous	Ongoing
2) Conduct Roadway Safety Audits (RSA) for the pedestrian safety corridors.	2-3 years	Underway
3) Implement safety improvements based on RSA findings for pedestrian safety corridors.	10 years	Future
4) Develop performance measures to evaluate the effectiveness of implemented countermeasures based on measurable data.	2-5 years (short-term) 10 years (long-term)	Future



ANNUAL IMPLEMENTATION SUMMARY REPORT

Action Item
Status

Underway

Ongoing

Future

Action Item	Timeline	Status
5) Coordinate and/or support the development of educational workshops and webinars aimed at informing law enforcement of pedestrian rights and responsibilities and the importance of accurate pedestrian crash reporting.	2-3 years	Underway
6) Coordinate and/or support educational programs and marketing campaigns aimed at informing the public, including drivers and pedestrians, of their rights and responsibilities when traveling on the roadway. Education campaigns, including Look Out Texans, should be cognizant of their intended audience, based on the demographics historically involved in reported pedestrian crashes.	1-2 years; Continuous	Underway
7) Coordinate and/or support the development and implementation of policies, programs, and marketing campaigns aimed at improving safety and higher levels of physical activity for students.	10 years	Underway



ANNUAL IMPLEMENTATION SUMMARY REPORT

Action Item Status	Underway
	Ongoing
	Future

Action Item	Timeline	Status
8) Complete updates to the Regional Pedestrian Safety Action Plan at least every five years to integrate as part of the Metropolitan Transportation Plan, using updated data and regional analysis.	5 years	Underway
9) Conduct annual monitoring of pedestrian safety trends and reported crashes.	1-2 years; Continuous	Underway
10) Support a Regional Transportation Council (RTC) legislative program that addresses lower traffic speeds, yielding to pedestrians, and the use of wireless communication devices while operating a motor vehicle.	2-3 years	Future



PSAP (2022 UPDATE)

- ❑ Added Environmental Justice Analysis
- ❑ Added more information on annual monitoring and outcomes
- ❑ Removed duplicative tables of Safety Corridors in Appendix B

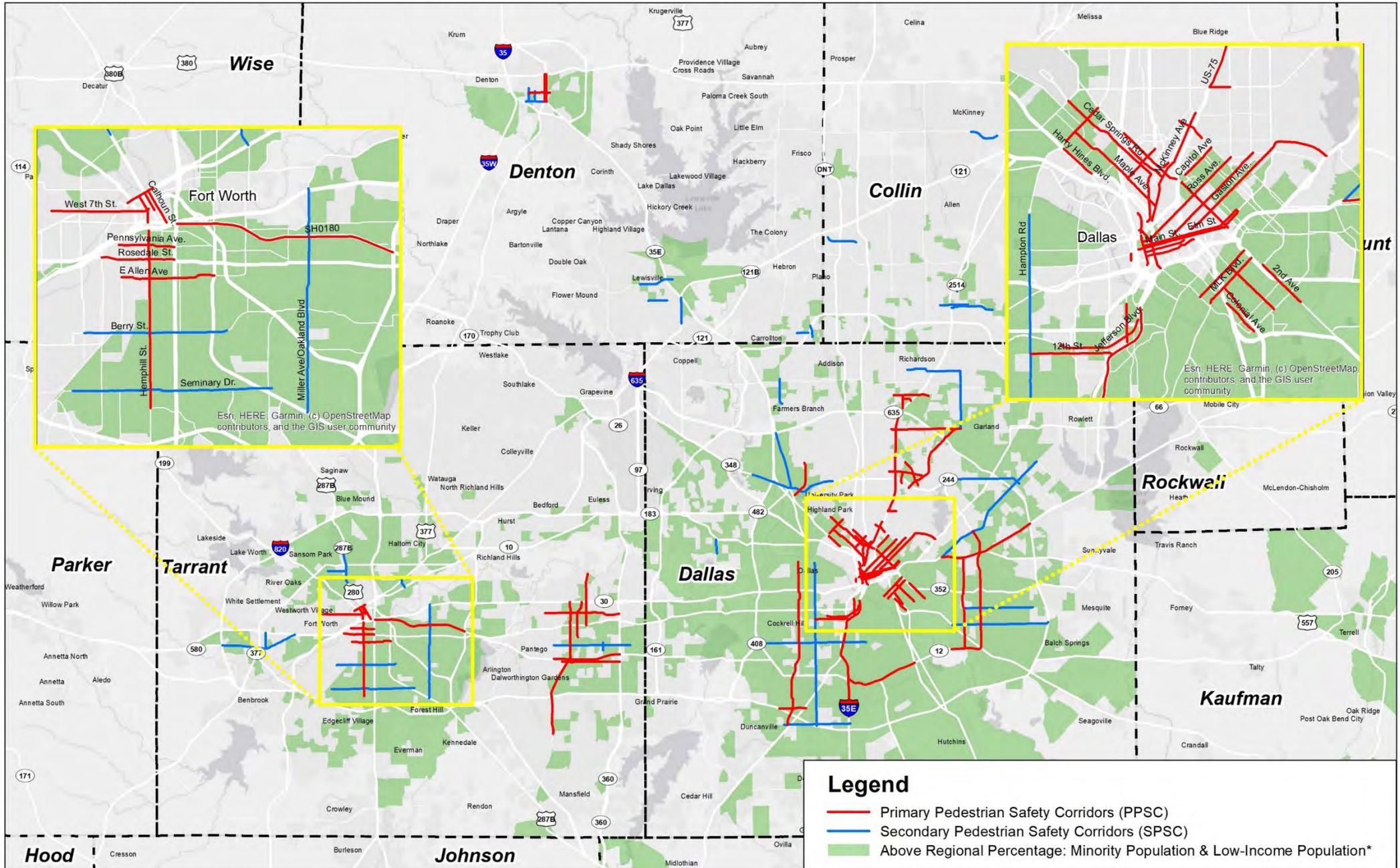
Public comment period open
June 21 – August 8

A redline version was posted to
the NCTCOG website.

Information was provided to
the PSAP Committee and the
Bicycle and Pedestrian Advisory
Committee to review and
provide comments.



Primary and Secondary Pedestrian Safety Corridors (PPSC/SPSC) Urbanized Area: Environmental Justice Index



* = Boundaries are from NCTCOG's 2021 Environment Justice Index (EJI) based on the 2015-2019 ACS 5-year Estimates



PSAP (2022 UPDATE)

Table 5 Excerpt



Primary Pedestrian Safety Corridors (PPSC)										
Name	County	City	Begin Point	End Point	On / Off-System	# of Lanes	Length (Miles)	Total Crashes	Avg # of Crashes Per Mile	EJ Area ²⁵
Main St.	Tarrant	Fort Worth	Weatherford (N)	9th St (S)	Off	4	0.45	20	44.19	No
Lamar St.	Dallas	Dallas	Victory (N)	Canton (S)	Off	4	1.16	43	37.22	Partial
Cole Ave.	Dallas	Dallas	Lemmon Ave. (S)	Blackburn (N)	Off	3	0.16	5	31.22	No
Riverfront Blvd.	Dallas	Dallas	Reunion Blvd. (S)	Commerce St. (N)	Off	8	0.17	5	28.62	No
Knox St. Henderson Ave.	Dallas	Dallas	Abbott (N)	Homer (S)	Off	4	0.73	20	27.34	No
MLK Blvd.	Dallas	Dallas	Junis St. (N)	Parnell St. (S)	Off	4	1.52	39	25.60	Yes
Houston St.	Dallas	Dallas	Houston Viaduct (S)	McKinney (N)	Off	4	0.76	18	23.82	Partial
Taylor St.	Tarrant	Fort Worth	Belknap (N)	Lancaster (S)	Off	2	0.73	15	20.60	No
Steady Brook Ln.	Dallas	Dallas	Dallas Park Lane (N)	Southwestern (S)	Off	2	0.70	14	20.13	Yes
Belknap St.	Tarrant	Fort Worth	Lexington St (W)	N Pecan (E)	Off	5	0.75	14	18.56	No
McKinney Ave	Dallas	Dallas	N Akard (S)	Atwater Alley (N)	Off	4	2.94	49	16.69	No
Jackson St.	Dallas	Dallas	Houston (W)	S. Cezar Chavez Blvd. (E)	Off	5	1.01	16	15.77	No
Young St.	Dallas	Dallas	S Houston St. (W)	US 75 (as Canton St) (E)	Off	4	1.29	20	15.54	No
Oak Lawn Ave.	Dallas	Dallas	Maple (W)	Blackburn (E)	Off	4	1.01	14	13.89	No
Elm St	Dallas	Dallas	Houston (W)	Carroll (E)	Off	5	2.54	35	13.80	Partial
SL 12 (Ledbetter Dr)	Dallas	Dallas	Julius Schepps Loop (E)	IH 35E Service Rd. (W)	On	6	4.42	59	13.34	Yes
Maple Ave.	Dallas	Dallas	Inwood Dr. (W)	McKinney Ave. (SE)	Off	4	2.76	36	13.06	Yes
Inwood Rd.	Dallas	Dallas	Redfield (SW)	Lemmon (NE)	Off	6	1.16	15	12.94	Yes
Main St.	Dallas	Dallas	US 77 (SW)	S Carroll Ave. (NE)	Off	4	2.75	35	12.73	Partial
S Malcolm X Blvd.	Dallas	Dallas	Elsie Faye Heggins St. (SE)	Al Lipscomb Way (NW)	Off	4	1.53	19	12.40	Yes



81%

of identified **PEDESTRIAN SAFETY CORRIDORS**
are located in a low income/
minority population area.



Source: NCTCOG's 2021 Environmental Justice index, 2015-2019 ACS 5-year estimates



PSAP (2022 UPDATE)

Monitoring and Outcomes

- PSAP reviewed on an annual basis
- Produce an annual implementation summary report
- Track progress towards goal of zero pedestrian fatalities by 2050



PSAP (2022 UPDATE) Schedule

Date	Milestone
June 21 – August 17, 2022	Public Comment Period
June 21, 2022	PSAP Redline distributed to PSAP Committee and BPAC for review and comment
July 22, 2022	STTC Action
August 8, 2022	Public meeting
 August 17, 2022	BPAC meeting
August 18, 2022	RTC Action

www.nctcog.org/PedSafetyPlan



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North Central Texas Council of Governments

Safe Streets and Roads for All Discretionary Grant Program

Bicycle and Pedestrian Advisory Committee
8.17.2022

Julie Anderson

Federal Funding Overview

Bipartisan Infrastructure Law (BIL)

Active BIL Grant NOFOs – FY22

- **Safe Streets and Roads for All (SS4A)**
- Bridge Investment Program
- Railroad Crossing Elimination Program
- Reconnecting Communities Pilot Program

Pending BIL Grant NOFOs – FY22

- Nationally Significant Federal Lands and Tribal Project Program (August)
- Consolidated Rail Infrastructure & Safety Improvements Grant Program (August)
- Strengthening Mobility & Revolutionizing Transportation (SMART) Program (September)
- Federal/State Partnership for Intercity Passenger Rail Grant Program (October)
- Thriving Communities Grant Program (November)



Safe Streets Grant Program

Funding Availability

\$400 Million
- Action Plan (Nation)

\$600 Million
- Implementation (Nation)

< 15% per State
- Overall Program

Minimum Award*

\$200,000
- Action Plan (All Applicants)

\$3 Million
- Implementation (Rural/Tribal)

\$5 Million
- Implementation (MPO/Group)

Maximum Award*

\$1 Million
- Action Plan (Local/Tribal/Rural)

\$5 Million
- Action Plan (MPO/Group)

\$30 Million
- Implementation (Local/Rural/Tribal)

\$50 Million
- Implementation (MPO/Group)

Cost Sharing

80% Federal | 20 % non-Federal

Applicant/Condition Eligibility

1. MPOs
2. Political Subdivision of a State
(City, Town, County, Transit Agency, Special District, etc.)
3. Tribal Government
4. Multi-Jurisdictional Group of Above Entities

* There is no minimum or maximum award amount; however, the NOFO provides expected minimum and maximum ranges for applicant consideration.



Safe Streets Grant Purpose & Priorities

Purpose: Improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries; focused on all users.

Priorities:

- Promote safety
- Employ low-cost, high-impact strategies
- Ensure equitable investment in the safety needs of underserved communities
- Incorporate evidence-based projects and strategies
- Align with USDOT priorities of equity, climate sustainability, quality job creation, and economic strength and global competitiveness

Applications due September 15



SS4A Grant Types

Applications due September 15

Action Plan Grant

- Develop or complete a comprehensive safety action plan
- Conduct supplemental action plan activities (in support of an existing safety action plan)

Implementation Grant*

- Implement projects and strategies
- Conduct planning and design
- Conduct supplemental action plan activities (in support of an existing safety action plan)

*Applicant must already have an established Action Plan

*Self-Certification Eligibility Worksheet



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North Central Texas Council of Governments

Targets for Regional Non-Motorized Safety Performance Measures

Bicycle and Pedestrian Advisory Committee
8.17.2022

Julie Anderson

BACKGROUND

“Number of Non-Motorized Fatalities and Serious Injuries”
is a Federal performance measure

- Fatalities and serious injuries are combined for federal reporting purposes
- Based on five-year rolling averages



SAFETY TARGET SETTING & PERFORMANCE

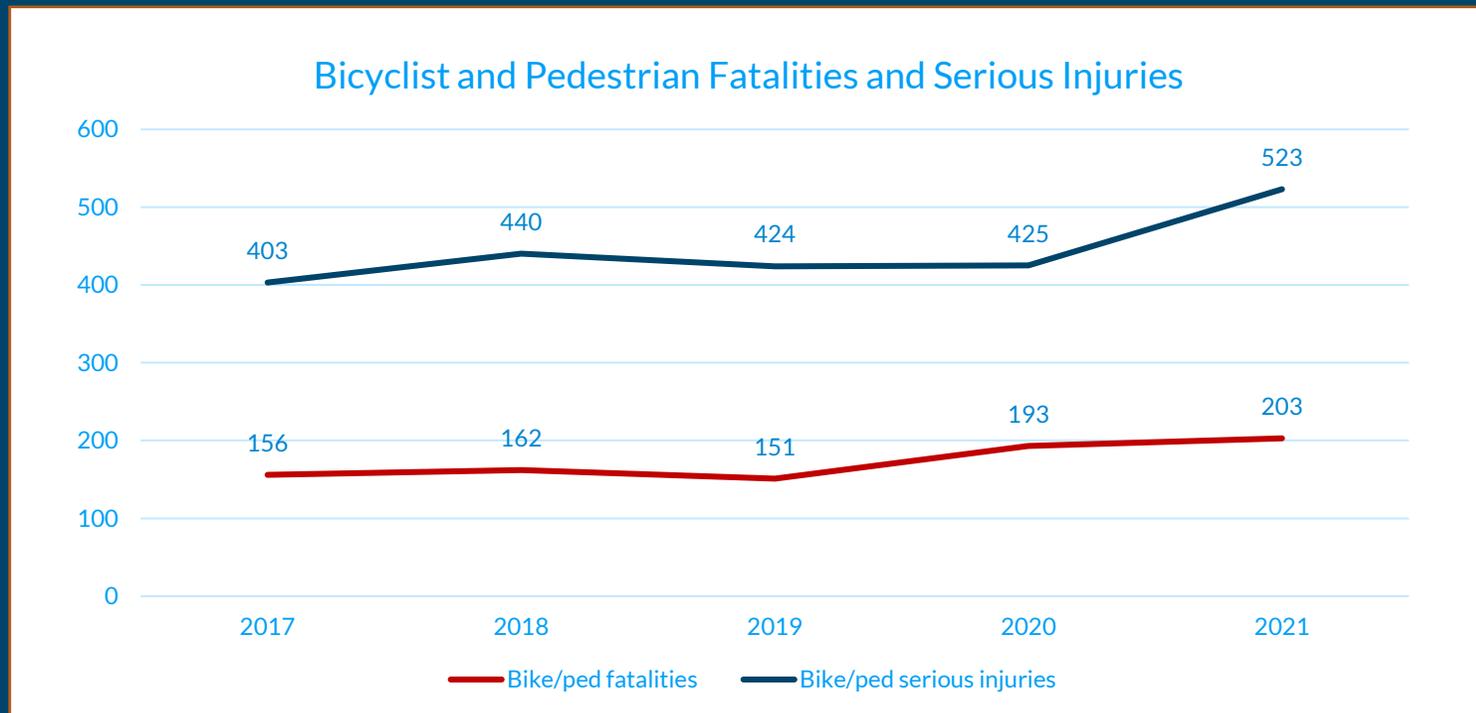
Adopted Statewide and Regional Safety Target: **2% reduction by 2022**

Performance Measure	Desired Improvement Trend	Current Trend*	2018 Target Met	2019 Target Met	2020 Target Met
	North Central Texas (NCTCOG) Region				
Number of Non-motorized Fatalities and Serious Injuries			Yes	Yes	Yes



BIKE/PEDESTRIAN CRASHES AND FATALITIES 2017-2021

	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
Bike/Ped Fatalities	156	162	151	193	203
Bike/Ped Serious Injuries	403	440	424	425	523
Total	559	602	575	618	726



NEW SAFETY TARGETS - 2023

New statewide safety target: 50% reduction in fatalities by 2035

- For 2023, NCTCOG will take new safety targets to the RTC in February for approval.
- NCTCOG has the option of either supporting the State's new safety targets, or potentially developing their own.



NCTCOG ONGOING SAFETY-RELATED POLICIES, PROGRAM, AND PROJECTS

Regional Transportation Council Position on Safety:

Even one death on the transportation system is unacceptable. Staff will work with our partners to develop projects, programs, and policies that assist in eliminating serious injuries and fatalities across all modes of travel.

Active Transportation

Education and Outreach - Look Out Texans
Regional Pedestrian Safety Action Plan
Bike/Ped Technical Training/Workshops
Safety Spot Improvement Program
Transportation Alternative Funding CFPs
“Routes to Rail Stations” Study
Safe Routes to School
Bicycle and Pedestrian Advisory Committee



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Complete Streets (Context Sensitive) Regional Policy

Julie Anderson

Bicycle and Pedestrian Advisory Committee

8.17.2022

Update

- November 2022 BPAC meeting:

NCTCOG staff presented the proposed approach to a **regional Complete Streets Policy**, which would include development of a checklist/guide to evaluate transportation projects requesting federal funding

- Currently developing a policy that would be adopted by the Regional Transportation Council (RTC) later this year



FHWA and FTA Guidance

Planning Emphasis Areas for MPO and State Planning and Research

Develop tasks in work programs

- Transition to a Clean Energy, Resilient Future
- Equity and Justice in Transportation Planning
- **Complete Streets**
- Public Involvement
- Strategic Highway Network/ Dept of Defense Coordination
- Federal Land Management Agency Coordination
- Planning and Environmental Linkages
- Data in Transportation Planning

Source: USDOT, December 30, 2021



FHWA and FTA Guidance

Complete Streets

GOAL:

To provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment.

*“FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. **This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network.**”*

Source: USDOT, December 30, 2021



Bipartisan Infrastructure Law

Infrastructure Investment and Jobs Act

Section 11206 Safe and Accessible Transportation Options:

MPOs must spend at least 2.5% of funds made available to them under Federal Highway Aid to activities that *increase safe and accessible options for multiple travel modes for people of all ages and abilities*, which may include:

- Adoption of Complete Streets standards or policies
- Development of Complete Streets prioritization plan
- Development of transportation plans to create active transportation facilities
- Development of transportation plans and policies that support transit-oriented development



What *is* Complete Streets?

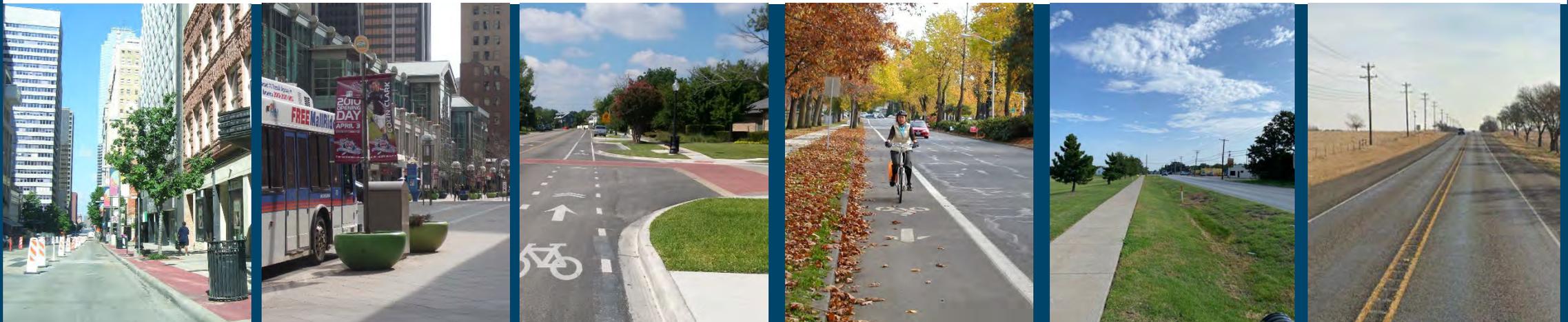
Standards or policies that ensure the **safe and adequate accommodation** of all users of the transportation system, including **pedestrians, bicyclists, personal conveyance and micromobility users, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles.**

Source: FHWA's "Moving to a Complete Streets Design Model: A Report to Congress on Opportunities and Challenges", March 2022



Urbanized Context (Urban Core / Urban / Suburban / Small Town)

Rural Context



Purpose of a Regional Complete Streets (Context Sensitive) Policy

- Strategic direction for transportation planning
- Outlines how and who makes decisions about street design
- Determined by **each jurisdiction** based on local values and vision

A Complete Streets (Context Sensitive) Policy **does NOT**:

- Prescribe a solution for specific streets
- Mandate immediate retrofits
- Treat rural areas the same as urban areas



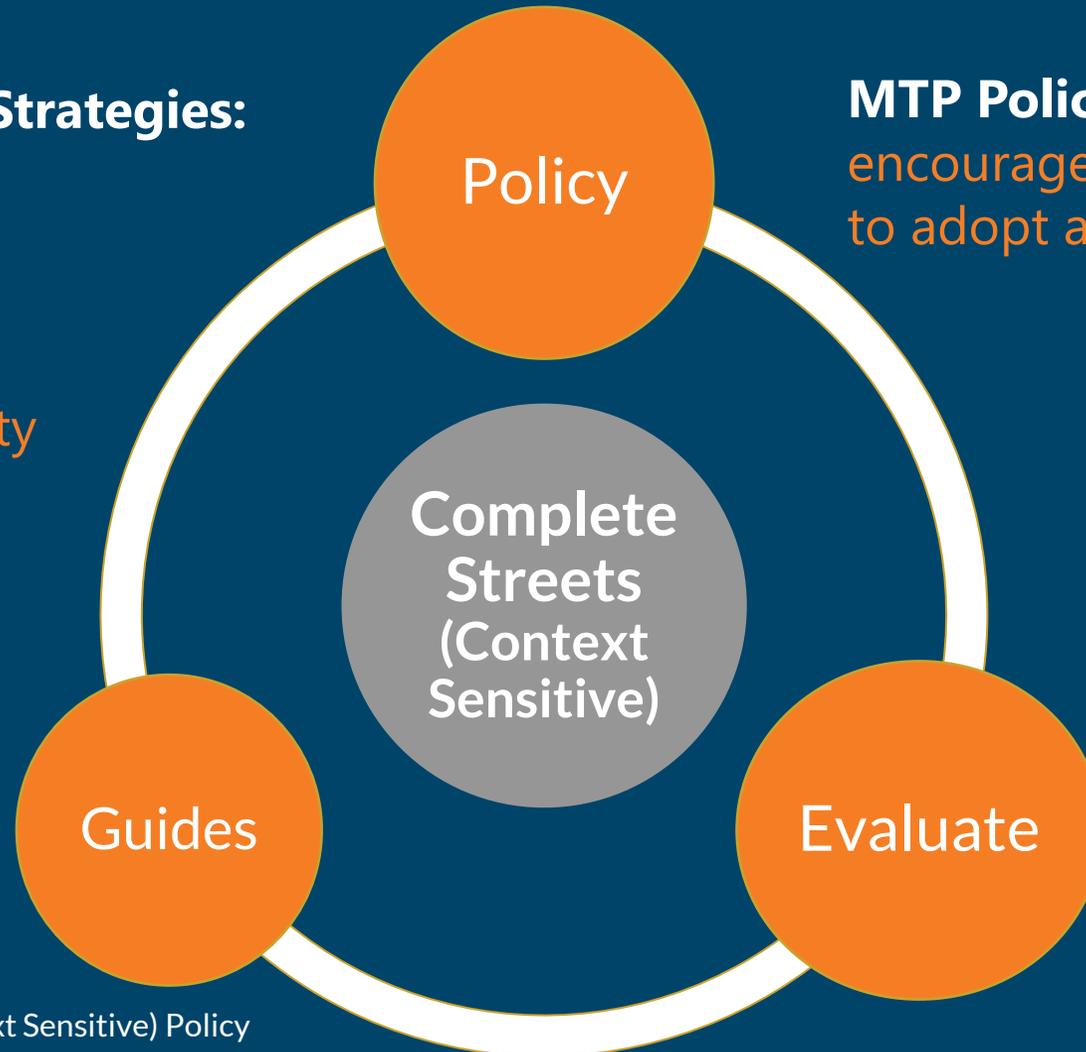
Regional Transportation Council and TxDOT Leading by Example

Mobility 2045 Goals and Strategies:

- Safety
- Multimodal
- Technology
- Asset Management
- Sustainability/Air Quality

MTP Policy Bundle:

encourages local cities, counties, TxDOT to adopt a complete streets policy



TxDOT's updated Roadway Design Manual with '*context*' considerations



Approach

Regional Transportation Council would adopt a policy outlining these objectives:

- **Policy:** Support the adoption and implementation of local city policies/resolutions pertaining to local transportation projects
- **Checklist/Guide:** for projects with complete street (context sensitive) design elements
- **Evaluate:** Consider complete street (context sensitive) design elements in all projects across the jurisdiction



Policy (DRAFT) August 2022

1. The RTC directs staff to begin developing a Complete Streets (Context Sensitive) checklist and/or guide to be used for regional transportation planning and funding.

2. The RTC encourages local governments to adopt Complete Streets (Context Sensitive) Policies.

3. The RTC encourages local governments to consider Complete Street (Context Sensitive) design elements when developing, modifying, or updating local comprehensive plans, thoroughfare plans, local roadway design manuals, zoning and subdivision ordinances, development codes, and others associated rules and/or regulations.

4. The RTC encourages local governments and TxDOT to coordinate closely together for roadway projects in their jurisdictions and to apply complete street and context-sensitive solutions to solve transportation projects in a manner consistent with community characteristics.

5. NCTCOG staff will provide technical support to local governments for development of local Complete Streets (context sensitive) policies, resolutions, and methodologies/applications for performance management.

Next Steps

Develop Policy
for RTC adoption

FALL 2022

Develop *DRAFT*
complete street
(context sensitive)
Checklist/Guide

Receive feedback
from regional
stakeholders and
through public
meetings

**Finalize
Checklist/
Guide**

2023



Anticipated Project Schedule

Date	Milestone
August 2021	BPAC Briefing
November 2021	BPAC Briefing
August 17, 2022	BPAC Update
October 28, 2022	STTC Action
November 10, 2022	RTC Action
2023	Develop Complete Street Guide/Checklist

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North Central Texas Council of Governments

Walkable Places Mapping

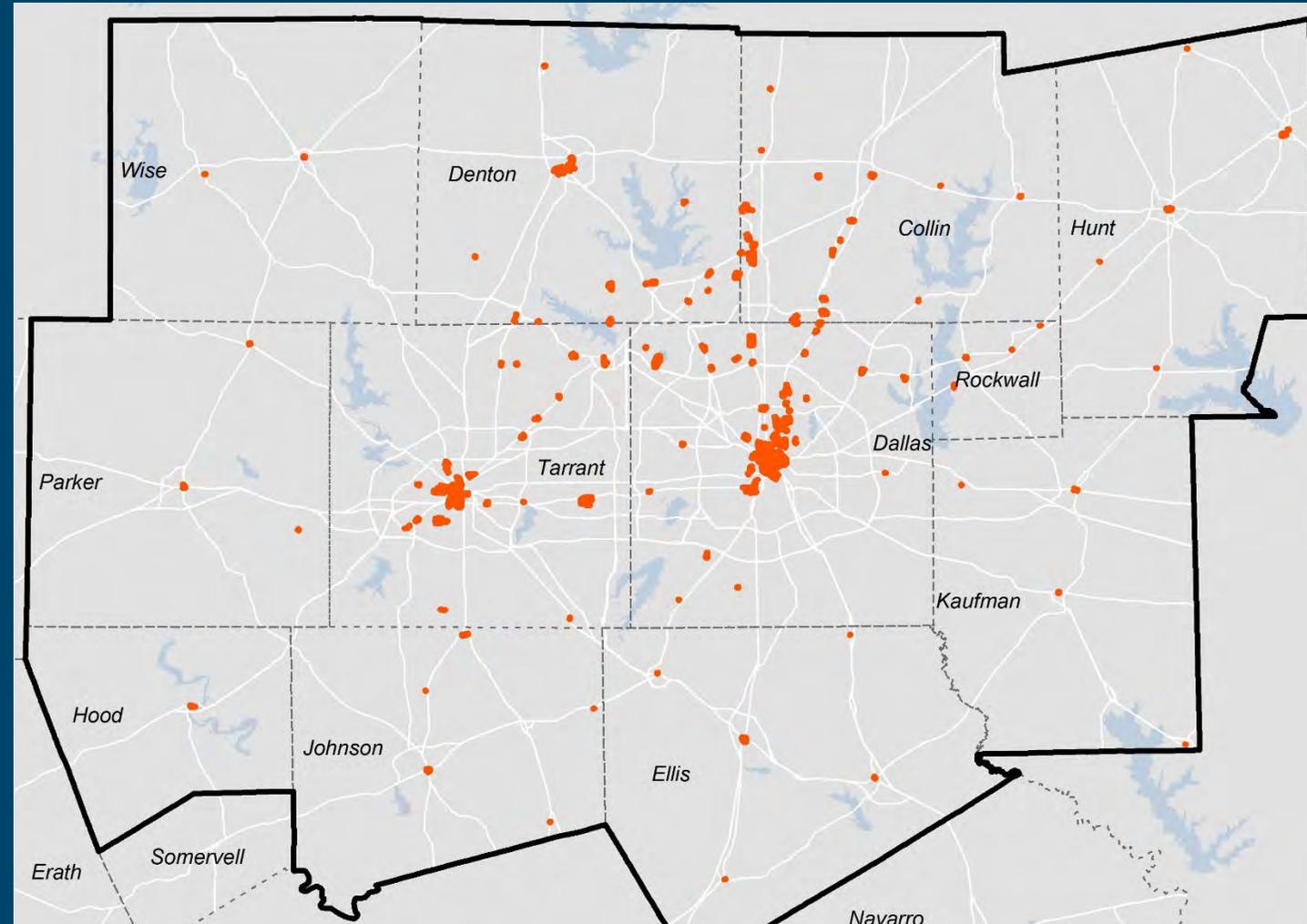
BPAC | 8/17/2022

Stuart Burzette

NCTCOG 2022 Walkable Places

DRAFT mapping by NCTCOG

- 143 places mapping in GIS
- Originated with 2019 [Walk UP Wake-up Report](#)
- Future use in promoting best practices and public support
- Added many historic main street and downtowns, recent developments
- City staff will be asked to provide feedback



Walkable Places Criteria

Building form, orientation, and density

- Buildings are pushed up to the street and prioritize centering on corner
- Pedestrian oriented entrances and façades

Mixed of uses

- Sidewalk connections between commercial and residential uses
- District is centered on commercial core

Street/sidewalk/transportation context

- Sidewalks are generally wider and connected
- Road designed with pedestrian elements, e.g. safe crossings, streetlights at pedestrian scale



Image Source: Google Streetview



Image Source: Google Streetview



Draft Mapping Method & Feedback

- 2022 NCTCOG staff manual identification of places
 - Start with 2019 places as part of “WalkUP Wake-up Call”
 - NCTCOG Short trip data
 - [EPA National Walkability Index](#)
 - NCTCOG staff local knowledge and interpretation of satellite imagery
- Focus is on design of places oriented to pedestrians

City staff feedback needed:

- Did we identify all places in your community?
- Do you agree on designation of those places as walkable?
- Is the boundary of each place appropriate?
- Comments on process or walkable place criteria



NEXT STEPS

NCTCOG asking for city staff feedback: <https://arcg.is/1W8WCu0>

Future work:

- Categorization/ typology of walkable places
 - Context: some more walkable than others
 - Data indicators: size, land use, transportation options
- Creation of public facing materials and best practices to help build support for walkability



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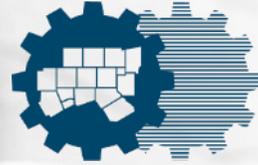
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TA Set-Aside Call for Projects FAQs

Daniel Snyder, AICP

Bicycle and Pedestrian Advisory Committee | 8.17.202

Frequently Asked Questions

- Who should be contacted at NCTCOG regarding an agency's balance of MTP Policy Bundle Transportation Development Credits?
- Can an agency submit an Active Transportation category application and request Regional TDCs if only a portion of the project consists of a Regional Veloweb trail?
- Is an electronic speed radar sign eligible as a traffic calming measure?



Frequently Asked Questions, cont.

- Are educational activities for Safe Routes to School (SRTS) projects subject to the three-year time frame for obligating TA Set-Aside funding?
- What must occur to obligate funding by December 2025?
- Are costs associated with temporary construction easement eligible for reimbursement?

FAQ document will be posted online at www.nctcog.org/2022_TACFP



Contact Us

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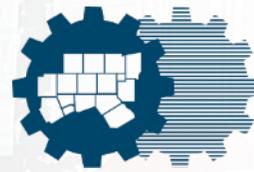


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NCTCOG PRESENTATION

WALK TO SCHOOL DAY 2022 ANNOUNCEMENT

ERIN CURRY | BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE | 8.17.22



NATIONAL WALK TO SCHOOL DAY 2022

- **Wednesday, October 12**
- Celebrated around the country and the world
- Celebrate the benefits of walking and bicycling for children
- Spotlight the importance of traffic safety



Source: City of Fort Worth



HOSTING A WALK TO SCHOOL DAY EVENT

- Many choices based on school's location and attendance boundary
 - Walking school busses
 - Remote drop off
 - On-campus walking event
 - And many more!
- Visit www.walkbiketoschool for more event ideas and guides to host your own event.

Source: Roy Charles Brooks



Source: C. C. Moss Elementary



NCTCOG WALK TO SCHOOL DAY PROMOTION

- NCTCOG will distribute free safety prizes and promotional items
- Schools must organize their own Walk to School Day event and register with NCTCOG
- Prizes include: banners, backpacks, safety coloring books, arm bands, pencils, and temporary tattoos
- Grand Prize: **Brand New Bikes** – all participating students will be eligible to enter the raffle
- Sign up at www.nctcog.org/WalkToSchool
 - Registration deadline: Monday, 9/26/22 or While Supplies Last



Source: Blue Zones



REMINDER: SRTS REGIONAL ACTION PLAN

- An email was sent to all BPAC members on 8/1 requesting assistance in assessing the state of Safe Routes To School (SRTS) activities in the region through a survey
 - Feel free to fill out to the best of your knowledge and send the rest to a colleague who may be able to answer the rest
 - ***New Deadline: Friday, August 26***
- Safe Routes to School Regional Action plan will create a region-wide strategic approach to addressing issues around safe school travel by walking and/or biking, as well as strategies to prioritize funding in the region.



Link to Survey:



CONTACT US

www.nctcog.org/WalkToSchool
www.nctcog.org/SRTS



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