

North Central Texas
Council of Governments

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

North Central Texas Council of Governments
Virtual Teams Meeting
August 18, 2021
2:00 p.m. - 4:00 p.m.

<p>2:00 – 2:05 (5 min)</p>	<p>1. Welcome & Introductions Discussion of the May 19, 2021, BPAC meeting summary, as necessary.</p>	<p>Kathy Nelson, Chair, City of Grapevine</p>
<p>2:05 – 2:50 (45 min)</p>	<p>2. Local Community Updates a. Bicycle Friendly Communities Designation– Jeremy Williams, City of Fort Worth b. Bird Scooters Return to Plano – Drew Brawner and Neelam Fatima, City of Plano c. Dallas Sidewalk Master Plan – Efrain Trejo, City of Dallas d. Idaho Stop Law, SB 1055, & HB 3665 – Robin Stallings, Bike Texas e. West Fork Trinity River Trail – Tina Nikolic, Tarrant Regional Water District f. Upcoming Events – Robert Caskey, Vice-Chair, City of Frisco</p>	<p>Various BPAC Members and Guests</p>
<p>2:50 – 3:00 (10 min)</p>	<p>3. Northhaven Trail Bridge in Dallas Update on the construction of the Northhaven Trail bridge over US75 in North Dallas, including future trail connections on both the west and east ends.</p>	<p>Maher Ghanayem, TxDOT, & Micah Baker, Dallas County</p>
<p>3:00 – 3:10 (10 min)</p>	<p>4. Virtual Public Hearing for Bicycle Use on the State Highway System Update on the public hearing held in June of 2021, which reviewed bicycle plans, policies, programs, and upcoming projects for the Dallas and Fort Worth TxDOT districts and NCTCOG.</p>	<p>Melissa Meyer, TxDOT</p>
<p>3:10 – 3:20 (10 min)</p>	<p>5. Miovision Technology for Baseline Data Collection in Fort Worth An overview and best practices related to the technology used for bicycle and pedestrian data collection along E. 1st and E. 4th streets in Fort Worth.</p>	<p>Jeremy Williams, City of Fort Worth</p>
<p>3:20 – 3:55 (35 min)</p>	<p>6. NCTCOG Updates a. Annual Updates to the Trails and Bikeways Geodatabase – Julie Anderson b. Demand Zones and Mobility 2045 Update- Julie Anderson c. Regional Complete Streets policy – Julie Anderson d. ADA Transition Plans (poll) – Matt Fall e. Monthly Trail User Count Data Update – Kevin Kokes f. Regional Single Occupancy Vehicle Trip Reduction Target Development Resolution – Kevin Kokes</p>	<p>Various NCTCOG Staff</p>
<p>3:55 – 4:00 (5 min)</p>	<p>7. Other Business/Open Discussion This item provides an opportunity to bring items of interest before the Committee or propose future agenda items.</p>	<p>Kathy Nelson, Chair, City of Grapevine</p>

Next BPAC Meeting

The **next** meeting of the Bicycle and Pedestrian Advisory Committee is scheduled for **November 17, 2021**, from 2:00-4:00pm

Bicycle and Pedestrian Advisory Committee – 2021 Roster

Agency Representing	Name
Town of Addison	Janna Tidwell
City of Allen	Krishan Patel
City of Arlington	Anthony Cisneros
City of Bedford	Michele Wilson
City of Burleson	Heather Houseman
City of Carrollton	Marcos Fernandez
City of Cedar Hill	Shawn Ray
City of Cleburne	Laura Melton
City of Colleyville	Lisa Escobedo
City of Coppell	John Elias
City of Dallas	Jessica Scott
City of Denton	Nathaniel George
City of Duncanville	Skye Thibodeaux
City of Euless	Alexander Harvey
City of Farmers Branch	Mitzi Davis
Town of Flower Mound	Kari Biddix
City of Fort Worth	Jeremy Williams
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 Irving	Cody Owen
City of Keller	Cody Maberry
City of Lancaster	Emma Chetuya
City of Lewisville	Sagar Medisetty
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	Joe Pack
City of Plano	Drew Brawner
City of Richardson	Jessica Shutt
City of Rowlett	Carlos Monsalve
City of The Colony	Eve Morgan
City of Waxahachie	Colby Collins
City of Weatherford	Chad Marbut
City of Wylie	Robert Diaz
Dallas County	Minesha Reese
Ellis County	Joseph Jackson
Hunt County	Kevin St. Jacques
Rockwall County	Lee Gilbert
Tarrant County	Kristen Camareno
Wise County	Chad Davis
Dallas Area Rapid Transit	Patricio Gallo
Denton County Transportation Authority	Tim Palermo
North Texas Tollway Authority	Kelly Johnson
Trinity Metro	Jennifer Grissom
TXDOT Dallas District	Jan Heady
TXDOT Fort Worth District	Phillip Hays

Bike Friendly Application

Jeremy Williams, Senior Planner – Pedestrian and Bicycle Planning

Process

- Two application cycles a year (spring and fall)
 - Cycle begins day after last closes
- Community profile based on the Five E's
 - Multiple choice questions and open-ended
- Public Survey
- Awards Determination
- Report Card



- Next deadline is
11:59 pm
September 1, 2021

<https://bikeleague.org/content/about-bfc-application-process>

Scroll to the bottom



Jeremy Williams

(817) 392-2536

Jeremy.Williams@fortworthtexas.gov





Plano

City of Excellence

Plano Bike & Scooter Share Program

8/18/21

Plano Micromobility



Drew Brawner

Senior Mobility Planner



Neelam Fatima

Traffic Engineer

Micromobility Policies & Actions

Bicycle & Other Micromobility Policy

- Plano will **enhance and maintain a micromobility system** to provide recreation and feasible options for travel to destinations, which is safe and accessible to all users.

Comprehensive Plan Actions

- **Create development guidelines that improve the safety and convenience** of bicycling and micromobility transportation to assist property owners who wish to provide related amenities.
- **Collect data to measure and analyze bicycle usage** to improve public awareness and safety that will assist in determining and prioritizing necessary improvements.



Bike Share & Micromobility in Plano

2017

- Bike share fleets expand quickly in North Texas, including Plano

Feb 2018

- Plano adopts an ordinance to regulate bike share service companies through a permit process

2018-2019

- Scooters began to be introduced
- At its peak, 3 different companies operated bike or scooter share in Plano
- City expands the Bike Share Program to include E-Scooters

2020

- Decline in bike/scooter share operations due to COVID-19

2021

- City Issued a permit to Bird-a scooter company to operate





Plano Bike & Scooter Share Program

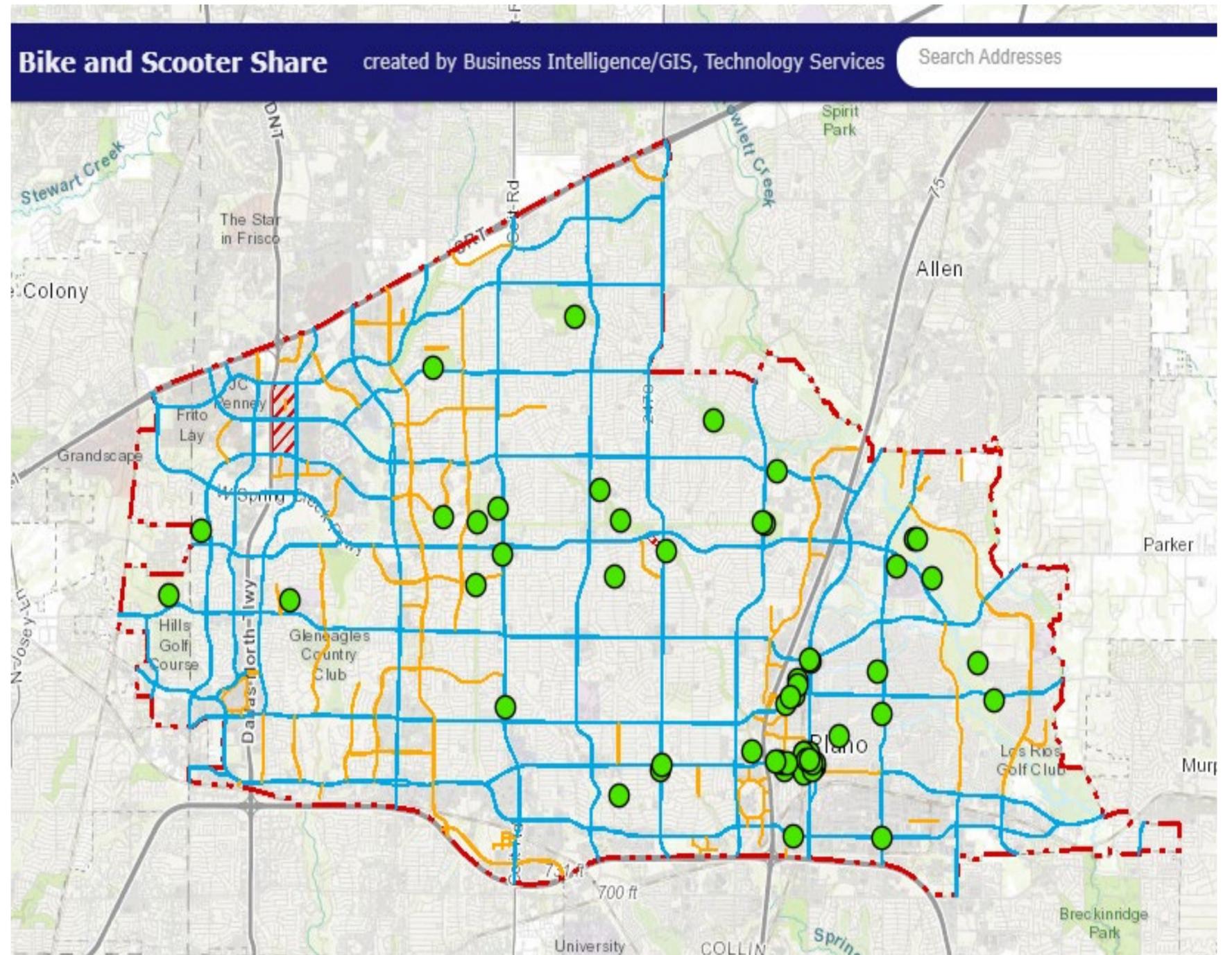
Bike & Scooter Share Program

- Permit Process
- Program Rules & Regulations
- Home Zones and Restricted Use Areas
- Ridership
- Reporting Complaints



Home Zones

- Hard Surface
- Considerations
 - Pedestrian Use
 - ADA Requirements
 - Entryways/Driveways
 - Loading Zones
 - Railroad Crossings
 - Transit Stops
 - Street Furniture/Benches
 - Ramps etc.



Application Process

- Complete Application
- Scooter information
- Insurance Information
- Fee & Escrow
- List of Proposed Home Zones if any

iSign Envelope ID: E5FF0C9F-4F25-4916-B2C8-8BB016EAFD99

BIKE OR SCOOTER-SHARE PERMIT

STATE OF TEXAS
COUNTY OF COLLIN

§
§
§

KNOW ALL MEN BY THESE PRESENTS:

THIS PERMIT AGREEMENT is made and entered into by and between the CITY OF PLANO, TEXAS, a home-rule municipal corporation, hereinafter called Permitter or City and Bird Rides, Inc, a corporation licensed in Delaware, hereinafter called Permittee. In consideration of the mutual covenants and agreements set forth herein, and other good and valuable consideration, City does hereby grant a bike-share or scooter-share permit.

This Permit is granted subject to the terms and conditions set out below:

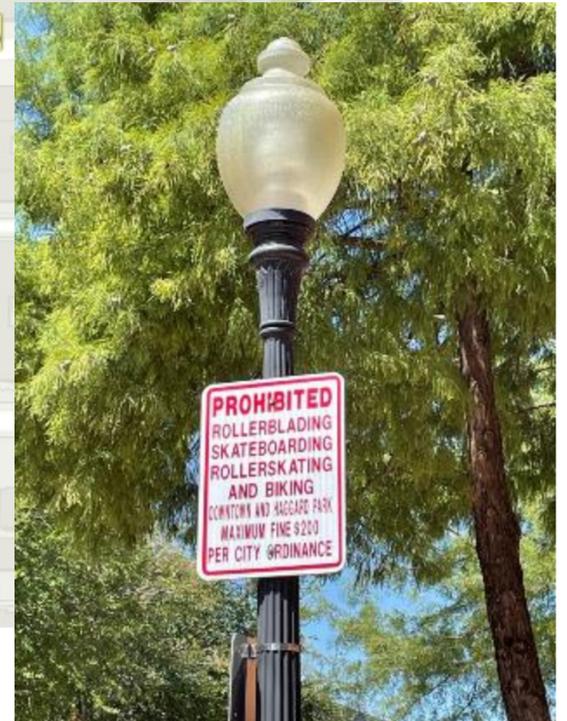
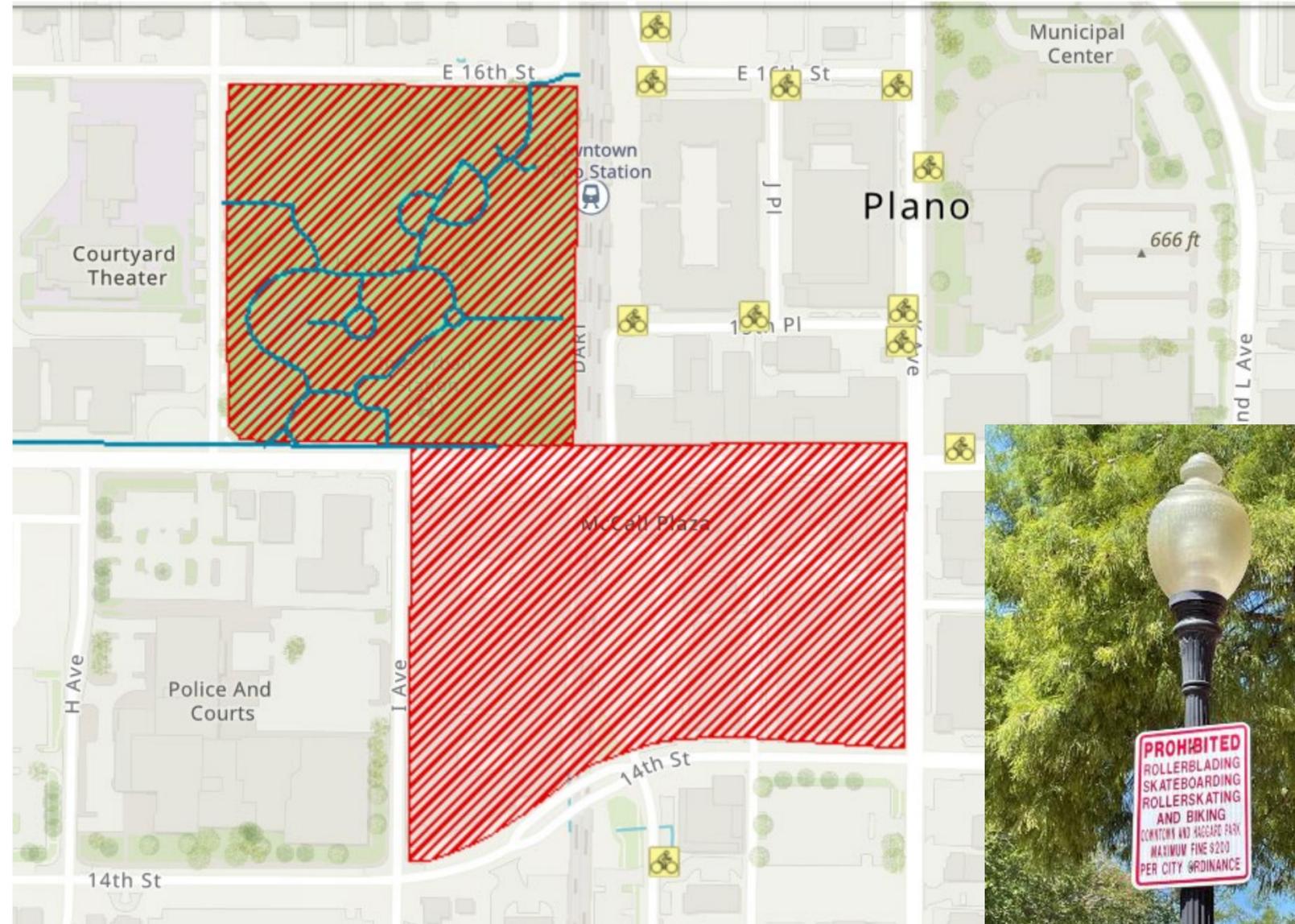
1. Term. This Permit shall expire on **December 31, 2021**, except that the Parties may extend this permit on a month-by-month basis if so agreed by the Parties before the permit terminates.
2. Use of City of Plano Public Right-of-Way. The City hereby grants permission to use the Right-of-Way on a non-exclusive basis, according to the terms of this Permit, solely for the purpose of offering bike or scooter sharing within the City. For purposes of this Permit, the term "Right-of-Way" means sidewalks, curbs, gutters, streets, alleys, roads and other pathways open to the public. The term "Bike Sharing" means the renting of bicycles and scooters on a short-term basis generally in exchange for compensation. This authorization is not a lease or an easement, and is not intended and shall not be construed to transfer any real property interest in City property.
3. Use of City of Plano Parks: The City hereby grants permission to use City of Plano Parks on a non-exclusive basis, according to the terms of this permit, solely for the purpose of offering Bike Sharing within the City. For purposes of this Permit, the term "Parks" refers to all improved hard-surface trails and shared use paths listed on the Plano Bicycle Transportation Plan and all improved hard-surfaced areas in Oak Point Park and Nature Preserve. This authorization is not a lease or an easement, and is not intended and shall not be construed to transfer any real property interest in City property.
4. Other City Property: The use of other City of Plano property for Bike Sharing may be appropriate (i.e. libraries, Saigling House, Municipal Center, etc.). The City Manager may authorize such use in a separate writing and may allow use of that property under the same terms as this Permit or different terms, at the City Manager's discretion and such writing shall be a part of this permit to the same extent as if it was set forth herein.
5. Use. Permittee customers may use the Right-of-Way and Parks for parking of bicycles and scooters owned and maintained by Permittee, and for riding Bicycle and Scooter Fleet bicycles and scooters. For purposes of this permit, the term "Bicycle and Scooter Fleet" refers to all bicycles and scooters owned by the Permittee operating in the City. Permittee



Scooter Use Restrictions

- Restricted Areas
 - Downtown Plano
 - Haggard Park
 - Memorial Park
 - Legacy Town Center District

Section 14-7 (f) Any person, firm, or corporation violating any term or provision of this section is subject to a fine not to exceed two hundred dollars (\$200.00) for each offense. Every day a violation continues shall constitute a separate offense.



Safety Criteria

- Scooters Max Speed Limit is 15 mph
- Scooters are not allowed after 9:00 PM
- Age Limit
- Education on Proper Use of Scooters
 - Following Traffic Laws
 - Encouraging Helmet Use
 - Mindful of Pedestrians Sharing the Path
 - Alert of Surroundings/Weather Conditions



Bike and Scooter Share Website

<https://plano.gov/555/Bike-Scooter-Share-Program>

- 2021 Application
- Interactive Map for Home Zone Locations
- Ordinances on Bike and Scooter Share
- Current Operator Info
- Report an Issue (**FIX IT PLANO**)
- Contact Information for Inquiries/Complaints
- Scooter Dash Board (coming soon)

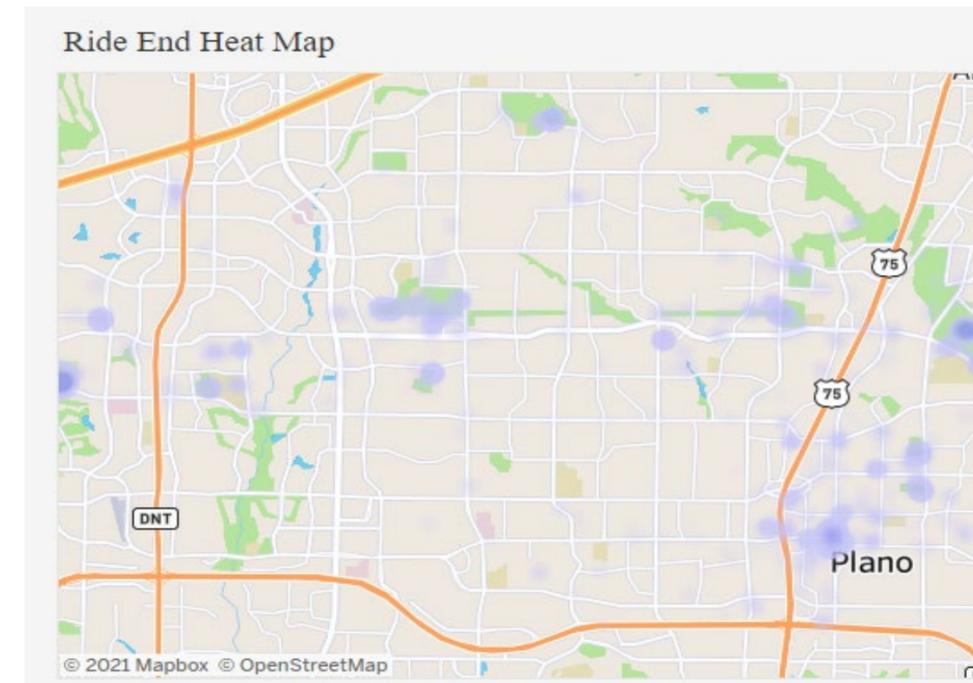
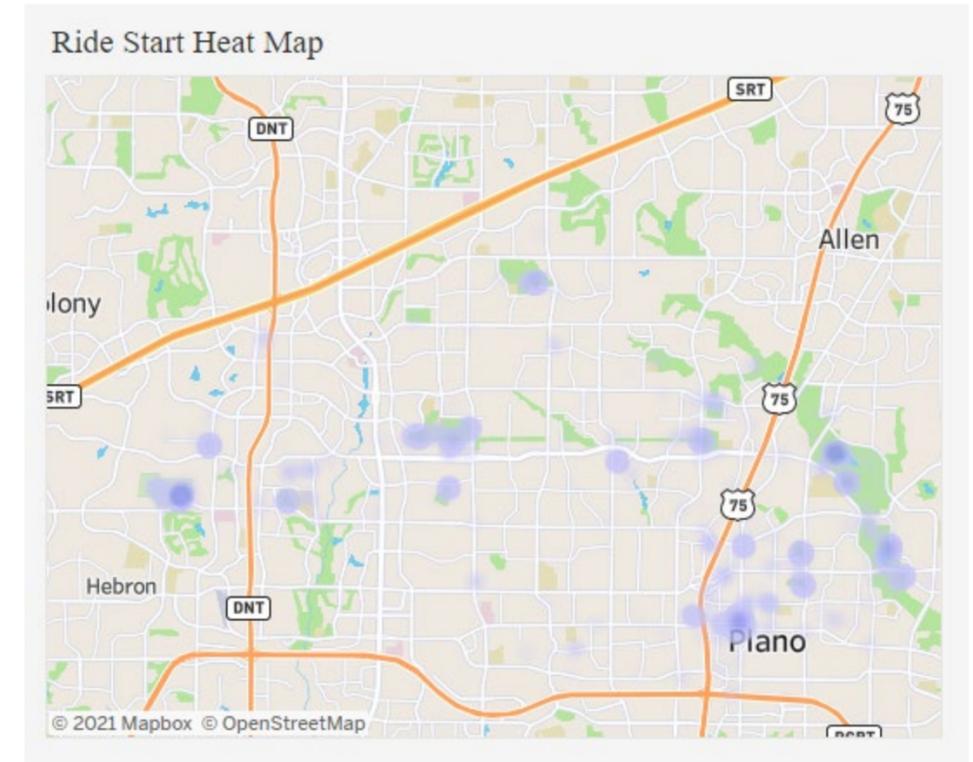


Overall Progress

- No Crashes Reported
- Complaints <15

Ridership

- Operation Started on June 9, 2021
 - Total Rides 6,889
 - Unique Rides 2,666
 - Total Miles Traveled 14,662
 - Total Time Spent 2400-2500 hours



How to File a Complaint

- City of Plano
 - Call
 - Email (nfatima@plano.gov)
 - Website by **FIX IT PLANO** to report any issues
- Contact Bird
 - Call 1-866-205-2442
 - Mobile App/Bird Website
 - Email (hello@bird.co)



Contact Us

If you have any questions or need more information on the Bike and Scooter Share Program, please contact:

- Neelam Fatima

nfatima@plano.gov

972-941-7264

- Drew Brawner

dbrawner@plano.gov

972-941-7151





City of Dallas

**Dallas Sidewalk
Master Plan**
Bicycle & Pedestrian Advisory
Committee
August 18, 2021

Efrain Trejo, Manager
Department of Public Works
City of Dallas

Background/History



- In June 2021, the Department of Public Works completed the City's first Sidewalk Master Plan:
 - A data driven system was utilized to identify the most impactful projects
 - Provide guidance for decision makers on budgeting for both new construction and sidewalk repairs





Purpose

- The City of Dallas identified the need to developed a sidewalk master plan to promote accessibility for pedestrians and improve safety for all City residents
- Review existing sidewalk data, planning efforts, and policies to determine objectives and goals
- Establish a prioritization methodology citywide to determine priority areas



Operational Concerns



- The six driving principles that represent this plan are below:
 - Safety
 - Environmental Sustainability
 - Equity
 - Economic Vitality
 - Housing
 - Innovation



Operational Concerns



- A system of prioritization was used to ensure the areas with the highest needs are being addressed first:
 - Activity Areas
 - Pedestrian Safety
 - Requests
 - Street Classification
 - Equity Index
 - Places of Public Accommodation



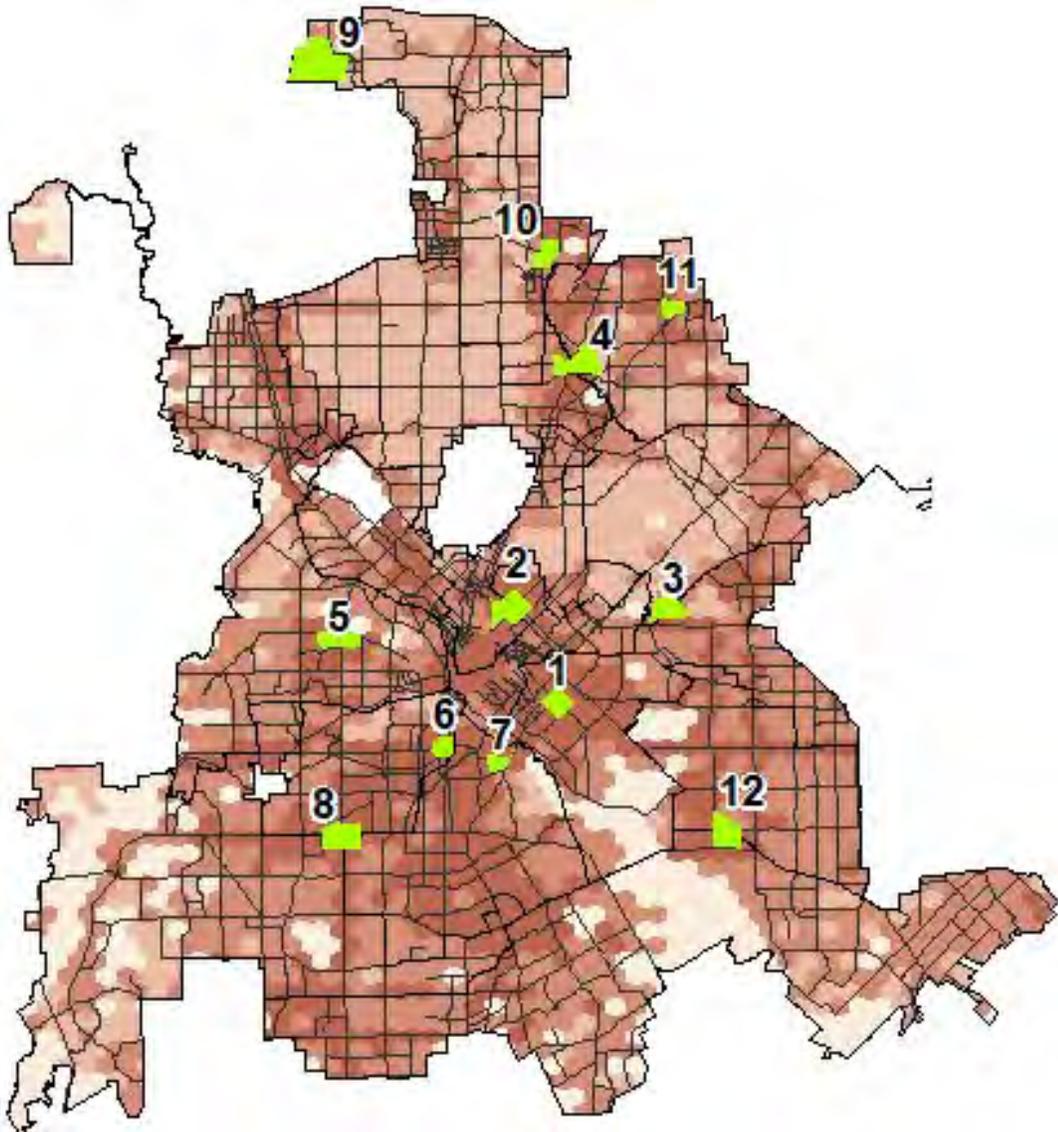
Proposed Action



- As part of the Sidewalk Master Plan, 12 Focus Areas were developed through a data-driven prioritization process, community feedback, logical boundaries created by natural and manmade barriers, and sensitivity to the neighborhood fabric.
- Projects identified in the 12 Focus Areas are estimated at a cost of \$30M



Proposed Action – 12 Focus Areas



Area #	Council District(s)	Description
1	7	MLK JR
2	2, 14	Renaissance Oaks & Haskell
3	7, 9	Tenison Park East
4	10, 13	Fair Oaks
5	6	Hampton Crossing
6	1	Southern Gateway
7	4	Cedar Creek
8	1, 3, 4	Hampton & Illinois
9	12	Carrollton Gateway
10	11	Coit/365
11	10	Woodbridge
12	5, 8	Elam Creek

Recommendation



- The recommendations for the new Sidewalk Master Plan are based on the guidance provided by:
 - U.S Department of Justice ADA Regulations
 - City's ADA Self Evaluation and Transition Plan
 - City's Strategic Mobility Plan and Forward Dallas Comprehensive Plan
 - City's Policies and Regulations



Next Steps & Project Timeline



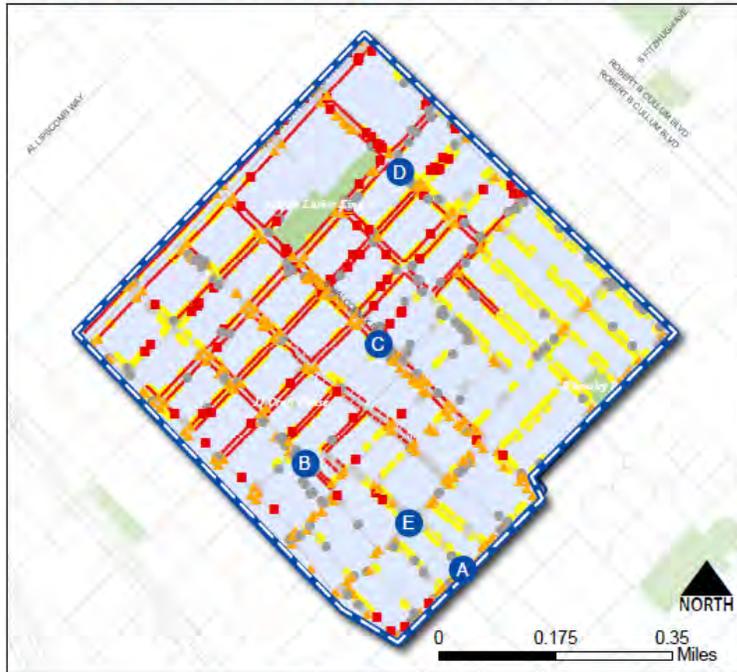
- In the next 2-3 years, Public Works will work to complete the priority sidewalk projects identified in Sidewalk Master Plan's 12 Focus Areas.



Next Steps & Project Timeline



Focus Area 1: Martin Luther King, Jr (Council District 7)



- ▲ Ramp Issue (293)
- Spot Damage (94)
- Other Issue (191)
- Sidewalk Damage
- Other Sidewalk Issue
- High Priority Sidewalk - Existing
- High Priority Sidewalk - Missing
- Council District Boundaries

Total Estimated Priority Cost: \$ 3,039,416.00

Top Priority Projects

Street Name	From	To	Priority Score	Est. Cost
A. Romine	Latimer St	Myrtle St	42	\$130,182.50
B. Atlanta	Pennsylvania Ave	Burger Ave	51	\$100,965.00
C. Malcolm X	MLK Jr Blvd	Romine Ave	55	\$288,635.00
D. Meyers	MLK Jr Blvd	Lenway St	52	\$119,140.00
E. Metropolitan	Eason St	Malcolm X Blvd	48	\$88,125.00

Focus Area 2: Renaissance Oaks & Haskell (Council Districts 2 & 14)



- ▲ Ramp Issue (254)
- Spot Damage (183)
- Other Issue (127)
- Sidewalk Damage
- Other Sidewalk Issue
- High Priority Sidewalk - Existing
- High Priority Sidewalk - Missing
- Council District Boundaries

Total Estimated Priority Cost: \$ 2,758,845.50

Top Priority Projects

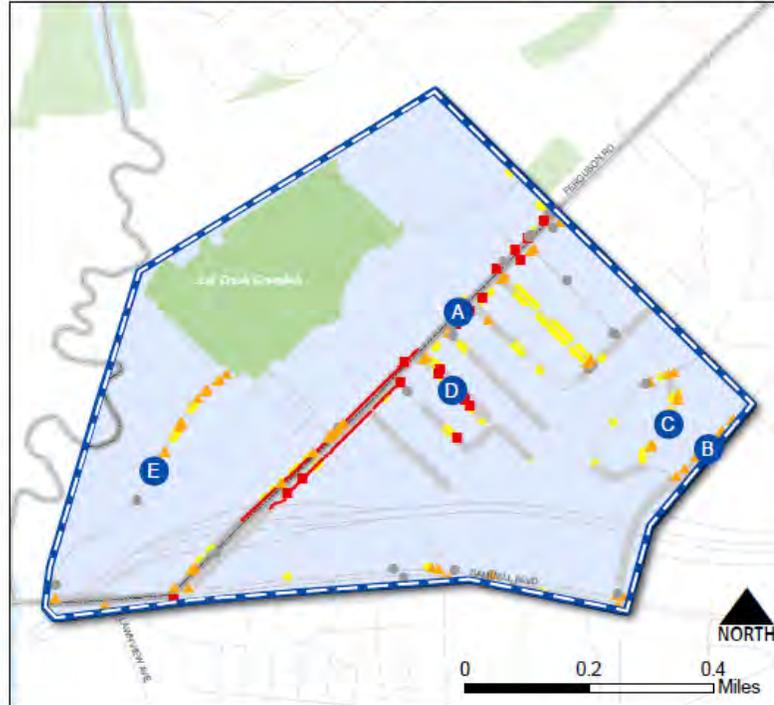
Street Name	From	To	Priority Score	Est. Cost
A. Apple	San Jacinto St	Bryan St	48	\$112,873.50
B. Lafayette	Haskell Ave	N Peak St	46	\$19,307.50
C. Haskell	Lemmon Ave	Live Oak St	58	\$202,152.50
D. Hall	Lafayette Pl	Ross Ave	47	\$113,807.50
E. Peak	Munger Ave	Live Oak St	59	\$210,605.00



Next Steps & Project Timeline



Focus Area 3: Tenison Park East (Council Districts 7 & 9)



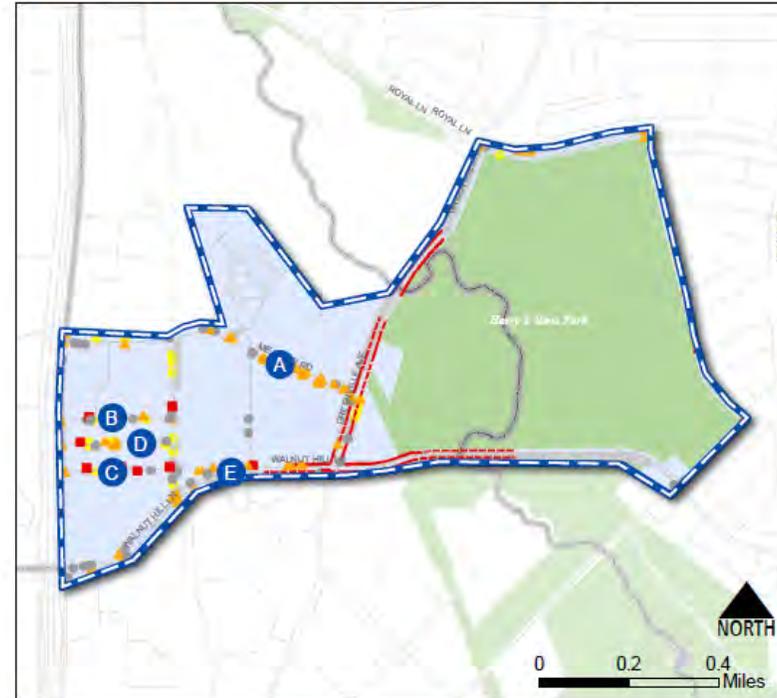
- ▲ Ramp Issue (70)
- Spot Damage (21)
- Other Issue (28)
- Sidewalk Damage
- Other Sidewalk Issue
- High Priority Sidewalk - Existing
- High Priority Sidewalk - Missing
- Council District Boundaries

Total Estimated Priority Cost: \$ 1,411,866.00

Top Priority Projects

Street Name	From	To	Priority Score	Est. Cost
A. Ferguson	Cambridge Sq Dr	Highland Rd	50	\$98,332.50
B. Hunnicut	Claremont Dr	Highland Rd	33	\$113,382.50
C. Milestone	Claremont Dr N	Claremont Dr S	37	\$34,872.50
D. Laughlin	Ferguson Rd	Avenue Q	36	\$120,020.00
E. Valleyglen	Samuell Blvd	End	39	\$48,886.00

Focus Area 4: Fair Oaks (Council Districts 10 & 13)



- Sidewalk Damage (26)
- Other Sidewalk Issue (45)
- ▲ Ramp Issue (78)
- Spot Damage (11)
- Other Issue (45)
- High Priority Sidewalk - Existing
- High Priority Sidewalk - Missing
- Council District Boundaries

Total Estimated Priority Cost: \$ 1,434,255.00

Top Priority Projects

Street Name	From	To	Priority Score	Est. Cost
A. Meadow	Manderville Ln	Greenville Ave	38	\$112,732.50
B. Blair	N Central Expwy NBFR	Manderville Ln	31	\$29,587.50
C. Glen Lakes	N Central Expwy NBFR	Manderville Ln	31	\$7,550.00
D. La Sierra	N Central Expwy NBFR	Manderville Ln	35	\$60,842.50
E. Walnut Hill	N Central Expwy NBFR	Greenville Ave	46	\$141,845.00



Next Steps & Project Timeline



Focus Area 5: Hampton Crossing (Council District 6)



▲ Ramp Issue (73)
■ Spot Damage (22)
● Other Issue (137)
 Sidewalk Damage
 Other Sidewalk Issue
 High Priority Sidewalk - Existing
 High Priority Sidewalk - Missing
 Council District Boundaries

Total Estimated Priority Cost: \$ 1,542,711.50

Top Priority Projects				
Street Name	From	To	Priority Score	Est. Cost
A. Vilbig	Angelina Dr	Bickers St	38	\$133,097.50
B. Angelina	Puget St	Vilbig Rd	34	\$48,255.00
C. Poinciana/Tan Grove	Elmgrove Ln	End	39	\$42,837.50
D. Calypso	N Hampton Rd	Harston St	35	\$132,531.00
E. Bickers	Greenleaf St	Vilbig Rd	47	\$144,967.50

Focus Area 6: Southern Gateway (Council District 1)



▲ Ramp Issue (94)
■ Spot Damage (0)
● Other Issue (55)
 Sidewalk Damage
 Other Sidewalk Issue
 High Priority Sidewalk - Existing
 High Priority Sidewalk - Missing
 Council District Boundaries

Total Estimated Priority Cost: \$ 1,829,852.50

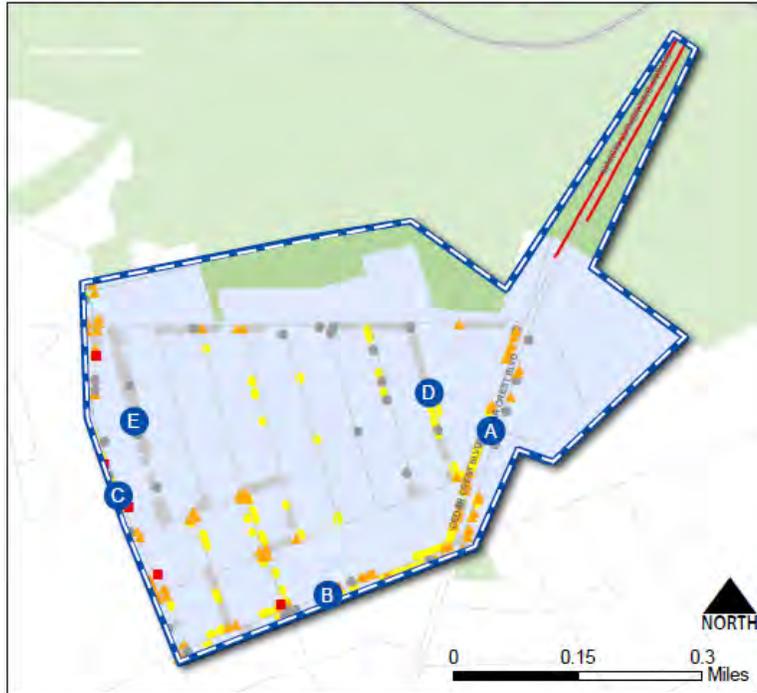
Top Priority Projects				
Street Name	From	To	Priority Score	Est. Cost
A. Jefferson (North)	E 6th St	E 7th St	51	\$39,985.00
B. E 8Th	N Denver St	S RL Thornton SBFR	67	\$262,495.00
C. Jefferson (South)	S Denver St	S Lancaster Ave	62	\$50,800.00
D. E 8Th	N Maralis Ave	E Jefferson Blvd	44	\$136,522.50
E. Ewing Ave	E 6th St	E 9th St	50	\$107,367.50



Next Steps & Project Timeline



Focus Area 7: Cedar Creek (Council District 4)

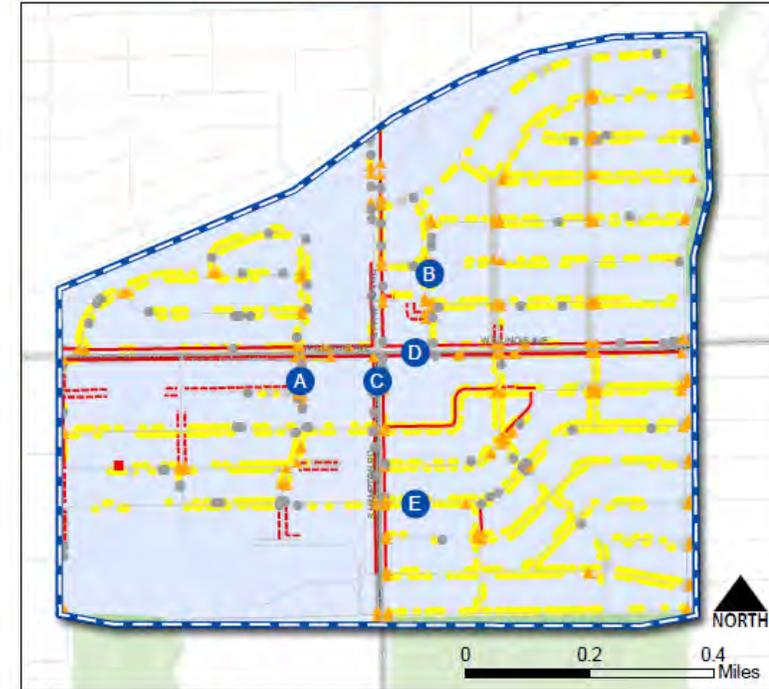


▲ Ramp Issue (93)
■ Spot Damage (5)
● Other Issue (38)
 Sidewalk Damage
 Other Sidewalk Issue
 High Priority Sidewalk - Existing
 High Priority Sidewalk - Missing
 Council District Boundaries

Total Estimated Priority Cost: \$ 1,254,203.50

Top Priority Projects				
Street Name	From	To	Priority Score	Est. Cost
A. Cedar Crest	E 11th St	Morrell Ave	47	\$152,062.50
B. Morrell	Bonnie View Rd	Cedar Crest Blvd	40	\$139,307.50
C. Bonnie View	E 11th St	Morrell Ave	42	\$113,360.00
D. Avenue L	E 11st St	Childs St	39	\$88,292.50
E. Avenue E	E 11th St	Sanderson Ave	41	\$180,847.50

Focus Area 8: Hampton & Illinois (Council Districts 1, 3, & 4)



▲ Ramp Issue (187)
■ Spot Damage (1)
● Other Issue (102)
 Sidewalk Damage
 Other Sidewalk Issue
 High Priority Sidewalk - Existing
 High Priority Sidewalk - Missing
 Council District Boundaries

Total Estimated Priority Cost: \$ 4,614,235.00

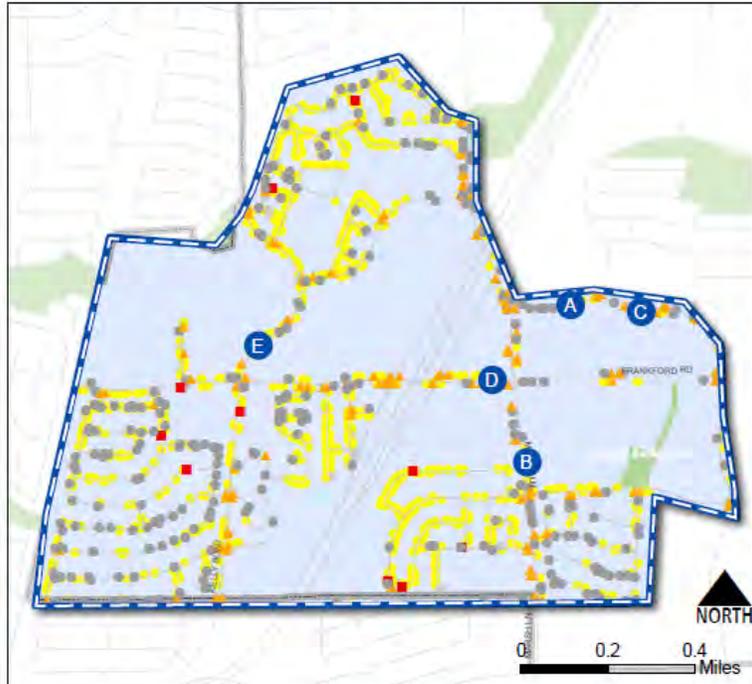
Top Priority Projects				
Street Name	From	To	Priority Score	Est. Cost
A. Franklin	Wilbur St	Glenfield Ave	58	\$156,847.50
B. Hollywood	Elmwood Blvd	W Illinois Ave	49	\$87,387.50
C. Hampton	Hampton DART Station	Perryton Dr	58	\$213,347.50
D. Illinois	S Franklin St	Rugged Dr W	57	\$184,422.50
E. Glenfield	Chalmers St	S Waverly Dr	48	\$242,092.50



Next Steps & Project Timeline



Focus Area 9: Denton County Gateway (Council District 12)



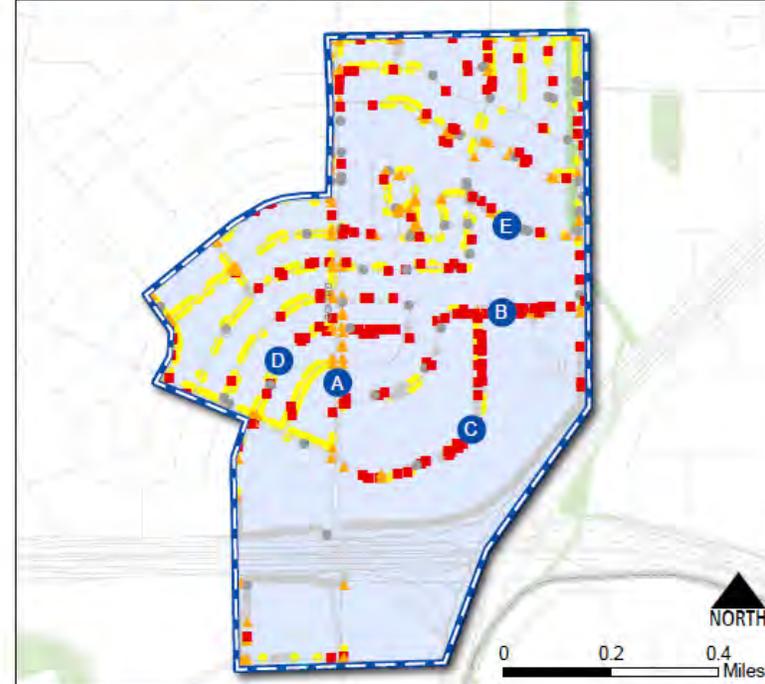
- ▲ Ramp Issue (147)
- Spot Damage (10)
- Other Issue (289)
- Sidewalk Damage
- Other Sidewalk Issue
- High Priority Sidewalk - Existing
- High Priority Sidewalk - Missing
- Council District Boundaries

Total Estimated Priority Cost: \$2,981,382.50

Top Priority Projects

Street Name	From	To	Priority Score	Est. Cost
A. Timberglen	Marsh Ln	Vail St	29	\$10,502.50
B. Marsh	Gainesborough Dr	Old Mill Rd	35	\$203,975.00
C. Vail	Timberglen Rd	Briargrove Ln	28	\$162,867.50
D. Frankford	Appleridge Dr	Vail St	37	\$306,675.00
E. Kelly	Michaelangelo Dr	Old Mill Rd	39	\$160,147.50

Focus Area 10: Coit & 635 (Council District 11)



- ▲ Ramp Issue (151)
- Spot Damage (182)
- Other Issue (68)
- Sidewalk Damage
- Other Sidewalk Issue
- High Priority Sidewalk - Existing
- High Priority Sidewalk - Missing
- Council District Boundaries

Total Estimated Priority Cost: \$2,602,162.50

Top Priority Projects

Street Name	From	To	Priority Score	Est. Cost
A. Coit	Greenhollow Ln	Alpha Rd	45	\$277,342.50
B. Kit	Coit Rd	Maham Rd	40	\$88,135.00
C. Emily	Kit Ln	Coit Rd	45	\$77,222.50
D. Blossomheath	Thistle Ln	Kit Ln	33	\$94,532.50
E. Brookgreen	Coit Rd	Maham Rd	38	\$103,012.50



Next Steps & Project Timeline



Focus Area 11: Woodridge (Council District 10)



- ▲ Ramp Issue (57)
- Spot Damage (19)
- Other Issue (30)
- Sidewalk Damage
- Other Sidewalk Issue
- High Priority Sidewalk - Existing
- High Priority Sidewalk - Missing
- Council District Boundaries

Total Estimated Priority Cost: \$1,220,502.50

Top Priority Projects

Street Name	From	To	Priority Score	Est. Cost
A. Leisure	Forest Ln	Skillman St	43	\$49,717.50
B. Adelta	Skillman St	End	39	\$143,570.00
C. Forest	Audelia Rd	Skillman St	53	\$86,372.50
D. Forest View	Forest Ln	Skillman St	44	\$16,117.50
E. Skillman	Adleta Blvd	Forestgate Dr	52	\$888,155.00

Focus Area 12: Elam Creek (Council Districts 5 & 8)



- ▲ Ramp Issue (96)
- Spot Damage (1)
- Other Issue (51)
- Sidewalk Damage
- Other Sidewalk Issue
- High Priority Sidewalk - Existing
- High Priority Sidewalk - Missing
- Council District Boundaries

Total Estimated Priority Cost: \$3,717,000.00

Top Priority Projects

Street Name	From	To	Priority Score	Est. Cost
A. Buckner	Rosemont Rd	Elam Rd	55	\$122,872.50
B. Jim Miller	CF Hawn Freeway EBFR	Great Trinity Forest Way	55	\$196,387.50
C. Elam	N Jim Miller Rd	S Buckner Blvd	48	\$400,725.00
D. Antoinette	N Murdeaux Ln	Hillburn Dr	49	\$129,940.00
E. Rayville	Jacobie Blvd	S Buckner Blvd	38	\$380,567.50





Dallas Sidewalk Master Plan

Bicycle & Pedestrian Advisory Committee

August 18, 2021

Efrain Trejo, Manager
Department of Public Works
City of Dallas





BikeTexas

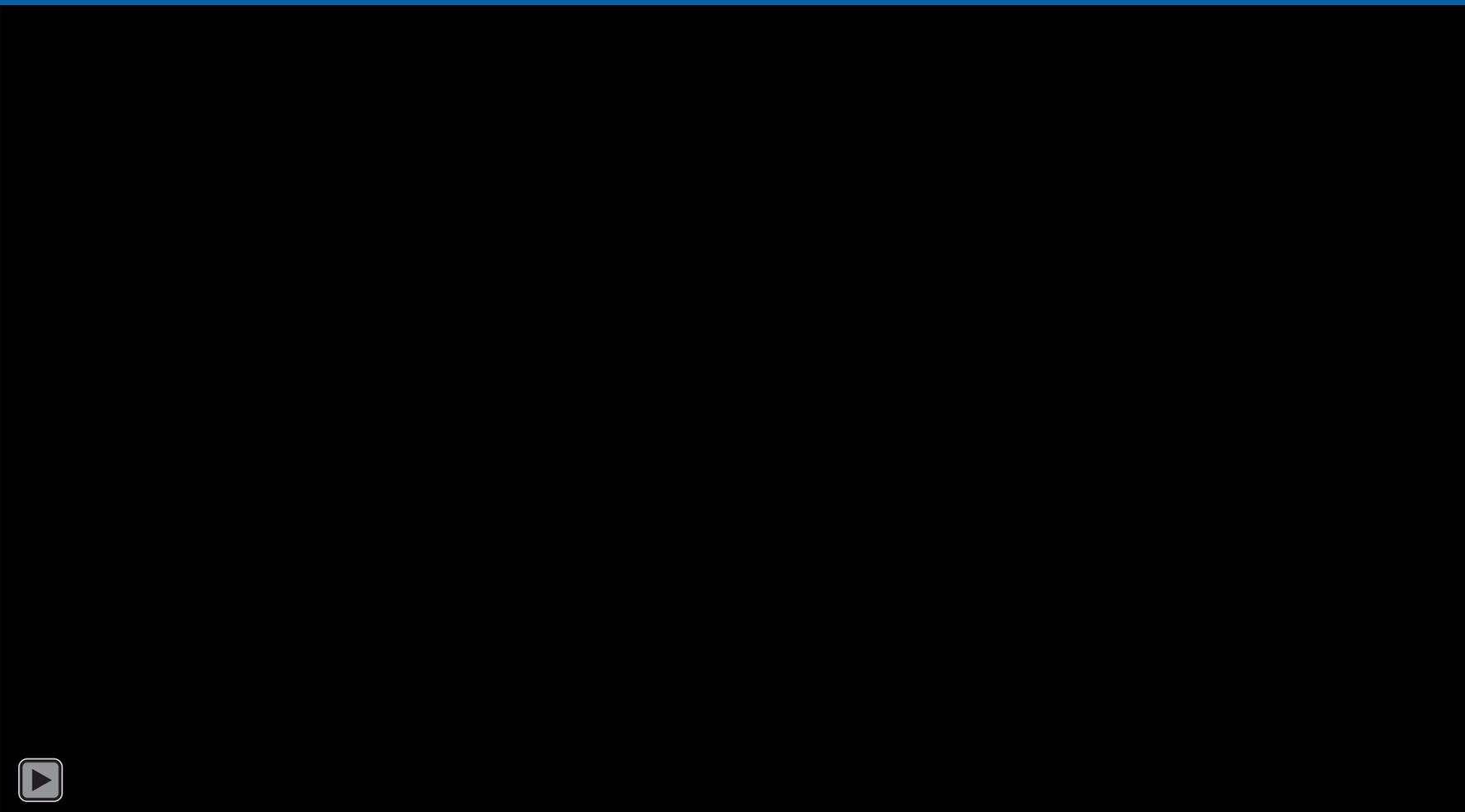
Advancing Bicycle Access, Safety, and Education since 1991

NCTCOG BPAC Meeting

May 23, 2020

Robin Stallings
Executive Director
robin@biketexas.org

Stop as Yield Law for 2023



Stop as Yield Law for 2023?

Promotes safe and efficient bicycle transportation

Decriminalizes good behavior

Increases penalties for reckless behavior

Keeps right of way, the way as it is

Encourages bike riders to use quiet side streets

Proven safe in Idaho since 1982

**Would you support
Stop as Yield?**



2021 TX Crosswalk Law

Lisa Torry Smith Act

SB 1055

by Senator Joan Huffman
& Representative Ron Reynolds
goes into effect September 1, 2021



1. If a motorist injures a pedestrian or bicycle rider in a crosswalk it is a Class A misdemeanor.
2. It is a state jail felony if there is a serious injury.
3. Requires a motorist to stop and yield, to a person in a crosswalk.

2019 Texas eBike Law

A local authority may not prohibit the use of electric bicycles on improved multi-use paths.



Local authorities may set speed limits on multi-use paths.

E-bikes may be prohibited from using single track.



BikeTexas

Advancing Bicycle Access, Safety, and Education since 1991

Q & A

Robin Stallings
Executive Director
robin@biketexas.org

Trinity Trails

Motor Excluder

WHY?



Priority:
Maintain
integrity of dam



Goal:
Keep trail users
safe

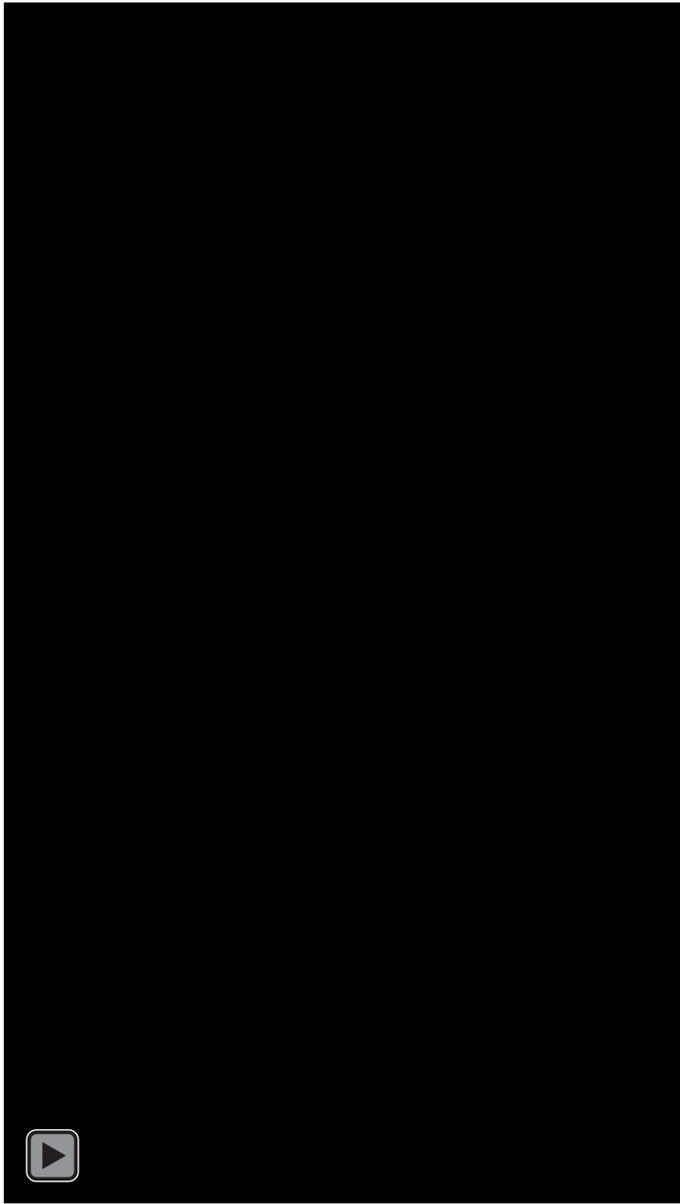


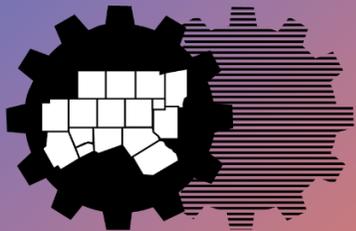
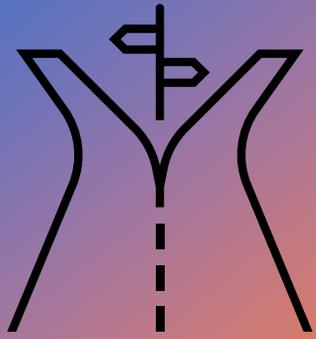
Examples: UK & New Zealand



A-Frame Barriers







**North Central Texas
Council of Governments**

UPCOMING EVENTS AND TRAINING

Bicycle and Pedestrian Advisory Committee
August 18, 2021

Robert Caskey, BPAC Vice-Chair
Senior Traffic Engineer, City of Frisco, TX



Next Stop: The New Normal

2021 VIRTUAL CONFERENCE DATES:

September 15, 16, 22, & 23

REGISTER AT: **100years.enotrans.org/institute/**



Bicycle Safety at the Intersection Workshop

November 16th (full day)

November 18th (full day)

- Overall Intersection
- Protected Intersections
- Dedicated Intersections
- Minor Street Crossings
- Signal Timing & Methods
- + More!



**Federal Highway
Administration**

SEATING IS LIMITED!

nctcog.org/IntersectionSafety

For more info: contact Barb Walsh at bwalsh@nctcog.org



Rails-with-Trails: Best Practices and Lessons Learned

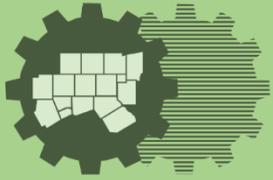
Aug 19, 2021



This session will be held from
1:00 to 2:30 PM Eastern Time. Register at:

[PEDBIKEINFO.ORG/WEBINARS](https://pedbikeinfo.org/webinars)





North Central Texas
Council of Governments

Green Transportation Infrastructure Workshop

When: August 24th, 2021 | 9:30 AM – 2:30 PM

Where: Zoom Meeting

Contact: ssteelman@nctcog.org

AICP CM credits will be offered!!

For more information and updates, visit
nctcog.org/greeninfrastructure



Master Plans Underway or Anticipated in 2021/2022

- McKinney Parks and Trails Master Plan (expected September 2021)
- Carrollton Trails Master Plan (expected fall 2021)
- City of Denton Trails Master Plan (late 2021)
- Flower Mound Parks and Trails Master Plan (expected Jan 2022)
- City of Denton Mobility Plan (expected spring 2022)
- Highland Village Trails Master Plan (expected fall 2022)
- City of Ennis Parks Master Plan (expected June 2022)

Recently completed

- Town of Addison Trails Master Plan (May 2021 adoption)

Plans and Projects Underway cont....

Regional Projects

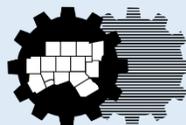
- Southern Dallas County Trail Alignment Study
- Cotton Belt Regional Trail Corridor (DFW Airport to Plano)

Other Events or Training?

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

Matt Fall
mfall@nctcog.org

Bobby Kozub
rkozub@nctcog.org



North Central Texas
Council of Governments



NORTHAVEN TRAIL BRIDGE OVER US 75

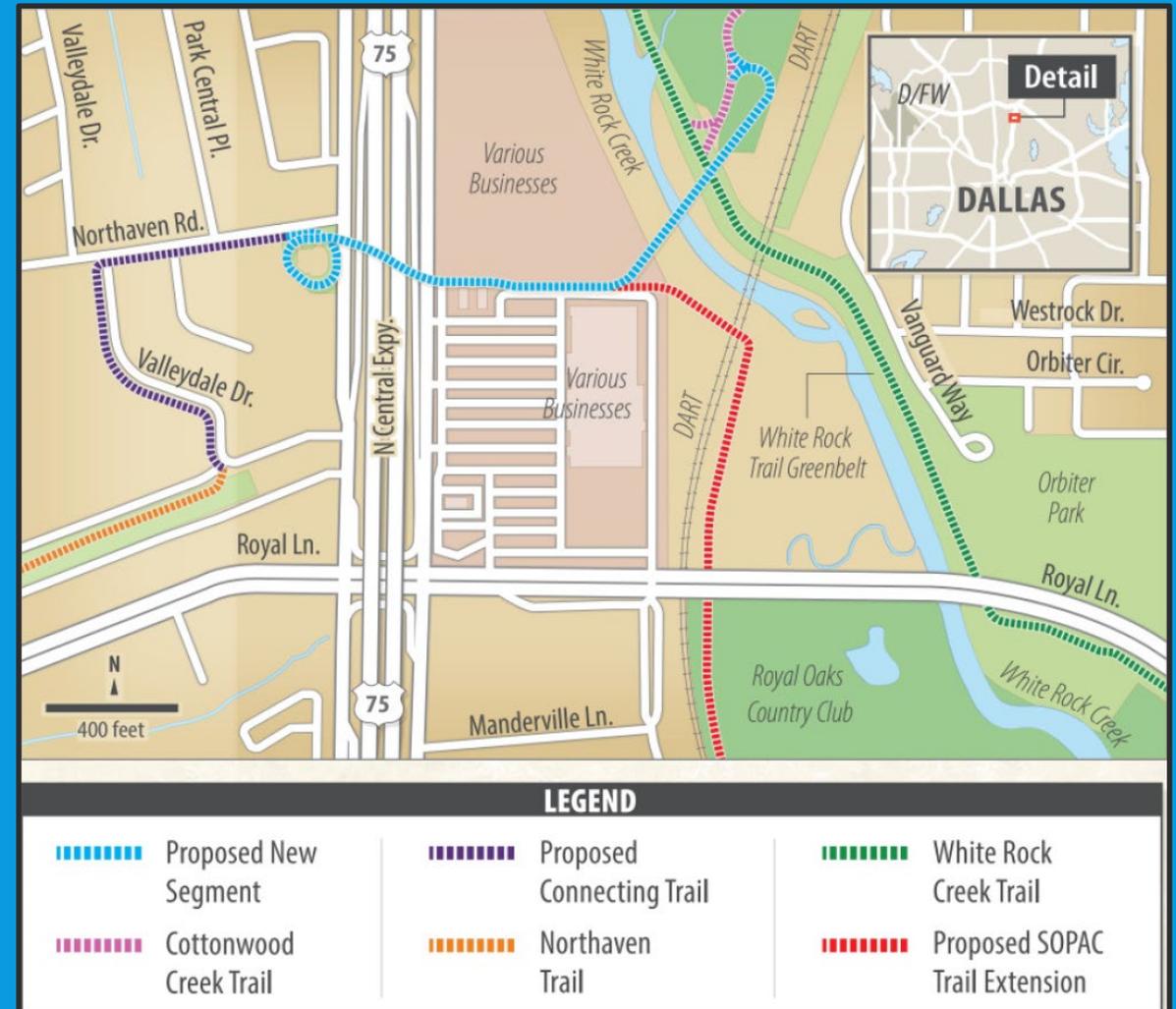
Bicycle and Pedestrian Advisory Committee (BPAC)
August 18, 2021

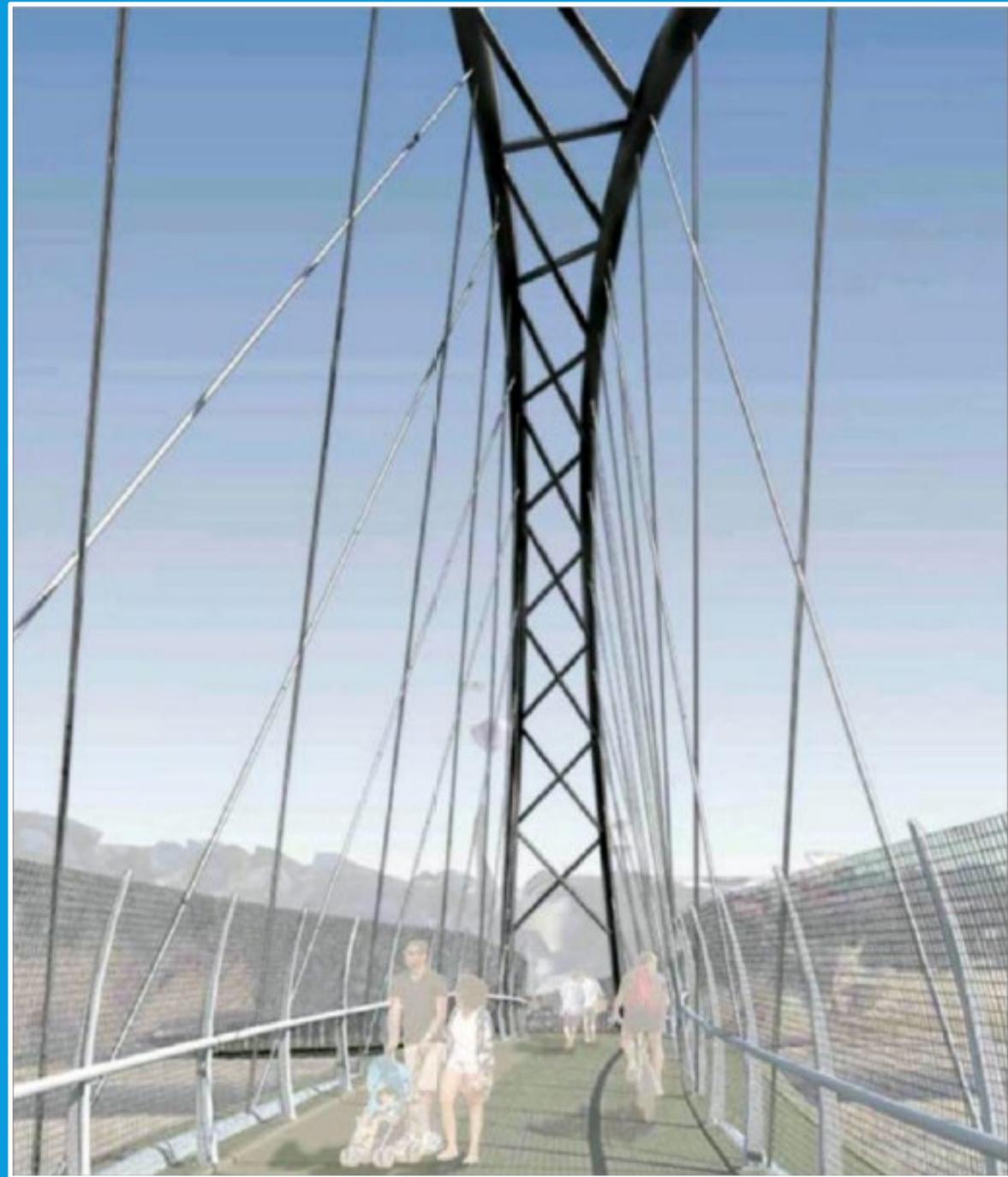
Maher Ghanayem - TxDOT
Micah Baker - Dallas County



BRIDGING THE DIVIDE BETWEEN NORTH TEXAS TRAILS

- Northaven Trail Bridge over US 75 to begin construction in Spring 2021
- Bridge will connect the Northaven Trail that runs from Denton Drive to US 75 to the White Rock Creek and Cottonwood Creek Trails east of US 75
- Estimated cost of \$9.3 million
- Approximately 0.48 miles in length
- Proposed trail connections on E/W side of bridge
- Estimated completion in Spring 2023







[←](#) **Tweet**

[↻](#) NCTCOGTransportation Retweeted

 **Northaven Trail** @NorthavenTrail · 2d ...

More bridge construction photos from the west and east side. Looking great! – at Northaven Trail

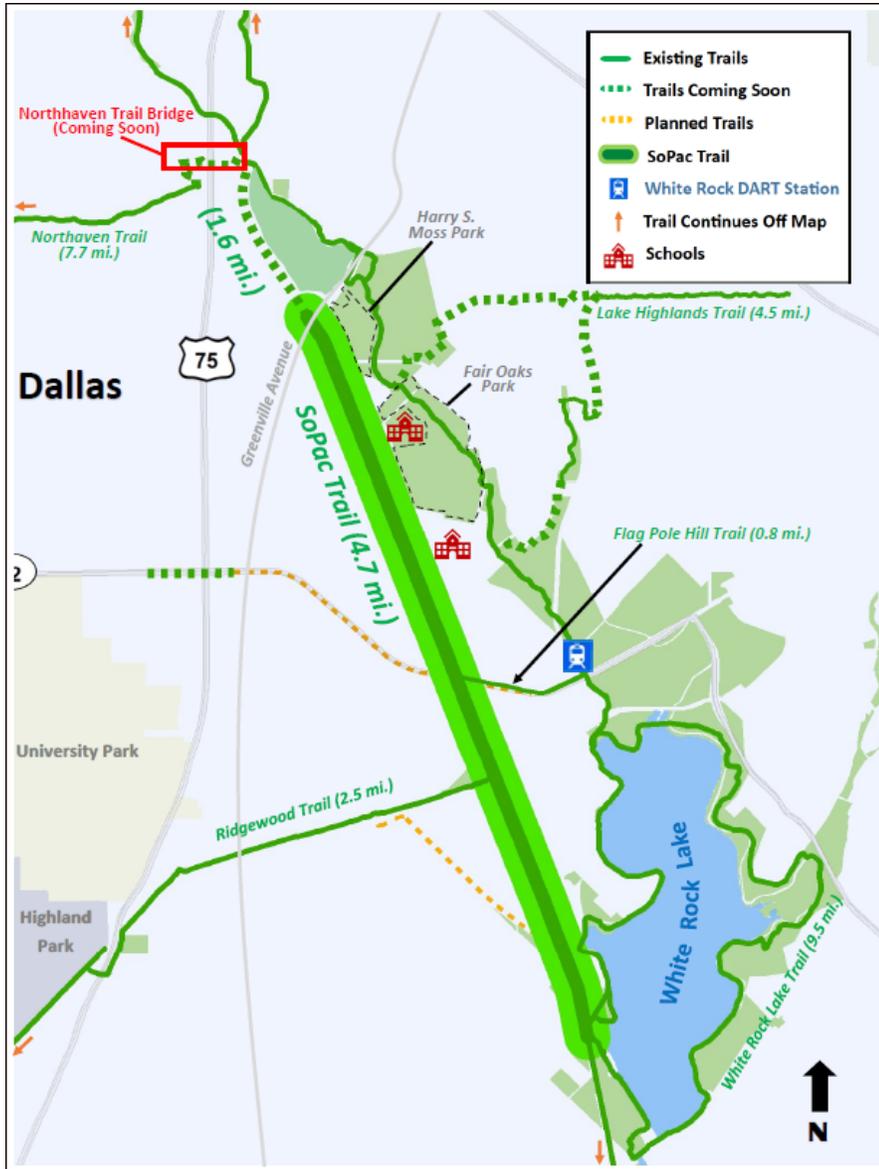


TxDOT and 4 others

[🗨️](#) [↻ 3](#) [❤️ 7](#) [📤](#)

			Minimum # of Days	Maximum # of Days					
	US 75 - Northaven		338	457					
	Engineer's Estimate	Bidder 1	Bidder 2	Bidder 3	Bidder 4	Bidder 5	Bidder 6	Bidder 7	Bidder 8
Total	\$ 11,604,166.85	\$ 10,270,242.38	\$ 11,305,469.99	\$ 11,408,656.15	\$ 11,655,221.48	\$ 11,840,500.00	\$ 12,612,916.55	\$ 13,564,103.16	\$ 13,992,414.21
Number of Days	457	390	338	365	450	338	457	395	457
Road User Cost	\$ 2,500.00	\$ 2,500.00	\$ 2,500.00	\$ 2,500.00	\$ 2,500.00	\$ 2,500.00	\$ 2,500.00	\$ 2,500.00	\$ 2,500.00
B	\$ 1,142,500.00	\$ 975,000.00	\$ 845,000.00	\$ 912,500.00	\$ 1,125,000.00	\$ 845,000.00	\$ 1,142,500.00	\$ 987,500.00	\$ 1,142,500.00
A	\$ 10,461,666.85	\$ 9,295,242.38	\$ 10,460,469.99	\$ 10,496,156.15	\$ 10,530,221.48	\$ 10,995,500.00	\$ 11,470,416.55	\$ 12,576,603.16	\$ 12,849,914.21
		11.15%	0.01%	-0.33%	-0.66%	-5.10%	-9.64%	-20.22%	-22.83%

- Table above shows the data for the 8 bids we received for Northaven
- The low bidder hit close to the middle of our range of days allowed at 390
- Overall, there's a 67-day reduction.



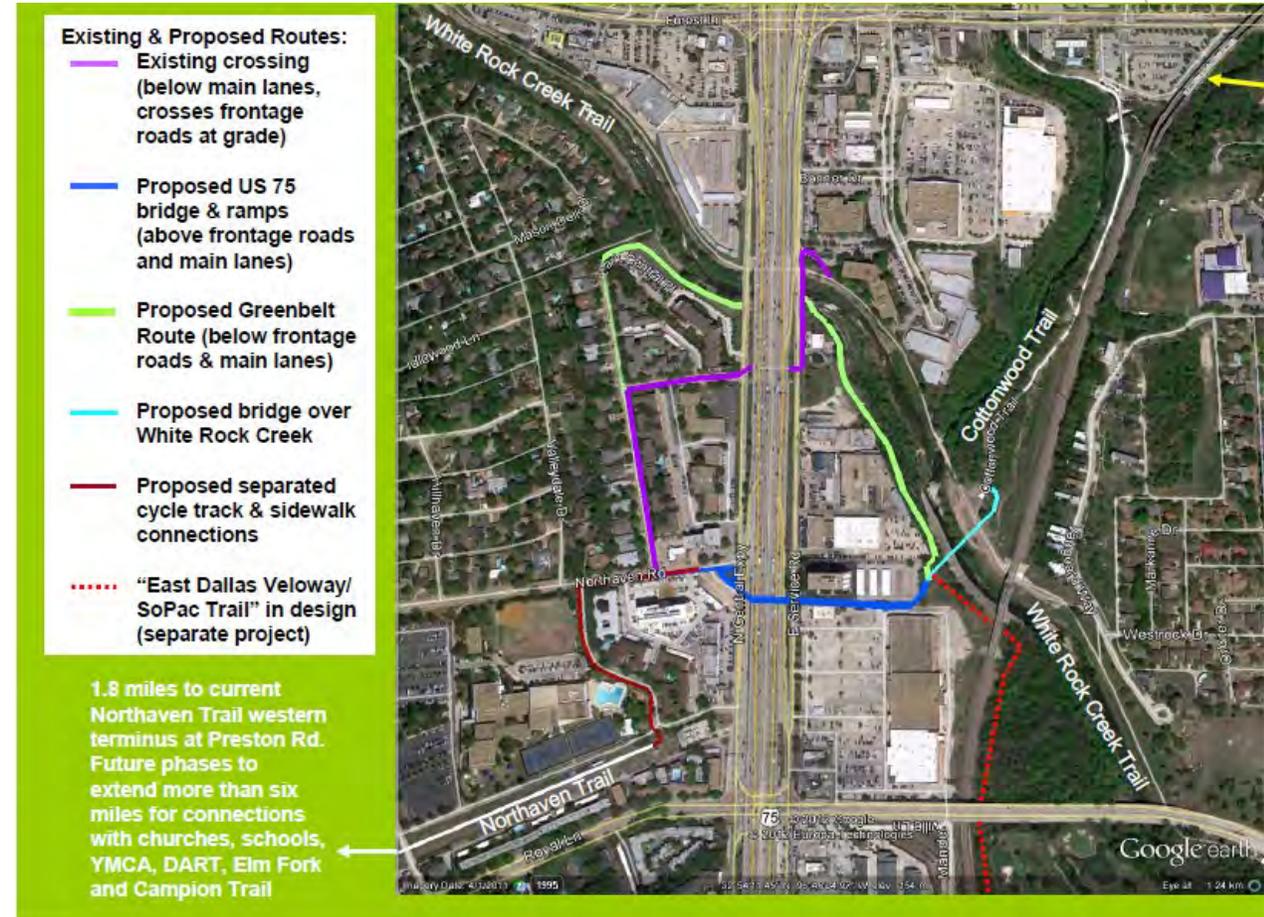
CONNECTIONS TO NEARBY FACILITIES

NORTHAVEN TRAIL
PHASE 1 B

LOCATED IN DALLAS COUNTY COMMISSIONER DISTRICT 1 AND DISTRICT 2

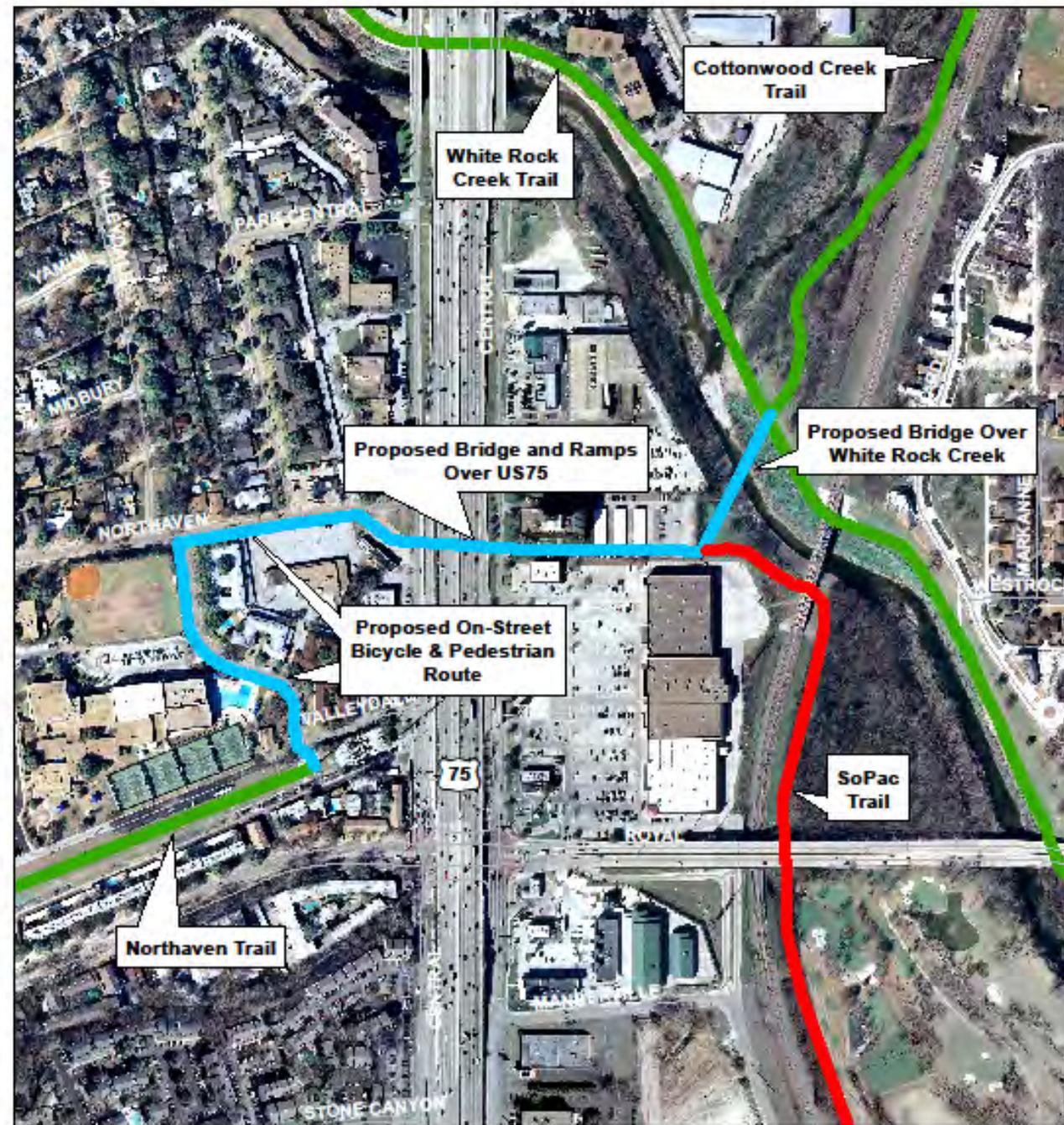
DALLAS COUNTY'S INVOLVEMENT ON THE NORTHAVEN TRAIL PH. 1B

- Project was originally selected in the 5th MCIP Call for Projects
- Dallas County led the initial planning and design efforts for Phase 1B
 - Schematics for 3 routes were developed
- A direct route bridging across US 75 was selected through stakeholder and public input
- City of Dallas entered an AFA with TxDOT to complete the design and construction of Phase 1B



Low 5 Trail Connections

- Northaven Trail
- White Rock Creek Trail
- Cottonwood Creek Trail
- SoPac Trail

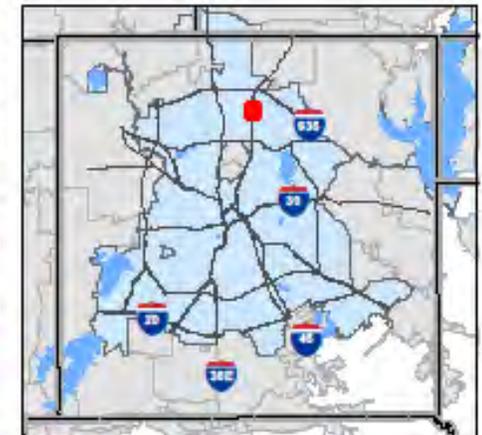


Bicycle Enhancements 2012 MCIP Call for Projects

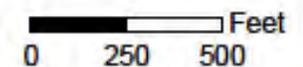
Northaven Trail

Legend

- City of Dallas
- Roads
- Northaven Trail Extension
- Existing Trails
- Planned Trails

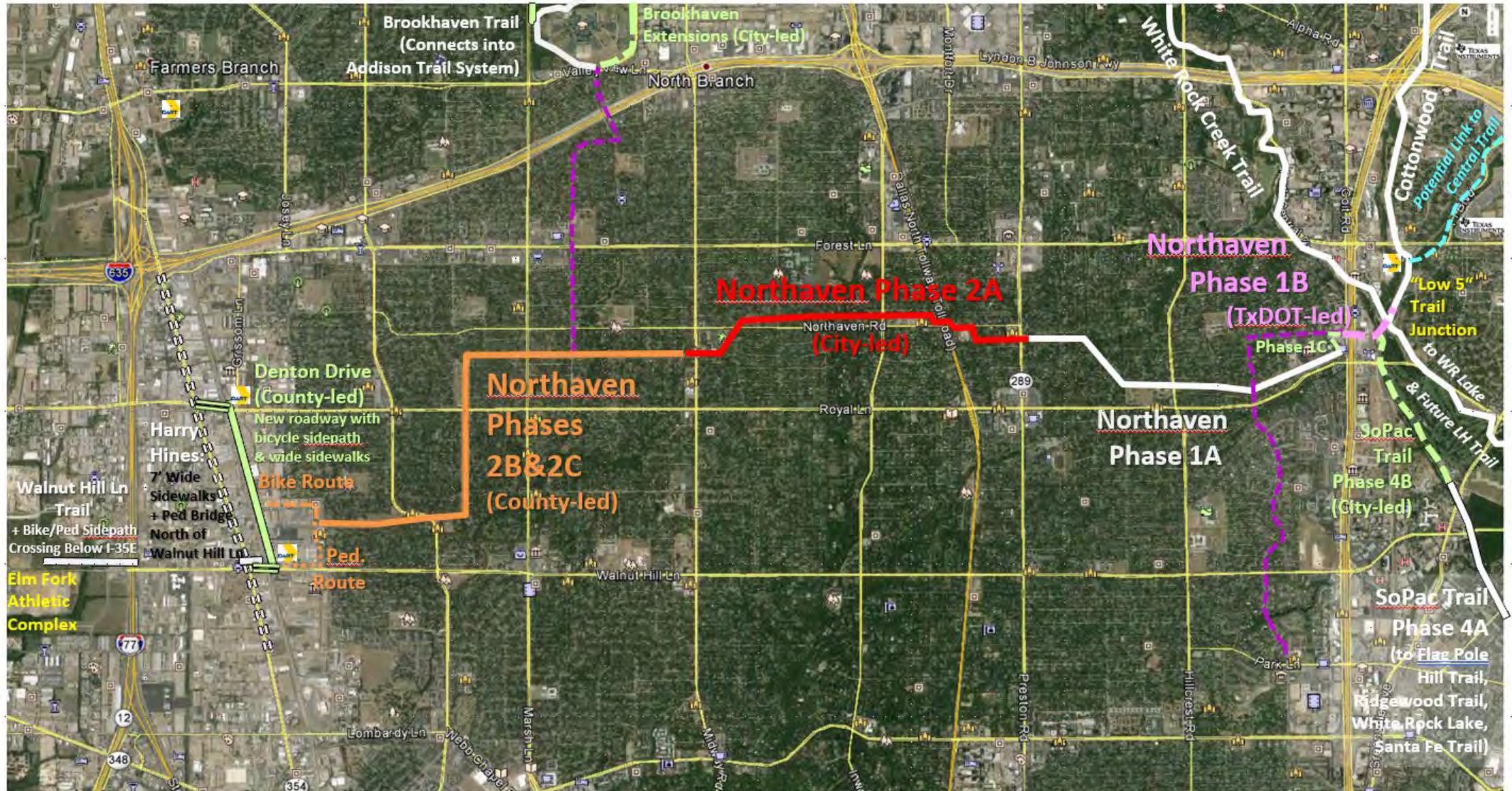


City of Dallas



ENTIRE NORTHAVEN TRAIL CORRIDOR

The Northaven Trail stretches for over 8 miles across North Dallas and has been built in multiple phases



THANK YOU!

MICAH BAKER

SR. TRANSPORTATION PLANNER

MICAH.BAKER@DALLASCOUNTY.ORG

214.653.7465





DFW Bicycle Public Hearing Overview

Melissa Meyer

TxDOT Dallas District



August 18, 2021



TxDOT held a virtual public hearing on district transportation projects, programs and policies affecting bicycle use on the state highway system

May 6 to May 21, 2021



Notice of Virtual Public Hearing—Dallas District

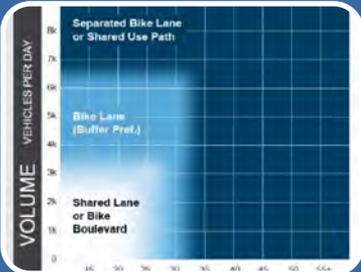
Department Policies Affecting Bicycle Use on the State Highway System

In accordance with Texas Administrative Code, Title 43, Part 1, Chapter 25, Subchapter D, Rule §25.55 (a) and (b), the Texas Department of Transportation (TxDOT) Dallas District is partnering with the North Central Texas Council of Governments (NCTCOG) to offer a virtual public hearing on district transportation projects, programs, and policies affecting bicycle use on the state highway system. The virtual public hearing will begin on **Thursday, May 6, 2021 at 4 p.m.** **This is not a live event and the materials and presentations can be viewed any time beginning Thursday, May 6 at 4 p.m. through Friday, May 21, 2021 at 11:59 p.m.** To log into the virtual public hearing, go to www.keepitmovingdallas.com/bicycle. Pre-recorded video presentations will include both audio and visual components. Additional materials, including written transcripts of the presentations, exhibits and supporting documents will also be available. **Please note that the materials will not be available until May 6, 2021.**

The purpose of the hearing is to provide information on transportation projects that might affect bicycle use, plans, policies, and programs for the TxDOT Dallas District and NCTCOG and to receive public comments.



Environmentally clear specific projects



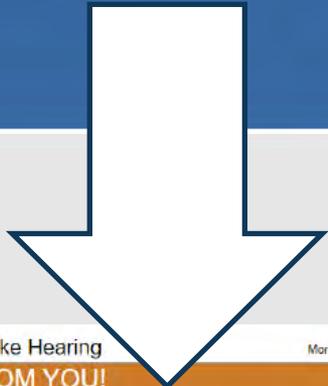
Present updated policy guidance on bicycle facility design



Get feedback on local problem areas



Get feedback on local problem areas



Dallas & Fort Worth District 2021 Bike Hearing More at: <http://www.kaeoimovindallas.com/bicycle>

WE WANT TO HEAR FROM YOU!

Learn a bit about this initiative before you begin.

We want your input on biking in DFW!
Bicycling is a rapidly growing mode of transportation. What can TxDOT and the North Central Texas Council of Governments (NCTCOG) do to improve bicycling as a transportation option in the Metroplex?

WE WANT TO HEAR FROM YOU! Next

The Texas Department of Transportation and the North Central Texas Council of Governments seek your input about bicycling in the region and what we can do to improve the bike transportation system across the Metroplex.

As a clean mode of travel that improves health, reduces stress and enhances economic development, bicycling plays a unique and important role in meeting Texas' local transportation challenges.

WELCOME **BARRIERS TO BIKING** **MARK IT ON THE MAP** **BIKE PRIORITIES** **THANK YOU**



Get feedback on local problem areas



Screenshot 3: Mark it on the Map





511 Markers
383 Comments

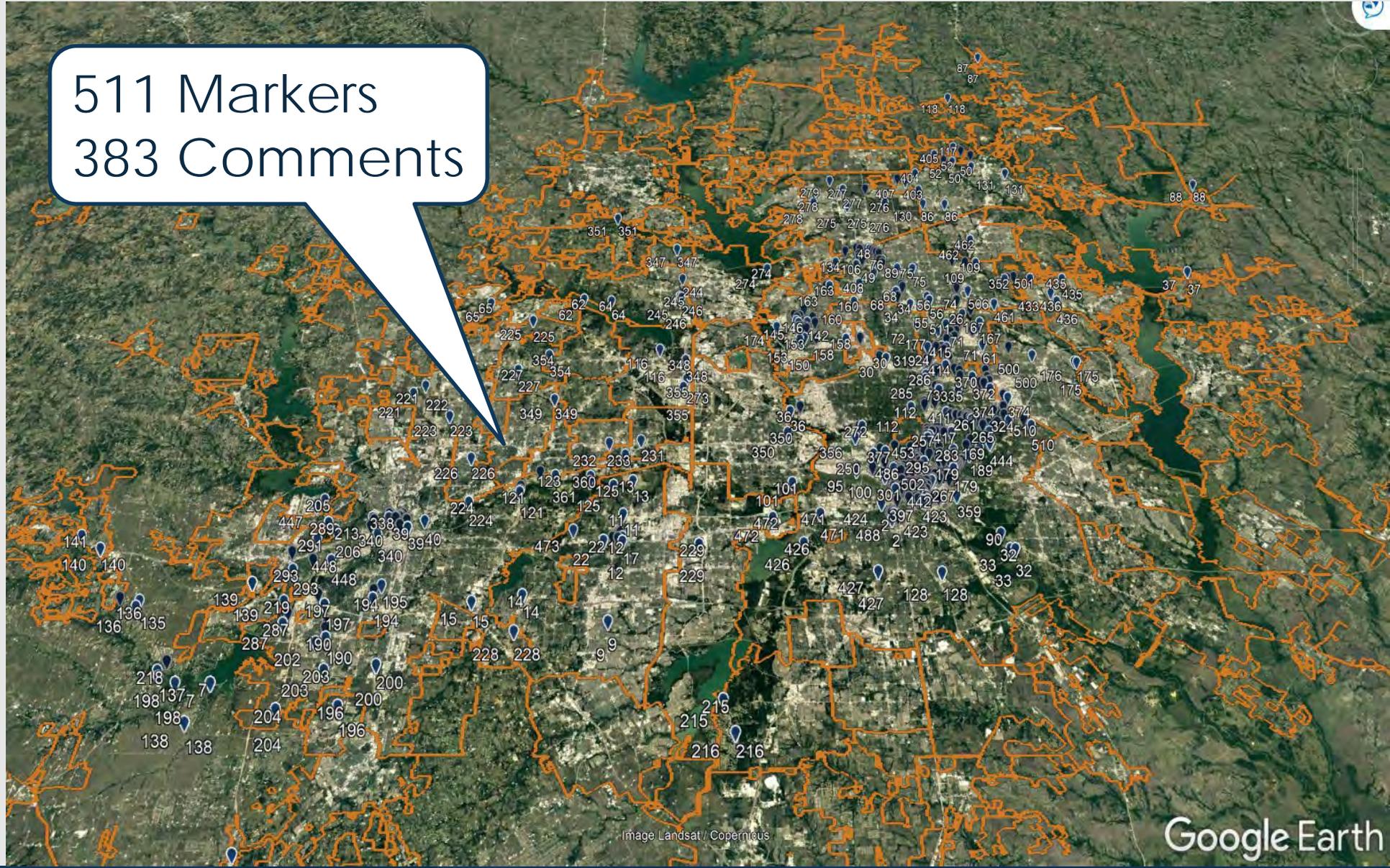
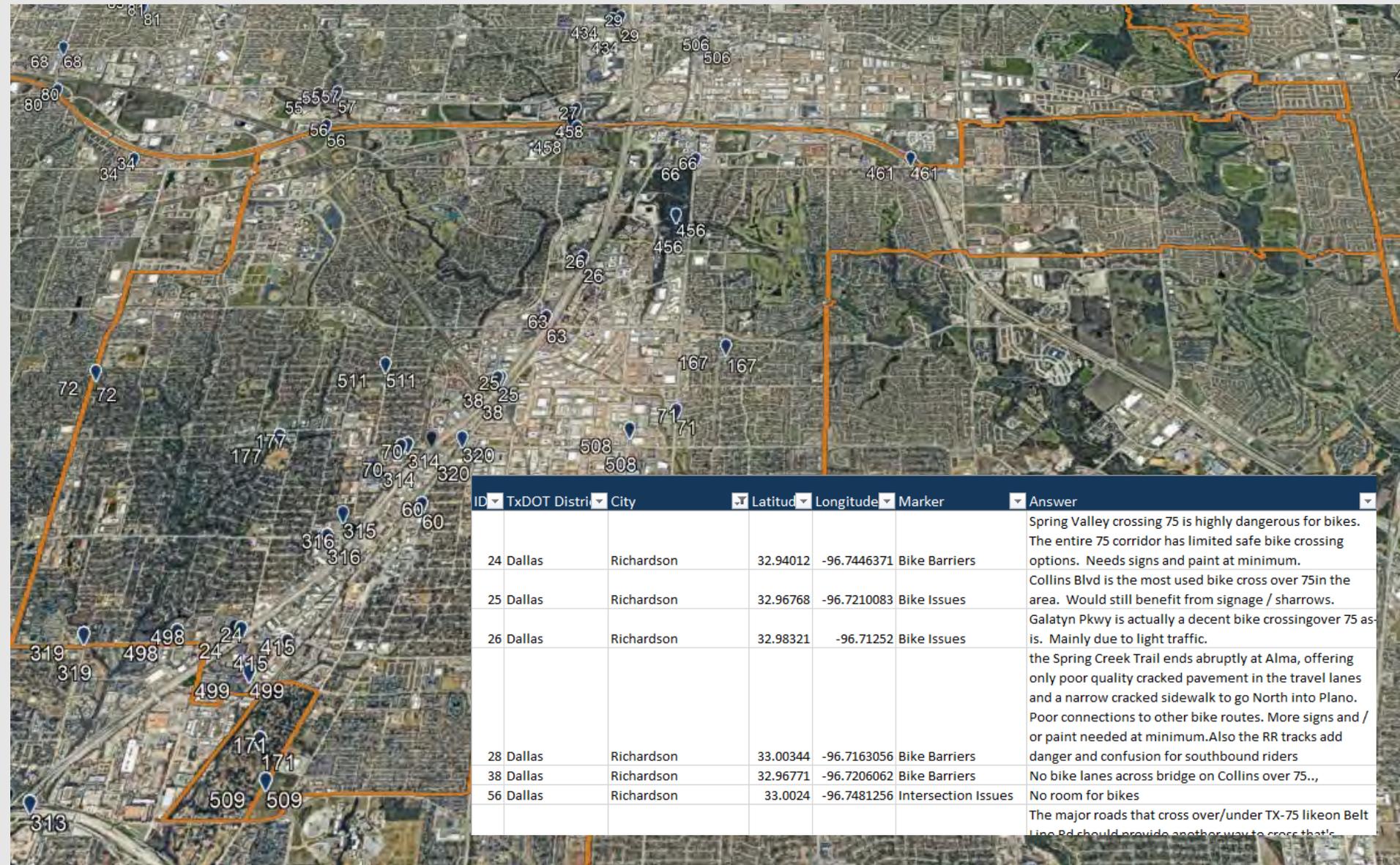


Image Landsat / Copernicus

Google Earth

Using the Data Collected





Screenshot 2: Barriers to Biking



- Rank your Top 3 Barriers to Biking:
- No Bike Parking
 - Bad Driver Behaviors
 - No Designated Space
 - Traffic
 - Limited Access
 - Disconnected Bikeways
 - Poor Pavement Conditions

TOP 3

#3

Disconnected Bikeways

#2

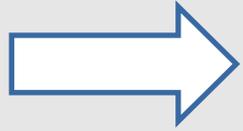
No Designated Space

#1

Bad Driver Behavior



Comment Map available from
NCTCOG



Public Hearing Materials & Summary
available at
[Keepitmovingdallas.com/bicycle](https://keepitmovingdallas.com/bicycle)



TxDOT Bike/Ped Coordinators

Dallas District
Jan Heady, P.E.
Jan.Heady@txdot.gov

Ft Worth District
Phil Hays, P.E.
Phillip.Hays@txdot.gov

Mio Vision Technology for Baseline Data Collection

Jeremy Williams, Senior Planner – Pedestrian and Bicycle Planning



Project Elements

Permanent On Street Counter(s)

Proposed Protected Intersection(s) & Bike Signals

Facility Transition

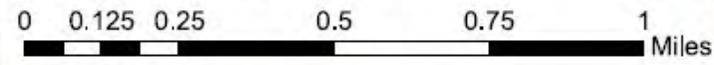
Permanent Off Street Counter

Repurposing Infrastructure

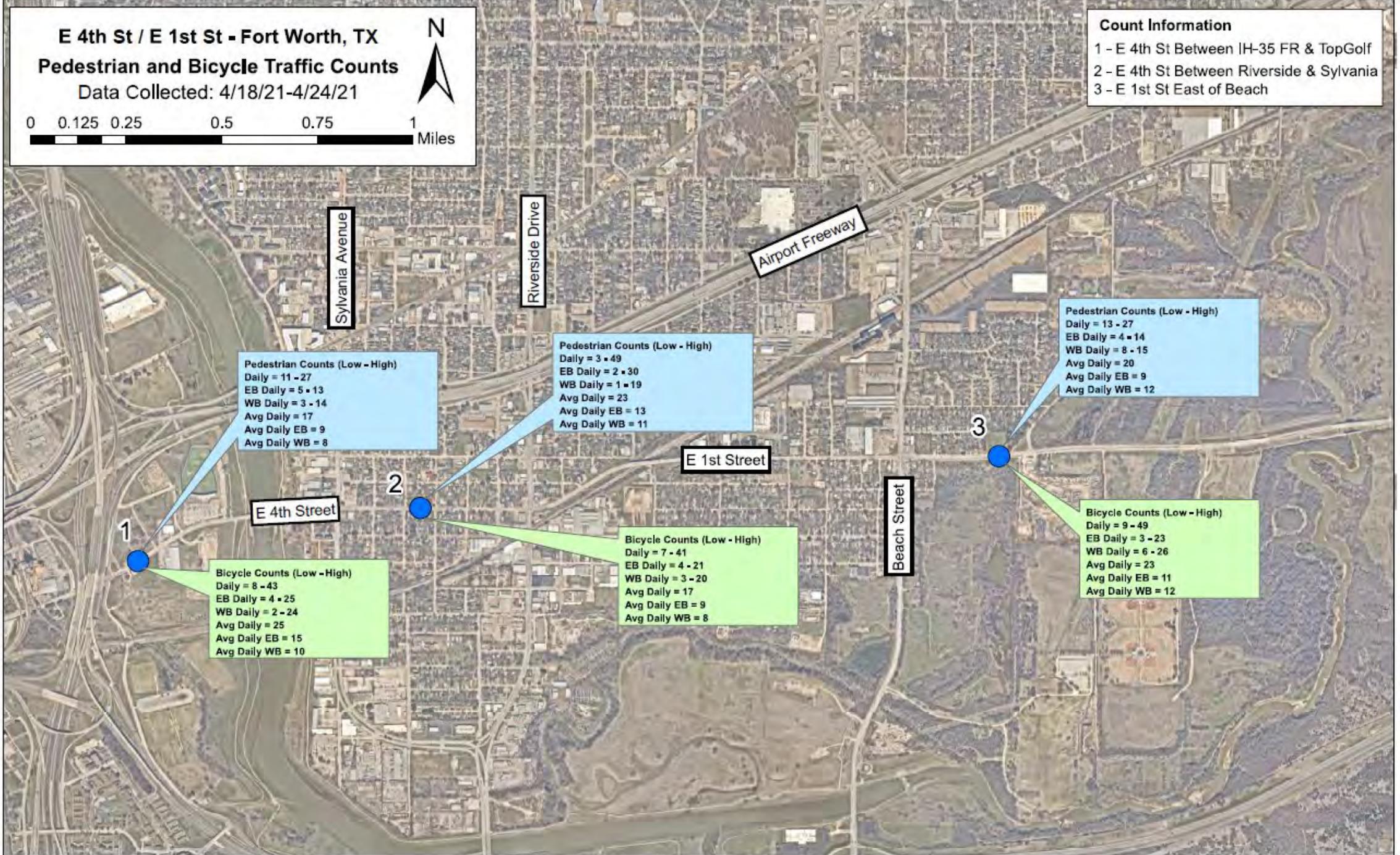




E 4th St / E 1st St - Fort Worth, TX
Pedestrian and Bicycle Traffic Counts
Data Collected: 4/18/21-4/24/21



Count Information
1 - E 4th St Between IH-35 FR & TopGolf
2 - E 4th St Between Riverside & Sylvania
3 - E 1st St East of Beach



1

Bicycle Counts (Low - High)
Daily = 8 - 43
EB Daily = 4 - 25
WB Daily = 2 - 24
Avg Daily = 25
Avg Daily EB = 15
Avg Daily WB = 10

Pedestrian Counts (Low - High)
Daily = 11 - 27
EB Daily = 5 - 13
WB Daily = 3 - 14
Avg Daily = 17
Avg Daily EB = 9
Avg Daily WB = 8

2

Pedestrian Counts (Low - High)
Daily = 3 - 49
EB Daily = 2 - 30
WB Daily = 1 - 19
Avg Daily = 23
Avg Daily EB = 13
Avg Daily WB = 11

Bicycle Counts (Low - High)
Daily = 7 - 41
EB Daily = 4 - 21
WB Daily = 3 - 20
Avg Daily = 17
Avg Daily EB = 9
Avg Daily WB = 8

E 1st Street

E 4th Street

Riverside Drive

Airport Freeway

Beach Street

3

Pedestrian Counts (Low - High)
Daily = 13 - 27
EB Daily = 4 - 14
WB Daily = 8 - 15
Avg Daily = 20
Avg Daily EB = 9
Avg Daily WB = 12

Bicycle Counts (Low - High)
Daily = 9 - 49
EB Daily = 3 - 23
WB Daily = 6 - 26
Avg Daily = 23
Avg Daily EB = 11
Avg Daily WB = 12

Pedestrian Counts (Low - High)

Daily = 11 - 27

EB Daily = 5 - 13

WB Daily = 3 - 14

Avg Daily = 17

Avg Daily EB = 9

Avg Daily WB = 8

E 4
Pedes
D
0 0.12

N

Count Information

TopGolf
& Sylvania

Bicycle Counts (Low - High)

Daily = 8 - 43

EB Daily = 4 - 25

WB Daily = 2 - 24

Avg Daily = 25

Avg Daily EB = 15

Avg Daily WB = 10

Study Name E 4TH ST BETWEEN IH 35 FR & TOPGOLF - SUN Pedestrian Counts

Start Date 04/18/2021

Start Time 12:00 AM

Site Code

Channel Direction	NORTH SIDE OF 4TH ST	SOUTH SIDE OF 4TH ST	NORTH SIDE OF 4TH ST	SOUTH SIDE OF 4TH ST	TOTAL
	Westbound	Westbound	Eastbound	Eastbound	
12:00 AM	0	0	0	0	0
12:15 AM	0	1	0	0	1
12:30 AM	0	0	0	0	0
12:45 AM	0	0	0	0	0
1:00 AM	0	0	0	0	0
1:15 AM	0	0	0	0	0
1:30 AM	0	0	0	0	0
1:45 AM	0	0	0	0	0
2:00 AM	0	0	0	0	0
2:15 AM	0	0	0	0	0
2:30 AM	0	0	0	0	0
2:45 AM	0	0	0	0	0
3:00 AM	0	0	0	0	0
3:15 AM	0	0	0	0	0
3:30 AM	0	0	0	0	0
3:45 AM	0	0	0	0	0
4:00 AM	0	0	0	0	0

Jeremy Williams

(817) 392-2536

Jeremy.Williams@fortworthtexas.gov



Annual Updates to the Regional Trails and Bikeways Database

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

AUGUST 18, 2021



North Central Texas
Council of Governments

Background

- NCTCOG staff is coordinating the annual updates to the regional database of on- and off-street bikeways.
- This information is displayed in the [online interactive map](#) and incorporated into the region's Mobility Plan.
 - Mobility 2045 Update currently underway.
- Your help is needed to identify necessary updates to alignments, funding, or construction status.
 - Has a project moved from funded to existing?
 - Has a segment been realigned or need to be deleted?
- The regional database and online map reflect *locally* adopted plans.

New Process

A new way to submit comments/edits this year!

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

New Process: Example

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.

Tips:

- Be as thorough and specific as possible
- Review your entire community
- If an update/edit cannot be conveyed through the map, please send an email with 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 interactive map
 - A “How-to” guide
 - A video tutorial
- Responses requested to be returned by **September 15**
- NCTCOG staff will make the edits as requested and follow up as needed to clarify and/or confirm accuracy

Contacts:

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Sr. Transportation Planner

JAnderson@nctcog.org

Kevin Kokes
Program Manager

KKokes@nctcog.org



Demand Zones, Prioritization, and Integration into MTP 2045 Update

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

AUGUST 18, 2021



North Central Texas
Council of Governments

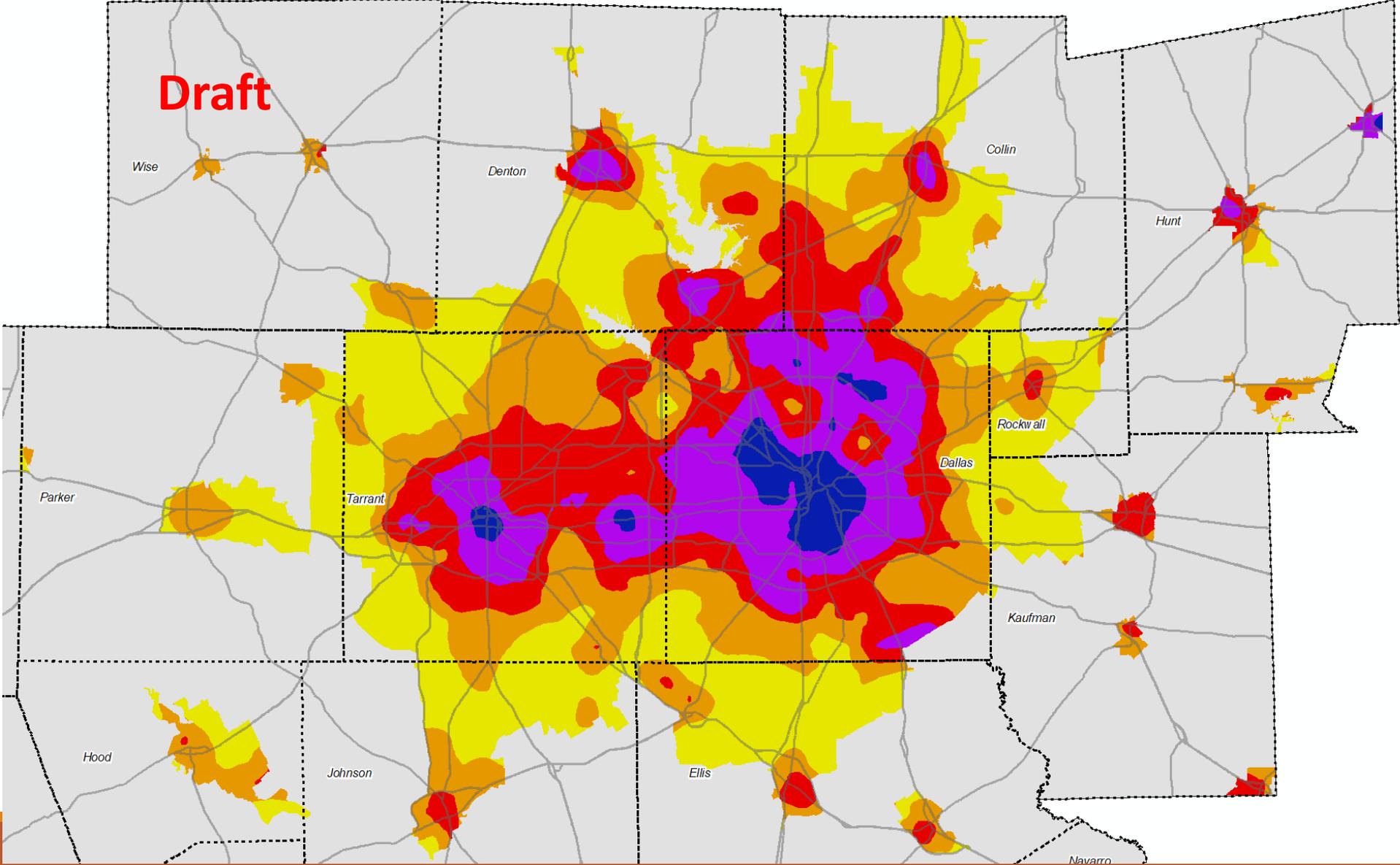
Background

Purpose of Demand Zones for Bicycling and Walking

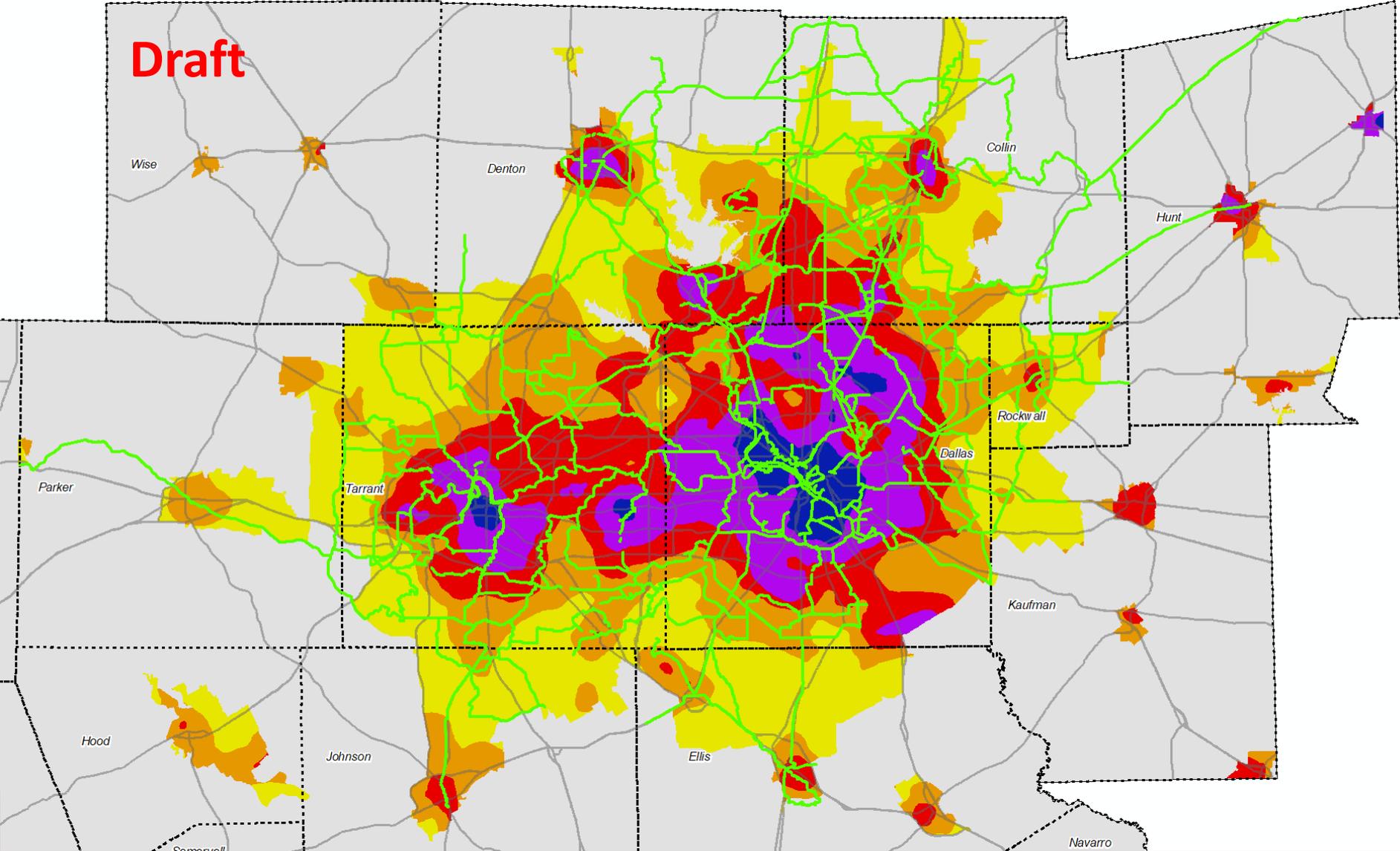
- § Define and locate areas in the region with the potential highest demand for walking and bicycling
- § Integrate into Mobility 2045 Update
- § Use these areas to prioritize future investment of federal transportation funding for walking and bicycling infrastructure
- § Can also be used by local communities to identify areas of greatest need within their jurisdiction

Criteria	Data Source	Data Boundary	Weight
Employment and Population Density	NCTCOG 2015 Employment and Population estimates (2015 ACS 5-year estimates)	Transportation Service Zone (TSZ), imputed from census block group	35%
High Density of Short Trips	2019 LOCUS location-based service data (trip distance up to 2.5 miles)	Census block group	20%
Low-Income Populations (EJ)	2018 ACS 5-year estimates (NCTCOG EJI)	Census block group	15%
Zero Car Households	2018 ACS 5-year estimates (NCTCOG EJI)	Census block group	15%
Areas of High Vehicle Congestion	Travel demand model forecast for Mobility 2045	Raster	15%

Demand Zones



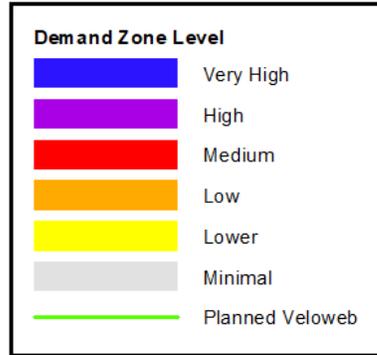
Current Planned, Funded, and Existing Regional Veloweb Overlayed on Demand Zones



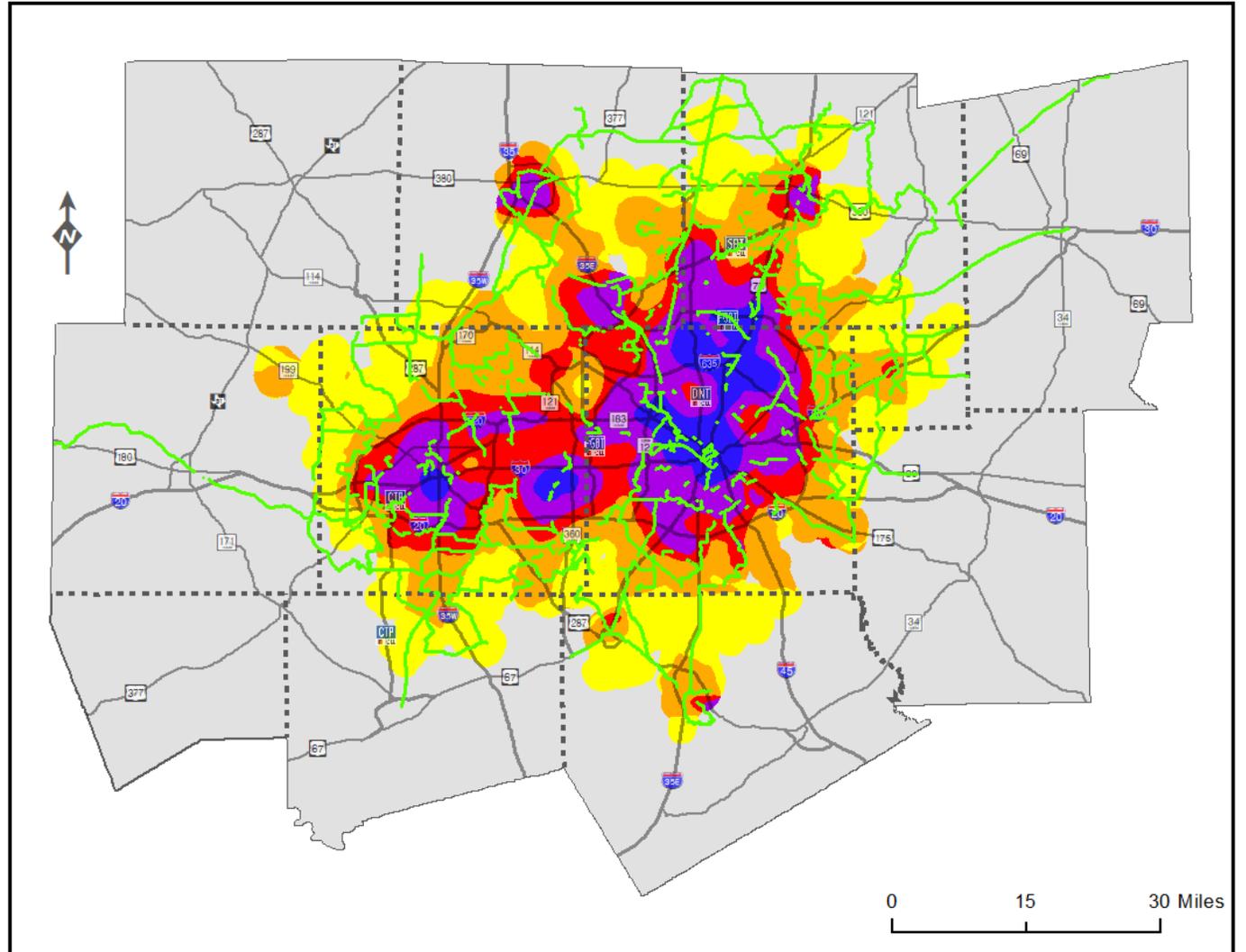
Using Demand Zones to Prioritize the Regional Veloweb

Identify only the **planned** segments of the Regional Veloweb

Draft



Demand Zones and Planned Regional Veloweb



Demand Zone	Total Miles
Very High	44
High	131
Medium	196
Low, Lower, and Minimal	1,019
Total	1,390

Next Steps

Implementation of the Regional Veloweb segments located in the **Very High, High, and Medium demand zones**

Additional Prioritization Analysis Criteria based on Mobility 2045 Priorities

- **Destination Density:** located in areas with high volume of designated points of interest
- **Access to Transit:** connects to rail or other transit stations
- **Resulting Mileage:** closes gaps in the Regional Veloweb network
- **Reducing Barriers:** creates safe crossing of existing travel obstacles like highways, streams, and railroads
- **Safety:** located in area with high bike/ped crash density

Project Schedule

May 18, 2016:	BPAC Briefing Introduction to need for demand zones, overview of examples from around the county, sample methodology
August 21, 2019:	BPAC Briefing Initial discussion of criteria to be used to identify priority zones for investment
May 19, 2021:	BPAC Presentation and Discussion
August 2021:	BPAC Discussion Using Demand Zones to Prioritize the Regional Network
2021-2022:	Refine and finalize Demand Zones, prioritize for implementation plan
June 2022:	Integration into Mobility Plan (2045 Update)

Staff contacts:

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janderson@nctcog.org

Kevin Kokes, AICP

Program Manager
kkokes@nctcog.org

Karla Weaver, AICP

Senior Program Manager
kweaver@nctcog.org



North Central Texas
Council of Governments

Complete Streets

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

AUGUST 18, 2021

JULIE ANDERSON, SR. TRANSPORTATION PLANNER

WHAT are Complete Streets?

Complete Streets are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.



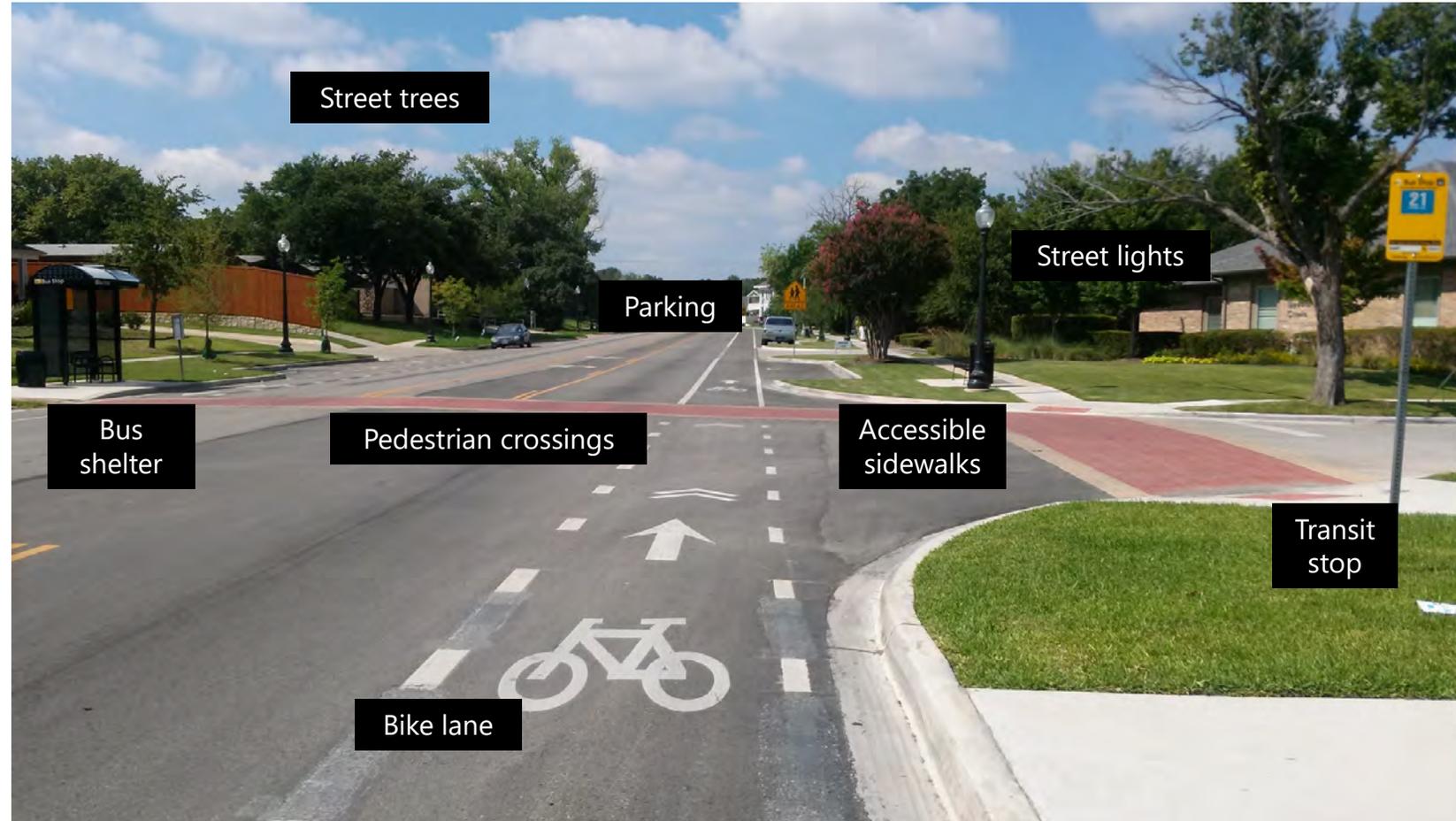
Source: City of Dallas

WHAT are Complete Streets?

There is no singular design prescription for Complete Streets;

Each one is **unique** and responds to its **community context**.

Designing a street with context-sensitivity



How could this become a Complete Street?



Using the chat box, name what could be done to make this a complete street.

NCTCOG Survey of Local Govt Representatives (June 2021)

Questions asked:

1. Has your agency considered adopting a local Complete Streets policy/resolution that applies to transportation projects across your jurisdiction?
2. For your agency, what are the barriers to adopting a local Complete Streets policy/resolution?

Key takeaways from survey responses:

- Most agencies have not considered a Complete Streets policy
- Most agencies noted no major barrier to pursuing a Complete Streets policy
- Misinformation and concern about what is a Complete Street or the impact of a Policy

The purpose of a Complete Streets Policy is....

- 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 Policy is NOT:

- A prescriptive solution for specific streets
- A mandate for immediate retrofit
- A silver bullet (must also consider site-specific issues including land-use)
- A paragraph in a Comprehensive Plan, Criteria Manual, or other plan document

The BENEFITS of a Complete Streets policy:

- To encourage more context-sensitive roadway design
- To provide more transportation choices
- To increase opportunities for non-motorized commute trips
- To support regional air quality goals
- To support livable communities that are attractive to businesses, employees, and residents

What is in a Complete Streets Policy



National Complete
Streets Coalition

www.CompleteStreets.org

An ideal policy includes these 10 elements:

1. **Vision and intent:** equitable vision, specifies need to create network
2. **Diverse users:** includes all users and modes
3. **Commitment in all projects and phases:** new, retrofit/reconstruction, maintenance
4. **Clear, accountable expectations:** make exceptions specific, clear procedure
5. **Jurisdiction:** interagency coordination between departments and partner agencies
6. **Design:** latest and best design criteria and guidelines
7. **Land use and context sensitivity:** considers the surrounding environment
8. **Performance measures:** specific, equitable, and available to the public
9. **Project selection criteria:** specific to encourage prioritization for implementation
10. **Implementation steps:** specific next steps for implementation of the policy

Cities in the region with adopted complete streets policies



Population: 1,314,610

Design Manual
adopted
January 2016



Population: 873,130

Policy adopted alongside
Master Thoroughfare
Plan update
May 3, 2016



Population: 28,540

Policy adopted
February 2017



Population: 16,860

Policy approved
June 16, 2020

2020 NCTCOG population estimates



Why ADOPT a local Complete Streets policy?

Ensure high-level policy direction even as staff or elected officials change

Encourage safety on your roadways

Get the design right initially

Avoid costly retrofits

Adopting a Complete Streets policy

- Adopt a policy at any time
- Can next work on design guides, manuals, and plans
- Resources from the National Complete Streets Coalition



National Complete
Streets Coalition

www.CompleteStreets.org



Questions/Discussion:

What guidance do local governments need to create a policy?

Next Steps:

NCTCOG anticipates the development of a regional Complete Streets resolution or policy

Anticipated Project Schedule

August 18, 2021:

BPAC Briefing

Introduction to Complete Streets, survey results

November 17, 2021:

BPAC Review of Draft Regional Policy/Resolution

Late 2021:

STTC and RTC Informational Presentations

February 2022:

BPAC Action

Spring 2022:

STTC and RTC Action

June 2022:

Integration into Mobility Plan (2045 Update)

Staff contacts:

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ADA TRANSITION PLANS: POLL

Bicycle and Pedestrian Advisory Committee

August 18, 2021

Matt Fall, Sr. Transportation Planner
Sustainable Development





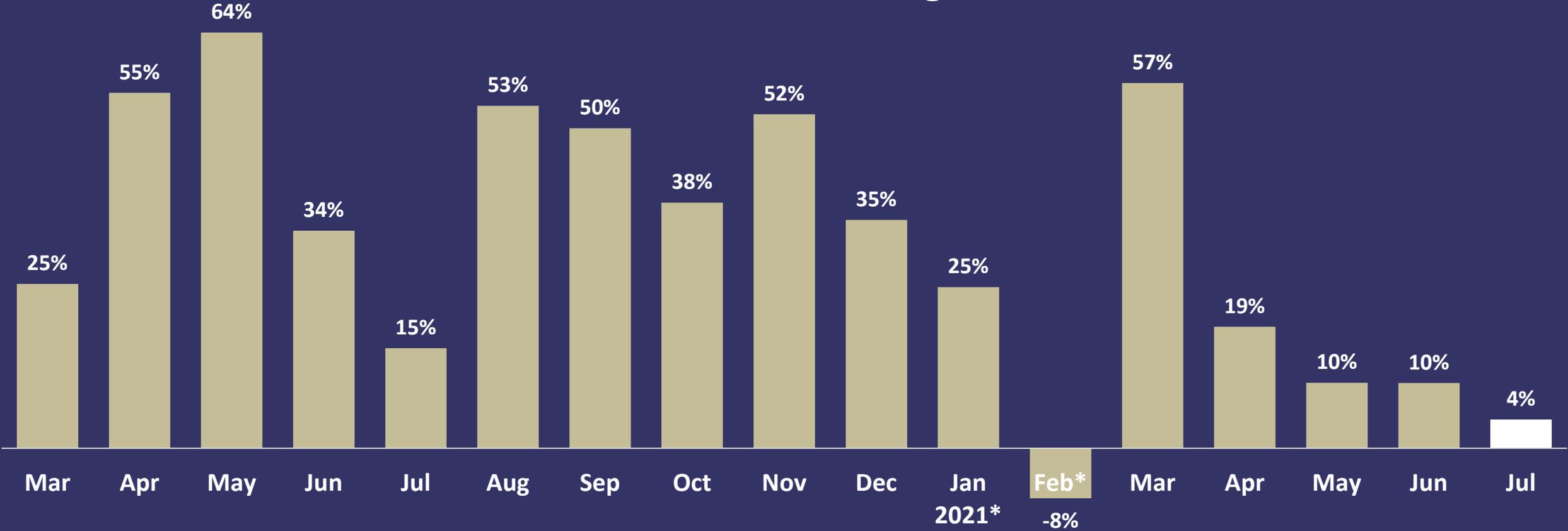
Regarding my agency or organization's ADA Transition Plan:

- 1) We **HAVE** completed
- 2) We **HAVE NOT** completed but we are planning to
- 3) We **HAVE NOT** completed and do not have plans to do so but want training!
- 4) I'm **UNSURE** if we have completed a plan or who to contact
- 5) I'm **UNSURE** if we have completed a plan but I can share the contact information with the person who would know! **I'll add my name in the chat box so NCTCOG can reach out!**



Monthly Trail Usage Update

Increase in Full Week Trail Usage vs Baseline



Source: NCTCOG – collected at 7 sites located in Plano, North Richland Hills, Dallas, Fort Worth, and Allen..

Note: The count location in Denton previously used in the analysis was removed due to equipment failure.

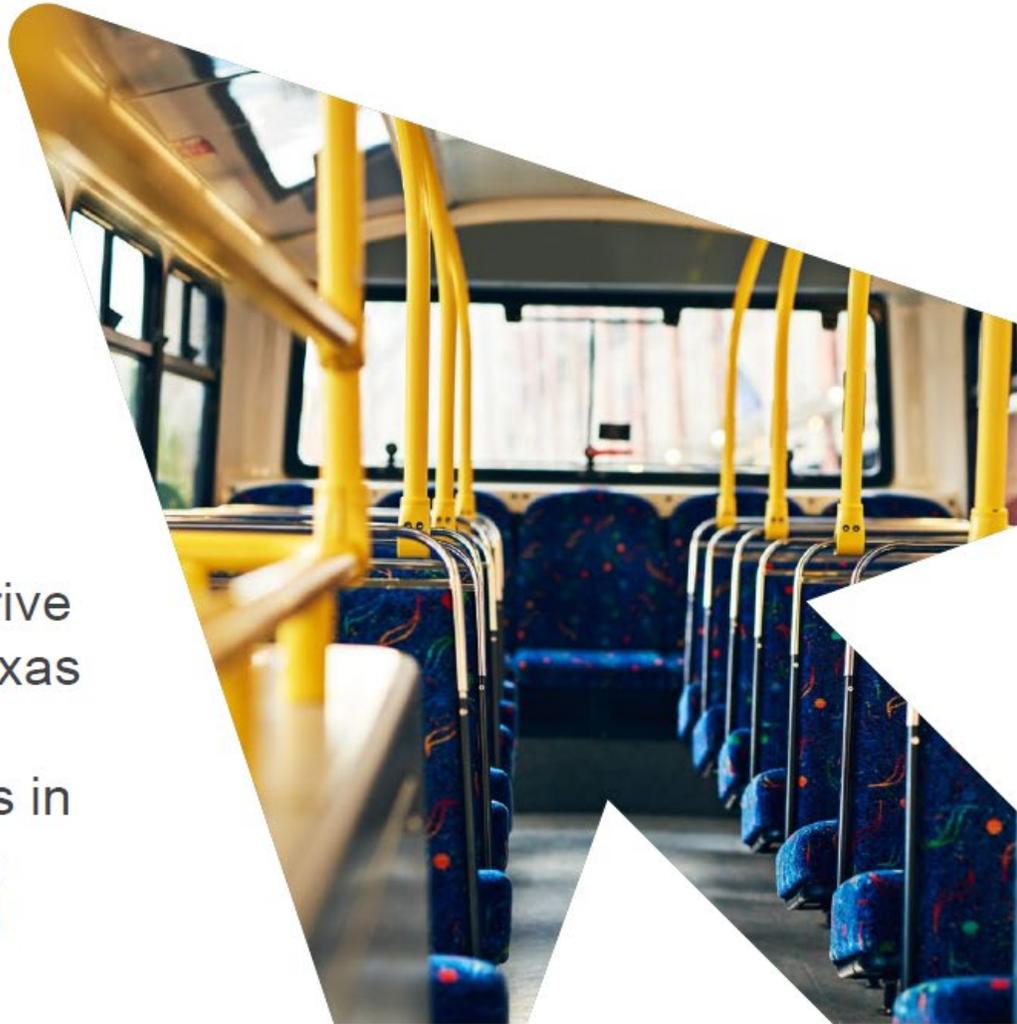
Note: Baseline is March 2019-February 2020; No adjustments for weather were applied.

Note: Trail usage impacted in February 2021 by week-long winter storm.

Single Occupancy Vehicle (SOV) Trip Reduction Target Resolution

Regional Transportation Council Resolution

- Resolution Supporting the Establishment of a Regional Single-Occupancy Vehicle Trip Reduction Target to Reduce Drive Alone Trips in North Central Texas
- Sustaining Benefits of Changes in Travel Behavior on Congestion Experienced During COVID-19



Reduction Target
of **20 percent**