Thinking Regionally: Planning and Funding for Bicycle and Pedestrian Infrastructure

Dallas - Fort Worth Region
Kevin Kokes, AICP
Overview

NCTCOG Region Overview

Regionally Significant Projects / Prioritized Criteria

Regional Network and Connections

Safety

Multimodal Corridors
North Central Texas Council of Governments

MPO for the Dallas-Fort Worth Region

COG Region = 16 counties

Metropolitan Planning Area (MPA)
12 Counties = 9,441 sq. mi.

Land area larger than the states of New Hampshire, New Jersey, Connecticut, Delaware, and Rhode Island.
Metropolitan Planning Area (MPA)

- 209 cities
- 13 cities larger than 100,000 pop.

MPA Population

- 2017 Estimate = 7.2 million
- 2040 Forecast = 10.7 million

North Central Texas Council of Governments

MPO for the Dallas-Fort Worth Region
## Evaluation and Scoring (2014 Regional TAP Call for Projects)

<table>
<thead>
<tr>
<th>Evaluation Category</th>
<th>Scoring (Maximum Points)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Making Regional Linkages and Connections (Filling Gaps)</td>
<td>25</td>
</tr>
<tr>
<td>Implementing Adopted Active Transportation / Mobility Plans</td>
<td>20</td>
</tr>
<tr>
<td>Improving Safety</td>
<td>15</td>
</tr>
<tr>
<td>Reducing Barriers</td>
<td>10</td>
</tr>
<tr>
<td>Connections to Employment, Households, and Activity Centers</td>
<td>10</td>
</tr>
<tr>
<td>Providing Environmental Benefits</td>
<td>10</td>
</tr>
<tr>
<td>Serving Disadvantaged (Environmental Justice) Areas</td>
<td>5</td>
</tr>
<tr>
<td>Creating Economic Development Opportunities</td>
<td>5</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>100</strong></td>
</tr>
<tr>
<td><strong>Other Factors (e.g. project readiness)</strong></td>
<td>Up to 15 (bonus) points</td>
</tr>
</tbody>
</table>
On-Street Bikeways in the urbanized area include: separated or protected bike lanes/cycle tracks, bike lanes, marked shared lanes, and marked bicycle boulevards.

On-street bikeways in the urbanized area do not include: signed bike "routes", signed "share the road", unmarked wide outside lanes, or signed wide shoulders. The use of wide shoulders are included on various roadways linking rural communities outside of the urbanized area.

Facility recommendations indicate transportation need. Corridors specific alignment, design, and operational characteristics for the network will be determined through ongoing project development.
Community Shared-Use Paths

Community Paths*

- Existing: 333 Miles
- Funded: 42 Miles
- Planned: 1,999 Miles

Total: 2,374 Miles

Major Roads

Dallas CBD

Fort Worth CBD

*The Community Shared-Use Paths supplement the Regional Veloweb network. These paths do not include recreational paths/loops, private paths, equestrian or nature trails, or wide sidewalks less than 10-feet in width.

Facility recommendations indicate transportation need. Corridors specific alignment, design, and operational characteristics for these paths will be determined through ongoing project development.
Regional Veloweb

Facility Status

- Existing: 442 Miles
- Funded: 146 Miles
- Planned: 1,296 Miles
- Total: 1,884 Miles

- Major Roads

Dallas CBD

Fort Worth CBD

Facility recommendations indicate transportation need. Corridors specific alignment, design, and operational characteristics for the Regional Veloweb system will be determined through ongoing project development.
Combined Regional Veloweb, Community Paths and On-Street Bikeway Network

- **Existing/Funded**: 1,482 Miles
- **Planned**: 5,556 Miles
- **Total**: 7,038 Miles

- **Major Roads**

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**Note:** The Regional Veloweb and Community Shared Use Path network does not include recreational paths/loops, private paths, equestrian or nature trails, or sidewalks less than 10-feet in width.

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Facility recommendations indicate transportation need. Corridors specific alignment, design, and operational characteristics for the network will be determined through ongoing project development.
# Fort Worth to Dallas Regional Trail

<table>
<thead>
<tr>
<th></th>
<th>Existing and Funded</th>
<th>Planned and Unfunded</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length</td>
<td>17.7 miles</td>
<td>5.8 miles</td>
</tr>
<tr>
<td></td>
<td>7.4 miles</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>4.5 miles</td>
<td>3.5 miles</td>
</tr>
<tr>
<td></td>
<td>13.1 miles</td>
<td>1.5 miles</td>
</tr>
<tr>
<td></td>
<td>10.1 miles</td>
<td>0</td>
</tr>
</tbody>
</table>

- **10.8 miles (Approx. $16M) unfunded**
Pedestrian and Bicycle Routes to Rail Stations

Distance and gaps in the actual “Routes” to stations (walksheds)

“A true walkable radius does not typically exist.”

Barriers and Gaps in the Network

0.5 mile actual walk distance

0.5+ mile

Disconnected pedestrian facility
FHWA Pedestrian-Bicycle Safety Focus States and Cities

States and cities with the highest pedestrian fatalities and/or fatality rates

Pedestrian Fatality Rates*
(Per 10k walking commuters)

#41: Texas

Top 50 Cities*
#26: Austin
#37: Houston
#44: San Antonio
#47: Dallas
#50: Fort Worth

Regional Bicycle/Pedestrian Crash Data

Bicycle and Pedestrian Crash Density (2010-2014)
Improving Safety and Reducing Barriers
Planning for All Ages and Abilities  
(Designing for ages 8 to 80)
Multimodal Complete Streets

Complete Streets are unique and respond to local community context.

June 10, 2016

FHWA Facilitated Workshop at NCTCOG

Source: City of Dallas

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

Complete Streets make it easy to cross the street, walk to shops, and bicycle to work.
Separated Bike Lane and Protected Intersections

Week of Sept 26, 2016

FHWA Facilitated Workshops in both Dallas and Fort Worth

Planning considerations for separated bike lanes, including a menu of design options.

Recommended attendees: city and county staff, TxDOT staff, engineering consultants, and other roadway/traffic design professionals.
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