Statewide TxDOT Bicycle Advisory Committee Update

April 10, 2017 Meeting

Karla Weaver, AICP
City of Coppell

ADA Transition Plan
Jamie Brierton, Project Manager- Engineering Dept.

NCTCOG May 2017
Our goal is to become compliant with Federal & State ADA Regulations by having an ADA Transition Plan in place.

Compliance is NOT a choice and it reduces the City’s liability risk.

State compliance does not exempt the City from Federal Regulations.
Background on ADA & Compliance Requirements

• The City of Coppell is a Title II (Government Service) Entity
• Title II Entities must ensure that individuals with disabilities are not excluded from programs, services and activities
• Pedestrian facilities, such as sidewalks, are considered an example of a program
We have to Maintain Accessibility

- State & local governments must maintain the accessible features of facilities in operable working conditions.
- Maintenance examples: sidewalks that are in disrepair, non-compliant curb ramps, broken elevators, non-functioning building entries.
Who we serve- the population is growing......

• Currently 21% of the U.S. population over the age of 15 has a disability, according to the 2010 Census.

• The National Center on Aging states that as of January 2011, we are turning 65 at the rate of 10,000 people per DAY and will continue to do so until 2020.
Legal Background- It’s Been Around AWHILE

Federal
• Architectural Barriers Act (ABA) (1968)
• Rehabilitation Act (1973)
• Civil Rights Restoration Act (1987)
• Americans with Disabilities Act (ADA) (1990)
  • Department of Justice Implements the Regulations

State
• Texas Accessibility Standards- TDLR Inspections- Different from FEDERAL
We were NOT compliant in many places

Bethel School Rd.

Heartz & Park Meadow
So, how does Coppell get COMPLIANT?

• Step 1  Designating an ADA Coordinator
• Step 2  Providing Public Notice about ADA Requirements (WE STARTED AT THIS STEP)
• Step 3  Establishing a Grievance Procedure
• Step 4  Developing internal design standards, specifications and details
• Step 5  Developing a Self Evaluation and Transition Plan
• Step 6  Approving a schedule and budget to implement the Transition Plans (WE ARE NOW IN THIS STEP)
• Step 7  Monitoring progress on implementation of the Transition Plan (THIS STEP IS......FOREVER)
What is a Transition Plan for Coppell?

1. EVALUATE ALL EXISTING
   • Review and Rate 100 Miles Sidewalk (of 250 miles total), Curb Ramps and Intersections - arterial sidewalks and a sampling of residential sidewalks broken out in neighborhoods by decade constructed
   • Review and Rate all 22 Facilities and 18 Parks
   • Review and Rate all Programs, Services, Website, Hiring Practices and Activities
What is a Transition Plan for Coppell?

2. REPORT & ANALYZE DATA
   • Survey Data Reports to identify compliant and non-compliant areas
   • Recommendations to resolve issues of non-compliance
   • Prioritized list of improvements based on set criteria
   • Cost Report assigning budget estimates to each recommended action
   • Photo log summaries
What is a Transition Plan for Coppell?

3. IMPLEMENT PLAN (WE ARE HERE)
   - Plan & Schedule actions each year to address barriers
   - Budget annually for Transition Plan action items (i.e. $20M spread over 20 years)
     - In anticipation of the study outcome requirements, we have begun setting aside budget money in the 5 year plan for resulting ADA improvement projects implementation
   - Create specific regularly occurring programs (X crosswalks per year for X years)
   - Prioritization based on Public Services, Pedestrian Service, Citizen Request/Complaint, Population Density, Presence of Disabled Community
   - Focus first on public gathering places and second on major roads and intersections
There are Consequences of Non-Compliance with the U.S. Department of Justice

**Complaint** – DoJ will open an investigation or recommend mediation with forced corrections.

**Lawsuit** – A disabled person may choose to file a lawsuit for discrimination and there will be potential to owe damages and make corrections. REMEMBER THE FIRST SLIDE?

**Damage to reputation** – Even if a disabled person decides not to file a complaint or lawsuit, it can cause immense damage to the customer service reputation.
“There are many facets to developing a comprehensive Transition Plan document and it goes way beyond taking inventory of the sidewalk condition and curb ramps. A Transition plan looks at every aspect of community life and makes sure everyone in the community benefits.”

Accessology is considered a national leader in providing accessibility consulting services and is dedicated solely to all facets of access compliance. The firm will be providing Transition Plan services.

Kimley- Horn Design Consulting Firm will provide the sidewalk and intersection data collection and will ensure data is integrated into the City’s GIS system as a part of Accessology’s team.
Our Project Information

• The total fee for the transition study was $502,450
• Our Engineering Department managed the project from the City side
• An ADA Liaison Group was formed—made up of representatives from each department to gather & transmit data during and after the investigative stages
• A public input meeting was held to gather opinions from the residents and users
• Project timeline was approximately 1 year from kick-off
• Pedestrian data was collected digitally and is compatible with our GIS system
• We participated in 12 hours of City-wide training
What Does it Look Like When It’s Done?

Sample of GIS Data showing Sidewalk Prioritization
What Does it Look Like When It’s Done?

Sample of Project Summary Sheets
What Does it Look Like When It’s Done?

### CITY OF TULSA - BUILDING REPORT

**General Areas, Lower Level:**

<table>
<thead>
<tr>
<th>Room Type</th>
<th>Priority</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Storage Room 1636.20</td>
<td>Medium</td>
<td>No visual alarm is provided.</td>
</tr>
</tbody>
</table>

**Restrooms:**

- **By Section 119.11:**
  - Men's, Women's, and Family restrooms have mirrors mounted at 41" to the bottom of the reflecting surface.
- **By Section 106:**
  - Men's and women's restrooms have doors opening directly in front of the water closet instead of up into the door.
- **By Section 102:**
  - Men's, Women's, and Family restrooms have mirrors mounted at 41" to the bottom of the reflecting surface.

**Concession Tables:**

- All of the tables provided are for standing people only. Where there are provided is required to have some accessible height. Ensure at least 5% of the tables provided are fully compliant in each area where tables are provided.

**Check Suite:**

- The seat covers are mounted behind the water closet where there is an open floor space for access. They need to be moved to a side wall so they can be reached prior to getting on the water closet.
- Men's and women's restrooms have doors opening directly in front of the water closet instead of up into the door.
- Men's, Women's, and Family restrooms have mirrors mounted at 41" to the bottom of the reflecting surface.

**General Areas, Upper Level:**

- All of the restrooms on the upper level have mirrors mounted at 41" to the bottom of the reflecting surfaces and the seat cover mounted behind the water closet. This will need to be resolved for full compliance.

**Suites:**

- Tables provided in the suites are all high tables. Please ensure at least one (1) of the tables are at accessible height.

**Staff Kitchen:**

- Both of the doors going into the staff kitchen area have 176" on the pull side. At least one of the doors is required to have a minimum of 176" on the pull side.
What Does it Look Like When It’s Done?

Table 13. Implementation Schedule

<table>
<thead>
<tr>
<th>Facility Type</th>
<th>Estimated Cost</th>
<th>Implementation Schedule (years)</th>
<th>Approximate Annual Budget</th>
</tr>
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<tbody>
<tr>
<td>Buildings</td>
<td>$557,000</td>
<td>25</td>
<td>$22,280</td>
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<tr>
<td>Parks</td>
<td>$681,525</td>
<td>25</td>
<td>$27,261</td>
</tr>
<tr>
<td>Signalized Intersections</td>
<td>$1,492,000</td>
<td>25</td>
<td>$59,680</td>
</tr>
<tr>
<td>Sidewalk Corridors</td>
<td>$27,004,000</td>
<td>25</td>
<td>$1,080,160</td>
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<tr>
<td>Railroad Crossings</td>
<td>$80,000</td>
<td>25</td>
<td>$3,200</td>
</tr>
<tr>
<td>City Totals</td>
<td>$29,814,525</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Annual Budget</td>
<td></td>
<td></td>
<td>$1,192,581</td>
</tr>
</tbody>
</table>
What Does it Look Like When It’s Done?

<table>
<thead>
<tr>
<th>Facility Type</th>
<th>GPS ID</th>
<th>Project Name</th>
<th>Cost Projection</th>
<th>Priority</th>
<th>Funding Year</th>
<th>Year Completed</th>
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</thead>
<tbody>
<tr>
<td>Signalized Intersection</td>
<td>5</td>
<td>Intersection of S Denton Tap Rd and Bethel School Rd</td>
<td>$67,000</td>
<td>2</td>
<td>High</td>
<td></td>
</tr>
<tr>
<td>Signalized Intersection</td>
<td>17</td>
<td>Intersection of S MacArthur Blvd and Condor Dr</td>
<td>$28,000</td>
<td>2</td>
<td>High</td>
<td></td>
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<tr>
<td>Signalized Intersection</td>
<td>18</td>
<td>Intersection of S MacArthur Blvd and Bethel School Rd</td>
<td>$44,000</td>
<td>2</td>
<td>High</td>
<td></td>
</tr>
<tr>
<td>Signalized Intersection</td>
<td>26</td>
<td>Intersection of E Sandy Lake Rd and Moore Rd</td>
<td>$51,000</td>
<td>2</td>
<td>High</td>
<td></td>
</tr>
<tr>
<td>Signalized Intersection</td>
<td>27</td>
<td>Intersection of E Sandy Lake Rd and Samuel Blvd</td>
<td>$40,000</td>
<td>2</td>
<td>High</td>
<td></td>
</tr>
<tr>
<td>Signalized Intersection</td>
<td>31</td>
<td>Intersection of W Bethel Rd and S Coppell Rd</td>
<td>$21,000</td>
<td>2</td>
<td>High</td>
<td></td>
</tr>
<tr>
<td>Unsignalized Intersection</td>
<td>90003</td>
<td>Intersection of Beal Ln and park access (Lat. 32.9696; Long. -97.0142)</td>
<td>$3,000</td>
<td>2</td>
<td>High</td>
<td></td>
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<tr>
<td>Unsignalized Intersection</td>
<td>90078</td>
<td>Intersection of Anderson Ave and cul-de-sac (Lat. 32.9568; Long. -97.0046)</td>
<td>$7,000</td>
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<tr>
<td>Unsignalized Intersection</td>
<td>90092</td>
<td>Intersection of W Parkway Blvd and driveway (Lat. 32.9767; Long. -96.9951)</td>
<td>$5,000</td>
<td>2</td>
<td>High</td>
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<tr>
<td>Unsignalized Intersection</td>
<td>90093</td>
<td>Intersection of W Parkway Blvd and driveway (Lat. 32.9767; Long. -96.9957)</td>
<td>$5,000</td>
<td>2</td>
<td>High</td>
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<tr>
<td>Unsignalized Intersection</td>
<td>90094</td>
<td>Intersection of W Parkway Blvd and Cowboy Dr</td>
<td>$21,000</td>
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<tr>
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<td>90095</td>
<td>Intersection of W Parkway Blvd and Graham Dr</td>
<td>$36,000</td>
<td>2</td>
<td>High</td>
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</tr>
<tr>
<td>Unsignalized Intersection</td>
<td>90096</td>
<td>Intersection of W Parkway Blvd and Copperstone Trl</td>
<td>$20,000</td>
<td>2</td>
<td>High</td>
<td></td>
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<tr>
<td>Unsignalized Intersection</td>
<td>90097</td>
<td>Intersection of W Parkway Blvd and Auburn Way</td>
<td>$23,000</td>
<td>2</td>
<td>High</td>
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<tr>
<td>Unsignalized Intersection</td>
<td>90100</td>
<td>Intersection of Gibson Ct and Graham Dr</td>
<td>$19,000</td>
<td>2</td>
<td>High</td>
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<tr>
<td>Unsignalized Intersection</td>
<td>90102</td>
<td>Intersection of Gibson Ct and Minyard Dr</td>
<td>$15,000</td>
<td>2</td>
<td>High</td>
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<tr>
<td>Unsignalized Intersection</td>
<td>90103</td>
<td>Intersection of Minyard Dr and driveway (Lat. 32.9773; Long. -97.0056)</td>
<td>$10,000</td>
<td>2</td>
<td>High</td>
<td></td>
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<tr>
<td>Unsignalized Intersection</td>
<td>90107</td>
<td>Intersection of Minyard Dr and Fairview Ct</td>
<td>$33,000</td>
<td>2</td>
<td>High</td>
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<td>Unsignalized Intersection</td>
<td>90108</td>
<td>Intersection of Minyard Dr and Bricknell Dr</td>
<td>$27,000</td>
<td>2</td>
<td>High</td>
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<td>Unsignalized Intersection</td>
<td>90109</td>
<td>Intersection of N Coppell Rd and Minyard Dr</td>
<td>$26,000</td>
<td>2</td>
<td>High</td>
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<tr>
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<td>90124</td>
<td>Intersection of Levee Pl and midblock crossing (Lat. 32.9841; Long. -96.996)</td>
<td>$8,000</td>
<td>2</td>
<td>High</td>
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<td>Intersection of Denton Tap Rd and driveway (Lat. 32.9883; Long. -96.9933)</td>
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<td>High</td>
<td></td>
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<tr>
<td>Unsignalized Intersection</td>
<td>90153</td>
<td>Intersection of Denton Tap Rd and driveway (Lat. 32.9876; Long. -96.9933)</td>
<td>$5,000</td>
<td>2</td>
<td>High</td>
<td></td>
</tr>
</tbody>
</table>

Detail of the “DATA” - sorted by ROW work (high priority)
Next Steps

• A project prioritization & implementation schedule evolved from this plan to guide the City- we need to manage over $70M worth of work
• We have budgeted this year to hire an ADA Project Coordinator – a new position we are creating in Engineering to manage the associated budgets and projects
• This Transition Plan touches each Department in the City from our website, to where we hold public meetings, programs offered at the Rec Center & Library, physical City facilities like sidewalks & buildings.
• The Transition Plan is a living document and needs updated regularly.
Our Takeaways & Lessons Learned

- We had been using “BAD” standard details for sidewalks & ramps since 2012! We have since updated to TxDOT standards.
- That this is the largest/longest project we have ever taken on- we needed to hire someone to manage this.
- No one knew who our ADA Coordinator was (in HR Dept.) – we were not communicating well internally & externally.
- We have to help each Department prepare and budget for ADA issues in their domain- they all assume Engineering is “taking care of it”.
- The importance of consistency in TDLR plan reviews- we are using Accessology for all plan review and inspections.
Our Consultants

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kjavalos@Accessology.com  
(972) 434-0068

Kimley-Horn  
C. Brian Shamberger, P.E. (TX, OK), PTOE  
brian.shamberger@kimley-horn.com  
(817) 339-2245
Accessing TxDOT’s CRIS Query Tool for Bicyclists and Pedestrians

Bicycle and Pedestrian Advisory Committee
May 17, 2017

Kevin Kroll, NCTCOG
TxDOT CRIS Data

- TxDOT maintains a statewide, automated database for reportable motor vehicle traffic crashes submitted by Texas law enforcement officers
  - 10 Year retention period
  - TxDOT Annual Analysis
    » http://www.txdot.gov/government/enforcement/annual-summary.html
CRIS Query Tool

- **Online Query Tool**
  - [https://cris.dot.state.tx.us/public/Query/](https://cris.dot.state.tx.us/public/Query/)

- **Online FAQ**

- **Instructions to Police for Reporting Crashes**
### 2016-2017 Regional Safety Advisory Committee Members

<table>
<thead>
<tr>
<th>Name</th>
<th>Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chris Flanigan, P.E.</td>
<td>City of Allen</td>
</tr>
<tr>
<td>Paul Iwuchukwu, P.E.</td>
<td>City of Arlington</td>
</tr>
<tr>
<td>Laura Melton</td>
<td>City of Burleson</td>
</tr>
<tr>
<td>Kirk Houser, P.E.</td>
<td>City of Dallas</td>
</tr>
<tr>
<td>Jacqueline (Jackie) Culton</td>
<td>City of Duncanville</td>
</tr>
<tr>
<td>David Jodray</td>
<td>City of Fort Worth</td>
</tr>
<tr>
<td>Brian Moen</td>
<td>City of Frisco</td>
</tr>
<tr>
<td>Kiara Perez-Valle</td>
<td>City of Garland</td>
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<tr>
<td>Sholeh Karimi, P.E.</td>
<td>City of Grand Prairie</td>
</tr>
<tr>
<td>Richard Larkins, P.E.</td>
<td>City of Grapevine</td>
</tr>
<tr>
<td>William Wiehand</td>
<td>City of Haltom City</td>
</tr>
<tr>
<td>Duane Hengst, P.E.</td>
<td>City of Hurst</td>
</tr>
<tr>
<td>Nathan Benditz</td>
<td>City of Irving</td>
</tr>
<tr>
<td>Robyn Root</td>
<td>City of McKinney</td>
</tr>
<tr>
<td>Yang Jin, P.E.</td>
<td>City of Mesquite</td>
</tr>
<tr>
<td>Lloyd E. Neal, P.E., PTOE</td>
<td>City of Plano</td>
</tr>
<tr>
<td>Mark Titus, P.E.</td>
<td>City of Richardson</td>
</tr>
<tr>
<td>Ron Hartline, P.E.</td>
<td>City of The Colony</td>
</tr>
<tr>
<td>Clarence Daugherty</td>
<td>Collin County</td>
</tr>
<tr>
<td>George Barnes</td>
<td>Dallas Area Rapid Transit</td>
</tr>
<tr>
<td>Leamon Parker</td>
<td>Dallas Area Rapid Transit</td>
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<tr>
<td>Jerry Reynolds Jr.</td>
<td>Dallas Area Rapid Transit</td>
</tr>
<tr>
<td>Antoinette Bacchus</td>
<td>Dallas County</td>
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<tr>
<td>Anthony Smith</td>
<td>Dallas County</td>
</tr>
<tr>
<td>Jim Cline</td>
<td>Denton County Transportation Authority</td>
</tr>
<tr>
<td>Garry Brandenburg</td>
<td>Fort Worth Transportation Authority</td>
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<tr>
<td>John Denholm III, P.E.</td>
<td>Lee Engineering</td>
</tr>
<tr>
<td>Yang Ouyang, P.E., PTOE</td>
<td>North Texas Tollway Authority</td>
</tr>
<tr>
<td>Claud &quot;Buz&quot; Elsom</td>
<td>Rockwall County (Representing)</td>
</tr>
<tr>
<td>Randy Skinner</td>
<td>Tarrant County</td>
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<tr>
<td>Minh Le, P.E.</td>
<td>Texas A&amp;M Transportation Institute</td>
</tr>
<tr>
<td>Matthew J. Hotelling, P.E., PTOE</td>
<td>Town of Flower Mound</td>
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<tr>
<td>Tamara Gart, P.E.</td>
<td>TxDOT Dallas District</td>
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<tr>
<td>Mohammed Quadeer, P.E.</td>
<td>TxDOT Fort Worth</td>
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<tr>
<td>Chad Davis, P.E.</td>
<td>Wise County</td>
</tr>
</tbody>
</table>
Contact Information

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Successful Safe Routes to School Planning in Fort Worth

Presented by
City of Fort Worth
Transportation and Public Works Department
May 17, 2017
Our School Family

- 16 Districts
  - Aledo
  - Azle
  - Birdville
  - Burleson
  - Castleberry
  - Crowley
  - Eagle Mountain-Saginaw
  - Everman
  - Fort Worth
  - Hurst-Euless-Bedford
  - Keller
  - Kennedale
  - Lake Worth
  - Mansfield
  - Northwest
  - White Settlement
Our School Family

- **16 Districts**
  - Aledo
  - Azle
  - Birdville
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  - Keller
  - Kennedale
  - Lake Worth
  - Mansfield
  - Northwest
  - White Settlement

- **Over 250 Campuses**
Our School Family

- **16 Districts**
  - Aledo
  - Azle
  - Birdville
  - Burleson
  - Castleberry
  - Crowley
  - Eagle Mountain-Saginaw
  - Everman
  - Fort Worth
  - Hurst-Euless-Bedford
  - Keller
  - Kennedale
  - Lake Worth
  - Mansfield
  - Northwest
  - White Settlement

- **Over 250 Campuses**

- **Over 380 School Zones**
Our School Family

• **16 Districts**
  – Aledo
  – Azle
  – Birdville
  – Burleson
  – Castleberry
  – Crowley
  – Eagle Mountain-Saginaw
  – Everman
  – Fort Worth
  – Hurst-Euless-Bedford
  – Keller
  – Kennedale
  – Lake Worth
  – Mansfield
  – Northwest
  – White Settlement

• **Over 250 Campuses**

• **Over 380 School Zones**

• **Over 200,000 Students**
Partnerships

Fort Worth Pedestrian and Bicycle Advisory Commission
Historical Perspective

Looked at each school zone independently.....
Current Approach

Look at a school campus as a system of one or more adjacent school zones and supporting infrastructure...
Future SRTS Approach

Look at not only the school campus, but also its surrounding neighborhood as the system, including Safe Routes to School...
Safe Routes to School – Fort Worth City Council authorized a $250,000 design contract for the first 26 schools in 2016 using 2014 Bond Program Funds. This contract will establish a deployment plan for an estimated $12,000,000 in future school-related infrastructure improvements.
SRTS Project Locations

- Amon Carter HS
- Bonnie Brae ES
- Boswell HS
- CC Moss ES
- Crowley MS
- D McRae ES
- Daggett ES
- Daggett MS
- Diamond Hill ES
- Diamond Hill HS
- Dunbar HS
- Eagle Project MS
- Glen Park ES
- Handley MS
- Kirkpatrick MS
- Meadowbrook MS
- ML Phillips ES
- North Hi Mount ES
- Paschal HS
- Polytechnic HS
- Riverside MS
- South Hills HS
- Westcreek ES
- Western HS
- Wilkie MS
- WJ Turner ES
2017 SRTS Project Delivery
2017 SRTS Project Delivery

[Diagram of a map showing various elements such as streets, sidewalks, and physical features with annotations and notes indicating planned changes and installations like new ramps, sidewalks, and tree removal.]
2017 SRTS Project Delivery
2017 SRTS Project Delivery
2017 SRTS Project Delivery
Complete School Improvements

- Update Crosswalk Markings

- Add Sidewalks/Ramps
Complete School Improvements

• Convert school flashers to Solar-Powered
• Include ‘Your Speed’ Signs
• Include 2-way communication
• Shorten zone lengths
• Shorten zone durations
• Standardize sign color to fluorescent, yellow-green
Complete School Improvements

- Strategic Use of Rectangular Rapid Flashing Beacons
  - Pedestrian activated
  - Available for non-school uses
Complete School Improvements

- Review Pick Up/Drop Off Operation
- Update Speed Zone Ordinance
  - School Zones
2017 TAP Project Locations

Blue Zones
- CC Moss ES
- Diamond Hill ES
- ML Phillips ES
- WJ Turner ES

FWISD
- Bonnie Brae ES
- Daggett ES / MS
- D McRae ES
Future Resources

- **2017 TAP Funds**
  - $4,000,000 requested

- **2018 Bond Funds**
  - $5,000,000 in for Neighborhood and School Safety
  - $15,000,000 in Pedestrian and Bicycle Programs

- **PAYGo**
  - $780,000 in 2018 (est.)
  - $811,000 in 2019 (est.)
  - $844,000 in 2020 (est.)
  - $877,000 in 2021 (est.)

$23,312,000 through 2012...
...or only about 10% of the existing campuses
Grapevine Connection
A project that is all about connections...
Dallas Road TOD Corridor/Cotton Belt Trail Extension Active Transportation Project

Future Grapevine TEXRail Station and TOD Development

TA APPLICATION PROJECT LIMITS

Veloweb Trail Network
Neighborhood Connection

LEGEND

- N-VIP Trail
- On-Street BRT Facilities (Proposed)
- Existing Off Trail
- Creating Cotton Belt Trail

Cotton Belt Trail Connection (Existing)

Cottonbelt Railroad Historic District

DALLAS RD AND COTTON BELT TRAIL CONCEPT PLAN
GRAPEVINE, TX

FEBRUARY 24, 2017
...but most importantly it is about Connecting People.
CONTEXT SENSITIVE CORRIDOR STUDIES

Bicycle and Pedestrian Advisory Committee
May 17, 2017
Previously Completed Study:
River Oaks Blvd. Corridor Master Plan
Key Elements from the Plan

- Corridor Vision
- Preliminary Streetscape Concepts
- Form-based Zoning Strategies
- Implementation Costs
Purpose of Corridor Master Plan

• Refine the vision for the corridor.
• Provide TxDOT with community-approved preliminary concepts for SH 183 to complete the system planning.

Project Partners | Technical Working Group Representatives

• Cities of Westworth Village, White Settlement, and Fort Worth; Tarrant County, West Tarrant Alliance, TxDOT, NAS Fort Worth, JRB, Fort Worth Transportation Authority, and NCTCOG
Overall Existing And Planned Bicycle System

- Bomber Spur Trail Connecting to the Trinity Trails System
- Other Planned Connections were Identified in Community Plans
Existing Sidewalks, Intersections, Driveways

- No Existing Sidewalks along SH 183
- Lack of Striped Crosswalks and Pedestrian Signals
- 59 Driveway Access Points and Street Intersections
- 10 Signalized Street Intersections
Zone 1:  
• Commerce Zone

Zone 2:  
• Base Zone

Zone 3:  
• River Access Zone
Preliminary Streetscape Concepts

SH 183 Commerce Zone (I-30 to Sherry Lane)

Existing
210’ Right of Way

Concept 1
210’ Right of Way
Base Context Zone: SH 183 / Pumphrey Drive Intersection Redesign Option 2

- New Development Opportunity Approximately 30,000 SQFT Lot
- New Development Opportunity Approximately 20,000 SQFT Lot
- Funded Bomber Spur Off-Street Trail Regional Veloweb Connection
- Trail Tunnel Underneath SH 183
- New Development Opportunity Approximately 112,500 SQFT Lot

Legend:
- Proposed Off-Street Shared-Use Path
- Proposed Sidewalk
- Proposed Crosswalk
- Funded Off-Street Shared-Use Path (Regional Veloweb)
- New Development Opportunity (Excess Right-of-Way)
- Proposed Road Removal

Scale: 0 0.025 0.05 Miles
White Settlement Rd. Intersection – Existing
White Settlement Rd. Intersection – Concept 1

River Access Context Zone: SH 183 / White Settlement Road Intersection Redesign Option 1

- New Signalized Intersection at SH 183 and White Settlement Rd
- New Development Opportunity Approximately 67,000 SQFT Lot
- New Development Opportunity Approximately 40,000 SQFT Lot

Legend:
- Green: Proposed Off-Street Shared-Use Path
- Orange: Proposed Sidewalk
- Yellow: Proposed Crosswalk
- Light Blue: New Development Opportunity (Excess Right-of-Way)
- Red X: Proposed Road Removal

[Map of the area with marked intersections and development opportunities]
Trinity River Crossing And Trail Access – Existing
Trinity River Crossing And Trail Access – Concept 1

River Access Context Zone: Trinity River Access and Crossing Option 1

Bicycle/Pedestrian Trail Access Ramp Example

Legend:
- Existing Off Street Shared Use Path (Regional Veloweb)
- Proposed Off Street Shared Use Path
- Proposed Sidewalk
- Proposed Crosswalk
- Proposed Bicycle/Pedestrian Bridge
- Proposed On Street Parking for Trail Access

Scale: 0 0.015 0.03 Miles
River Access Context Zone: Trinity River Access and Crossing Option 2
Project Schedule

- **March 2017**: Technical Working Group (TWG) Meeting 1
- **April 2017**: Community Meeting #1 (Feedback/Ideas)
- **April/May 2017**: Key Stakeholder Meetings and TWG Meetings
- **June 2017**: Community Meeting #2 (Recommendations)
- **July / August 2017**: Final Report
Contact Information

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kweaver@nctcog.org

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Senior Transportation Planner, Sustainable Development, NCTCOG
sconrad@nctcog.org

Trey Ingram
Transportation Planner III, NCTCOG
tingram@nctcog.org

www.nctcog.org/planningstudies
BIKE RADAR IN DENTON

Julie Anderson
Bike/Ped Coordinator
City of Denton
940-349-7718
Julie.Anderson@cityofdenton.com
STUCK AT RED LIGHTS
BIKE RADAR TECHNOLOGY
INSTALLED BIKE RADAR
BIKE RADAR TECHNOLOGY
<table>
<thead>
<tr>
<th>Type of Intersection</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Three-way</td>
<td>$14,808</td>
</tr>
<tr>
<td>Four-way</td>
<td>$20,735</td>
</tr>
</tbody>
</table>

Twincrest Technologies
Ian Lee
807-539-2200
UPCOMING EVENTS AND TRAINING

Bicycle and Pedestrian Advisory Committee

May 17, 2017
Fort Worth Street Safety
Education Forum

Thursday, May 18, 2017
6:00 PM
Fort Worth Botanic Gardens
3220 Rock Springs Road

Community organizations are seeking input for the development of a street safety education campaign. This public forum is open to anyone interested in creating a safer community for all users and all abilities.
Bike to Work Day Events

Friday, May 19, 2016

For event information:


- **City of Fort Worth**: [http://fortworthtexas.gov/biketowork/](http://fortworthtexas.gov/biketowork/)


[http://www.nctcog.org/trans/sustdev/bikeped/bike2work.asp](http://www.nctcog.org/trans/sustdev/bikeped/bike2work.asp)
TxDOT’s TA Set-Aside Call for Projects in Areas Outside of Large Urbanized Areas

Deadline for Project Nominations: May 22, 2017

Project Selection by TTC: Fall 2017
APBP
Professional Development Seminar

June 26 – 29, 2017
Memphis, TN

This biennial conference is packed with state-of-the-practice information for planners, engineers, landscape architects, public health professionals, advocates, elected officials, and others working to advance active transportation and sustainable, healthy communities.

http://www.apbp.org/page/PDS2017
The Mobility Plan will encourage better integration of travel modes in Dallas County and complement the Major Capital Improvement Project Program.
This informal and fun 10-mile ride utilizes both on-street and NRH trail system paths. A family-friendly, inside the park two-mile loop trail is also available during each 'Round the Town event.
Comprehensive Bikeway Design Courses

July 31-August 8, 2017 (Advanced)
August 14–18, 2017 (Intro)
Portland, OR

These courses cover the fundamentals of bikeway design and planning through an intensive week of interactive classroom and field experience and one-on-one problem solving with instructors. The courses will highlight the latest research and innovative practice and provide you with skills and diverse perspectives to take your bike network to the next level.

https://www.pdx.edu/ibpi/professional_development
Any events or training opportunities to add?

Any suggestions/topics for future training opportunities that NCTCOG could coordinate?

Contact:

Kevin Kokes, AICP
kkokes@nctcog.org
(817) 695-9275

OR

Daniel Snyder
dsnyder@nctcog.org
(817) 608-2394
Event Opportunities in 2017

Contact:

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(817) 695-9275

Gabriel Ortiz
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(817) 695-9259

Kathryn Rush
krush@nctcog.org
(817) 704-5601
Plans and Projects Underway

**Master Plans Underway**
- Frisco Hike & Bike Master Plan Update
- Keller Parks and Trails Master Plan
- Flower Mound Parks & Trails Master Plan
- Grand Prairie Parks and Trails Master Plan Update
- Dallas County Mobility Plan
- Northlake Comprehensive Plan
- Wise County Thoroughfare Plan
- McKinney Parks and Trails Master Plan
- Sachse Comprehensive Plan Update
- Weatherford Thoroughfare Plan
- Weatherford Bicycle Master Plan
- Rowlett Hike and Bike Trail Plan

**Regional Projects**
- Regional Trail Connection: Midlothian to Waxahachie
- Regional Trail Connections to Transit: Lewisville to Irving *(Lewisville, Carrollton, Coppell, Denton County, Dallas County, DCTA, NCTCOG, and DART)*

**Completed Plans**
- Sachse Comprehensive Plan Update
- Weatherford Complete Streets Policy
TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM

2017 Call for Projects Recommendations for the North Central Texas Region

Bicycle and Pedestrian Advisory Committee
May 17, 2017
Eligible Project Area
Eligible Project Activities

2017 Call for Projects (North Central Texas)

Active Transportation
- Shared-Use Paths
- On-Street Bikeways
- Bicycle/Pedestrian Signalization
- Sidewalks, Crosswalks, Curb Ramps
- Traffic Controls and Calming Measures
- Signage
- Road Diets

Safe Routes to School
- Shared-Use Paths
- On-Street Bikeways
- Bicycle/Pedestrian Signalization
- Sidewalks, Crosswalks, Curb Ramps
- Traffic Controls and Calming Measures
- Signage
## Evaluation and Scoring Criteria for Active Transportation Projects

<table>
<thead>
<tr>
<th>Category</th>
<th>Scoring (pts)</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regional Network Connectivity</td>
<td>25</td>
<td>Improves connectivity of Mobility 2040 regional paths and bikeways between cities and counties.</td>
</tr>
<tr>
<td>Mobility</td>
<td>20</td>
<td>Improves connections and access to transit.</td>
</tr>
<tr>
<td>Safety</td>
<td>15</td>
<td>Improves safety and provides facilities for pedestrians and bicyclists with a high level of comfort and suitability for users of all ages and abilities.</td>
</tr>
<tr>
<td>Reducing Barriers</td>
<td>10</td>
<td>Provides safe crossing of existing travel obstacles such as major roadways, interchanges, railroads, and bodies of water.</td>
</tr>
<tr>
<td>Congestion Reduction</td>
<td>10</td>
<td>Provide alternative travel options as an option to motor vehicle trips in areas with greater opportunity for walking and bicycling</td>
</tr>
<tr>
<td>Destination Density</td>
<td>5</td>
<td>Provides access to areas with a high density of major employers and destinations.</td>
</tr>
<tr>
<td>Air Quality Benefits</td>
<td>5</td>
<td>Improves air quality by supporting non-motorized facility usage.</td>
</tr>
<tr>
<td>Equity</td>
<td>5</td>
<td>Improves access to disadvantaged populations and underserved communities.</td>
</tr>
<tr>
<td>Local Network Connectivity</td>
<td>5</td>
<td>Implements locally planned priorities.</td>
</tr>
<tr>
<td>Category</td>
<td>Scoring (pts)</td>
<td>Description</td>
</tr>
<tr>
<td>-----------------------------------</td>
<td>---------------</td>
<td>------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Implements a Local Plan</td>
<td>20</td>
<td>Implements a project identified as a priority in a local Safe Routes to School plan.</td>
</tr>
<tr>
<td>Safety</td>
<td>20</td>
<td>Improves the safety of students walking and bicycling to school.</td>
</tr>
<tr>
<td>Congestion Reduction</td>
<td>20</td>
<td>Strong potential for the project to increase walking and bicycling by students in lieu of motor vehicle trips to and from school.</td>
</tr>
<tr>
<td>Equity</td>
<td>20</td>
<td>Improves school access for disadvantaged populations and underserved communities.</td>
</tr>
<tr>
<td>Community Support and Stakeholder Involvement</td>
<td>15</td>
<td>Builds upon demonstrated community support for walking and bicycling to school.</td>
</tr>
<tr>
<td>Air Quality Benefits</td>
<td>5</td>
<td>Improves air quality by supporting non-motorized facility usage.</td>
</tr>
</tbody>
</table>
# Additional Considerations

## Active Transportation Applications and Safe Routes to School Applications

<table>
<thead>
<tr>
<th>Category</th>
<th>Scoring (pts)</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Readiness and Other Factors</td>
<td>20</td>
<td>Project readiness / ability to obligate funds and initiate construction quickly. Other factors related to project impact upon the community.</td>
</tr>
<tr>
<td>Project Innovation</td>
<td>5</td>
<td>Project implements innovative or new treatments and technology that can serve as a model for the region.</td>
</tr>
</tbody>
</table>
### 2017 TA Set-Aside Applications Received and Requested Federal Funding

<table>
<thead>
<tr>
<th>Funding Categories</th>
<th>Western Region (Fort Worth District)</th>
<th>Eastern Region (Dallas District)</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Active Transportation</strong></td>
<td>$ 10,956,589</td>
<td>$ 23,581,601</td>
<td>$ 34,538,190</td>
</tr>
<tr>
<td><strong>Safe Routes to School</strong></td>
<td>$ 12,264,968</td>
<td>$ 9,520,911</td>
<td>$ 21,787,879</td>
</tr>
<tr>
<td><strong>Total Requested Federal Funding</strong></td>
<td><strong>$ 23,221,557</strong></td>
<td><strong>$ 33,102,512</strong></td>
<td><strong>$ 56,324,069</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Total Number of Applications</th>
<th>31</th>
<th>30</th>
<th>61</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total TA Funds Available</td>
<td>$ 9,335,417</td>
<td>$ 18,121,692</td>
<td>$ 27,457,109</td>
</tr>
</tbody>
</table>
## 2017 TA Set-Aside Funding Recommendations

**Fort Worth District: Active Transportation**

<table>
<thead>
<tr>
<th>Nominating Entity</th>
<th>Project Name</th>
<th>Recommended Federal Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Grapevine</td>
<td>Dallas Road TOD Corridor / Cotton Belt Trail Extension</td>
<td>$ 5,000,000</td>
</tr>
<tr>
<td>City of North Richland Hills</td>
<td>NRH Active Transportation Project for Trail / On-Road</td>
<td>$ 617,294</td>
</tr>
<tr>
<td>City of Richland Hills</td>
<td>Richland Hills TRE Connection</td>
<td>$ 1,677,121</td>
</tr>
<tr>
<td>City of Arlington</td>
<td>Julia Burgen Linear Park Trail System</td>
<td>$ 542,568</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>$ 7,836,983</strong></td>
</tr>
</tbody>
</table>

$ = highlighted projects indicate reduced funding based on reductions in project scope, design costs, or other project elements.
<table>
<thead>
<tr>
<th>Nominating Entity</th>
<th>Project Name</th>
<th>Recommended Federal Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Fort Worth*</td>
<td>CC Moss Elementary School SRTS</td>
<td>$310,736</td>
</tr>
<tr>
<td>City of Fort Worth*</td>
<td>Diamond Hill Elementary School SRTS</td>
<td>$676,906</td>
</tr>
<tr>
<td>City of Fort Worth*</td>
<td>WJ Turner Elementary School SRTS</td>
<td>$541,572</td>
</tr>
<tr>
<td>City of Fort Worth*</td>
<td>ML Phillips Elementary School SRTS</td>
<td>$551,405</td>
</tr>
<tr>
<td>City of Fort Worth*</td>
<td>D. McRae Elementary School SRTS</td>
<td>$383,734</td>
</tr>
<tr>
<td>City of Burleson</td>
<td>Irene Street &amp; Gardens to Johnson Safe Routes Project</td>
<td>$1,721,019</td>
</tr>
<tr>
<td>City of Fort Worth*</td>
<td>Bonnie Brae Elementary School SRTS</td>
<td>$310,677</td>
</tr>
<tr>
<td>City of Fort Worth*</td>
<td>Daggett Elementary/ Montessori School SRTS</td>
<td>$428,775</td>
</tr>
<tr>
<td>City of Keller</td>
<td>Whitley Road Safe Routes to School</td>
<td>$775,039</td>
</tr>
<tr>
<td>City of North Richland Hills</td>
<td>Smithfield Middle School</td>
<td>$211,137</td>
</tr>
<tr>
<td>City of Aledo</td>
<td>Old Annetta Road - Safe Routes to School</td>
<td>$833,880</td>
</tr>
<tr>
<td>Azle ISD</td>
<td>Walnut Creek Elementary Pedestrian Walkway</td>
<td>$301,116</td>
</tr>
</tbody>
</table>

* = projects to be consolidated for funding agreement

Total $7,045,996
# 2017 TA Set-Aside Funding Recommendations

## Dallas District: Active Transportation

<table>
<thead>
<tr>
<th>Nominating Entity</th>
<th>Project Name</th>
<th>Recommended Federal Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 City of Dallas</td>
<td>Trinity Strand Trail Phase 2</td>
<td>$ 5,000,000</td>
</tr>
<tr>
<td>2 City of Denton</td>
<td>Sycamore - Welch Active Transportation Connection</td>
<td>$ 762,508</td>
</tr>
<tr>
<td>3 City of Dallas</td>
<td>Lake Highlands Trail Phase 2A, 2B</td>
<td>$ 4,079,294</td>
</tr>
<tr>
<td>4 City of Dallas</td>
<td>Union Bikeway Connector</td>
<td>$ 610,150</td>
</tr>
<tr>
<td>5 City of Dallas</td>
<td>Ridgewood Trail Lighting</td>
<td>$ 687,280</td>
</tr>
<tr>
<td>6 City of Plano</td>
<td>Legacy Drive / Dallas Parkway Pedestrian / Bicycle Crossing</td>
<td>$ 355,784</td>
</tr>
<tr>
<td>7 City of Cedar Hill</td>
<td>South Clark Rd. Trail Veloweb Connection</td>
<td>$ 1,053,151</td>
</tr>
<tr>
<td>8 Dallas County</td>
<td>FM 1382 Sidepath</td>
<td>$ 1,628,951</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>$ 14,177,118</strong></td>
</tr>
</tbody>
</table>
# 2017 TA Set-Aside Funding Recommendations

**Dallas District: Safe Routes to School**

<table>
<thead>
<tr>
<th>Nominating Entity</th>
<th>Project Name</th>
<th>Recommended Federal Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 City of Denton*</td>
<td>Ginnings Elementary School Sidewalk Project</td>
<td>$ 525,142</td>
</tr>
<tr>
<td>2 City of Denton*</td>
<td>Lee Elementary School Sidewalk Project</td>
<td>$ 237,169</td>
</tr>
<tr>
<td>3 City of Terrell</td>
<td>Dr. Bruce Wood ES Connection Extensions</td>
<td>$ 534,380</td>
</tr>
<tr>
<td>4 City of Heath</td>
<td>SRTS Trail Project - Smirl &amp; Hubbard</td>
<td>$ 380,228</td>
</tr>
<tr>
<td>5 City of Cedar Hill*</td>
<td>Group 4 - Sidewalk and Crosswalk Improvements</td>
<td>$ 129,981</td>
</tr>
<tr>
<td>6 City of Cedar Hill*</td>
<td>Group 1 - Sidewalk and Crosswalk Improvements</td>
<td>$ 757,518</td>
</tr>
<tr>
<td>7 City of Cedar Hill*</td>
<td>Group 2 - Sidewalk and Crosswalk Improvements</td>
<td>$ 594,745</td>
</tr>
<tr>
<td>8 City of Dallas</td>
<td>Lake Highlands Trail Northern Extension</td>
<td>$ 1,597,200</td>
</tr>
<tr>
<td>9 City of Rowlett</td>
<td>Miller Rd. and Chiesa Rd. Sidewalk</td>
<td>$ 349,348</td>
</tr>
<tr>
<td>10 City of Cedar Hill*</td>
<td>Group 3 - Sidewalk and Crosswalk Improvements</td>
<td>$ 77,616</td>
</tr>
</tbody>
</table>

* = projects to be consolidated for funding agreement

**Total** $ 5,183,327
## Recommended Federal Funding

<table>
<thead>
<tr>
<th>Funding Categories</th>
<th>Western Region (Fort Worth District)</th>
<th>Eastern Region (Dallas District)</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Active Transportation</strong></td>
<td>$ 7,836,983</td>
<td>$ 14,177,118</td>
<td>$ 22,014,101</td>
</tr>
<tr>
<td>(12 Projects)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Safe Routes to School</strong></td>
<td>$ 7,045,996</td>
<td>$ 5,183,327</td>
<td>$ 12,229,323</td>
</tr>
<tr>
<td>(22 Projects)</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td><strong>Total Recommended Federal Funding</strong></td>
<td>$ 14,882,979</td>
<td>$ 19,360,445</td>
<td>$ 34,243,424</td>
</tr>
<tr>
<td>(34 Projects)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## Schedule

<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>BPAC / Transportation Alternatives Call for Projects Public Meeting</td>
<td>11/16/16</td>
</tr>
<tr>
<td>STTC Action (CFP Guidelines)</td>
<td>12/2/16</td>
</tr>
<tr>
<td>RTC Action (CFP Guidelines)</td>
<td>12/8/16</td>
</tr>
<tr>
<td>Call for Projects <em>Opens</em></td>
<td>12/12/16</td>
</tr>
<tr>
<td>Application Workshop</td>
<td>12/14/16</td>
</tr>
<tr>
<td>Deadline for Meetings to Review Applications for Completeness</td>
<td>2/10/17</td>
</tr>
<tr>
<td>Call for Projects <em>Closes</em></td>
<td>2/24/17; 5:00pm</td>
</tr>
<tr>
<td>Review of Projects / Scoring by NCTCOG</td>
<td>March – April</td>
</tr>
<tr>
<td>Public Meetings</td>
<td>Early May</td>
</tr>
<tr>
<td><strong>STTC Action (Selected Projects)</strong></td>
<td>5/26/17</td>
</tr>
<tr>
<td><strong>RTC Action (Selected Projects)</strong></td>
<td>6/8/17</td>
</tr>
<tr>
<td>Meetings with Awarded Agencies (Dallas District)</td>
<td>6/21/17</td>
</tr>
<tr>
<td>Meetings with Awarded Agencies (Fort Worth District)</td>
<td>6/22/17</td>
</tr>
<tr>
<td>Submittal Deadline for Transportation Improvement Program (TIP)</td>
<td>7/28/17</td>
</tr>
<tr>
<td>modifications (November 2017 Cycle)</td>
<td></td>
</tr>
<tr>
<td>Approval of Statewide Transportation Improvement Program (STIP)</td>
<td>Nov/Dec 2017</td>
</tr>
</tbody>
</table>
Questions?

Contact Information

Karla Weaver, AICP
Sustainable Development
Senior Program Manager
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