Events and Training

Bicycle and Pedestrian Advisory Committee

August 16, 2017
PARK(ing) Day Dallas will focus on parking space transformations in the heart of Downtown Dallas along Main Street.

At 11am parking spaces begin to disappear and tiny parks pop-up in their place.

PARK(ing) Day Dallas is organized by volunteers as a community event. Any business organization or individual can participate.

If your organization would like to request additional spaces, or you are an individual just interested in volunteering please email parkingdaydallas@gmail.com.
Complete Streets One-Day Design Course

Planning and Design of Complete Streets Moving from Policy to Implementation

Note: All workshops are full. Please contact Barbara Walsh at Bwalsh@nctcog.org or call (817) 695-9245 to be added to a wait list.

SEPT. 13TH
NCTCOG 616 Six Flags Dr. Arlington TX
9 am to 4:30 pm
(registration begins at 8:30 am)

SEPT 14TH
Citylink at State Farm PGBT at Plano Rd
Richardson TX
9 am to 4:30 pm
(registration begins at 8:30 am)

SEPT. 15TH
NCTCOG 616 Six Flags Dr. Arlington TX
9 am to 4:30 pm
(registration begins at 8:30 am)

Registration: www.nctcog.org/CSregister
Ecofest

Bike Safety Town

September 17, 2017
Arlington
Levitt Pavilion (100 W. Abram Street)
10am – 5pm

😊 Bike Safety Town is a closed-loop streetscape designed to help children practice riding with others. General instruction will be given on proper signaling, yielding, and starting from a full stop. Attendees are encouraged to bring their own bike and helmet.

For more info, Facebook Search: ECO FEST ARLINGTON
Training Sessions to Access

STRAVA METRO Bike/Pedestrian Data

September 20, 2017
at NCTCOG

Morning Session
9:00 AM – 12:00 PM
Pitstick Exec. Board Room

Afternoon Session
1:00 PM – 4:00 PM
Regional Forum Room

- TxDOT recently purchased 2 years of STRAVA data
- Training session for accessing STRAVA data for planning and project development. Data will be available through TxDOT at no-cost to local governments
The Designing Cities conference convenes transportation leaders and practitioners from across the country to discuss key trends in urban street design and transportation policy.

Registration available online at:

https://nacto.org/designing-cities-location-2017
Local ‘Bike with the Mayor’ Events

April – November, 2017

For ride schedules and information:

- **Fort Worth** – *Town Halls for All:*

- **Grand Prairie** – *Cyclin’ with the Mayor:*

- **North Richland Hills** – *‘Round the Town with Oscar’:*
International Walk to School Day

October 4, 2017
Nationwide
http://www.walkbiketoschool.org/

Walk to School Day is a global event that involves communities from more than 40 countries walking to school on the same day. Over time, this event has become part of a movement for year-round safe routes to school and a celebration – with record breaking participation – each October.

Today, thousands of schools across America – from all 50 states, participate every October.
Comprehensive Bikeway Design Workshop

July – August 2018
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

Nick Hernandez
nhernandez@nctcog.org
(817) 704-2544
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
- North Richland Hills City Wide Trail and Route System Plan
- Grand Prairie Parks and Trails Master Plan Update
- Dallas County Mobility Plan
- Northlake Comprehensive Plan
- Wise County Thoroughfare Plan

Regional Projects
- Regional Trail Connection: CentrePort Station to Mike Lewis Trail in Grand Prairie (Fort Worth, Grand Prairie, NCTCOG, and DART/TRE)

Completed Plans
- Rockwall County Open Space / Trails Study
- Fort Worth Thoroughfare Plan Update and Complete Streets Policy
Comprehensive Bikeway Design Workshop
July 31 – August 4, 2017
Portland, OR
Don’t plan for “cyclists”

Plan for people—especially those not yet riding: the “interested but concerned”
For whom are you designing?

Build a bikeway system suitable for a 12-year-old girl

City of Portland, OR
Comprehensive Plan’s policy on bicycle transportation:

“Create conditions that make bicycling more attractive than driving for most trips of approximately 3 miles or less.”
Level of Traffic Stress

Low-Stress Bicycling and Network Connectivity

LTS 1 = All Ages and Abilities
LTS 2 = Most Adults
LTS3 = Skilled Bicyclist
LTS4 = High Stress

Furth, P. Low-Stress Bicycling and Network Connectivity. Mineta Transportation Institute. 2011
Weakest Link Principle

LTS 1 = All Ages and Abilities
LTS 2 = Most Adults
LTS 3 = Skilled Bicyclist
LTS 4 = High Stress

Overall = LTS 3
<table>
<thead>
<tr>
<th>Target Motor Vehicle Speed (95th Percentile)</th>
<th>Target Max. Motor Vehicle Volume (ADT)</th>
<th>Motor Vehicle Lanes</th>
<th>Additional Operational Considerations</th>
<th>All Ages and Abilities Bicycle Facility</th>
</tr>
</thead>
<tbody>
<tr>
<td>Any</td>
<td>Any</td>
<td>Any</td>
<td>Any of the following: high curbside activity, frequency of crashes, motor vehicle congestion, turning conflicts</td>
<td>Protected Bicycle Lane</td>
</tr>
<tr>
<td>&lt; 10 mph</td>
<td>Less relevant</td>
<td>No centerline, or single lane one-way</td>
<td>Pedestrians share the roadway</td>
<td>Shared Street</td>
</tr>
<tr>
<td>≤ 20 mph</td>
<td>≤ 1,000 – 2,000</td>
<td>Single lane each direction, or single lane one-way</td>
<td>&lt; 100 motor vehicle per direction per hour</td>
<td>Bicycle Boulevard</td>
</tr>
<tr>
<td>≤ 500 – 1,500</td>
<td>≤ 1,500 – 3,000</td>
<td>Multiple lanes per direction</td>
<td>Low curbside activity, or low congestion pressure</td>
<td>Conventional or Buffered Bicycle Lane</td>
</tr>
<tr>
<td>Greater than 6,000</td>
<td>Greater than 6,000</td>
<td>Any</td>
<td>Any</td>
<td>Buffered or Protected Bicycle Lane</td>
</tr>
</tbody>
</table>

High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts

High pedestrian volume

Low pedestrian volume
Directive on protected bicycle lanes

“I am asking our engineers, project managers and planners to make protected bicycle lanes the preferred design on roadways where separation is called for. I am asking for this design standard for retrofits of existing roadways as well as to new construction”.

“I want protected bikeways to be considered on every project where some type of separation is desired”.

*PBOT Director Leah Treat to agency staff*
Directive on protected bicycle lanes

“I am asking our engineers, project managers and planners to make protected bicycle lanes the preferred design on roadways where separation is called for. I am asking for this design standard for retrofits of existing roadways as well as to new construction”.

“I want protected bikeways to be considered on every project where some type of separation is desired”.

*PBOT Director Leah Treat to agency staff*
Design principles

- Maximum separation/maximum proximity
- Visibility
- Ask not “what is allowed” but “what is best”
- Innovate
- Communicate with the pavement
- Provide priority for bicycle transportation
- Comfort and safety are both important
- Design vehicle: “interested but concerned”
- Design for the hordes
Ten-foot travel lanes

“The new preferred lane width is 10 feet on roadways with lane markings.”

Lane width wider than 10’ may be desired for reasons including the following:

- safety and operational reasons including accommodation for freight and transit vehicles
- geometric roadway features
Bicycle Network

Creating a dense network of bikeways will result in a big jump in usage.

Some Portland census tracts with a good connected network have up to 33 percent bicycle commute mode share.
Portland's existing and funded bikeways
Creating a low-stress* network

Legend
Existing Bikeways
- Low Stress Bikeway
- Buffered Bike Lane
- Enhanced Shared Roadway
- Bike Lane

Funded Bikeways
- Low Stress Bikeway
- Buffered Bike Lane
- Bike Lane

July 2017

* low-stress bikeways defined as either off-street paths, neighborhood greenways or protected bicycle lanes.
How did a person living in the household that is employed travel to work on the last weekday that he or she worked?

Total number of households surveyed in residential community: 356,859.

City-wide percentage of cycling to work: 0.97%

Weather in 2011 Apr: Average temperature 1.6°C & Total precipitation 47.4mm

How did a person living in the household that is employed travel to work on the last weekday that he or she worked?

Total number of households surveyed in residential community: 357,626.

City-wide percentage of cycling to work: 1.79%

Weather in 2016 Apr: Average temperature 9.8°C & Total precipitation 4.0mm
Bicycle Boulevards
Bicycle Boulevards
To Make A Good Bicycle Boulevard You Need:
(people to feel safe and comfortable on superb facilities)

- Low Traffic Volumes
  - diversion
  - queuing
- Low Speeds
  - traffic calming
- Easy Crossing of Arterial Streets
  - signalization
  - curb extensions
  - median refuges
- Way-Finding
  - signs, markings
- Priority for People on Bicycles
  - impediments to motor vehicles
  - bike boxes
  - prominent markings
20 MPH
Portland, OR Neighborhood
Greenway Standards

25 MPH
AASHTO Bike Boulevard
Median refuge (with diverter)

1. Reflective markers should be used on the approach to the refuge island.
2. The height of the island should be curb level, 6 inches high.
3. Desirable: Width 12 ft or greater; Minimum Width 6 ft.
4. The length of the refuge island should be greater than 6 ft.

Median Refuge Island with Diverter
Bicycle Signals

Design Guidance

Bicycle Detection

**Required Features**

1. The sensitivity of standard video, microwave and in-pavement loop detectors shall be adjusted to ensure that they detect bicycles.
2. Over-magnetic field detection, the center of which is a loop in the most sensitive location for detection, for both diagonal and parallel to vehicle stops, shall be included in the detection area.

**Recommended Features**

1. The MUTCD provides guidance on vehicle markings and signage related to signal detection.

- Signal Detection Areas
- Bicycle Markings
- Loop Detector Type

Source: NACTO
Comprehensive Bikeway Design Workshop

July - August 2018
Portland, OR

Will YOU Be Attending?

1. Sherman Livingston, City of Dallas
2. TBD
3. TBD
4. TBD
5. TBD
6. TBD
7. TBD
8. TBD
9. TBD
10. TBD
Overview
Bicycle Tourism Trails Act
TX Transportation Code Section 201.9025

(a) The Texas Department of Transportation Bicycle Advisory Committee shall advise and make recommendations to the commission on the development of bicycle tourism trails in this state. Recommendations on bicycle tourism trails developed under this section:

1. shall be made in consultation with the Parks and Wildlife Commission and the Texas Economic Development and Tourism Office;
2. shall reflect the geography, scenery, history, and cultural diversity of this state;
3. shall maximize federal and private sources of funding for the designation, construction, improvement, maintenance, and signage of the trails and the promotion of bicycle tourism; and
4. may include multiuse trails to accommodate equestrians, pedestrians, and other nonmotorized trail users when practicable.

(b) The department may contract with a statewide bicycle nonprofit organization for assistance in identifying, developing, promoting, or coordinating agreements and participation among political subdivisions of this state to advance bicycle tourism trails.
Bikeway networks contribute to tourism

Bicyclists spend money
  • Lodging, food, retail, entertainment, etc.

Bike travel is growing
  • Self-guided tours
  • Regional bike networks
  • Single and multi-day events
  • Bicycle rentals

Commuter and recreational users
Bikeway networks contribute to tourism
Non-motorized Trail Example: **East Coast Greenway**

**Overview:**
- 3,000 mile long spine that links urban areas together from Maine to Key West, FL
- Accompanied by 2,000 miles of *complementary* routes
- Currently, 30% of entire length is off-road shared use path, while remaining portions use low-volume roadways for “interim routing”

**Ultimate design accommodation:**
- Bicycle/pedestrian provisions for all ages and abilities
- Off-road shared use paths wherever possible
  - Where shared use paths are not feasible, shared roadways, bike lanes, and sidewalks will be used

For more info: [http://www.greenway.org/](http://www.greenway.org/)
Vision, Goals and Objectives
Vision Statement

A network of bicycle tourism routes collaboratively developed to provide safe, non-motorized access to and connectivity between statewide/regional destinations and support economic development across Texas.
Goals

- Identify bicycle tourism trail routes
- Foster the development of safe bicycle tourism trails
- Identify benefits of bicycle tourism trails
- Engage stakeholders
Goal 1: Identify tourism trail routes

Objectives:

1.1 Establish criteria for route locations
1.2 Connect existing bicycle, transit, rail, vehicle, and pedestrian networks with potential tourism trails
1.3 Identify statewide/regional destinations and annual bicycling events
1.4 Identify existing and potential routes
1.5 Map routes
**Goal 2: Foster the development of safe bicycle tourism trails**

Objectives:

2.1 Establish design criteria for various bikeway accommodations

2.2 Provide estimated costs associated with development of various bikeway accommodations

2.3 Establish procedures for considering state-maintained roadways for inclusion in USBRS

2.4 Provide guidance to identify/coordinate bikeway connections statewide
Goal 3: Identify benefits of bicycle tourism trails

Objectives:
3.1 Identify economic benefits
3.2 Identify health benefits
3.3 Identify environmental benefits
3.4 Identify transportation/travel benefits
Goal 4: Engage stakeholders

Objectives:

4.1 Consult and coordinate with state agencies (including Texas Economic Development and Tourism Office and the Texas Parks and Wildlife Department)

4.2 Coordinate with other government entities

4.3 Engage statewide bicycle interest groups
Proposed products

Goal 1: Identify bicycle tourism trail routes
- Map of proposed bicycle tourism trail routes
- Routing criteria prioritization
- Establish TxDOT process for Texas USBRS inclusion

Goal 2: Foster the development of safe bicycle tourism trails
- Typical sections for allowable bicycle accommodations/facilities
- Cost estimates by type of bicycle accommodations/facilities

Goal 3: Identify benefits of bicycle tourism trails
- Documentation of economic, health, environmental, and transportation/travel benefits of bicycle tourism and bicycle trail creation

Goal 4: Engage stakeholders
- Incorporation of stakeholder input
Stakeholder Outreach
Project stakeholders

TxDOT Divisions and Districts

Texas Parks & Wildlife
• Knowledge of recreational trails and other long-distance cyclist destinations throughout Texas
• Received approximately 5% (about $4 million) of TA Set-Aside funding for recreational trails

Texas Historical Commission- Community Heritage Development Division
• Knowledge of long-distance cyclist destinations: Texas Heritage Trails program

Texas Economic Development and Tourism Office
• Practical knowledge of tourism spending and economic benefits

Texas Department of State Health Services
• Knowledge of public health issues and future partner during future promotion phases

Regional Planning Organizations
Metropolitan Planning Organizations (MPOs) and Councils of Governments (COGs)
• Knowledge of local planning efforts, bicycle project development, and local GIS data
• Coordination with local jurisdictions

BikeTexas
• Knowledge of previously considered bicycle tourism trail routes
• Valuable partner for future support and promotion of BTTS Routes

Users
16 • Knowledge of bicycling needs
Opportunities for input later this summer...
Questions
Thank You!!

TxDOT’s Bicycle Advisory Committee

Carl Seifert  
Transportation Planner  
carl.seifert@ch2m.com  
CH2M: 512-249-3351  
TxDOT: 512-374-5213

Teri Kaplan  
Bonnie Sherman

Public Transportation (PTN)
Topics

• Regional Perspective
• What is The Metropolitan Transportation Plan (MTP)?
• Mobility 2040
• Mobility 2045

Performance Measures
Regional Perspective

Population
12. Virginia – 8,411,808
13. Washington – 7,288,000
☆ DFW – 7,123,170
14. Arizona – 6,931,071
15. Massachusetts – 6,811,779
16. Tennessee – 6,651,194

Area (square miles)
44. Massachusetts – 10,554
45. Vermont – 9,616
☆ DFW – 9,441
46. New Hampshire – 9,349
47. New Jersey – 8,722
48. Connecticut – 5,543
49. Delaware – 2,448
50. Rhode Island – 1,545

Source: US Census Bureau July 2016 estimate and NCTCOG
DFW Estimate is January 1, 2016

Note:
Lake Erie – 9,910 square miles

Source: US Census Bureau, 2010 census and NCTCOG
What Is The Metropolitan Transportation Plan?

Required By Law

- Represents a Blueprint for the Region’s Multimodal Transportation System
- Covers at Least a 20-year Timeframe
- Responds to Goals
- Identifies Policies, Programs, and Projects for Continued Development
- Guides the Expenditure of Federal and State Funds
Mobility Plan Development Process

- **Infrastructure Maintenance**
  - Maintain & Operate Existing Facilities
  - Bridge Replacements

- **Management and Operations**
  - Improve Efficiency & Remove Trips from System
  - Traffic Signals and Bicycle & Pedestrian Improvements

- **Growth, Development, and Land Use Strategies**
  More Efficient Land Use & Transportation Balance

- **Rail and Bus**
  Induce Switch to Transit

- **HOV/Managed Lanes**
  Increase Auto Occupancy

- **Freeways/Tollways and Arterials**
  Additional Vehicle Capacity
Transportation Funding Basics

System Revenue + Facility Revenue + Local Revenue = Regional Transportation System Revenues

- Motor Fuel Taxes
- Vehicle Registration Fees
- Other Federal Sources
- Other State Sources

- Tollroads
- Managed Lanes
- Public/Private Partnerships
- Public Transportation Fares

- Sales or Special Taxes
- Bond Programs
- Impact Fees
- Property Taxes
- Value Capture
Mobility 2040
Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics will be determined through ongoing project development.
Major Roadway Recommendations

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

- Existing/Funded*: 1,482 Miles
- Planned*: 5,548 Miles
- Total 7,030 Miles

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

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.
"Mobility 2040 supports the development of local Complete Streets policies and the implementation of Complete Streets infrastructure on both new and reconstructed streets; such design will safely accommodate all users in the region."
Regional Roadway Performance

Lane Miles at Level of Service ABC, DE, and F

2017 Network

2040 Build

2040 No-Build

- LOS ABC
- LOS DE
- LOS F
Mobility 2045
Mobility 2045 Ingredients

- Incorporate Federal FAST Act Requirements
  Performance Measures and Targets
- Incorporate New State Requirements
  Consistency with HB 20 (10-year Plan)
- Incorporate Latest Project Development and Planning Initiatives
  - Consistency with Federal Environmental Documents
  - High-Speed Rail
  - Modern “People Movers”
  - Emerging Technologies
Mobility 2045 Foundation

• New Base Year – 2018
• 2045 Demographics
  • Population
  • Employment
• 2045 Revenue Forecast
• Performance Measures
• Reflect Successes in Projects Completed
Core County Population Growth

MILLIONS

YEAR


Tarrant

Dallas

Collin

Denton
Control Totals

Note: Historical figures are total population. Projected figures are household population.
Performance Measures

• Definition
  Quantitative, Repeatable Measures of Transportation System’s Performance

• Informed by Agency or Legislative Goals
  Ex: Reduce Congestion

• Generally Coupled with Clear, Realistic Targets
  Ex: Reduce Congestion by XX%

• Usually Derived from Clearly Defined Metrics
  Metrics Derived from Consistent, Repeatable Source Data
Performance Measures

Goals → Measures → Targets → Metrics → Source Data

- Goals
- Measures
- Targets
- Metrics
- Source Data
Performance Measures

• FAST Act Requires MPOs to Report and Integrate Performance Measures into Planning Processes
• Four Rulemakings Define Required Measures
  Agencies May Go Beyond Minimum
• MPOs Required to Adopt Targets for Each Required Measure
  • May Agree to Support the State’s Targets
  • Target Setting Deadlines Staggered Over 2 Years
• Not All Required Measures and Targets Will be Included in Mobility 2045
## Schedule

<table>
<thead>
<tr>
<th>Milestone</th>
<th>Date</th>
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<tbody>
<tr>
<td>Public Involvement</td>
<td>October 2017</td>
</tr>
<tr>
<td>Mobility 2045 Initial Draft</td>
<td>December 22, 2017</td>
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<tr>
<td>Public Involvement</td>
<td>January 2018</td>
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<tr>
<td>Public Involvement</td>
<td>April 2018</td>
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<tr>
<td>Mobility 2045 Final Draft</td>
<td>April 1, 2018</td>
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<tr>
<td>Public Involvement</td>
<td>May 2018</td>
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<tr>
<td>Mobility 2045 (STTC Action)</td>
<td>May 25, 2018</td>
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<tr>
<td>Mobility 2045 (RTC Action)</td>
<td>June 14, 2018</td>
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<tr>
<td>Air Quality Conformity DOT Determination Deadline</td>
<td>November 23, 2018</td>
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</tbody>
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Questions??

Dan Lamers
Senior Program Manager
dlamers@nctcog.org
(817) 695-9263

Kevin Feldt
Program Manager
kfeldt@nctcog.org
(817) 704-2529

Mitzi Ward
Principal Planner
mward@nctcog.org
(817) 695-9272

mobilityplan@nctcog.org
Proposed Regional Bicycle and Pedestrian Performance Measures

Bicycle and Pedestrian Advisory Committee

Daniel Snyder
August 16, 2017
Overview

• Proposed Regional Performance Measures to be Included in Mobility 2045

• Proposed Regional Performance Measures to be Tracked Internally

• Next Steps
Proposed Regional Performance Measures (PM) to be Included in Mobility 2045

1) Safety

2) Mode Share

3) Bikeway Mileage
1) Safety: Number of Non-Motorized Fatalities and Serious Injuries

- Federal performance measure
  - Fatalities and serious injuries are combined for federal reporting purposes

- In addition to reporting the federal performance measure, NCTCOG proposes tracking walking and bicycling fatalities and serious injuries individually

- Statewide target released
TxDOT’s Target for Non-Motorized Fatalities and Serious Injuries

- 2022 Statewide Goal: Reduce projected fatalities and serious injuries by two percent.

- 2018 Statewide Target: To decrease the expected rise of non-motorized fatalities and serious injuries from 2,023 in 2015 to not more than 2,309 non-motorized fatalities and serious injuries in 2018.

- RTC will determine by February 2018 as part of Mobility 2045 if the MPO will support the State’s targets or establish targets for the region.
TxDOT’s Target for Non-Motorized Fatalities and Serious Injuries, continued

**Projection (2,696)**

**Target (2,642)**
## Safety PM Methodology Table

<table>
<thead>
<tr>
<th>Proposed Performance Measures</th>
<th>Reporting Mechanism</th>
<th>Study Area</th>
<th>Data Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Bicycle and Pedestrian Serious Injuries</td>
<td>Every New MTP</td>
<td>12-County Metropolitan Planning Area</td>
<td>TxDOT CRIS System and FARS</td>
</tr>
<tr>
<td>Number of Bicycle and Pedestrian Fatalities</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
2) Mode Share: Percent of Non-SOV Travel

- Federal performance measure

- SOV = Single Occupancy Vehicle (driving alone)

- Includes the following modes:
  - Carpool
  - Mass transit
  - Work at home
  - Walking and Bicycling

- Mode share is based on Census-defined Urbanized Areas

- In addition to reporting the federal performance measure, NCTCOG proposes tracking walking and bicycling mode share individually

- State’s target to be established by May 2018, therefore this performance measure or target may not be included in the next MTP
## Mode Share PM Methodology Table

<table>
<thead>
<tr>
<th>Proposed Performance Measures</th>
<th>Reporting Mechanism</th>
<th>Study Area</th>
<th>Data Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percent of People Commuting to Work by Bicycling</td>
<td>Every New MTP</td>
<td>Urbanized Areas</td>
<td>TBD</td>
</tr>
<tr>
<td>Percent of People Commuting to Work by Walking</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
3) Bikeway Mileage

- Number of miles of existing Regional Veloweb paths
- Number of miles of existing Community Shared-Use Paths
- Number of miles of existing On-Street Bikeways
  - Not including wide shoulders in rural areas
- Not federally required, but historically reported in the MTP
## Bikeway Mileage PM Methodology Table

<table>
<thead>
<tr>
<th>Proposed Performance Measures</th>
<th>Reporting Mechanism</th>
<th>Study Area</th>
<th>Data Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Miles of Existing Regional Veloweb Paths</td>
<td>Every New MTP</td>
<td>12-County Metropolitan Planning Area</td>
<td>NCTCOG Regional Bikeway Geodatabase</td>
</tr>
<tr>
<td>Number of Miles of Existing Community Shared-Use Paths</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Number of Miles of Existing On-Street Bikeways (not including wide shoulders)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Combined Regional Veloweb, Community Paths, and On-Street Bikeway Network

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

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 needs. Corridors specific alignment, design, and operational characteristics for the network will be determined through ongoing project development.
Proposed Performance Measures to be Tracked Internally

1) Access to Bikeways

2) Active Transportation Planning
1) Access to Bikeways

- Percent of population residing within ¼-mile of an existing on-street or off-street bikeway
- Number of community destinations within ¼-mile of the existing Regional Veloweb
- Number of miles of existing bikeways within ¼-mile of transit stations
2) Active Transportation Planning

- Number of communities with an adopted plan including an off-street bikeway network (trail plan)
- Number of communities with an adopted on-street bikeway network
- Number of communities with an adopted complete streets policy
- Number of communities with an adopted ADA transition plan
- Number of adopted Safe Routes to School campus plans
Feedback

Do you have local performance measures related to bicycling and walking?
Next Steps

- RTC will determine by February 2018 as part of Mobility 2045 if the MPO will support the State’s safety targets or establish targets for the region.

- Targets for bicycle and pedestrian safety performance measure will be presented at the November meeting.

- Updates will be provided at future BPAC meetings on developments surrounding performance measures and targets.
Questions?

Karla Weaver, AICP  
Sustainable Development  
Senior Program Manager  
kweaver@nctcog.org  
817-608-2376

Kevin Kokes, AICP  
Principal Transportation Planner  
kkokes@nctcog.org  
817-695-9275

Daniel Snyder  
Transportation Planner  
dsnyder@nctcog.org  
817-608-2394