The APBP Webinar “Got Counts? Now What?”
is hosted prior to BPAC from 1:00 – 2:00 PM.

<table>
<thead>
<tr>
<th>Time</th>
<th>Item</th>
<th>Speaker/Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>2:00 – 2:05</td>
<td>1. Welcome – Introductions</td>
<td>Mitzi Davis, Chair City of Farmers Branch</td>
</tr>
<tr>
<td></td>
<td>Introduction of Committee and leadership. Discussion of the February 21, 2018 BPAC Meeting Summary as necessary.</td>
<td></td>
</tr>
<tr>
<td>2:05 – 2:40</td>
<td>2. Local Community Updates</td>
<td>Various BPAC Members and Guests</td>
</tr>
<tr>
<td></td>
<td>a. Interim Approval for Rectangular Rapid Flash Beacons – Millie Hayes FHWA</td>
<td></td>
</tr>
<tr>
<td></td>
<td>b. Economic Impacts of Trinity Trails – Tina Nikolic, TRWD</td>
<td></td>
</tr>
<tr>
<td></td>
<td>c. Frisco Hike &amp; Bike Master Plan Update – Robert Caskey, City of Frisco</td>
<td></td>
</tr>
<tr>
<td></td>
<td>d. Katy Trail Speed Limit – Jared White, City of Dallas</td>
<td></td>
</tr>
<tr>
<td></td>
<td>e. City of Weatherford Complete Street Policy Recognition</td>
<td></td>
</tr>
<tr>
<td></td>
<td>f. Upcoming Events and Training – Laura Melton, Co-Chair, City of Burleson</td>
<td></td>
</tr>
<tr>
<td>2:40 – 3:30</td>
<td>3. Partnership Opportunities and Leveraging for Active Transportation Projects in the Region</td>
<td>Kevin Kokes and Various Speakers</td>
</tr>
<tr>
<td></td>
<td>A presentation of funding sources, engaging local stakeholders to implement local projects.</td>
<td></td>
</tr>
<tr>
<td>3:30 – 3:45</td>
<td>4. Regional Bicycle Opinion Survey</td>
<td>Gabriel Ortiz, NCTCOG</td>
</tr>
<tr>
<td></td>
<td>An overview of the 2017 bicycle opinion survey for the 12-county region. The survey questions captured the general public’s views on bicycling including frequency of bicycling, perceived barriers to bicycling, access to bicycle facilities, and helmet use.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Review and highlights of the regional bicycle and pedestrian traffic count data collected in 2017.</td>
<td></td>
</tr>
<tr>
<td>3:50 – 3:55</td>
<td>6. Statewide TxDOT Bicycle Advisory Committee (BAC) Update</td>
<td>Kevin Kokes, AICP NCTCOG</td>
</tr>
<tr>
<td></td>
<td>An update on recent developments from the April 16, 2018 TxDOT BAC meeting.</td>
<td></td>
</tr>
<tr>
<td>3:55 – 4:00</td>
<td>7. Other Business/Open Discussion</td>
<td>Mitzi Davis, Chair City of Farmers Branch</td>
</tr>
<tr>
<td></td>
<td>This item provides an opportunity to bring items of interest before the Committee or propose future agenda items.</td>
<td></td>
</tr>
</tbody>
</table>

Next BPAC Meeting
The next meeting of the Bicycle and Pedestrian Advisory Committee is scheduled for **August 15, 2018**, at 2:00 p.m. in the Transportation Council Room of the North Central Texas Council of Governments. Preceding the BPAC meeting, a webinar by the Association of Pedestrian and Bicycle Professionals (APBP) will be presented beginning at 1:00 p.m. The topic is to be determined.
<table>
<thead>
<tr>
<th>Agency</th>
<th>Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Allen</td>
<td>Randy Thompson</td>
</tr>
<tr>
<td>City of Arlington</td>
<td>Ann Foss</td>
</tr>
<tr>
<td>City of Bedford</td>
<td>Michele Wilson</td>
</tr>
<tr>
<td>City of Burleson</td>
<td>Laura Melton**</td>
</tr>
<tr>
<td>City of Carrollton</td>
<td>Andrew Combs</td>
</tr>
<tr>
<td>City of Cedar Hill</td>
<td>Carolyn Skeels</td>
</tr>
<tr>
<td>City of Colleyville</td>
<td>Heather Dowell</td>
</tr>
<tr>
<td>City of Coppell</td>
<td>George Marshall</td>
</tr>
<tr>
<td>City of Dallas</td>
<td>Jared White</td>
</tr>
<tr>
<td>City of Denton</td>
<td>Pritam Deshmukh</td>
</tr>
<tr>
<td>City of DeSoto</td>
<td>Renee Johnson</td>
</tr>
<tr>
<td>City of Duncanville</td>
<td>Jacqueline Culton</td>
</tr>
<tr>
<td>City of Euless</td>
<td>Ray McDonald</td>
</tr>
<tr>
<td>City of Farmers Branch</td>
<td>Mitzi Davis*</td>
</tr>
<tr>
<td>City of Fort Worth</td>
<td>Clarence Bryant</td>
</tr>
<tr>
<td>City of Frisco</td>
<td>Robert Caskey</td>
</tr>
<tr>
<td>City of Garland</td>
<td>Rebecca Beckham</td>
</tr>
<tr>
<td>City of Grand Prairie</td>
<td>Daon Stephens</td>
</tr>
<tr>
<td>City of Grapevine</td>
<td>Kathy Nelson</td>
</tr>
<tr>
<td>City of Haltom City</td>
<td>William Wiegand</td>
</tr>
<tr>
<td>City of Hurst</td>
<td>Kristie Weaver</td>
</tr>
<tr>
<td>City of Irving</td>
<td>Cody Owen</td>
</tr>
<tr>
<td>City of Lancaster</td>
<td>Imelda Speck</td>
</tr>
<tr>
<td>City of Lewisville</td>
<td>Stacie Anaya</td>
</tr>
<tr>
<td>City of Mansfield</td>
<td>James Fish</td>
</tr>
<tr>
<td>City of McKinney</td>
<td>Robyn Root</td>
</tr>
<tr>
<td>City of North Richland Hills</td>
<td>Michael Wilson</td>
</tr>
<tr>
<td>City of Plano</td>
<td>Christina Sebastian</td>
</tr>
<tr>
<td>City of Richardson</td>
<td>Jessica Shutt</td>
</tr>
<tr>
<td>City of Rockwall</td>
<td>Andy Hesser</td>
</tr>
<tr>
<td>City of Rowlett</td>
<td>Daniel Acevedo</td>
</tr>
<tr>
<td>City of Southlake</td>
<td>Jerod Potts</td>
</tr>
<tr>
<td>City of The Colony</td>
<td>Eve Morgan</td>
</tr>
<tr>
<td>City of Waxahachie</td>
<td>Shon Brooks</td>
</tr>
<tr>
<td>City of Weatherford</td>
<td>Terry Hughes</td>
</tr>
<tr>
<td>City of Wylie</td>
<td>Robert Diaz</td>
</tr>
<tr>
<td>Town of Addison</td>
<td>Michael Kashuba</td>
</tr>
<tr>
<td>Town of Flower Mound</td>
<td>Kari Biddix</td>
</tr>
<tr>
<td>Dallas County</td>
<td>Micah Baker</td>
</tr>
<tr>
<td>Ellis County</td>
<td>Joseph Jackson</td>
</tr>
<tr>
<td>Hood County</td>
<td>Bruce White</td>
</tr>
<tr>
<td>Hunt County</td>
<td>Kevin St. Jacques</td>
</tr>
<tr>
<td>Rockwall County</td>
<td>Lee Gilbert</td>
</tr>
<tr>
<td>Tarrant County</td>
<td>Joe Trammel</td>
</tr>
<tr>
<td>Wise County</td>
<td>Chad Davis</td>
</tr>
<tr>
<td>Dallas Area Rapid Transit (DART)</td>
<td>Daniel Dickerson</td>
</tr>
<tr>
<td>Denton County Transportation Authority (DCTA)</td>
<td>Jonah Katz</td>
</tr>
<tr>
<td>Fort Worth Transportation Authority (FWTA)</td>
<td>Sandip Sen</td>
</tr>
<tr>
<td>North Texas Tollway Authority (NTTA)</td>
<td>Lori Shelton</td>
</tr>
<tr>
<td>TxDOT, Fort Worth District</td>
<td>Phillip Hays</td>
</tr>
<tr>
<td>TxDOT, Dallas District</td>
<td>Shelley Pridgen</td>
</tr>
</tbody>
</table>

The following cities/counties/agencies currently have vacant BPAC (unconfirmed representative) seats: Cities of Cleburne, Greenville, Keller, and Mesquite; Collin County, Denton County, Kaufman County; and DFW International Airport.
Rectangular Rapid Flash Beacon

Interim Approval-21 Letter and FAQs
FHWA Informational Brief
(December 2017)

Millie Hayes, P.E.
Safety and Traffic Operations Specialist
U.S. Department of Transportation | Federal Highway Administration
amelia.hayes@dot.gov
Value in Trails

Tarrant Regional Water District
Economic impact of trails

Direct Revenue (permits, incremental revenue associated with recreational products & events)

Increased Property Values in proximity to trails
Direct Impact

2016 Trinity Trails Impact Study

- 85 events
- Approximately 270,000 people in attendance
- $4,000,000+ raised for charitable organizations
- $16,000,000 impact on local economy
- 200 jobs created or retained

Study conducted by University of North Texas in 2017
Increased Property Value

Why you need to quantify it and track it?
Increased Property Value

Why you need to quantify it and track it?

BUDGET
Value Proposition

Methods

- Household income heat map
- Tax assessed values & MLS property values

Metrics & Data

- Define indicating factor (trails, trailheads, amenities, parks, etc.)
- Define boundary
- Set timeframe (past, present)
Household Income

In relation to trailheads and trail access

2006-2010

2011-2015
Tax Assessor Values

Maximum Appraised Value: $16,634,506.00

Mean Appraised Value: $218,459.32

Tax Assessor value is on average 10-12% less than market value

Direct correlation to Taxing district boundaries and properties assessed
MLS Values (market values)

Homes within a 6 block proximity to the Trinity Trails sold for on average of 36% more.

People willing to pay more $$ for convenience and access to quality infrastructure for improved quality of life.
Key Findings & Conclusions

• Overall impact of trails is significant as a revenue generating source to sponsoring agency/organization

• Manage assets and infrastructure like a portfolio and measure return on investment (ROI)

• Use data to help prioritize where future investment into infrastructure will impact the community the most (Social Equity)

• Any and all data is important!! Have a system to track and measure it
Recommendations & Resources

Starting your own value analysis:

• Identify data & metrics for analysis
  • Metrics & Data
    • Define indicating factor(s) (trails, trailheads, amenities, parks, socioeconomic traits, etc.)
    • Define & set boundary for analysis
    • Set timeframe (past, present)

• Partner with universities, businesses, local realtor boards, other government agencies

• GIS (Geospatial Information System): Planning students love these projects, get an intern
Additional Data Resource - ESRI

Population density, expressed as the number of people per square mile of land, provides a measure of population distribution in an area. Population density tends to be higher in cities or urban areas, whereas rural areas have lower densities. Density can also be a good indicator in an analysis for optimal business locations.

Median age estimates can represent a useful snapshot for understanding the overall, general age of any given area. The median is useful for comparing multiple areas; however, the full age distribution must be reviewed for policy decisions. Typically, communities with an aging “senior” population experience increased health care costs, and lower labor force participation rates.

We’ve well educated young workers that work in professional/technical occupations, as well as sales and administrative roles. We rank in the top 5 for renters, movers, college enrollment, and employment. We receive often through our inboxes, and our phones and the internet are a way of life.

Click for More Details.
What’s in the Plan

• Update to the 2008 Plan
• Demand Analysis
• Off-Street Trails
  256 total miles (47 miles existing)
• On-Street Bike Facilities
  205 miles (54 existing)
• Implementation Plan
• Detailed Appendix
• 20 year plan
Public Engagement

- Open House
- Merry Main Street Festival
- Town Hall Meeting
- Local Interview
- Interactive Map
- Online Survey
- Citizen Committee
Challenges

• Mayor and City Council
• Hike and Bike Plan vs Active Transportation Plan
• Keeping the plan moving
• Main Street
• Town & Country Boulevard
Where We are Today

- Draft reviewed and approved by Citizen Committee
- Review process with City Council
- Bike parking ordinance
- First bike lane in Frisco
- Mayor and Council Bike Ride
Contact Information

Robert Caskey, P.E.
Traffic Engineer
rcaskey@friscotexas.gov
972-292-5453
Katy Trail
Speed Limit Signs

Jared White
Manager
Department of Transportation
City of Dallas
Score of 92.8/100

Congratulations!
UPCOMING EVENTS AND TRAINING

Bicycle and Pedestrian Advisory Committee

May 16, 2018
May is National Bike Month

- Bike to School Day is Wednesday, May 9
- Bike to Work Week is May 14 – 18
- Bike to Work Day is Friday, May 18

Events are a fun opportunity to encourage others to try bicycle commuting!

Please share your involvement!

www.nctcog.org/biketowork
Bike To Work Day

Friday, May 18, 2018
North Central Texas Cities
7AM - 9AM

Free bike safety checks, refreshments and more at local stations and stops.

This event is open to all ages and abilities.

dart.org/riding/biketowork2018

- Addison Transit Center
- Akard Station
- CentrePort/DFW Airport Station
- CityLine /Bush Station
- Farmers Branch Station
- Mockingbird Station
- Oakenwald Streetcar Stop
- Parker Road Station
Try Parking It
Bike Everywhere Challenge
May 1 - 31, 2018

Celebrate National Bike Month from May 1 through May 31, 2018 by challenging yourself to bike everywhere this month. Instead of driving, try biking to work, school, lunch, or to run errands. It’s easy to participate in the challenge. Simply: Register. Ride. Record.

Try Parking It Bike Challenge Prizes for:
Most Bike Trips Taken & Most Bike Miles Traveled

1st
$125 Amazon E-gift Card & TPI Swag

2nd
$100 Amazon E-gift Card & TPI Swag

3rd
$75 Amazon E-gift Card & TPI Swag

Register:
www.TryParkingIt.com
Click on “Challenges” tab.
The challenge is open to all North Texas residents.
Intro to Urban Bicycling

Saturday, May 19, 10 AM – 11 AM
North Oak Cliff Branch
302 West Tenth Street, Dallas, TX

Are you interested in getting around Dallas on a bike but aren’t sure where to begin? Gain the knowledge and confidence you need from a League of American Bicyclists-certified instructor.

An optional short ride will take place after the class.
Burleson Honey Tour Bike Ride

Saturday, May 26, 2018
Centennial High School, Burleson, TX
201 South Hurst Road

Route options include 7, 22, 30, 46, and 67 miles. This event is open to all ages and abilities.

Honeytour.athlete360.com
Monthly events now through October
Bicycle Rides on Tuesday and Walks on Thursday evenings

Visit nrhtx.com/roundthetown for event locations

This is a family-friendly event.
Weekly events now through October with Mayor Price
Visit fortworthtexas.gov/townhall for event times and locations. This is a family-friendly event.
July 1 – 22, 2018
Throughout the City of Fort Worth

This free community cycling event challenges cyclists to ride 21 miles or more each day for 21 consecutive days. See some of the great routes Fort Worth has to offer.

Visit fitworth.org/events/tourdefw for event times and locations
Highway Safety Improvement Program (HSIP)

- Highway safety projects that eliminate or reduce the number of fatalities and serious injuries on all public roads via crash types identified in the Texas Strategic Highway Safety Plan (SHSP).

- Funds are provided for construction and operational improvements, including bicycle and pedestrian projects, on and off the state highway system.

- Fort Worth Informational Workshop
  11:00 AM – 12:30 PM, June 12 at the TransVision Building, TxDOT Fort Worth District, 2501 SW Loop 820, Fort Worth, TX 75133

- Dallas Informational Workshop
  Informational Meeting Date Coming Soon!
Comprehensive Bikeway Design Workshop

August 13 – 17, 2018
Portland, OR

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
Comprehensive Bikeway Design Workshop
August 2018
Portland, OR

Will YOU Be Attending?

1. Sherman Livingston, City of Dallas
2. Rebecca Beckham, City of Garland
3. Micah Baker, Dallas County
4. Andy Richardson
5. TBD
6. TBD
7. TBD
8. TBD
Stakeholders will discuss the current state of bike share, tackle equity issues, and experience a variety of networking opportunities.
Walk/Bike/Places Conference

September 16 – 19, 2018
New Orleans, LA

Over 100 breakout sessions, panel discussions, and poster sessions address the latest trends, research, and best practices

Expected to draw 1,000 attendees

For information and registration:
http://walkbikeplaces.org
NACTO Designing Cities Conference

October 1 – 4, 2018
Los Angeles, CA
InterContinental Los Angeles Downtown

Now in its seventh year, the NACTO Designing Cities Conference brings together 800 officials, planners, and practitioners to advance the state of transportation in cities.

For more information and registration:
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

Jessica Scott  
jscott@nctcog.org  
(682) 433-0460
Plans and Projects Underway

**Master Plans Underway**

- Fort Worth Active Transportation Plan
- Steams & Valleys’ Trinity River Master Plan
- Keller Parks and Trails Master Plan
- Flower Mound Parks & Trails Master Plan
- Frisco Hike & Bike Master Plan
- Grand Prairie Parks and Trails Master Plan Update
- Dallas County Mobility Plan
- Northlake Comprehensive Plan
- McKinney Parks and Trails Master Plan
- Weatherford Bicycle Master Plan
- Weatherford Thoroughfare Plan
- Rowlett Hike and Bike Trail Plan
- Rowlette Trails and Open Space Master Plan Update
- Lancaster Trails Master Plan Update
- Cedar Hill Trails Master Plan Update
- DeSoto Trails Master Plan Citywide Master Plan
- Wylie Citywide Master Plan
Plans and Projects Underway cont’d…

**Completed Plans**
- Sachse Comprehensive Plan Update
- North Richland Hills Citywide Trail and Route System Plan (pending city council approval)
- Duncanville Trails Master Plan Update

**Regional Projects**
- Regional Trail Connection: Midlothian to Waxahachie Regional Veloweb (Preliminary Eng.)
- Regional Trail Connections to Transit: Lewisville to Irving (Lewisville, Carrollton, Coppell, Denton County, Dallas County, DCTA, NCTCOG, and DART)
Partnership Opportunities and Leveraging for Active Transportation Projects in the Region

Funding sources and engaging local stakeholders to implement projects

Bicycle and Pedestrian Advisory Committee

May 16, 2018
Overview

- Local Project Funding and Partnerships
- Grants (e.g. State Recreational Trails Grants - TPWD)
- Transportation Alternatives (TA) Program
- Transportation Development Credits (TDCs) / MTP Policy Bundle
- Advancing Projects Forward
Local Funding, Partnerships, and Leveraging
City of Farmers Branch

TRAIL MASTER PLAN
AND PRIVATE DEVELOPERS

Mitzi Davis, Program Manager
Current Projects

• Westside Trail
• Brookhaven Trail East
• Central Area Connections
• Marsh Pedestrian Bridge
• Inwood Urban Trail
• Denton Road Veloweb
Private Developers
Review Process

• Planned District
• Development Review Committee
• Trail Master Plan
Intersection Treatment

- Study
- Review all Options
- Challenges
- Piano Key Crosswalk
- Maintenance Cost
Discussion

How do local governments coordinate trail construction with new developments?

Are developers required to install trails identified by the local adopted Master Plan?

Do local governments have an interdepartmental review process to address bicycle and pedestrian design / construction issues?

Other questions or comments?
Local Bond Programs

City of Fort Worth (Mobility Improvements)

• **$3M** (Pool for On-Street Bikeway Construction Projects)
• **$5M** (Safe Routes to School projects)
• **$12M** (Sidewalk projects)
• **$7.5M** (Trail projects)
  o **$4M** Trinity Trails System (Regional Veloweb Connection)
  o **$3.5M** Trail Gap Connections (Pool for trails citywide and leveraging grants and partnerships with other organizations and agencies)

Note: Arterial street construction/reconstruction/rehabilitation projects in the Bond Program also include funding for pedestrian and bicycle accommodations.
Dallas

Leveraging Other Resources

Jared White, City of Dallas
Partnerships to Leverage Funding

- Friends Groups
  - Katy Trail
  - Santa Fe Trail
  - SOPAC Trail
  - Northaven Trail
  - Oak Cliff Parks
  - Preston Ridge Trail
Partnerships to Leverage Funding

- **Ridgewood Trail Lighting**
  - City of Dallas
  - University Crossing PID
  - NCTCOG

Local Funds: $171,820
Partnership Funds: $687,280
Partnerships to Leverage Funding

- Northaven Trail US75 Bridge
  - City of Dallas
  - Dallas County
  - TxDOT

City Funds: $2.6M
Partnership Funds: $16
Partnerships to Leverage Funding

- Circuit Trail – The Loop
  - City of Dallas
  - Dallas County
  - Circuit Trail Conservancy

City Funds: $20M
Partnership Funds: $23M
Partnerships to Leverage Funding

- Downtown Parks
  - City of Dallas
  - Parks for Downtown Dallas

City Funds: $35M
Partnership Funds: $43.6M
Dallas County

Funding Active Transportation Projects
The Dallas County Trail System

It is Dallas County’s goal to create a comprehensive trail system that will enable people to connect with DART, go to work, get to school, shop, go out to eat, have fun, and travel from one end of the County to another without the need of a car.
The Importance of Trails

- They create a recreational amenity that can be used by many different population groups.
- They provide a form of alternative transportation that often has more users than many bus routes or residential streets.
Trail Funding Programs

Dallas County Major Capital Improvement Program (MCIP)
Administered by County’s Public Works Department
Example: Cottonwood Trail in Dallas

Dallas County Trail and Preserve Program (TAPP)
Administered by County’s Planning & Development Department
Example: Campion Trail in Irving
Call for Projects
(Every 2 to 4 years)

• City submits project to Dallas County
• City must provide a 50% match for County Funds
• Projects are scored on criteria that promotes improved capacity and safety, making regional connections, and promotes economic vitality
• MCIP Master Agreement is a prerequisite for Cities to Submit applications
• Projects compete against other types of mobility projects in their district
• County Commissioners make the final selections
TAPP Partnering

Dallas County Trail and Preserve Program (TAPP)

• 11-member Advisory Trail and Preserve Program Board
  o Makes recommendations to Commissioners Court
  o Proposes policy changes
  o Proposes Funding priorities
  o Selects one Trail Project per year
  o Increases public’s awareness of County’s open space/trail system

• Potential projects are separated from roadways, 2-3 miles in length, and connect to existing trails
Key Program Differences

- **MCIP** is a matching program that requires City participation.
- **TAPP** projects do not require City participation.
- **TAPP** Trails are off-street and most often built in green space.
- **MCIP** Trails can be on-street or off-street and funds can be used for other types of mobility infrastructure.
- **MCIP** can fund multiple trail/infrastructure projects per year.
- **TAPP** usually funds one trail per year.
County Contacts and Resources

TAPP Program
Contact
Komala Narra
Civil Engineering Designer
214-653-6528

Link
https://www.dallascounty.org/departments/plandev/trails/

MCIP Program Link
Thank You!

Micah Baker
Sr. Transportation Planner
Micah.Baker@dallascounty.org
214.653.7465
2017 TA Set-Aside
Call for Projects
Program Overview
Eligible Project Categories and 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, calming measures
- Signage
- Road Diets

Safe Routes to School
- Shared use paths
- On-street bikeways
- Bicycle/pedestrian signalization
- Sidewalks, crosswalks, curb ramps
- Traffic controls, calming measures
- Signage

Projects must have a general public benefit
## 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><strong>Regional Network Connectivity</strong></td>
<td>25</td>
<td>Improves connectivity of Mobility 2040 regional Veloweb</td>
</tr>
<tr>
<td><strong>Mobility</strong></td>
<td>20</td>
<td>Improves connections and access to transit</td>
</tr>
<tr>
<td><strong>Safety</strong></td>
<td>15</td>
<td>Improves safety and provides facilities with a high level of comfort for users of all ages and abilities</td>
</tr>
<tr>
<td><strong>Reducing Barriers</strong></td>
<td>10</td>
<td>Provides safe crossing of existing travel obstacles</td>
</tr>
<tr>
<td><strong>Congestion Reduction</strong></td>
<td>10</td>
<td>Provides alternative travel options in areas with greater opportunity for walking and bicycling</td>
</tr>
<tr>
<td><strong>Destination Density</strong></td>
<td>5</td>
<td>Provides access to areas with a high density of major employers and destinations</td>
</tr>
<tr>
<td><strong>Air Quality Benefits</strong></td>
<td>5</td>
<td>Improves air quality by supporting non-motorized travel</td>
</tr>
<tr>
<td><strong>Equity</strong></td>
<td>5</td>
<td>Improves access to disadvantaged populations</td>
</tr>
<tr>
<td><strong>Local Network Connectivity</strong></td>
<td>5</td>
<td>Implements locally planned priorities</td>
</tr>
</tbody>
</table>
Minimum Requirements

• **Right-of-Way/Easement**
  Must be under public ownership.
  - Permission and agreements with Railroads and Utility Co’s
  - Coordination with TxDOT Districts

• **Official Funding Resolution by the Governing Body**
  Confirm the availability of the local match contribution if the project is awarded funding.

• **Environmental Checklist**

• **SRTS Partnerships**
  Coordination between the ISD and local government.
Policy Bundle Concept - Credit Bank

Local Governments Document Adoption of Policy Bundle Initiatives

RTC Assigns 100M “TDCs” to Local Governments

Local Governments Submit Credits to Offset Local Funds on Federal Projects

TDCs – Transportation Development Credits
2017 MTP Policy Bundle Awardees

City of Dallas          City of Fort Worth
City of Arlington      City of Plano
City of Grapevine      City of Lewisville
City of McKinney       City of Mesquite
City of Richardson
Denton County Transportation Authority
Fort Worth Transportation Authority (FWTA)
Metropolitan Transportation Plan Policy Bundle

Mobility 2040, the region’s current Metropolitan Transportation Plan (MTP), recommendations consist of policies, programs, and projects that reflect regional priorities and support Mobility 2040 goals. However, the construction of infrastructure projects alone cannot achieve the goals of Mobility 2040.

To encourage the development of alternative, strategic solutions, Mobility 2040 includes a voluntary list of policies that local governments and transportation agencies can choose to adopt. These policies aim to address issues that affect transportation in the region, and cover a wide range of topics. By voluntarily adopting 50 percent of these policies, participating agencies will receive an offset of local funds in federal transportation projects in the form of Transportation Development Credits (TDCs).

MTP Policy Bundle Process for Transportation Department Credits Eligibility

1. Entity voluntarily elects to participate on an annual basis.
2. Entity reviews applicable policies.
3. Entity takes policy related action as appropriate.
4. Entity submits appropriate documentation to NCTCOG. Request an Application
5. NCTCOG reviews documentation and awards transportation development credits to entity if criteria is met.
6. Entity submits new project through the quarterly Transportation Improvement Program (TIP) modification process.

Who is eligible to apply for Transportation Development Credits?

- Cities
- Counties
- Independent School Districts
- North Texas Tollway Authority
- Texas Department of Transportation
- Transit Agencies

Important Dates

- Application for Submittals Opens: November 6, 2017
- MTP Policy Bundle Workshop: January 26, 2018
- Deadline for Early Submittal: March 2, 2018
- Deadline for FINAL Submittal with All Required Documentation: April 6, 2018
- Deadline for TIP Modifications: April 27, 2018
Advancing Projects Forward

• START NOW
• Prepare / Adopt / Update Local Plans
• Schematic Designs and Opinions of Probable Cost
• Consider Pilot Projects / Best Practices (innovation)
• Obtain Easements and ROW as necessary
• Coordinate with Railroad Agencies, Utilities Co’s, TxDOT
• Budget for Local Contributions
• Coordinate with NCTCOG, TxDOT, and Other Agencies for Projects of Regional Significance
• Adopt Local Policies and Apply for the MTP Policy Bundle
• Has your local government advanced previously awarded projects in a timely manner?
2017 North Texas Regional Bicycle Opinion Survey

Sustainable Development Program
Gabriel Ortiz, Transportation Planner

Bicycle and Pedestrian Advisory Committee

May 16, 2018
Metropolitan Planning Area (MPA)
209 cities
13 cities larger than 100,000 pop.

MPA Population
2017 Estimate = 7.2 million
2045 Forecast = 11.2 million
Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics for the Regional Veloweb system will be determined through ongoing project development.
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. Corridor-specific alignment, design, and operational characteristics will be determined through ongoing project development.
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 is included on various roadways linking rural communities outside of the urbanized area. Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics will be determined through ongoing project development.
The Regional Veloweb and Community Shared-Use Path network does not include recreational paths/loops, private paths, equestrian 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 is included on various roadways linking rural communities outside of the urbanized area.

Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics for the network will be determined through ongoing project development.
Metropolitan Planning Area (MPA)
12 Counties = 9,441 sq. mi.

**Urban Counties:** Collin, Dallas, Denton, Rockwall and Tarrant
**Rural Counties:** Ellis, Hood, Hunt, Johnson, Kaufman, Parker, and Wise
Bicycle Opinion Survey Background

- Statistically Valid Survey Conducted by Telephone During the Month of May, 2017
- 95% Confidence Interval
- Conducted in English and Spanish
- Survey Area: 12-County MPA Region (also includes county-level results)
- A Total of 1,909 Interviews Conducted with Respondents Over the Age of 18
- 693 (36%) Reported They Had Bicycled in the Last 12 Months and 1,216 Reported They Had Not
Bicycle Opinion Survey Background

Questions Captured the General Public’s View on Bicycling, Includes:

- Frequency of Bicycling
- Access to Bicycling Facilities
- Perceived Barriers to Bicycling
- Level of Comfort
- Helmet Use
Bicycle Opinion Survey Background

Various Questions summarized by:

- County, Gender, Age, Ethnicity, and Income
- Proximity of the Respondent’s Residence to Existing Trails and On-Street Bikeways

Slides are noted if all respondents or bicyclists only answered the question.
Planning / Designing for All Ages & Abilities

(Ages 8 to 80)
Four Types of Cyclists*
Within North Texas Region

*Determined in large part by comfort of cycling on different types of facilities.

**NCTCOG 12 Co. Region**

<table>
<thead>
<tr>
<th></th>
<th>Strong &amp; Fearless</th>
<th>Enthused &amp; Confident</th>
<th>Interested But Concerned</th>
<th>No Way No How</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urban Counties</td>
<td>14%</td>
<td>36%</td>
<td>58%</td>
<td>13%</td>
</tr>
<tr>
<td>Rural Counties</td>
<td>10%</td>
<td>29%</td>
<td>5%</td>
<td>36%</td>
</tr>
<tr>
<td>Collin County</td>
<td>2%</td>
<td>2%</td>
<td>47%</td>
<td>48%</td>
</tr>
<tr>
<td>Dallas County</td>
<td>14%</td>
<td>17%</td>
<td>41%</td>
<td>36%</td>
</tr>
<tr>
<td>Denton County</td>
<td>15%</td>
<td>42%</td>
<td>53%</td>
<td>33%</td>
</tr>
<tr>
<td>Rockwall County</td>
<td>1%</td>
<td>37%</td>
<td>47%</td>
<td>36%</td>
</tr>
<tr>
<td>Tarrant County</td>
<td>14%</td>
<td>2%</td>
<td>14%</td>
<td>48%</td>
</tr>
</tbody>
</table>

**ALL Respondents**

- **Strong & Fearless**: Will ride a bicycle regardless of the roadway conditions. Riding is a strong part of their identity.
- **Enthused & Confident**: Somewhat comfortable sharing the road with vehicle traffic. Prefers dedicated bike facilities.
- **Interested But Concerned**: Like riding a bicycling, and would ride more if they felt safer on the roadways.
- **No Way No How**: Not comfortable, not interested, or not physically able to ride a bicycle.
In the past 12 months ...

36% Of ALL Respondents Bicycled at Least Once

Percent of bicyclists who rode at least once during the season.

- 95% Mar, Apr, May
- 84% Jun, Jul, Aug
- 85% Sep, Oct, Nov
- 47% Dec, Jan, Feb
Frequency of Bicycling

I would like to travel more by bike more than I do now.

55% Would like to bicycle more

Strongly Agree 30%
Somewhat Agree 25%
Somewhat Disagree 14%
Strongly Disagree 31%

ALL Respondents
Obstacles to Bicycling More Often

Do any of the following prevent you from riding a bike more often than you currently do?

- Weather is too hot: 64%
- Lack of secure bike parking: 54%
- Biking lanes, trails, and paths are not connected: 53%
- No showers or place to freshen up at my destination: 49%
- Biking lanes, trails, and paths are not available: 48%
- Destinations are too far: 48%
- I don't own a bike: 37%
- It doesn't fit my lifestyle: 37%
- It takes too long: 35%
- I do not feel safe: 34%
- Weather is too cold: 27%
- Existing bikeways are in poor condition: 24%
- I am not physically able: 23%
- My bike is not in good working condition: 20%

Percent of all respondents indicating each is a barrier.

Lack of bicycle facilities are among the top barriers to bicycling more.
Proximity and Availability of Bicycle Facilities
Proximity to a Bicycle Facility Influences Bicycle Use

34% Who Lived MORE THAN Half-Mile of a Trail or Bikeway
Bicycled in the past 12 months

45% Who Lived LESS THAN Half-Mile of a Trail or Bikeway
Bicycled in the past 12 months
Availability of Bicycle Facilities

Do you think there are too many, about the right amount, or too few in your community?

Percent of ALL Respondents rating as "TOO FEW"

- BICYCLE PARKING: 75%
- DEDICATED ON-STREET BIKE LANES: 73%
- BICYCLE-FRIENDLY STREETS: 63%
- OFF-STREET BICYCLE PATHS AND TRAILS: 62%
Importance of Improving Bicycle Access

How important, if at all, do you feel it is for your community to do each of the following?

Percent of ALL respondents rating as “ESSENTIAL” or “VERY IMPORTANT”

- **Providing traffic signals or crossing beacons at intersections and crossings to warn drivers of bike and trail users crossing the road**: 72%
- **Providing bike lanes separated from vehicles so bikes and cars do not have to share the same lane**: 70%
- **Providing bike trails separated from roadways**: 56%
- **Lowering traffic speeds on community roadways to improve safety of pedestrians and bicyclists sharing the road**: 50%
Level of Comfort
Level of Comfort
How Comfortable Are you Riding a Bike on the following?

Percent of ALL respondents reporting they would feel "VERY COMFORTABLE" or "SOMewhat COMFORTABLE"

- **A PATH OR TRAIL THAT IS SEPARATED FROM A STREET**: 85%
- **A MAJOR STREET WITH TWO OR THREE TRAFFIC LANES IN EACH DIRECTION, TRAFFIC SPEEDS OF 35 TO 40 MILES PER HOUR, AND NO BIKE LANE**: 9%
- **THE SAME STREET WITH A STRIPED BIKE LANE ADDED**: 60%
- **WHAT IF IT ALSO HAD A WIDE BICYCLE LANE SEPARATED FROM TRAFFIC BY A RAISED CURB**: 78%
Key Findings

• About one-third, 36 percent, of all respondents had bicycled at least once in the past 12 months.

• Fifty-five percent of all respondents would like to bike more.

• Spring was the most popular time of year for bicycling while winter was the least.

• Hot weather and the lack of bicycle facilities are the top obstacles to bicycling more.

• The closer respondents lived to bicycle facilities the more likely they were to report riding a bicycle.
Key Findings Continued

• A majority of respondents indicated there are “too few” bicycle facilities in their communities.

• They also considered improvements to increase bicycle access to be “essential” or “very important” for their community.

• The type of bike facility design, location, and traffic volumes were significant influences on respondents’ level of comfort bicycling.
2017 NCTCOG
Regional Bicycle Opinion Survey Results

Bicycle Opinion Survey Website: nctcog.org/bikesurvey

- Key Findings
- Executive Summary
- Final Report
- Presentation Slides and Graphics
North Central Texas Council of Governments

Contact Information

**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 II
dsnyder@nctcog.org
817-608-2394

**Gabriel Ortiz**
Transportation Planner II
gortiz@nctcog.org
817-695-9259

**Jessica Scott**
Transportation Planner II
jscott@nctcog.org
682-433-0460
Available Online!

www.NCTCOG.org/BikePedCountData
Technology – Permanent Equipment
Annual Average Daily Bicycle and Pedestrian Traffic (2017)

- **Pedestrians**
- **Bicyclists**

<table>
<thead>
<tr>
<th>Trail</th>
<th>Pedestrians</th>
<th>Bicyclists</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rowlett Trail</td>
<td>30 - 200</td>
<td></td>
</tr>
<tr>
<td>Legacy Trail</td>
<td>30 - 200</td>
<td></td>
</tr>
<tr>
<td>Bluebonnet Trail - US 75</td>
<td>30 - 200</td>
<td></td>
</tr>
<tr>
<td>Russell Creek</td>
<td>30 - 200</td>
<td></td>
</tr>
<tr>
<td>Oak Point Park &amp; Nature Preserve Trail</td>
<td>300 - 600</td>
<td></td>
</tr>
<tr>
<td>Chisholm Trail - Orlando Drive</td>
<td>300 - 600</td>
<td></td>
</tr>
<tr>
<td>Santa Fe Trail - Hill Avenue</td>
<td>300 - 600</td>
<td></td>
</tr>
<tr>
<td>Watters Trail - Boon Elem. School</td>
<td>300 - 600</td>
<td></td>
</tr>
<tr>
<td>Chisholm Trail - Jack Carter Park</td>
<td>300 - 600</td>
<td></td>
</tr>
<tr>
<td>Santa Fe Trail - Beacon Street</td>
<td>300 - 600</td>
<td></td>
</tr>
<tr>
<td>White Rock Creek Trail - Cottonwood Trail Crossing</td>
<td>300 - 600</td>
<td></td>
</tr>
<tr>
<td>White Rock Creek Trail - Mockingbird Lane</td>
<td>300 - 600</td>
<td></td>
</tr>
<tr>
<td>Katy Trail - Harvard Avenue</td>
<td>1,000 - 4,000</td>
<td>500 - 1,000</td>
</tr>
<tr>
<td>White Rock Lake Trail - Wendy Lane</td>
<td>1,000 - 4,000</td>
<td>500 - 1,000</td>
</tr>
<tr>
<td>Katy Trail - Lyte Street</td>
<td>1,000 - 4,000</td>
<td>500 - 1,000</td>
</tr>
<tr>
<td>Katy Trail - Fitzhugh Avenue</td>
<td>1,000 - 4,000</td>
<td>500 - 1,000</td>
</tr>
<tr>
<td>Katy Trail - Routh Street</td>
<td>1,000 - 4,000</td>
<td>500 - 1,000</td>
</tr>
</tbody>
</table>

Bicycle and Pedestrian Traffic

- **Annual Average Daily Bicycle and Pedestrian Traffic (2017)**
Allen Count Stations
Average Daily Traffic by Month (2017)

Cottonwood Trail - Exchange Parkway
Watters Trail - Boon Elem. School

Cottonwood Trail: No data reported due to insect infestation in September and October.
Watters Trail - Boon Elem. School
Total Monthly Traffic Counts (2017)

- Bicycle and Pedestrian Traffic

<table>
<thead>
<tr>
<th>Month</th>
<th>Pedestrians</th>
<th>Bicyclists</th>
</tr>
</thead>
<tbody>
<tr>
<td>January 2017</td>
<td>8,000</td>
<td>2,000</td>
</tr>
<tr>
<td>February 2017</td>
<td>9,000</td>
<td>1,500</td>
</tr>
<tr>
<td>March 2017</td>
<td>10,000</td>
<td>1,000</td>
</tr>
<tr>
<td>April 2017</td>
<td>11,000</td>
<td>1,200</td>
</tr>
<tr>
<td>May 2017</td>
<td>13,000</td>
<td>2,000</td>
</tr>
<tr>
<td>June 2017</td>
<td>12,000</td>
<td>1,800</td>
</tr>
<tr>
<td>July 2017</td>
<td>11,000</td>
<td>1,600</td>
</tr>
<tr>
<td>August 2017</td>
<td>10,000</td>
<td>1,400</td>
</tr>
<tr>
<td>September 2017</td>
<td>9,000</td>
<td>1,200</td>
</tr>
<tr>
<td>October 2017</td>
<td>10,000</td>
<td>1,500</td>
</tr>
<tr>
<td>November 2017</td>
<td>11,000</td>
<td>1,800</td>
</tr>
<tr>
<td>December 2017</td>
<td>12,000</td>
<td>2,000</td>
</tr>
</tbody>
</table>
Total Number of Bicycle Counts per Month at Select Dallas Trail Locations (2016 - 2017)

- Santa Fe Trail - Hill Avenue Bicycle 2016
- Katy Trail - Routh Street Bicycle 2016
- White Rock Lake Trail - Wendy Lane Bicycle 2016

August: 5,000 - 10,000
September: 15,000 - 20,000
October: 5,000 - 10,000
November: 10,000 - 15,000
December: 5,000 - 10,000
Mobile Counter Loan Program

- **Off-Street Counters**
  - Two Sets of Off-Street Counters
  - Each set contains one tube counter and one infrared sensor

- **On-Street Counters**
  - Two Sets of On-Street Counters
  - Each set contains two tube counters
Contact Information

Daniel Snyder
Sustainable Development Transportation Planner
DSnyder@nctcog.org
817-608-2394

www.nctcog.org/bikepedcountdata
Statewide TxDOT Bicycle Advisory Committee Update
April 16, 2018 Meeting

Kevin Kokes, AICP
Strategic Direction Report: Opportunities for TxDOT’s Bicycle Program

• The Strategic Direction Report provides TxDOT with:
  o Short-term guidance in developing the bicycle program and related pedestrian improvements
  o A reference document for staff, policy makers and stakeholders

• The Strategic Direction Report is a policy-level document, it does NOT identify specific bike/pedestrian projects

Strategic Direction Report

Texas Department of Transportation (TxDOT) developed the Strategic Direction Report: Opportunities for TxDOT's Bicycle Program in coordination with the Bicycle Advisory Committee to identify short-term strategies to advance bicycle and pedestrian accommodations in programs and policies:

- Expand the bikeway network
- Build safer and better bicycle and pedestrian accommodations
- Training for engineers, planners, and construction staff
- Educate the public on safe driving, bicycling, and walking
- Encourage people to walk and bicycle
- Develop statewide management systems for bicycle and pedestrian information
- Fund more bicycle and pedestrian projects

As a result, TxDOT has initiated a research project to count bicycle and pedestrian traffic and to collect data in a statewide repository. In addition, TxDOT has implemented a number of other recommendations in the report, including:

- Bicycle Tourism Trails Study
- Bicycle Safety Guide
- Handlebar Hanger