### BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE
North Central Texas Council of Governments
Virtual MS Teams Meeting
August 19, 2020
2:00 p.m. – 4:00 p.m.

<table>
<thead>
<tr>
<th>Time</th>
<th>Topic</th>
<th>Presenter</th>
</tr>
</thead>
</table>
| 2:00 – 2:05 (5 min) | 1. Welcome – Introductions  
Introduction of Committee and leadership.  
Discussion of the May 20, 2020 BPAC Meeting Summary, as necessary | Jessica Shutt, City of Richardson |
| 2:05 – 2:20 (15 min) | 2. Local Community Updates  
a. Maintenance Vehicles for Bicycle Facilities – Jessica Scott, City of Dallas  
b. City of Southlake Sidewalk Network – Stephanie Taylor, City of Southlake  
c. Round the Town with Oscar Bike Rides – Adrien Pekurney, North Richland Hills  
d. Upcoming Events – Kathy Nelson, BPAC Vice-Chair, City of Grapevine | Various BPAC Members and Guests |
| 2:20 – 2:35 (15 min) | 3. Southeast Connector Pedestrian and Bicycle Accommodations  
Overview of the opportunities and challenges of incorporating improved sidepaths, buffered bike lanes, and pedestrian accommodations along the frontage roads, bridges, and interchange crossings of highway corridors in a predominantly developed area of Tarrant County. | Phil Hays, TxDOT and Naser Abusaad, Civil Assoc., Inc. |
| 2:35 – 2:45 (10 min) | 4. 2019 Bicycle and Pedestrian Annual Traffic Count Report  
Review and highlights of the regional bicycle and pedestrian traffic count data. | Daniel Snyder, NCTCOG |
| 2:45 – 3:00 (15 min) | 5. Celina Trails Master Plan  
Overview of the city’s recently adopted Plan including design guidelines, planning for accommodations within street right-of-way, implementation action plan, and findings from the community survey. | Kimberly Brawner and Cody Webb, City of Celina |
| 3:00 – 3:15 (15 min) | 6. Dallas Slow Streets Pilot Program  
Update on Dallas’ partnerships and efforts in support of active transportation needs stemming from COVID-19 issues, including the reduction of vehicle usage and increased need for walking and biking space. | Ali Hatefi, City of Dallas |
| 3:15 – 3:55 (40 min) | 7. NCTCOG Updates  
a. Update to Environmental Justice Index – Kate Zielke  
b. 2020 Transportation Alternatives Call for Projects: Recommended Funding Awards - Daniel Snyder  
c. Trail Count Data in Response to COVID-19 – Daniel Snyder  
d. TOD Survey: Bicycles and Pedestrians – Travis Liska  
e. 2020 Highlighted Regional Trails Brochure – Matt Fall  
f. Annual Updates to NCTCOG’s Regional Trails and On-Street Bikeways Network Maps – Preston McLaughlin | NCTCOG Staff |
| 3:55 – 4:00 (5 min) | 8. Other Business/Open Discussion  
This item provides an opportunity to bring items of interest before the Committee or propose future agenda items. | Jessica Shutt, City of Richardson |

**Next BPAC Meeting**
The next meeting of the Bicycle and Pedestrian Advisory Committee will be held virtually on **November 18, 2020**, at 2:00 p.m.
<table>
<thead>
<tr>
<th>Agency Representing</th>
<th>Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Town of Addison</td>
<td>Janna Tidwell</td>
</tr>
<tr>
<td>City of Allen</td>
<td>Krishan Patel</td>
</tr>
<tr>
<td>City of Arlington</td>
<td>Anthony Cisneros</td>
</tr>
<tr>
<td>City of Bedford</td>
<td>Michele Wilson</td>
</tr>
<tr>
<td>City of Burleson</td>
<td>Heather Houseman</td>
</tr>
<tr>
<td>City of Carrollton</td>
<td>Marcos Fernandez</td>
</tr>
<tr>
<td>City of Cedar Hill</td>
<td>Shawn Ray</td>
</tr>
<tr>
<td>City of Cleburne</td>
<td>Aaron Dobson</td>
</tr>
<tr>
<td>City of Colleyville</td>
<td>Lisa Escobedo</td>
</tr>
<tr>
<td>City of Coppell</td>
<td>John Elias</td>
</tr>
<tr>
<td>City of Dallas</td>
<td>G. &quot;Gus&quot; Khankarli</td>
</tr>
<tr>
<td>City of Denton</td>
<td>Chandra Muruganandham</td>
</tr>
<tr>
<td>City of DeSoto</td>
<td>Tony Irvin</td>
</tr>
<tr>
<td>City of Duncanville</td>
<td>Athena Seaton</td>
</tr>
<tr>
<td>City of Euless</td>
<td>Alexander Harvey</td>
</tr>
<tr>
<td>City of Farmers Branch</td>
<td>Mitzi Davis</td>
</tr>
<tr>
<td>Town of Flower Mound</td>
<td>Kari Biddix</td>
</tr>
<tr>
<td>City of Fort Worth</td>
<td>Jeremy Williams</td>
</tr>
<tr>
<td>City of Frisco</td>
<td>Robert Caskey</td>
</tr>
<tr>
<td>City of Garland</td>
<td>Josue De la Vega</td>
</tr>
<tr>
<td>City of Grand Prairie</td>
<td>Brett Huntsman</td>
</tr>
<tr>
<td>City of Grapevine</td>
<td>Kathy Nelson</td>
</tr>
<tr>
<td>City of Greenville</td>
<td>Letora Anderson</td>
</tr>
<tr>
<td>City of Haltom City</td>
<td>Melissa Eckert</td>
</tr>
<tr>
<td>City of Irving</td>
<td>Cody Owen</td>
</tr>
<tr>
<td>City of Keller</td>
<td>Cody Maberry</td>
</tr>
<tr>
<td>City of Lancaster</td>
<td>Emma Chetuya</td>
</tr>
<tr>
<td>City of Lewisville</td>
<td>Stacie Anaya</td>
</tr>
<tr>
<td>City of Mansfield</td>
<td>Chris Ray</td>
</tr>
<tr>
<td>City of McKinney</td>
<td>Robyn Root</td>
</tr>
<tr>
<td>City of Mesquite</td>
<td>Wes McClure</td>
</tr>
<tr>
<td>City of Midlothian</td>
<td>Heather Dowell</td>
</tr>
<tr>
<td>City of North Richland Hills</td>
<td>Joe Pack</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 Rowlett</td>
<td>Carlos Monsalve</td>
</tr>
<tr>
<td>City of Southlake</td>
<td>Stephanie Taylor</td>
</tr>
<tr>
<td>City of The Colony</td>
<td>Eve Morgan</td>
</tr>
<tr>
<td>City of Waxahachie</td>
<td>Colby Collins</td>
</tr>
<tr>
<td>City of Weatherford</td>
<td>Chad Marbut</td>
</tr>
<tr>
<td>City of Wylie</td>
<td>Robert Diaz</td>
</tr>
<tr>
<td>Dallas County</td>
<td>Minesha Reese</td>
</tr>
<tr>
<td>Ellis County</td>
<td>Joseph Jackson</td>
</tr>
<tr>
<td>Hood County</td>
<td>Scott Sopchak</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>Kristen Camareno</td>
</tr>
<tr>
<td>Wise County</td>
<td>Chad Davis</td>
</tr>
<tr>
<td>Dallas Area Rapid Transit</td>
<td>Patricio Gallo</td>
</tr>
<tr>
<td>Denton County Transportation Authority</td>
<td>Tim Palermo</td>
</tr>
<tr>
<td>North Texas Tollway Authority</td>
<td>Lori Shelton</td>
</tr>
<tr>
<td>Trinity Metro</td>
<td>Sandip Sen</td>
</tr>
<tr>
<td>TXDOT Dallas District</td>
<td>Melissa Meyer</td>
</tr>
<tr>
<td>TXDOT Fort Worth District</td>
<td>Phillip Hays</td>
</tr>
</tbody>
</table>
Mini Street Sweeper for Delineated Bike Lanes

Jessica Scott, AICP, LCI
Bicycle & Micromobility Manager
Funding Source and Cost

Funding Source –
Bicycle Budget/General Fund

Cost –
$70,000
Maintenance & Operation
Schedule

Central Business District and nearby bridges –
   Twice per month

Other locations –
   As requested
   311 Service Request
Contact Information

Tina B. Richardson
Assistant Director – Public Works
Tina.Richardson@dallascityhall.com

Jessica Scott, AICP, LCI
Bicycle & Micromobility Manager - Transportation
Jessica.Scott@dallascityhall.com
Southlake Citywide Pathways Program

Stephanie Taylor, P.E., PTOE
BPAC Local Community Update
August 19, 2020
The City of Southlake provides municipal services that support the highest quality of life for our residents, businesses, and visitors. We do this by being an exemplary model of balancing efficiency, fiscal responsibility, transparency, and sustainability.

DELIVER ON OUR FOCUS AREAS

- Safety & Security
- Mobility
- Infrastructure
- Quality Development
- Partnerships & Volunteerism
- Performance Management & Service Delivery

CRITICAL BUSINESS OUTCOMES

CBO1 – Maintain a strong financial position and implement plans and policies to ensure future financial strength.

CBO2 – Enhance mobility through aggressive traffic management initiatives and capital project implementation.

CBO3 – Engage in thoughtful planning to ensure continued high quality development that is integrated well into the current built environment.

CBO4 – Optimize the City’s commercial tax base by attracting high quality new businesses to reduce the tax burden on residential taxpayers.

CBO5 – Improve quality of life through progressive implementation of Southlake’s Comprehensive Plan recommendations.

CBO6 – Invest to maintain strong public safety to ensure a low crime rate and effective emergency response.

SERVE OUR CUSTOMERS

- C1 Achieve the highest standards of safety & security
- C2 Provide travel convenience within City & region
- C3 Provide attractive & unique spaces for enjoyment of personal interests
- C4 Attract & keep top-tier businesses to drive a dynamic & sustainable economic environment
- C5 Promote opportunities for partnerships & volunteer involvement
- C6 Enhance the sense of community by providing excellent customer service and citizen engagement opportunities

MANAGE THE BUSINESS

- B1 Achieve best-in-class status in all City disciplines
- B2 Collaborate with select partners to implement service solutions
- B3 Enhance resident quality of life & business vitality through tourism
- B4 Provide high quality services through sustainable business practices
- B5 Enhance service delivery through continual process improvement
- B6 Optimize use of technology

PROVIDE FINANCIAL STEWARDSHIP

- F1 Adhere to financial management principles & budget
- F2 Invest to provide & maintain high quality public assets
- F3 Achieve fiscal wellness standards
- F4 Establish & maintain effective internal controls

PROMOTE LEARNING AND GROWTH

- L1 Ensure our people understand the strategy & how they contribute to it
- L2 Enhance leadership capabilities to deliver results
- L3 Attract, develop & retain a skilled workforce
- L4 Recognize & reward high performers
- L5 Empower informed decision-making at all levels in the organization
- L6 Foster positive employee engagement
• 2005 Southlake Pathways Plan
• 2007 Sidewalk Plan
• 2030 Comprehensive Plan in 2014
• 2020 ADA Strategic Plan
• 2020 Pathways Strategic Plan
• 91% of respondents to the 2019 Citizen Satisfaction Survey indicated that pedestrian pathways were very or somewhat important while only 59% were very or somewhat satisfied with the City’s efforts to provide them.

• Traditional vehicle-centered approach to mobility improvements is not sustainable as the population and traffic increases.

Satisfaction with Provision of Sidewalks and Trails

<table>
<thead>
<tr>
<th>Year</th>
<th>Satisfied (%)</th>
<th>Neutral (%)</th>
<th>Not Satisfied (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>60%</td>
<td>15%</td>
<td>25%</td>
</tr>
<tr>
<td>2019</td>
<td>59%</td>
<td>15%</td>
<td>26%</td>
</tr>
</tbody>
</table>

Everyone is a pedestrian eventually.

Top Candidates for Improvement

- Manage Traffic Congestion (44% Gap)
- Provide Pedestrian Pathways (32% Gap)
- Respond to Code Enforcement Inquiries (27% Gap)

Why Invest in Sidewalks?
Existing Sidewalks - Map
As of 10/25/2019

Approximately 2500 LF of sidewalk has been built with projects which have not yet been closed out.

Existing Sidewalks – Installed (LF)
Existing Sidewalks – City Expenditures

2014: $574,803.92
2015: $215,102.45
2016: $45,661.02
2017: $349,131.47
2018: $90,221.35
2020: $285,363.09

TOTAL: $1,560,283.30

Source: Munis
• Project list updated upon request from City Manager’s Office or City Council

• Funding is based on historical budgets instead of programmed future projects – ad hoc basis

• Sporadic delivery of projects

• Several different sources of information make it difficult to educate residents and staff

3 Priority Tiers
5 Ranking Factors
Scale of 1-5 (5 = most challenging)

ROW Acquisition
Tree Removal
Utility Relocation
Engineering Design Required
Private Property Rehabilitation

13 Tier 1 Projects
8 Tier 2 Projects
45 Tier 3 Projects
STRATEGIC
• All aspects of the program will be managed actively and deliberately by 1 team

• Quarterly progress tracking

• Single points of information on City network and Connect Southlake website

COLLABORATIVE
• Consider available regional partners which can help us deliver projects.

• Ensure segments are completed in conjunction with or prior to paving and utility projects.

Responsible: Transportation Manager
Accountable: Director of Public Works
Consulted: CIP Governance Committee
Informed: City Manager’s Office

New Program - Features
• Based on appropriate and feasible timing of project delivery, either short- or long-term

• Constructability: topography, utility relocation, tree removal, damage to existing structures

• Connectivity: opportunities to link neighborhoods, facilitation of arterial/collector crossings, proximity to pedestrian generators
• ROW acquisition challenges are the most likely to prevent a project from moving forward and can outweigh all other factors.

• Connectivity factors help prioritize projects without significant barriers to construction and reinforce that this connected to our strategic goal of improving mobility.
The goal of the Constructibility Score is to give a measurement of the estimated difficulty in constructing a sidewalk(s) at the location due to environmental and physical obstacles. This Constructibility Score will account for **50%** of the final Sidewalk Recommendation Score (SRS). Every section will start at 50 points, and each item selected will reduce the final score.

### Environmental Concerns

<table>
<thead>
<tr>
<th>Value</th>
<th>Type</th>
<th>Mod</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>Grading Issues</td>
<td>4</td>
</tr>
<tr>
<td>4</td>
<td>Large Tree Removal (&gt;12&quot;)</td>
<td>3</td>
</tr>
<tr>
<td>3</td>
<td>Small Tree Removal (&lt;12&quot;)</td>
<td>2</td>
</tr>
<tr>
<td>2</td>
<td>Bodies of Water</td>
<td>2</td>
</tr>
<tr>
<td>1</td>
<td>Berms / Swales</td>
<td>2</td>
</tr>
<tr>
<td>0</td>
<td>Culverts</td>
<td>2</td>
</tr>
</tbody>
</table>

**Starting Score: 15**

### Utility Relocation

<table>
<thead>
<tr>
<th>Value</th>
<th>Type</th>
<th>Mod</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>Aerials</td>
<td>7</td>
</tr>
<tr>
<td>3</td>
<td>Waterline/Sewerline</td>
<td>5</td>
</tr>
<tr>
<td>2</td>
<td>Subsurface Lines</td>
<td>4</td>
</tr>
<tr>
<td>1</td>
<td>Hydrant/Manholes</td>
<td>3</td>
</tr>
<tr>
<td>0</td>
<td>Water Meter Box</td>
<td>1</td>
</tr>
</tbody>
</table>

**Starting Score: 20**

### Existing Structures

<table>
<thead>
<tr>
<th>Value</th>
<th>Type</th>
<th>Mod</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>Retaining Wall</td>
<td>6</td>
</tr>
<tr>
<td>2</td>
<td>Flower Bed</td>
<td>4</td>
</tr>
<tr>
<td>1</td>
<td>Misc. Items</td>
<td>3</td>
</tr>
<tr>
<td>0</td>
<td>Mailbox</td>
<td>2</td>
</tr>
</tbody>
</table>

**Starting Score: 15**

### EC

<table>
<thead>
<tr>
<th>Value</th>
<th>Type</th>
<th>Mod</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>Grading Issues</td>
<td>27%</td>
</tr>
<tr>
<td>4</td>
<td>Large Tree Removal (&gt;12&quot;)</td>
<td>20%</td>
</tr>
<tr>
<td>3</td>
<td>Small Tree Removal (&lt;12&quot;)</td>
<td>13%</td>
</tr>
<tr>
<td>2</td>
<td>Bodies of Water</td>
<td>13%</td>
</tr>
<tr>
<td>1</td>
<td>Berms / Swales</td>
<td>13%</td>
</tr>
<tr>
<td>0</td>
<td>Culverts</td>
<td>13%</td>
</tr>
</tbody>
</table>

### UR

<table>
<thead>
<tr>
<th>Value</th>
<th>Type</th>
<th>Mod</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>Aerials</td>
<td>35%</td>
</tr>
<tr>
<td>3</td>
<td>Waterline/Sewerline</td>
<td>25%</td>
</tr>
<tr>
<td>2</td>
<td>Subsurface Lines</td>
<td>20%</td>
</tr>
<tr>
<td>1</td>
<td>Hydrant/Manholes</td>
<td>15%</td>
</tr>
<tr>
<td>0</td>
<td>Water Meter Box</td>
<td>5%</td>
</tr>
</tbody>
</table>

### ES

<table>
<thead>
<tr>
<th>Value</th>
<th>Type</th>
<th>Mod</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>Retaining Wall</td>
<td>40%</td>
</tr>
<tr>
<td>2</td>
<td>Flower Bed</td>
<td>27%</td>
</tr>
<tr>
<td>1</td>
<td>Misc. Items</td>
<td>20%</td>
</tr>
<tr>
<td>0</td>
<td>Mailbox</td>
<td>13%</td>
</tr>
</tbody>
</table>
The goal of the Connectivity Score is to give a measurement of the specific needs of the surrounding area, and rank those needs according to the criteria set out below. The Connectivity Score will account for **50%** of the final Sidewalk Recommendation Score (SRS). Each section starts at 0, and each item increases the final score. (The unit of length used to measure connections around a site is 1/8 of a mile.)

### Connectivity Score Attributes

#### Road Type

<table>
<thead>
<tr>
<th>Value</th>
<th>Type</th>
<th>Mod</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>Arterials</td>
<td>15</td>
</tr>
<tr>
<td>1</td>
<td>Collectors</td>
<td>10</td>
</tr>
<tr>
<td>0</td>
<td>Locals</td>
<td>5</td>
</tr>
<tr>
<td>Max Possible: 15</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Type of Property Connections

<table>
<thead>
<tr>
<th>Value</th>
<th>Type</th>
<th>Mod</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>School</td>
<td>10</td>
</tr>
<tr>
<td>3</td>
<td>Parks and Recreation</td>
<td>6</td>
</tr>
<tr>
<td>2</td>
<td>Residential</td>
<td>4</td>
</tr>
<tr>
<td>1</td>
<td>Commercial</td>
<td>2</td>
</tr>
<tr>
<td>0</td>
<td>Industrial</td>
<td>0</td>
</tr>
<tr>
<td>Max Possible: 22</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### # of Properties in Proximity

<table>
<thead>
<tr>
<th>Value</th>
<th>Type</th>
<th>Mod</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>&gt;25 Properties</td>
<td>8</td>
</tr>
<tr>
<td>1</td>
<td>&gt;15 Properties</td>
<td>6</td>
</tr>
<tr>
<td>0</td>
<td>&gt;5 Properties</td>
<td>4</td>
</tr>
<tr>
<td>Max Possible: 8</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### End Point Connections

<table>
<thead>
<tr>
<th>Value</th>
<th>Distance</th>
<th>Mod</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>2 End Points</td>
<td>5</td>
</tr>
<tr>
<td>1</td>
<td>1 End Point</td>
<td>3</td>
</tr>
<tr>
<td>0</td>
<td>No End Points</td>
<td>0</td>
</tr>
<tr>
<td>Max Possible: 5</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### TPC

<table>
<thead>
<tr>
<th>Value</th>
<th>Type</th>
<th>Mod</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>School</td>
<td>45%</td>
</tr>
<tr>
<td>3</td>
<td>Parks and Recreation</td>
<td>27%</td>
</tr>
<tr>
<td>2</td>
<td>Residential</td>
<td>18%</td>
</tr>
<tr>
<td>1</td>
<td>Commercial</td>
<td>9%</td>
</tr>
<tr>
<td>0</td>
<td>Industrial</td>
<td>0%</td>
</tr>
</tbody>
</table>

#### EPC

<table>
<thead>
<tr>
<th>Value</th>
<th>Distance</th>
<th>Mod</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>2 End Points</td>
<td>100%</td>
</tr>
<tr>
<td>1</td>
<td>1 End Point</td>
<td>60%</td>
</tr>
<tr>
<td>0</td>
<td>No End Points</td>
<td>0%</td>
</tr>
</tbody>
</table>

**New Program - Ranking**
• Smartsheet Data Collection Form
• Data collected March 2020 – May 2020
• Form accessible via mobile app
• 58 requested segments now rank between 95 and 51 out of 100 possible points
• Concurrent Program Management and Project Management activities

• Continual engagement each quarter and adjustments each year
• Pathways Program

• CIP Projects

• Developer Agreements

• Local, State and Federal Grants
  • Administered by Tarrant County, NCTCOG and TxDOT
  • i.e., TAP, SRTS, HSIP

• Neighborhood Sidewalk Matching Funds Program

Program Balance at End of FY 19
$495,727.12

FY 20 Allocation to Pathway Program
$300,000.00

FY 20 Awarded Contracts Amount
$348,740.00
• Adopted by City Council on November 6, 2007

• Allows HOAs or other neighborhood organizations to request up to 50% of sidewalk design and construction costs from the City

• Currently managed by Planning Division

• Application on the City website
Short-term, FY 2020
Complete infrastructure inventory
Reprioritize project list
Attend BPAC meetings
Release Sidewalk Video

Mid-term, FY 2021
Select projects for 5-year implementation plan (FY 2021 – FY 2025)
Incorporate ADA Strategic Plan
Update Mobility Master Plan
Revise maps and website

Long-term, Future Fiscal Years
Develop sidewalk replacement plan

Next Steps
View the Southlake Sidewalk Video at

https://youtu.be/qIOHtapvug
NRH Parks and Recreation reimagined the Mayor’s Monthly Bike rides by creating the summer kickoff Virtual ‘Round the Town with Oscar Bike Ride throughout June 2020.

- The virtual bike rides encouraged the community to get outside and ride their bikes along the over 30 miles of hike and bike trails in NRH.

- To assist riders, staff provided event featured routes, utilizing five different routes throughout the NRH Parks and Trail System.

- In order to identify participation, riders were encouraged to take photos at three “Selfie Picture Points” along their selected route and submit them for a chance at prizes.

- All information was posted on social media and website.
 NRH ‘Round the Town with Oscar Goes Virtual this summer!

While the traditional NRH Monthly Mayor’s Bike rides are on pause for now, we are kicking off the summer of 2020 with a special virtual ride this week that you and your family can experience throughout NRH. It is easy to participate!

1. Pick a Route (there are 5 to choose from)
2. Be sure and grab your helmet and water
3. Say "Cheese" at Selfie Picture Points
4. Complete the Route
5. Submit Your Photos
6. You will then be entered for NRH Parks and Recreation "Play Bucks"!

NRH PARKS & RECREATION

NRH TRAILS Hike | Bike | Connect
• After Round 1, June 8-14, of the first Virtual Ride event, 20 different individuals and groups completed Round 1 of the Virtual Ride and posted on NRH Parks and Recreation social media page or emailed their Selfie Picture Point images. Round 2 began June 15 – 30.

• Winners were notified and received NRH Park and Recreation “Play Bucks” where they can choose from one of the following: gift cards from the NRH Centre, Richland Tennis Center, Iron Horse Golf Course or choose a picnic pack from NRH Parks & Recreation.

• The virtual rides will continue in August and take place August 1-August 15.

• **Bonus Picture Point!** Be on the lookout for Mayor Oscar Trevino riding on the trails. Take a social distance selfie with the Mayor AND complete your three route selfie picture points and you are an automatic Virtual Ride Round 2 winner!

• Each post also provided staff an opportunity to reiterate trail rules and Etiquette: wear a helmet, bring water, observe all trail and road safety rules and share the trails safely with all. NRH Trail Rules and Etiquette: [https://bit.ly/2XRKURe](https://bit.ly/2XRKURe)

• The Five Routes to Choose From:
  - Northfield Park Bike Route: [https://bit.ly/3gKW1E0](https://bit.ly/3gKW1E0)
Richfield Park Bike Route Selfie Picture Points:
#1 Dr. Pillow Park in your selfie background
#2 Selfie at the John Barfield Trail Head Sign
#3 Selfie at Smithfield Station Train Stop

Cross Timbers Park Bike Route Selfie Picture Points:
#1 Cross Timbers Park Biome Nature sign in your selfie background
#2 Wildflower Selfie along the John Barfield Trail (near Dr Pillow Park)
#3 Adventure World Playground in your selfie background

Green Valley Park Bike Route Selfie Picture Points:
#1 Green Valley Park Playground in your selfie background
#2 Selfie at the John Barfield Trail Head Sign
#3 Selfie at Dick Faram Park “People Train” public art

NRH City Hall Bike Route Selfie Picture Points:
#1 Selfie with JoAnn Johnson Trail Sign on the trail at Blaney
#2 City Hall Sign on the Plaza at NRH City Hall

Northfield Park Bike Route Selfie Picture Points:
#1 Northfield Park art obelisk in your selfie background (look in the parking lot)
#2 Selfie with the Cotton Belt Trail Sign
#3 Dick Faram Playground in your selfie background
It is a nice weekend here in NRH so join us for a 'Round the Town with Oscar Mayor’s Virtual Bike Ride from August 1-15! It is easy to participate!

1. Pick a Route (there are 5 to choose from)
2. Be sure and grab your helmet and water
3. Say "Cheese" at Selfie Picture Points
4. Complete the Route
5. Submit Your Photos
6. You will then be entered for some NRH Parks and Recreation SWAG!

All the details are here: 
https://facebook.com/events/2699171800358479/

NRH Trail Rules and Etiquette:  

Good Luck and enjoy your 'Round the Town Virtual Ride!  
#PlayWellStayWell #NRHtogether
UPCOMING EVENTS AND TRAINING

Bicycle and Pedestrian Advisory Committee

August 19, 2020
Webinar:
The Relationship between Bicycle Facilities and Increasing Bicycle Trips

MyTRB.org
for registration information - or

trb.org/Calendar/Blurbs/181008.aspx
Do you have any events or training opportunities to promote?

Suggestions for training opportunities that NCTCOG can help promote/coordinate?

Contact:

Kevin Kokes, AICP
kkokes@nctcog.org

Matt Fall
mfall@nctcog.org
Plans and Projects Underway

- Keller Parks and Trails Master Plan
- Flower Mound Parks and Trails Master Plan
- Grand Prairie Parks and Trails Master Plan Update
- Dallas County Mobility Plan
- Northlake Comprehensive Plan
- McKinney Parks and Trails Master Plan
- Plano Parks and Recreation Master Plan
- Weatherford Bicycle Master Plan
- Weatherford Thoroughfare Plan
- Rowlett Hike and Bike Trail Plan
- Rowlett Trails and Open Space Master Plan Update
- Cedar Hill Trails Master Plan Update
- DeSoto Trails Master Plan Citywide Master Plan
- Wylie Citywide Master Plan
- Carrollton Trails Master Plan (early 2020)

If not on our list: Please Contact NCTCOG staff if your agency has a Trails or Bikeway Master Plan underway
Regional Projects

- **Bomber Spur Regional Trail**
  (Intersection of SH 183 and Calmont Ave. continuing south approximately three miles to its terminus at the intersection of SH 183 and W. Vickery Blvd)
  - Study Participants: Fort Worth, Streams & Valley’s Inc., NCTCOG)

- **So. Dallas County Regional Veloweb Alignment Study**
  (FM 1382 near the intersection of W. Pleasant Run Rd., and to the east in the City of Lancaster to the intersection of N. Lancaster Hutchins Rd. at W. Pleasant Run Rd)
  - Study Participants: Cedar Hill, Duncanville, DeSoto, Lancaster, Dallas County, and NCTCOG)
Pedestrian and Bicycle Accommodations

I-20, I-820, & US 287
Discussion Topics

1. Project Overview
2. Project Challenges and Opportunities
3. Review of Bike/Ped Accommodations along Highway Corridors
4. Review of Bike/Ped Accommodations along Cross Streets (by City)
5. Project Schedule and Next Steps
6. Key Takeaways
7. Project Contact Information
Project Overview

- 16 miles
- Adding Mainlanes
- Improving Exit and Entrance Ramps to Current Design Standards
- Improving Frontage Roads and Intersection
- Adding Sidewalks, Shared Use Paths (for Pedestrians and Bicycles), and Bike Lanes
- Reconstructing Interchanges at I-20 @ I-820, I-20 @ US 287, and I-820 @ US 287
- Design-Build Project Delivery
Project Challenges and Opportunities

- **Terminology**
  - Shared Use Lanes, Shared Use Paths, Side Paths, Trails, Veloweb, Bike Lanes, Sidewalks, etc.

- Preliminary design had shared use lanes and sidewalks
  - Volumes along FRs are 10-20 kVpd in 2045

- Constrained ROW, numerous driveways, utilities, signage, and crossings

- Guidance evolving

Project Challenges and Opportunities

- AASHTO Guide for the Development of Bicycle Facilities
- FHWA Separated Bike Land Planning and Design Guide
- FHWA Achieving Multimodal Networks
- FHWA Bicycle and Pedestrian Policy
- FHWA Bikeway Selection Guide
- NACTO Urban Bikeway Design Guide
- TxDOT Roadway Design Manual
- City of Austin Recommended Bicycle Facilities along High-speed Roadways with Limited Access

Source: City of Austin Recommended Bicycle Facilities along High-speed Roadways with Limited Access, 2014.
- Locations of SUP along Frontage Roads
- Generally 10' wide, unless on bridges
Review of Bike/Ped Accommodations along Cross Streets (by City)

- NCTCOG
  - Mobility 2045
  - Regional Veloweb

- City of Arlington

- City of Forest Hill

- City of Fort Worth

- City of Kennedale
SEC Project Area

“Regional Veloweb” [green line] at:
- Village Creek crossing under I-20
- Along Lake Arlington
- Along Green Oaks

“Off-street” [green dotted] at:
- E. Rosedale
- Martin
- Bowman Springs

“On-Street” [red dotted] at:
- Ramey
- E. Berry
- Wilbarger
- Village Creek Rd
- Miller/Wilbarger
- Bus 287
- Little
- Sublett

Source: http://nctcogis.maps.arcgis.com/apps/webappviewer/index.html?id=fff676318a624e50845e505842f54fe2
Proposed Shared Use Paths at Village Creek and Green Oaks

- 10’ SUP along both FR bridges over Village Creek
- 10’ SUP under I-20 Village Creek bridges
- SUP future connection to Veloweb
- 10’ SUP along both directions of **Green Oaks** (between column and U-turn) under I-20 bridge

[Diagram of proposed shared use paths]
City of Arlington Hike and Bike Plan

- SEC Project Area
- “Sidepath” [dark green dashed] at:
  - Bowman Springs
  - Green Oaks
- “Wide Outside Lane” [pink dashed] at:
  - Little
- “Bike Route” [aqua blue line] at:
  - Kelly Elliot

Connection to Future Kennedale Bicycle System

Future Connection to Fort Worth Bike System
- 10’ SUP along both directions of **Bowman Springs** bridge over I-20

- 10’ SUP along both directions of **Green Oaks** (between column and U-turn) under I-20 bridge

- 10’ SUP along both directions of **Little** (between column and U-turn) under I-20 bridge (both directions)

- 10’ SUP along both directions of **Kelly Elliot** bridge over I-20 (and bike lane/buffer)


- **SEC Project Area**

- **“Bike Trails”** [green lines] at:
  - Forest Hill Drive
  - Hartman
  - UPRR / Bus 287
Proposed Shared Use Paths – City of Forest Hill

- 6’ Bike Lanes with 2’ buffers and 6’ Sidewalks (both directions) of Hartman under I-20 bridge

- 10’ SUP along both directions of Anglin bridge over I-20

- 10’ SUP along both directions of Bus 287 / Mansfield Hwy (between columns and U-turns) under I-20 bridge
- SEC Project Area
- “Bicycle Facility” [blue line] at:
  - Meadowbrook
  - Craig
  - Ramey
  - E. Berry
  - Wilbarger
  - Village Creek
  - Miller
- “Sidepath” [orange line] at:
  - Craig
  - Lancaster
  - E. Rosedale
  - Martin
  - Bus 287
- “Trail” [green line] along Lake Arlington
Proposed Shared Use Paths – City of Fort Worth

- 10’ SUP along both directions of Meadowbrook bridge over I-820 (and bike lane/ buffer)

- 10’ SUP along both directions of Craig bridge over I-820

- 10’ SUP along both directions of Lancaster bridge over I-820

- 10’ SUP along EB E. Rosedale under I-820 bridge and 6’ Sidewalk along WB direction
- 10’ SUP along both directions of **Ramey** under I-820 bridge

- 10’ SUP along both directions of **E. Berry** under I-820 bridge

- 6’ Bike Lanes with 2’ buffers along both directions of **Wilbarger** under I-820 bridge (and 6’ Sidewalks in both directions)

- 10’ SUP along both directions of **Martin** under I-820 bridge
10’ SUP along both directions of **Sun Valley** bridge over I-820 (and bike lane/buffer)

10’ SUP along both directions of **Carey** under I-820 bridge

10’ SUP along both directions of **Village Creek Road** bridge over US 287 (and bike lane/buffer)

10’ SUP along both directions of **Erath** bridge over US 287
- SEC Project Area

- "Parkway" [purple line] at Bus 287 with 5’ Pedestrian + Side Path or Shoulder for Bicycles

- "Trail" [green dotted] at Village Creek under I-20

- "Priority Bicycle/Pedestrian Projects" [purple dotted] approaching:
  - Little
  - Sublett
- 10’ SUP along both directions of **Bus 287 / Mansfield Hwy** (between columns and U-turns) under I-20 bridge

- 10’ SUP along both directions of **Little** (between column and U-turn) under US 287 bridge

- 10’ SUP along SB direction of **Sublett** under US 287 bridge AND 6’ Bike Lanes with 3’ buffers (both directions)
Next Steps:

<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Held Public Hearing</td>
<td>June 4, 2020</td>
</tr>
<tr>
<td>NEPA Finding of No Significant Impact (FONSI)</td>
<td>Summer 2020</td>
</tr>
<tr>
<td>Right of Way Acquisition</td>
<td>2020-2023</td>
</tr>
<tr>
<td>Award Project</td>
<td>Summer 2021</td>
</tr>
<tr>
<td>Construction Expected to Start</td>
<td>Winter 2021</td>
</tr>
<tr>
<td>Construction Completed</td>
<td>Winter 2026</td>
</tr>
</tbody>
</table>
Key Takeaways . . .

- **Gather data early and continuously**
  - Plans, Transit, Schools, Socio-economic, Land Use, Traffic, Crashes, Speeds, Usage, Surveys, Inventory, As-builts, ROW, Mapping, Constraints, GIS

- **Obtain input**
  - Cities, Transit, Transportation, Planning, Police, HOAs, Advocates, Neighborhoods, Schools, Public

- **Determine design parameters, guidance, policies, and best practices**

- **Use the above to analyze and design project**

- **Collaborate and refine**

- **There is no one answer... context sensitive design**
Project Contact Information

www.txdot.gov
Search for: “Southeast Connector”

SoutheastConnector@txdot.gov

817-370-6500

Curtis Loftis, P.E.
TxDOT Project Manager
Southeast Connector
TxDOT Fort Worth District
2501 S.W. Loop 820
Fort Worth, TX 76133

Naser Abusaad, P.E., AICP
Consultant Project Manager
Southeast Connector
Civil Associates, Inc.
9330 LBJ Frwy., Ste. 1150
Dallas, TX 75243
naser@civilassociates.com
214.716.4558
Questions
2019 Bicycle and Pedestrian Traffic Count Report Highlights

Bicycle and Pedestrian Advisory Committee

Daniel Snyder
Transportation Planner
North Central Texas Council of Governments
August 19, 2020
Available Online!

www.NCTCOG.org/BikePedCountData
Technology – Permanent Equipment
### Mode Share Split by Count Station (2019)

<table>
<thead>
<tr>
<th>Station</th>
<th>Pedestrians</th>
<th>Bicyclists</th>
<th>Regional Mode Share Split (65%/35%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>White Rock Creek Trail - Mockingbird Lane</td>
<td>22%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>White Rock Creek Trail - Cottonwood Trail Crossing</td>
<td>29%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Santa Fe Trail - Hill Avenue</td>
<td>29%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Trinity Trails - Cowtown Wakepark</td>
<td>30%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cotton Belt Trail - Holiday Lane</td>
<td>37%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Denton Branch Rail Trail - N. Main Street</td>
<td>38%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Santa Fe Trail - Beacon Street</td>
<td>41%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>White Rock Creek Trail - Park Central Drive</td>
<td>43%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Campion Trail - Bird’s Fort Park</td>
<td>45%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Legacy Trail</td>
<td>45%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Chisholm Trail - Orlando Drive</td>
<td>45%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Trinity Trails - Kelly Field</td>
<td>48%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cottonwood Trail - Hamilton Park</td>
<td>49%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Campion Trail - Mountain Creek</td>
<td>49%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Trinity Trails - Clearfork Food Park</td>
<td>50%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oak Point Park &amp; Nature Preserve Trail</td>
<td>50%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Santa Fe Trail - Winsted Drive</td>
<td>50%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Chisholm Trail - Jack Carter Park</td>
<td>51%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>White Rock Lake Trail - Wendy Lane</td>
<td>56%</td>
<td>61%</td>
<td></td>
</tr>
<tr>
<td>White Rock Lake Trail - Fisher Road</td>
<td>61%</td>
<td>64%</td>
<td></td>
</tr>
<tr>
<td>Campion Trail - Sam Houston Park</td>
<td>64%</td>
<td>61%</td>
<td></td>
</tr>
<tr>
<td>Russell Creek</td>
<td>6%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Katy Trail - Harvard Avenue</td>
<td>70%</td>
<td>79%</td>
<td></td>
</tr>
<tr>
<td>Rowlett Trail</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Watters Trail - Boon Elem. School</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Katy Trail - Fitzhugh Avenue</td>
<td>83%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Katy Trail - N. South Street</td>
<td>83%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cottonwood Trail - Exchange Parkway</td>
<td>88%</td>
<td>12%</td>
<td></td>
</tr>
</tbody>
</table>
Irving
Annual Average Daily Traffic by Count Station (2019)

- Campion Trail - Mountain Creek
- Campion Trail - Bird's Fort Park
- Campion Trail - Sam Houston Park

Pedestrians
Bicyclists
Total Daily Traffic During the Week of September 8, 2019
(Locations with Less than 1,000 Counts on a Single Day)

- Cotton Belt Trail - Holiday Lane
- Chisholm Trail - Orlando Drive
- OPP & NP Trail
- Santa Fe Trail - Beacon Street
- White Rock Creek Trail - Park Central Drive
- Campion Trail - Mountain Creek
- Trinity Trails - Cowtown Wakepark
- Bluebonnet Trail - US 75
- Russell Creek
- Santa Fe Trail - Hill Avenue
- Denton Branch Rail Trail - Morse Street
- Chisholm Trail - Jack Carter Park
- Legacy Trail
- Cottonwood Trail - Hamilton Park
- White Rock Creek Trail - Cottonwood Trail Crossing
- Campion Trail - Bird's Fort Park
Total Daily Traffic During the Week of September 8, 2019
(Locations with More than 1,000 Counts on a Single Day)

Sun, Sept. 8  Mon, Sept. 9  Tues, Sept 10  Wed, Sept. 11  Thurs, Sept. 12  Fri, Sept. 13  Sat, Sept. 14

Bicycle and Pedestrian Traffic

- Trinity Trails - Clearfork Food Park
- Katy Trail - Fitzhugh Avenue
- Katy Trail - Harvard Avenue
- Katy Trail - Routh Street
- White Rock Creek Trail - Mockingbird Lane
- White Rock Lake Trail - Wendy Lane
Mobile Counter Loan Program

Off-Street (Trails) 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

www.nctcog.org/bikepedcountdata
City of Celina
Trails Master Plan and Connectivity Highlights

EXEC. DIR. OF PUBLIC SERVICES, KIMBERLY BRAWNER
DIR. OF PARKS AND RECREATION, CODY WEBB
AUGUST 19, 2020
LOCATION

• Centered at the intersections of the Dallas North Tollway, Collin County Outer Loop, and Preston Road.

• Celina’s ultimate growth boundary is 78 square miles – the 2nd largest footprint of any Collin County city (bigger than Plano & Frisco).

• Celina will be the only city besides Dallas to have 10 miles of Dallas North Tollway within its boundary.
Celina’s current population is 22,641. That number is expected to grow to over 50,000 by 2025 and 121,119 by 2040.

Celina’s ultimate buildout is approximately 378,000.

Celina’s median household income is $98,277, with an average home value of $391,991.

Over 50% of residents have a Bachelor’s, graduate, or professional degree.
Our City Council’s Strategic Goals

1. Share Our Story
2. Plan the City
3. Enhance the Quality of Life in Celina
4. Beautify & Brand Celina
5. Support & Grow Emergency Services
6. Preserve, Enhance, Revitalize, & Grow Downtown
7. Attract & Cultivate the Right Development in the Right Places
8. Develop a Highly Advanced Technology & Mobility Infrastructure
9. Pursue Innovative Learning Partnerships
10. Create & Encourage Agritourism Opportunities
Life Connected
Servant Leadership in Practice

• **Our Core Values:** Community, Service, Integrity, Excellence

• **Fiber connectivity** throughout 100% of Celina.

• Embedded **Mobility Framework** in Downtown Master Plan.

• Forward-looking **Trails and Parks Plans** emphasize biking, enhanced landscaping, and extensive trails.
Master Planning

- Strategic Plan
- Downtown Master Plan
- Trails Master Plan
- Parks Master Plan
- Neighborhood Guidelines
Multi-Modal Roadway Typologies

Figure 4.1, Collector Street with Bike Lanes; CIU. (Source: Norris Design)

Figure 4.2, Minor Thoroughfare; H40. (Source: Norris Design)
Multi-Modal Roadway Typologies (continued)
Downtown Connectivity Diagram
Downtown Mobility Framework

Source: Celina Downtown Master Plan
Downtown Mobility Framework

**THE VISION: MOBILITY FRAMEWORK**

TRAILS

Downtown is envisioned to be a pedestrian-friendly collection of special places, connected by a series of sidewalks, plazas, and Alternative Wheel pathways. Trails should serve an important role to encourage people to walk throughout Downtown. Opportunities to connect trails through, to, and from Downtown will occur as the main streets are improved. Wide sidewalks and designated Alternative Wheel pathways should be included in those improvements.

Specially designed trailhead areas should be provided in Downtown to provide both special places and key connections within the Mobility Framework. Those spaces should include seating, bike racks, and applicable signage with the trail name and a map.

**Trailhead Connection**
Connection point to Downtown pedestrian network

**Thoroughfare Spine Trail**
Trail opportunity within future street improvements

**Easement Trail**
Trail opportunity within existing easement

**Greenbelt Spine Trail**
Trail opportunity within Doe Branch Creek corridor

Source: Celina Downtown Master Plan
Spine Trail Design Guidelines

Purpose
Implementing and adhering to design standards for trails in Celina will result in a safe, cohesive trail system that requires less maintenance and is enjoyable for residents. These standards are in addition to mandated national and state standards (AASHTO, NACTO, AOA/AASHTO ITE, and TMUTC).

Spine Trails
Objectives
Spine trails are the most signature trails in the system and are found in wooded floodplains within creek corridors. The following objectives apply to their design:
- Alignments should closely follow the existing topography and limit the amount of fill material required.
- Elongated, smooth horizontal radii should be used where possible with limited straight segments; 80° is the minimum centerline radius per AASHTO guidelines and should only be used where avoiding existing obstacles and hazards; minimum 90° centerline radius is preferred.
- Spine trails should connect to streets, sidewalks, neighborhoods, and commercial centers where possible.

Source: Celina Trails Master Plan
Oklahoma Street

FROM MALONE ST TO PECAN ST

FROM PECAN ST TO ASH ST (TxDOT)

20' LANDSCAPE SETBACK

12' SHARED USE PATH

60' ROW

6' MIN SIDEWALK

6' MIN SIDEWALK

10' 10' 8' 8'

30' 30' 30'

SIDWALK

6' 8' 8' 10' 10' 8' 8' 6' 6'

Colorado Street

FROM PECAN ST TO ASH ST (TxDOT)

12' SHARED USE PATH

60' ROW

6' MIN SIDEWALK

10' 10' 8' 8'

30' 30' 30'

SIDWALK

PROPOSED ROADWAY

14' & 12' WIDE USE LANE

14' & 12' WIDE USE LANE

6' MIN SIDEWALK

45 ANGLED PARKING

60' ROW

60' ROW

NOTE: REFER TO GEOTECHNICAL INVESTIGATION REPORT DG-18-162-16 SUBMITTED 6/19/19

SMY ASSOCIATES FOR SULL PAVEMENT AND SUBGRADE PREPARATION SUMMARY.
Trails Master Plan
Overall Map
Trails Master Plan
Themes and Discussion

• Identified User Groups:
  • Transportation Focused
  • Recreation Focused
  • Exercise Focused

• Five Pedestrian Facilities:
  • Shared Use Paths
  • Side Paths
  • Bicycle Lanes
  • Buffered Bicycle Lane
  • Shared Use Lane

• Regional Connectivity:
  • Prosper, McKinney, NCTCOG Veloweb

For more details, see Trails Master Plan at page 33: https://www.celina-tx.gov/1269/Trails-Master-Plan
### Parks Master Plan

**Park Types Overview**

<table>
<thead>
<tr>
<th>Open Space Type</th>
<th>Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>Block Park</td>
<td>&lt; 0.1 Ac</td>
</tr>
<tr>
<td>Pocket Park</td>
<td>0.1 - 0.25 Ac</td>
</tr>
<tr>
<td>Parklet Park</td>
<td>0.25 - 1.0 Ac</td>
</tr>
<tr>
<td>Neighborhood Park</td>
<td>0.5 - 2.0 Ac</td>
</tr>
<tr>
<td>Linear Park</td>
<td>Varies</td>
</tr>
<tr>
<td>School Park</td>
<td>10 - 25 Ac</td>
</tr>
<tr>
<td>Community Park</td>
<td>25 - 75 Ac</td>
</tr>
<tr>
<td>Regional Park</td>
<td>75 - 100+ Ac</td>
</tr>
</tbody>
</table>

**Connected Spaces**

Figure 4.1: Celina Overall Parks Concept. The "Connected Spaces" concept applies to open space of all sizes, from the smallest scale block parks to the largest regional parks. Trail systems together the park network and allow residents to quickly move from their neighborhoods to a variety of open spaces. (Source: Norma Design)
Parks Master Plan
Linear Parks
Acreage varies
Parks Master Plan

School Parks
10-25 acres
Half Mile Service Radius
Parks
Master Plan
Community Parks
50-75 acres
2 Mile Service Radius
Parks
Master Plan
Regional Parks
75-100+ acres
2 Mile Service Radius
Parks
Master Plan
Overall Map
Neighborhood Vision Book

Characteristics of a Great Neighborhood

1. Compact, safe and walkable
2. Elements of surprise, variety and variability
3. Network of connected streets
4. Recognizable identity and boundaries
5. Human scale
6. Encourage chance meetings & personal privacy
7. Connection to nature
8. Density development

* Circulation and capture zones shall not cross major thoroughfares.
Neighborhood Vision Book
Four Types of Open Space

1. Block Parks (less than 0.1 acres)
2. Pocket Parks (0.1-0.25 acres)
3. Parklet Parks (0.25-1.0 acres)
4. Neighborhood Parks (acreage varies, parking required)

Example of a Detention Pond:
2020 Community Survey

- **Downtown** – Survey, Stakeholder Workshop, Engagement Day on the Square
- **Trails** - Survey, Public Meetings, Web-Based Survey
- **Parks** – Web-Based Survey, Public Meetings, Project Website, Presentations in each neighborhood area, Council Presentations
• Parks and Recreation was the top opportunity identified by respondents.

• At the same time, the percent of respondents who were “satisfied” with Celina’s trails rose to over 24% from 17% in the 2018 Survey.

“I believe Celina could be a leader in fitness and outdoors if they build multiple large parks with trails and large sidewalks. Due to covid, I think people will realized the importance of parks and outdoors.”

“We need bike trails. Please! (Before my kids outgrow biking together as a family)”

“Only dissatisfied with mobility because golf cart paths would make Celina a destination city.”

“This community is growing but at a controlled pace. City services are making our City seamless in transition from a small community to a our growth today.”
Dallas Slow Street Pilot Proposal in Light of Social Distancing Needs Due to COVID-19

NCTCOG
Bicycle and Pedestrian Advisory Committee

Aug 19, 2020

Ali Hatefi, P.E., Assistant Director, Public Works
Background on Slow Streets

- Around the Country
- 7th Street
- KCMO
- Austin
- Dallas Slow Streets:
  - Neighbors Apply to Be a Part of It
  - Pilot Project
  - 10 Communities
  - Supplies provided by partners
Criteria

- Low-traffic street
- Neighborhood street
- No signals along the street
- Applicant agrees to be Block Captain
- Approval from 25% of neighbors on the street
- Limited to one block
- Must be open to local traffic, deliveries, and emergencies
- No other city or utility work along the block during its Slow Street time.
Process: Talk to Neighbors

- Applicants must have approval from 25% of their neighbors to move forward with the program.
- Applicants must prove that they have reached out to all their neighbors.
- Post your intent to apply for the program in both flyers and via electronic communication, and give neighbors 48 hours to respond.
- Once the above is finished, the applicant may move forward with their design/application.
Process: Design

- The following must be considered in the Slow Streets design:
  - Slow Streets is intended for low-traffic, neighborhood streets only.
  - The length should be from intersection to intersection (no signaled streets and limited to one block).
  - It is intended to stop thru traffic, but must allow local traffic (residential vehicles, deliveries, emergency vehicles, and city services).
  - Applicant will need to produce a site plan for their application. The site plan can be as simple as a map view of the street showing:
    - The beginning of closure
    - The end of closure
    - Lane designs, if necessary
    - Cone, barricade, and signage placement
Process: Application

• Fill out the Dallas Slow Street application through Public Works.
• Applicant will hear of their status within 3 days.
Process: Approval Process

- The application and information regarding Dallas Slow Street pilot program will be provided on City of Dallas Public Works (PBW) Department website.
- PBW staff will review the application and issue a permit.
- The permit will be valid for 30 days.
- Extension may be granted as deemed appropriate.
- The applicant is responsible for the installation and removal of barricades, and the cleanup of streets as needed.
Process: If Approved

- The applicant is the Block Captain for the project, meaning:
  - The Block Captain will work with the Better Block Foundation on materials and implementation.
  - The Block Captain will be the eyes and ears on the street, and report any issues.
  - The Block Captain agrees to be the point of contact for the neighborhood, and will work to resolve any issues or complaints.
  - The Block Captain’s information will be posted on signage in the neighborhood as the point of contact.
Process: If Approved

- Better Block Foundation, Amanda Popken Development, Bike DFW, and the Coalition for a new Dallas will provide the permittees with:
  - Cones
  - Barricades
  - Traffic Signage
  - Safety Vests
  - Stencils (to be applied with temporary paint)
  - Consulting
  - How-To Guide
FAQs

Q: How will I get to my house, and how will I get my deliveries?
Local traffic for residents, including guests and deliveries, will not be affected.

Q: What about emergency vehicles?
Emergency access will be maintained at all times.

Q: How will my trash and recycling services be collected? How will I send my mail?
Trash, recycling, mail, deliveries, and all other normal street services will be maintained.

Q: How will the streets be selected?
The 10 selected neighbors will nominate their streets after receiving approval from 25% of their neighbors. The City of Dallas will review and either approve or deny applications for the selected streets.

Q: How long will this pilot last?
The pilot program is for 30 days, starting once an application is approved. The City may cancel the pilot program as COVID-19 pandemic situation evolves.

Q: Can I still park on the street?
Yes, you may park on the street in areas where on-street parking was previously allowed.
Re: Application for Dallas Slow Streets Pilot Project

Dear neighbors, for your awareness, we are applying for a temporary street closure through the Dallas Slow Streets pilot program to close XX Street from X to X to thru traffic for 30 days. Local traffic, emergency vehicles, and city services will still have access. The goal is to provide more open space for residents to enjoy the outdoors at a safe, social distance during COVID-19. This closure is dependent on review and approval from the City of Dallas Public Works.

In order for us to get the permit, we need approval from 25% of our neighbors. Could you please let me know if you’re willing to participate in the pilot program for Dallas Slow Streets?

Thank you for your consideration,
Collateral Examples

Re: Solicitud para el proyecto piloto de Dallas Slow Streets

Estimados vecinos, para su conocimiento, estamos solicitando un cierre temporal de calle a través del programa piloto de Dallas Slow Streets para cerrar la calle XX de X a X del tráfico durante 30 días. El tráfico local, los vehículos de emergencia y los servicios de la ciudad seguirán teniendo acceso. El objetivo es proporcionar más espacio abierto para que los residentes disfruten del aire libre a una distancia social segura durante COVID-19. Este cierre depende de la revisión y aprobación de las Obras Públicas de la Ciudad de Dallas.

Para que podamos obtener el permiso, necesitamos la aprobación del 25% de nuestros vecinos. ¿Podría decírmelo si está dispuesto a participar en el programa piloto de Dallas Slow Streets?

Gracias por su consideración,
Collateral Examples

Hello!

I’m __________________________, your neighbor and the Dallas Slow Street Block Captain. I’m here to help with any questions you may have about the pilot program.

Please email me at ____________________________ or give me a call at ____________________________. If you see a stray cone or a misplaced barricade, please let me know.

Let us know what you think of your Slow Street by sharing on social media with #DallasSlowStreets.

www.betterblock.org/DallasSlowStreets
¡Hola!

Soy ________________, tu vecino y el Capitán de la cuadra de Dallas Slow Street. Estoy aquí para ayudarle con cualquier pregunta que pueda tener sobre el programa piloto. Por favor envíe un correo electrónico a ______________ o llámeme a _______________. Si ve un cono perdido o una barricada fuera de lugar, hágamelo saber.

Háganos saber lo que piensa de su Slow Street compartiendo en las redes sociales con #DallasSlowStreets.

www.betterblock.org/dallasslowstreets
Discussion
Dallas Slow Street Pilot Proposal in Light of Social Distancing Needs Due to COVID-19

NCTCOG
Bicycle and Pedestrian Advisory Committee

Aug 19, 2020

Ali Hatefi, P.E., Assistant Director, Public Works
<table>
<thead>
<tr>
<th></th>
<th>Title VI</th>
<th>Environmental Justice (EJ)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Authorization</td>
<td>Civil Rights Act of 1964</td>
<td>Executive Order 12898</td>
</tr>
<tr>
<td>Protected Class</td>
<td>Race, color, national origin (additional statutes protect sex, age, and disability)</td>
<td>Minority and/or low income</td>
</tr>
<tr>
<td>Goal</td>
<td>Prohibit discrimination in programs receiving federal assistance</td>
<td>Identify, address disproportionately high, adverse effects</td>
</tr>
<tr>
<td>Covered Actions</td>
<td>All activities receiving federal assistance</td>
<td>Federal programs, policies, and activities</td>
</tr>
</tbody>
</table>
“The fair treatment and meaningful involvement of all people, regardless of race, ethnicity, income, national origin, or educational level with respect to the development, implementation and enforcement of environmental laws, regulations, and policies.”
- US Department of Transportation EJ strategy
The index identifies Census block groups whose populations have a higher percentage than does the region for low income, minority, or both populations. Additional data is available, including the locations of households without cars or populations with limited ability to communicate in English.
User Guide: Methodology, including thresholds, data sources, data dictionary

Technical Tips: Navigating online map, downloading data

Layer Definitions: Definitions of layers in online map’s left-hand panel

Index Uses: How index can support analysis, equity, and public engagement

Contact Us: Contacts for general and technical questions

Data and Links: Download data and link to EJ, Title VI references
Contact: Kate Zielke, Principal Transportation Planner, kzielke@nctcog.org
Transportation Alternatives

2020 Call for Projects Recommendations for the North Central Texas Region

Bicycle and Pedestrian Advisory Committee
August 19, 2020
Daniel Snyder
Eligible Project Activities for Construction

May include:

• Shared-Use Paths (Trails)
• On-Street Bikeways
• Bicycle/Pedestrian Signalization
• Protected Intersections
• Sidewalks, Crosswalks, Curb Ramps
• Traffic Controls and Calming Measures
• Signage
• Road Diets
• Bicycle/Pedestrian Counters
Evaluation and Scoring
## Active Transportation Category
### Evaluation and Scoring Criteria

<table>
<thead>
<tr>
<th>Category</th>
<th>Scoring</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regional Network Connectivity</td>
<td>20</td>
<td>Improves connectivity of Mobility 2045 regional paths and bikeways between cities and counties.</td>
</tr>
<tr>
<td>Transit Accessibility</td>
<td>15</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>Congestion Reduction</td>
<td>15</td>
<td>Provides alternative travel options as an option to motor vehicle trips in areas with greater opportunity for walking and bicycling, thus improving air quality.</td>
</tr>
<tr>
<td>Equity</td>
<td>10</td>
<td>Improves access to disadvantaged populations and underserved communities.</td>
</tr>
<tr>
<td>Reducing Barriers</td>
<td>5</td>
<td>Provides safe crossing of existing travel obstacles such as major roadways, interchanges, railroads, and bodies of water.</td>
</tr>
<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 innovation, project impact, and local match percent.</td>
</tr>
</tbody>
</table>
## Safe Routes to School Category Evaluation and Scoring Criteria

<table>
<thead>
<tr>
<th>Category</th>
<th>Scoring</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Problem Identification</td>
<td>20</td>
<td>Addresses an identified problem, and the problem is significant.</td>
</tr>
<tr>
<td>Planning Support</td>
<td>20</td>
<td>Supported by a SRTS Plan or local planning effort, and supportive municipal policies and plans (ADA Transition Plan and Complete Streets Policy).</td>
</tr>
<tr>
<td>Potential to Increase Walking and Bicycling</td>
<td>15</td>
<td>Likely to increase the number of students that walk or bicycle to school.</td>
</tr>
<tr>
<td>Equity</td>
<td>15</td>
<td>Improves school access and safety for disadvantaged populations and underserved communities.</td>
</tr>
<tr>
<td>Community Support</td>
<td>10</td>
<td>Community support is demonstrated through letters of support, a public meeting, and past participation in encouragement or education events.</td>
</tr>
<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 innovation, project impact, and local match percent.</td>
</tr>
</tbody>
</table>
### 2020 TA Applications Received and Requested Federal Funding

<table>
<thead>
<tr>
<th></th>
<th>Western Subregion (Fort Worth District)</th>
<th>Eastern Subregion (Dallas District)</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Number of Applications Received</td>
<td>12</td>
<td>26</td>
<td>38</td>
</tr>
<tr>
<td>Active Transportation: 22 Applications (Federal Funding Requested)</td>
<td>$5,422,587</td>
<td>$41,263,270</td>
<td>$46,685,857</td>
</tr>
<tr>
<td>Safe Routes to School: 16 Applications (Federal Funding Requested)</td>
<td>$13,530,928</td>
<td>$7,684,215</td>
<td>$21,215,143</td>
</tr>
<tr>
<td><strong>Total Federal Funding Requested</strong></td>
<td><strong>$18,953,515</strong></td>
<td><strong>$48,947,485</strong></td>
<td><strong>$67,901,000</strong></td>
</tr>
<tr>
<td>Federal Funding Available</td>
<td>$8,102,880</td>
<td>$11,761,919</td>
<td>$19,864,799</td>
</tr>
<tr>
<td>Requested Funding Exceeding Available Funding</td>
<td>$10,850,635</td>
<td>$37,185,566</td>
<td>$48,036,201</td>
</tr>
</tbody>
</table>
Project Applications Received (38)
Recommended Projects
## 2020 TA Funding Recommendations

### Western Subregion (Fort Worth District)

<table>
<thead>
<tr>
<th>Project Sponsor</th>
<th>Project Name</th>
<th>Recommended TA Funds</th>
<th>Recommended TDCs</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 City of Arlington</td>
<td>Webb Elementary School SRTS</td>
<td>$ 788,987</td>
<td>157,797</td>
</tr>
<tr>
<td>2 City of Arlington</td>
<td>Crow Leadership Academy SRTS</td>
<td>$ 1,668,585</td>
<td>333,717</td>
</tr>
<tr>
<td>3 City of Arlington</td>
<td>Thornton Elementary School SRTS</td>
<td>$ 1,452,534</td>
<td>290,506</td>
</tr>
<tr>
<td>4 City of Fort Worth</td>
<td>East First/East Fourth St</td>
<td>$ 2,332,000</td>
<td>466,400</td>
</tr>
</tbody>
</table>

**Total** $ 6,242,106 1,248,420
## 2020 TA Funding Recommendations
### Eastern Subregion (Dallas District)

<table>
<thead>
<tr>
<th>Project Sponsor</th>
<th>Project Name</th>
<th>Recommended TA Funds</th>
<th>Recommended TDCs</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Dallas</td>
<td>Elam SRTS Improvements</td>
<td>$1,962,980</td>
<td>392,596</td>
</tr>
<tr>
<td>City of Dallas</td>
<td>Rosemont SRTS Improvements</td>
<td>$758,351</td>
<td>151,670</td>
</tr>
<tr>
<td>City of Dallas</td>
<td>Ross Avenue Shared-Use Path</td>
<td>$3,836,092</td>
<td>767,218</td>
</tr>
<tr>
<td>City of Dallas</td>
<td>Zaragoza SRTS Improvements</td>
<td>$325,661</td>
<td>65,132</td>
</tr>
<tr>
<td>Dallas Area Rapid</td>
<td>Bridge for Cotton Belt Veloweb Trail at Plano Pkwy</td>
<td>$2,911,792</td>
<td>0</td>
</tr>
<tr>
<td>Transit</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dallas County</td>
<td>Fair Park/ East Dallas Trail Phase 1</td>
<td>$1,603,876</td>
<td>0</td>
</tr>
<tr>
<td>Dallas County</td>
<td>Rowlett Rd Multimodal Connection</td>
<td>$4,179,705</td>
<td>0</td>
</tr>
<tr>
<td>City of Richardson</td>
<td>Greenville Ave Multimodal Improvements</td>
<td>$1,702,948</td>
<td>340,589</td>
</tr>
</tbody>
</table>

**Total**          | **$17,281,405**                                       | **1,717,205**
Project Applications Recommended (12)
## Recommended Funding (All Sources)

<table>
<thead>
<tr>
<th>Subregion</th>
<th>Federal</th>
<th>Local Match</th>
<th>Transportation Development Credits</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Active Transportation</td>
<td>$ 14,234,413</td>
<td>$ 3,588,498</td>
<td>1,107,807</td>
<td>$ 17,822,911</td>
</tr>
<tr>
<td>Safe Routes to School</td>
<td>$ 3,046,992</td>
<td>$ 0</td>
<td>609,398</td>
<td>$ 3,046,992</td>
</tr>
<tr>
<td><strong>Eastern Total</strong></td>
<td><strong>$ 17,281,405</strong></td>
<td><strong>$ 3,588,498</strong></td>
<td><strong>1,717,205</strong></td>
<td><strong>$ 20,869,903</strong></td>
</tr>
<tr>
<td>Active Transportation</td>
<td>$ 2,332,000</td>
<td>$ 0</td>
<td>466,400</td>
<td>$ 2,332,000</td>
</tr>
<tr>
<td>Safe Routes to School</td>
<td>$ 3,910,106</td>
<td>$ 0</td>
<td>782,020</td>
<td>$ 3,910,106</td>
</tr>
<tr>
<td><strong>Western Total</strong></td>
<td><strong>$ 6,242,106</strong></td>
<td><strong>$ 0</strong></td>
<td><strong>1,248,420</strong></td>
<td><strong>$ 6,242,106</strong></td>
</tr>
<tr>
<td>Grand Total</td>
<td><strong>$ 23,523,511</strong></td>
<td><strong>$ 3,588,498</strong></td>
<td><strong>2,965,625</strong></td>
<td><strong>$ 27,112,009</strong></td>
</tr>
</tbody>
</table>
# Recommended Funding (Federal)

<table>
<thead>
<tr>
<th>Funding Categories</th>
<th>Western Subregion</th>
<th>Eastern Subregion</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>TA Funds Available (FY 21-22-23)</strong></td>
<td>$8,102,880</td>
<td>$11,761,919</td>
<td>$19,864,799</td>
</tr>
<tr>
<td><strong>TA Funds Available to Transfer from West to East (FY 23)</strong></td>
<td>($1,860,774)</td>
<td>$1,860,774</td>
<td>-</td>
</tr>
<tr>
<td><strong>TA Funds (FY 24) Recommended</strong></td>
<td>-</td>
<td>$3,658,712</td>
<td>$3,658,712</td>
</tr>
<tr>
<td><strong>Total Recommended¹ TA Funds</strong></td>
<td>$6,242,106</td>
<td>$17,281,405</td>
<td>$23,523,511</td>
</tr>
</tbody>
</table>

¹ TA funds will be utilized assuming authorization as part of the next federal transportation bill. If TA funds are not available, project funding will be backfilled with CMAQ and/or STBG.
## Schedule

<table>
<thead>
<tr>
<th>Milestone</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bicycle and Pedestrian Advisory Committee (BPAC) – Info on CFP</td>
<td>November 20, 2019</td>
</tr>
<tr>
<td>Call for Projects Public Workshop</td>
<td>January 21, 2020</td>
</tr>
<tr>
<td>Surface Transportation Technical Committee (STTC) – Info on CFP</td>
<td>January 24, 2020</td>
</tr>
<tr>
<td>Regional Transportation Council (RTC) – Action on CFP</td>
<td>February 27, 2020</td>
</tr>
<tr>
<td><strong>Call for Projects Opens</strong></td>
<td><strong>March 2, 2020</strong></td>
</tr>
<tr>
<td>Deadline for Meetings to Review Applications for Completeness</td>
<td>April 10, 2020</td>
</tr>
<tr>
<td><strong>Call for Projects Closes</strong></td>
<td><strong>May 15, 2020, 5 PM</strong></td>
</tr>
<tr>
<td>Review of Projects / Scoring by NCTCOG</td>
<td>May – July 2020</td>
</tr>
<tr>
<td>Public Meetings</td>
<td>August 2020</td>
</tr>
<tr>
<td><strong>STTC - Action on Selected Projects</strong></td>
<td><strong>August 28, 2020</strong></td>
</tr>
<tr>
<td>RTC - Action on Selected Projects</td>
<td>September 10, 2020</td>
</tr>
<tr>
<td>Individual Meetings with TxDOT District Staff</td>
<td>September – October 2020</td>
</tr>
<tr>
<td>Submittal Deadline for TIP Modifications</td>
<td>October 23, 2020</td>
</tr>
<tr>
<td>Approval of Statewide Transportation Improvement Program (STIP)</td>
<td>March / April 2021</td>
</tr>
</tbody>
</table>
Contact Information:

**Daniel Snyder**
Transportation Planner
dsnyder@nctcog.org

**Kevin Kokes, AICP**
Program Manager
kkokes@nctcog.org

**Sydnee Steelman**
Transportation Planner
ssteelman@nctcog.org

**Shawn Conrad**
Principal Transportation Planner
sconrad@nctcog.org
Trail Count Data in Response to COVID-19

Bicycle and Pedestrian Advisory Committee

Daniel Snyder
August 19, 2020
Roadway Trends

Traffic Decrease vs February 2020

<table>
<thead>
<tr>
<th>Month</th>
<th>Percentage Decrease</th>
</tr>
</thead>
<tbody>
<tr>
<td>March</td>
<td>-10.9%</td>
</tr>
<tr>
<td>April</td>
<td>-25.3%</td>
</tr>
<tr>
<td>May</td>
<td>-16.0%</td>
</tr>
<tr>
<td>June</td>
<td>-6.2%</td>
</tr>
</tbody>
</table>

Source: TxDOT Dallas/TxDOT Fort Worth Radar Traffic Counters
<table>
<thead>
<tr>
<th></th>
<th>FEB</th>
<th>MAR</th>
<th>APR</th>
<th>MAY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Decrease</td>
<td>-2.9%</td>
<td>-26.8%</td>
<td>-59.3%</td>
<td>-55.0%</td>
</tr>
</tbody>
</table>

Source: DART, DCTA, and Trinity Metro
Bicycle/Pedestrian Impacts

Increase in Trail Usage: 2019 vs 2020

Source: NCTCOG, collected at Chisholm Trail in Plano, Denton Branch Rail Trail in Denton, Katy Trail in Dallas and Trinity Trails in Fort Worth.
Note: No adjustments for weather were applied.
Active Transport During a Pandemic

- Bicycling is the most talked about mode of travel in social media posts since March.

- Apple Map data shows walking is having the largest growth of all the modes of travel from mid-May to early August.

How Covid-19 has changed the way we travel

Source: Brandwatch Consumer Research | Indexed to January 2019 levels | Shows English-language mentions of various transport methods | Excludes news, shares and retweets.
Further Analysis on COVID-19’s Impact on Active Transportation:

- **Day of Week**
  - Weekdays vs weekends?

- **Time of Day**
  - What hours are seeing growth?

- **Mode Share**
  - Are people walking or bicycling more?

- **Location**
  - Which part of the region is experiencing growth?
Questions?

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

**Kevin Kokes, AICP**
Program Manager  
nkokes@nctcog.org  
817-695-9275
2020 Highlighted Regional Trails Brochures are Available!

- Can contact bwalsh@nctcog.org to schedule a pick-up
- Typical request is for 150-350 brochures
2020 Highlighted Regional Trails Brochures are Available!

Can also viewed/printed online at: nctcog.org/veloweb

Highlighted Regional Trails

Learn more about regionally significant trails in North Texas.

2020 Highlighted Regional Trails of North Texas - Brochure [PDF]

- Fort Worth to Dallas Regional Trail
- Dallas to McKinney Regional Trail
- Cotton Belt Trail Corridor
Trail of the Month Video Series

• Marketing for the Trail of the Month promotional video series in response to increased demand during COVID-19
• Asking for your help in promoting trails
• One video being pushed each week – released in same order as original series
• Staff will reach out to jurisdictions asking for assistance in sharing

NCTCOG.ORG/BIKEWEB
Annual Updates to the Regional Bikeways Database

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE
AUGUST 19, 2020
• NCTCOG staff is coordinating annual updates to the regional database of on- and off-street bikeways.

• This information is displayed on the online interactive map and incorporated in the region’s Mobility Plan.

• We need your help to identify any necessary updates to bikeway alignments, funding, or construction status. (Is it existing, funded or planned?)

• Alignments in the regional database reflect locally adopted plans.
Step 1: Access Interactive Online Map

Link to NCTCOG’s Interactive Bikeways Map on This Page:
www.nctcog.org/veloweb

Layers Automatically Turned On:
• City Boundaries
• Existing On-street Bikeways
• Existing Off-street Bikeways
• Existing Rural Paved Shoulders
Step 2: Turn on Appropriate Map Layers

- Off-Street, Funded
- Off-Street, Planned
- On-Street, Funded
- On-Street, Planned
- Regional Veloweb
Step 3: Zoom Into Your City to Review Network

Example in Allen

- **Solid dark green line**: Existing off-street bikeway
- **Dashed dark green line**: Planned off-street bikeway
- **Dashed red line**: Planned on-street bikeway
- **Light green line**: Regional Veloweb
- **Solid red line**: Existing on-street bikeway
Step 4: Provide Feedback

• If no updates are needed, please send an email stating no updates are necessary.

• If updates are needed, be as specific as possible when describing necessary changes.

• When providing an update by e-mail, please include:
  • **What:** A brief and detailed written description of what needs to be updated.
  • **Where:** Clearly describe beginning and end points for segments that need to be updated.
  • Include a screenshot with markup, or a map identifying the location and boundaries for revision (i.e. City CIP map and description of project area.)
Examples of Effective Responses

New planned on-street bike lanes added to both directions of W McDermott Dr. between Water Street Trail and N Allen Dr.

Both boxed segments of planned off-street sidepath along Main St. are funded west of the intersection with W Exchange Pkwy.

Database correction. Bikeway between Bethany Lakes Park and Azalea Dr. should only be shown as an Off-street, existing path. Please remove the On-street.
Next Steps

1. NCTCOG staff will follow up with an email and instructions after this meeting.

2. We will be requesting responses by mid-September.

3. NCTCOG staff will make edits to requested segments and follow up as necessary to confirm accuracy.
Contact Information

**Preston McLaughlin**
Transportation Planner
pmclaughlin@nctcog.org

**Kevin Kokes, AICP**
Program Manager
kkokes@nctcog.org