North Central Texas Council of Governments

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

North Central Texas Council of Governments
Transportation Council Room
May 15, 2019
2:00 p.m. – 3:30 p.m.

The APBP Webinar "Navigating without Curbs: Accessibility on Shared Streets" is hosted prior to BPAC from 1:00 – 2:00 PM.

2:00 – 2:05 (5 min)	**1. Welcome** Introduction of committee, leadership, and attendees. Discussion of the February 2019 BPAC Meeting Summary as necessary.	Laura Melton, Chair City of Burleson
2:05 – 2:50 (45 min)	**2. Local Community Updates** a. SH183/Baker Blvd Bike Lanes in Richland Hills – Phil Hays, TxDOT b. Mountain Creek Parkway Bike Facilities – Jared White, City of Dallas c. FHWA Bikeway Selection Guide Overview – Millie Hayes, FHWA d. Tarrant Regional Water District Mobile App – Tina Nikolic, TRWD e. MCIP 7th Call Partnering Workshop Invitation – Micah Baker, Dallas County f. GHSA 2019 Pedestrian Report & STEP Resources – Jessica Scott, NCTCOG g. Bicycle Opinion Survey Social Media Posts – Gabriel Ortiz, NCTCOG h. Upcoming Events and Training – Jessica Shutt, Co-Chair, City of Richardson i. Complete Streets Implementation Plan – Julia Ryan, City of Fort Worth	Various BPAC Members
2:50 – 3:10 (20 min)	**3. Fort Worth Active Transportation Plan** Adopted by city council on April 29, 2019, the Fort Worth Active Transportation Plan includes an innovative use of the bicycle level of stress and pedestrian experience index when planning for bicycle and pedestrian accommodations.	Julia Ryan, City of Fort Worth
3:10 – 3:20 (10 min)	**4. Developing Regional Bicycling and Walking Mode Share Targets** An overview of existing Mobility 2045 policies, programs, and projects supporting mode shift and proposed new projects to support ongoing efforts to achieve bicycling and walking mode share.	Daniel Snyder, NCTCOG
3:20 – 3:25 (5 min)	**5. Statewide Bicycle Advisory Committee Update** An update from the TxDOT Statewide BAC meeting.	Karla Weaver, NCTCOG
3:25 – 3:30 (5 min)	**6. Other Business/Open Discussion** This item provides an opportunity to bring items of interest before the Committee or propose future agenda items.	Laura Melton, Chair City of Burleson

Next BPAC Meeting

The next meeting of the Bicycle and Pedestrian Advisory Committee is scheduled for August 21, 2019, at 2:00 p.m. at a location to be determined while NCTCOG meeting rooms undergo reconstruction. 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.

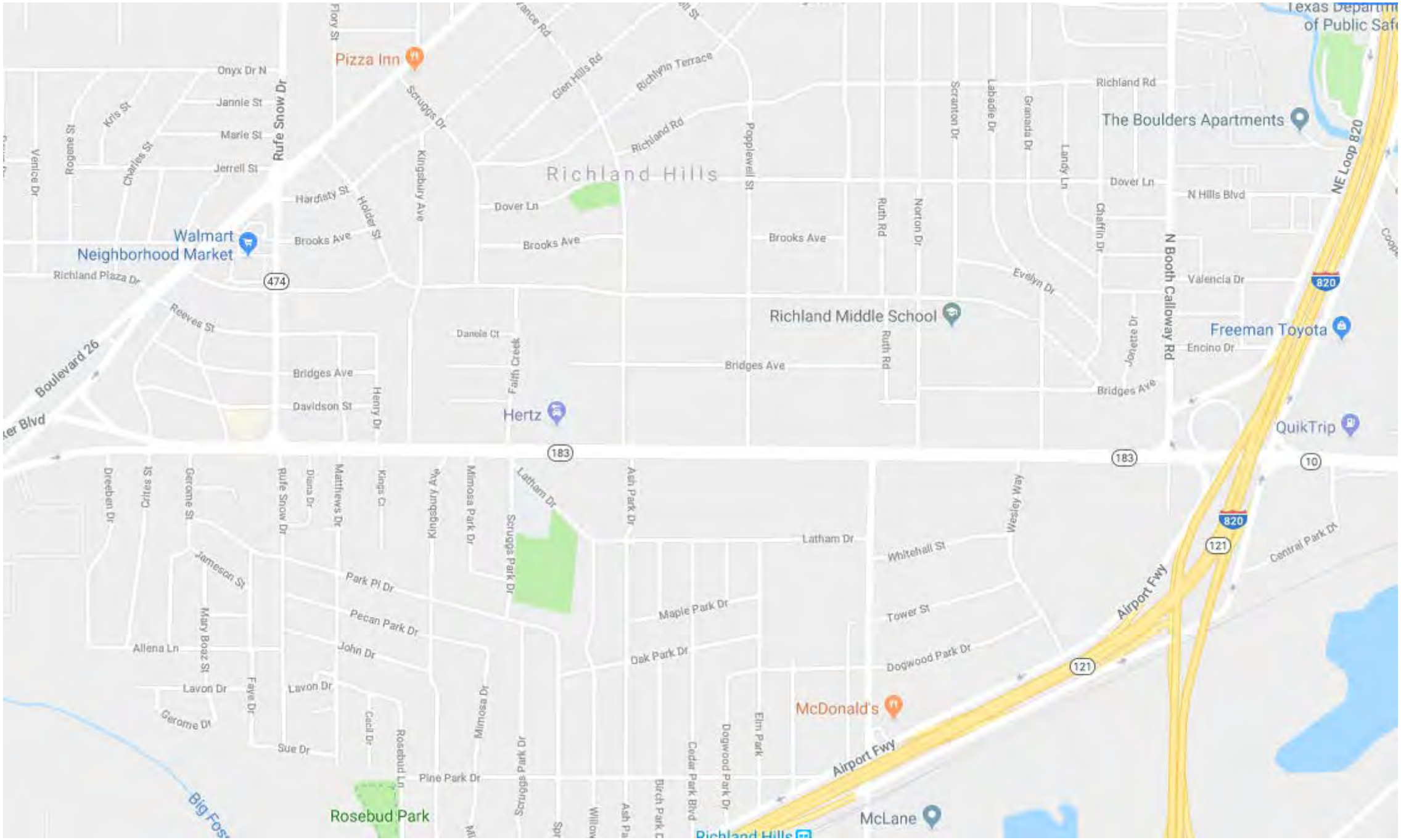
2019 BPAC Members	
Agency	**Representative**
Town of Addison	Janna Tidwell
City of Allen	Chris Flanigan
City of Arlington	Anthony Cisneros
City of Bedford	Michele Wilson
City of Burleson	Laura Melton
City of Carrollton	Andrew Combs
City of Cedar Hill	Shawn Ray
City of Cleburne	Aaron Dobson
City of Colleyville	Lisa Escobedo
City of Coppell	John Elias
City of Dallas	Jared White
City of Denton	Marc Oliphant
City of DeSoto	Renee Johnson
City of Duncanville	Chasidy Benson
City of Euless	Ray McDonald
City of Farmers Branch	Mitzi Davis
Town of Flower Mound	Kari Biddix
City of Fort Worth	Jeremy Williams
City of Frisco	Robert Caskey
City of Garland	Rebecca Beckham
City of Grand Prairie	Walter Shumac
City of Grapevine	Kathy Nelson
City of Haltom City	William Wiegand
City of Hurst	Kristie Weaver
City of Irving	Cody Owen
City of Keller	Cody Maberry
City of Lancaster	Bester Munyaradzi
City of Lewisville	Stacie Anaya
City of Mansfield	Chris Ray
City of McKinney	Robyn Root
City of Mesquite	Wes McClure
City of North Richland Hills	Joe Pack
City of Plano	Christina Sebastian
City of Richardson	Jessica Shutt
City of Rockwall	Andy Hesser
City of Rowlett	Kameka Miller
City of Southlake	Madeline Oujesky
City of The Colony	Eve Morgan
City of Waxahachie	Shon Brooks
City of Weatherford	Chad Marbut
City of Wylie	Robert Diaz
Dallas County	Micah Baker
Ellis County	Joseph Jackson
Hood County	Scott Sopchak
Hunt County	Kevin St. Jacques
Rockwall County	Lee Gilbert
Tarrant County	Joe Trammel
Wise County	Chad Davis
Dallas Area Rapid Transit	Dan Dickerson
North Texas Tollway Authority	Lori Shelton
Trinity Metro	Sandip Sen
TxDOT, Dallas District	Shelley Pridgen
TxDOT, Fort Worth District	Phillip Hays

The following cities/counties/agencies currently have vacant BPAC seats: City of Greenville; Collin County, Denton County, Kaufman County; Denton County Transportation Authority, and DFW International Airport.

SH183/Baker Boulevard in Richland Hills

Phil Hays

TxDOT Fort Worth District



Pizza Inn
Onyx Dr N
Jannie St
Marie St
Jerrell St
Rufe Snow Dr
Kris St
Rogene St
Charles St
Venice Dr
Scruggs Dr
Glen Hills Rd
Richlynn Terrace
Richland Rd
Richland Hills
Hardisty St
Holder St
Kingsbury Ave
Dover Ln
Brooks Ave
Walmart Neighborhood Market
Richland Plaza Dr
474
Reeves St
Boulevard 26
Bridges Ave
Davidson St
Henry Dr
Danele Ct
Faith Creek
Hertz
Popplewell St
Ruth Rd
Norton Dr
Scranton Dr
Labadie Dr
Granada Dr
Landy Ln
Chaffin Dr
Evelyn Dr
Richland Middle School
Jonette Dr
N Booth Calloway Rd
Richland Rd
The Boulders Apartments
Dover Ln
N Hills Blvd
Valencia Dr
Encino Dr
Freeman Toyota
NE Loop 820
820
QuikTrip
183
10
Dreeben Dr
Crites St
Gerome St
Rufe Snow Dr
Diana Dr
Matthews Dr
Kings Ct
Kingsbury Ave
Mimosa Park Dr
Scruggs Park Dr
Latham Dr
Ash Park Dr
Wesley Way
Whitehall St
Tower St
Dogwood Park Dr
Central Park Dr
121
Airport Fwy
Jameson St
Park Pl Dr
Pecan Park Dr
John Dr
Maple Park Dr
Oak Park Dr
Allena Ln
Mary Boaz St
Lavon Dr
Faye Dr
Gerome Dr
Sue Dr
Cecil Dr
Rosebud Ln
Pine Park Dr
Mimosa Dr
Scruggs Park Dr
Cedar Park Blvd
Dogwood Park Dr
Elm Park
McDonald's
McLane
Rosebud Park
Big Fos

Richland Hills City Animal Services
WIS International
Hertz
Baker Boulevard Church Christ
Richland Hills Masonic Lodge
Wellness Centers of Richland Hills
Baker Blvd
Baker Blvd
Baker Blvd
183
183
ATS
King Donuts
Tony's Muzik
ECAP
Ash Park Dr
32Ten on the Blvd Apartments
Auto Upholst
Advantage
Latham Dr
Bikes For Tykes
Core & Main
Latham Dr
Latham Dr
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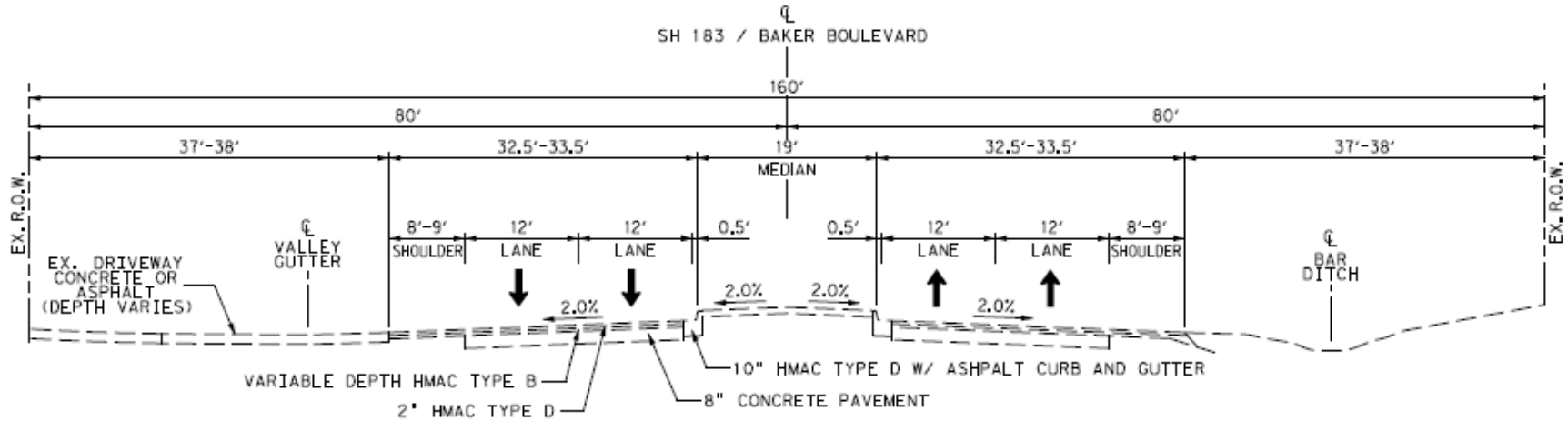
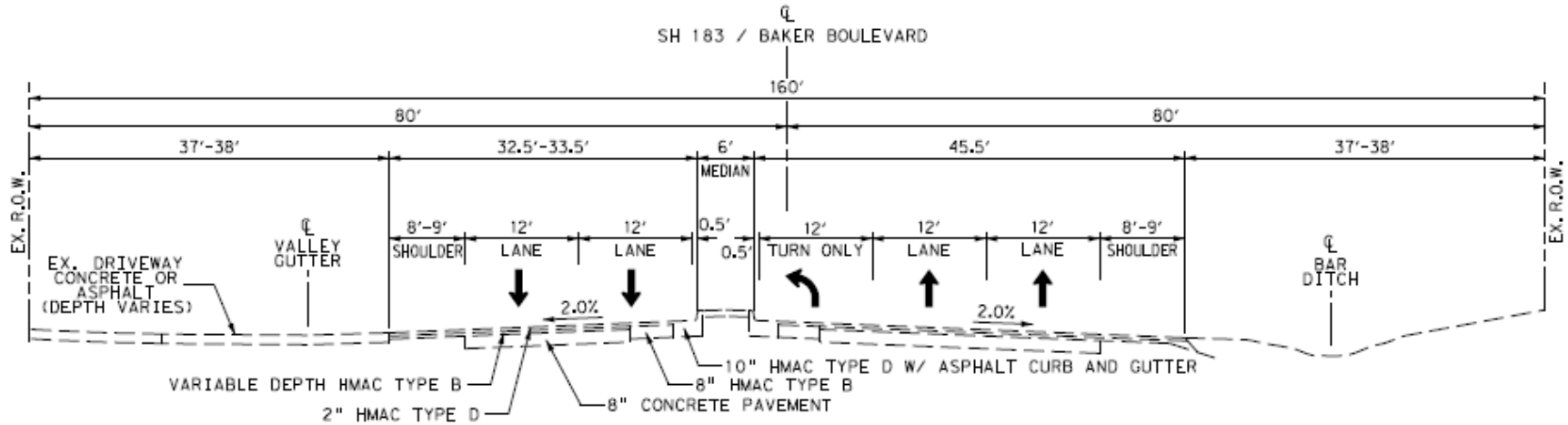


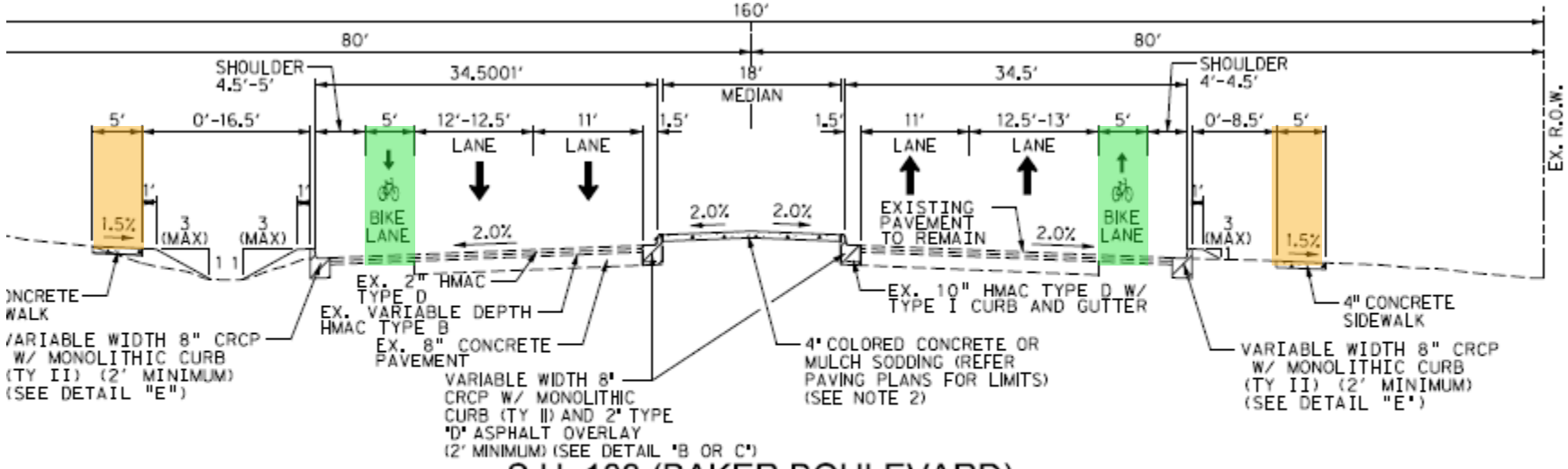
EXISTING S.H. 183 (BAKER BOULEVARD) TYPICAL SECTION

FROM STA 385+00 TO 389+50, 396+50 TO 400+50, 406+50 TO 411+50
SCALE: H: 1" - 20'
V: 1"- 10'



EXISTING S.H. 183 (BAKER BOULEVARD) TYPICAL SECTION @LEFT TURN

FROM STA 360+00 TO 385+00, 389+50 TO 396+50, 400+50 TO 406+50, 411+50 TO 419+00
SCALE: H: 1" - 20'
V: 1"- 10'



S.H. 183 (BAKER BOULEVARD)
TYPICAL SECTION

FROM STA 385+00 TO 389+50, 396+50 TO 400+50, 406+50 TO 411+50
SCALE: H: 1" = 20'
V: 1"= 10'

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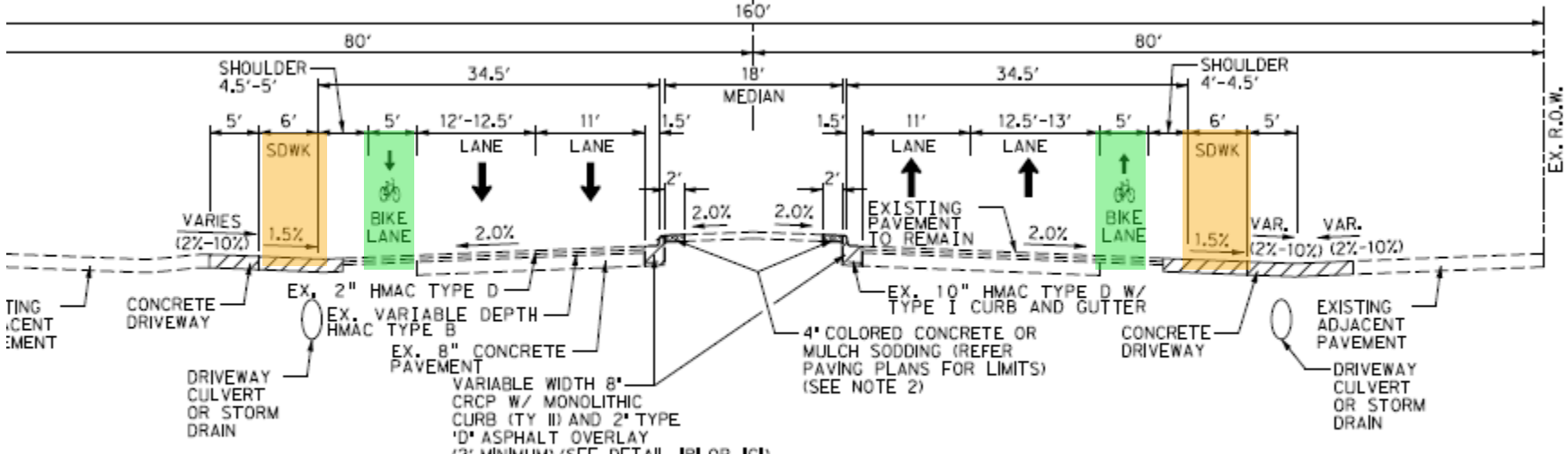
SH 183 / BAKER BOULEVARD



S.H. 183 (BAKER BOULEVARD)
TYPICAL SECTION @ DRIVEWAYS

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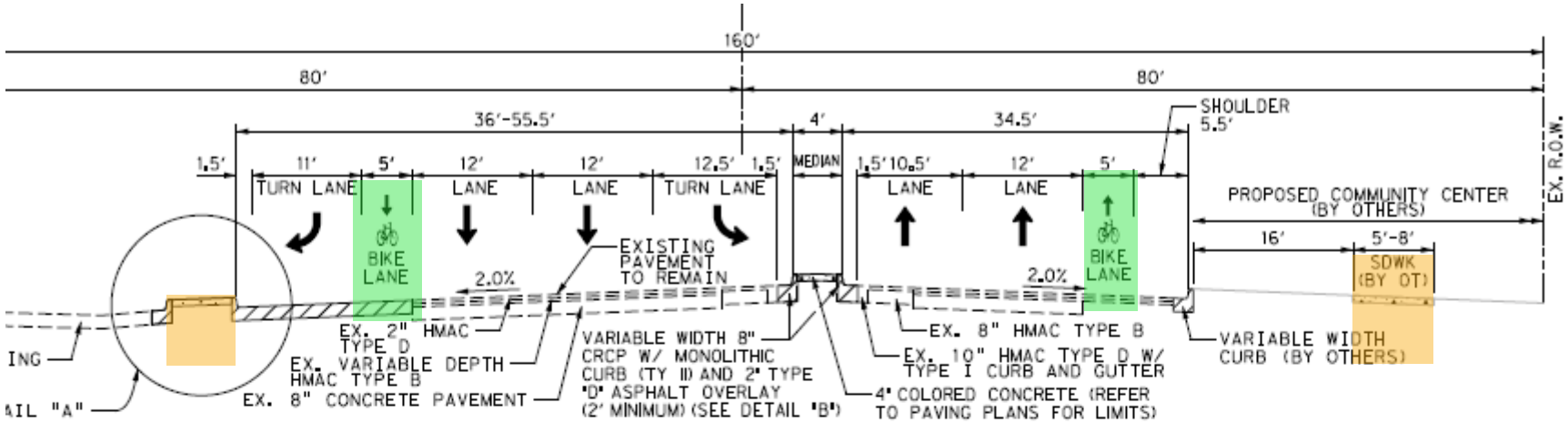

S.H. 183 (BAKER BOULEVARD)
TYPICAL SECTION @ RUFE SNOW RIGHT TURN

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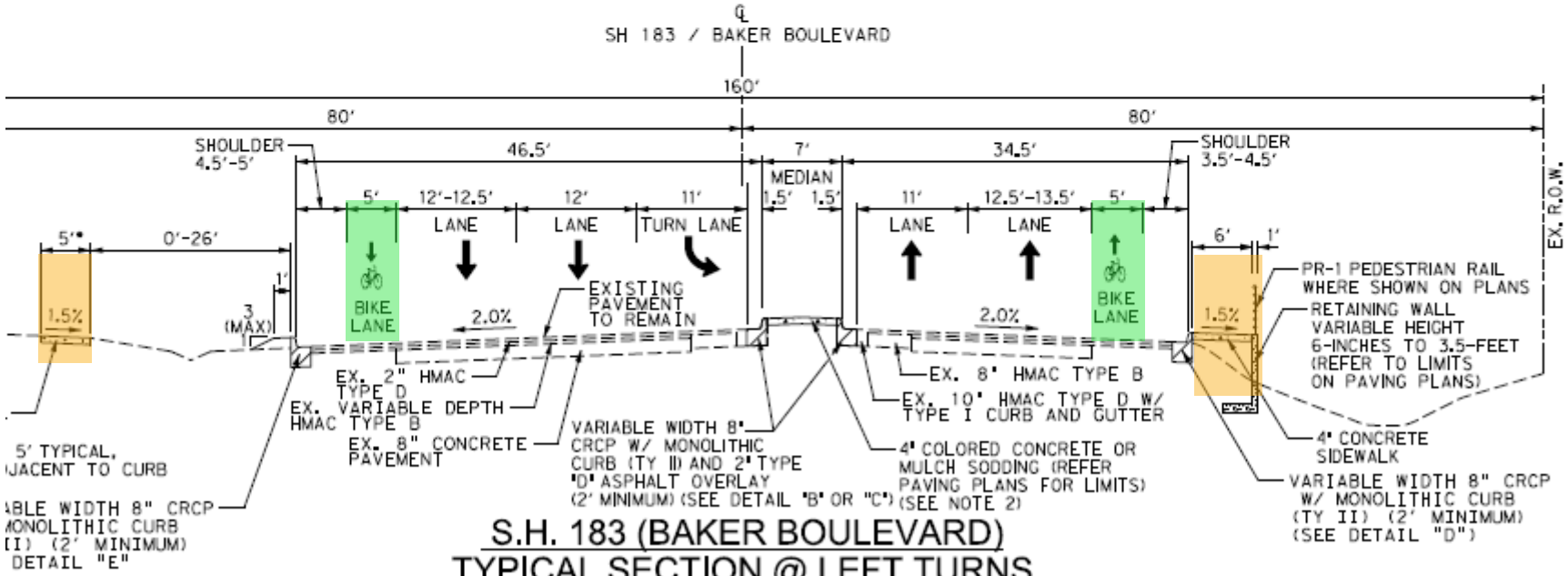
V: 1"= 10'



S.H. 183 (BAKER BOULEVARD)
TYPICAL SECTION @ LEFT TURNS

FROM STA 366+00 TO 371+00, 375+00 TO 376+00, 377+00 TO 378+50, 379+00 TO 380+00, 382+50 TO 385+00, 389+50 TO 392+00, 393+00 TO 396+50, 400+50 TO 403+50, 404+00 TO 406+50, 415+50 TO 419+00
SCALE: H: 1" = 20'
V: 1"= 10'

DONUTS

POLICE

Mountain Creek Parkway

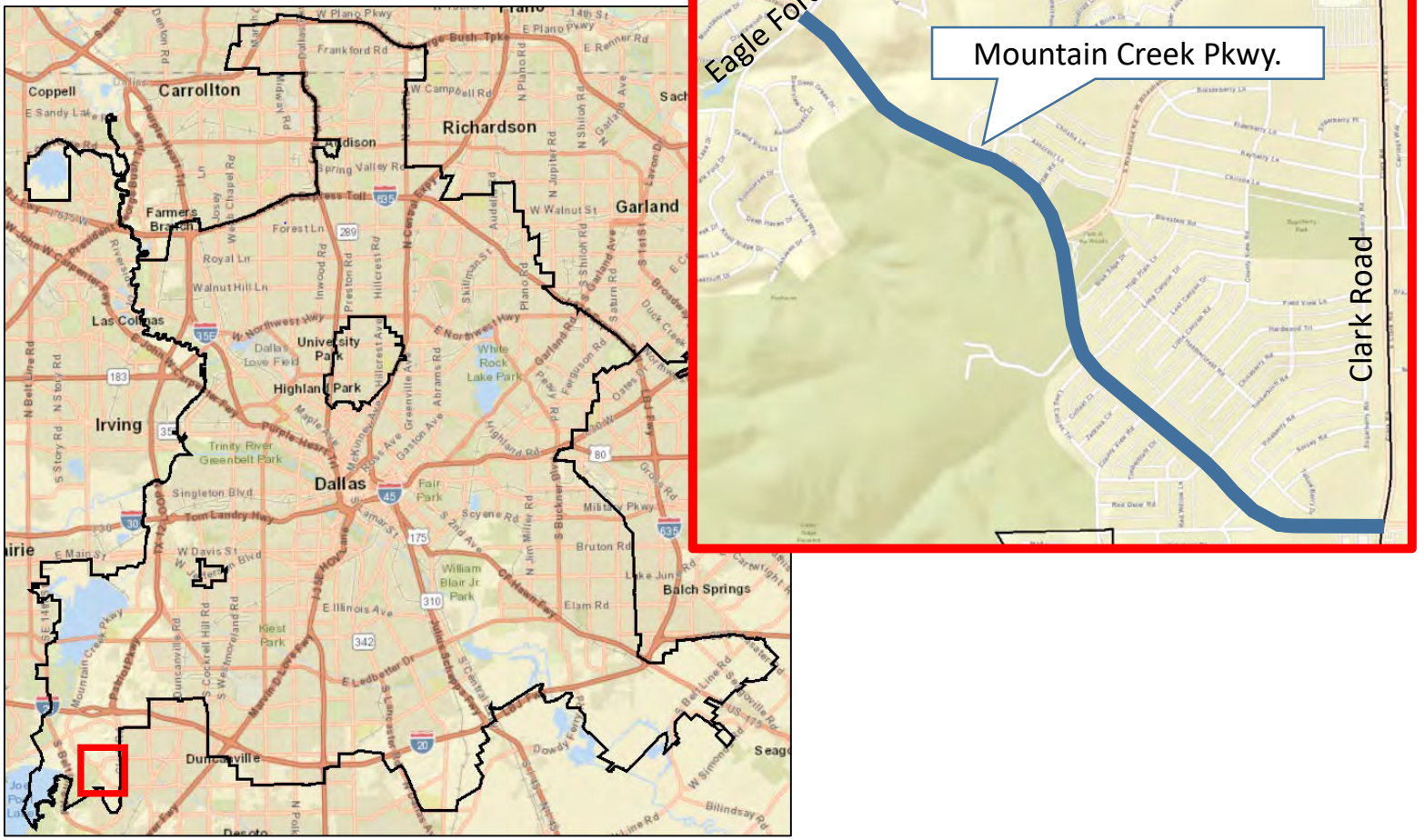
Complete Street
May 15, 2019

Jared White
Manager
Department of Transportation
City of Dallas

Background

- Project Description
  - Reconstruct a two-lane asphalt roadway as four-lane roadway with sidewalks and dedicated bike lanes
- Partnership project with Dallas County
- Total project cost: $14,755,468
- Construction completed in October 2017

Location

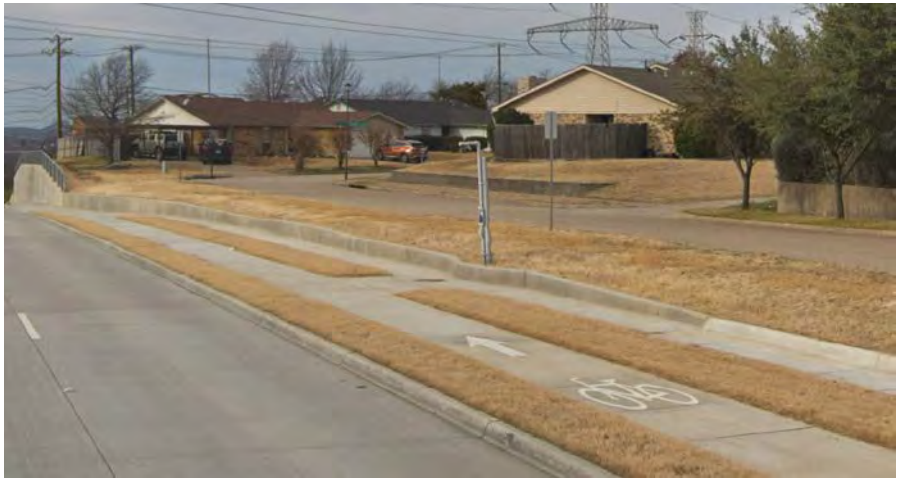

Eagle Ford
Mountain Creek Pkwy.
Clark Road
Carrollton
Richardson
Garland
Farmers Branch
Las Colinas
Irving
Dallas
Highland Park
University Park
Balch Springs
Duncanville

Before Construction

After Construction

Mountain Creek Parkway

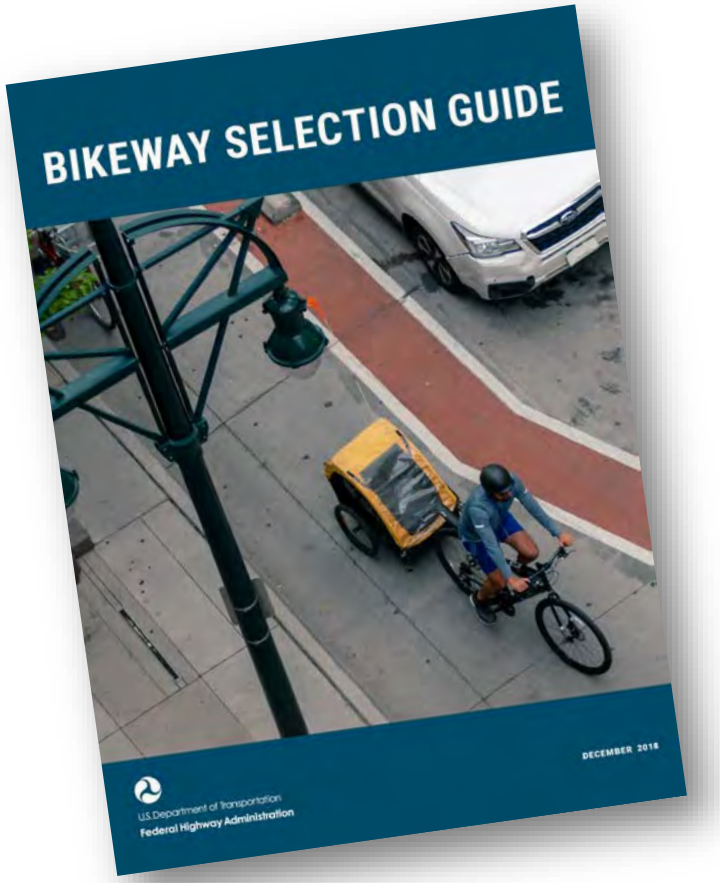
- Cycle track width: 5’
- Sidewalk width: 4’
- Parkway width; 4’ - variable



Staff Contact

Jared White, Manager
City of Dallas Department of Transportation
Jared.White@dallascityhall.com
(214) 670-4090

FHWA Bikeway Selection Guide



Electronic version:

https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf

Webinar: http://www.pedbikeinfo.org/webinars/

(March 26, 2019)

Technical Assistance

U.S. Department of Transportation
Federal Highway Administration

Trinity Trails App

Tarrant Regional Water District

The new Trinity Trails App by the @TarrantRegionalWaterDistrict offers information about trailheads, upcoming events and much more. Search "Trinity Trails" in the app store or visit https://trinitytrailsfw.com/app to download.

What You Get

Trailhead Locations

All of the trailheads kept and maintained by Tarrant Regional Water District and the City of Fort Worth are available to map and route from your current location. Find the trailhead that's closest to you and get out there!

News & Events

Get the scoop on all the latest news and events on the trails. Find organized runs near your home, or maybe an event down the street. The Trinity Trails app has all the info you'll need to stay in the loop.

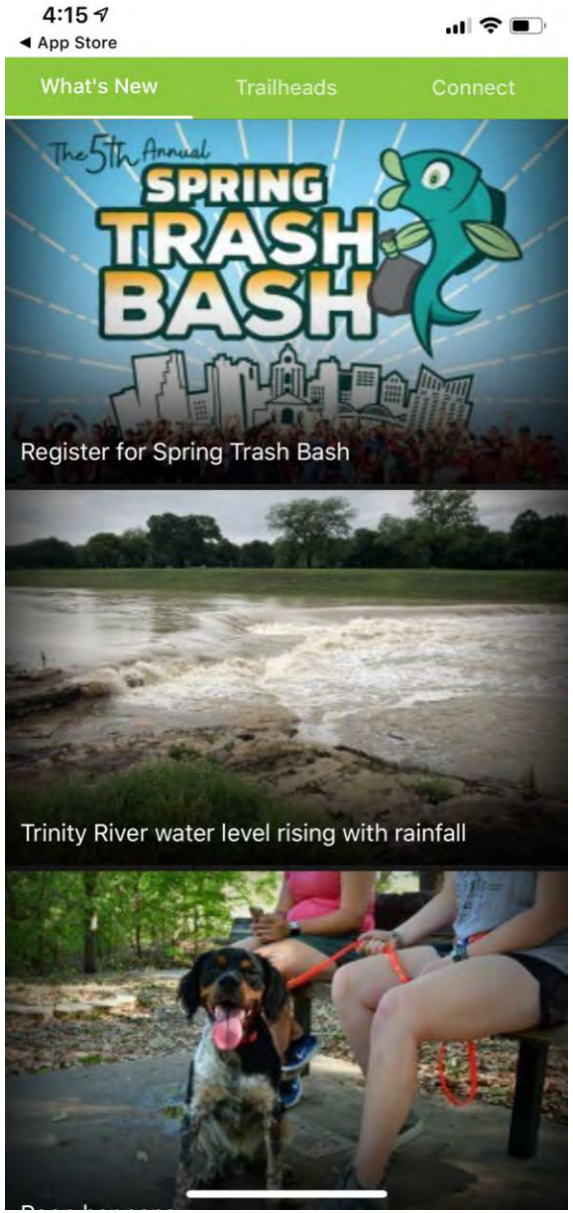
Complete Trail Map

The Trinity Trails app has a complete map of the 70-plus mile trail network in Fort Worth, from Marine Creek, to Cobb Park, Oakmont, and more. Get up-to-date information on closures and detours.

Amenity Information

Plan your trail adventures with the ability to highlight restroom areas, 911 signs, trail parking, kayak launch sites, and more. Find points of interest to experience everything there is to offer on the trails.

trwd Tarrant Regional Water District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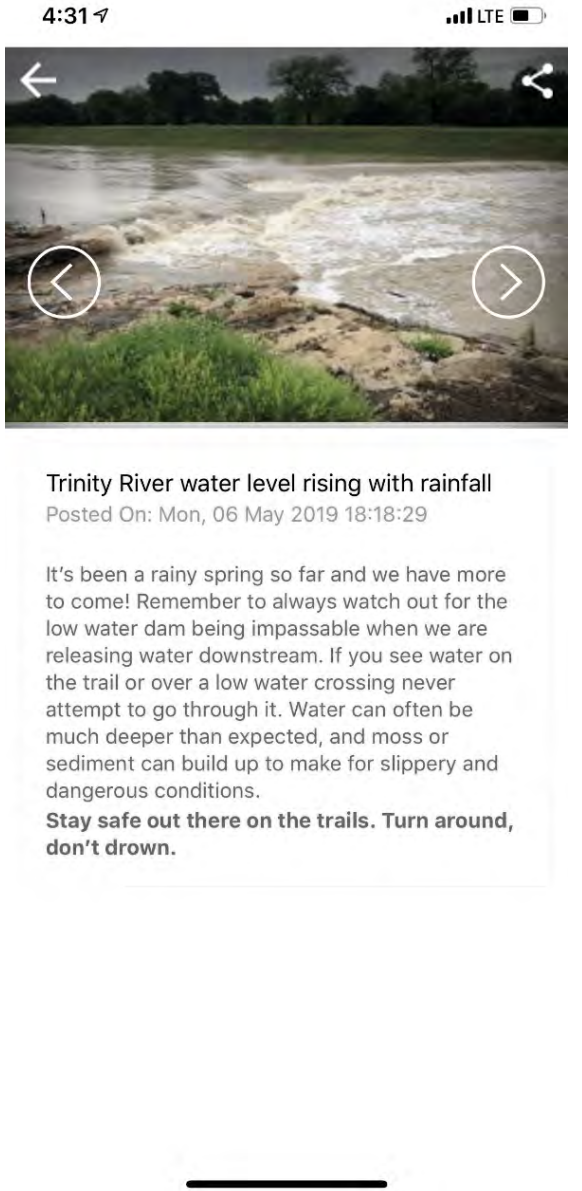
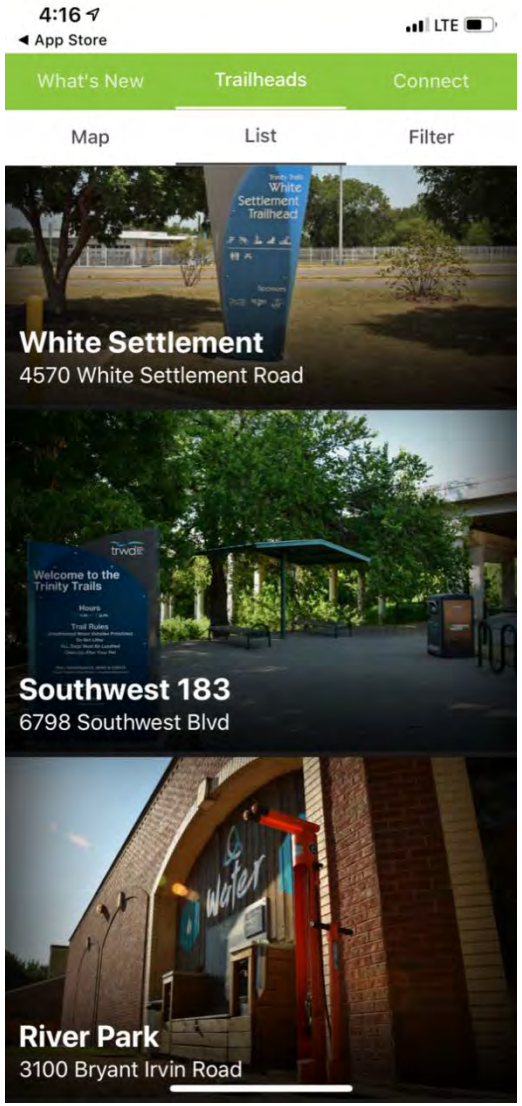
App Store
What's New
Trailheads
Connect
The 5th Annual
SPRING
TRASH
BASH
Register for Spring Trash Bash
Trinity River water level rising with rainfall


4:31
LTE
Trinity River water level rising with rainfall
Posted On: Mon, 06 May 2019 18:18:29
It's been a rainy spring so far and we have more to come! Remember to always watch out for the low water dam being impassable when we are releasing water downstream. If you see water on the trail or over a low water crossing never attempt to go through it. Water can often be much deeper than expected, and moss or sediment can build up to make for slippery and dangerous conditions.
Stay safe out there on the trails. Turn around, don't drown.


4:16
App Store
LTE
What's New
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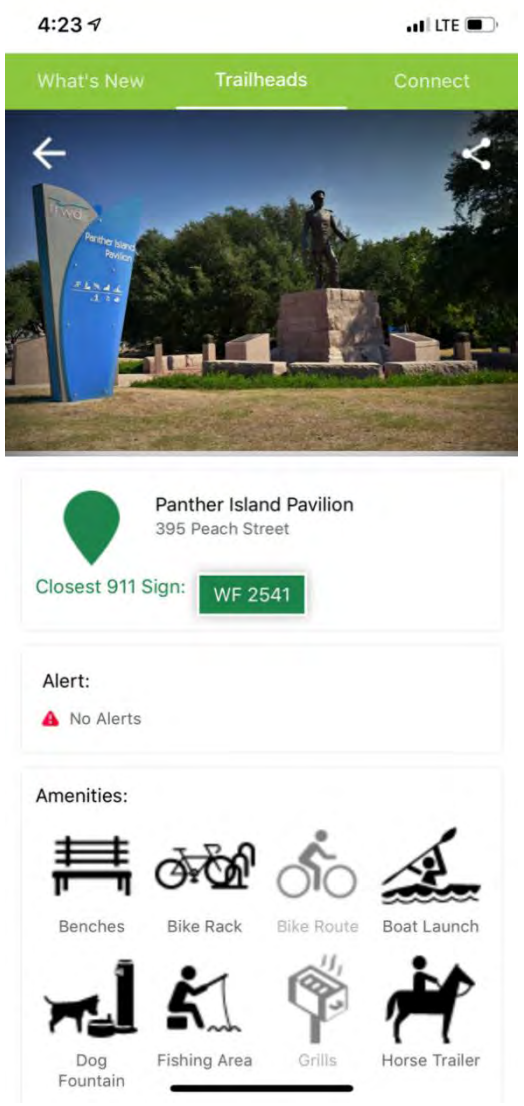
White Settlement
4570 White Settlement Road
Southwest 183
6798 Southwest Blvd
River Park
3100 Bryant Irvin Road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What's New
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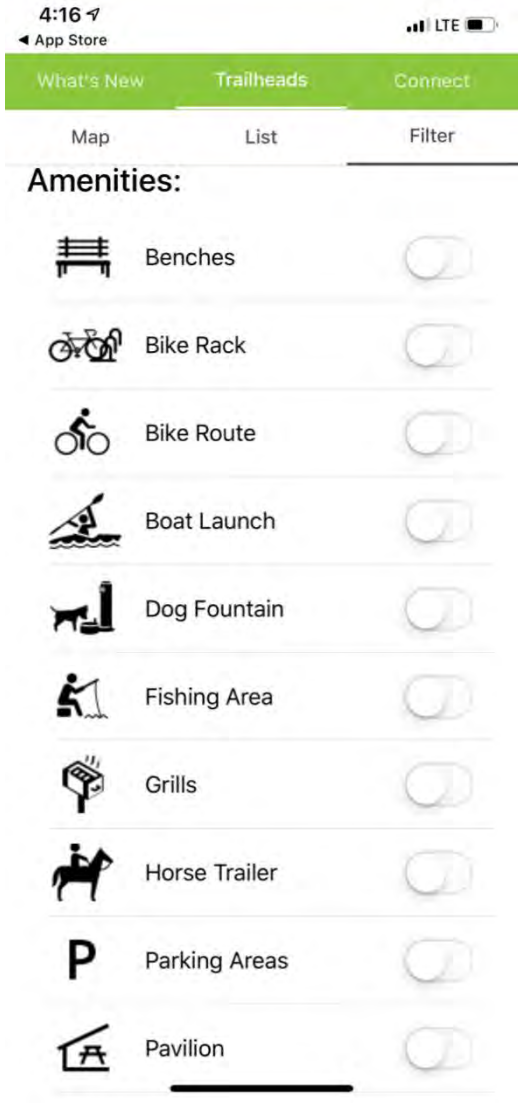
Panther Island Pavilion
395 Peach Street
Closest 911 Sign:
WF 2541
Alert:
No Alerts
Amenities:
Benches
Bike Rack
Bike Route
Boat Launch
Dog Fountain
Fishing Area
Grills
Horse Trailer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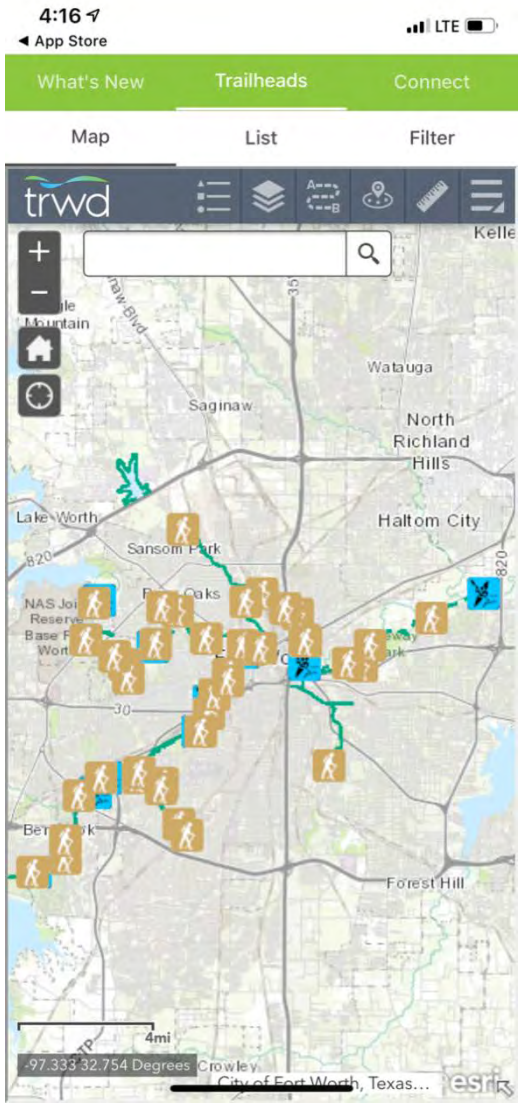
Amenities:
Benches
Bike Rack
Bike Route
Boat Launch
Dog Fountain
Fishing Area
Grills
Horse Trailer
Parking Areas
Pavilion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City of Fort Worth, Texas...
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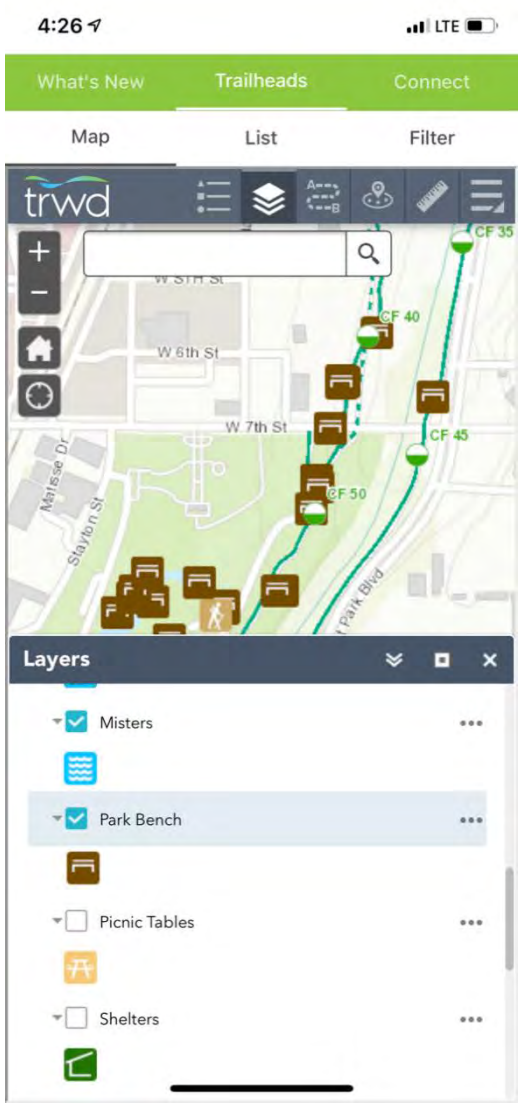
4:26
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What's New
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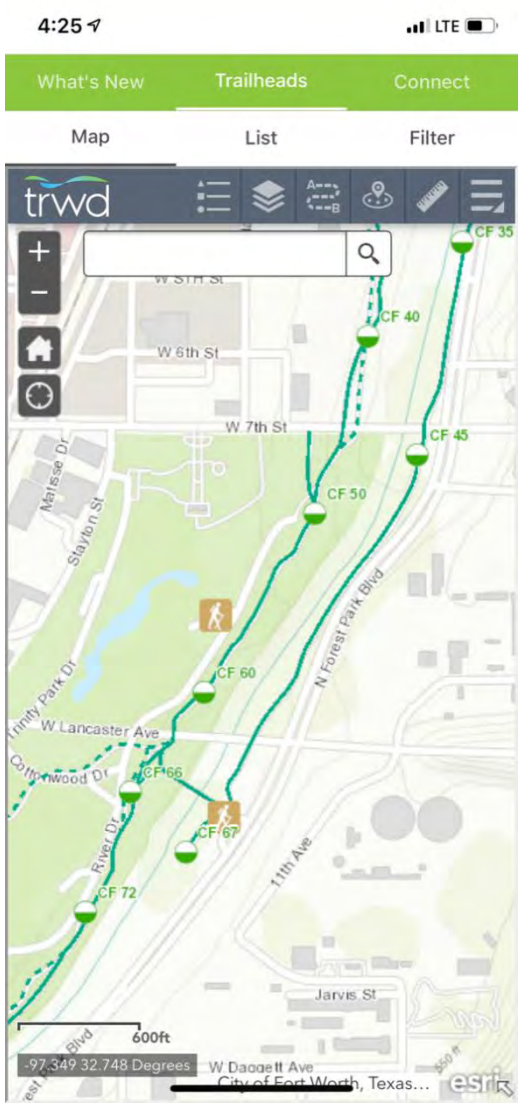
CF 35
CF 40
CF 45
CF 50
W 6th St
W 7th St
Layers
Misters
Park Bench
Picnic Tables
Shelters


4:25
LTE
What's New
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CF 35
CF 40
CF 45
CF 50
CF 60
CF 66
CF 67
CF 72
W 6th St
W 7th St
W Lancaster Ave
N Forest Park Blvd
600ft
-97.349 32.748 Degrees
City of Fort Worth, Texas...
esri

4:26
LTE
What's New
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ROGERS RD
200ft
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City of Fort Worth, Texas...
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7th Call for Projects

Dallas County Public Works

DALLAS COUNTY VISION STATEMENT

Dallas County facilitates **Interagency Partnerships and Collaboration.**

Dallas County is a **Healthy Community.**

Dallas County is **Safe, Secure, and Prepared.**

Dallas County proactively addresses **Critical Regional Issues.**

Dallas County is the **Destination of Choice for Residents and Businesses.**

"VISION GIVES DIRECTION TO DALLAS COUNTY'S FUTURE"

Dallas County Commissioner Districts

County Judge

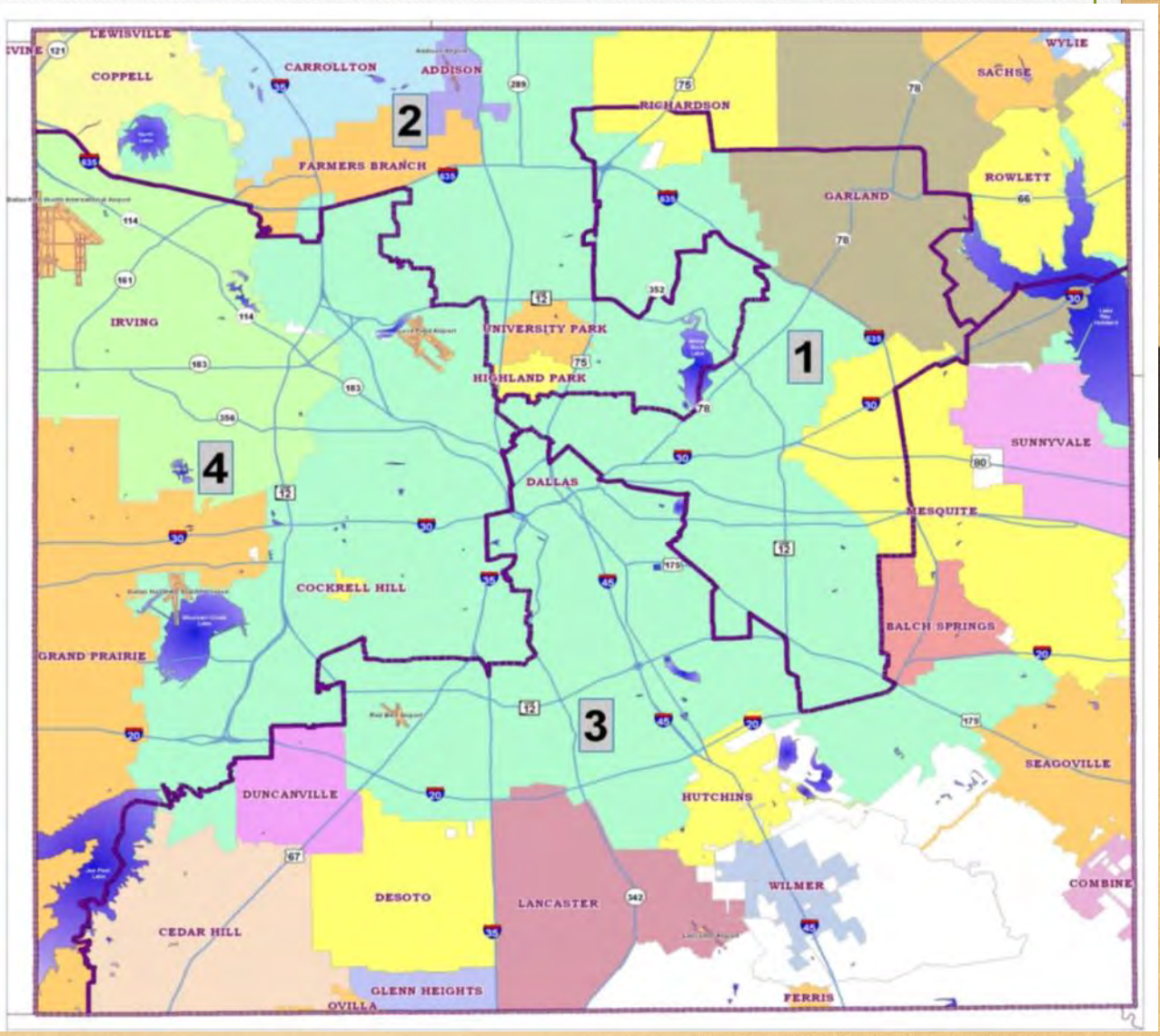
Clay Lewis Jenkins

Commissioner District 1
Dr. Theresa M. Daniel

Commissioner District 2
J.J. Koch

Commissioner District 3
John Wiley Price

Commissioner District 4
Dr. Elba Garcia



Major Capital Improvement Program (MCIP)

Partnership program with Cities

- Dallas County funds up to **50%** of project basic transportation infrastructure costs
- Dallas County funding commitment program that complements City Bond and other (Regional, State, Federal) funding programs
- From 1999-2020: Over $600M in County funding has leveraged a total of over **$1.6B** in transportation infrastructure improvements across Dallas County

7th Call for Projects

Call for Projects (Every 2 to 4 years)

- City submits project application to Dallas County
- Projects which improve capacity, safety, connectivity, and/or economic vitality are recommended for selection by Commissioners
- City must provide a 50% match for County Funds
- MCIP Master Agreement is a prerequisite for Cities to submit applications
- Projects compete against other types of mobility projects in their district
- Projects selected for MCIP funding will be programed for construction between FY 2022 and FY 2025

7th Call for Projects Schedule

Authorizations by Dallas County Commissioners Court

- December 18, 2018: MCIP Criteria Development
- April 16, 2019: Adoption of the Dallas County Mobility Plan
- April 16, 2019: Announcement of the Dallas County MCIP 7th Call for Projects
- April 30, 2019: Workshop information and application forms made available on-line
- **June 2019: 7th Call for Projects Partnering Workshops with Cities**
- **September 27, 2019: Project proposal applications are due**
- **Commissioner Court Selections of Projects in 2020**
- **Master Agreements renewal can occur in 2020 prior to expiration of most current Master Agreements in 2021.**

Criteria

- Dallas County updated the selection criteria for 7th Call for Projects on December 18, 2018

- New Criteria will support four project categories:
  - Safety
  - Roadway Capacity
  - Bicycle and Pedestrian
  - Innovation

Apply Online
Complete and submit your MCIP- 7th Call applications online

New Criteria Categories

- **Safety**
  - ❑ This category would consider projects that do not necessarily improve congestion or efficiency of the roadway network, but rather are focused on improving the safety on thoroughfares or multimodal facilities. This may include improvements related to mitigating vehicle crashes, traffic calming, intersection crossings, or other safety measures. In order for a safety project to be considered, it must relate to a facility identified on the Mobility Plan. Funding will be limited to $1 million Dallas County cost participation per project.

- **Innovative & Alternative Transportation Solutions**
  - ❑ This category would encourage projects that involve alternative or innovative mobility strategies, particularly those that reduce single occupancy vehicle traffic. This category may include a wide range of transit-related improvements, including rail transit, bus transit, fixed-route shuttle service, and ride-share service. It is also intended to provide flexibility for projects that may involve future transportation technology, such as connected and autonomous vehicles, high-speed rail, Hyperloop, and "smart cities" technology. Projects considered as part of the Innovative and Alternative category should be part of a regional program already in existence coordinated by a regional project partner (e.g. NCTCOG, TxDOT, DART, or Dallas County).

7th Call for Projects Workshop

June 3rd at Dallas County Health & Human Services, 2377 Stemmons Freeway, Room 627
Please RSVP by **May 9th**

June 11th at Dallas County District 1 Road & Bridge, 715 Rowlett Rd, Training Room
Please RSVP by **May 23rd**

June 19th at the DeSoto Town Center, 211 E Pleasant Run Rd, Pecan Room
Please RSVP by **May 23rd**

RSVP

Jack Tidwell
Jack.Tidwell@dallascounty.org

About your attendance plans for any of the three workshops.

Each workshop will be held from 9:30 – 1:00 with lunch and parking provided

Thank You!

Micah Baker
Senior Transportation Planner
Dallas County Public Works
411 Elm Street, 4th Floor
Dallas, Texas 75202

Micah.baker@dallascounty.org
214-653-7465

Minesha Reese
Transportation Planner
Dallas County Public Works
411 Elm Street
Dallas, TX, 75202

214.653.6961
minesha.reese@dallascounty.org

7th Call Website

https://www.dallascounty.org/departments/pubworks/mcip-projects.php

Governors Highway Safety Association 2018 Report, Safe Transportation for Every Pedestrian Resources, and Pedestrian Safety Action Plan Update and Survey Opportunity

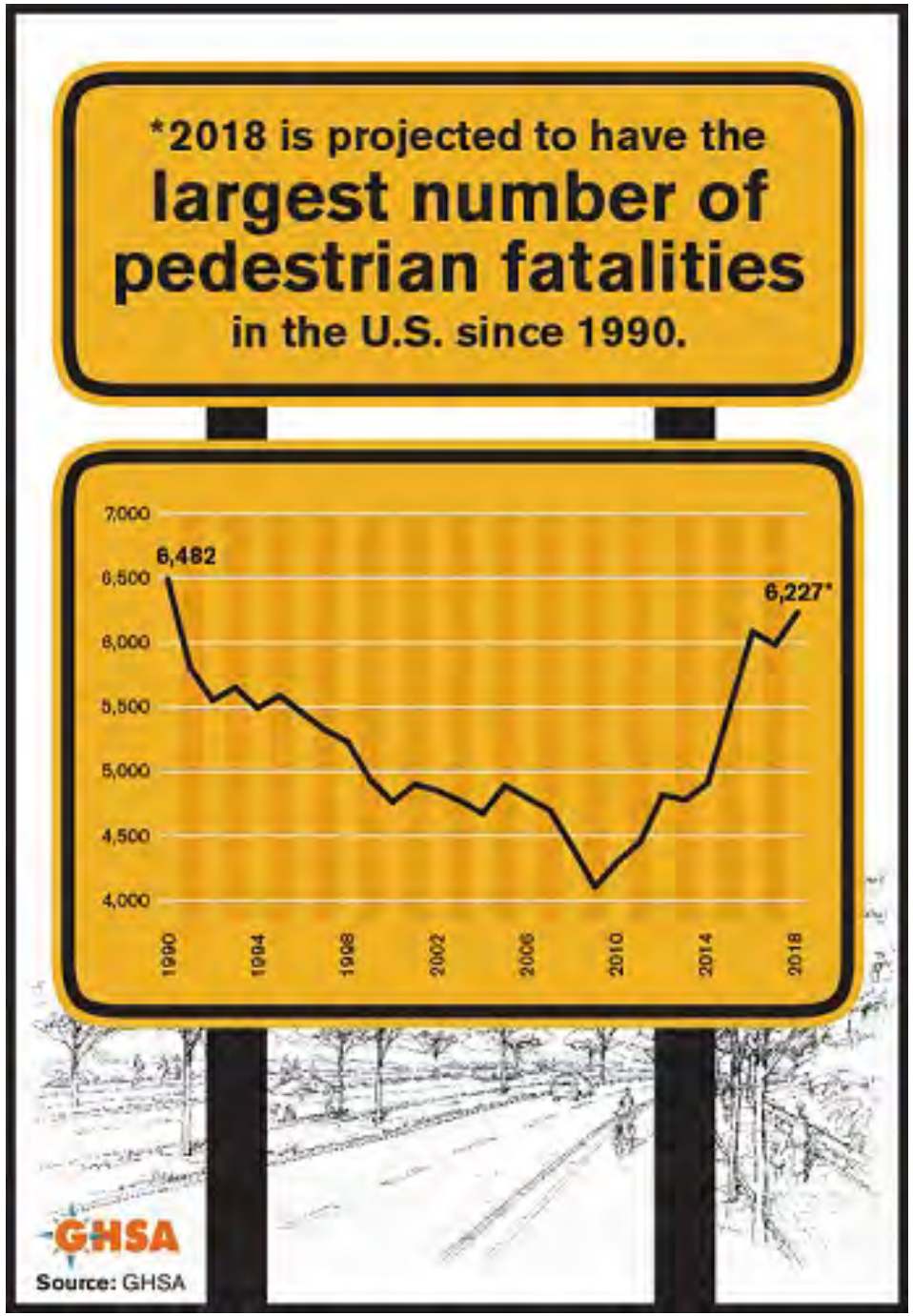
Jessica Scott – Bicycle and Pedestrian Transportation Planner

Bicycle and Pedestrian Advisory Committee, May 15, 2019

North Central Texas Council of Governments

Governors Highway Safety Association

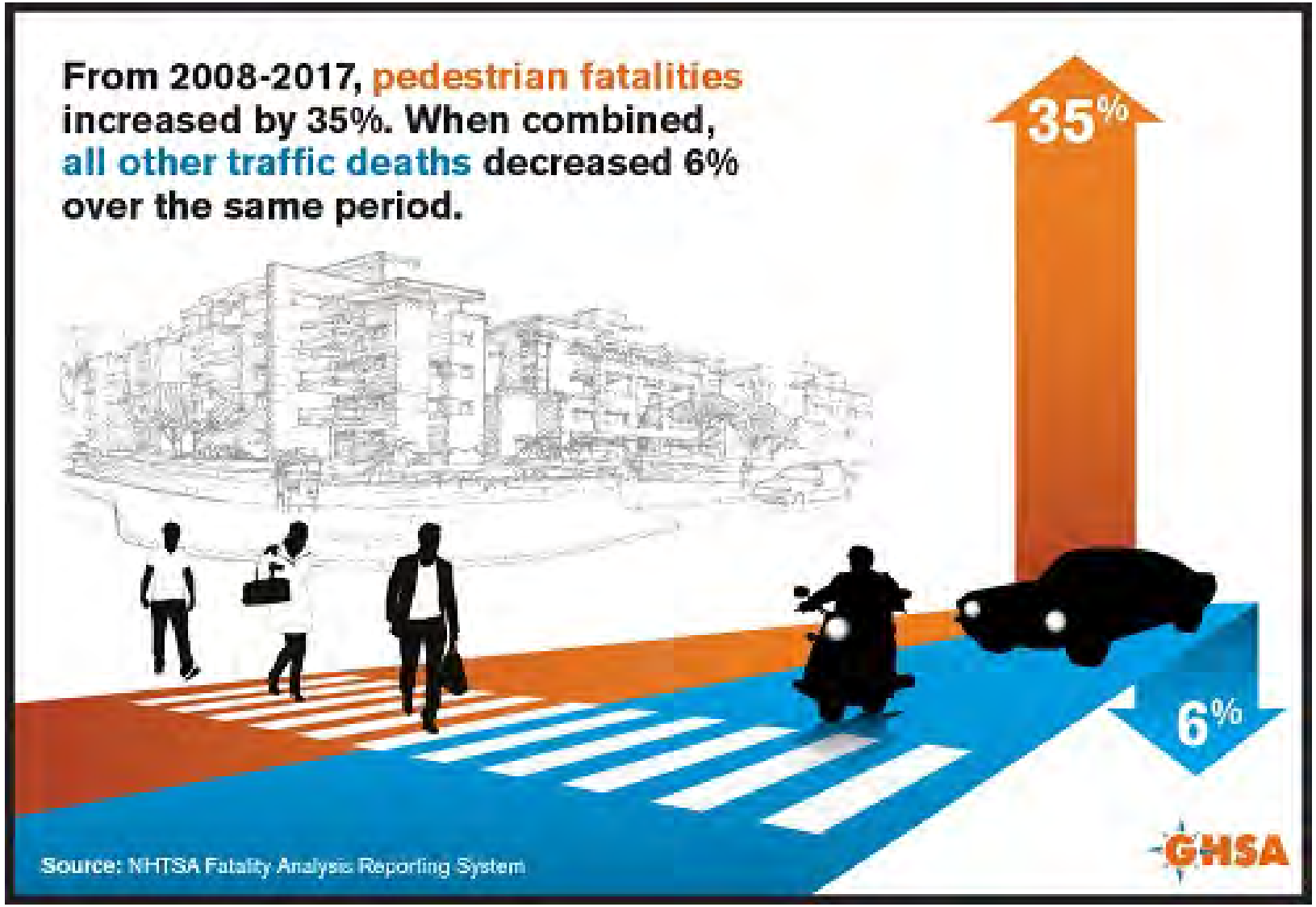
2018 Preliminary Data



North Central Texas Council of Governments

Governors Highway Safety Association

2018 Preliminary Data



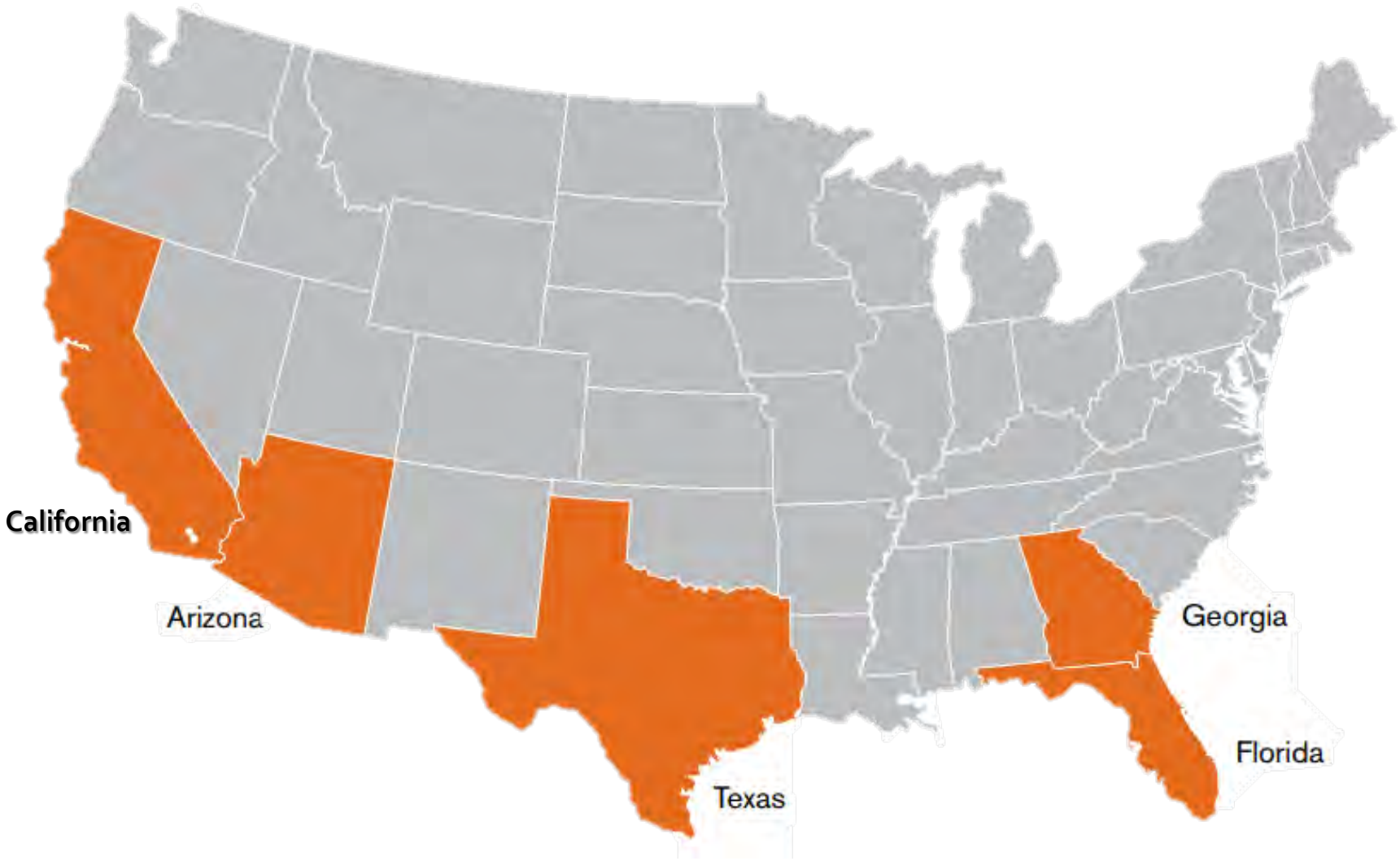
North Central Texas Council of Governments

GHSA 2018 Preliminary Data

46% of Pedestrian Deaths Occurred in Just Five States

Jan-June 2018

-State Highway Safety Offices



North Central Texas Council of Governments

Factors that may be influencing the rise in pedestrian deaths…

Increased Exposure

Unfriendly Infrastructure

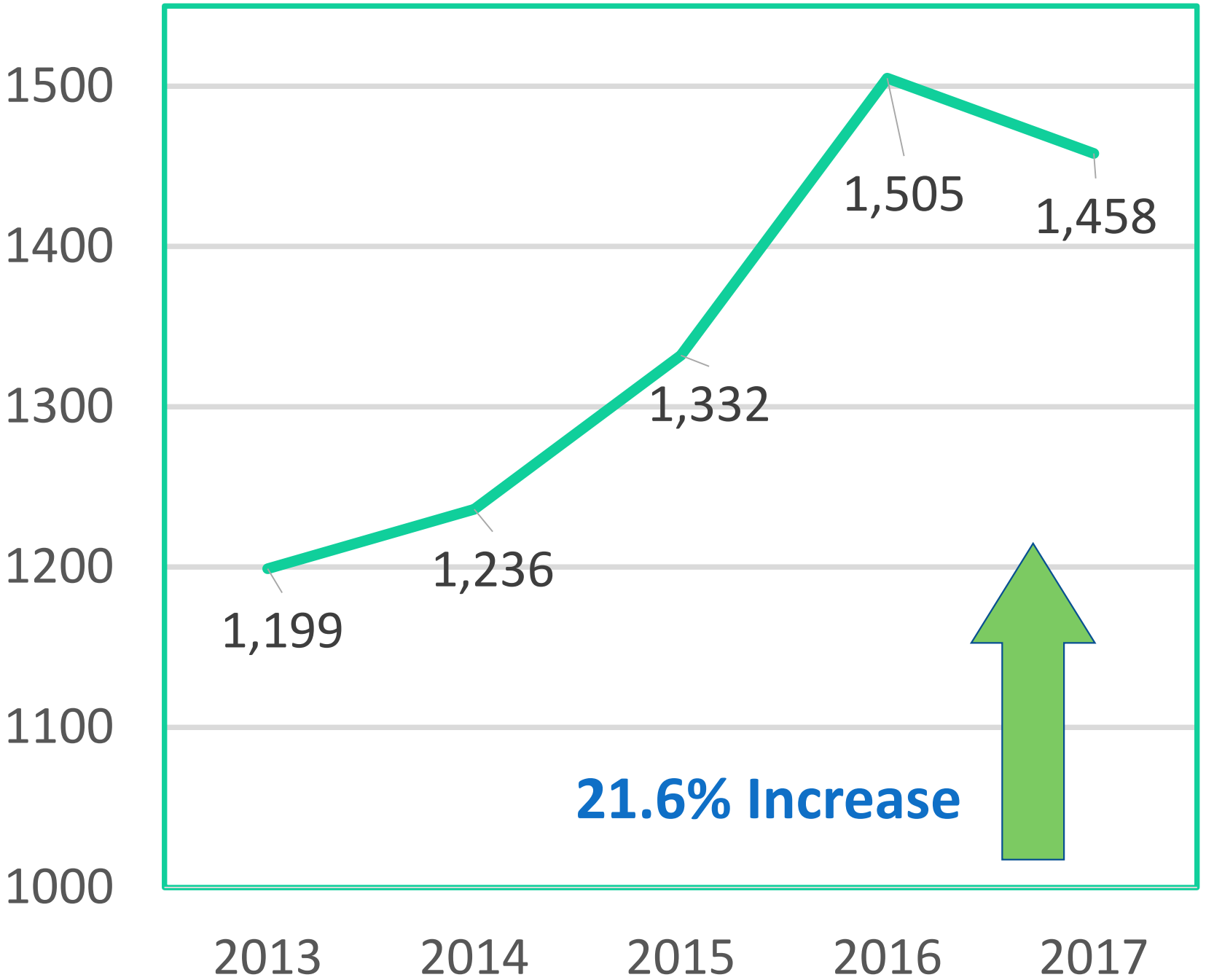
Unsafe Driving Behaviors

Increased Presence of Sport Utility Vehicles

North Central Texas Council of Governments

North Central Texas Region 2013 - 2017

Pedestrian Crashes & Fatalities



North Central Texas Council of Governments

Safe Transportation for Every Pedestrian

Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations

Field Guide for Selecting Countermeasures at Uncontrolled Pedestrian Crossing Locations

Toolbox of Pedestrian Countermeasures and their Potential Effectiveness

Proven Safety Countermeasures

https://safety.fhwa.dot.gov/ped_bike/step/resources/

Action by Regional Transportation Council
February 14, 2019

Regional Safety Position:

Even one death on the transportation system is unacceptable. Staff will work with our partners to develop projects, programs, and policies that assist in eliminating serious injuries and fatalities across all modes of travel.

TEXAS DEPARTMENT OF TRANSPORTATION
HIGHWAY SAFETY IMPROVEMENT PROGRAM PERFORMANCE TARGETS
REDUCTION SCHEDULE: 2018 – 2022[1]

2018 – 2022 Target Crash Reduction Schedule	
Year	Reduction
2018	0.4%
2019	0.8%
2020	1.2%
2021	1.6%
2022	2.0%

[1] The Regional Transportation Council previously affirmed support for the 2018 TxDOT Highway Safety Improvement Program Performance Targets on December 14, 2017.

Anticipated Timeframe

Meeting # 2 — 2019

- Establish Vision, Goals and Objectives
- Historic and Systemic Crash + Fatalities
- Prioritized Corridors & Districts

Meeting # 3 — 2019

- Programs, Project Types & Performance Measures
- Develop Policy Template

Meeting # 4 — 2020

- Create Action Plan

North Central Texas Council of Governments

- dfwpedestriansafety.metroquest.com/

- https://www.facebook.com/NCTCOGtrans/posts/2956133164404339

BICYCLE OPINION SURVEY SOCIAL MEDIA POSTS

RESULTS FROM 2017 NCTCOG BICYCLE OPINION SURVEY

Frequency of Bicycling

- **About one-third, 36%, of respondents had bicycled at least once in the past 12 months.**

  Those under age 25 and those between the ages of 45 to 54 years were more likely to bicycle than were those of other ages. Among those who had bicycled in the last year, 61% had ridden at least a few times a month.

- **However, a majority of respondents indicated that there are "too few" bicycle facilities in their communities.**

  Survey participants were asked their opinions about the amount or availability of various bicycle facilities in their community, and whether they thought there were too many, about the right amount, or too few of each. The proportion reporting they felt there were too few of each type of facility was:

  - 62% too few off-street bicycle paths and trails,
  - 63% too few bicycle-friendly streets,
  - 73% too few on-street dedicated bike lanes, and
  - 75% too few places to park bicycles such as bike racks and storage locations.

Bicycling for Transportation or Recreation

- **In the previous 30 days, 13% of all respondents had bicycled for transportation, such as to get to work or to school, to go shopping or to get to another destination.**

  Young adults under the age of 25 were most likely to ride a bicycles for transportation, with 24% having done so, while adults ages 45-54 years had the second highest proportion of respondents bicycling for transportation at 16%.

North Central Texas Council of Governments

2017 Bicycle Opinion Survey Report of Results

October 2017

NRC
National Research Center Inc

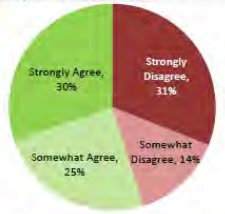
2955 Valmont Road, Suite 300• Boulder, CO 80301 • 303-444-7863 • www.n-r-c.com

Perceived Barriers to Bicycling

All respondents, regardless of whether they had bicycled in the last 12 months or not, were asked to what extent they agreed or disagreed that they would like to travel by bike more than they currently did. Just over half, 55%, at least somewhat agreed that they would like to travel by bicycle more than they do, and nearly a third (30%) strongly agreed.

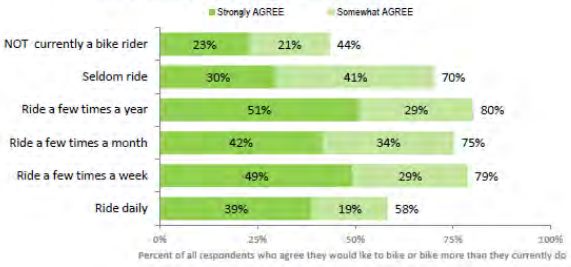
Figure 13: Want to Travel by Bike More Than Do Now

Would you say you strongly agree, somewhat agree, somewhat disagree or strongly disagree with the following statement: "I would like to travel by bike more than I do now."



There was a strong desire to ride a bike more often, including among respondents who were currently not a bike rider. Forty-four percent of those who were not currently a bike rider agreed that they wanted to bike more and 70% to 80% of those who seldom ride or ride up to a few times a week felt they wanted to ride more. Even among those who said they ride daily, nearly 60% wanted to ride more than they do (see Figure 14).

Figure 14: Wanting to Bike More by Current Bicycling Status



SOCIAL MEDIA PLATFORMS

FaceBook

@NCTCOGtrans

Twitter

SOCIAL MEDIA POST ON FACEBOOK AND TWITTER

- Weekly Post

CONTACT INFO

Gabriel Ortiz

Transportation Planner II

(817) 695-9259

gortiz@nctcog.org

Upcoming Events and Training

Bicycle and Pedestrian Advisory Committee

May 15, 2019

North Central Texas Council of Governments

May is National Bike Month

- Bike to School Day is Wednesday, May 8
- **Bike to Work Week is May 13 – 17**
- **Bike to Work Day is Friday, May 17**
- Events are a fun opportunity to encourage others to try bicycle commuting!

www.nctcog.org/biketowork

Bike To Work Day

Friday, May 17, 2019
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/biketowork2019

- Addison Transit Center
- Akard Station
- CentrePort/DFW Airport Station
- CityLine /Bush Station
- Farmers Branch Station
- Mockingbird Station
- Oakenwald Streetcar Stop
- Parker Road Station

Bike DFW BikeDFW

DART

North Central Texas Council of Governments

Bike To Work Day

Friday, May 17, 2019
North Central Texas Cities

DCTA Services You Can Ride Free

Passengers who bring their bikes on board can ride the following DCTA services for free:

- A-train Commuter Rail
- Connect Bus (Denton and Lewisville)
- Highland Village Connect Shuttle
- Denton Enterprise Airport & Lewisville Lakeway On-Demand
- University of North Texas (UNT) Campus Shuttles
- North Central Texas College (NCTC) Campus Shuttles

Tuesdays and Thursdays April thru October, 2019

Visit **nrhtx.com/RoundTheTown** for location and event information.
This is a family-friendly event.

NRH
NORTH RICHLAND HILLS

Fort Worth Walking and Rolling Town Halls For All

Rolling, Walking, and Caffeinated Town Halls
Casual -and active- way for residents to connect with this city's elected leaders.
Multiple dates and locations throughout the spring and summer

Visit **fortworthtexas.gov/townhall.** This is a family-friendly event.

FORT WORTH

Burleson Honey Tour

Saturday, May 25, 2019
Centennial High School
201 South Hurst Road, Burleson, TX 76028

Route options include 7, 20, 30, 46, and 67 miles.

This event is open to all ages and abilities.

Honeytour.athlete360.com

Traffic Safety Conference

May 29-31, 2019

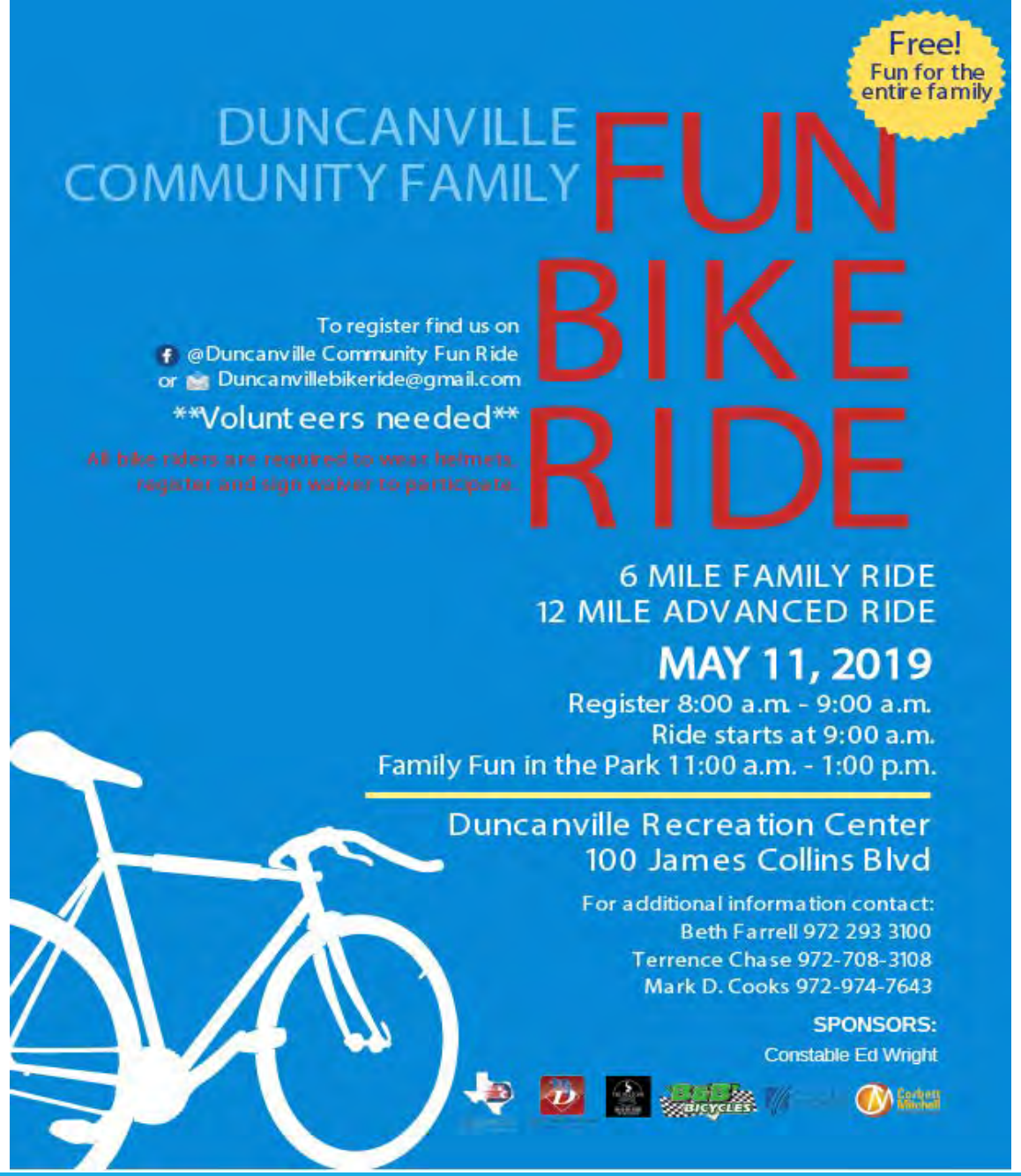
Wyndham San Antonio Riverwalk Hotel

San Antonio, TX

- High priority safety issues in Texas: Intersection Safety, Impaired Driving, Distracted Driving, Speeding, Roadway / Lane Departures, & **Pedestrian Safety**
- Focus on successful safety program and project implementation

For more information & registration: groups.tti.tamu.edu/cts/traffic-safety-conference/

Rescheduled to Saturday June 1, 2019



Tour de Fort Worth

June 23 – July 14, 2019
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

Fit Worth

Comprehensive Bikeway Design

Initiative for Bicycle & Pedestrian Innovation

July 15-19, 2019
Portland, Oregon

This workshop is geared towards transportation practitioners. All participants will need a bicycle for the tour of facilities. Bicycle, helmet and lock are included in the course fee.

For more information and registration:
trec.pdx.edu/events/professional-development/ibpi-workshop-bikeway-design-2019

Portland State UNIVERSITY

TREC TRANSPORTATION RESEARCH and EDUCATION CENTER

31st Annual Tour De Goatneck Bike Ride

*In 2017, 1,800 cyclists participated and donated over $30,000 to local charities.

July 28, 2019
Cleburne, TX

Cleburne welcomes cyclists of all ages and offers several distances including 10, 27, 41, and 70 mile route.

For more information and registration: thegoatneck.us/

Association of Pedestrian & Bicycle Professionals National Conference

August 25-28, 2019
Portland, Oregon

Call for proposals is now open. Workshop, round table, panel, learning lab, pecha kucha, and mobile tour.

For more information and registration: apbp.org/page/Events

National Association of City Transportation Officials

September 9-12, 2019
Toronto Ontario, Canada

The NACTO Designing Cities Conference brings together 900 officials, planners, and practitioners to advance the state of transportation in cities.

For information & registration: https://nacto.org/conference/designing-cities-2019-toronto/

National Association of City Transportation Officials
-Session Details-

September 9, 2019
8:30 am - 12:00 pm
Toronto Ontario

Nicole Payne – Program Manager, NACTO

Held in Florida, the conference will bring together hundreds of Safe Routes to School and active transportation professionals to exchange ideas and share knowledge in a culturally vibrant city that is best explored by foot, bike, and public transportation.

For more information and registration: https://www.saferoutespartnership.org/who-we-are/2019-conference

Any events or training opportunities to add?

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

Contact:

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kkokes@nctcog.org
(817) 695-9275

OR

Jessica Scott
jscott@nctcog.org
(682) 433-0460

Plans and Projects Underway

- 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
- Plano Parks and Recreation Master Plan
- Irving Parks, Recreation and Open Space 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

- **Fort Worth Active Transportation Plan**

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)

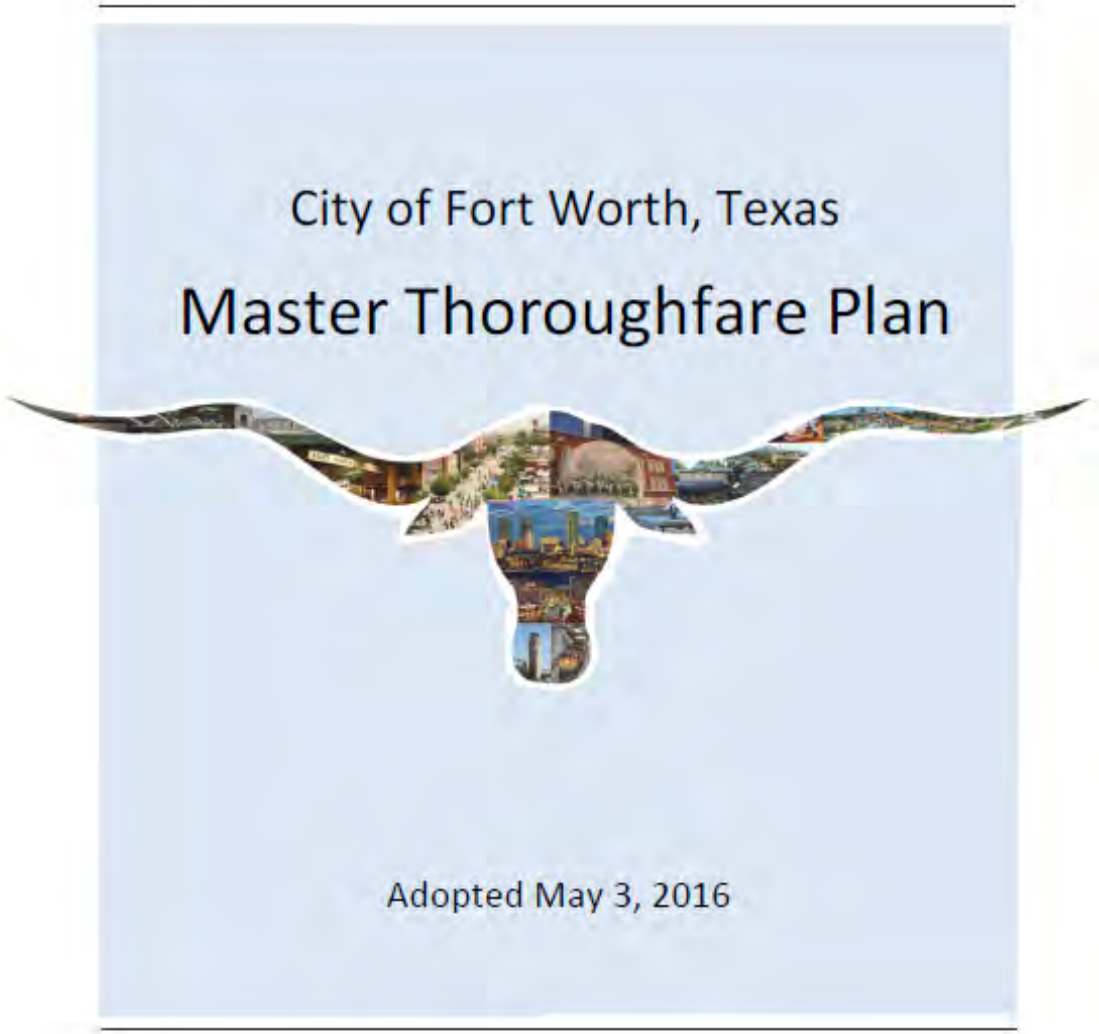
City of Fort Worth Complete Streets Implementation Plan

Julia Ryan, AICP

Transportation and Public Works

Background

- Complete Streets Policy and Complete Streets based MTP adopted 2016
- Related policies, processes, and construction standards were not updated
- *Complete Streets should be thought of as a process – **not a product.***



Plan Development Process

- Review of current plans and processes
- Regular interdepartmental coordination meetings
- Anonymous online survey for CFW staff

Survey Results: Key Issues and Themes

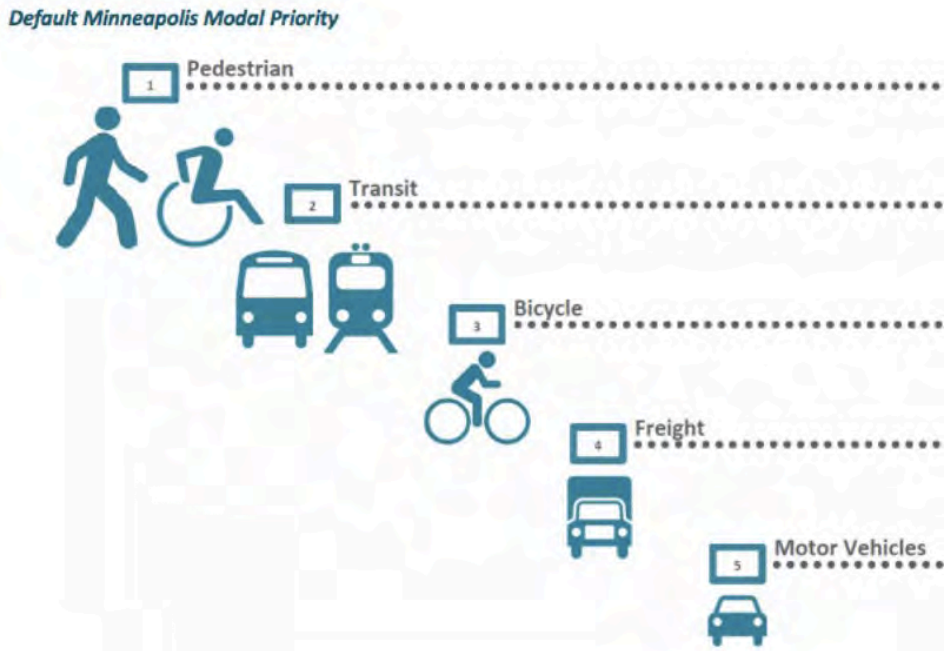
- Project scoping
  - Scoping projects after funding allocation
  - Trying to do too much with too little
- Decision-making and ownership
  - Lack of understanding/ownership, needing a person or division responsible for CS application at points through out project development
  - Lack of consistency of CS application across project types (CIP, maintenance, developer)
  - CS elements are perceived to complicate project development/delivery (e.g., sidewalks, required MTP elements)

Survey Results: Key Issues and Themes (cont…)

- Exceptions and Documentation:
  - Often no formal process or requirement for documenting and decision-making on waivers
- Coordination
  - Inconsistent answers from different staff members
  - Lack of collaboration and sharing of resources
  - Individual decision making rather than collaborative

Key Recommendations

1) Revising Guidance, Standards, Manuals, and Policies
   a. Develop a comprehensive sidewalk policy
   b. Create a freight master plan
   c. Establish process for modal priority
2) Changing Decision-Making Culture
3) Facilitating Communication and Collaboration
4) Providing Ongoing Education and Training



Changing Decision-Making Processes

Align decision-making criteria with a Complete Streets approach

- Formalize a **clear and consistent scoping process** for CIP and maintenance projects including completing comprehensive corridor plans as appropriate prior to funding allocation
- Clarify **what types of maintenance projects** should be reviewed
- Develop **clear and consistent waiver and exceptions criteria and processes** for sidewalk waivers and CS exceptions across all project types (CIP/maintenance/development)
- Integrate **project checklists** and require documentation of exceptions and design decisions across all project types

Changing Decision-Making Processes (cont…)

Change decision-making culture

- Integrate Complete Streets into **departmental vision and objectives**
- Require that **consultants demonstrate an understanding** of Complete Streets concepts and context-sensitive design practices in proposals
- Include **knowledge and skills** of a Complete Streets approach in the criteria to **hire new staff**

Facilitating Communication and Collaboration

- Establish a **leadership structure** for Complete Streets Implementation
  - Assign a point of contact to manage implementation progress and performance measures
  - Institute clear roles and responsibilities for implementation
  - Form a Complete Streets Review Committee
- Develop an **outreach and engagement framework** for engaging stakeholders, including plans for outreach at each stage of planning and implementation
- Hold **regular coordination meetings** to discuss process issues as they come up (interdepartmental and interagency)

Providing Ongoing Education and Training

- Provide **learning opportunities** for staff and consultants
  - Develop “Your Role” in Complete Streets training information
  - Context sensitive based design training
  - Planning and implementation process training
  - Lessons learned and success stories
- Develop a Complete Streets **speakers bureau** training for public and stakeholders

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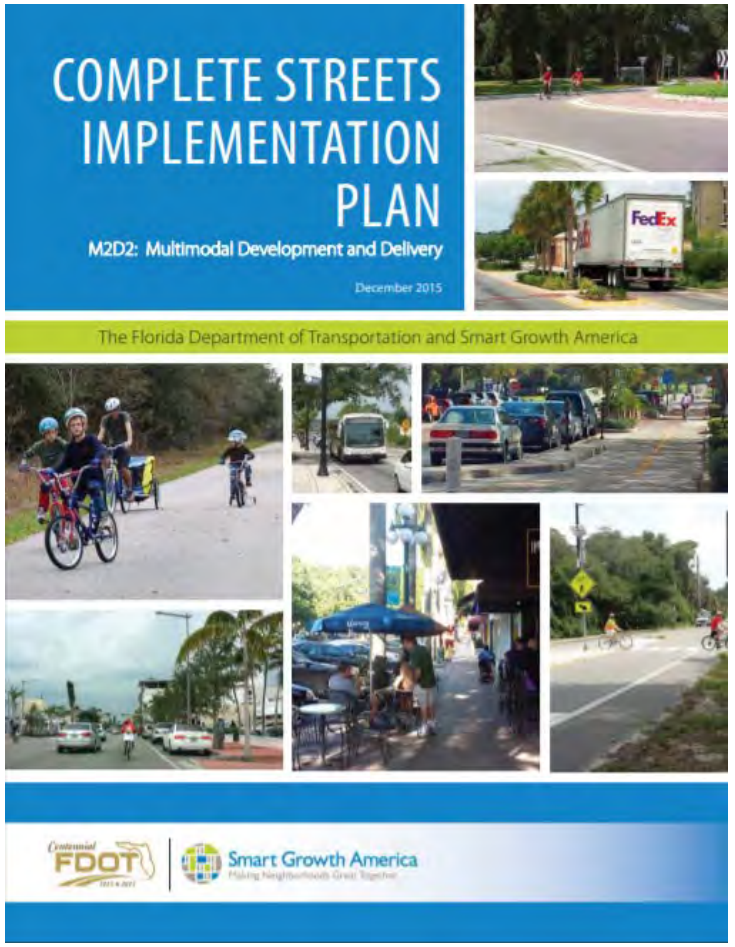
Draft Action Plan

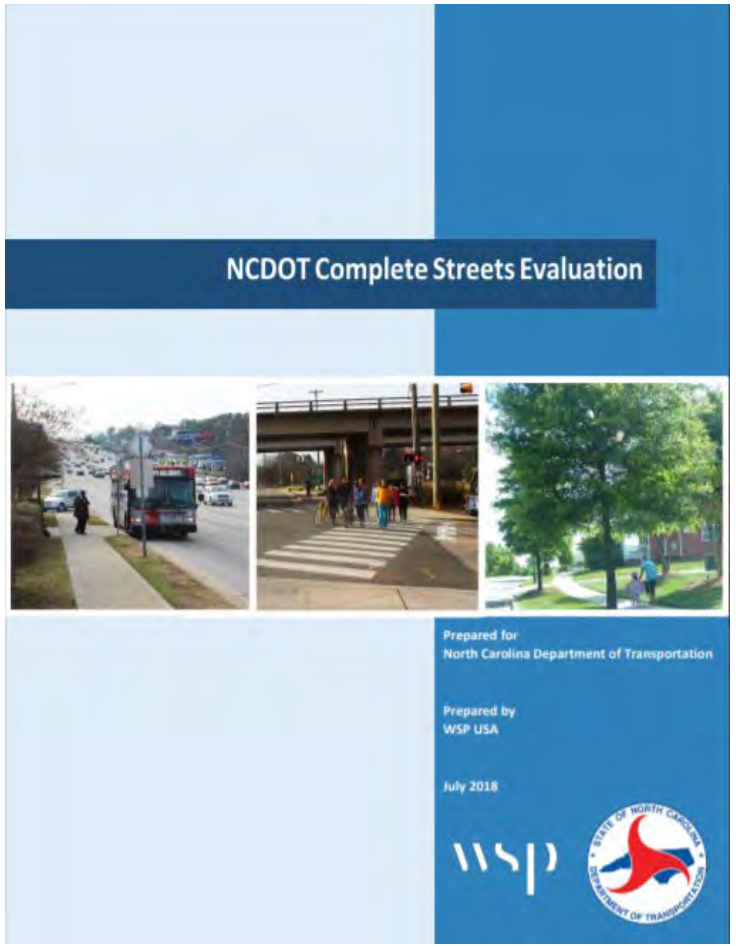
Document Section	Description	Description of Change	Recommended Next Steps	Priority	Estimated Time of Completion	Measure of Success	Responsible Department or Division
4.1 Revising Guidance, Standards, Manuals, and Policies	Adopt a Transportation Equity Policy and Action Plan	New document	Pursue funding for consultant	High	15 months	Plan adoption	Transportation and Public Works/Regional Mobility and Innovation Office
	Update the Construction Manual	Revise	Incorporate MTP, ATP, TEM revisions into construction standards	Medium	12-18 months	Completion of document	Transportation and Public Works/City Traffic Engineer
	Create a Freight Transportation Plan	New document	Pursue funding for consultant	Medium	12-18 months	Plan adoption	Transportation and Public Works/Regional Mobility and Innovation Office
	Adopt a Vision Zero Policy and Action Plan	New document	Develop a draft policy for stakeholder review	High	12-18 months	Plan adoption	Transportation and Public Works/Transportation Management
	Update the Pedestrian Safety Action Plan	Revise	Identify key stakeholders and data	High	8 months	Plan adoption	Transportation and Public Works
	Develop a Comprehensive Sidewalk Policy	New document	Begin best practices work; draft policy for stakeholder review	High	6 months	Policy adoption	Transportation and Public Works/Regional Mobility and Innovation Office
4.2 Changing Decision-Making Culture	Integrate Complete Streets into departmental goals, vision, and objectives.	Revise	Identify relevant departmental goals and objectives to be modified	High	2-3 months	Updated	Transportation and Public Works, Planning and Development
	Complete Streets Leadership Structure	New process	Designate a Complete Streets Administrator/program manager and identify an interdepartmental leadership committee	High	2-3 months	Leadership established	Transportation and Public Works/Regional Mobility and Innovation Office
	Form a Complete Streets Review Committee (CSRC)	New process	Identify appropriate interdepartmental structure/roles/meeting frequency/performance measures	High	Contingent on establishing leadership structure	Formation of committee; monthly meetings attended	Transportation and Public Works/Regional Mobility and Innovation Office
	Review and identify criteria/measures used to make decisions on infrastructure funding	New process	Identify project and prioritization criteria for each funding source	Medium	6 months	x% of consultants certified	Transportation and Public Works/Regional Mobility and Innovation Office
	Require that consultants demonstrate experience in implementing Complete Streets	Revise	Identify and update standard criteria for consultant selection	Ongoing	Ongoing	x% of consultants certified	Transportation and Public Works /Planning and Development
	Include knowledge and skills of a Complete Streets approach in the job description criteria to hire new staff	Revise	Identify job titles; skills and experience needed for each job; work with HR to update	High	6-8 months		Transportation and Public Works/Planning and Development/Park and Recreation/Water/ Human Resources
	Corridor planning	New process	Identify major corridors and prioritize based on need or maintenance schedule	Ongoing	Ongoing	x corridors yearly	Transportation and Public Works/Regional Mobility and Innovation Office
	Require project checklists across all project types	New process	Identify all project types and current checklists	Medium	6-8 months	checklists for all processes	Transportation and Public Works/Regional Mobility and Innovation Office

Next Steps

- Administrative approval process
  - City Manager's Office review/approval
- Begin implementation phase
  - Comprehensive Sidewalk Policy
  - Adopt a Transportation Equity Policy and Action Plan
  - Establish a Complete Streets leadership structure and review committee

Helpful Resources





Questions/Comments?

Fort Worth Active Transportation Plan Data Driven Analysis

Julia Ryan, AICP
City of Fort Worth
Transportation and Public Works

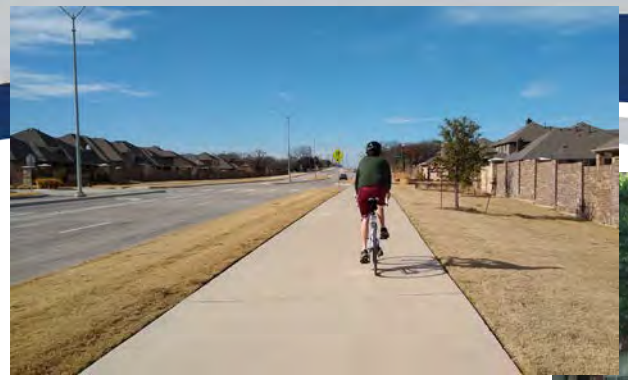
Presentation Overview

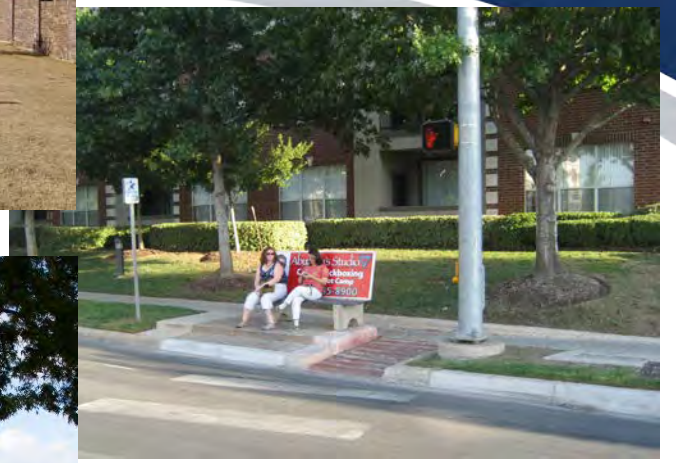
- Overview of Active Transportation Plan
- Review data driven approach to measuring pedestrian and bicycle comfort
- Overview of prioritization criteria and outputs

What is Active Transportation?

People who **walk (including persons with disabilities)**, use **transit**, and **bicycle** creating a citywide seamless network of on- and off-street bicycle and pedestrian ways suitable for people of **all ages and abilities**

- Update: Walk Fort Worth plan
- Update: Bike Fort Worth plan
- **New**: Trail Master Plan
- Coordination: Master Thoroughfare Plan, Transit Moves Fort Worth, Complete Streets, Race and Culture Task Force





Project funding

- **Partnership** with NCTCOG
  - Authorized Interlocal Agreement June 6, 2017
- Total project cost: $500,000
  - NCTCOG $250,000
  - Fort Worth $215,000 cash match plus $35,000 in-kind staff time

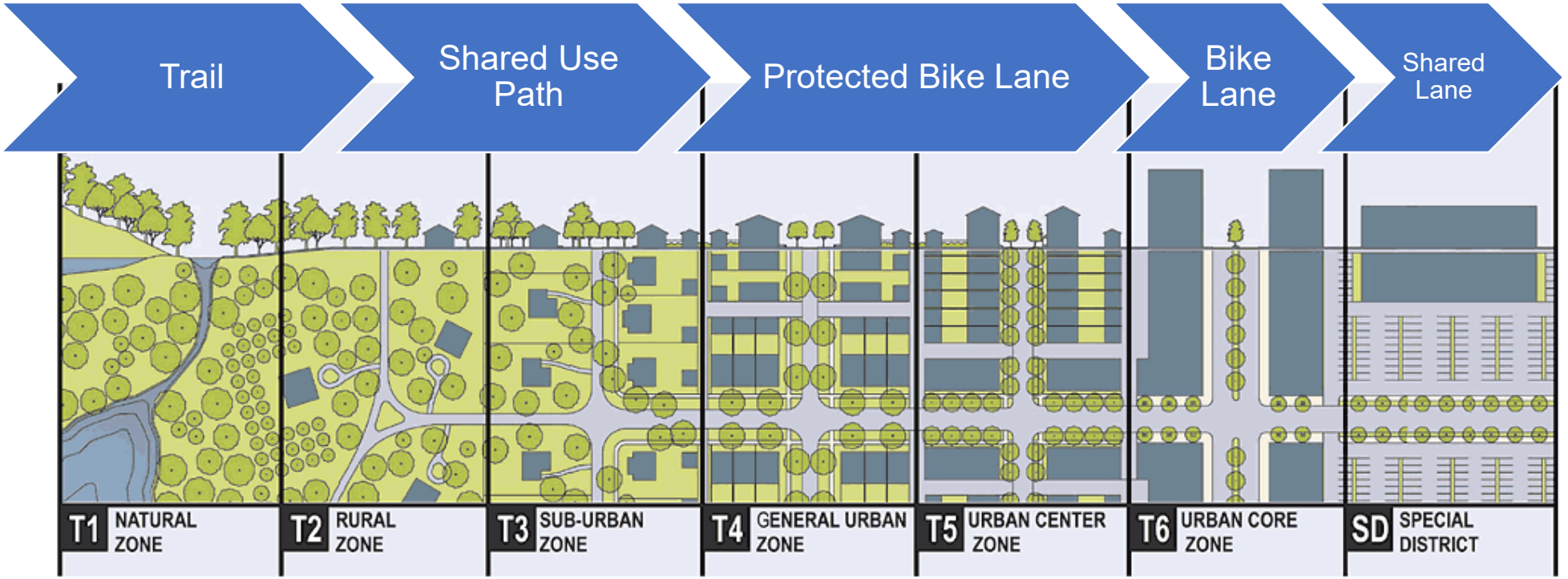
Support provided by:

Designing for Comfort and Safety

Sidewalk, trail, and bike design should meet the needs of all users, of all ages and abilities:

- Appropriately designed for **land use context**
- ADA **accessible** curb ramps and signals
- Appropriately **wide sidewalks** with buffers from traffic
- Separated sidepaths along busy roadways
- Buffered and separated bike lanes

Complete Streets and Context Sensitivity



Complete Street (***Policy***): Design & maintain transportation options for all users (the Why)
Context Sensitive (***Implementation***): As the land use context changes, so does the infrastructure (the How)

Pedestrian Comfort Analysis (Pedestrian Experience Index)

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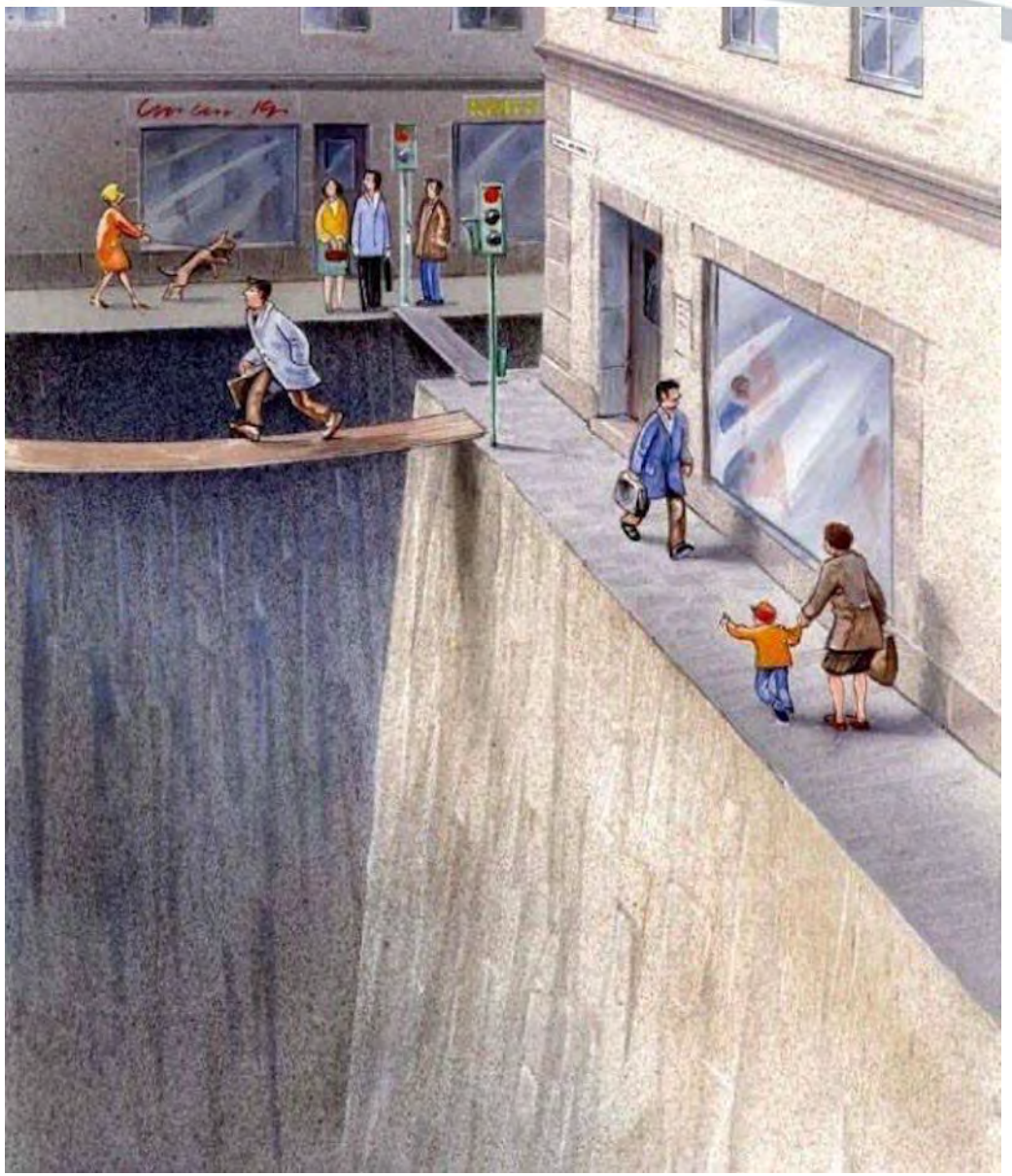
Sidewalks: Not a New Concept

Design Considerations: **People walking**

What a street prioritized for motor vehicles looks like from the pedestrian realm.

Karl Jilg/Swedish Road Administration



FORT WORTH®

Design Cons
People walk

What a street p
for motor vehic
like from the p
realm

Karl Jilg/Swedis
Administrat

What makes a good pedestrian experience?

Intersections

- ☐ Fewer lanes to cross
- ☐ Lower traffic speeds
- ☐ ADA curb ramps present
- ☐ Traffic lights/stop signs present

Infrastructure

- ☐ A sidewalk is present and good condition
- ☐ Posted traffic speeds are lower and there are fewer traffic lanes
- ☐ Car parking or bike lane provides a buffer

Building and Land (in high density)

- ☐ Blocks are relatively short
- ☐ Mid-block crossings on long blocks
- ☐ Buildings are close to the sidewalk, not setback too far
- ☐ Fewer driveways to cross
- ☐ More address (destinations) on the block

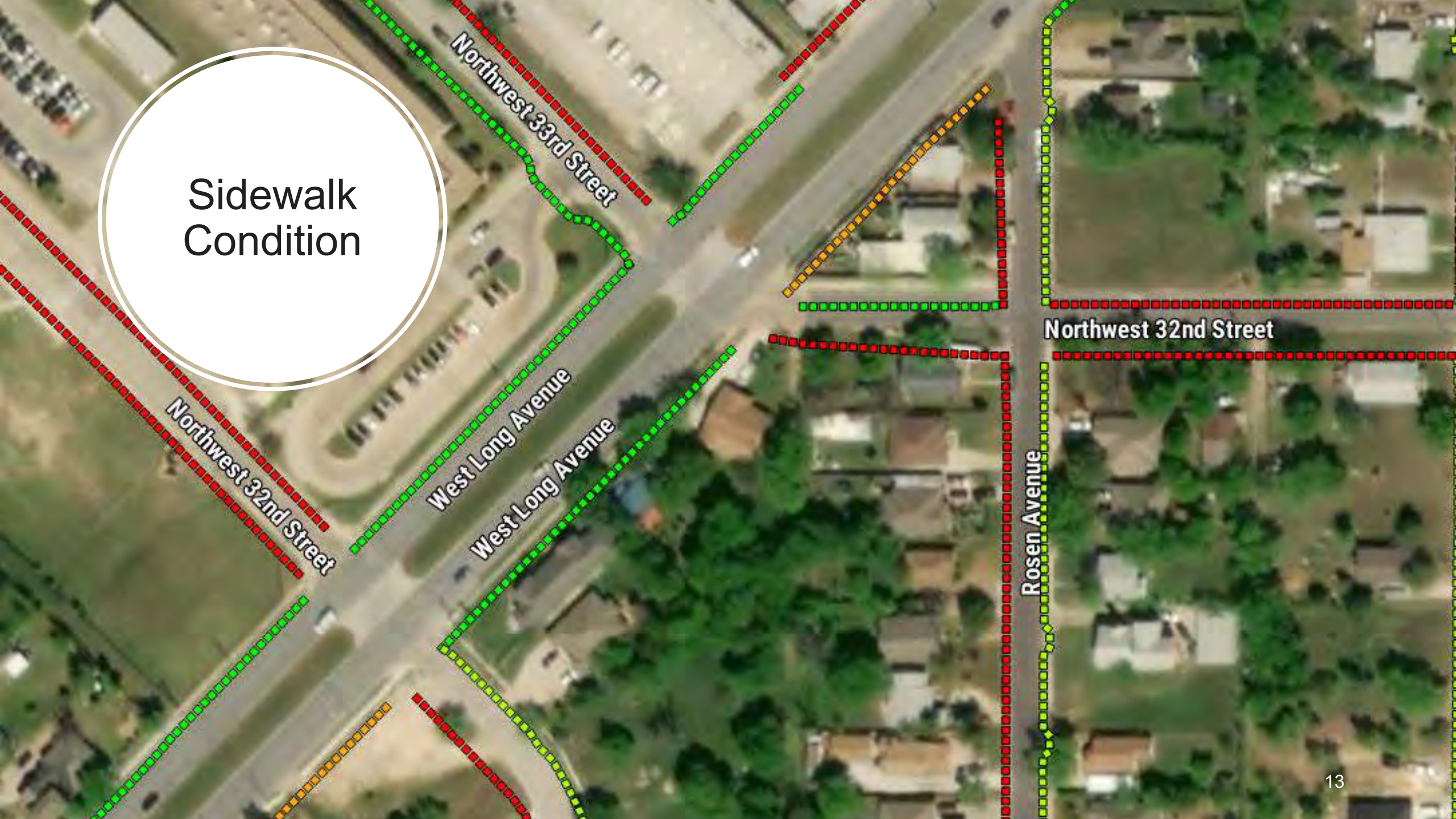
Segment Scoring

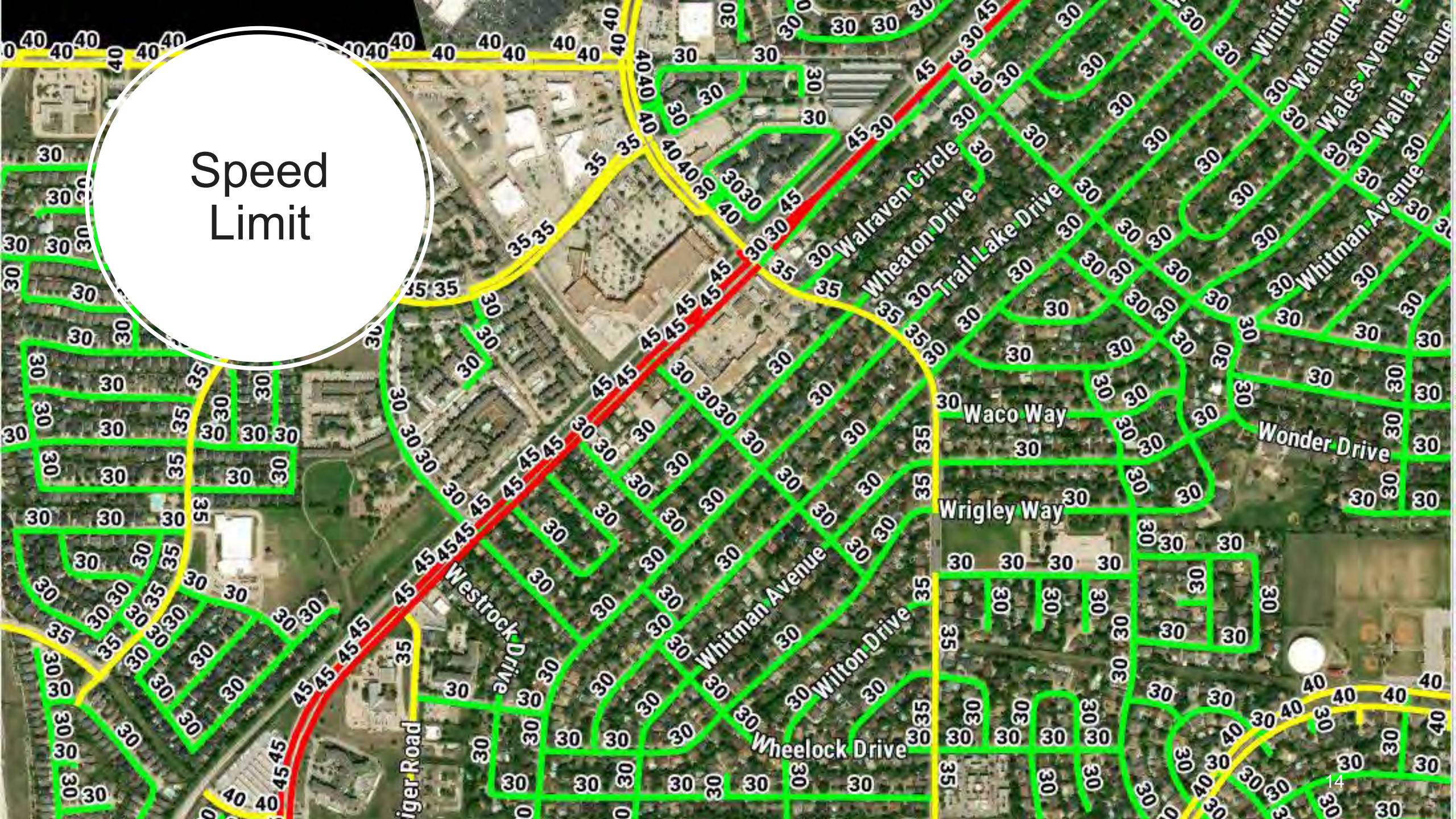
Maximum Points

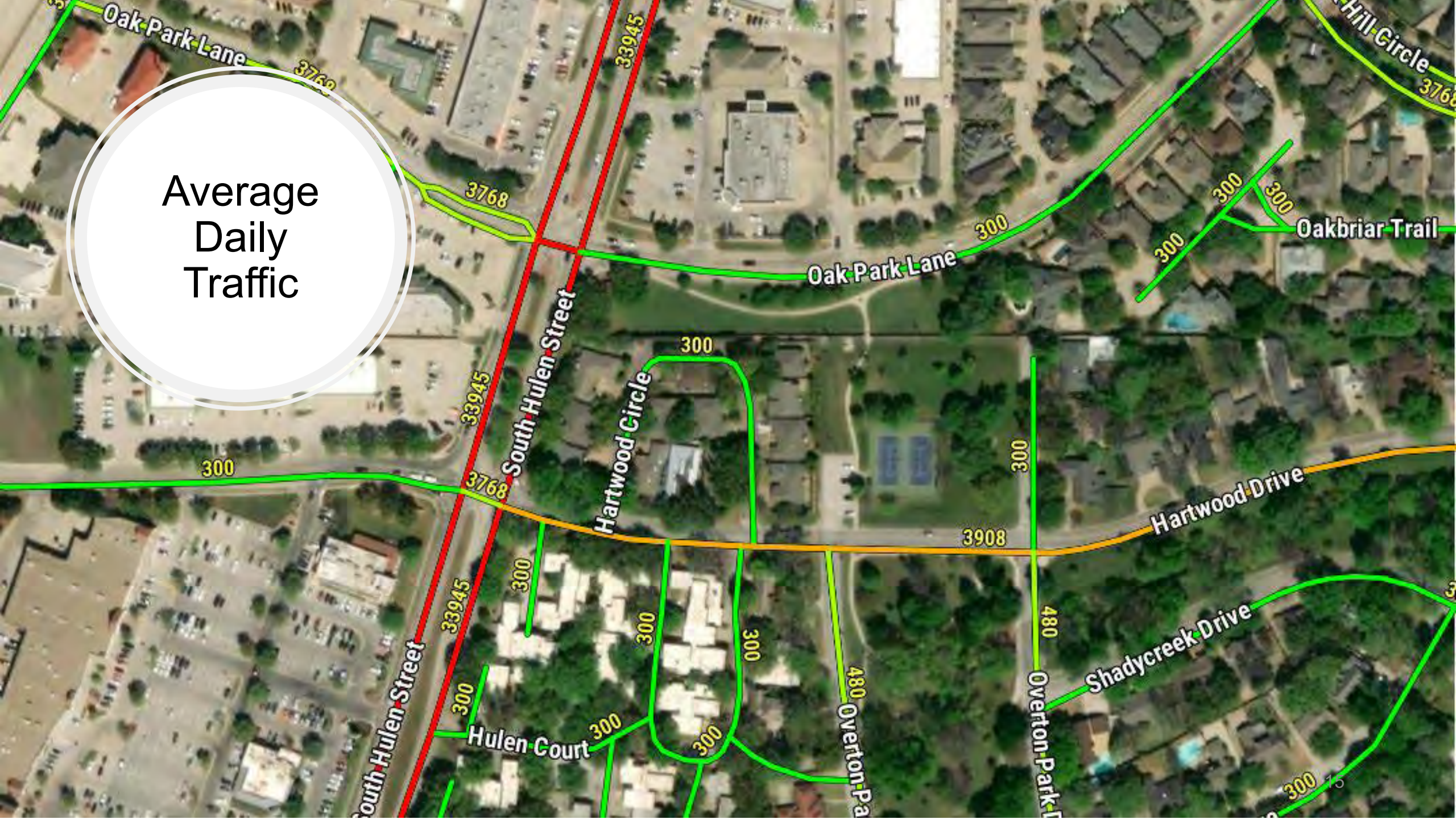
- Sidewalk Presence & Condition – **30**
- Posted Speed Limit – **25**
- Number of Lanes – **25**
- Bike Lane Presence – **5**
- Car Parking Presence – **5**

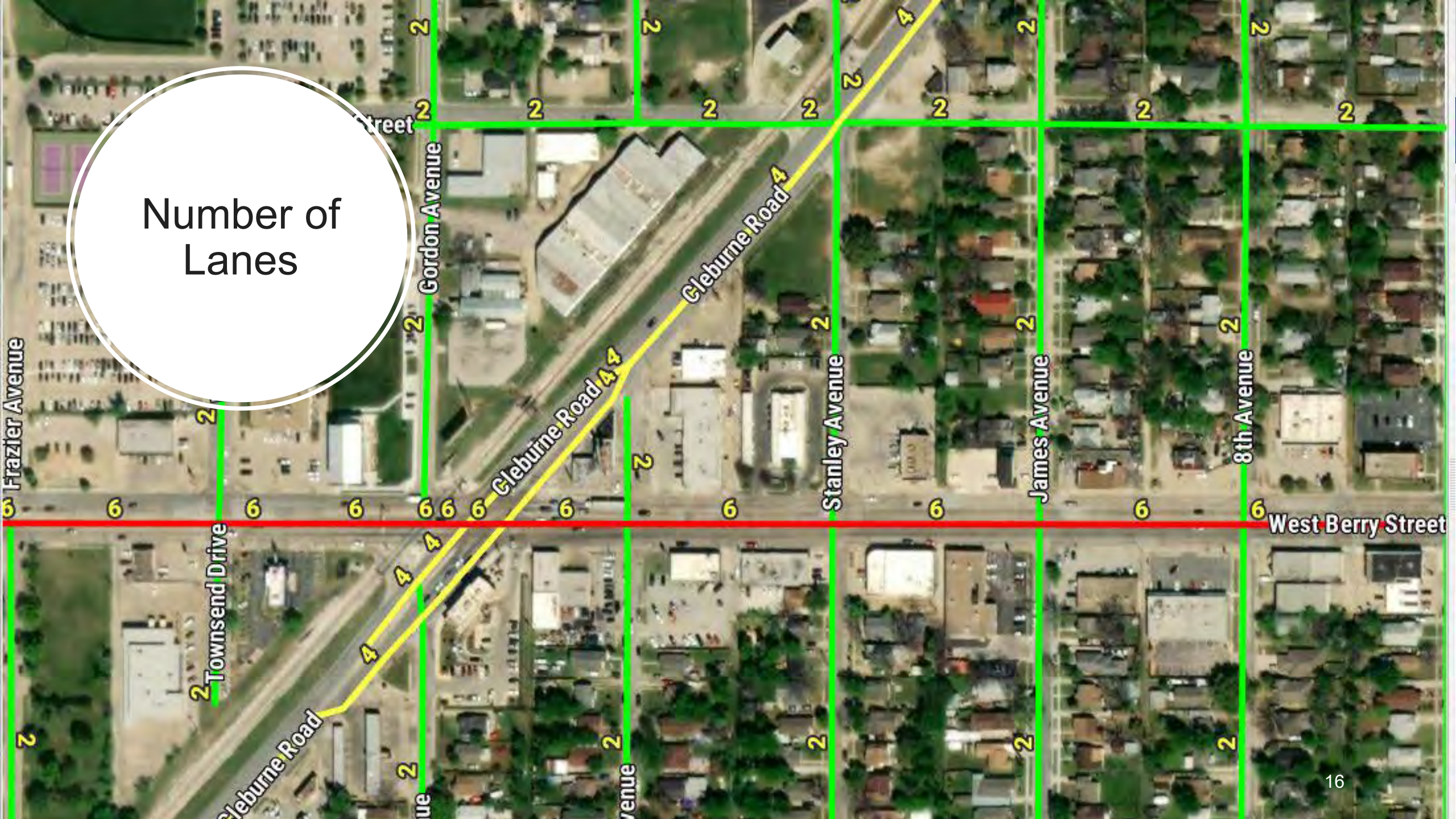
Dense Urban Form Criteria

- Block Length – **40**
- Building Set Back – **50**
- Driveways – **20**
- Addresses per block – **20**

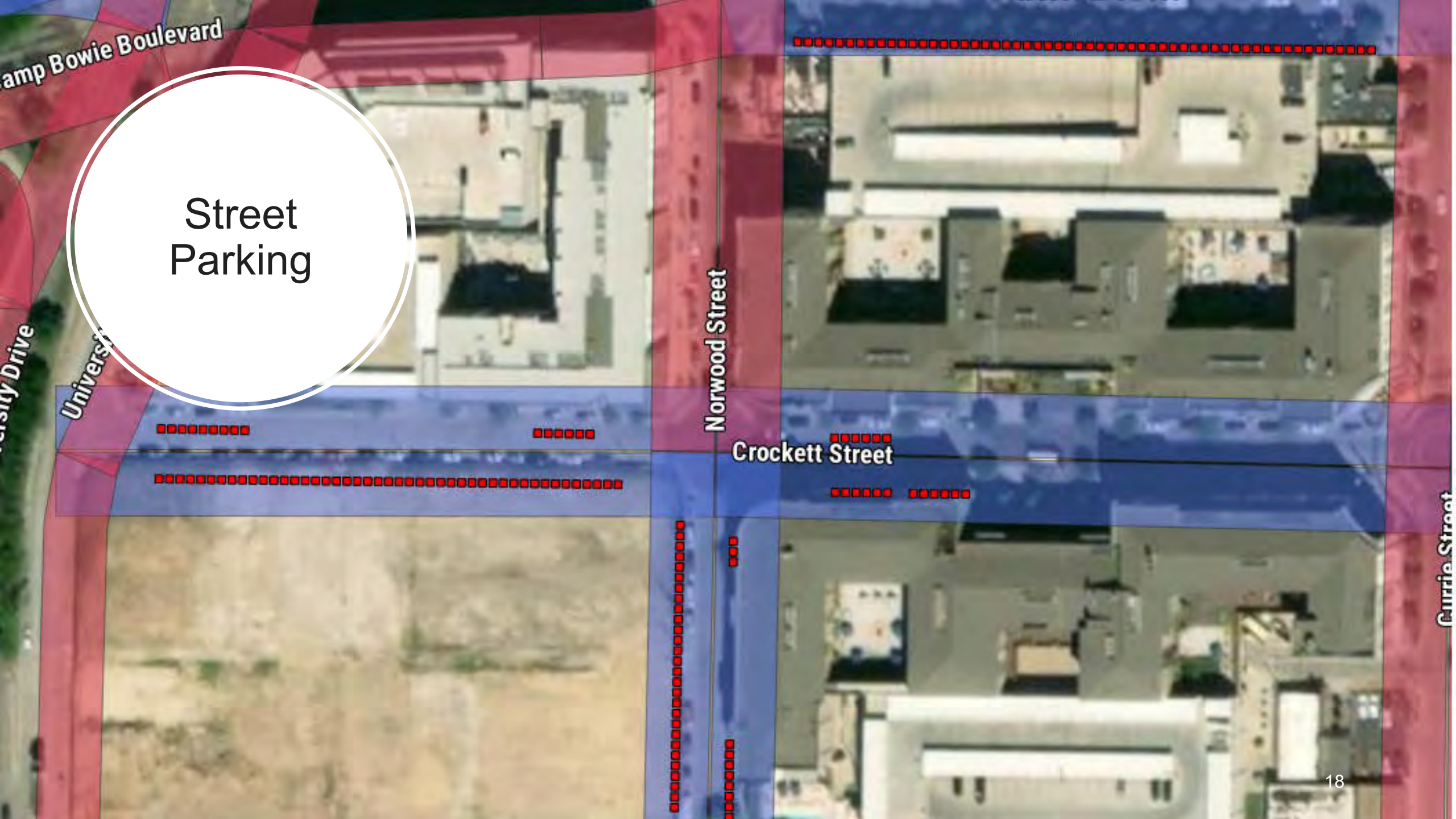

Sidewalk Condition
Northwest 33rd Street
Northwest 32nd Street
West Long Avenue
West Long Avenue
Northwest 32nd Street
Rosen Avenue


Speed Limit
Walraven Circle
Wheaton Drive
Trail Lake Drive
Waltham Avenue
Wales Avenue
Walla Avenue
Whitman Avenue
Waco Way
Wonder Drive
Wrigley Way
Westrock Drive
Whitman Avenue
Wilton Drive
Wheelock Drive


Average
Daily
Traffic
Oak Park Lane
3768
33945
Oak Park Lane
300
Oakbriar Trail
Hill Circle
South Hulen Street
Hartwood Circle
3908
Hartwood Drive
Shadycreek Drive
Hulen Court
Overton Park
480

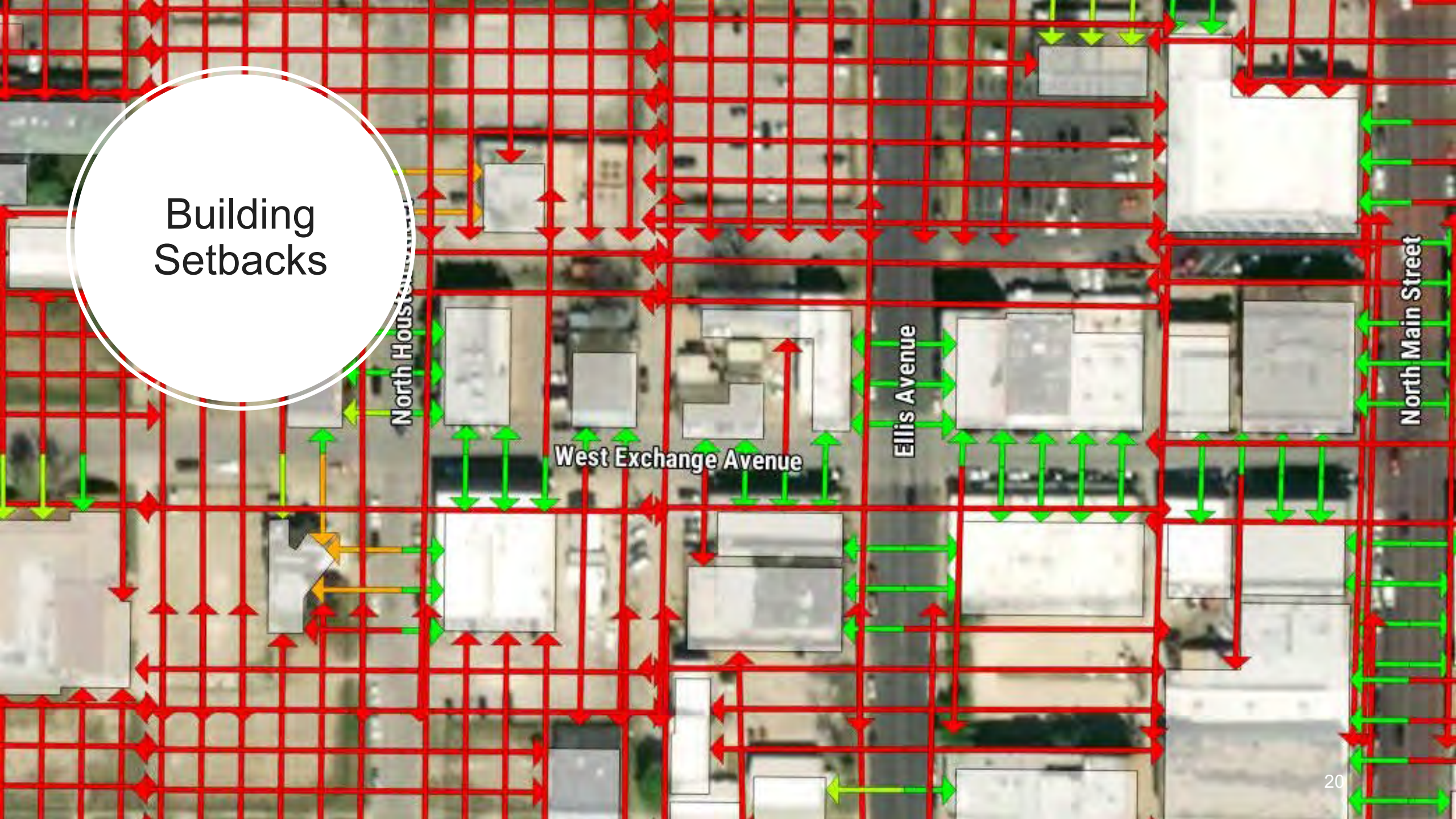

Number of Lanes
Gordon Avenue
Cleburne Road
Cleburne Road
Stanley Avenue
James Avenue
8th Avenue
Frazier Avenue
West Berry Street
Townsend Drive
Cleburne Road

Bike Lane Presence
West Myrtle Street
Swozdz Place
South Main Street
May Street
West Allen Avenue
East Allen Avenue
Saint Louis Avenue
Galveston Avenue
Epps Street



Street Parking

Driveways
North Hampton Street
North Nichols Street
East Weatherford Street
East Weatherford Street
Nichols Street
Hampton Street


Building Setbacks
North Houston Street
West Exchange Avenue
Ellis Avenue
North Main Street

Intersection Scoring

Scored on 1 - 4

• Number of Lanes:	**1:** 2 lanes	**4:** ≥5 lanes
• Posted Speed Limit:	**1:** 30mph	**4:** ≥ 40mph
• Average Daily Traffic:	**1:** ≤1,200	**4:** ≥18,000
• ADA Curb Ramps:	**1:** 4 corners	**4:** 0 ramps

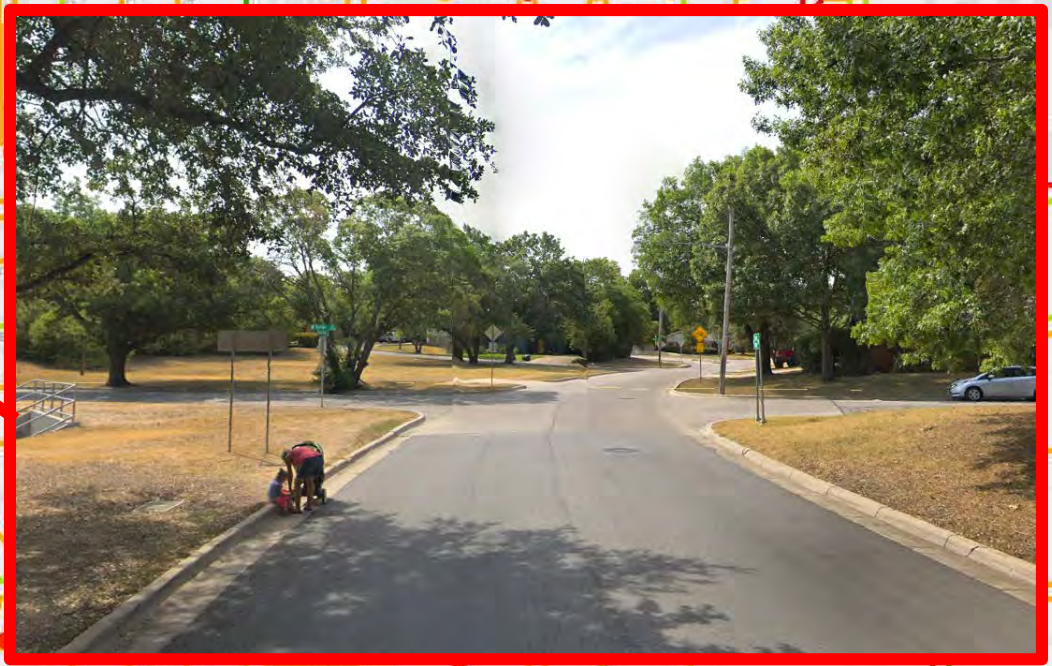
Score Improved By:

- Traffic Signal
- Crosswalk across major road

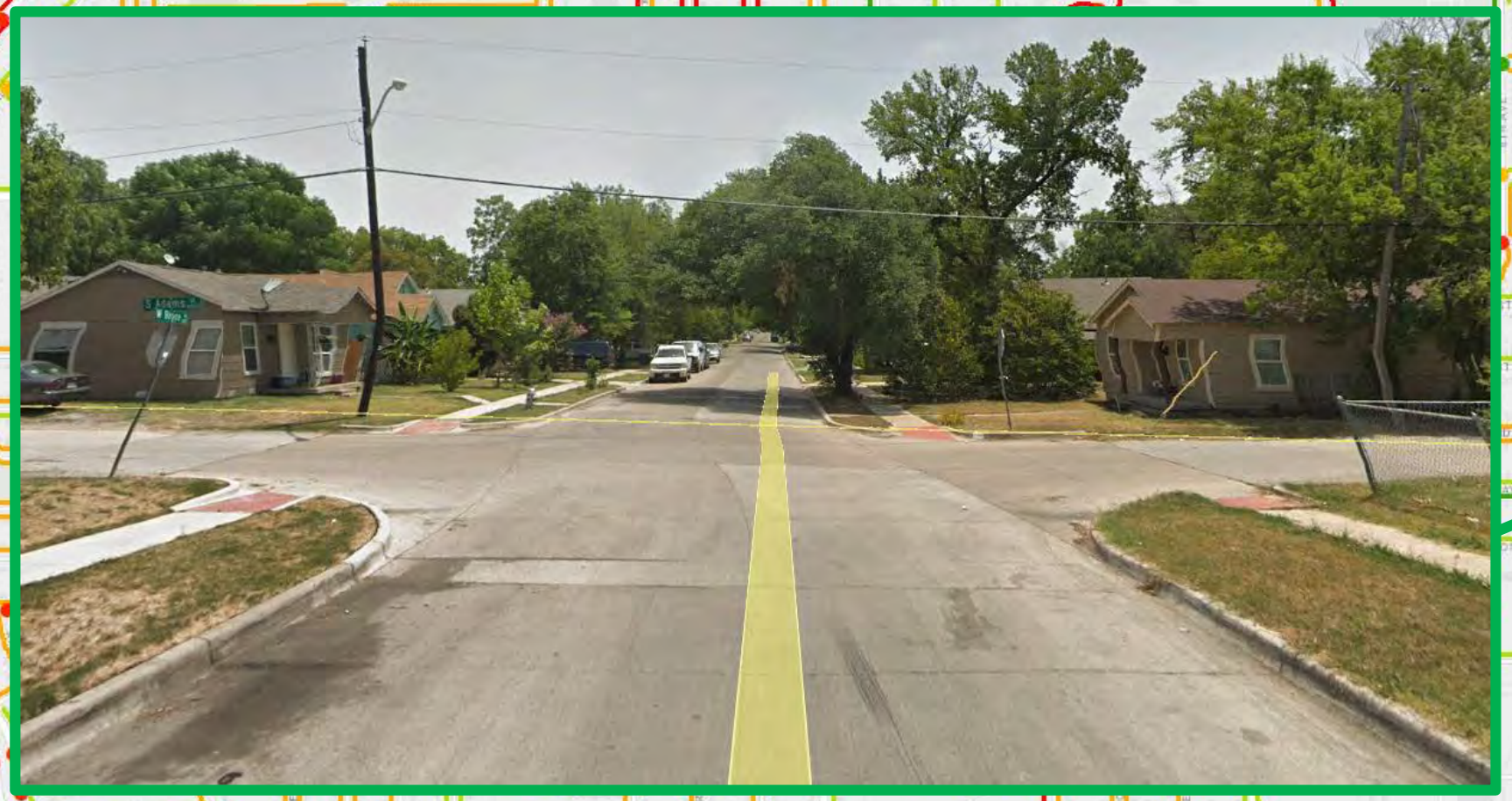
ADA
Ramps
West Cannon Street
College Avenue
Alston Avenue
Lipscomb Street
Travis Avenue

Intersection Control
Sycamore School Road
Crowley Road
Novella Drive
Gladwater Drive
Clarendon Street
Sunny Glen Street
Camelot Road
San Rafael Street
Willow Park Drive
West Everman Parkway
Willow Vale Drive
Green Willow Drive
Lanae Lane
Peyton Lane
Chance Boulevard
Patsy Circle
Elvis Court
Shane Avenue
Hollow Point Drive
Cove Trail

Scores



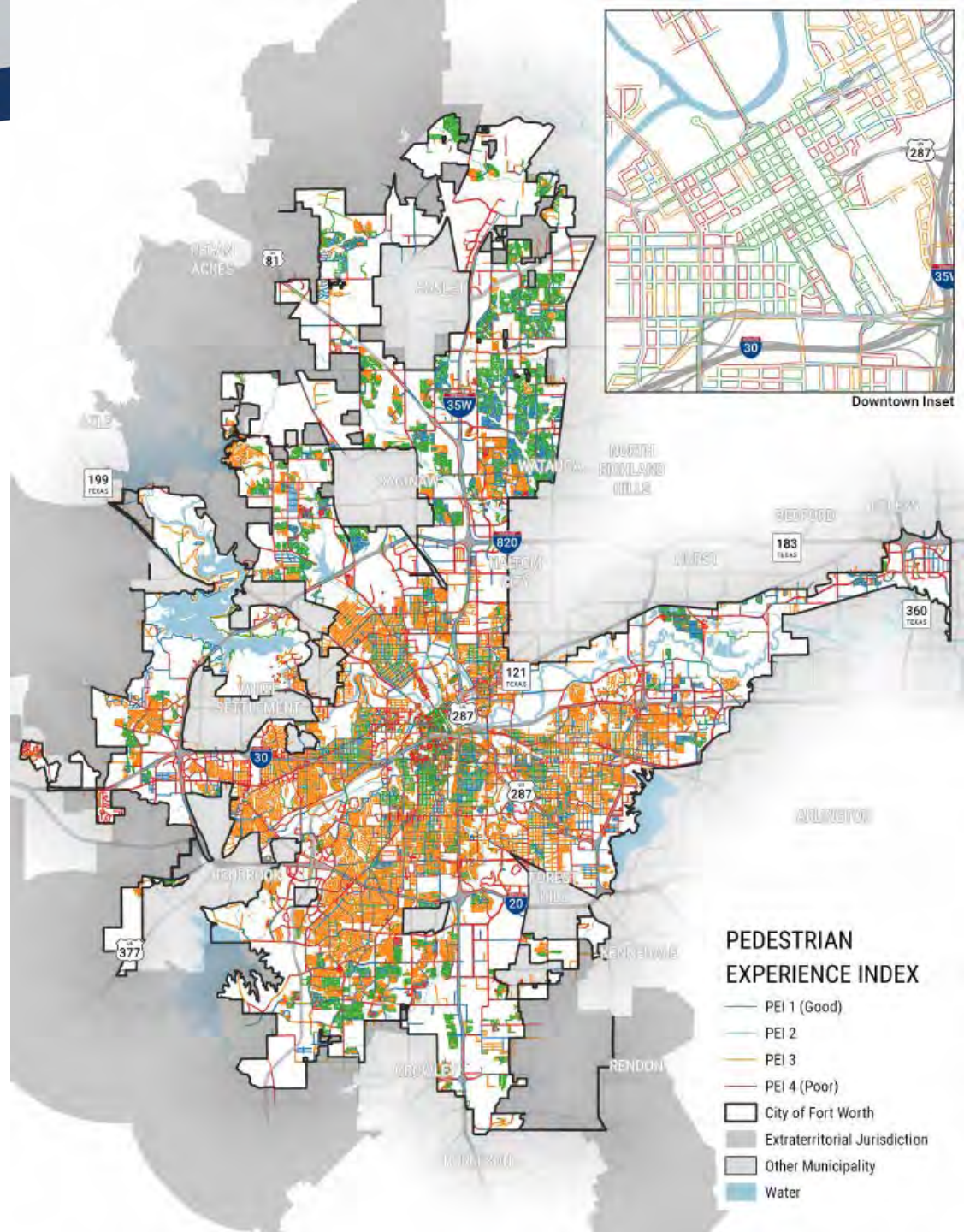
Scores



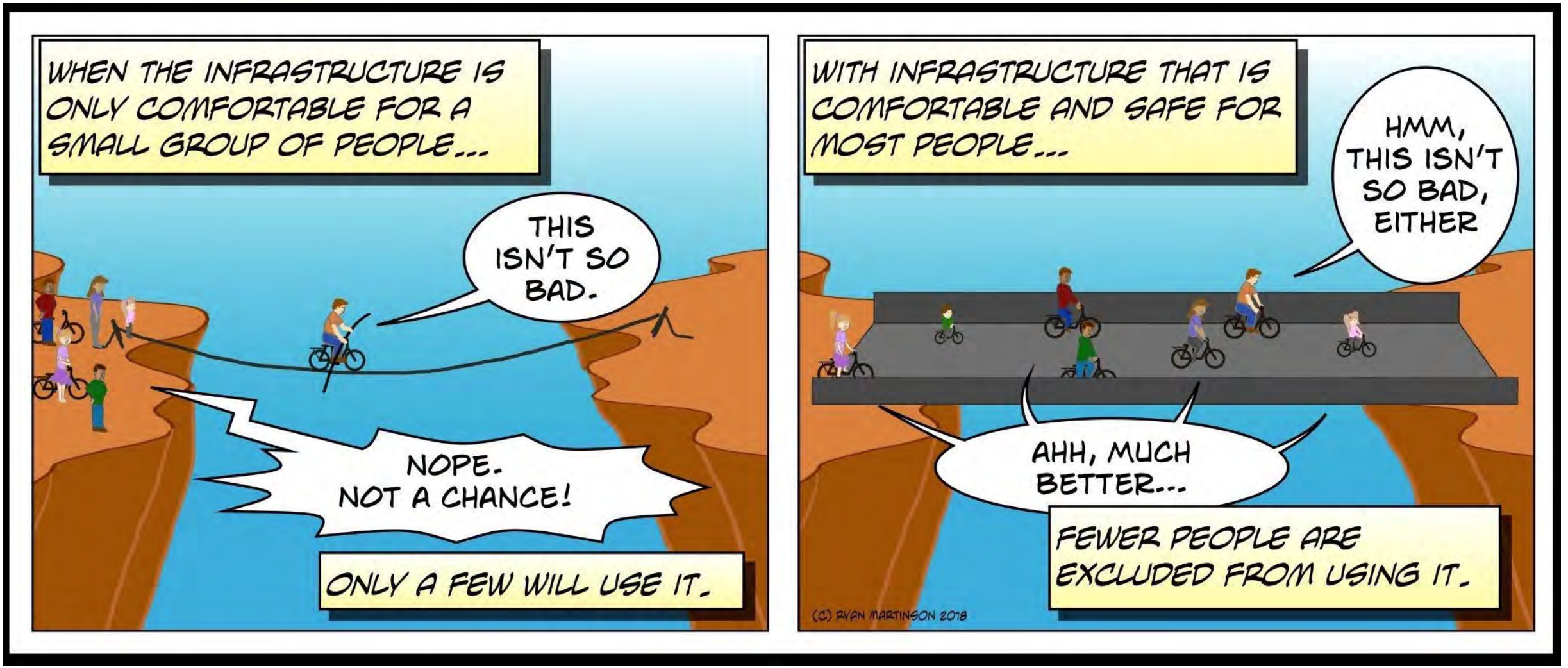
FORT WORTH®

Existing Conditions – Walking Level of Comfort

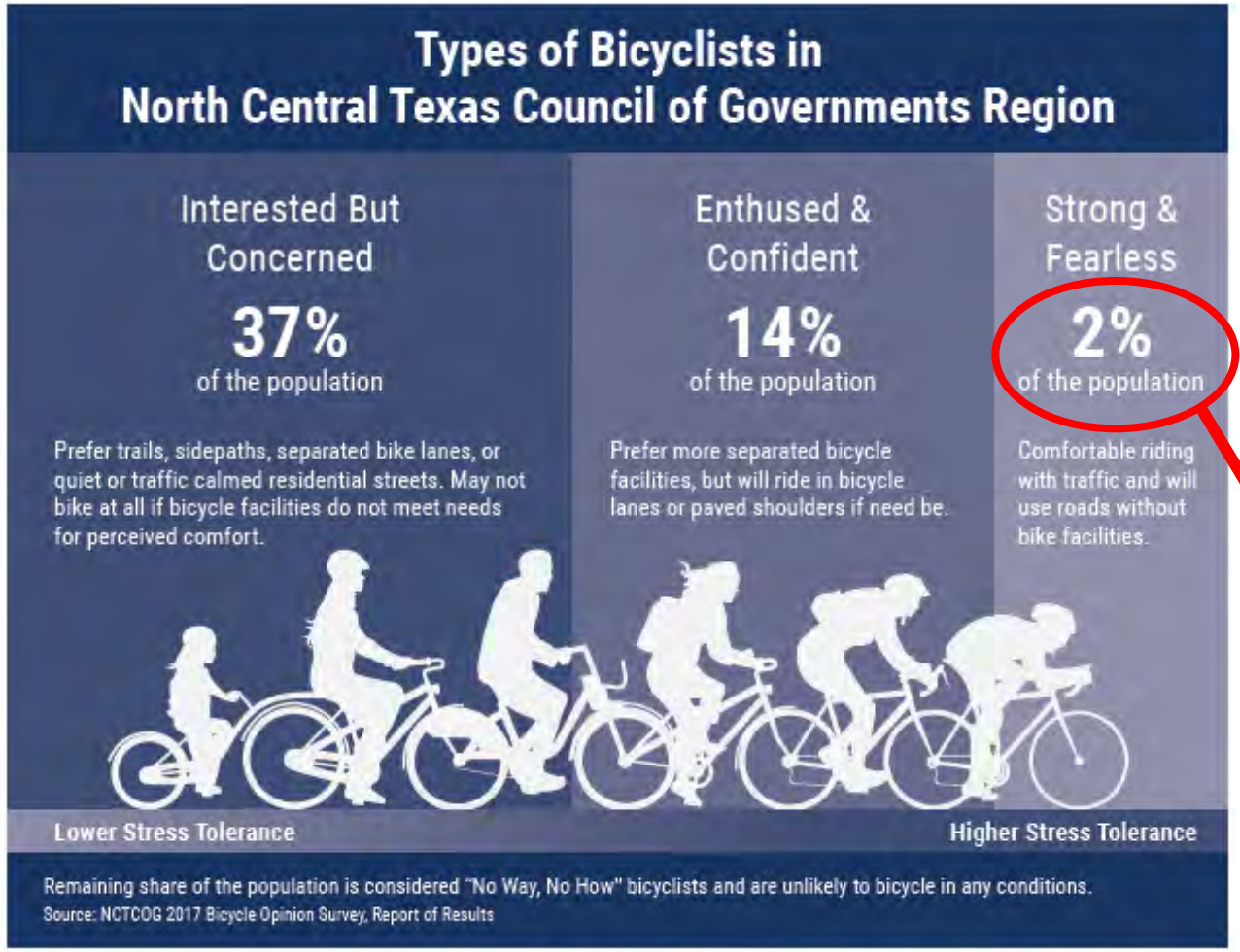
- Streets without sidewalks are less comfortable
- High speed and volume roadways and intersections are barriers
- Curb ramps are required for travel for persons with disabilities



Bicycle Stress Analysis
(Bicycle Level of Traffic Stress)


WHEN THE INFRASTRUCTURE IS ONLY COMFORTABLE FOR A SMALL GROUP OF PEOPLE...
THIS ISN'T SO BAD.
NOPE. NOT A CHANCE!
ONLY A FEW WILL USE IT.
WITH INFRASTRUCTURE THAT IS COMFORTABLE AND SAFE FOR MOST PEOPLE...
HMM, THIS ISN'T SO BAD, EITHER
AHH, MUCH BETTER...
FEWER PEOPLE ARE EXCLUDED FROM USING IT.
(C) RYAN MARTINSON 2018

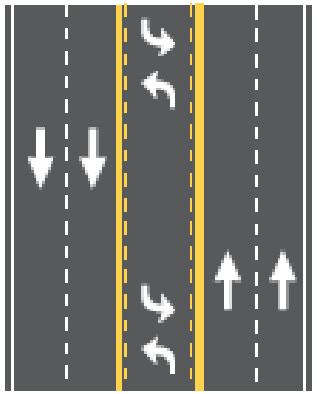
Basis of Analysis



Level of Traffic Stress	Description	Example
1	Safe for children to use; Usually completely separated from auto traffic	Photo by Bob Patten
2	Tolerated by most mainstream adult populations of cyclists; Roads with low volume and low speed auto traffic	
3	Tolerated by riders who are enthused and confident; Heavy traffic with separated bike facility	
4	Only tolerated by strong and fearless riders; cyclists must interact with high volumes or speeds of auto traffic.	

Roadway Traffic Stress

Speed of traffic



High number of travel lanes

High Traffic volume

Presence of comfortable bike facility

Effect on Stress

Bicycle Facility Selection

- Applies to roadways not assigned a cross-section in the Master Thoroughfare Plan
- Assists in planning appropriate bicycle facility based on roadway and land use context
- Eliminates improper facility selection (e.g., bike lane on high speed roadway)

Facility Selection Table

Roadway Type/ Characteristics	Posted Speed	Lanes Per Direction	Presence of Parking	Traffic Volume (ADT)	Trails	Sidepaths; Separated Bike Lanes	Buffered Bike Lanes (8'+); Botts Dots	Conventional Bike Lanes (5'-6')	Signs and Shared Lane Markings (no roadways with no treatment	Bicycle Boulevards with Traffic Calming
Independent Right of Way	n/a	n/a	n/a	n/a	1	n/a	n/a	n/a	n/a	n/a
Thoroughfares										
System Link	45	3	No	All Volumes	n/a	1	4	4	4	n/a
System Link	45	2	No	All Volumes	n/a	1	3	4	4	n/a
Commercial or Neighborhood Connector	35	3	No	All Volumes	n/a	1	3	4	4	n/a
Commercial or Neighborhood Connector	35	2	No	20,001+	n/a	1	3	4	4	n/a
Commercial or Neighborhood Connector	35	2	No	8,001 - 20,000	n/a	1	3	3	4	n/a
Commercial or Neighborhood Connector	35	2	No	<8,000	n/a	1	2	3	3	n/a
Commercial or Neighborhood Connector	35	1	No	1501+	n/a	1	2	2/3*	4	n/a
Commercial or Neighborhood Connector	35	1	No	751-1500	n/a	1	2	2	3	n/a
Commercial or Neighborhood Connector	35	1	No	<750	n/a	1	2	2	2	n/a
Commerce/Mixed Use or Activity Street	35	2	Yes	>8,000	n/a	1	3	3	4	n/a
Commerce/Mixed Use or Activity Street	35	2	Yes	<8,000	n/a	1	2	3	3	n/a

Case Study: Forest Park

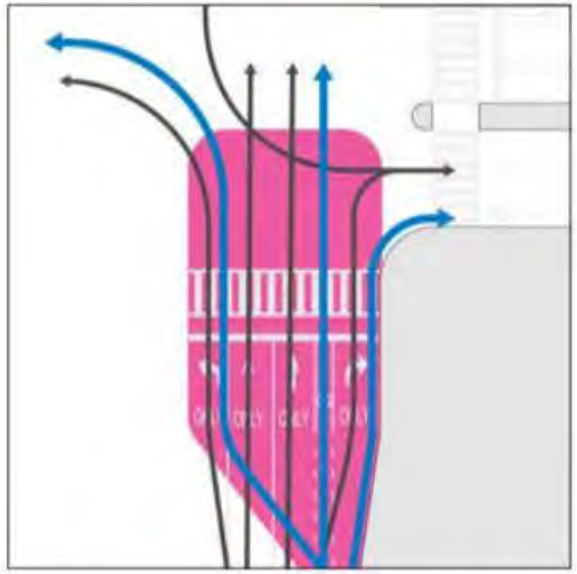
- ADT ~15,000/day
- Residential land use
- Posted speed limit: 35
- No on-street parking
- Original configuration: 4-lane undivided
- New configuration: 1-lane/direction; TWLTL; 5’ bike lanes
- ***Level of Traffic Stress: 3***
- Most common complaint: “I never see anyone biking”
- LTS 1 would suggest a separated bike lane or sidepath

before

after

Intersection Bicycle Crash Exposure

Exposure Level:
High

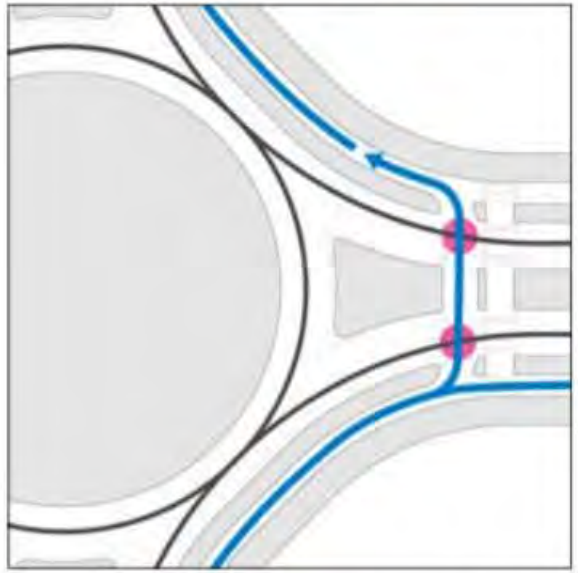


CONVENTIONAL BIKE LANES AND SHARED LANES

Exposure Level:
High to Medium

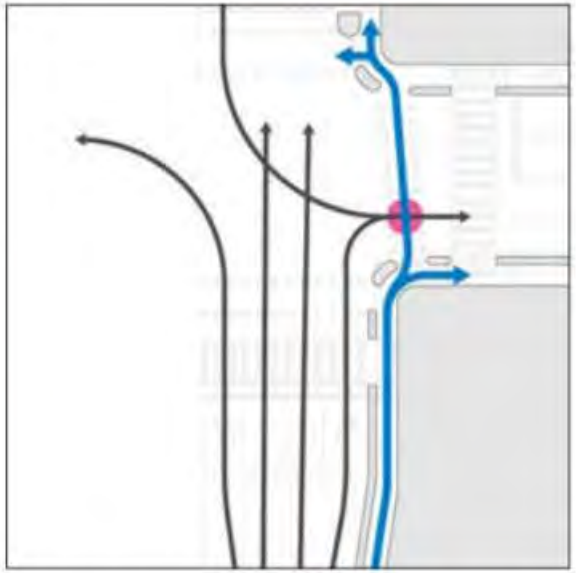
SEPARATED BIKE LANES WITH MIXING ZONES

Exposure Level:
Medium to Low



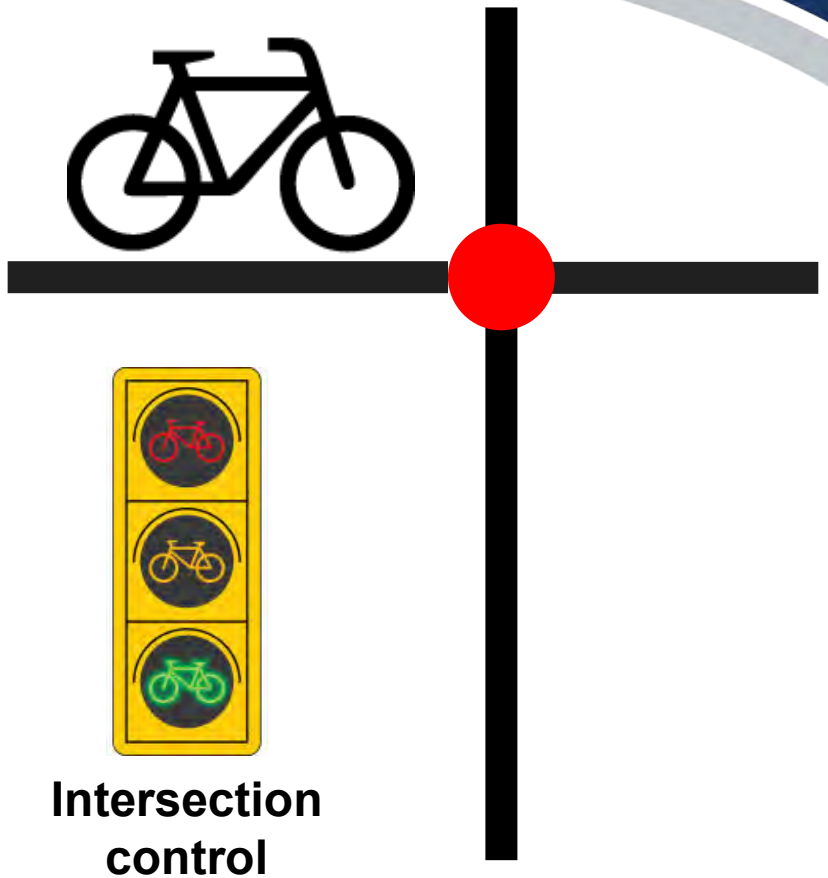
SEPARATED BIKE LANES THROUGH ROUNDABOUTS

Exposure Level:
Low

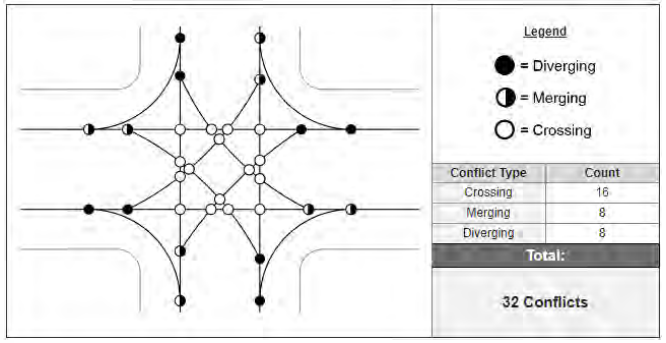


PROTECTED INTERSECTIONS

Intersection Traffic Stress



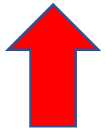
Speed of cross traffic



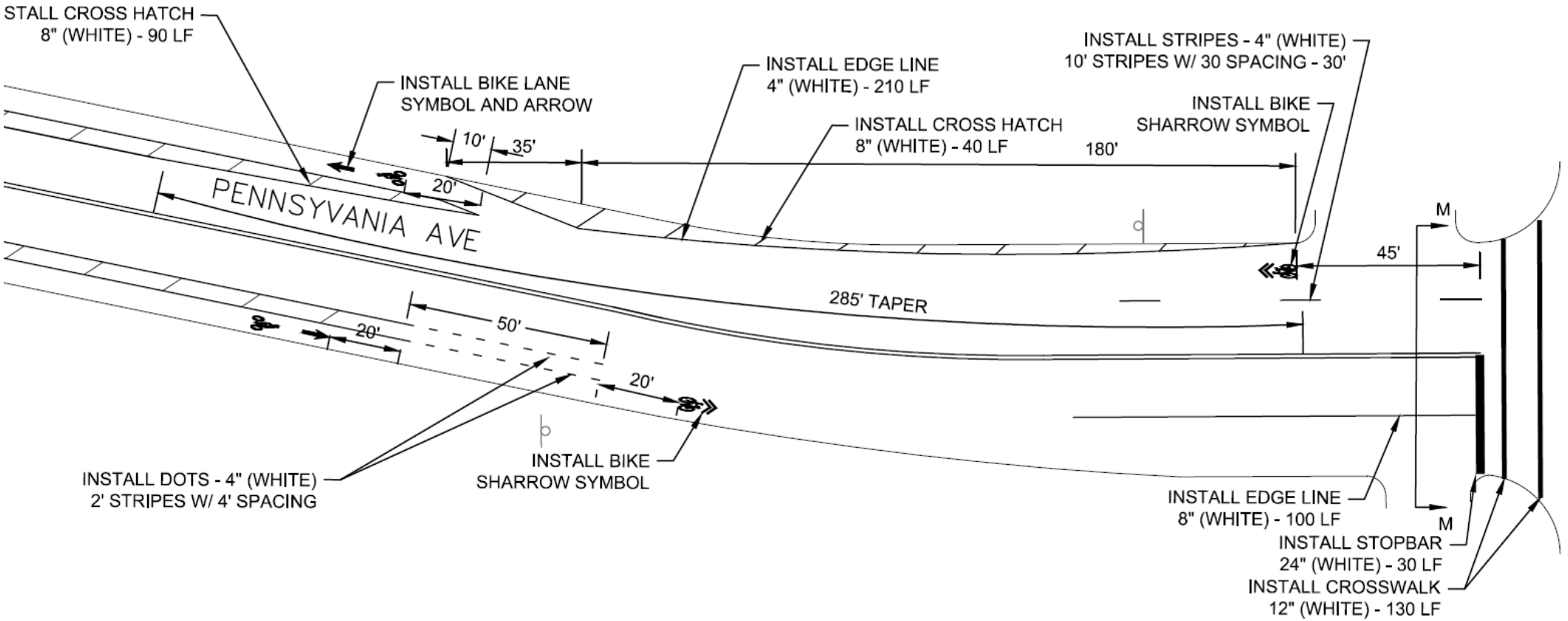
Number of lanes to cross

Intersection control

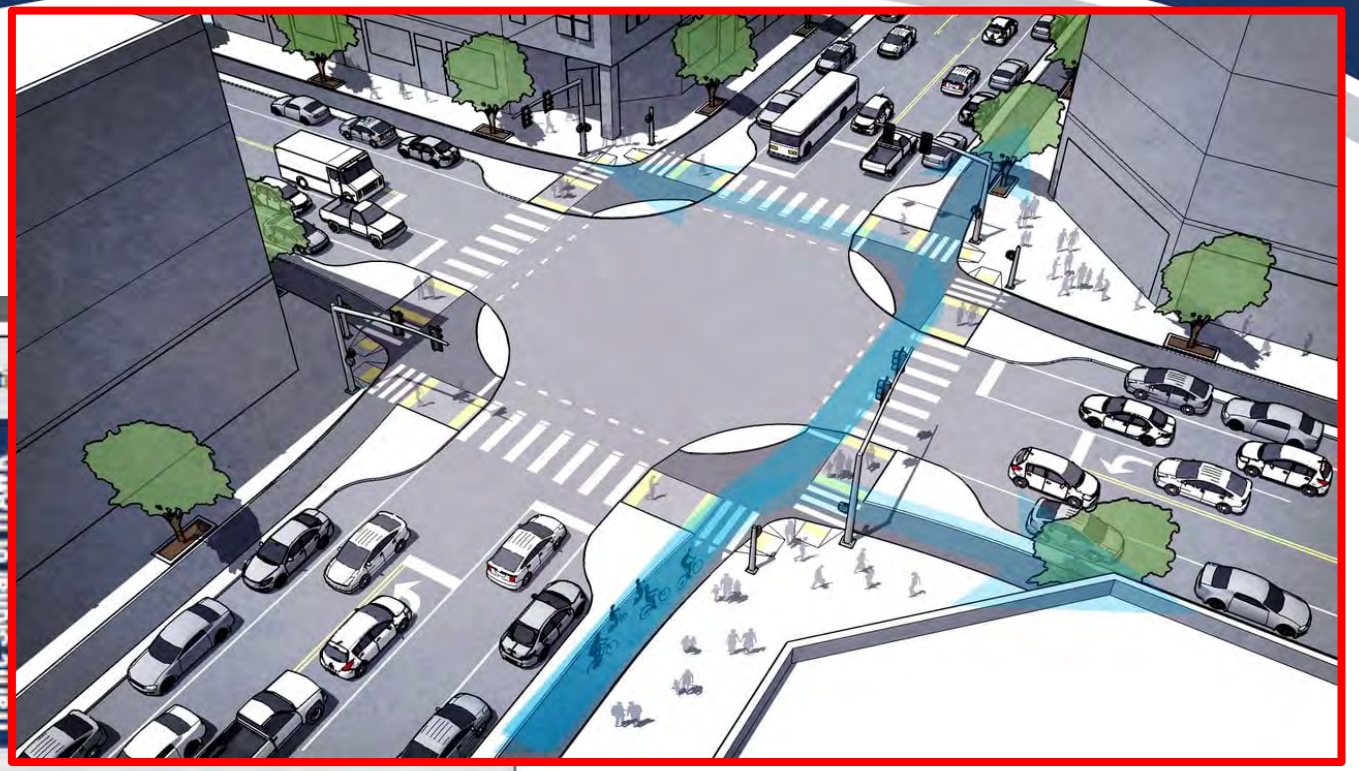
Effect on Stress



Common Bicycle Intersection Design



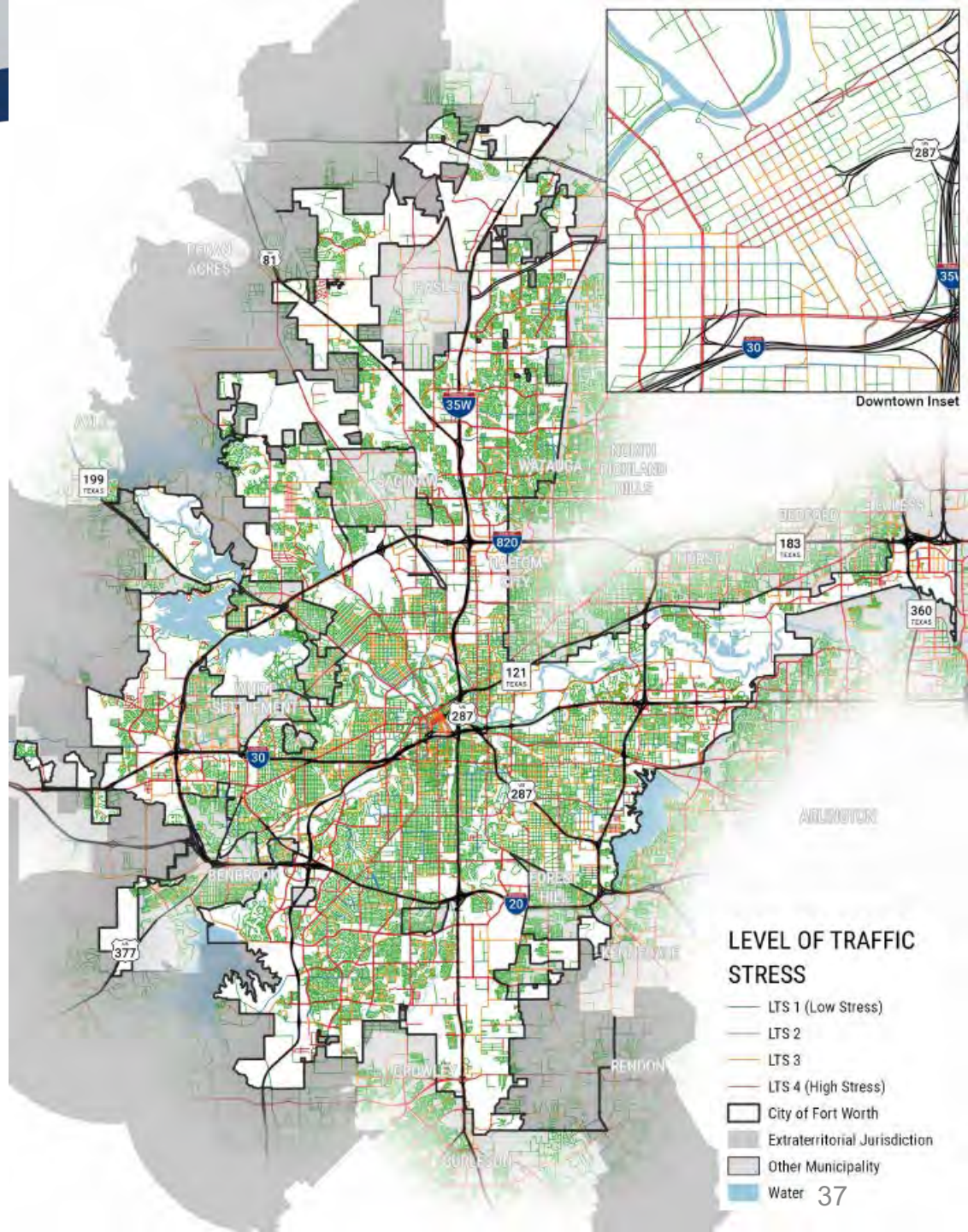
Bicycle Comfort at Intersections Based on Intersection Control Treatment



Characteristics of the roadway being crossed by the bicyclist			Presence of infrastructure/control at the intersect								
				Protected Intersection							
Posted Speed	Lanes Per Direction to Cross	Total Lanes to Cross	Grade Separation	With Dedicated Bicycle Signal Phase	Without Dedicated Bicycle Signal Phase	Stop Control (on crossing traffic)	Traffic Signal with Dedicated Bicycle Signal Phase	Traffic Signal or HAWK			
Two-Way Streets											
40+	3	6	1	1	2	NA	2	3	4	NA	4
40+	2	4	1	1	1	NA	2	2	3	NA	4
35	3	6	1	1	2	NA	1	3	4	NA	4
35	2	4	1	1	1	NA	1	2	2	2 (very rare)	3
35	1 or 2	3	1	1	1	1	1	1	2	2	3
35	1	2	1	1	1	1	1	1	2	1	2
25-30	1	2	NA	1	1	1	1	1	1	1	1

Existing Conditions – Bicycling Level of Comfort

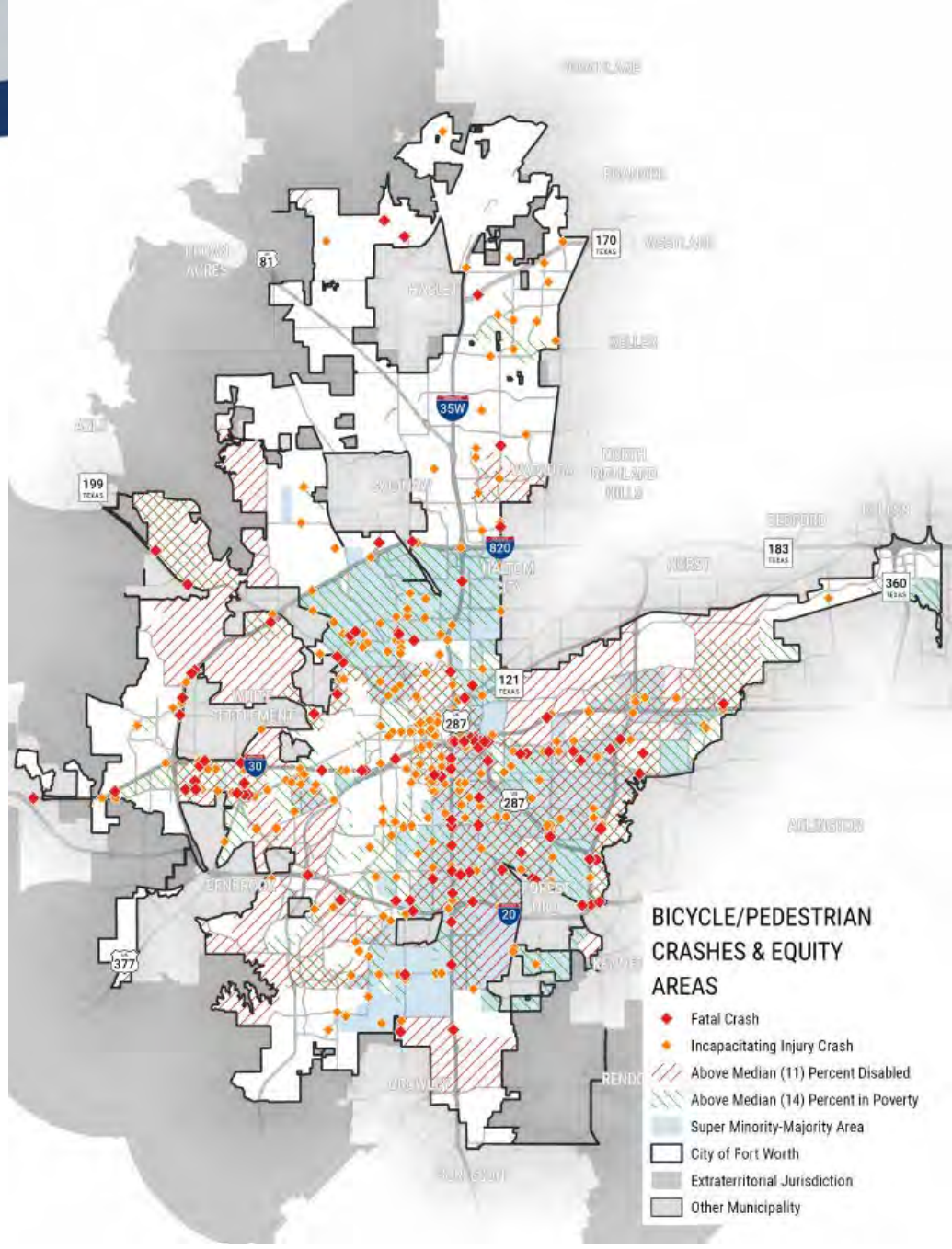
- Residential streets are inherently more comfortable
- Intersections provide a barrier for travel
- High speed and volume roadways and intersections are barriers
- Bike lanes on **high-speed thoroughfares are not comfortable** for a majority of people bicycling



Prioritization

Prioritization Criteria

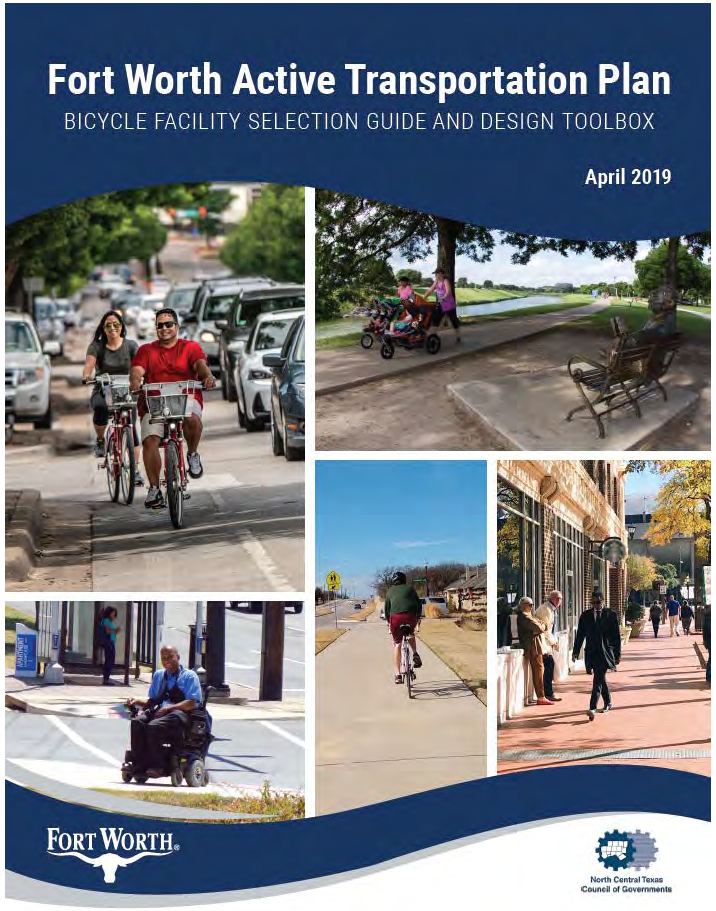
Prioritization Factor	Weight		
	Sidewalks	Bikeways	Trails
Equity	40%	30%	30%
Veloweb/Spine			30%
Connectivity		25%	30%
Demand	30%	20%	
Crash History	20%	10%	
Comfort	5%	10%	
Stakeholder Input	5%	5%	10%
Funding			10% bonus
Feasibility			10% bonus

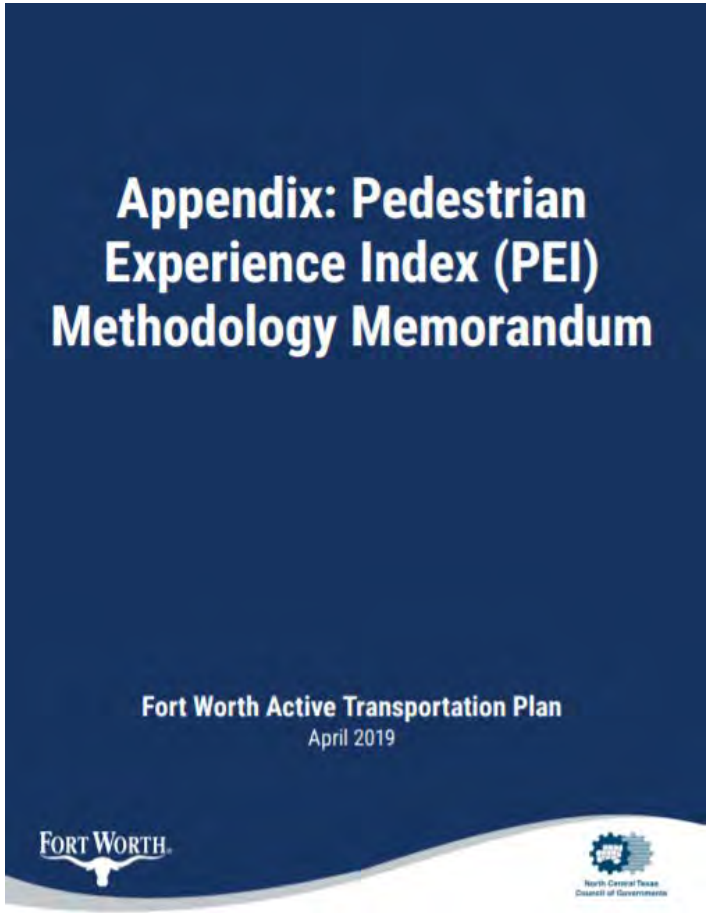


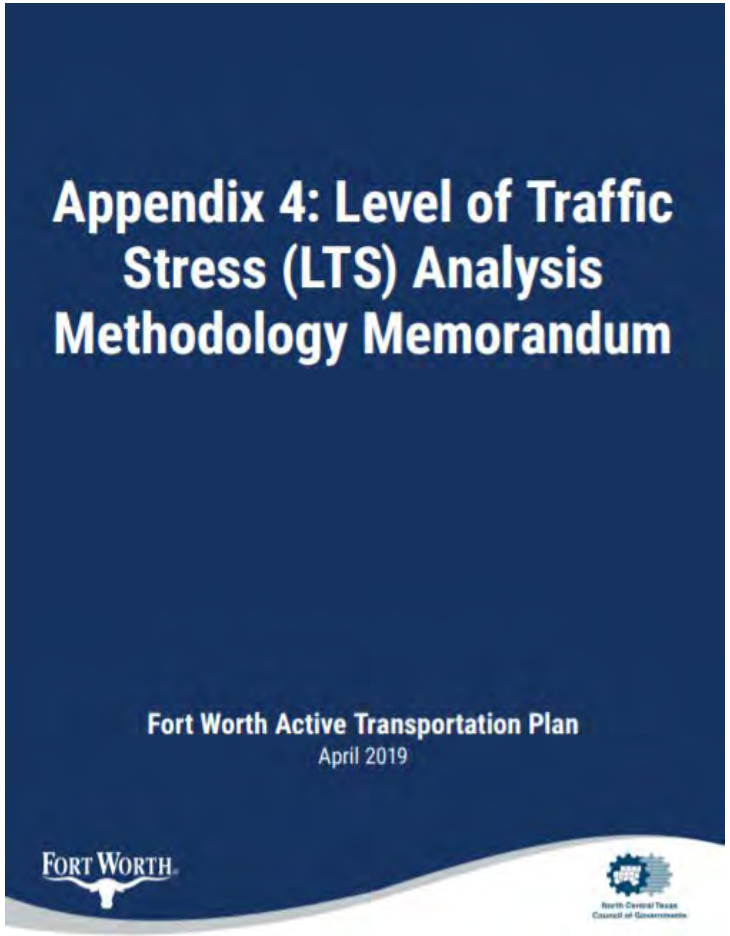
Next Steps

- Vision Zero Policy
- Comprehensive Sidewalk Policy
- Coordination of prioritized projects
- Process improvements – Complete Streets

Additional Resources







Project website: www.fortworthtexas.gov/atp

Contact

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817-392-2593

julia.ryan@fortworthtexas.gov

Questions?

Statewide TxDOT Bicycle Advisory Committee Update

April 2019 Meeting

Karla Weaver, AICP