AGENDA ITEM 6
TxDOT Bicycle Tourism Trails Study Update

July 2017 BAC Meeting
July 17, 2017
Agenda

• Project Progress Overview
• Preliminary Route Development
• Stakeholder Outreach

Slides intended for discussion purposes only
Project Progress Overview
The Texas Bicycle Tourism Trails Study provides a vision to develop a network of bicycle tourism routes to provide safe, non-motorized access and connectivity between statewide/region destinations and support economic developments across Texas. The study is intended for discussion purposes only.

**Vision**
A network of bicycle tourism routes collaboratively developed to provide safe, non-motorized access and connectivity between statewide/region destinations and support economic developments across Texas.

**Goal 1: Identify bicycle tourism trail routes**
**Objectives:**
1. Establish criteria for route locations
2. Connect existing bicycle, transit, rail, vehicle, and pedestrian networks with potential tourism trails
3. Identify statewide/region destinations and annual bicycling events
4. Identify existing and potential routes
5. Map routes

**Goal 2: Foster the development of safe bicycle tourism trails**
**Objectives:**
1. Establish design criteria for various bikeway accommodations
2. Provide estimated costs associated with development of various bikeway accommodations
3. Establish procedures for considering state maintained roadways for inclusion in the US BIKES
4. Provide guidance for local jurisdictions and other agencies to develop proposed bicycle tourism trails

**Goal 3: Identify benefits of bicycle tourism trails**
**Objectives:**
1. Identify economic benefits
2. Identify health benefits
3. Identify environmental benefits
4. Identify transportation/travel benefits

**Goal 4: Engage stakeholders**
**Objectives:**
1. Consult and coordinate with state agencies (including Texas Economic Development and Tourism Office and the Texas Parks and Wildlife Department)
2. Coordinate with other government entities
3. Engage statewide bicycle interest groups

**Interim Products**
- Proposed BTTS Route Map
- Proposed BTTS Bicycle Facility Design Criteria and Costs
- Documentation of Various Benefits of Bicycling
- Stakeholder Engagement Documentation

Slides intended for discussion purposes only.
Interim Product Overview – Proposed BTTS Route Map

Working Group and Project Team

- Draft and refine Preliminary Routes
- Draft, prioritize and refine Route Location Criteria

Proposed BTTS Route Map

Preliminary Routes

You are here!

Conceptual Routes

Stakeholder input on Conceptual Routes

TxDOT-PTN review & BAC action

DRAFT BTTS Route Map

Slides intended for discussion purposes only
Interim Product Overview – Bicycle Facility Design Criteria

BACKGROUND DATA
- FHWA Guidance Documents
- Project Team Experience
- Bicycle facility order of magnitude cost estimates

You are here!

CH2M proposes initial bicycle facility designs and costs

TxDOT- PTN & DES Division review and refine design and costs

Working Group and Project Team members refine bicycle facility designs and costs

Proposed BTTS Bicycle Facility Design Criteria and Costs

BAC review and action

Slides intended for discussion purposes only
Interim Product Overview – Bicycle Benefits Research

BACKGROUND DATA
- Academic Studies
- Local and State Government Research
- Economic Impact Studies

CH2M develops DRAFT documentation of available literature

You are here!

TxDOT-PTN and CH2M review and refine research documentation

Documentation of Various Benefits of Bicycling

BAC review and action

Slides intended for discussion purposes only
CH2M develops DRAFT stakeholder engagement strategy

TxDOT-PTN and CH2M refine stakeholder engagement strategy

Incorporation of Stakeholder Input

You are here!

Engage Stakeholders

- TxDOT Division and Districts
- Other Texas state agencies
- BikeTexas
- MPOs and COGs

Slides intended for discussion purposes only
Preliminary Route Development
Working Group Drawn Routes
April 10th

Legend

WG Drawn Routes

Slides intended for discussion purposes only
Discussion Routes – Categorized
July 17th

Slides intended for discussion purposes only

Legend
Type
- Spine Routes
- Spur Routes
- Regional Routes
- WG Alternative
Discussion Routes – Categorized July 17th
NO REGIONAL OR ALTERNATIVE ROUTES

Legend
Type
- Spine Routes
- Spur Routes

Slides intended for discussion purposes only
BTTS Routing Discussion

• Urban-rural discussion:
  – Should BTTS be primarily comprised of rural cross-state routes that connect to state/national parks and existing bicycle accommodations?

• Urban areas may contain existing bicycle accommodations, so how should the BTTS route network connect to them?
  o Propose general routes to the urban areas and let future local government investments determine specific routes
  o Propose routes into and through urban areas following local transportation plans
BTTS Routing Considerations

• Routing scenarios

  – **Scenario 1**: A 5 mile-long shared use path is 10 miles away and generally parallel to a proposed Preliminary Route. *Do we re-route to include the shared use path?*

  – **Scenario 2**: A State Park is 10 miles away from the proposed Preliminary Route; however roadways to the park have limited shoulders and high-traffic volumes. *Do we re-route towards it?*
Proposed BTTS Route map will include:

- **Interim routes** (on-road and shared use paths) comfortable to average cyclists.
  
  - There will be large gaps where no bicycle accommodations exist which are suitable for average cyclists

- **Permanent BTTS Route network** should be comfortable to all users (8 to 80).
  
  - Multiple incremental investments over the long term will be needed to complete the Permanent Network.

Slides intended for discussion purposes only
Stakeholder Outreach
Stakeholder Outreach Update

Informational Outreach

*TxDOT District and Division Staff*

- June 6\textsuperscript{th} – Presentation to TxDOT District TP&D Directors
- June 8\textsuperscript{th} – Webinar with TxDOT MPO Coordinators
- Email to TxDOT district/division leadership

*MPO and COG*

- July 18\textsuperscript{th} – Presentation to Association of Texas Metropolitan Planning Organizations (TEMPO)
- July 26\textsuperscript{th} – Webinar with Texas Association of Regional Councils (TARC)
Stakeholder Outreach Update (cont.)

Input Opportunities

*MPO, COG, and TxDOT District*

- Wikimap Online Input Tool (Summer/Fall 2017)
  - **Purpose**: To receive input on “Conceptual Routes” from MPOs, COGs, and TxDOT District staff
  - **Input process**: Local stakeholders may insert comments and draw suggested routes/refinements utilizing online input tool
This afternoon’s working group meeting

Discussion topics

• Routing criteria metrics
• Revisions to Preliminary Routes
• Benefits of bicycle tourism
Action items

**TxDOT-PTN & CH2M:**
- Refine preliminary routes based on route criteria metrics confirmed by the Working Group
- Develop Wikimap Online Input Tool
- Continue outreach to local stakeholders

**BAC:**
- Once the Wikimap Online Input Tool is available, encourage your MPO and COG contacts to provide their input
Questions
Thank You!!

Bicycle Advisory Committee

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TxDOT: 512-374-5213

Teri Kaplan  
Bonnie Sherman  

Texas Department of Transportation  
Public Transportation (PTN)
**AGENDA ITEM 4: Report from BAC chair.**
Billy Hibbs delivered his report beginning at 10:08 A.M.

Comments from Eric Gleason.

**AGENDA ITEM 5: Report from TxDOT’s Public Transportation Division Director regarding statewide bicycle and pedestrian matters.**
Eric Gleason opened this item at 10:14 A.M.

Comments from Billy Hibbs.

**AGENDA ITEM 6: Presentation on Texas Bicycle Tourism Study.**
Carl Seifert began this presentation at 10:15 A.M.

Questions/Comments: Allison Kaplan Fink, Karla Weaver, Billy Hibbs, Eric Gleason, Ramiro Gonzalez, Joseph Pitchford, David Steiner, Anne Marie Williamson, and DawnElla Rust.

**AGENDA ITEM 7: Presentation on North East Texas Trail Rails to Trails project.**
Joseph Pitchford presented this item beginning at 11:06 A.M.

Questions/Comments: Billy Hibbs, DawnElla Rust, Teri Kaplan, and Bobby Gonzales.

Joseph followed with another presentation on The Loop, Circuit Trail Conservancy, at 11:32 A.M.


**AGENDA ITEM 8: Update from committee members on local and statewide issues.**
Billy Hibbs introduced this item beginning at 11:46 A.M.

Questions/Comments: Anne Marie Williamson, Shawn Twing, Joseph Pitchford, DawnElla Rust, Karla Weaver, Allison Fink, and Bobby Gonzales.

**AGENDA ITEM 11: Public comment – public comments will only be accepted in person.**
Billy Hibbs introduced Robin Stallings at 12:05 A.M. Stallings commented on items 6 and 5.

Billy Hibbs introduced Beth Nobles at 12:12 A.M. Ms. Nobles commented on item 6.

**AGENDA ITEM 12: Discussion of agenda items for future BAC meetings. (Action)**
This item was covered under Item 8.
AGENDA ITEM 13: Adjourn. (Action)

Meeting adjourned at 12:18 P.M.

Prepared by:     Approved by:

__________________________  _________________________________
Teri Kaplan            Billy Hibbs
Public Transportation Division  Chair, Bicycle Advisory Committee
AGENDA ITEM 7
introducing

Hotter’n Hell Hundred
The Hotter’n Hell Hundred is the largest single day 100 mile bicycle ride in the nation – and one of the largest in the world.

It is not a RIDE. It is an EXPERIENCE.
It is an EXPERIENCE.
Efforts, Energy, and Vision of Roby Christie

- 1982 centennial in Wichita Falls
- Bicycle Ride
- Hotter’n Hell Hundred – 100 miles in 100 degree heat to celebrate 100 years

WFBC 1983
HHH 1982

- 7 members
- 1203 participants
- 1 day
- 4 distances
- 11 rest stops
- 1 Medical stop at finish; individual nurses on route.

Start of the first HHH in 1982
Developing Experience
Developing Experience
Consumer Show

- 100 vendors; most represent regional or national companies
- Manufacturers
- Retailers
- Bicycle Tourism
- Health and fitness
- Cycling education
- Medical Education and Research
Developing Experience
HHH 2017

- 100+ steering committee members
- 4000 volunteers (800+ medical volunteers)
- 18 medical rest stops/ Medical and emergency preparedness training/ Research
- Local and regional sponsors
- Housing/Hosting
- Ride, race, have fun
Rest Stops
Medical Support
Event & Product Sponsors

1st First Bank
United Regional
Specialized
CLIF
United Supermarkets
Richardson Bike Mart
Cadence Sports
Coca-Cola
Bicycles, Inc.
Muscle Milk
Pickle Juice Company
Marathon Foto.com
Housing and Hosting
HHH Now
What is the HHH?

- An Experience
- Four days for Wichita Falls to put it’s best foot forward
- Bicycle Ride
- Bicycle Race
- Huge Spaghetti Dinner
- Consumer Show
- Off Road Bicycle Race
- Off Road Trail Run (up to half marathon)
- Finish line village
What is the HHH?

- Participants come from up to 10 other nations to enjoy Wichita Falls hospitality and people.
- Riders come from Australia, England, Germany, Brazil, Canada, Mexico, Spain.
HHH is a National Event

- Nearly every state in the nation is represented by participants each year.
- Close to 30,000 people come for the ride, race, consumer show, or off road events.
- Those folks include riders, vendors, racers and manufacturers from the bicycle industry.
- We receive requests for media kits from news organizations around the country.
- There have been 30 min documentaries on TV, news articles and national magazine coverage.
HHH is a Regional Event

- While people from all over the US come to play, ride hard and relax, our major regional impact is: Texas, Oklahoma, Arkansas, Louisiana, New Mexico, Kansas and Missouri.
- HHH is the largest single day bicycle event in the nation.
- Most rides host hundreds while the HHH hosts 10,000 plus riders.
- Most races host a hundreds, HHH hosts 1000.
- The Off Road event is totally unique and offers the Triple Threat, competition in the 100 mile ride, off road bike race and trail run.
HHH and Economic Impact

• The 1982 economic impact was calculated by the BCI to be $3,000,000. We hosted 1200 riders that year and now upwards to 15,000 event visitors.
• The Convention and Visitor’s Bureau estimated the economic impact to be $7,199,850 in 2015.
• Hotels are full, restaurants are full and host homes help make up the difference. (private homes and camps)
• Products conceived and debuted at the HHH
  – Tabloid, Camel Back, Bottle Sock, Sweat Gutter
• Sales Tax generator. 4 days
HHH Social Impact

- 4000 volunteers think it is fun
- 12,000 participants enjoy the event
- HHH brings social services, medical service and all levels of Government together to plan, organize and execute what happens at the HHH
- People make it work.
- The HHH puts profits back in the community entities that are so essential
Giving Back
People Make it Happen

- Rest Stop sponsors
- Medical volunteers
- Local Hospitals
- Ham Radio Operators
- Sea Bees
- Air Force
- Police, DPS, Sheriff Dept
- Traffic Departments
We All Come Together
Heart
The Heart of the HHH
The Heart of the HHH
The Heart of the HHH
AGENDA ITEM 8
**Metropolitan Planning Area (MPA)**
- 209 cities within 12 counties
- 13 cities larger than 100,000 in pop.
- 9,441 sq. mi.

**MPA Population**
- 2017 Estimate = 7.2 million
- 2040 Forecast = **10.7 million**
Regional Initiatives to Promote Great Urban Places

Sustainable Development Program

- **Bicycle and Pedestrian Planning**
  - Regional Veloweb + other facility mapping
  - Funding for trails and spot improvements
  - Data Collection (permanent + mobile counters)
  - Bicycle & Pedestrian Advisory Committee (BPAC)
  - Safety Campaign “Look Out Texans”
  - Survey

- **Sustainable Development**
  - Funding Program (Infrastructure, Planning, Landbanking)
  - Context Sensitive Design: Urban Thoroughfares
  - Green Infrastructure
  - Economic Development

- **Transit-Oriented Development**
  - TOD Task Force
  - Data Collection/Mapping/Technical Studies
  - FTA Access to Transit Planning Pilot
  - Parking

- **Community Schools and Transportation**
  - Safe Routes to School Plans & Safety Audits
  - Bicycle Rodeos
  - School Siting Best Practices
  - Schools and Transportation Task Force
Mobility 2040

- **Policy Focus**
  - Support the planning and design of a multimodal transportation network....
  - Implement pedestrian and bicycle facilities that meet accessibility requirements and provide safe, convenient, and interconnected transportation for people of all ages and abilities.

- **Policy Bundles**
- Elected Officials
- Dallas Example
Regional Veloweb

Facility Status
- Existing: 442 Miles
- Funded: 146 Miles
- Planned: 1,296 Miles
- Total: 1,884 Miles
- Major Roads

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

- Existing/Funded*: 1,482 Miles
- Planned*: 5,556 Miles
- Total 7,038 Miles
- Major Roads

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

On-street bikeways in the urbanized area include: separated or protected bike lanes/ cycle tracks, bike lanes, marked shared lanes, and marked bicycle boulevards. On-street bikeways in the urbanized area do not include: signed bike "routes", signed "share the road", unmarked wide outside lanes, or signed wide shoulders.

The use of wide shoulders are included on various roadways linking rural communities outside of the urbanized area.

Facility recommendations indicate transportation need. Corridors specific alignment, design, and operational characteristics for the network will be determined through ongoing project development.
- Complete Streets
- Context Sensitive Design

- FHWA Training
- Dallas/Fort Worth Policies
- TxDOT
2017 TA Set-Aside Call for Projects
Eligible Project Activities

2017 Call for Projects (North Central Texas)

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

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

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

<table>
<thead>
<tr>
<th>Category</th>
<th>Scoring (pts)</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Implements a Local Plan</td>
<td>20</td>
<td>Implements a project identified as a priority in a local Safe Routes to School plan.</td>
</tr>
<tr>
<td>Safety</td>
<td>20</td>
<td>Improves the safety of students walking and bicycling to school.</td>
</tr>
<tr>
<td>Congestion Reduction</td>
<td>20</td>
<td>Strong potential for the project to increase walking and bicycling by students in lieu of motor vehicle trips to and from school.</td>
</tr>
<tr>
<td>Equity</td>
<td>20</td>
<td>Improves school access for disadvantaged populations and underserved communities.</td>
</tr>
<tr>
<td>Community Support and Stakeholder Involvement</td>
<td>15</td>
<td>Builds upon demonstrated community support for walking and bicycling to school.</td>
</tr>
<tr>
<td>Air Quality Benefits</td>
<td>5</td>
<td>Improves air quality by supporting non-motorized facility usage.</td>
</tr>
</tbody>
</table>
# Additional Considerations

## Active Transportation Applications and Safe Routes to School Applications

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

<table>
<thead>
<tr>
<th>Funding Categories</th>
<th>Western Region (Fort Worth District)</th>
<th>Eastern Region (Dallas District)</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Active Transportation</td>
<td>$ 10,956,589</td>
<td>$ 23,581,601</td>
<td>$ 34,538,190</td>
</tr>
<tr>
<td>Safe Routes to School</td>
<td>$ 12,264,968</td>
<td>$ 9,520,911</td>
<td>$ 21,787,879</td>
</tr>
<tr>
<td><strong>Total Requested Federal Funding</strong></td>
<td><strong>$ 23,221,557</strong></td>
<td><strong>$ 33,102,512</strong></td>
<td><strong>$ 56,324,069</strong></td>
</tr>
<tr>
<td>Total Number of Applications</td>
<td>31</td>
<td>30</td>
<td>61</td>
</tr>
<tr>
<td>Total TA Funds Available</td>
<td>$ 9,335,417</td>
<td>$ 18,121,692</td>
<td>$ 27,457,109</td>
</tr>
</tbody>
</table>
## Approved Federal Funding

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

Federal Funding Sources:
- $27.4 million TA Set-Aside
  - *(FY ’16 (partial), ’17, ‘18, and ‘19)*
- $6.8 million CMAQ
2017 TA Set-Aside Recommended Projects

Legend
- Yellow Square: Active Transportation Projects (12)
- Purple Triangle: Safe Route To School Projects (22)
2016 Bicycle and Pedestrian Traffic Count Report
Technology – Permanent Equipment

Infrared and Inductive Loop Combination
2016 Average Mode Share Split of Count Stations in the North Central Texas Region

- Bicyclists
- Pedestrians

[VALUE]
Mode Share Split by Count Station (2016)

<table>
<thead>
<tr>
<th>Station</th>
<th>Bicyclists</th>
<th>Pedestrians</th>
</tr>
</thead>
<tbody>
<tr>
<td>Allen: Cottonwood Trail - Exchange Parkway</td>
<td>25%</td>
<td>75%</td>
</tr>
<tr>
<td>Allen: Watters Trail - Boon Elem. School</td>
<td>31%</td>
<td>69%</td>
</tr>
<tr>
<td>Dallas: Cottonwood Trail - Cottonwood Trail Crossing</td>
<td>32%</td>
<td>68%</td>
</tr>
<tr>
<td>North Richland Hills: Cotton Belt Trail - Holiday Ln.</td>
<td>33%</td>
<td>67%</td>
</tr>
<tr>
<td>Dallas: Santa Fe Trail - Hill Ave.</td>
<td>36%</td>
<td>64%</td>
</tr>
<tr>
<td>Dallas: White Rock Creek Trail - Park Central Dr.</td>
<td>41%</td>
<td>59%</td>
</tr>
<tr>
<td>Plano: Chisholm Trail - Orlando Dr.</td>
<td>42%</td>
<td>58%</td>
</tr>
<tr>
<td>Dallas: Santa Fe Trail - Beacon St.</td>
<td>44%</td>
<td>56%</td>
</tr>
<tr>
<td>Denton: Denton Branch Rail Trail - Medpark Station</td>
<td>44%</td>
<td>56%</td>
</tr>
<tr>
<td>Fort Worth: Trinity Trails - Kelly Field</td>
<td>47%</td>
<td>53%</td>
</tr>
<tr>
<td>Plano: Bluebonnet Trail - US 75</td>
<td>48%</td>
<td>52%</td>
</tr>
<tr>
<td>Fort Worth: Trinity Trails - Clearfork Food Park</td>
<td>48%</td>
<td>52%</td>
</tr>
<tr>
<td>Dallas: Cottonwood Trail - Hamilton Park</td>
<td>48%</td>
<td>52%</td>
</tr>
<tr>
<td>Dallas: Santa Fe Trail - Winsted Dr.</td>
<td>52%</td>
<td>48%</td>
</tr>
<tr>
<td>Plano: Oak Point Park &amp; Nature Preserve Trail</td>
<td>52%</td>
<td>48%</td>
</tr>
<tr>
<td>Fort Worth: Trinity Trails - Henderson Bridge</td>
<td>55%</td>
<td>45%</td>
</tr>
<tr>
<td>Dallas: White Rock Lake Trail - Wendy Ln.</td>
<td>64%</td>
<td>36%</td>
</tr>
<tr>
<td>Plano: Russell Creek</td>
<td>66%</td>
<td>34%</td>
</tr>
<tr>
<td>Dallas: White Rock Lake Trail - Fisher Rd.</td>
<td>66%</td>
<td>34%</td>
</tr>
<tr>
<td>Plano: Legacy Trail</td>
<td>68%</td>
<td>32%</td>
</tr>
<tr>
<td>Dallas: Katy Trail - Lyte St.</td>
<td>78%</td>
<td>22%</td>
</tr>
<tr>
<td>Plano: Rowlett Trail</td>
<td>80%</td>
<td>20%</td>
</tr>
<tr>
<td>Dallas: Katy Trail - Harvard Ave.</td>
<td>81%</td>
<td>19%</td>
</tr>
<tr>
<td>Dallas: Katy Trail - Fitzhugh Ave.</td>
<td>81%</td>
<td>19%</td>
</tr>
<tr>
<td>Dallas: Katy Trail - Routh St.</td>
<td>84%</td>
<td>16%</td>
</tr>
<tr>
<td>Allen: Watters Trail - Boon Elem. School</td>
<td>86%</td>
<td>14%</td>
</tr>
<tr>
<td>Allen: Cottonwood Trail - Exchange Parkway</td>
<td>88%</td>
<td>12%</td>
</tr>
</tbody>
</table>
Annual Average Daily Bicycle and Pedestrian Traffic (2016)

- Katy Trail - Routh Street
- Katy Trail - Fitzhugh Avenue
- Katy Trail - Lyte Street
- White Rock Lake Trail - Wendy Lane
- Katy Trail - Harvard Avenue
- White Rock Lake Trail - Fisher Road
- Katy Trail - Lyte Street
- Katy Trail - Fitzhugh Avenue
- Katy Trail - Routh Street

Pedestrians
Bicyclists

Bicycle and Pedestrian Traffic

- Legacy Trail
- Denton Branch Rail Trail - Medpark Station
- Bluebonnet Trail - US 75
- Cottonwood Trail - Hamilton Park
- Cotton Belt Trail - Holiday Lane
- Russell Creek
- Chisholm Trail - Orlando Drive
- Santa Fe Trail - Hill Avenue
- Chisholm Trail - Jack Carter Park
- Santa Fe Trail - Beacon Street
- White Rock Creek Trail - Mockingbird Lane
- White Rock Lake Trail - Fisher Road
- Katy Trail - Harvard Avenue
- White Rock Lake Trail - Wendy Lane
- Katy Trail - Lyte Street
- Katy Trail - Fitzhugh Avenue
- Katy Trail - Routh Street
On-street bicycle traffic counts in Fort Worth exceeded some counters on shared-use paths recording both bicyclists and pedestrians.
Observations from 2015 to 2016

- Five new counters reported in 2016 (31 total).
- Fourteen counters in Dallas reported full year data, contributing to the following:
  - Regional average **pedestrian mode share increased 8%**.
  - In 2016, all 31 count stations recorded over **7.4 million** bicycle and pedestrian traffic counts, an **increase of 3.1 million** over 2015.
Active Transportation Education and Training for Stakeholders in the Region

**Workshops and Training**
- Designing for Pedestrian Safety
- Pedestrian Safety Assessments
- ADA / Transition Plans
- AASHTO Bicycle Guide
- NACTO Urban Bikeways
- Complete Street Policies
- Separated Bike Lanes and Protected Intersections
- Modern Roundabouts

**Regional Participants**
- Engineers, Planners, Traffic and Public Works Staff
- TxDOT, City / County Staff, Transportation Agencies
- Case Study Site Visit Exercises