

AGENDA ITEM 6

TxDOT Bicycle Tourism Trails Study Update

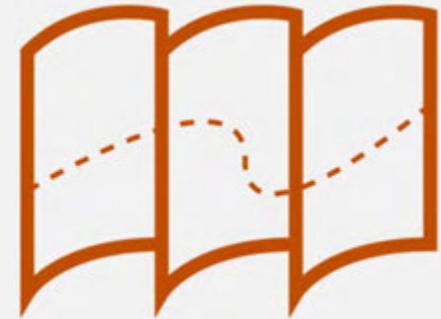
July 2017 BAC Meeting

July 17, 2017

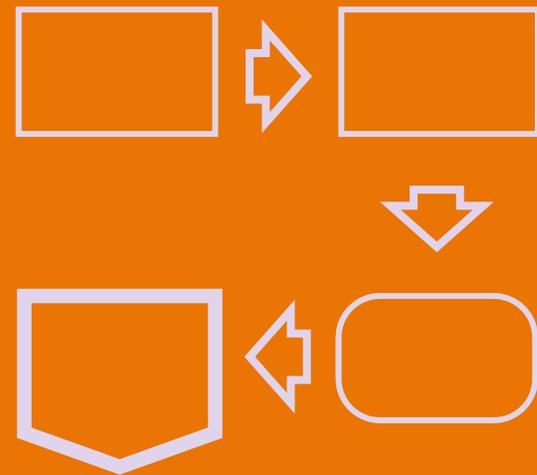


Agenda

- Project Progress Overview
- Preliminary Route Development
- Stakeholder Outreach



Project Progress Overview



BTTS Vision, Goals and Objectives

Interim Products



Texas Bicycle Tourism Trails Study

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

Goal 1: Identify bicycle tourism trail routes

Objectives:

- 1.1. Establish criteria for route locations
- 1.2. Connect existing bicycle, transit, rail, vehicle, and pedestrian networks with potential tourism trails
- 1.3. Identify statewide/regional destinations and annual bicycling events
- 1.4. Identify existing and potential routes
- 1.5. Map routes

Goal 2: Foster the development of safe bicycle tourism trails

Objectives:

- 2.1. Establish design criteria for various bikeway accommodations
- 2.2. Provide estimated costs associated with development of various bikeway accommodations
- 2.3. Establish procedures for considering state-maintained roadways for inclusion in the USBRS
- 2.4. Provide guidance for local jurisdictions and other agencies to develop proposed bicycle tourism trails

Goal 3: Identify benefits of bicycle tourism trails

Objectives:

- 3.1. Identify economic benefits
- 3.2. Identify health benefits
- 3.3. Identify environmental benefits
- 3.4. Identify transportation/travel benefits

Goal 4: Engage stakeholders

Objectives:

- 4.1. Consult and coordinate with state agencies (including Texas Economic Development and Tourism Office and the Texas Parks and Wildlife Department)
- 4.2. Coordinate with other government entities
- 4.3. Engage statewide bicycle interest groups

Proposed BTTS
Route Map

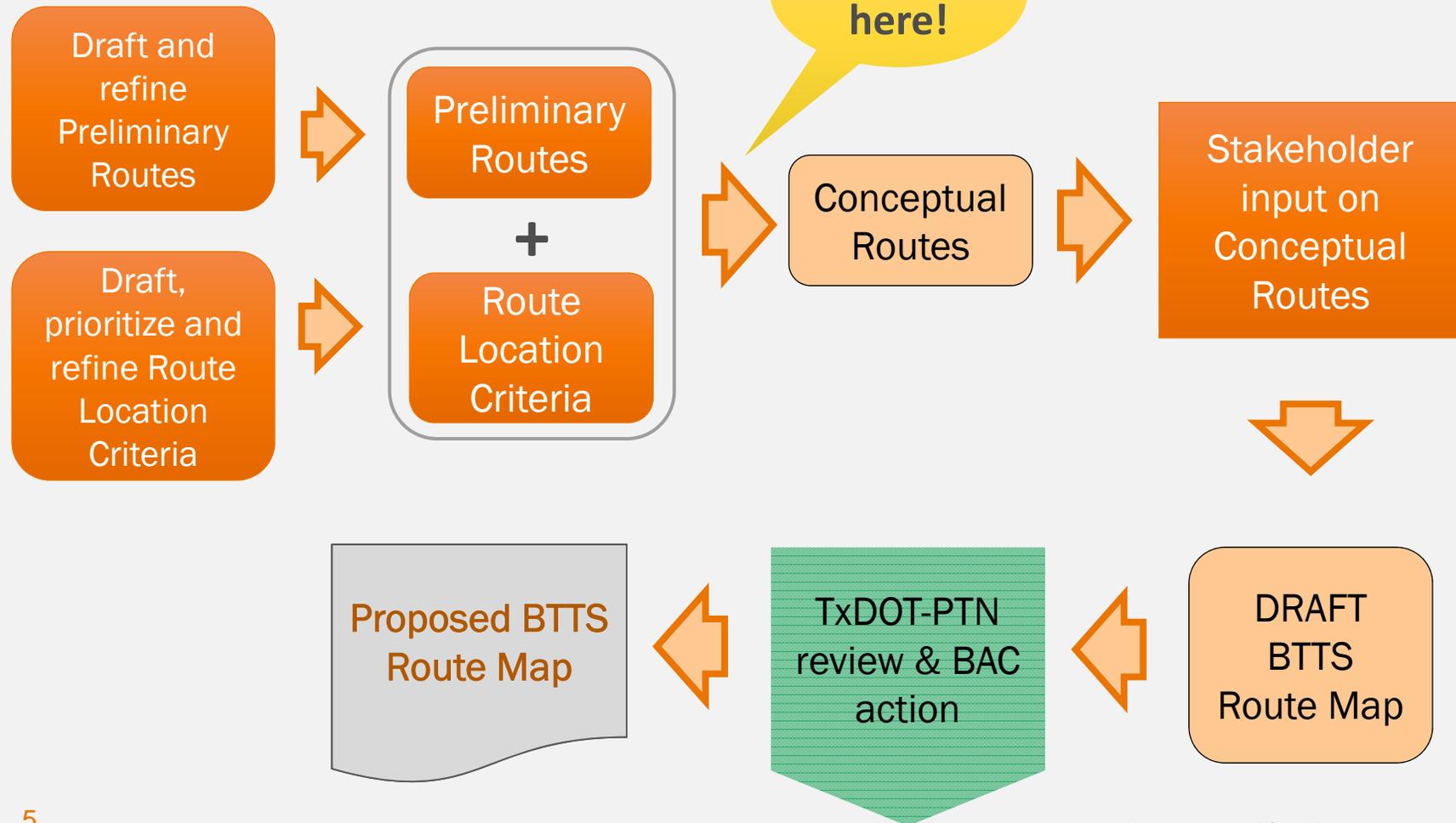
Proposed BTTS
Bicycle Facility
Design Criteria
and Costs

Documentation
of Various
Benefits of
Bicycling

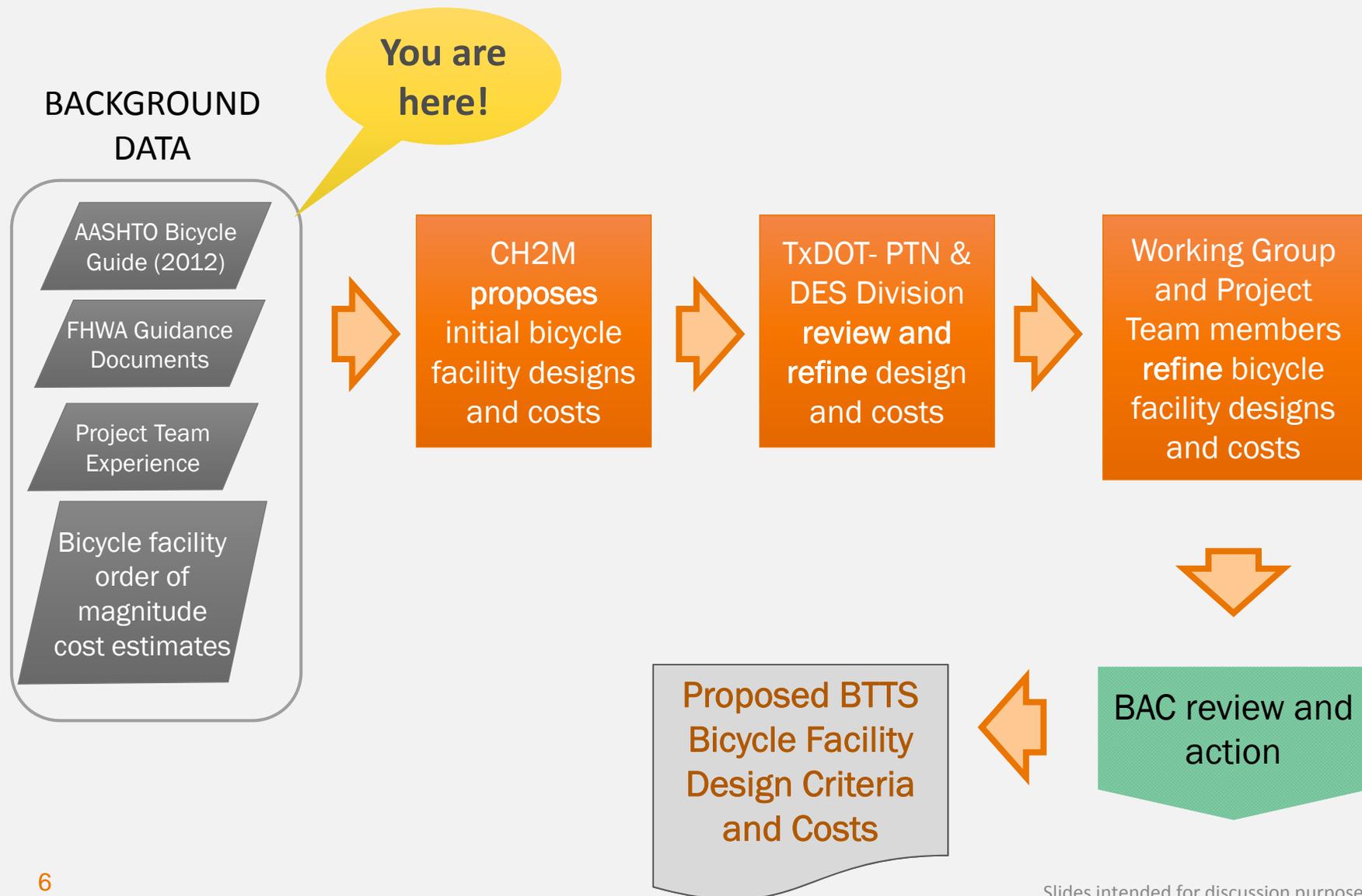
Stakeholder
Engagement
Documentation

Interim Product Overview – Proposed BTTS Route Map

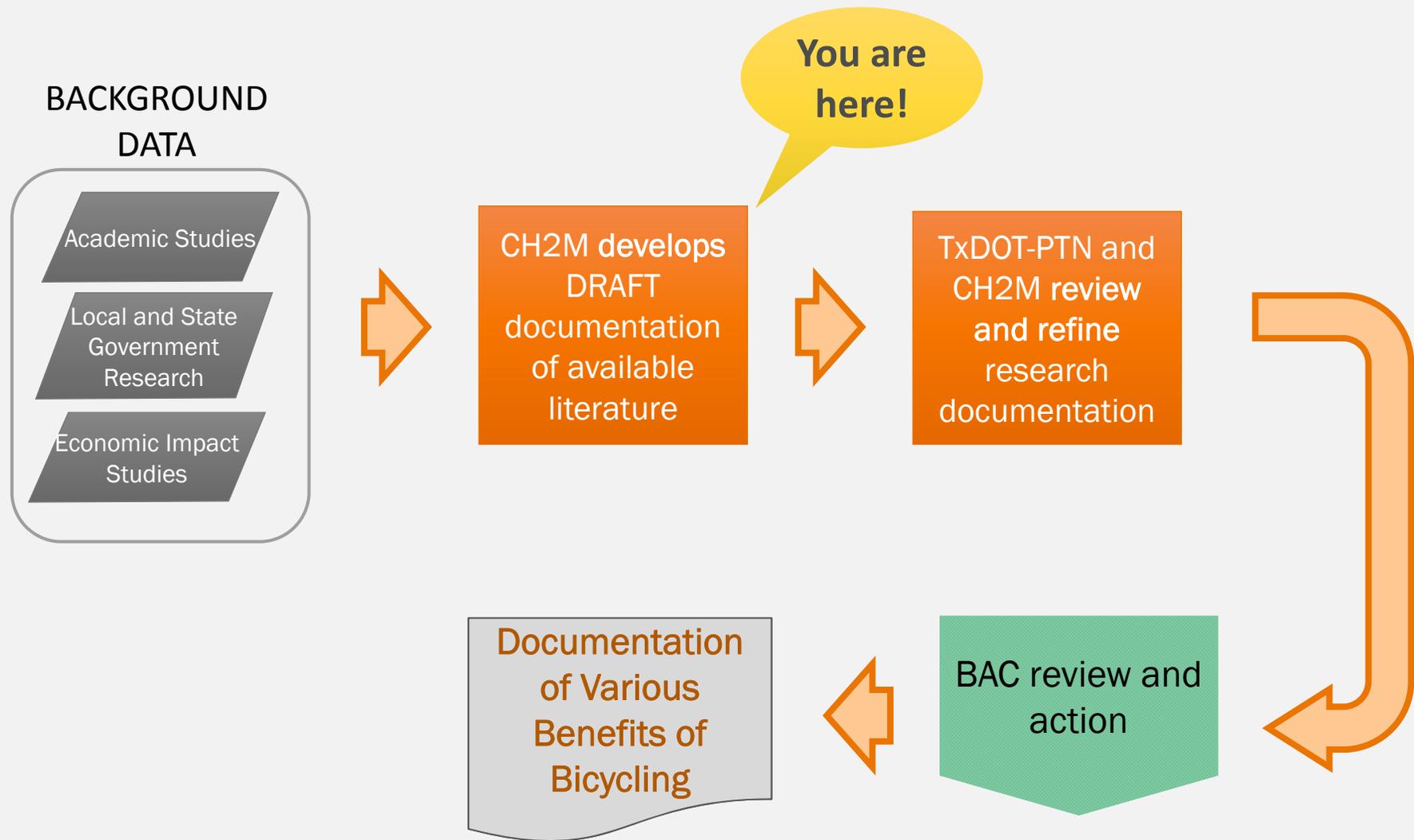
Working Group
and Project Team



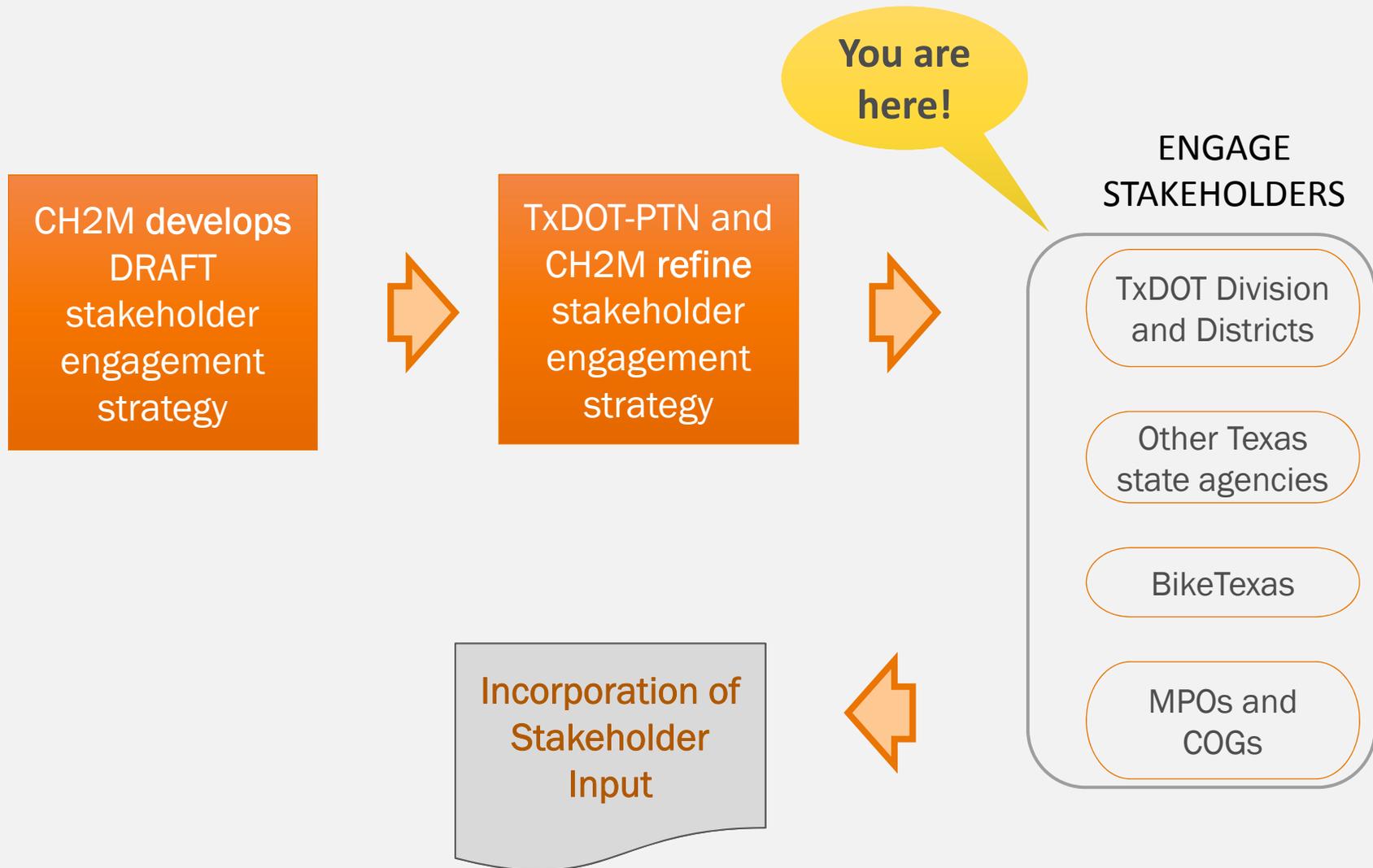
Interim Product Overview – Bicycle Facility Design Criteria



Interim Product Overview – Bicycle Benefits Research



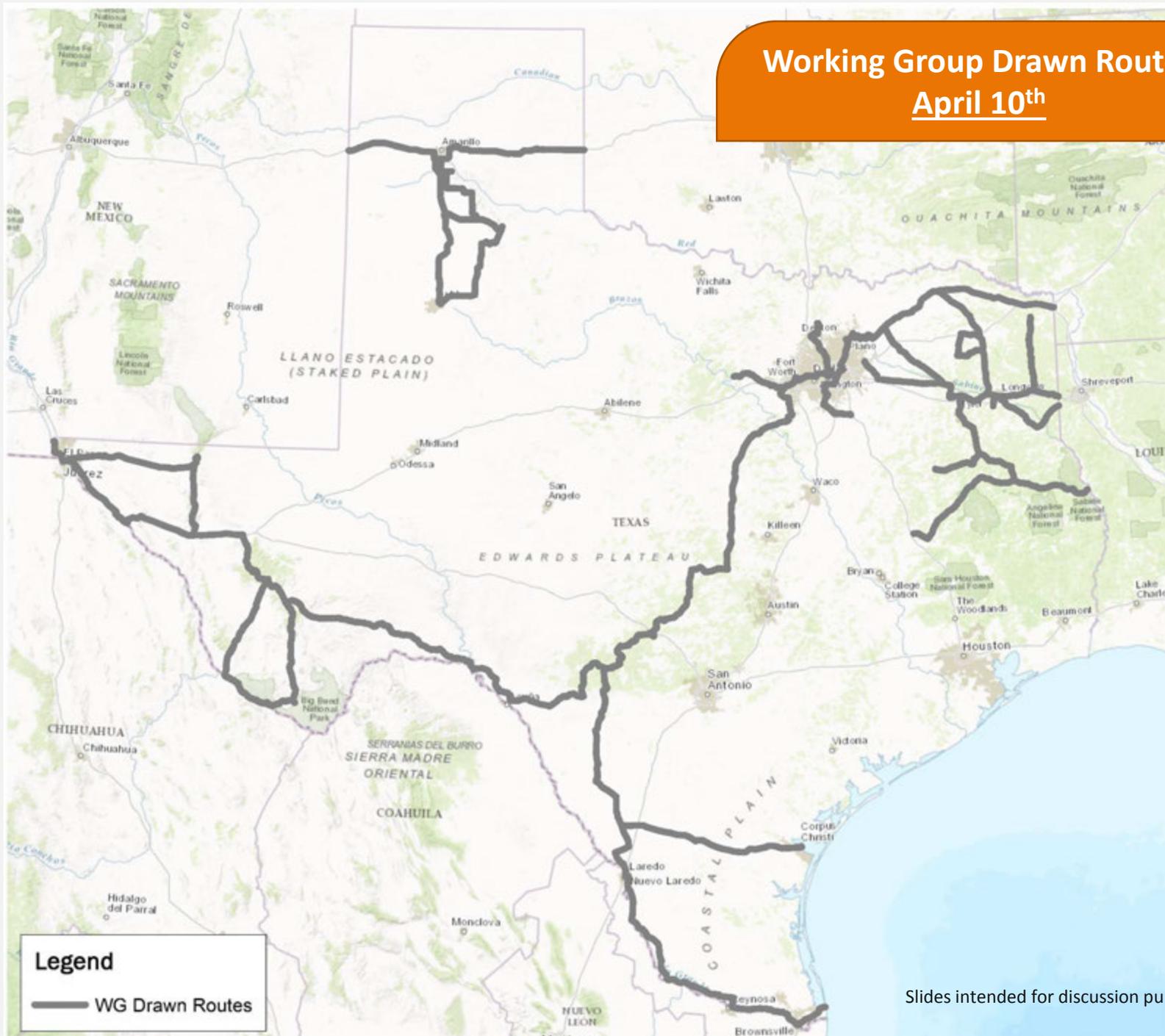
Interim Product Overview – Stakeholder Engagement



Preliminary Route Development

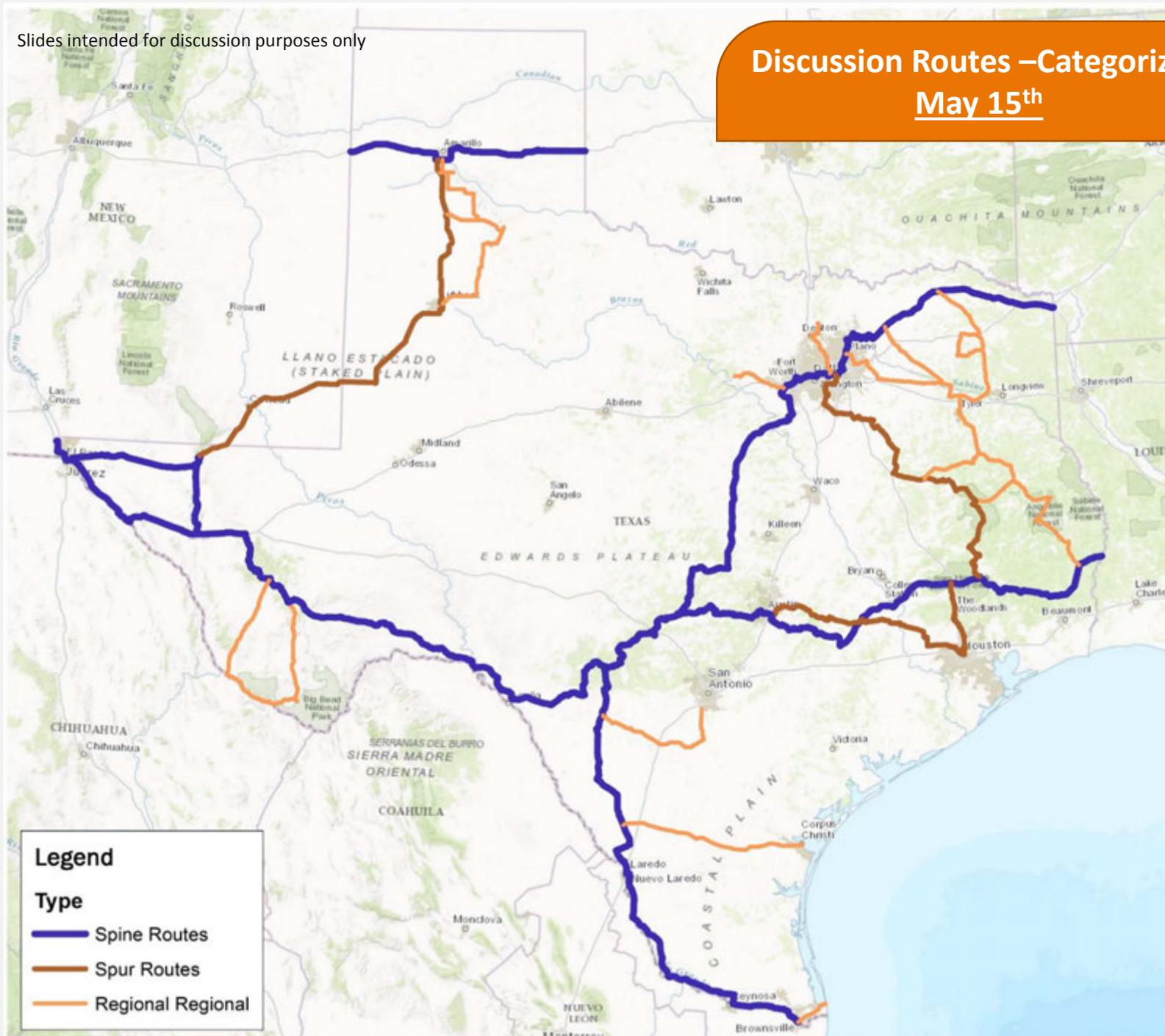


Working Group Drawn Routes
April 10th



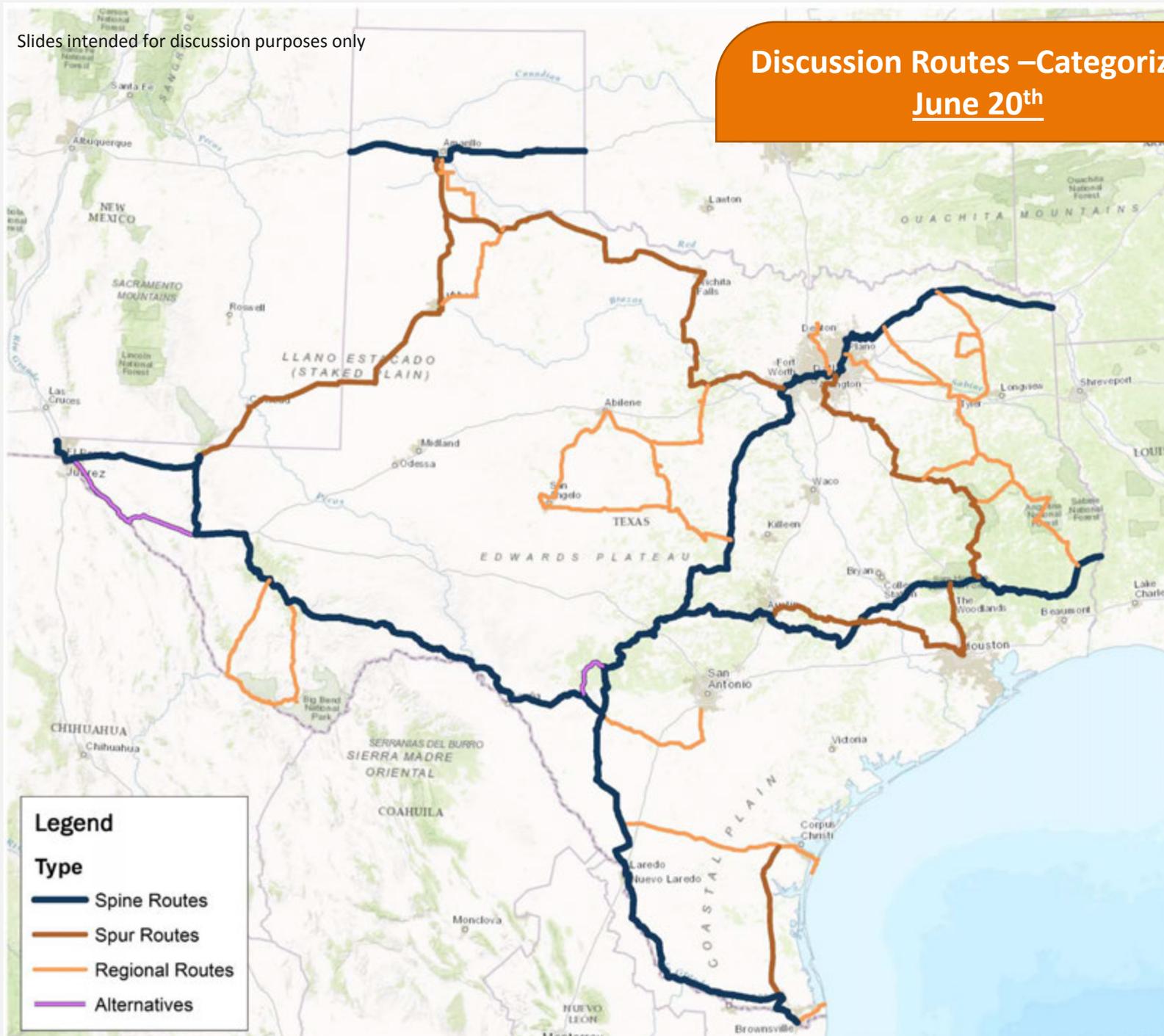
Slides intended for discussion purposes only

Discussion Routes –Categorized May 15th



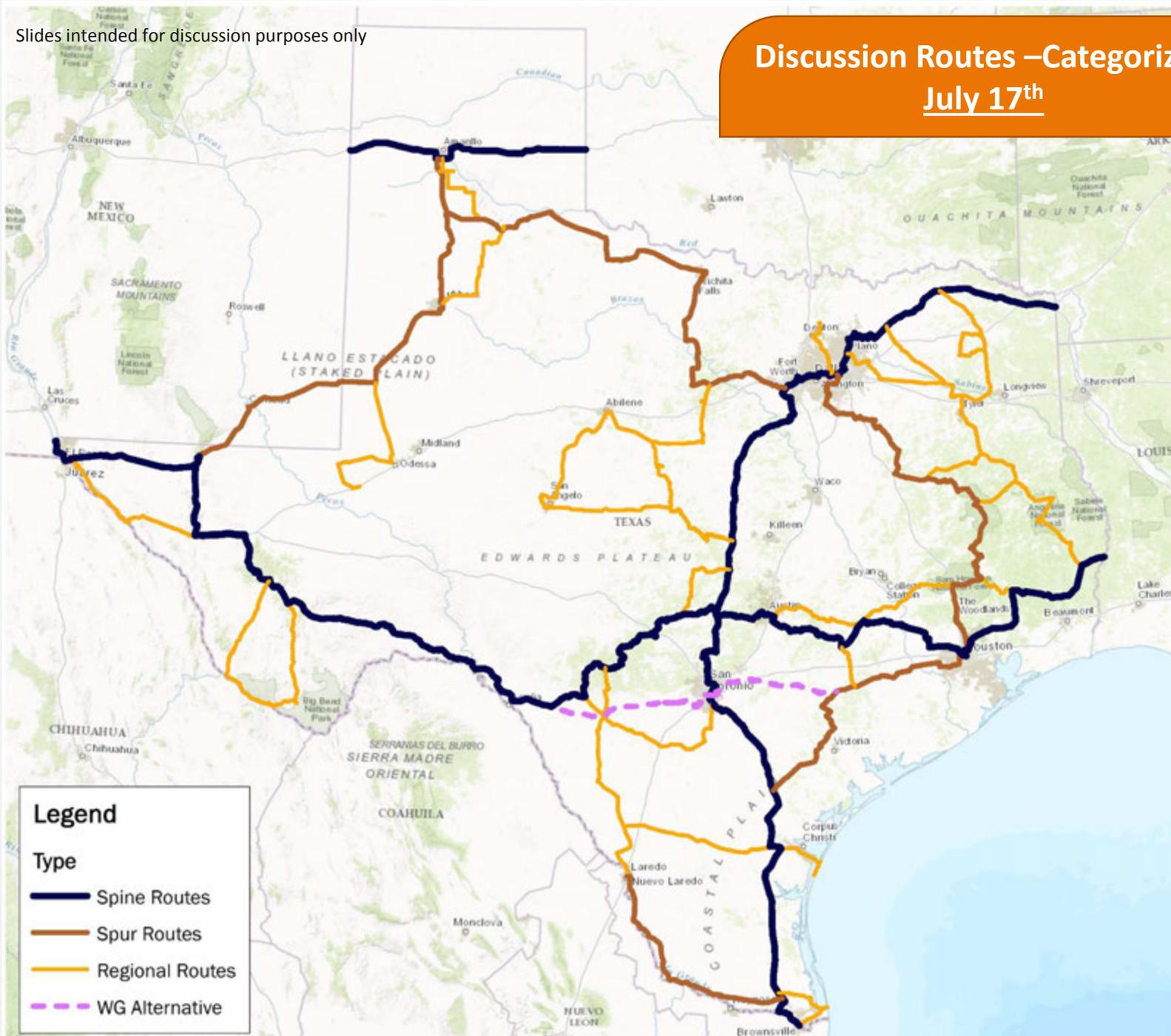
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Discussion Routes –Categorized June 20th



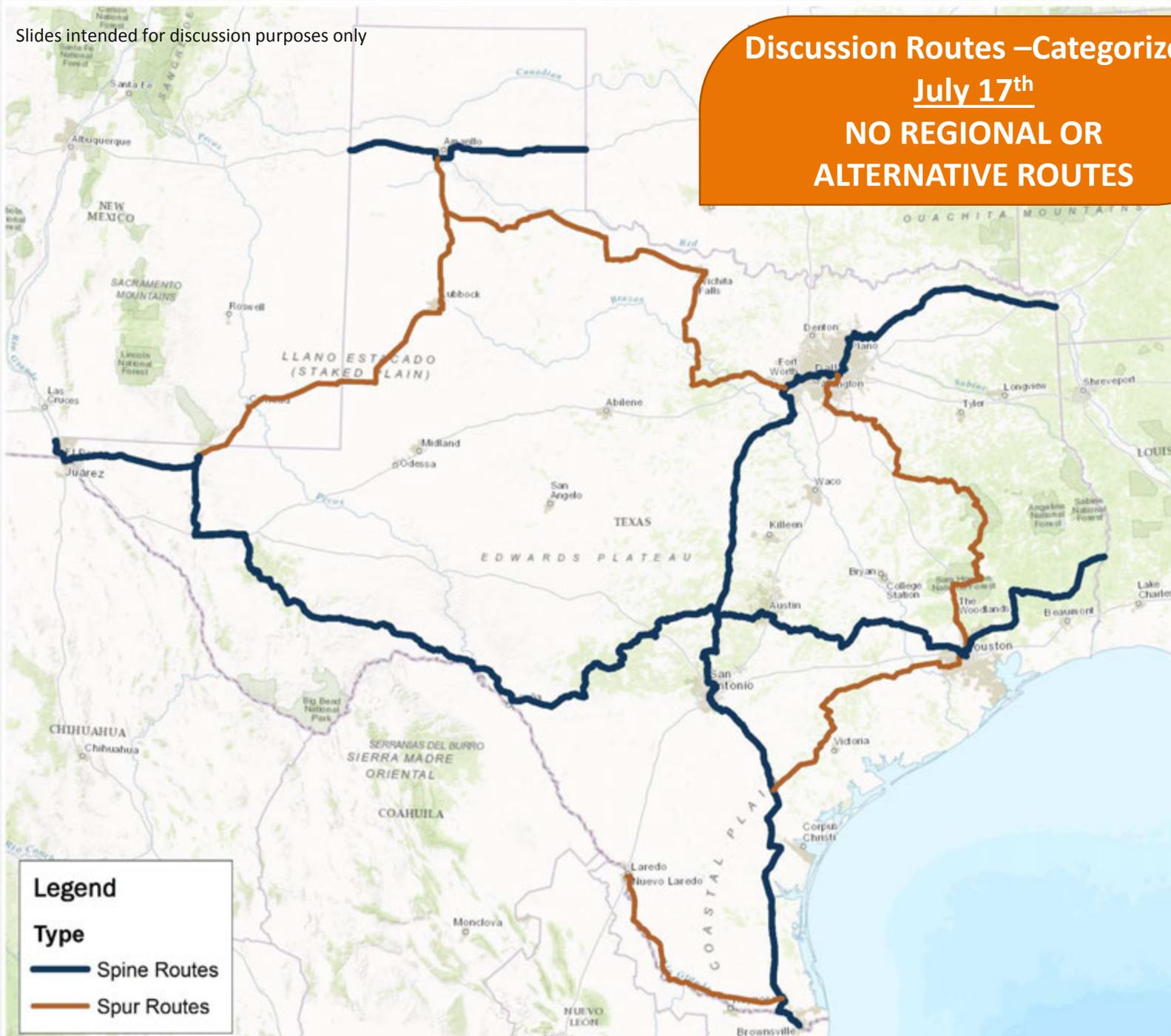
Slides intended for discussion purposes only

Discussion Routes –Categorized July 17th



Slides intended for discussion purposes only

**Discussion Routes –Categorized
July 17th
NO REGIONAL OR
ALTERNATIVE ROUTES**



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?
 - Propose general routes to the urban areas and let future local government investments determine specific routes
 - 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?

BTTS Proposed Route Map

- 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.



Stakeholder Outreach



Stakeholder Outreach Update

Informational Outreach

TxDOT District and Division Staff

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



MPO and COG

- July 18th – Presentation to Association of Texas Metropolitan Planning Organizations (TEMPO)
- July 26th – 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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Transportation Planner

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TxDOT: 512-374-5213

ch2mSM



Public Transportation (PTN)

Teri Kaplan

Bonnie Sherman

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.

Questions/Comments: Bobby Gonzales, Billy Hibbs, Allison Fink, and Karla Weaver.

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.

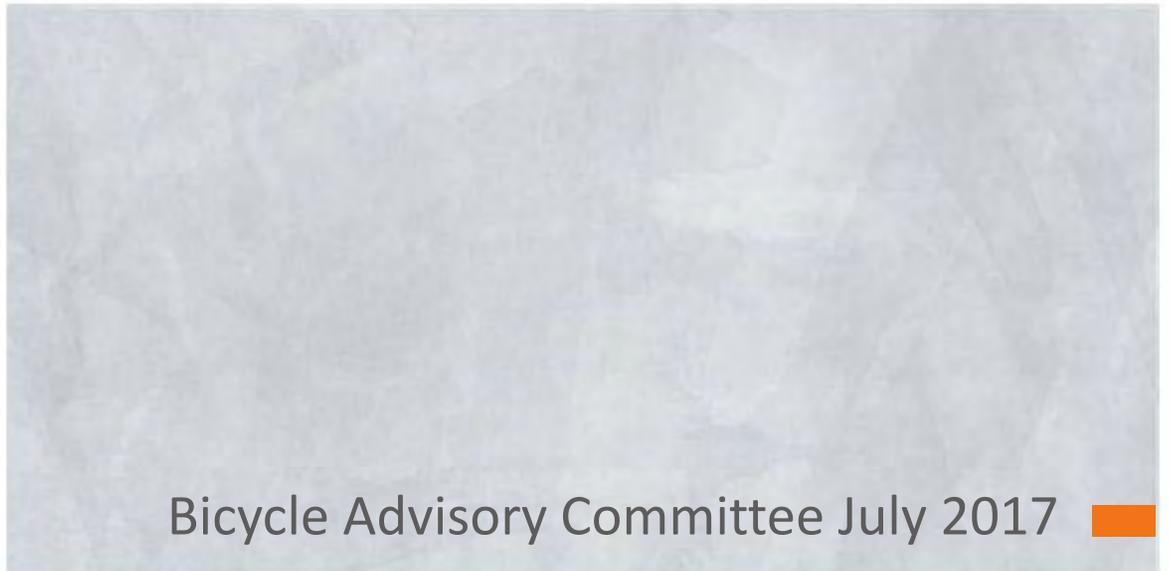
Prepared by:

Approved by:

Teri Kaplan
Public Transportation Division

Billy Hibbs
Chair, Bicycle Advisory Committee

AGENDA ITEM 7



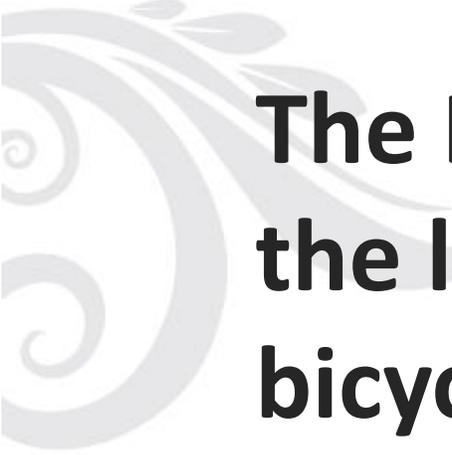
Bicycle Advisory Committee July 2017



introducing

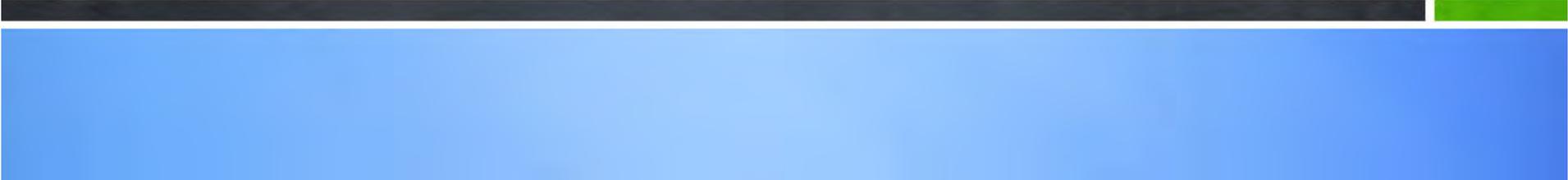
Hotter'n Hell Hundred





**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.**





HISTORY
HOSTS
HEART

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



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

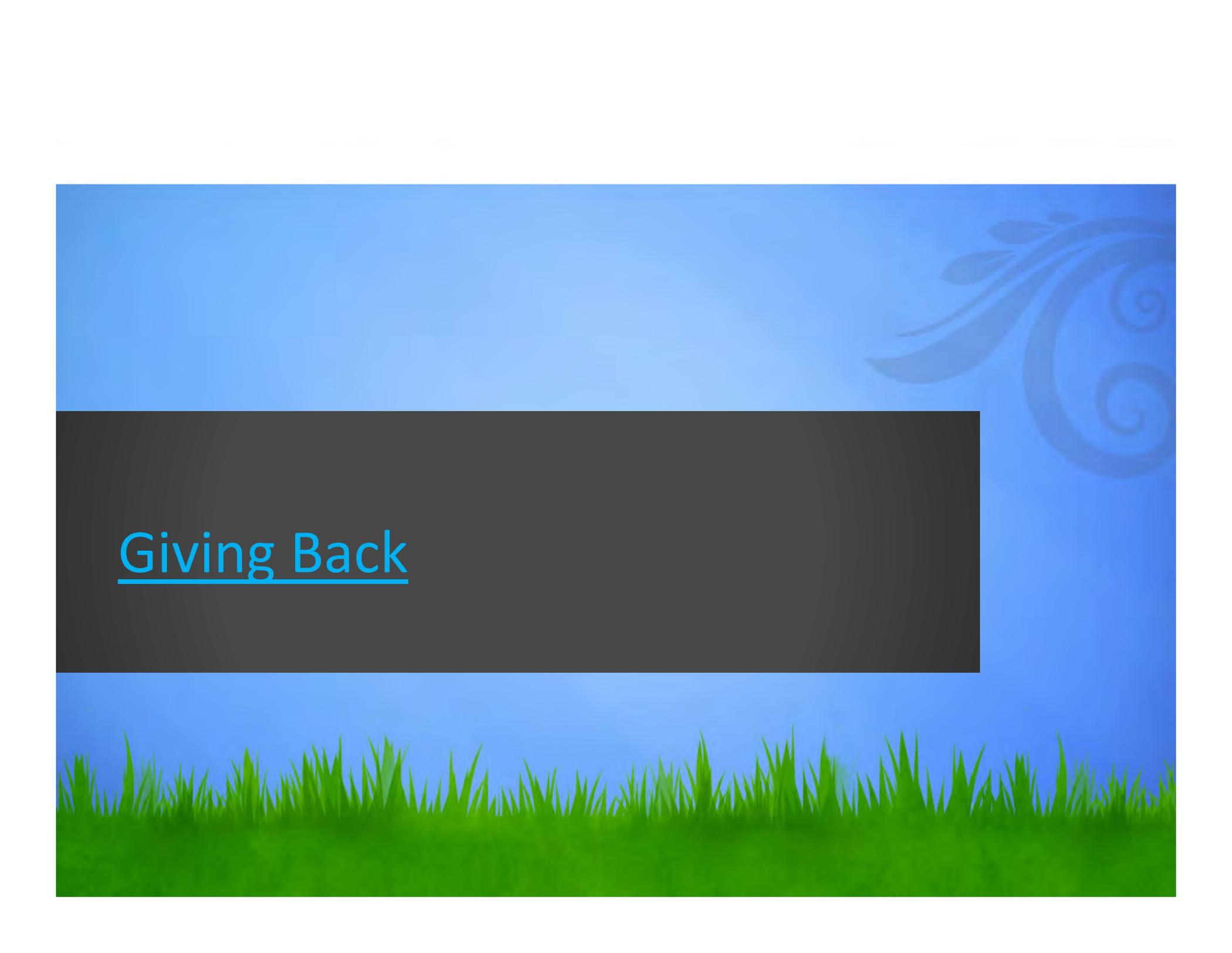
- The 1982 economic impact was calculated by the BCI to be \$3,000,000. We hosted 1200 riders that year and now upwards to 15,000 event visitors.
- The Convention and Visitor's Bureau estimated the economic impact to be \$7,199,850 in 2015.
- Hotels are full, restaurants are full and host homes help 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



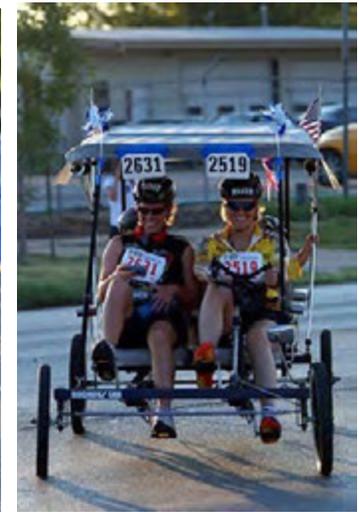
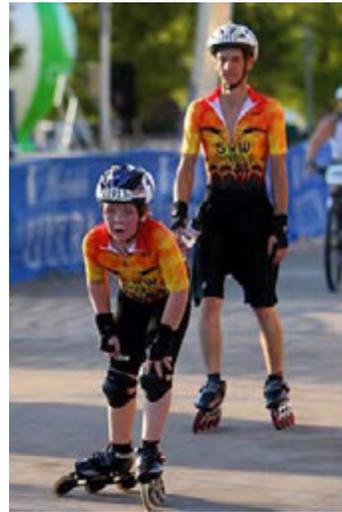
The Heart of the HHH



The Heart of the HHH



The Heart of the HHH



AGENDA ITEM 8

2017 TA Set-Aside Call for Projects & 2016 Bicycle and Pedestrian Traffic Count Report Highlights *for the North Central Texas Region*

State Bicycle Advisory Committee

Karla Weaver, AICP
Senior Program Manager

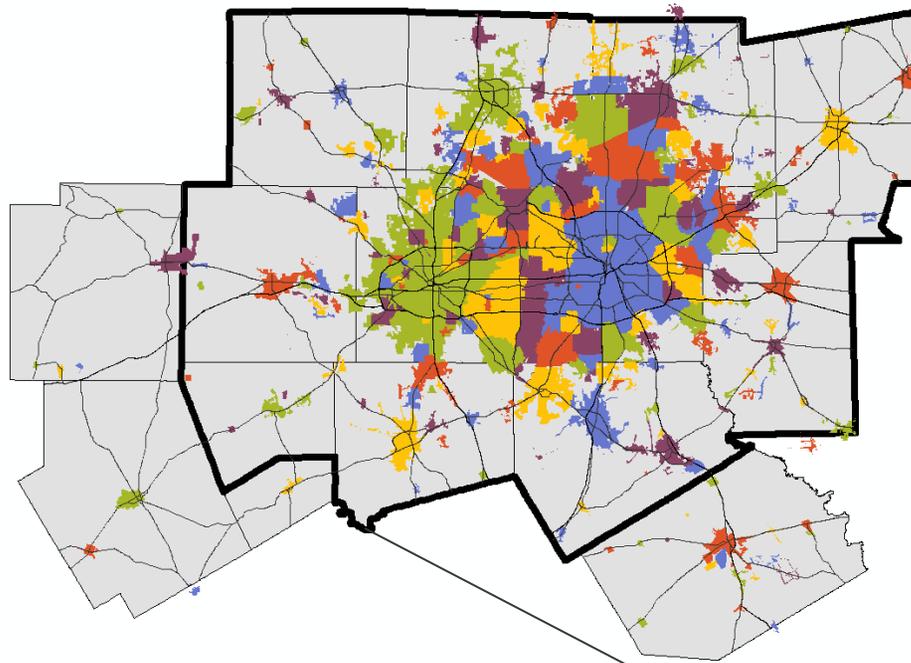
July 17, 2017



North Central Texas
Council of Governments

North Central Texas Council of Governments

MPO for the
Dallas-Fort Worth
Region

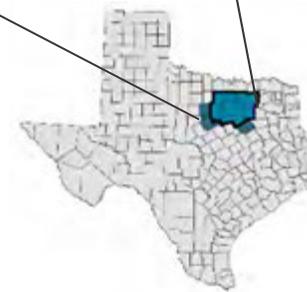


Metropolitan Planning Area (MPA)

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



North Central Texas
Council of Governments

Sustainable Development Program

Regional Initiatives to Promote Great Urban Places

- ***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

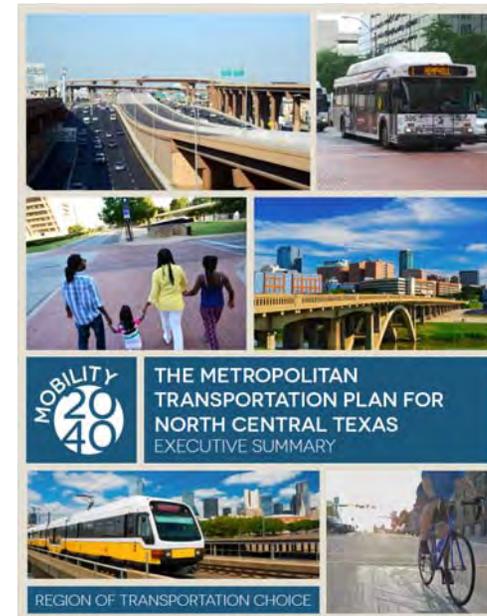
- **Policy Focus**

- 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**

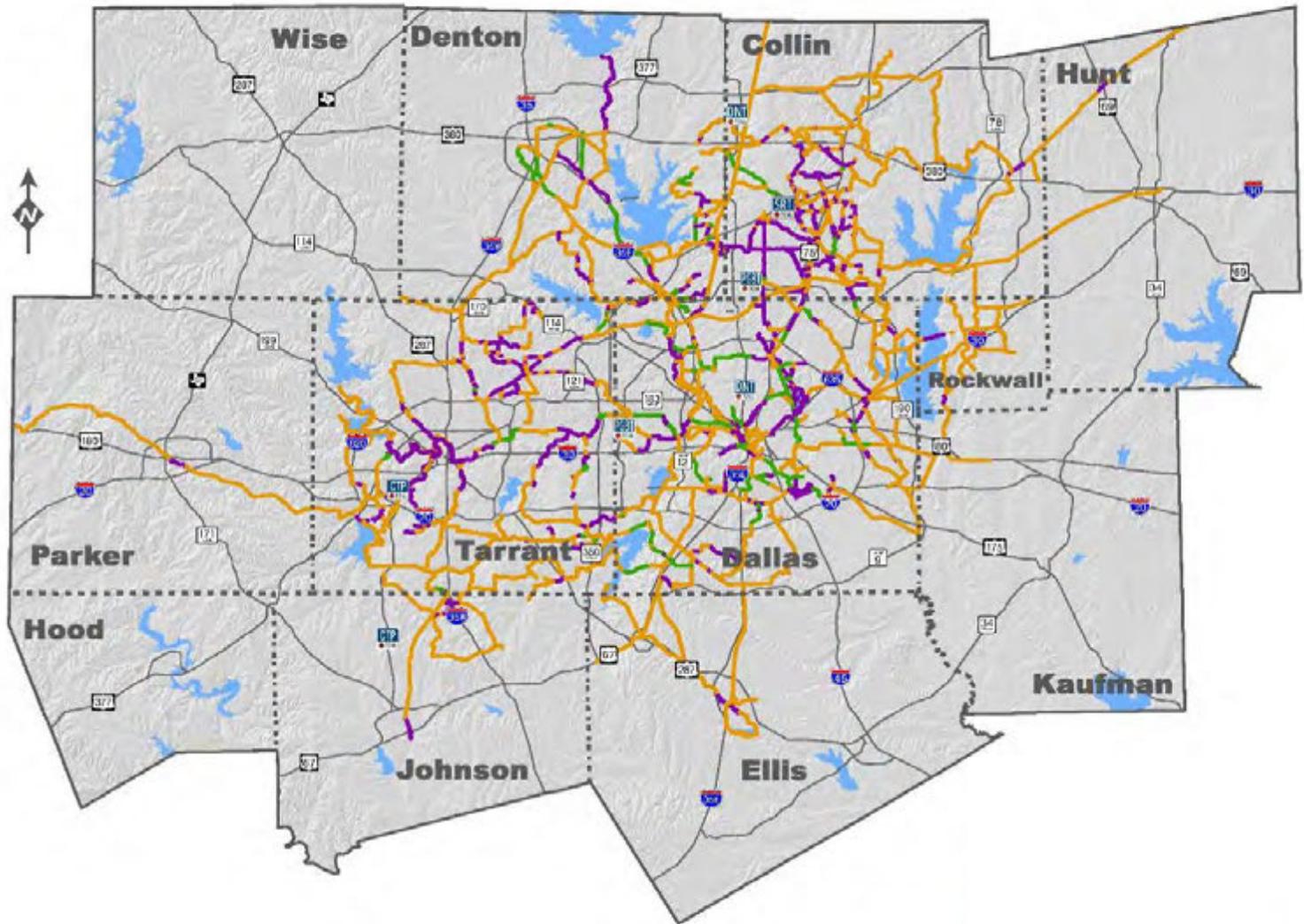
- **Dallas Example**



Regional Veloweb

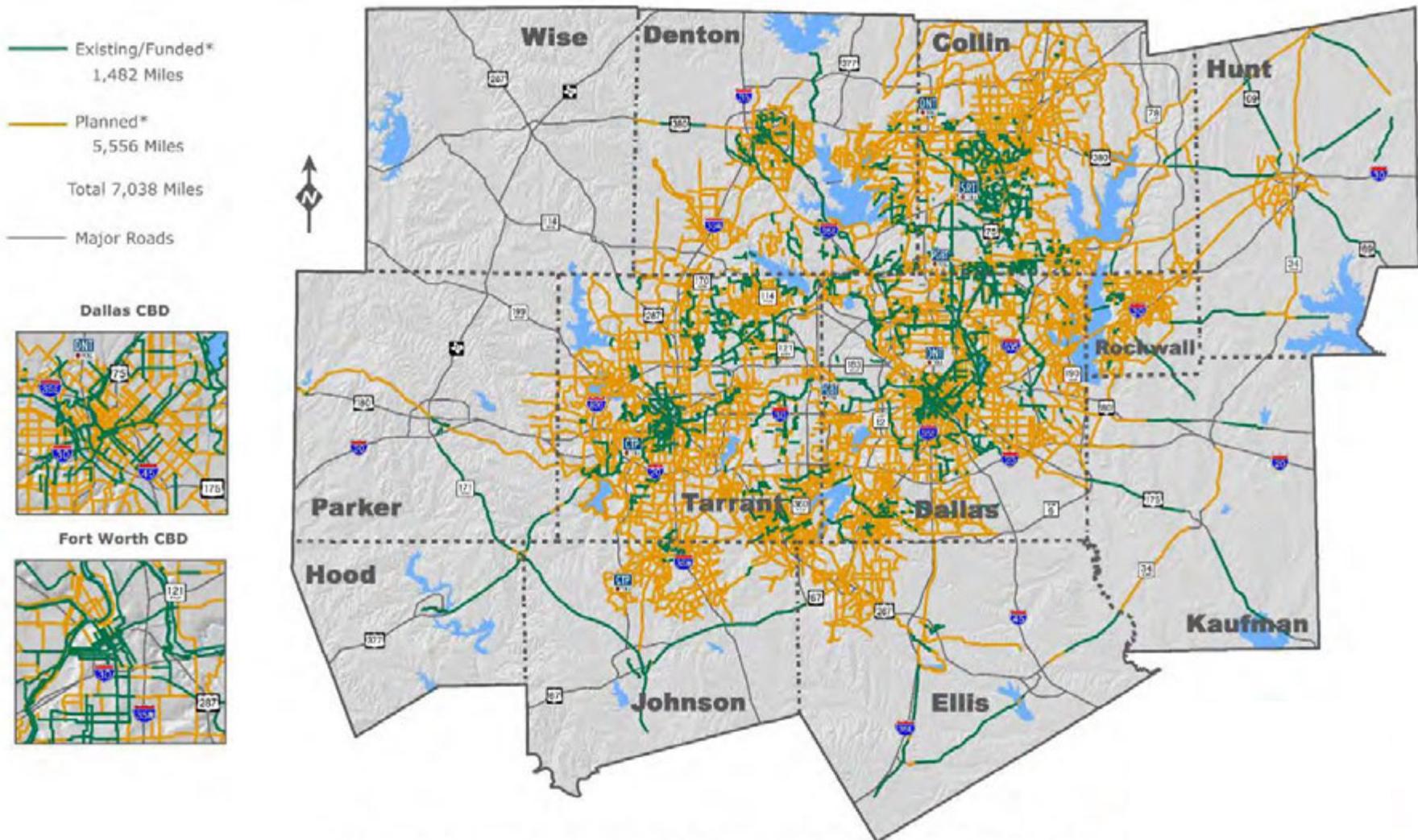
Facility Status

	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



*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.

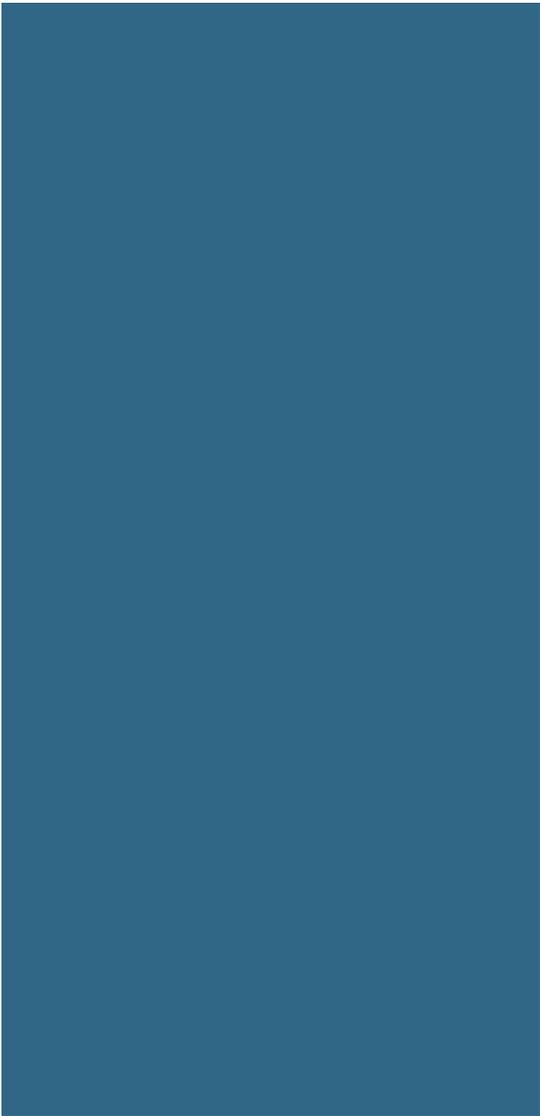
The use of wide shoulders are included on various roadways linking rural communities outside of the urbanized area.

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

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

Evaluation and Scoring Criteria for Safe Routes to School Projects

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

Additional Considerations

Active Transportation Applications and Safe Routes to School Applications

Category	Scoring (pts)	Description
Project Readiness and Other Factors	20	Project readiness / ability to obligate funds and initiate construction quickly. Other factors related to project impact upon the community.
Project Innovation	5	Project implements innovative or new treatments and technology that can serve as a model for the region.

2017 TA Set-Aside Applications Received and Requested Federal Funding

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

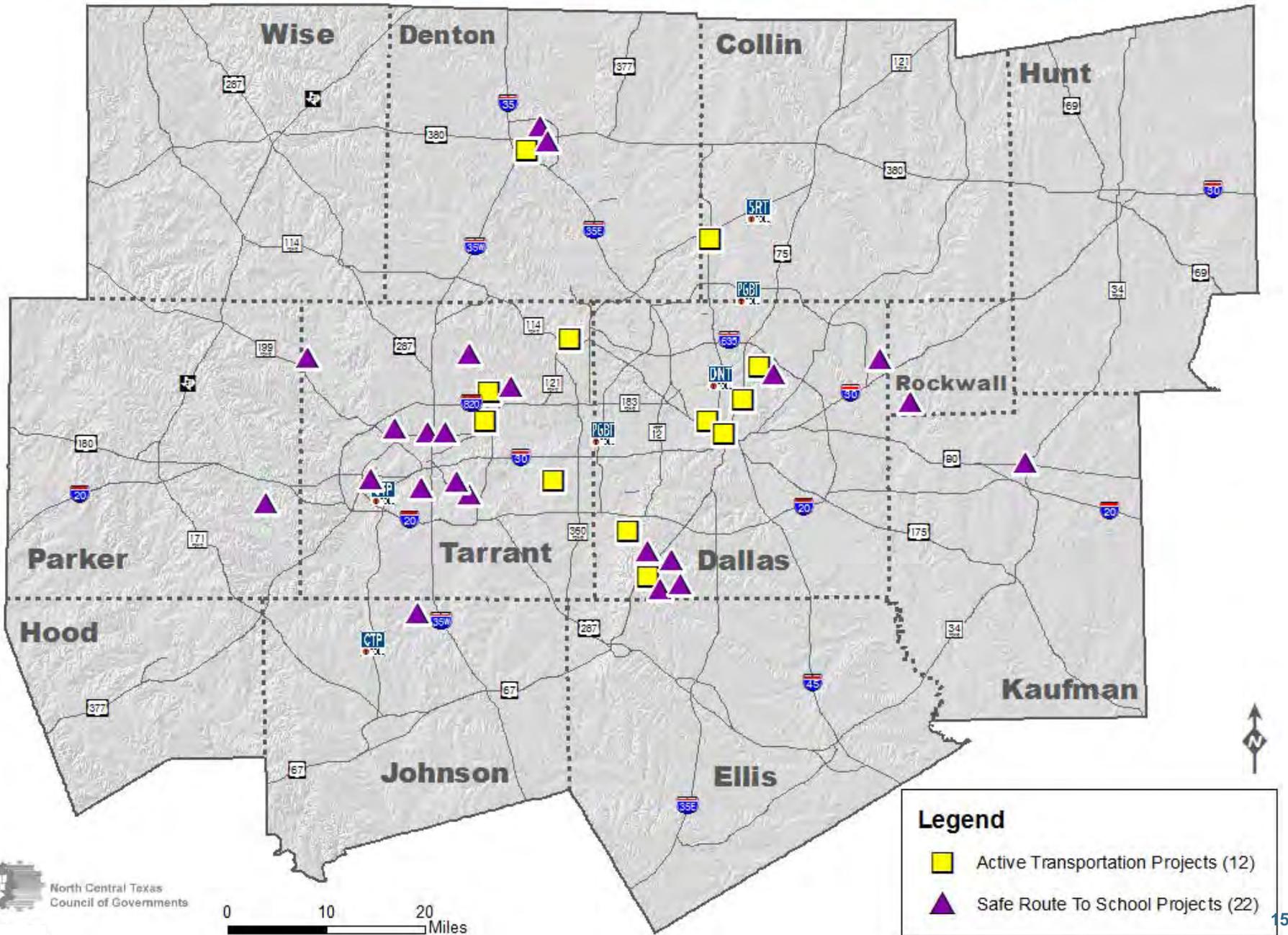
Approved Federal Funding

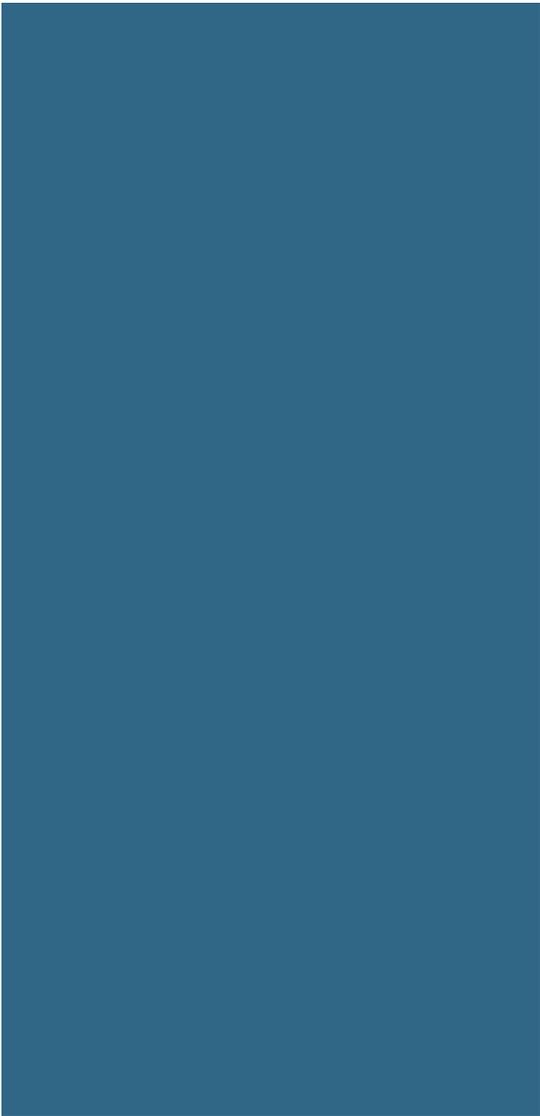
Funding Categories	Western Region (Fort Worth District)	Eastern Region (Dallas District)	Total
Active Transportation (12 Projects)	\$ 7,836,983	\$ 14,177,118	\$ 22,014,101
Safe Routes to School (22 Projects)	\$ 7,045,996	\$ 5,183,327	\$ 12,229,323
Total Recommended Federal Funding (34 Projects)	\$ 14,882,979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

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

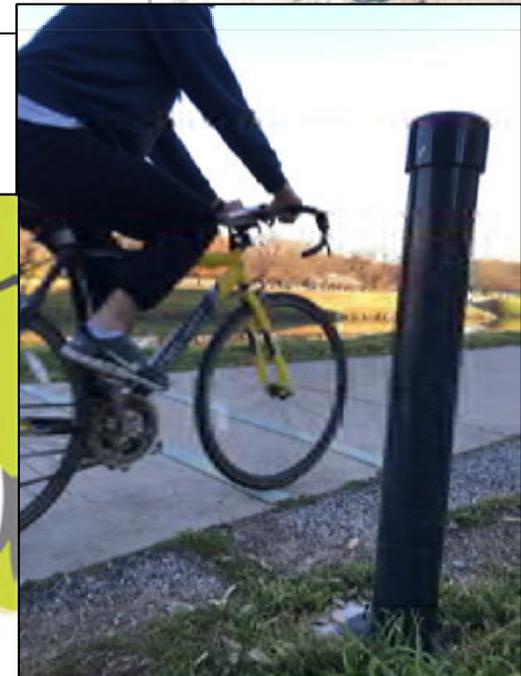




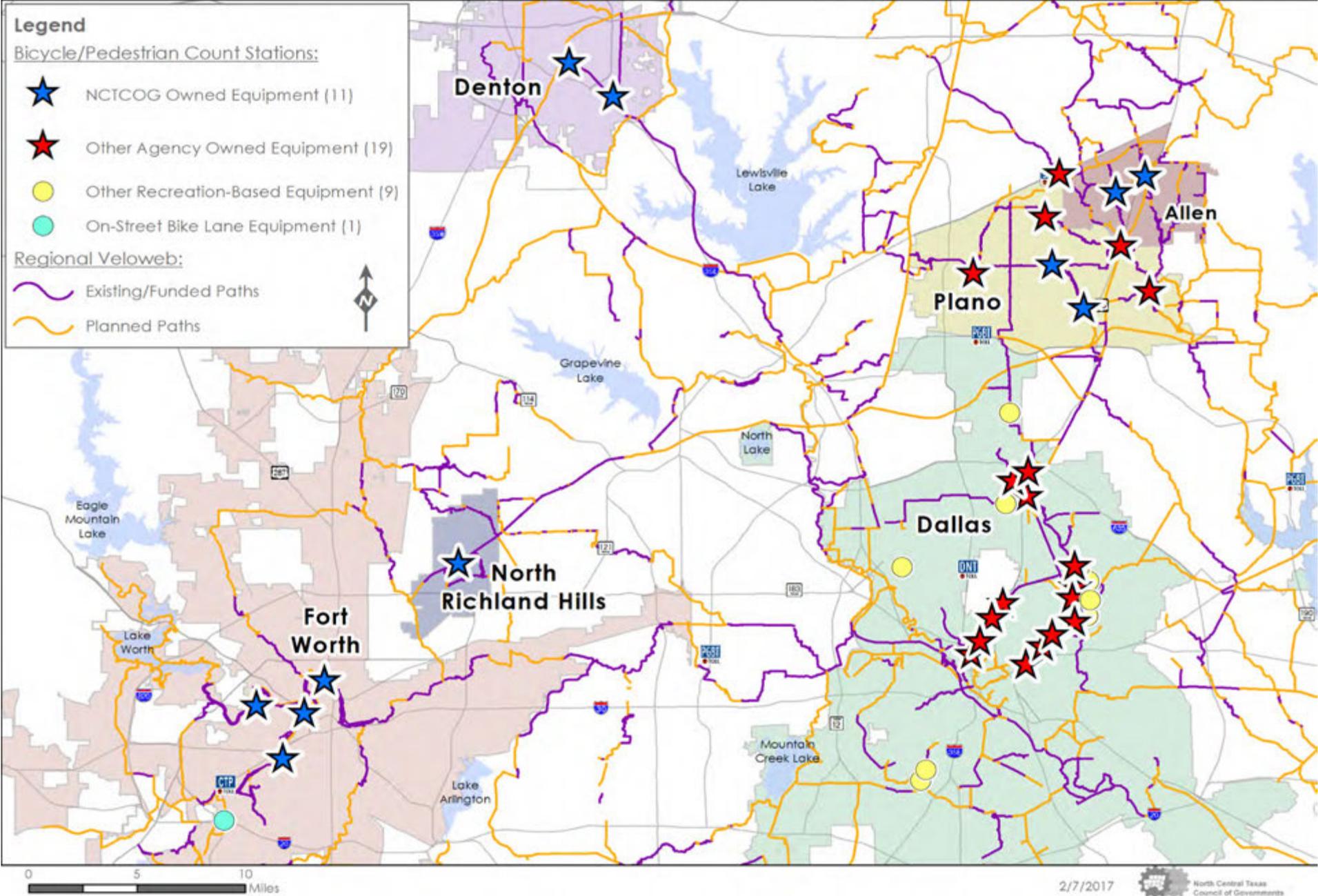
2016 Bicycle and Pedestrian Traffic Count Report



Technology – Permanent Equipment

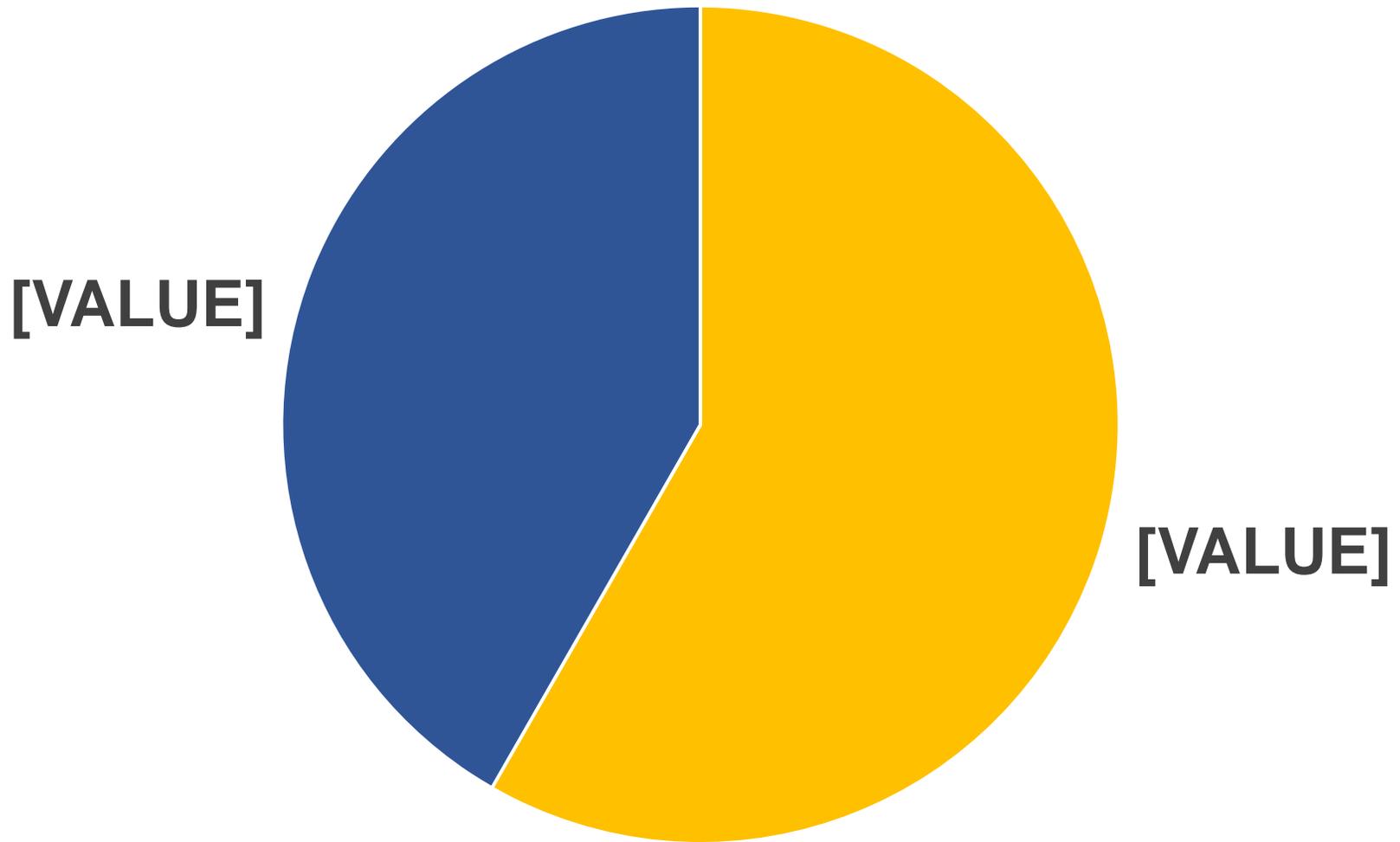


Bicycle and Pedestrian Count Stations in the North Central Texas Region



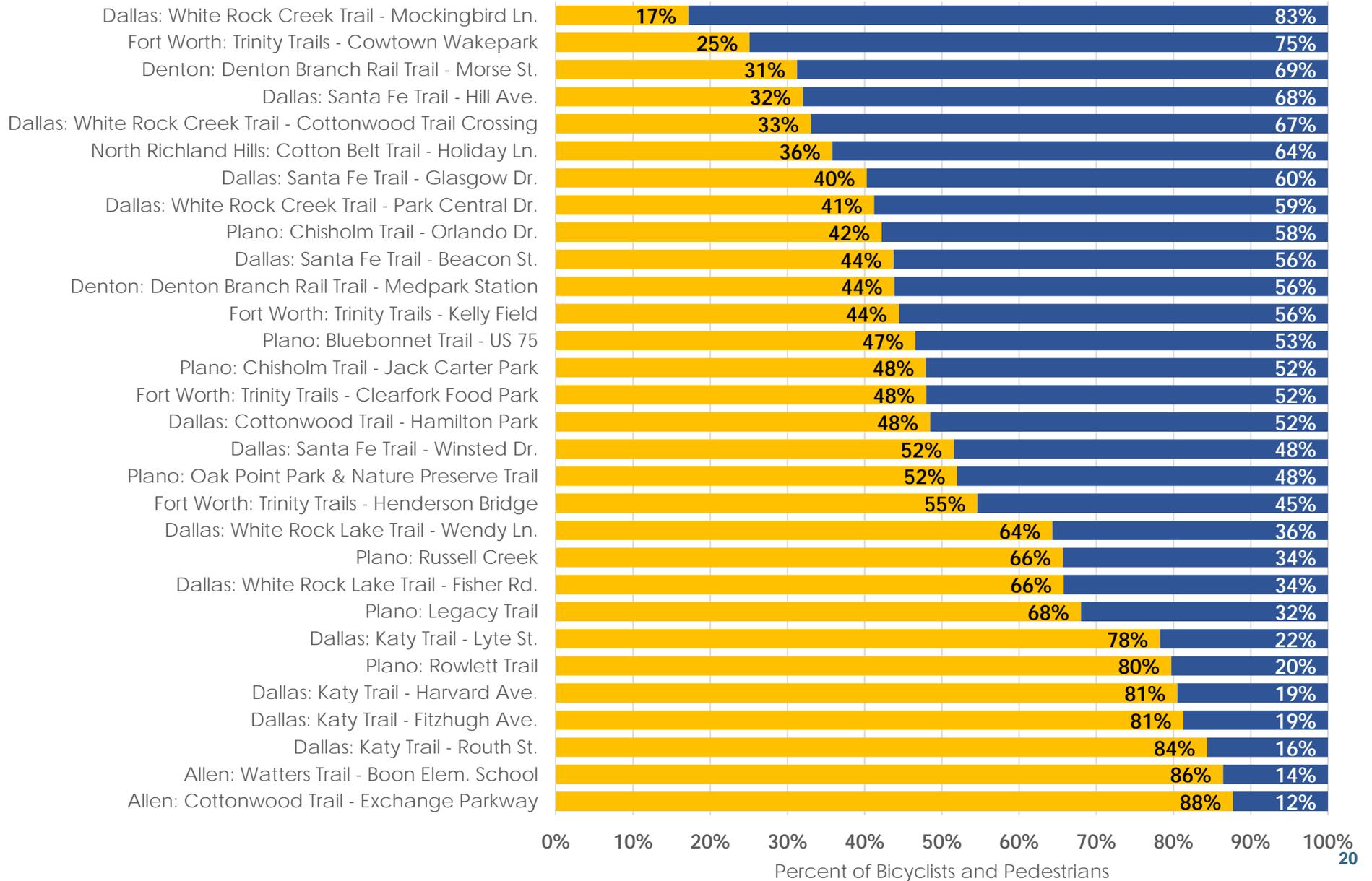
2016 Average Mode Share Split of Count Stations in the North Central Texas Region

■ Bicyclists ■ Pedestrians



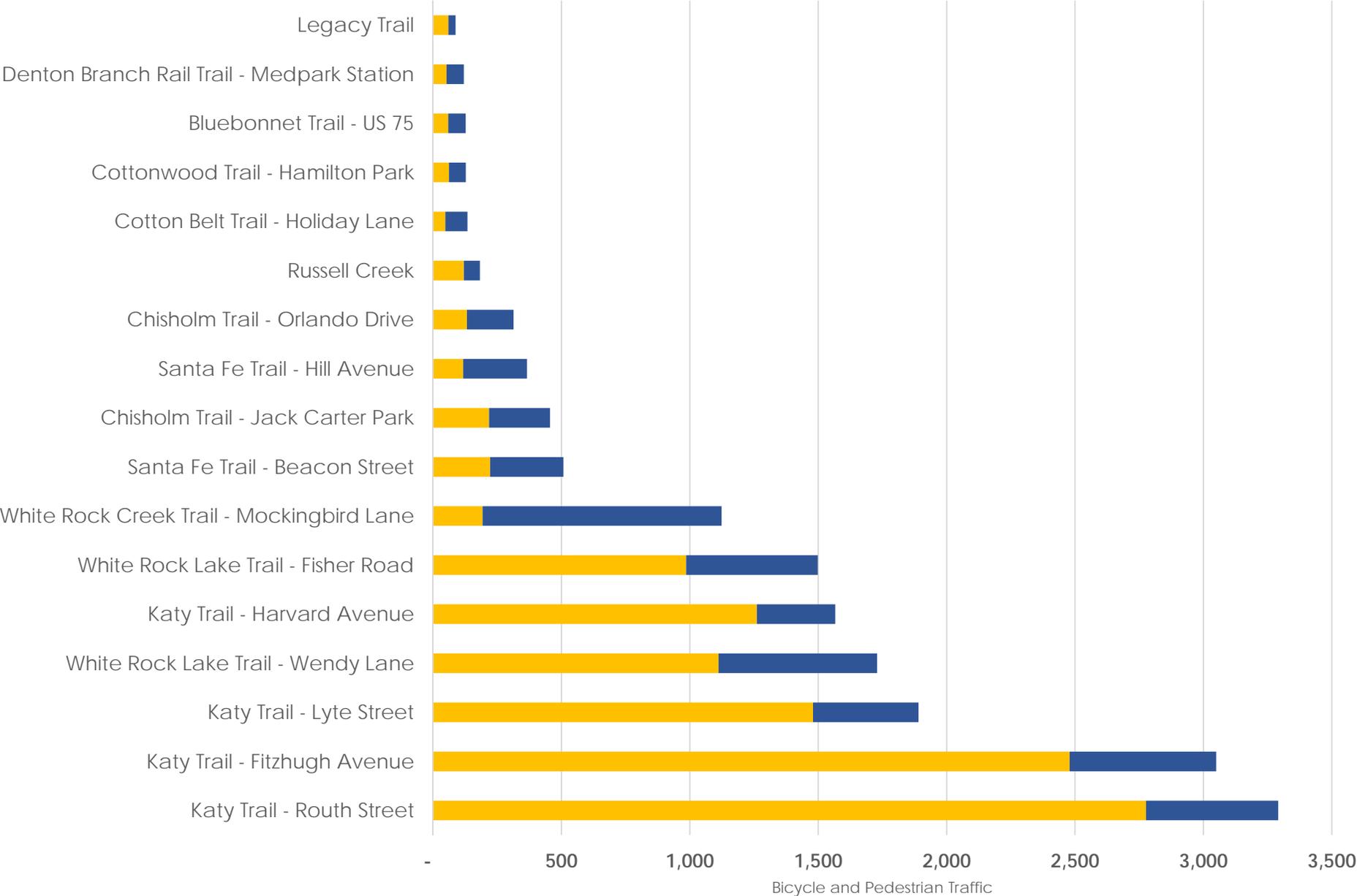
Mode Share Split by Count Station (2016)

■ Pedestrians ■ Bicyclists



Annual Average Daily Bicycle and Pedestrian Traffic (2016)

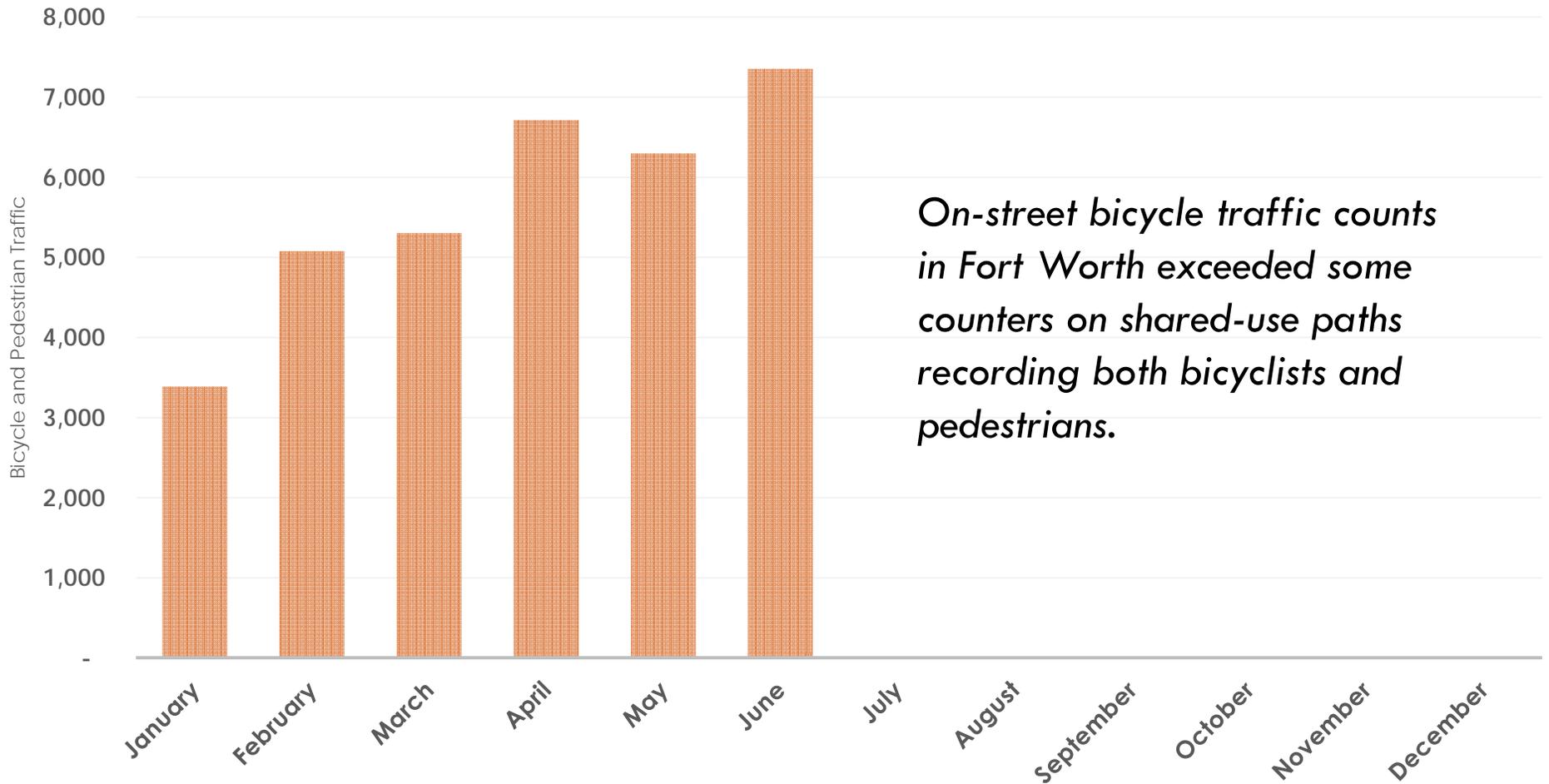
■ Pedestrians ■ Bicyclists



Permanent On-Street Bicycle Counts

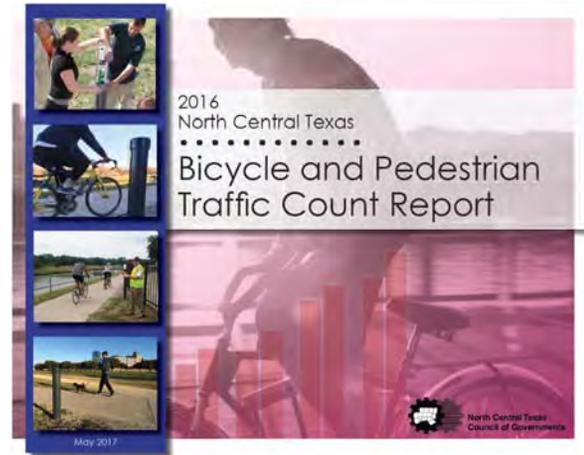
Bellaire Drive
Total Monthly Traffic Volumes (2016)

■ Bicyclists



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.



Questions?



Contact Information

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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

