

North Texas Regional Bicycle Planning and Projects

NCTCOG
Sustainable Development Program

Kevin Kokes, AICP



North Central Texas
Council of Governments

TxDOT Dallas District Bicycle Public Hearing



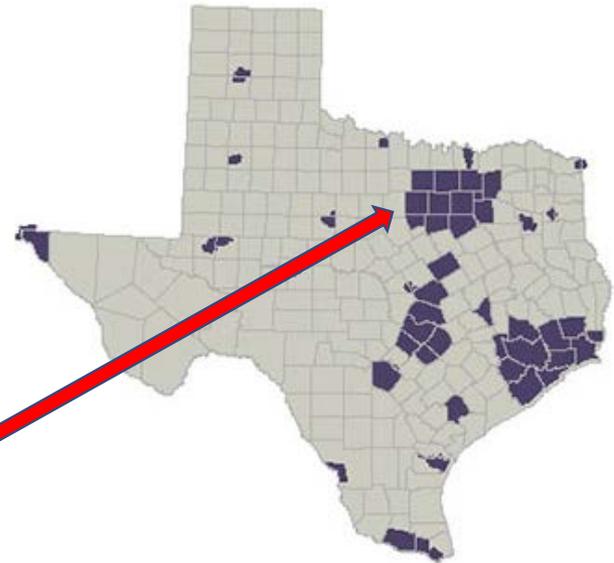
October 24, 2018

Texas Metropolitan Planning Organizations

Metropolitan areas
with populations
greater than 50,000

25 in Texas
420 in the US

- Abilene
- Amarillo
- Austin
- Beaumont-Port Arthur
- Brownsville
- Bryan-College Station
- Corpus Christi
- **Dallas-Fort Worth**
- El Paso
- Harlingen-San Benito
- Hidalgo County
- Houston-Galveston
- Killeen-Temple
- Laredo
- Longview
- Lubbock
- Permian Basin

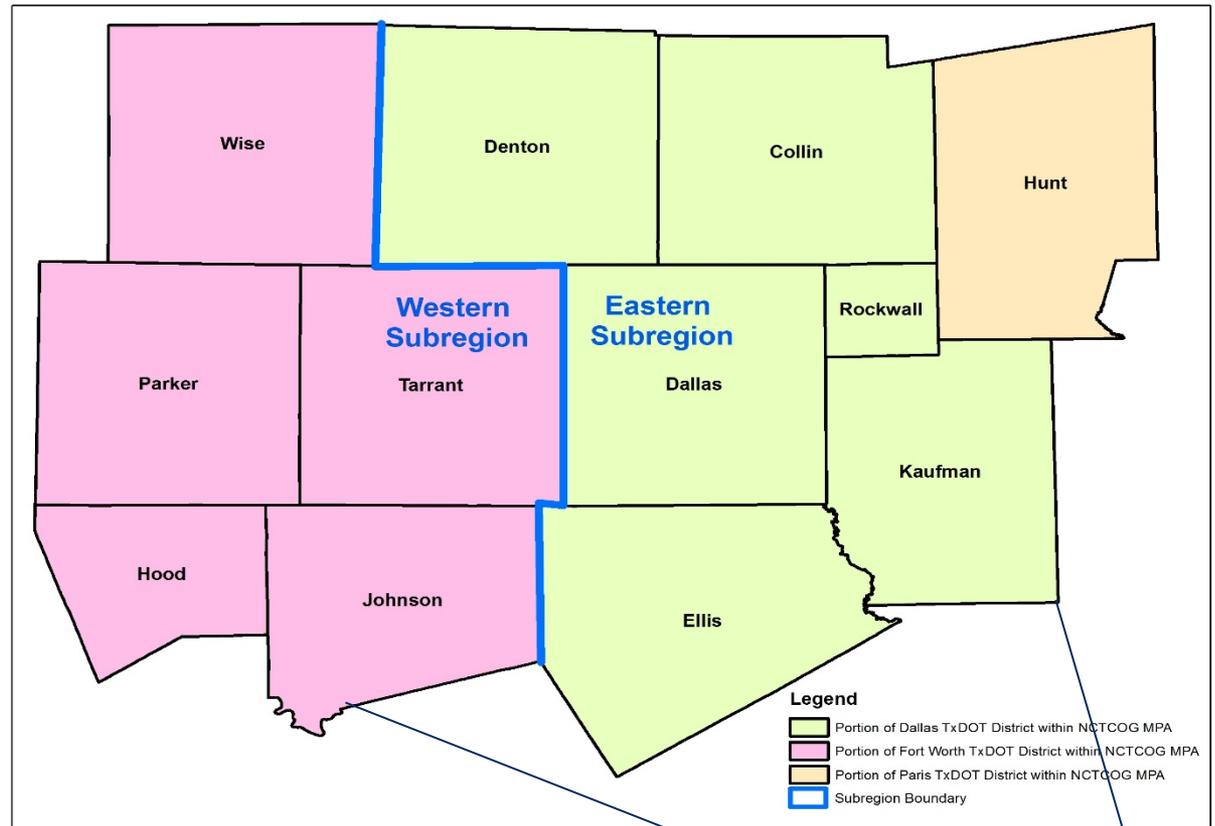


- San Angelo
- San Antonio-Bexar County
- Sherman-Denison
- Texarkana
- Tyler
- Victoria
- Waco
- Wichita Falls



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Metropolitan Planning Organization for the Dallas-Fort Worth Region

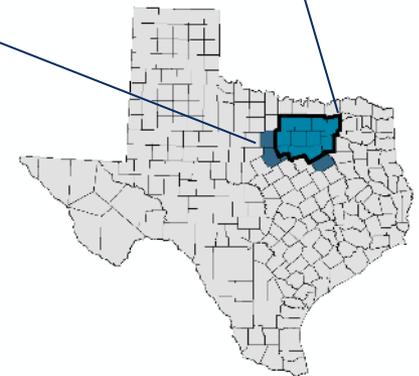


Portions of Three TxDOT Districts

Dallas District

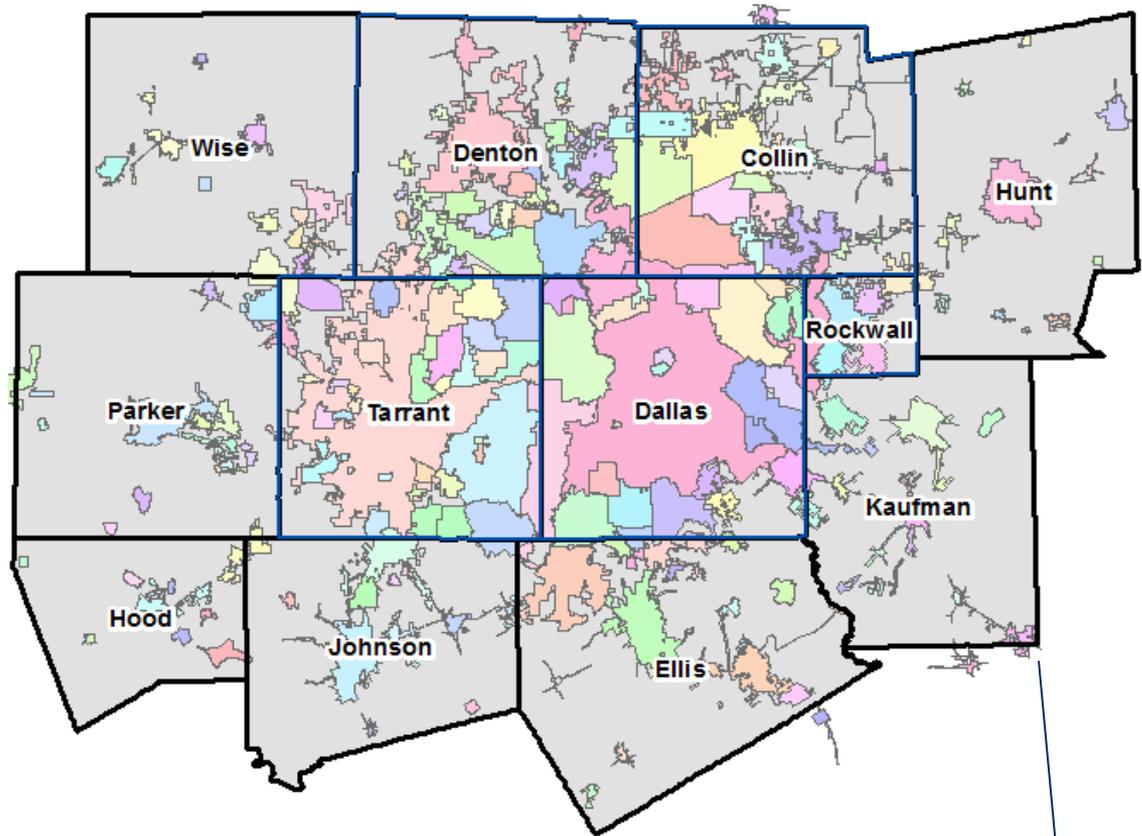
Fort Worth District

Paris District



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Metropolitan Planning Organization for the Dallas-Fort Worth Region



Metropolitan Planning Area (MPA)

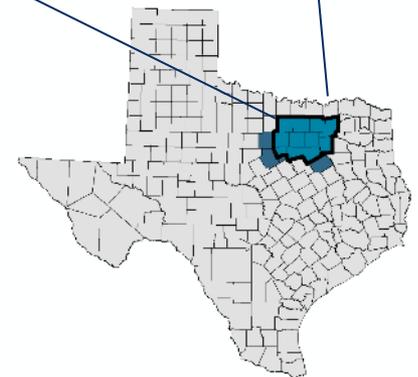
209 cities

13 cities larger than 100,000 pop.

MPA Population

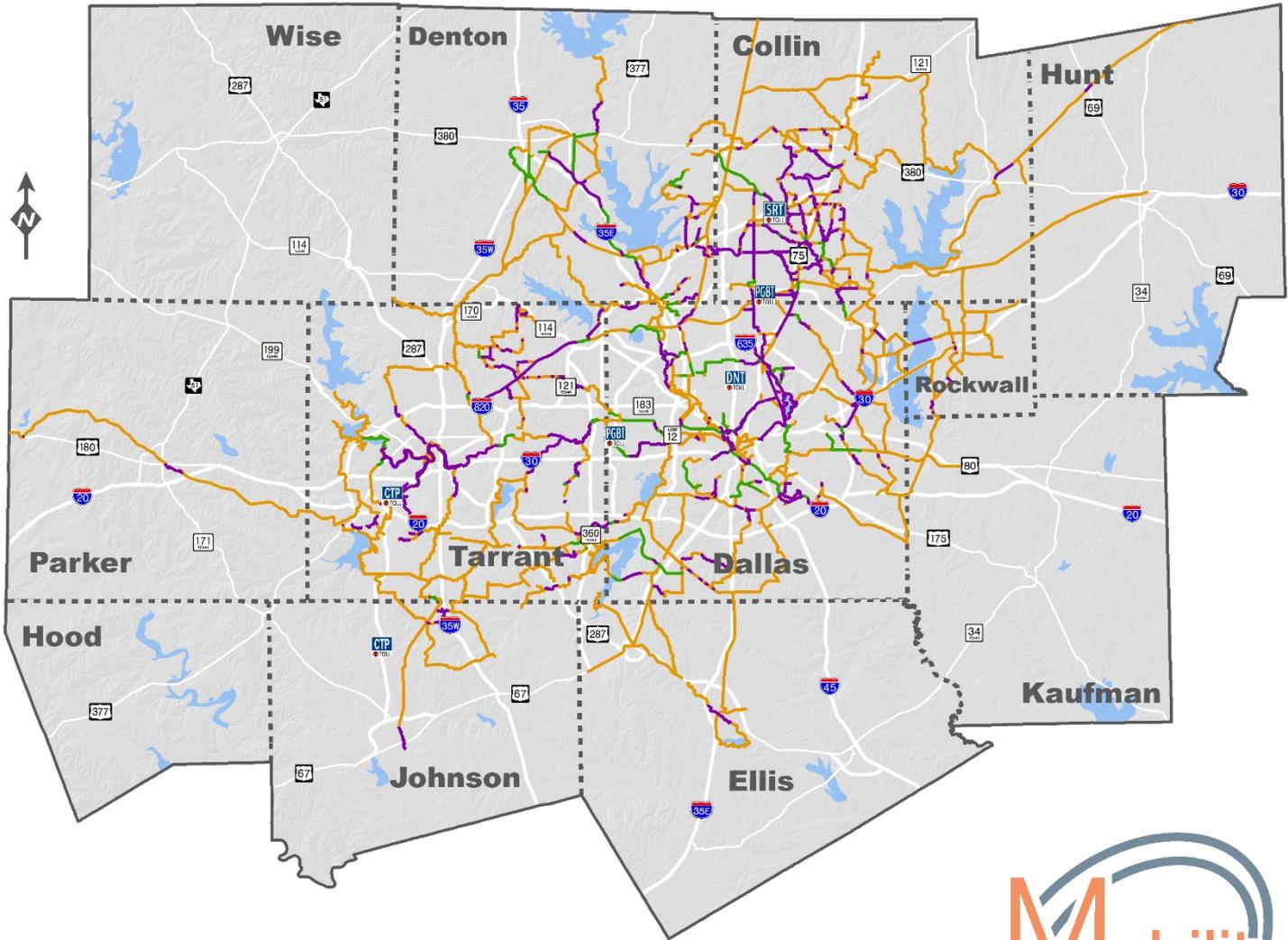
2017 Estimate = 7.2 million

2045 Forecast = **11.2 million**



Regional Veloweb

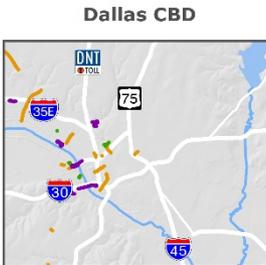
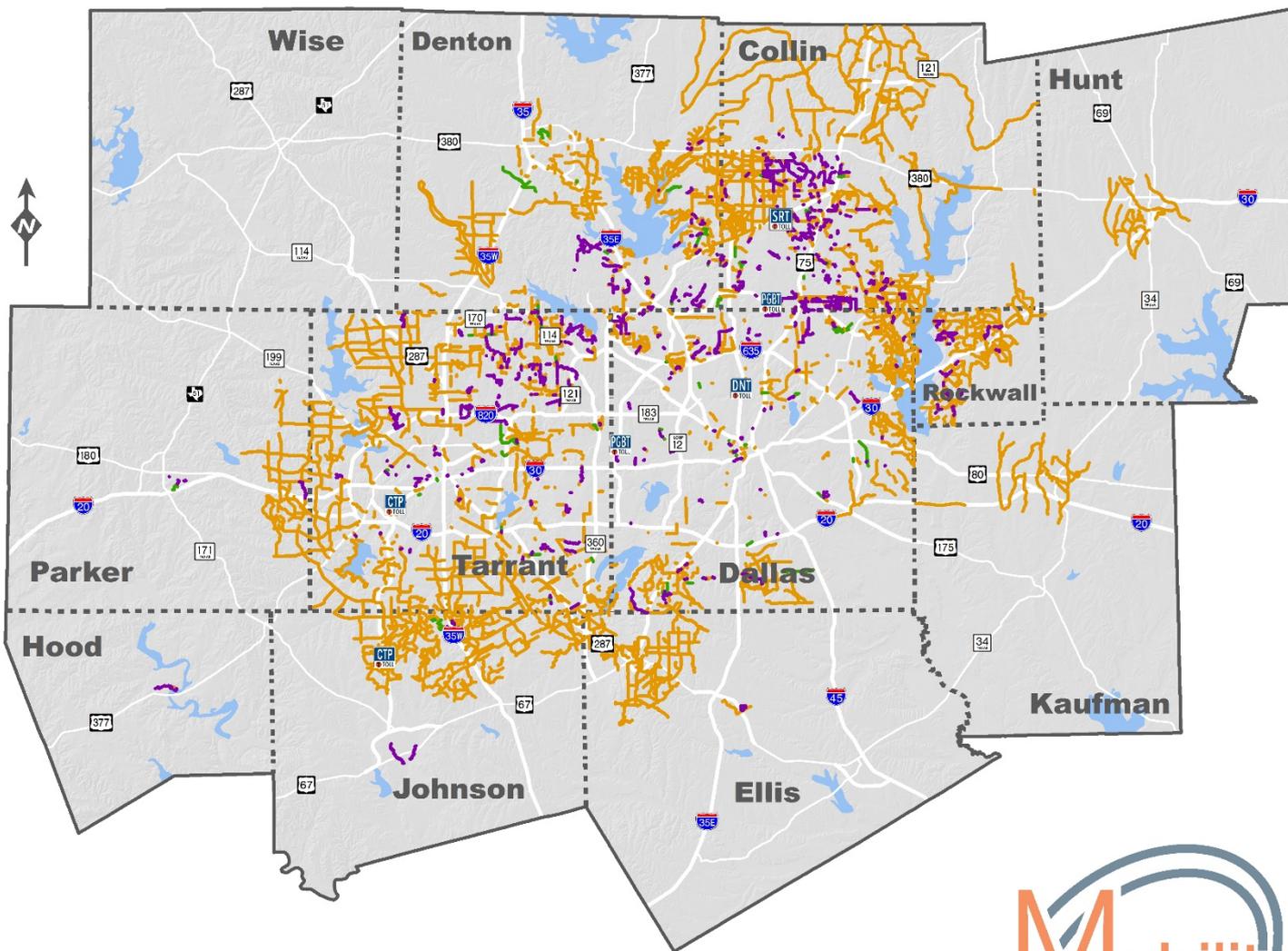
- Existing 455 Miles
- Funded 143 Miles
- Planned 1,285 Miles
- Total 1,883 Miles



Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics for the Regional Veloweb system will be determined through ongoing project development.

Community Shared-Use Paths

- Existing 318 Miles
- Funded 57 Miles
- Planned 2,584 Miles
- Total 2,959 Miles



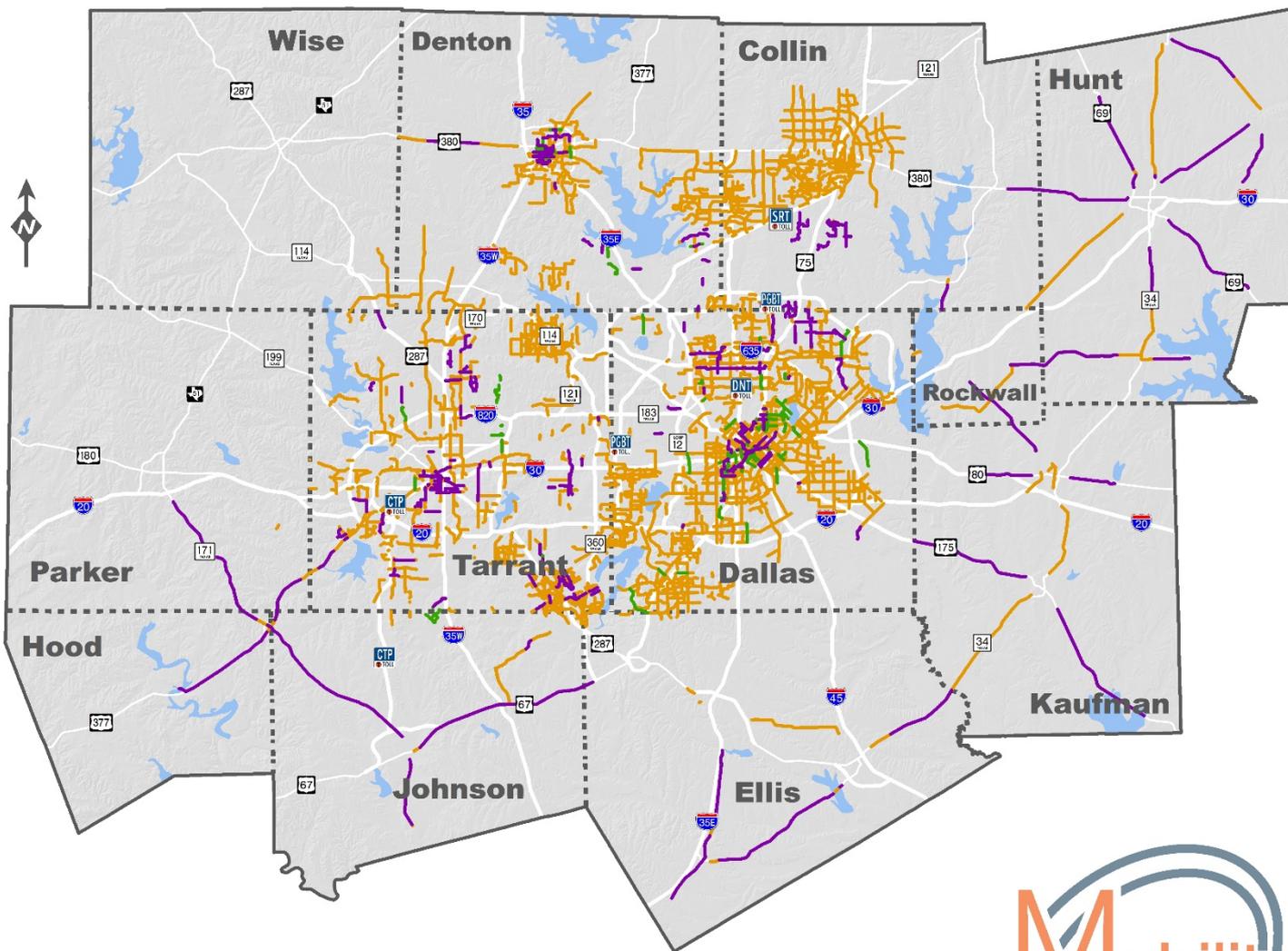
Community Shared-Use Paths supplement the Regional Veloweb network. These paths do not include recreational paths/loops, private paths, equestrian or nature trails, or wide sidewalks less than 10 feet in width.

Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics will be determined through ongoing project development.



On-Street Bikeway Network

- Existing 459 Miles
- Funded 84 Miles
- Planned 1,918 Miles
- Total 2,461 Miles

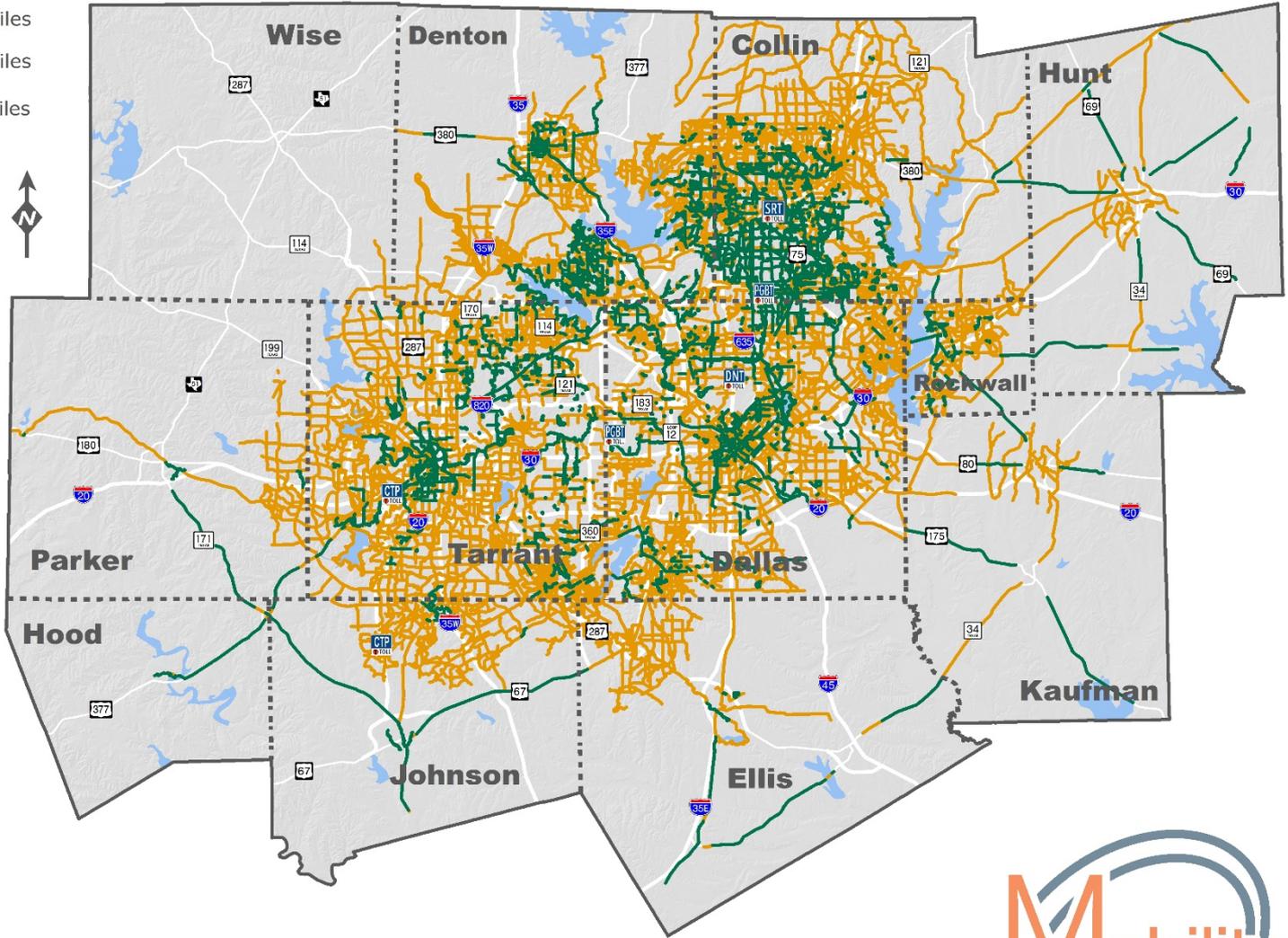


On-street bikeways in the urbanized area include: separated or protected bike lanes/cycle tracks, bike lanes, marked shared lanes, and marked bicycle boulevards. On-street bikeways in the urbanized area do not include: signed bike "routes", signed "share the road", unmarked wide outside lanes, or signed wide shoulders. The use of wide shoulders is included on various roadways linking rural communities outside of the urbanized area. Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics will be determined through ongoing project development.



Combined Regional Veloweb, Community Paths, and On-Street Bikeway Network

Existing/Funded	1,516 Miles
Planned	5,787 Miles
Total	7,303 Miles



The Regional Veloweb and Community Shared-Use Path network does not include recreational paths/loops, private paths, equestrian or nature trails, or wide sidewalks less than 10 feet in width. On-street bikeways in the urbanized area include: separated or protected bike lanes/cycle tracks, bike lanes, marked shared lanes, and marked bicycle boulevards. On-street bikeways in the urbanized area do not include: signed bike "routes", signed "share the road", unmarked wide outside lanes, or signed wide shoulders. The use of wide shoulders is included on various roadways linking rural communities outside of the urbanized area. Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics for the network will be determined through ongoing project development.



LookOutTexans.org

Bicyclists



Pedestrians



Motorists



LOOK OUT TEXANS

BIKE WALK DRIVE SAFELY

HOME
ABOUT
SAFETY TIPS
NORTH TEXANS' STORIES
VIDEO

LOOK OUT FOR JOHN

LITTLE BROTHER NORTH TEXAN BIKES TO SCHOOL

About Us

Safety Tips

School Resources

Look Out Texans

Look Out Texans is an education campaign aimed at increasing safety for all road users in North Texas.

Learn your rights and responsibilities when walking, biking, or driving and encourage your neighbors, friends, and family to do so as well. Together, we can make our streets safer for everyone!

North Central Texas Council of Governments

817-695-9240
info@LookOutTexans.org

Look Out Texans safety education campaign is brought to you by the North Central Texas Council of Governments with funding from the Texas Department of Transportation.

#LookOutTexans

LOOK OUT TEXANS

BIKE WALK DRIVE SAFELY

HOME
ABOUT
SAFETY TIPS
NORTH TEXANS' STORIES
VIDEO

What does it mean to bike, walk and drive safely?

Safety on any road means everyone following the same set of rules and staying out of each other's way. Look Out Texans is one of the most important things to do. There are many things you can do to stay safe, including wearing your seat belt, buckling up, and driving responsibly. Look Out Texans is a program that helps you understand the rules of the road, stay safe, and drive responsibly. For more information and resources, visit www.LookOutTexans.org.

WALKING SAFELY

Tip #1 Cross in crosswalks at intersections. The safest place to cross a street is a marked crosswalk. Other road users should expect to yield to you at the crosswalk.

Tip #2 Do not cross between parked vehicles or vehicles waiting at traffic signals. Pedestrians should not cross between parked vehicles or vehicles waiting at traffic signals.

Tip #3 Look both ways before crossing a street. Look left, right, and left again to ensure a safe crossing. Be especially aware of turning vehicles.

Tip #4 At signalized intersections, cross only when the signal indicates it is safe to do so.

Walk Right Sign: Do not walk on the sidewalk. Look both ways before crossing the street.

Yield to Pedestrian Sign: Do not drive over the sidewalk. Yield to pedestrians.

Ready, Set, Go! Sign: Do not cross the street until the signal is green. Yield to vehicles with the right of way.

Tip #5 Wait for vehicles and stay out of blind spots when around buses. A vehicle or bus is always in a blind spot. Do not cross the street until the vehicle or bus is clear. It is difficult for a driver to see a pedestrian when waiting at a bus stop or blind spot and cross into a dangerous situation.

Tip #6 Make eye contact with drivers before crossing streets. Do not cross the street until you have made eye contact with the driver. Use eye contact to ensure a safe crossing.

Tip #7 Be seen while walking in the dark. Use reflective materials and light colors at night to increase visibility. Avoid dark clothing when possible.

BIKING SAFELY

Tip #8 Bicyclists are required to stop and yield at traffic signals and stop signs. Both rules require bicyclists to operate with the same rights and duties as other vehicles when operating a motor vehicle.

Tip #9 Use hand signals to let others know when you're turning, changing lanes, or stopping. Signaling your intentions gives drivers notice of your intentions. Look over your shoulder and use a mirror when signaling to ensure a safe maneuver.

Tip #10 Do not drink and drive. The use of other vehicles and pedestrian requirements of drivers and pedestrians. Alcohol impairs judgment and slows reaction time.

Tip #11 Ride as far to the right as practical. Practical does not mean possible. Do not ride in the gutter. Keep your feet on the pedals and your hands on the handlebars. Do not drink and drive. Alcohol impairs judgment and slows reaction time.

LOOK OUT TEXANS

BIKE WALK DRIVE SAFELY

HOME
ABOUT
SAFETY TIPS
NORTH TEXANS' STORIES
VIDEO

Look Out for Each Other

Look Out Texans is a program that helps you understand the rules of the road, stay safe, and drive responsibly. For more information and resources, visit www.LookOutTexans.org.

North Texans Bike, Walk, Drive Safely

2017 NCTCOG Regional Bicycle Opinion Survey

Survey Questions
Capture the General
Public's View on Bicycling:

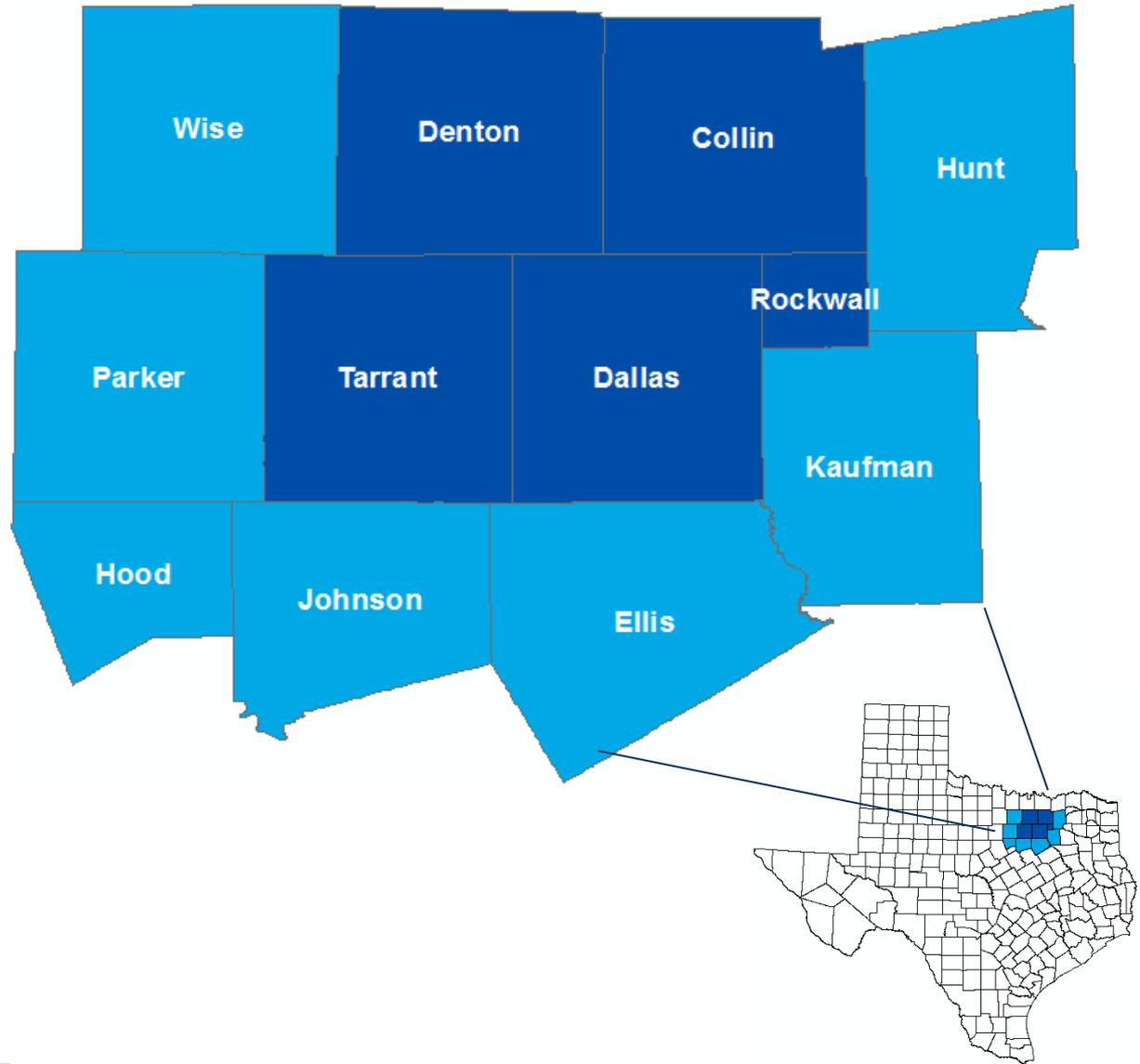


- Frequency of Bicycling
- Access to Bicycling Facilities
- Perceived Barriers to Bicycling
- Level of Comfort
- Helmet Use



North Central Texas Council of Governments

12-County Regional Bicycle Opinion Survey Area



- Urban Counties:** Collin, Dallas, Denton, Rockwall and Tarrant
- Rural Counties:** Ellis, Hood, Hunt, Johnson, Kaufman, Parker, and Wise



Bicycle Opinion Survey Background

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



Planning / Designing for All Ages & Abilities

Short Trips

(Ages 8 to 80)



Commute to Work



Errands



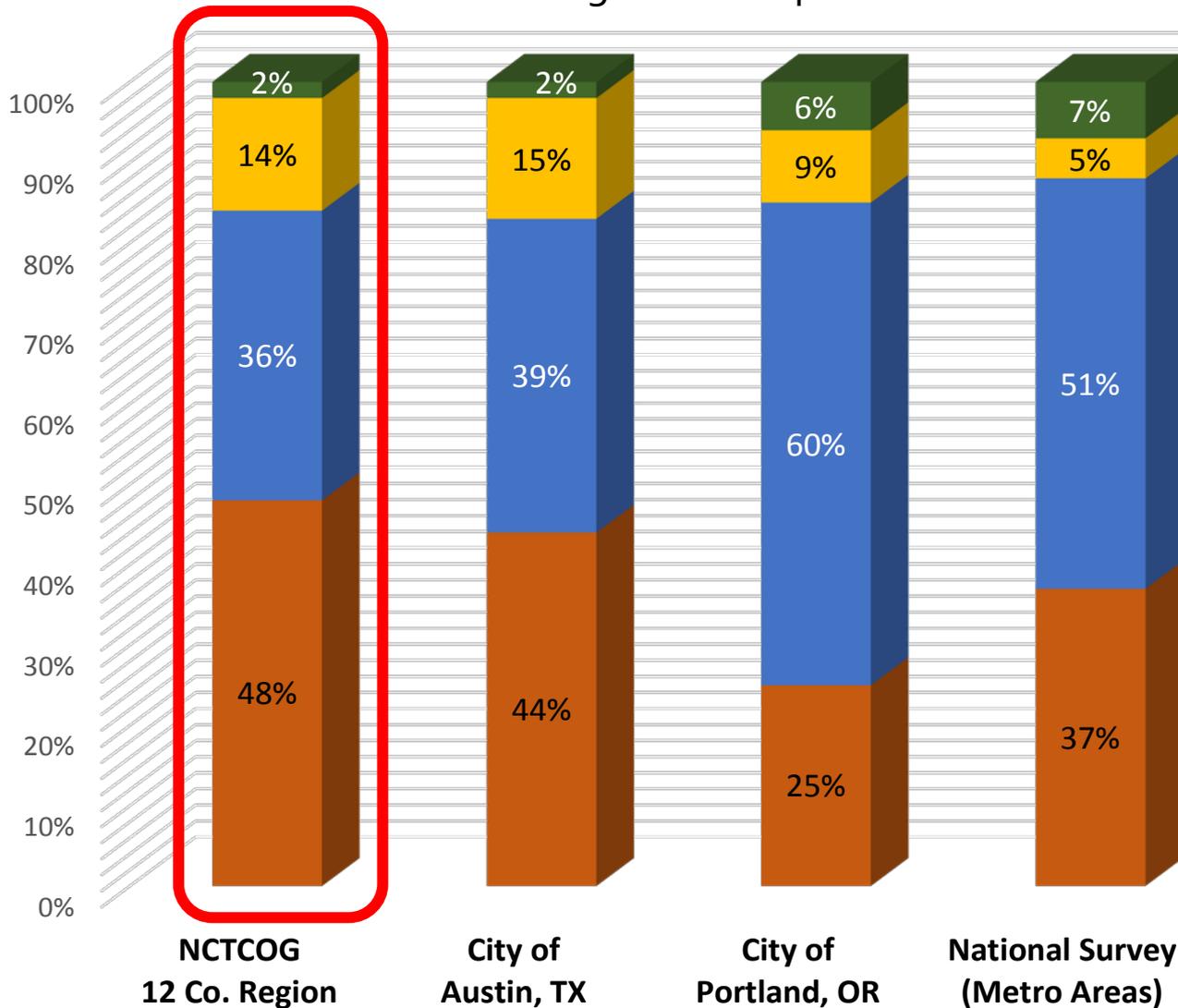
Commute to School



Recreation

Four Types of Cyclists*

Regional Comparison



Strong & Fearless



Will ride a bicycle regardless of the roadway conditions. Riding is a strong part of their identity.

Enthused & Confident



Somewhat comfortable sharing the road with vehicle traffic. Prefers dedicated bike facilities.

Interested But Concerned



Like riding a bicycling, and would ride more if they felt safer on the roadways.

No Way No How

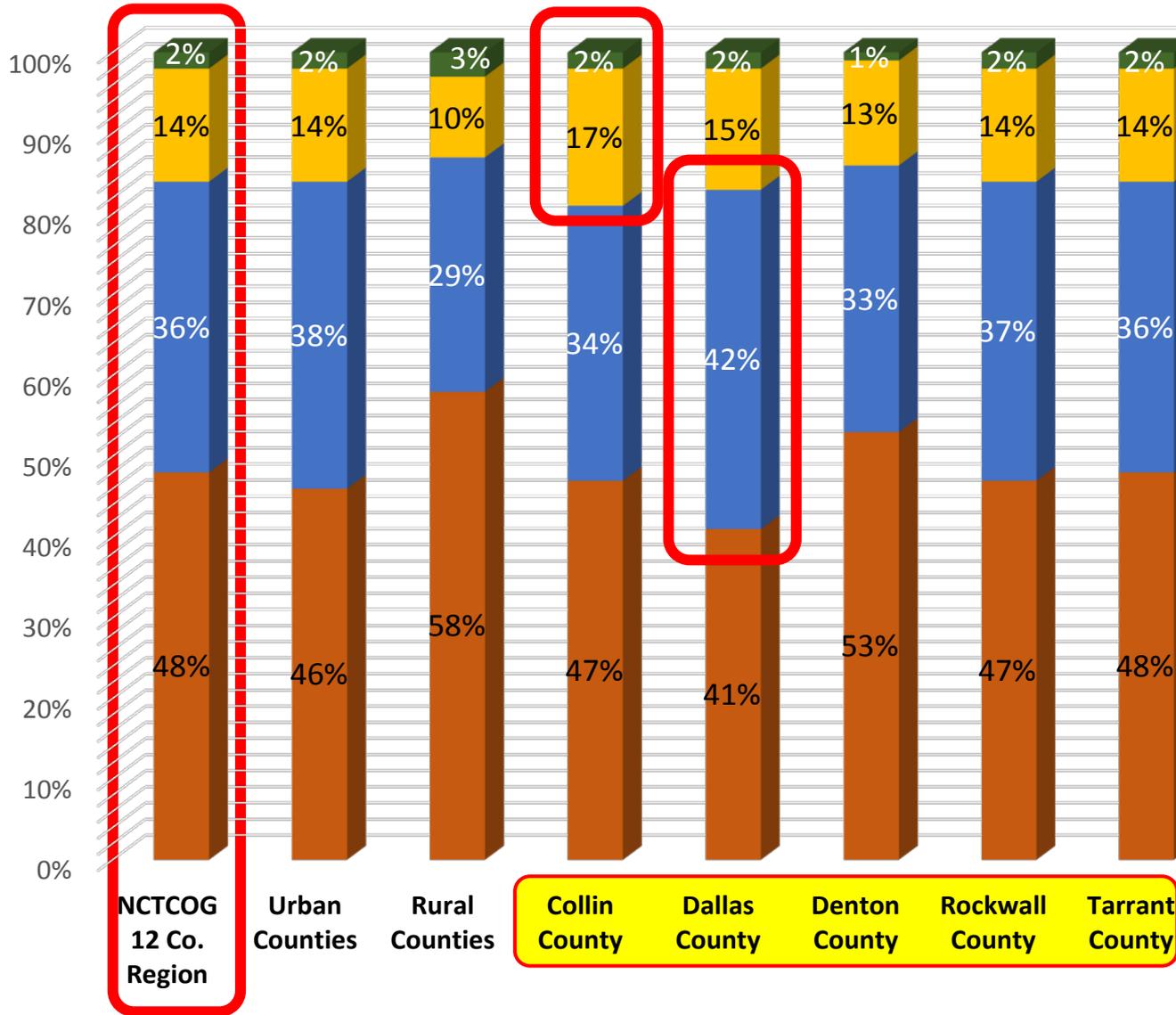


Not comfortable, not interested, or not physically able to ride a bicycle.

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

Four Types of Cyclists*

Within North Texas Region



Strong & Fearless
 Will ride a bicycle regardless of the roadway conditions. Riding is a strong part of their identity.



Enthused & Confident
 Somewhat comfortable sharing the road with vehicle traffic. Prefers dedicated bike facilities.



Interested But Concerned
 Like riding a bicycling, and would ride more if they felt safer on the roadways.



No Way No How
 Not comfortable, not interested, or not physically able to ride a bicycle.



Collin County, Dallas County, Denton County, Rockwall County, Tarrant County

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

Frequency of Bicycling



In the past 12 months ...

36% Of ALL Respondents
Bicycled at Least Once

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

95%



Mar, Apr, May



Bicyclists

84%



Jun, Jul, Aug



Bicyclists

85%



Sep, Oct, Nov



Bicyclists

47%



Dec, Jan, Feb

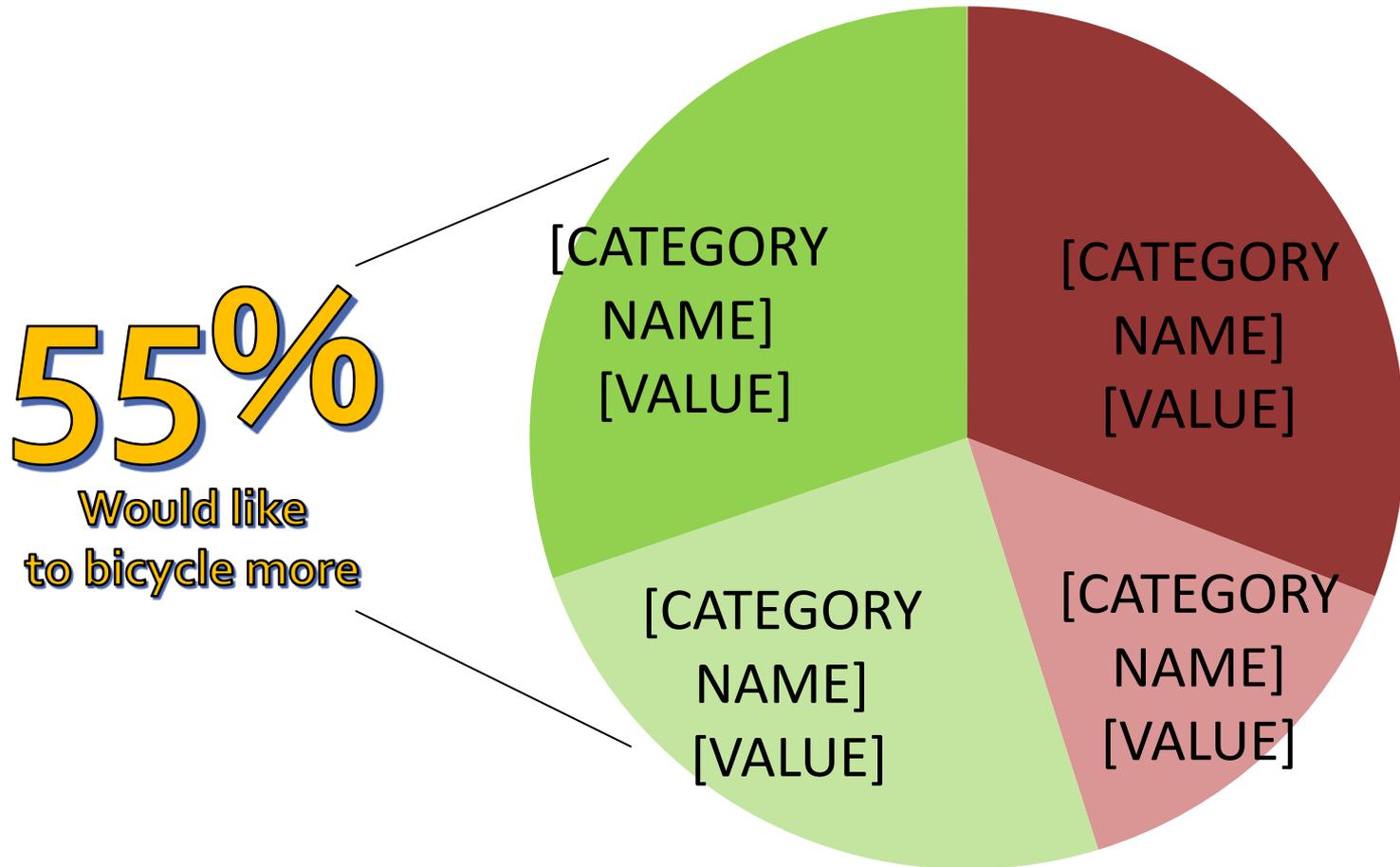


Bicyclists



Frequency of Bicycling

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



Obstacles to Bicycling More Often

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



Lack of bicycle facilities are among the top barriers to bicycling more.

Percent of all respondents indicating each is a barrier.

ALL Respondents

Proximity and Availability of Bicycle Facilities

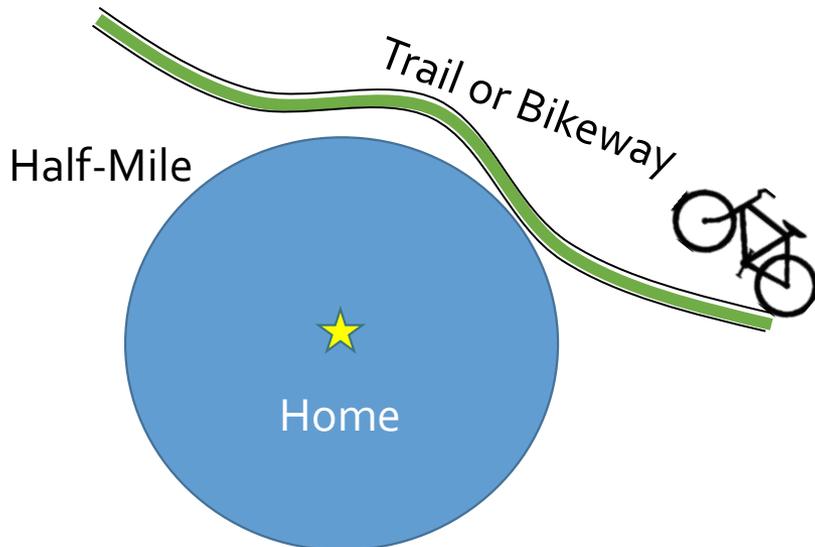


Proximity to a Bicycle Facility Influences Bicycle Use

34%

Who Lived **MORE THAN**
Half-Mile of a Trail or Bikeway

**Bicycled in the
past 12 months**



45%

Who Lived **LESS THAN**
Half-Mile of a Trail or Bikeway

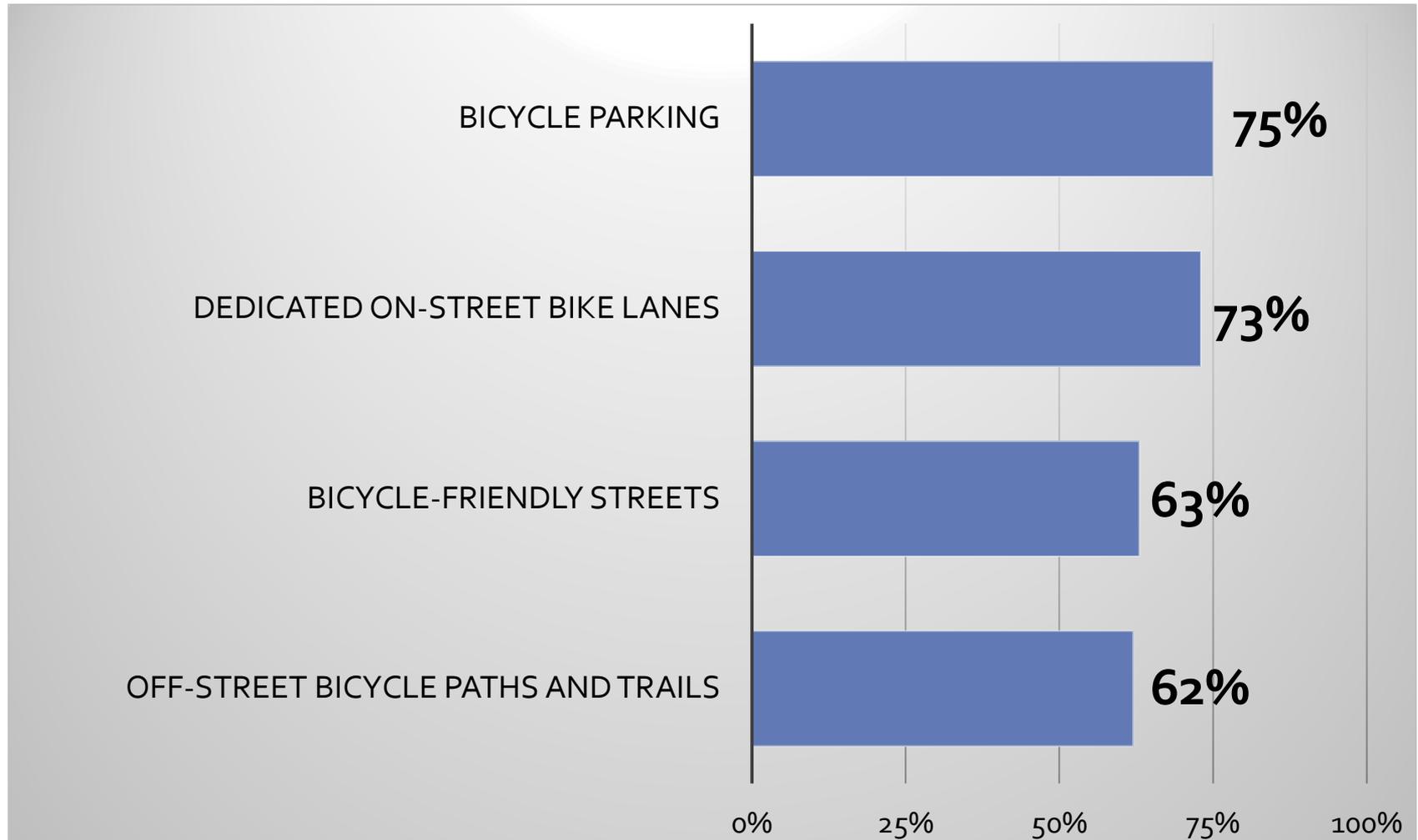
**Bicycled in the
past 12 months**



Availability of Bicycle Facilities

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

Percent of ALL Respondents rating as "TOO FEW"

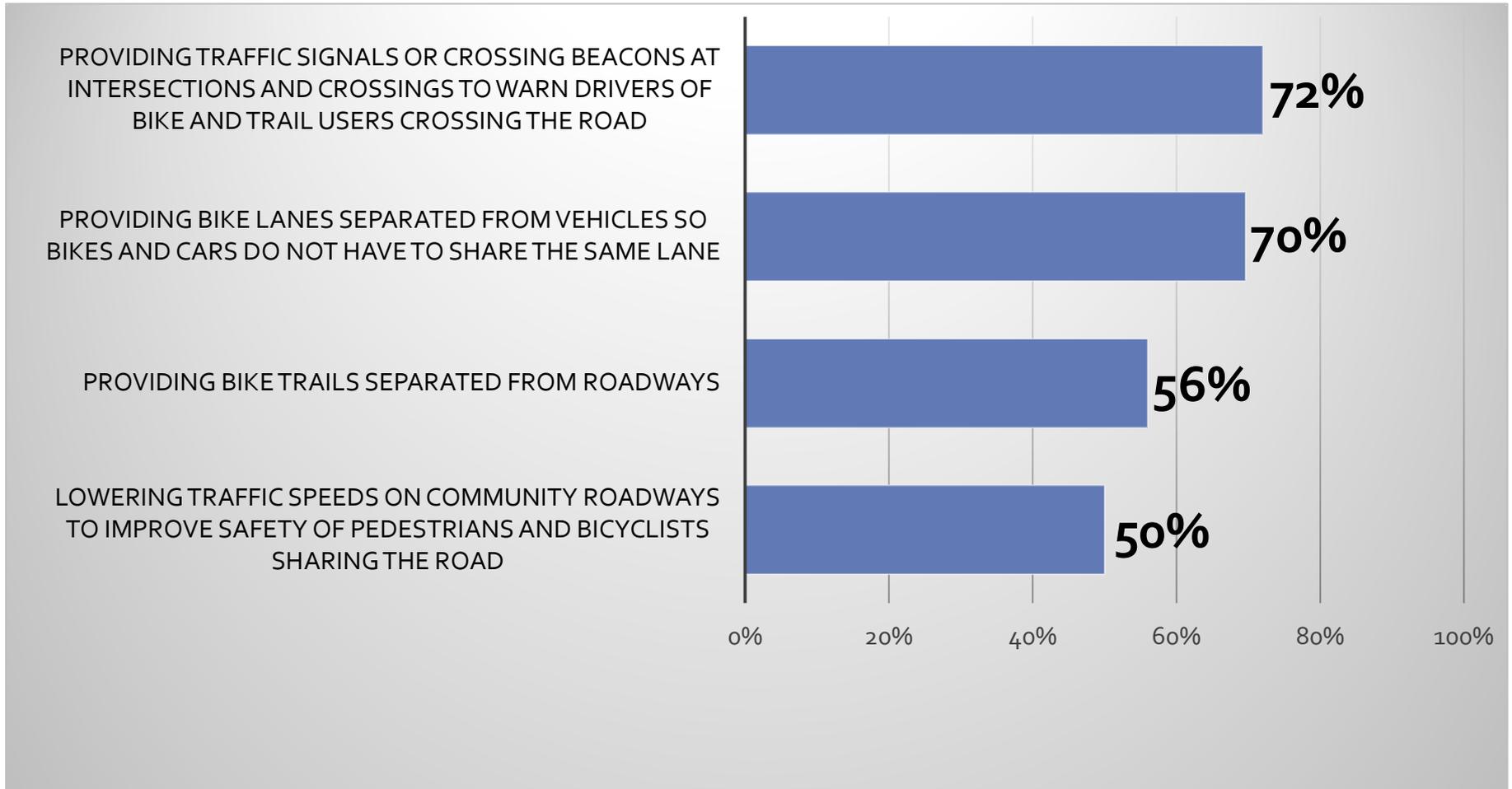


ALL Respondents

Importance of Improving Bicycle Access

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

Percent of ALL respondents
rating as "ESSENTIAL" or "VERY IMPORTANT"



Level of Comfort and Helmet Use



Level of Comfort

How Comfortable Are you Riding a Bike on the following?

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

A PATH OR TRAIL
THAT IS SEPARATED FROM A STREET

85%

A MAJOR STREET WITH TWO OR THREE
TRAFFIC LANES IN EACH DIRECTION, TRAFFIC
SPEEDS OF 35 TO 40 MILES PER HOUR, AND
NO BIKE LANE

9%

THE SAME STREET
WITH A STRIPED BIKE LANE ADDED

60%

WHAT IF IT ALSO HAD A WIDE BICYCLE LANE
SEPARATED FROM TRAFFIC BY A RAISED
CURB

78%

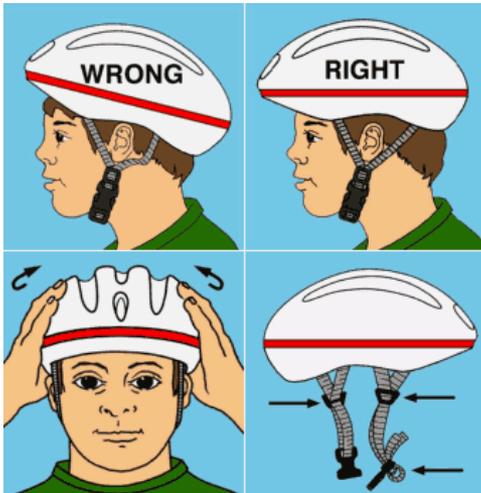
ALL Respondents

0% 25% 50% 75% 100%



Frequency of Wearing A Helmet

Of the bicyclists who rode in the past year...



About 75% of the time

[VALUE]

About half of the time

[VALUE]

About 25% of the time

[VALUE]

Always or almost always

[VALUE]

Never

[VALUE]



2017 NCTCOG Regional Bicycle Opinion Survey Results

Bicycle Opinion Survey Website:



nctcog.org/bikesurvey

- Key Findings
- Executive Summary
- Final Report
- Presentation Slides and Graphics



IMPLEMENTATION OF REGIONAL VELOWEB TRAIL CORRIDORS



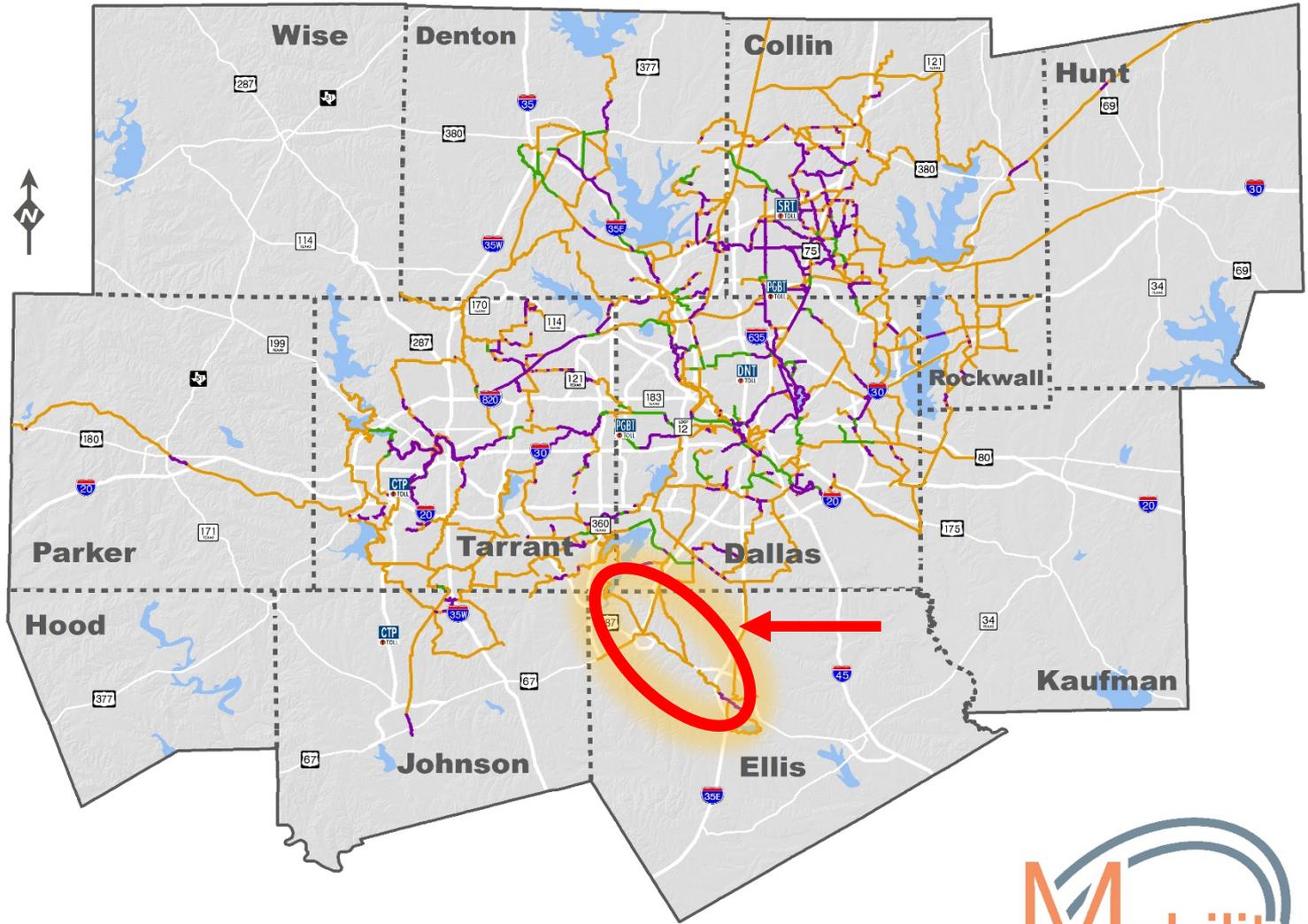
October, 2018

TxDOT Bicycle Public Hearing



Regional Veloweb

- Existing 455 Miles
- Funded 143 Miles
- Planned 1,285 Miles
- Total 1,883 Miles



Dallas CBD



Fort Worth CBD



Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics for the Regional Veloweb system will be determined through ongoing project development.

Midlothian to Waxahachie (Ellis Co.) Regional Veloweb Trail

Corridor Overview:

11 miles

UTA Completed Alignment Study in 2015

Preliminary Engineering (Underway):

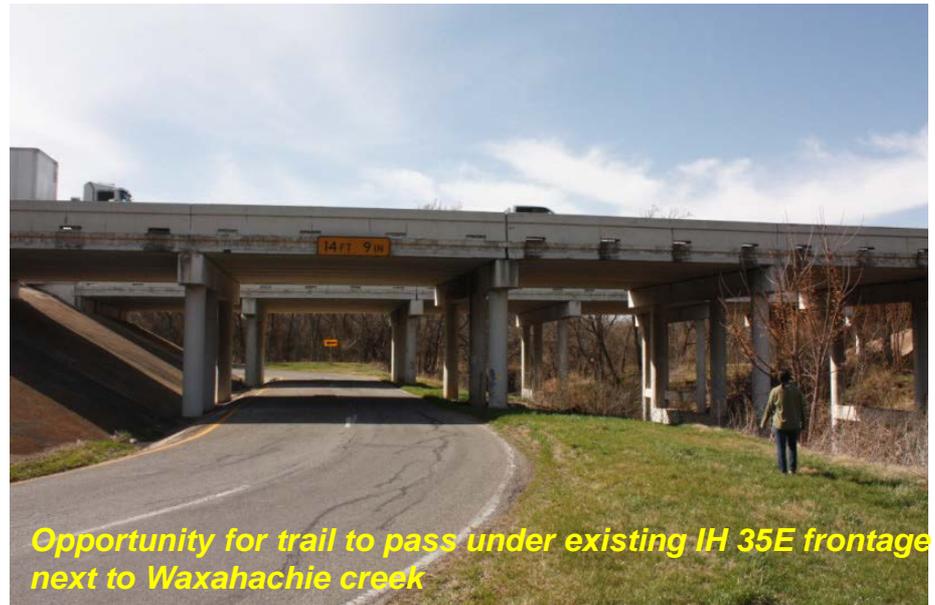
From Midlothian Parkway at Hawkins Springs Park to existing Waxahachie city trail in Getzendaner Park (east of IH35E)

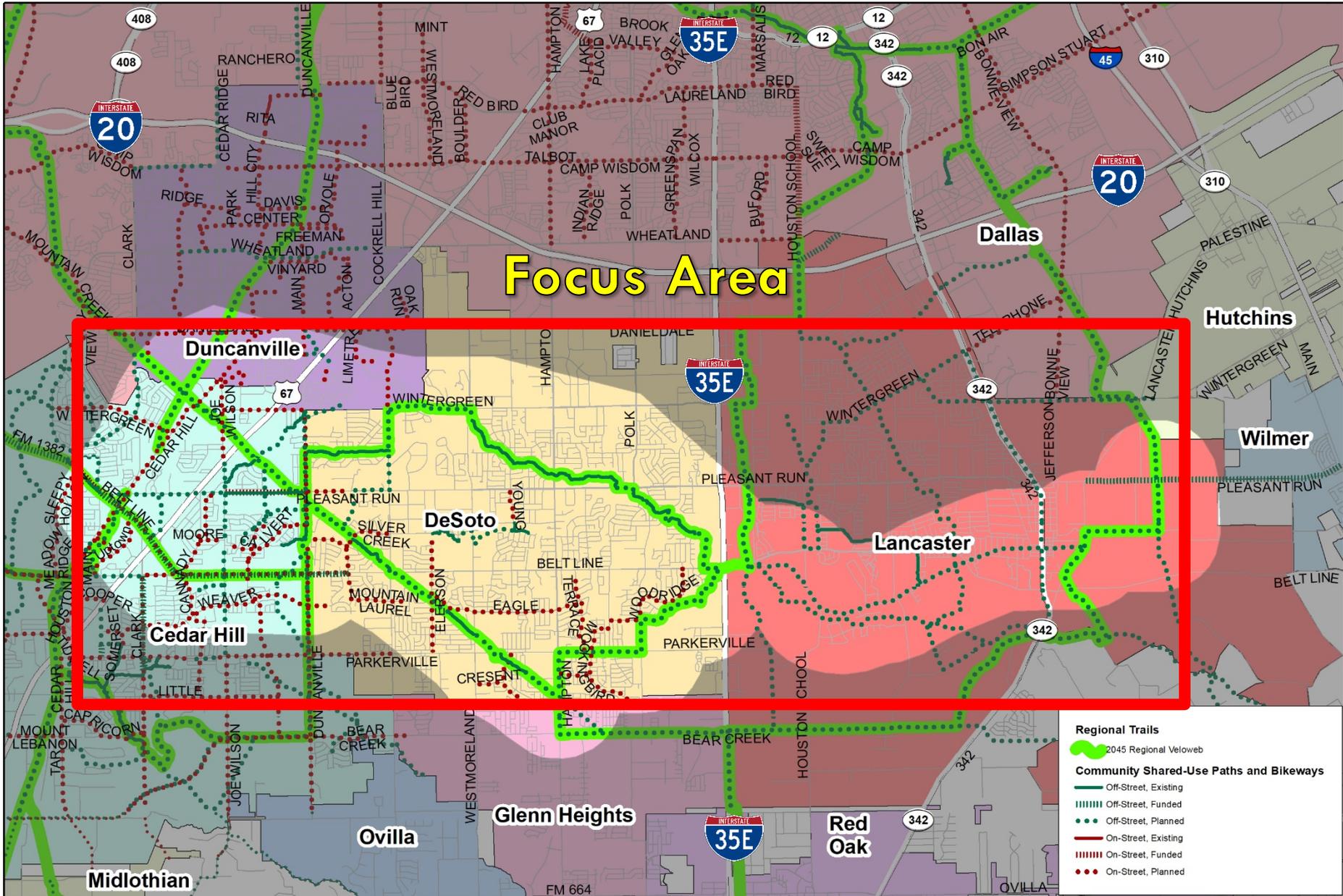
Coordination with UPRR and TxDOT

Deliverables:

15% Design Schematic

Opinions of Probable Cost by Jurisdiction





Southern Dallas County Regional Veloweb

33

Project Distance: 12 miles (as the crow flies)

Limits (West): FM1382 / Cedar Hill Rd. (Cedar Hill)

Limits (East): Pleasant Run Rd. and Lancaster Hutchins Rd. (Lancaster)

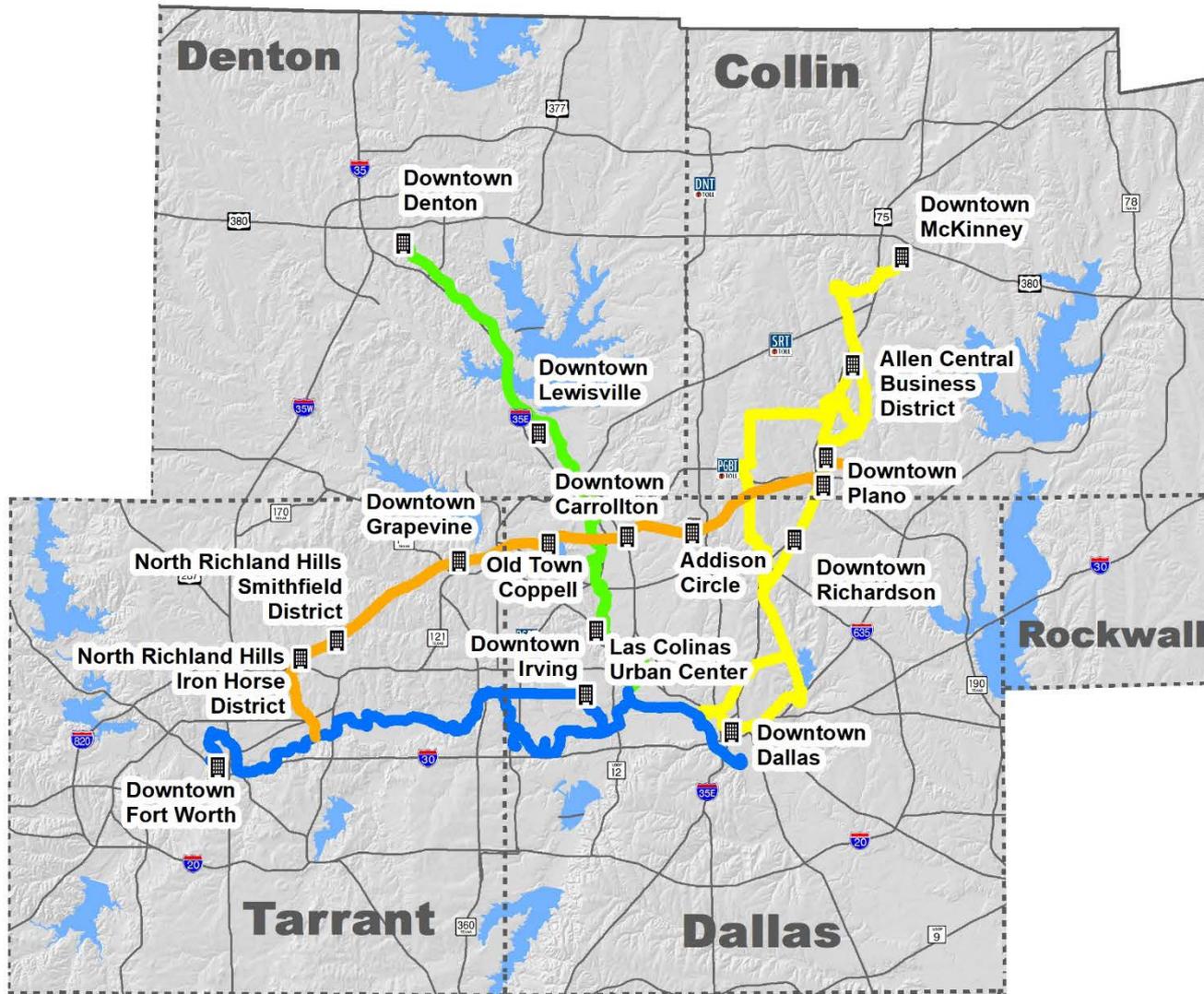
Project Partners: Cedar Hill, DeSoto, Duncanville, Lancaster, Dallas Co.

Study to Begin: Early/Mid-2019

Planning and Alignment Study Deliverables:

- ❑ Technical Coordination Meetings with City Staff (each city)
- ❑ Design Schematics (15%)
- ❑ Environmental Summary
- ❑ Opinions of Probable Construction Costs (by jurisdiction)
- ❑ Phasing for Implementation (by jurisdiction)

Highlighted Regional Trail Corridors



-  Fort Worth to Dallas Regional Trail Corridor
-  Cotton Belt Regional Trail Corridor
-  Dallas to McKinney Regional Trail Corridor
-  Denton to Dallas Regional Trail Corridor

Existing/Funded

61.1 miles
27.8 miles
65 miles
45 miles

Planned

2.9 miles
17.2 miles
17 miles
9 miles

Total

64 miles
45 miles
82 miles
54 miles

DCTA Rail Trail to Campion Trail

Seven participating agencies

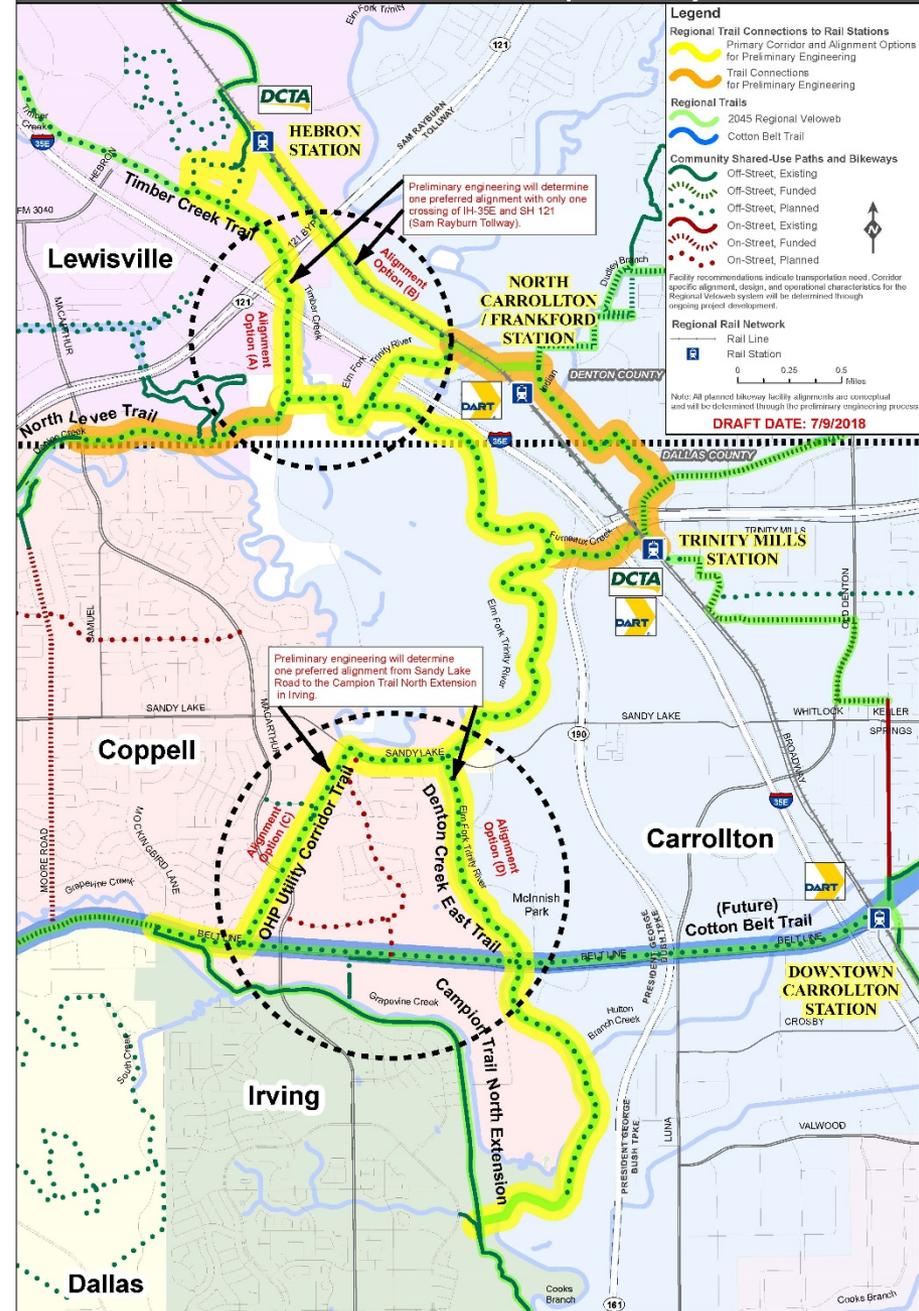
- Transportation Agencies: DCTA and DART
- Cities: Lewisville, Carrollton, and Coppell
- Counties: Denton Co. and Dallas Co.

Approx. 8 mi. from DCTA Hebron Station to Campion Trail (Coppell / Irving)

Additional 3 mi. of trail connections

- North Carrollton/Frankford DART station,
- Trinity Mills DART station, and
- The existing North Levee Trail along Denton Creek in Coppell west of MacArthur Blvd

Attachment 1: Regional Trail Connections to Rail Stations (DCTA Hebron Station to Campion Trail)



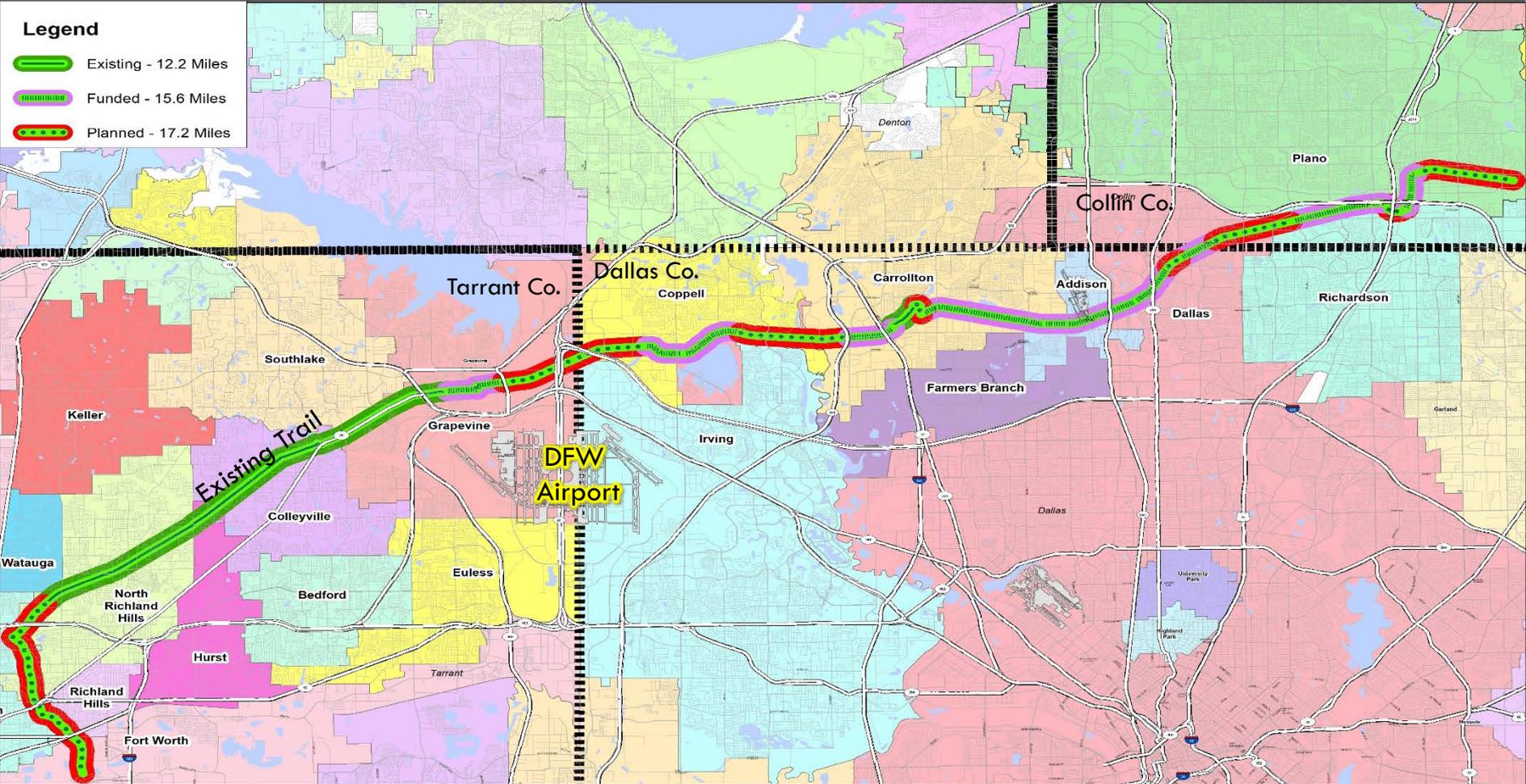
Background

Cotton Belt Regional Veloweb Trail (DFW Airport to Plano)

36

- December 1996** Regional Veloweb alignment included in Mobility 2020
- 2017 - 2018** NCTCOG, DART, and local jurisdictions coordinate opportunities for trail environmental clearance, design, and funding to construct “critical” trail sections
- Oct 2018** Regional Transportation Council approved funding:
- design (26-mile corridor) and
 - construction (8.5 miles of “critical” trail sections)
- Early 2019** DART design/build contractor begins design and construction phases

Cotton Belt Regional Veloweb Trail



**Eastern Portion of Corridor
(with Cotton Belt Rail Project)**
from DFW North Airport Station in Grapevine
to Plano Shiloh Station
26.2 miles

Entire Corridor
from Fort Worth (West of Handley Ederville Rd)
to Plano Shiloh Station
45 miles

Background

Fort Worth to Dallas Regional Veloweb Trail

38

- December 1996** Regional Veloweb alignment included in Mobility 2020
- November 2013** Five Mayors meet and commit to implement the 64-mile Regional Veloweb alignment (24.5 miles need funding)
- 2014 to 2018** 18.5 miles of trail with funding commitments (variety of sources)
- Oct 2018** RTC approved funding for 3.1 miles to complete a continuous 53-mile alignment connecting the five cities



Mayors (from left) Mike Rawlings, Dallas; Robert Cluck, Arlington; Betsy Price, Fort Worth; Ron Jensen, Grand Prairie; and Beth Van Duyne, Irving, met recently to discuss connecting their cities with a regional bicycle-pedestrian trail corridor.

Fort Worth To Dallas Regional Veloweb Trail



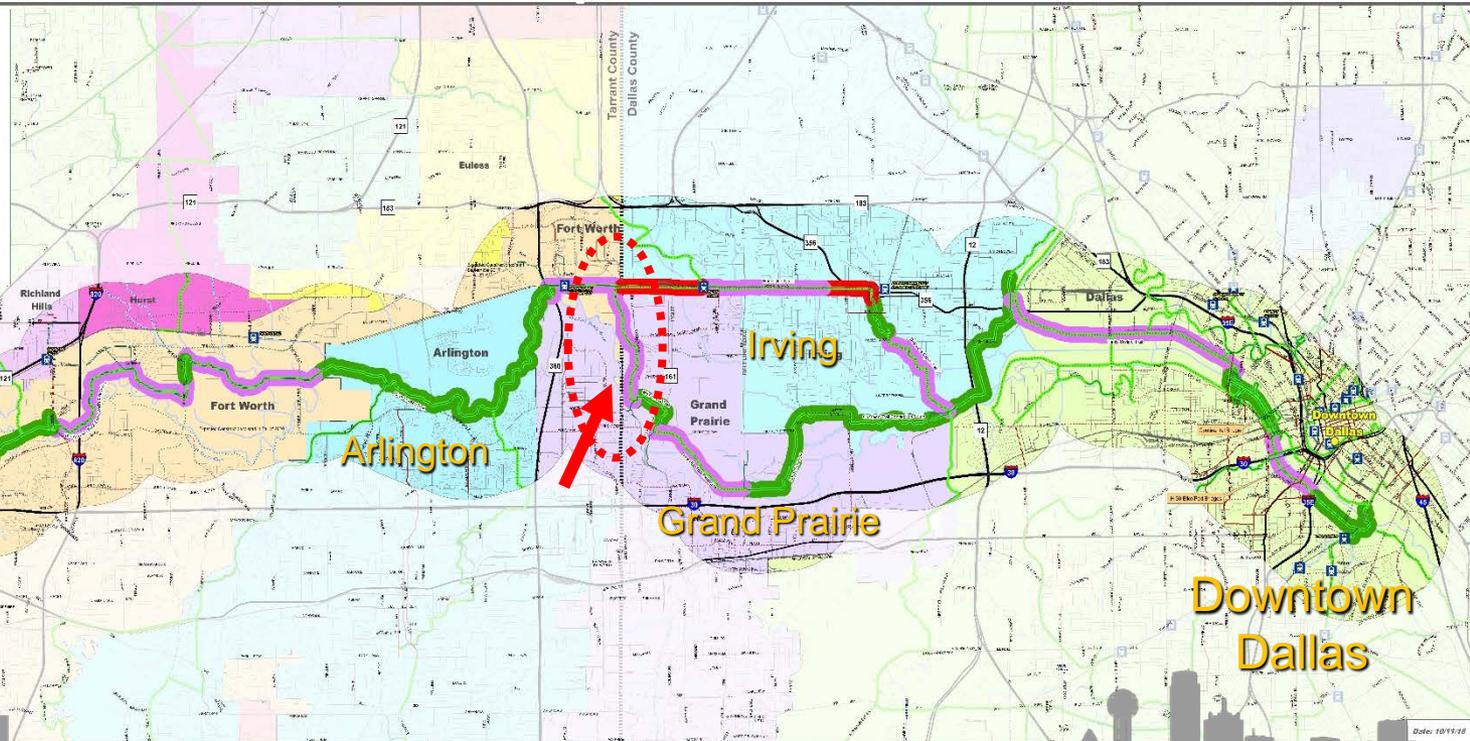
Total

Existing and Funded	23.3 miles	7.4 miles	8.1 miles	11.9 miles	10.4 miles	61.1 miles
Planned and Unfunded	0	0	1.6 miles	1.3	0	2.9 miles

Legend

Regional Trail Corridor Facility Status

-  Existing
-  Funded
-  Planned



North Central Texas Council of Governments



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North Central Texas
Council of Governments

