

Approval of Mobility 2045 and Associated Transportation Conformity Results

Regional Transportation Council

June 14, 2018

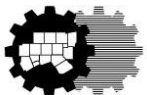


Draft Mobility 2045 Document

Project Recommendation Maps

Project Recommendation Tables

www.nctcog.org/mobility2045



Mobility Plan Development

Maximize
Existing
System

Infrastructure Maintenance

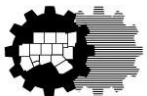
Maintain & Operate Existing Facilities
Bridge Replacements

Management, Operations and Technology

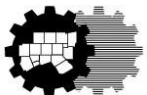
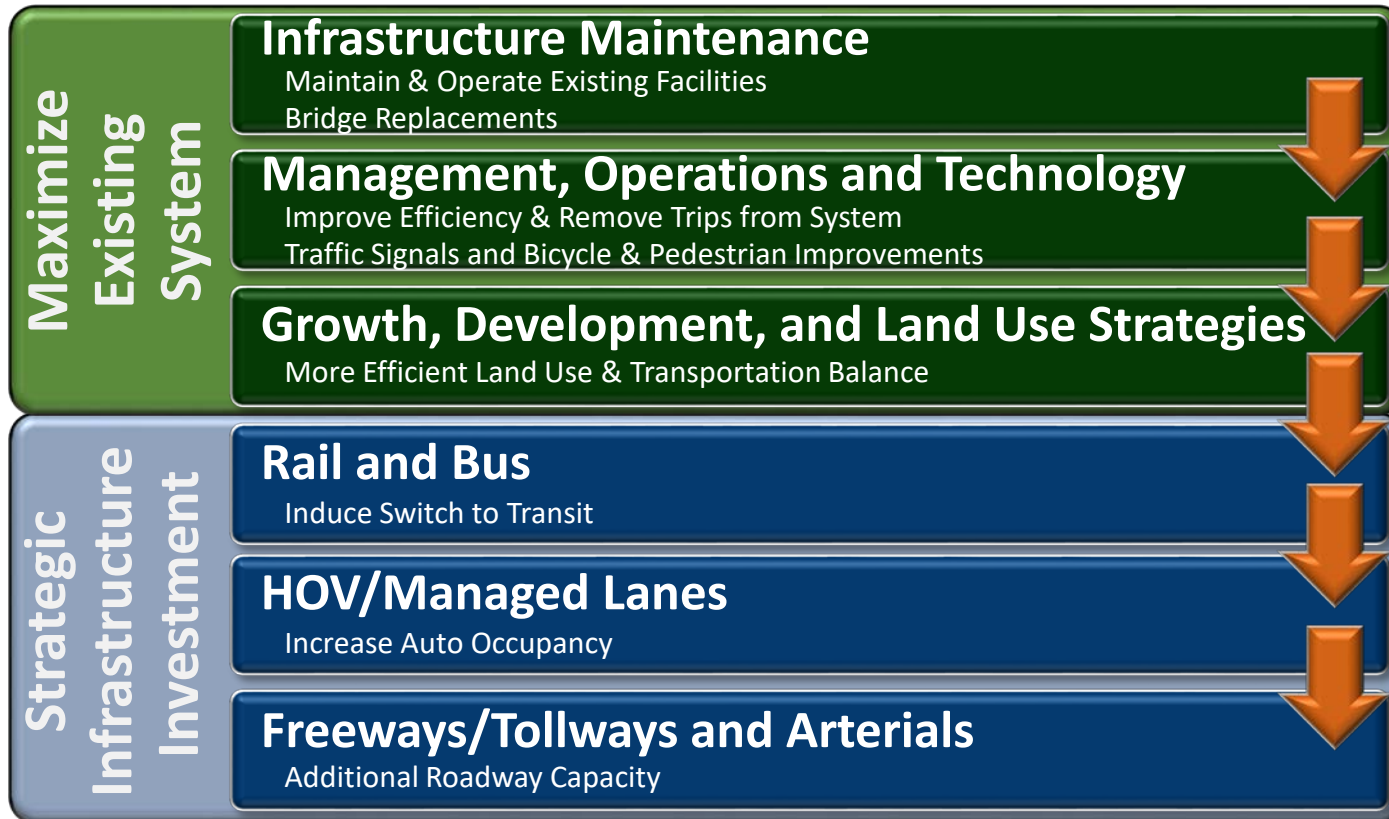
Improve Efficiency & Remove Trips from System
Traffic Signals and Bicycle & Pedestrian Improvements &

Growth, Development, and Land Use Strategies

More Efficient Land Use & Transportation Balance



Mobility Plan Development



Mobility 2045 Expenditures



Maximize Existing System	Infrastructure Maintenance Maintain & Operate Existing Facilities Bridge Replacements	\$ 37.5
	Management, Operations and Technology Improve Efficiency & Remove Trips from System Traffic Signals and Bicycle & Pedestrian Improvements	\$ 9.5
	Growth, Development, and Land Use Strategies More Efficient Land Use & Transportation Balance	\$ 3.2
Strategic Infrastructure Investment	Rail and Bus Induce Switch to Transit	\$ 33.3
	HOV/Managed Lanes Increase Auto Occupancy	\$ 52.0
	Freeways/Tollways and Arterials Additional Roadway Capacity	
Total Expenditures¹		\$135.4²

DRAFT

Notes:

¹ Actual dollars, in billions. Values may not sum due to independent rounding.

² Balances to reasonably expected revenue, demonstrating financial constraint.



Transit Corridor Recommendations



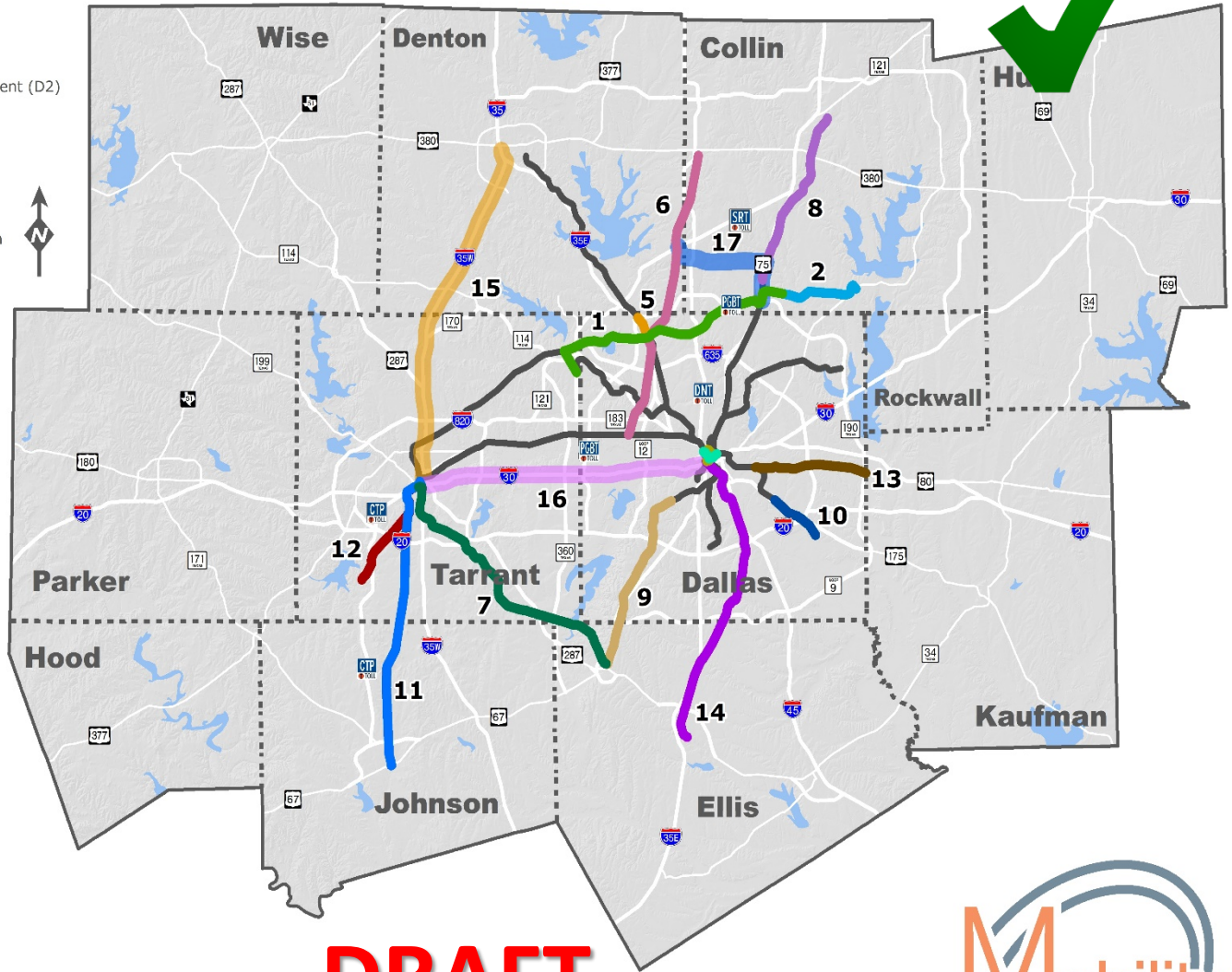
Rail

- 1 - Cotton Belt
- 2 - Cotton Belt East Extension
- 3 - Downtown Dallas Second Alignment (D2)
- 4 - Dallas Streetcar (Central Link)
- 5 - A-train South Extension
- 6 - Frisco Line
- 7 - Mansfield Line
- 8 - McKinney Line
- 9 - Midlothian Line
- 10 - Green Line Southeast Extension
- 11 - Cleburne Line
- 12 - Southwest TEX Rail
- 13 - Scyene Line
- 14 - Waxahachie Line

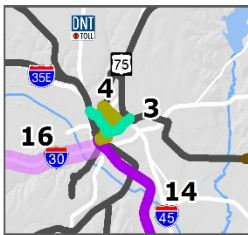
High-Intensity Bus

- 15 - IH 35W Express
- 16 - IH 30 Express
- 17 - Spring Creek Parkway

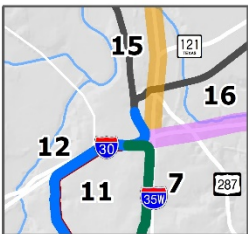
— Existing Rail



Dallas CBD



Fort Worth CBD



DRAFT



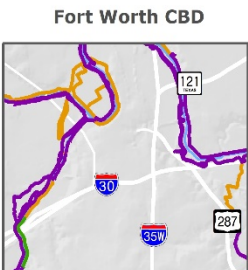
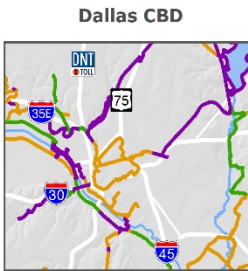
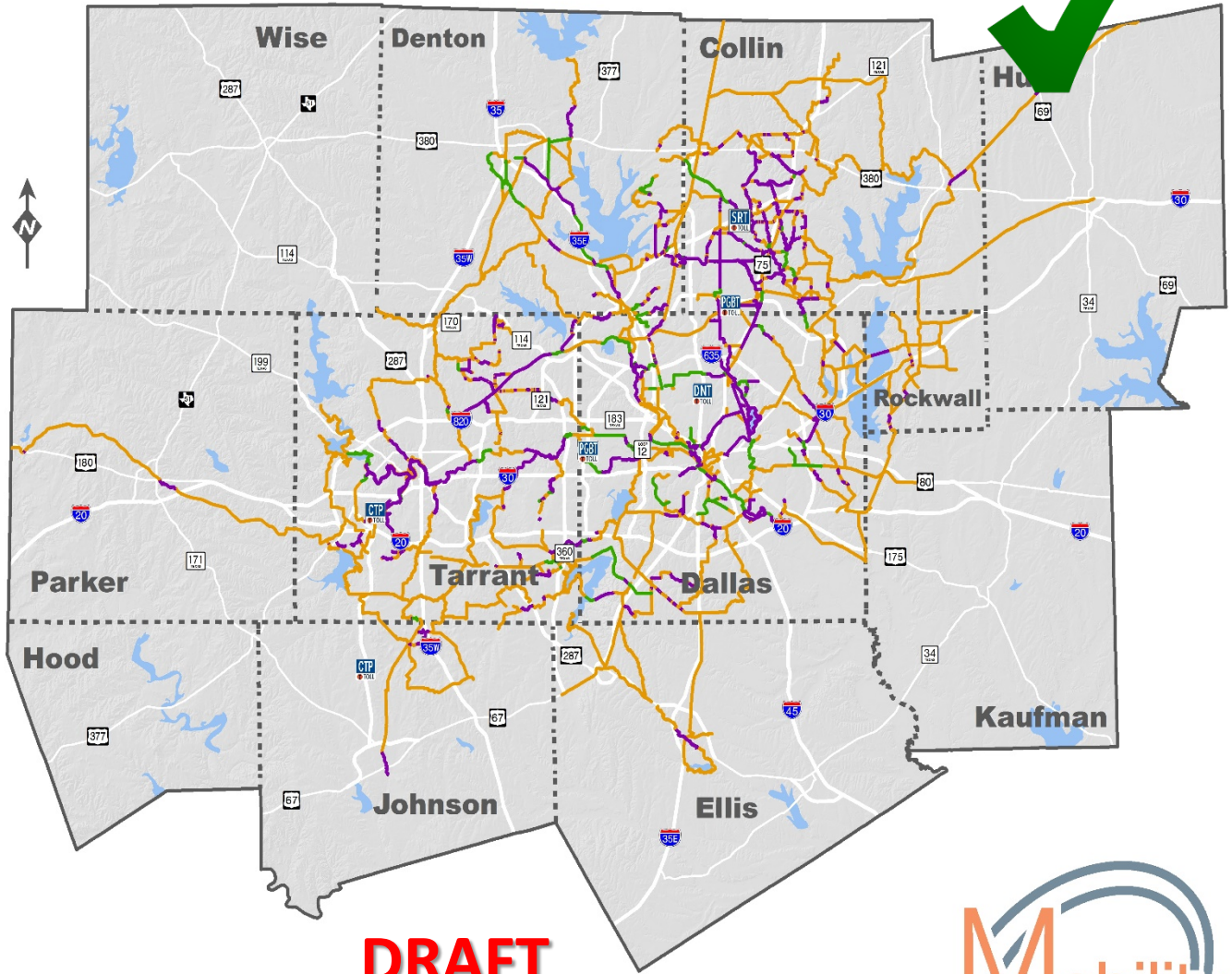
North Central Texas
Council of Governments

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

Regional Veloweb



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



DRAFT



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

Partner Comments Received

Consistency with Local Government Plans

Revised Arterial Projects – Rowlett

Princeton Road

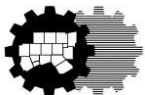
Removed Extension Project

Elm Grove Road

Removed Widening Project

Dalrock Road

Added Capacity from 4 to 6 Lanes



Partner Comments Received

Consistency with Local Government Plans

Revised Arterial Projects – Richardson

Campbell Road

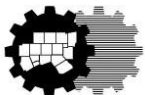
Greenville to Glenville – Removed Widening Project

Main Street

US 75 to Sherman Street – Removed Widening Project

Belt Line Road

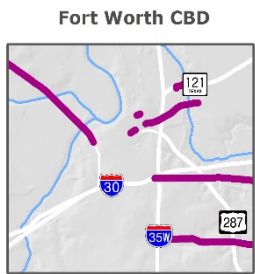
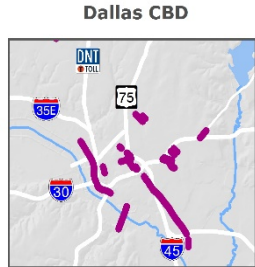
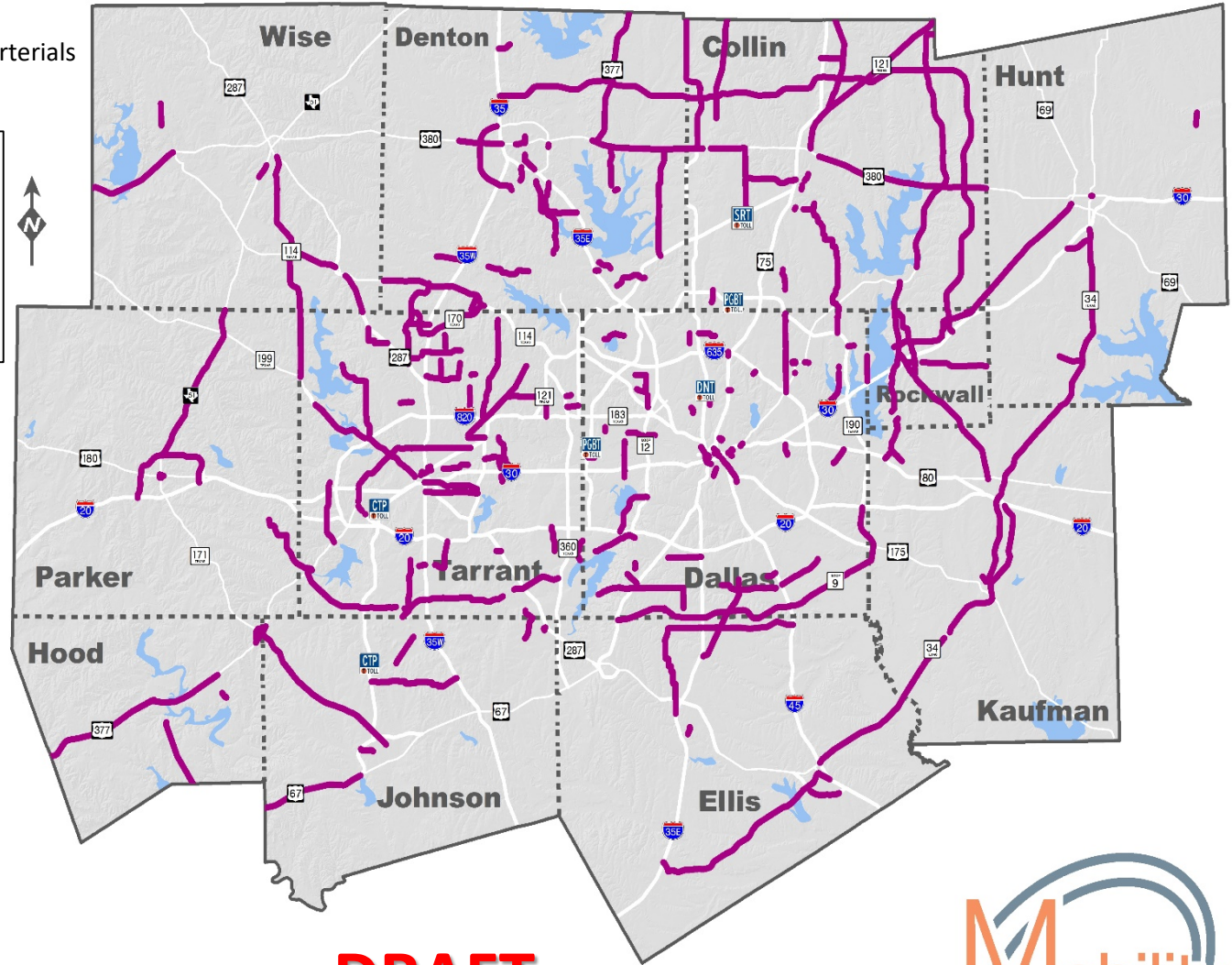
Abrams to Frances Way – Removed Widening Project



Regionally Significant Arterial Improvements

Regionally Significant Arterials

Non-Regionally Significant Arterials may move forward and are not included in Mobility 2045 Recommendations



DRAFT

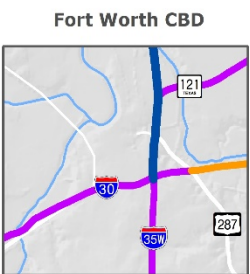
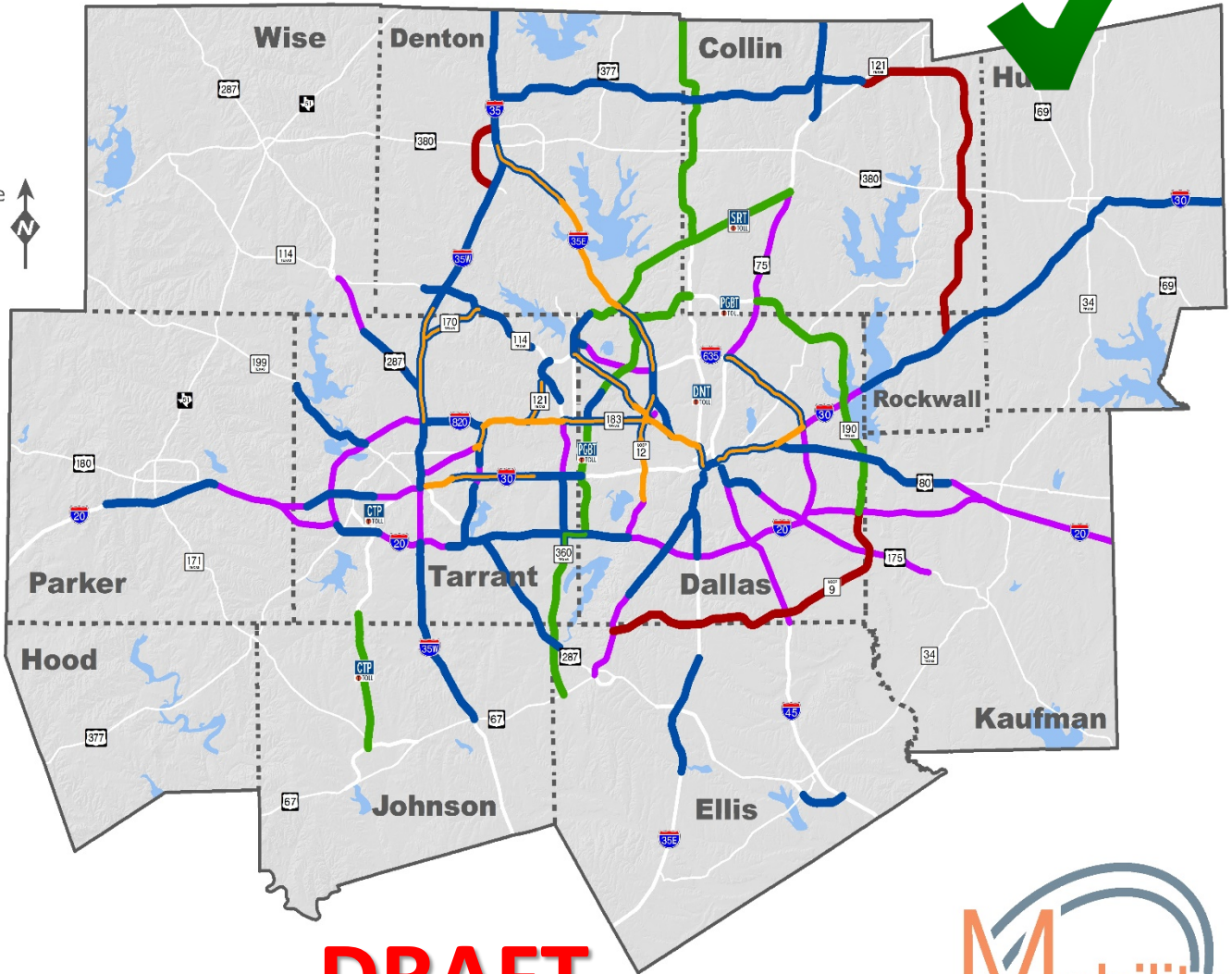


Lines on this map depict arterials with funds for improvement. Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics will be determined through ongoing project development.

Major Roadway Recommendations



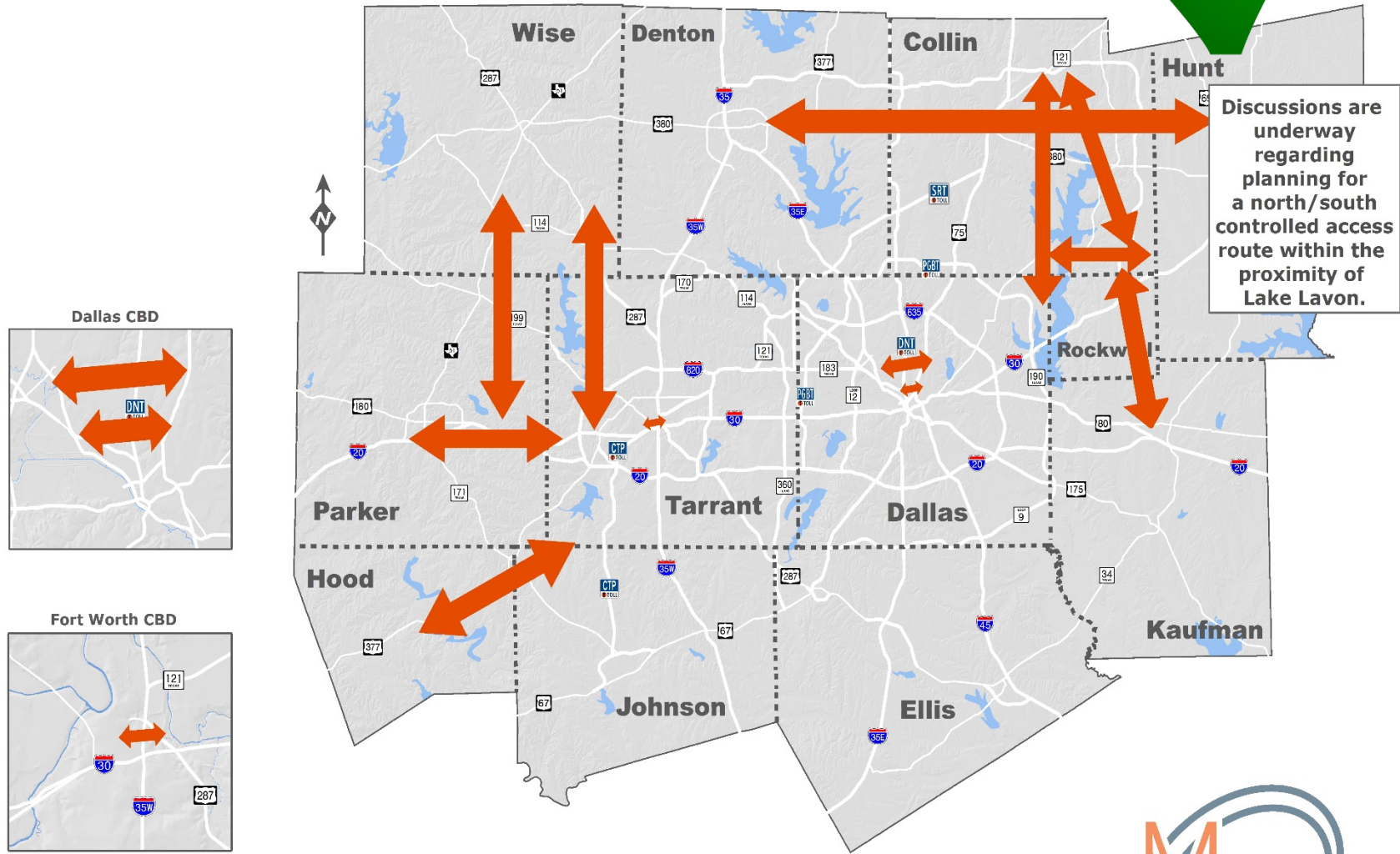
- New or Additional Freeway Capacity
- New or Additional Managed Lane Capacity
- New or Additional Toll Road Capacity
- Staged Facility (Frontage Roads)
- Asset Optimization



DRAFT



Roadway Corridors for Future Evaluation



DRAFT



Roadway corridors for future evaluation indicate an identified transportation need and do not represent recommendations or specific alignments. Recommendations may be developed for future MTPs through feasibility analyses, thoroughfare plans, and environmental studies.

Significant New Policy Initiatives

Performance Based Planning Targets

Safety – Complete

Transit Asset Management – Complete

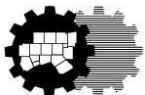
Non-SOV Mode Shares – On-Going

Emission Reduction – On-Going

Congestion/Reliability – On-Going





Managed Toll Lane System

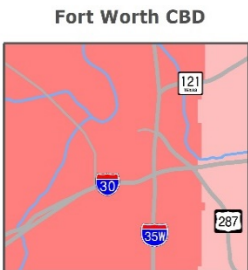
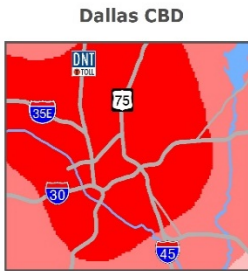
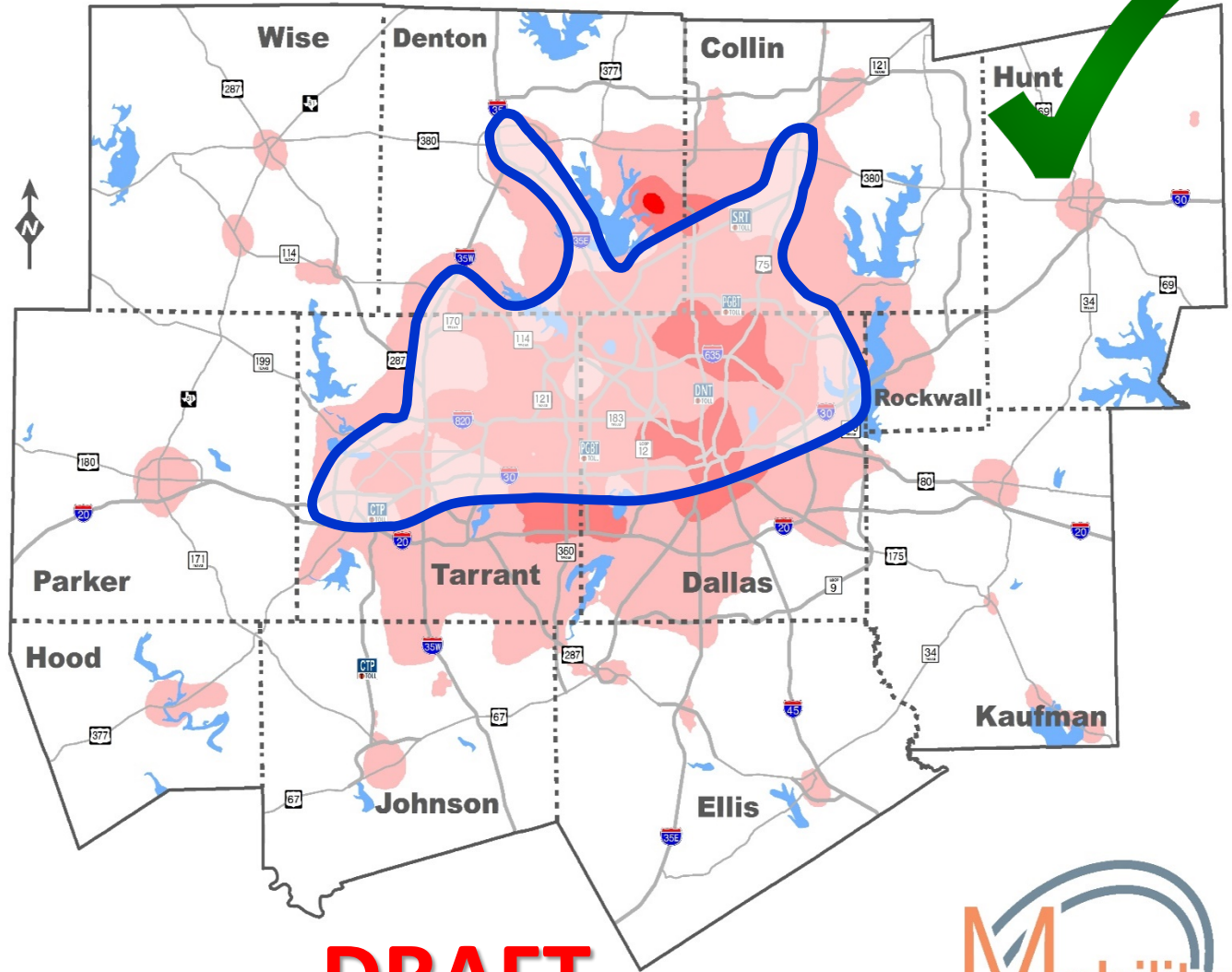
Support Managed Toll System Implementation
within a Tolled Managed Lane Policy Area



Toll Managed Lane System Policy Boundary

Congestion Index

-  No Congestion
-  Light Congestion
-  Moderate Congestion
-  Severe Congestion



DRAFT

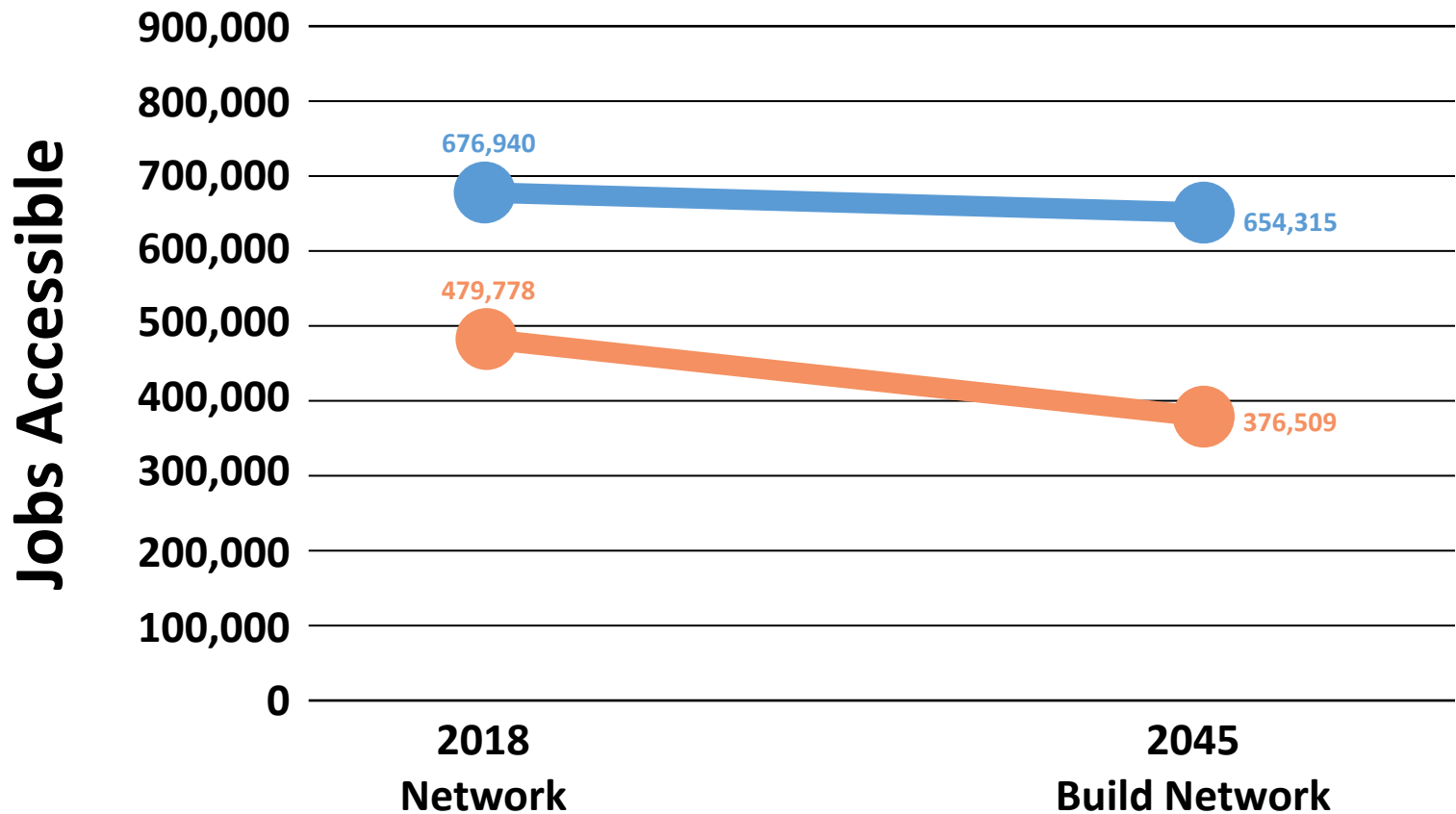
Cost of Congestion/Delay: \$12.1 billion

Congestion Index is based on a percent increase in travel time.

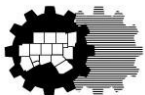


Environmental Justice Analysis

Job Access by Auto Within 30 Minutes

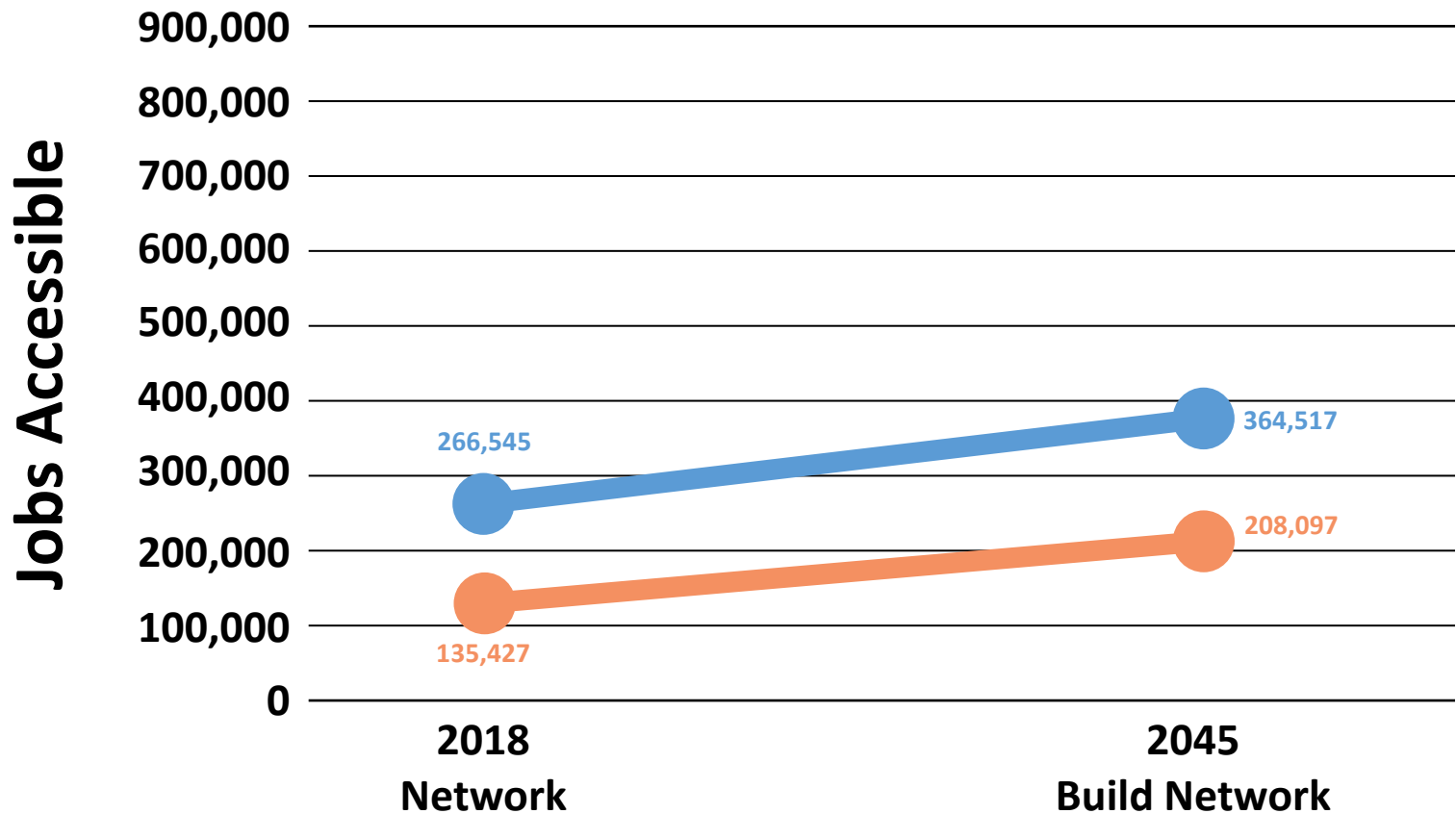


Protected Populations
Non-Protected Populations

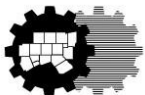


Environmental Justice Analysis

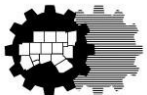
Job Access by Transit Within 60 Minutes



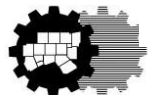
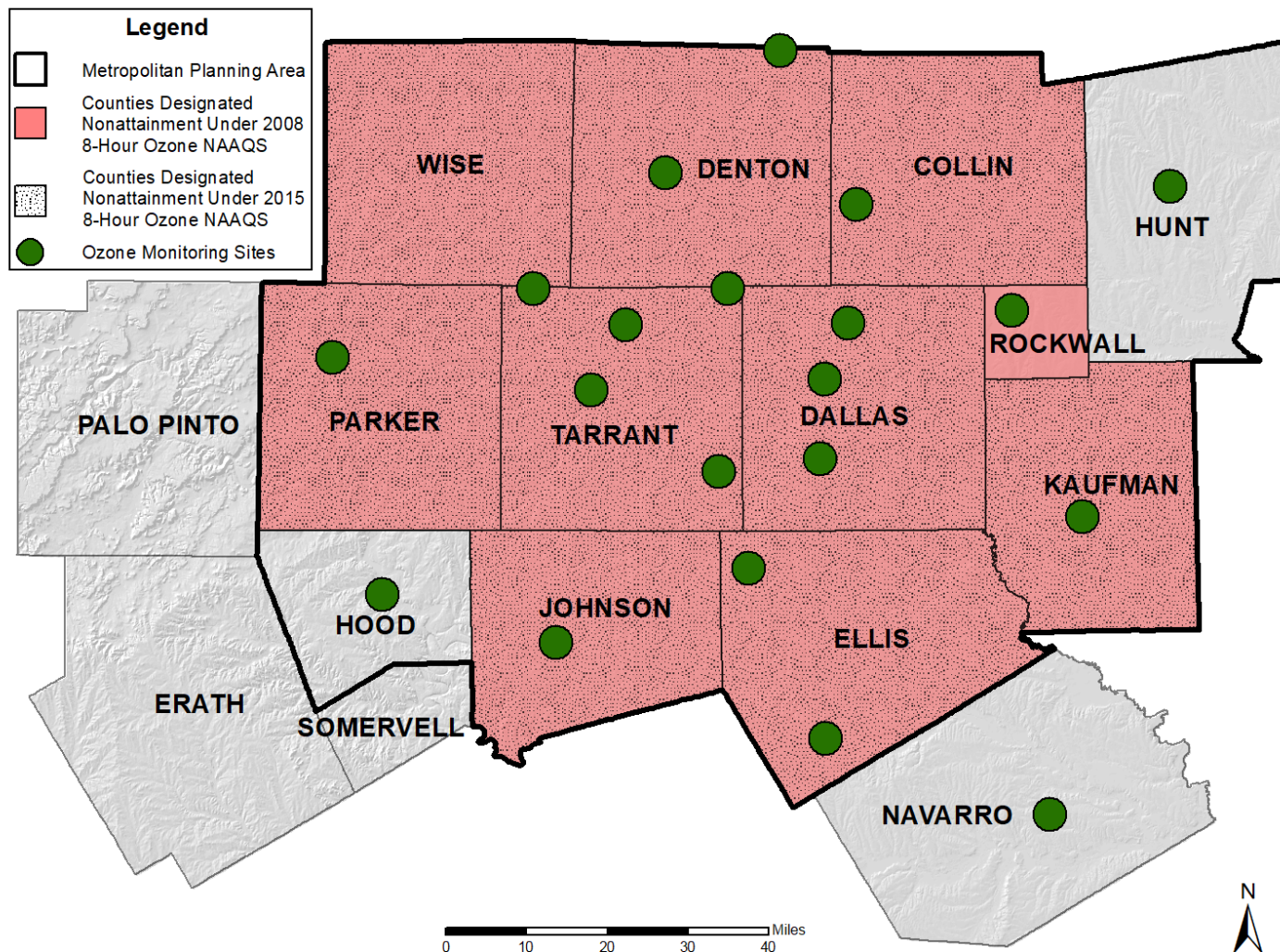
Protected Populations
Non-Protected Populations



Transportation Conformity Analysis



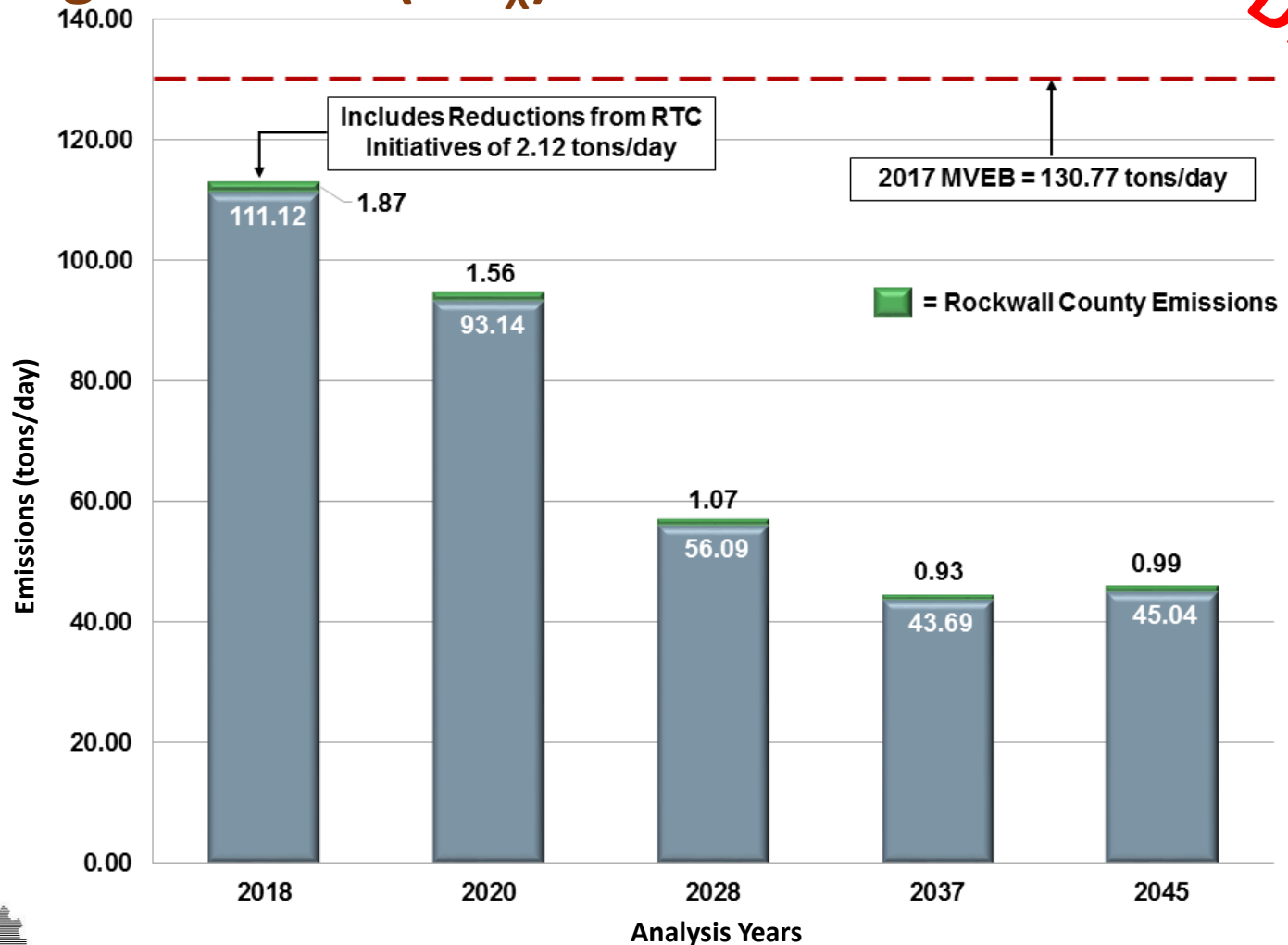
9- and 10-County Ozone Nonattainment Areas



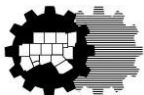
2018 Transportation Conformity Results

Nitrogen Oxides (NO_x) Emissions

DRAFT

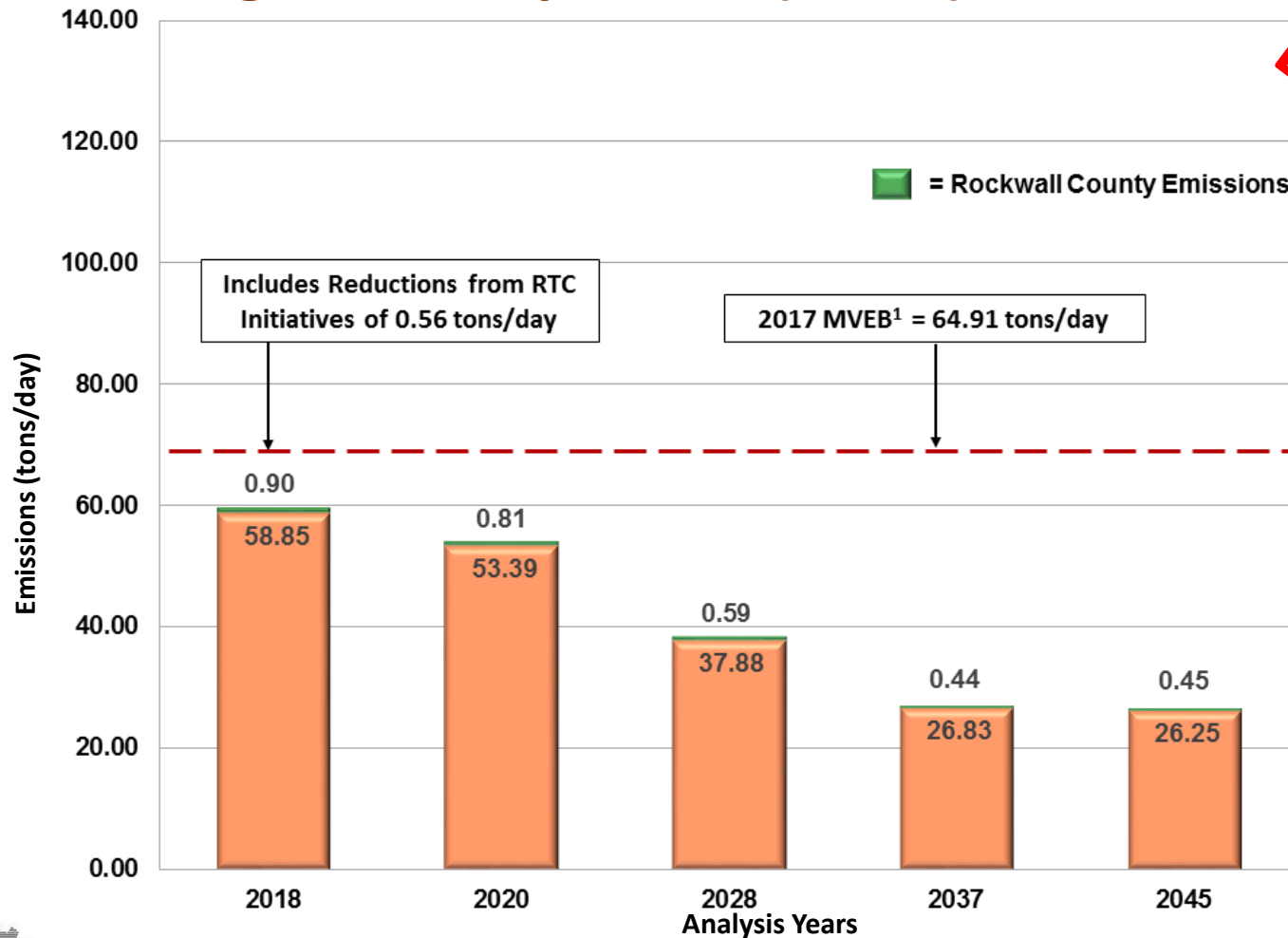


¹ Source: Adequacy Status of the Dallas-Fort Worth, Texas Attainment Demonstration 8-Hour Ozone Motor Vehicle Emission Budgets for Transportation Conformity Purposes, [81 FR 78591](#)

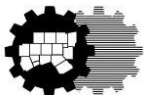


2018 Transportation Conformity Results

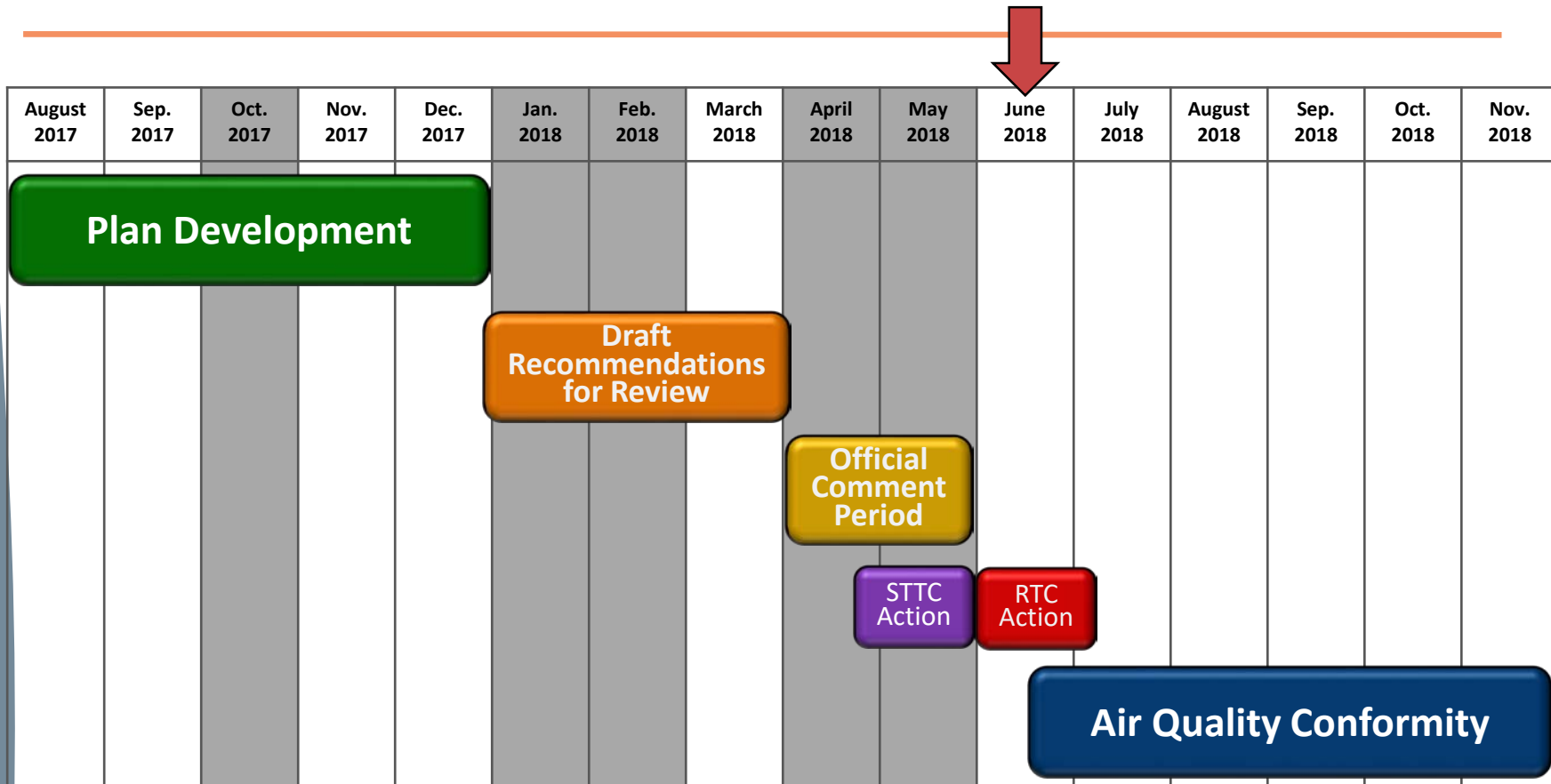
Volatile Organic Compounds (VOCs) Emissions



¹ Source: Adequacy Status of the Dallas-Fort Worth, Texas Attainment Demonstration 8-Hour Ozone Motor Vehicle Emission Budgets for Transportation Conformity Purposes, [81 FR 78591](#)

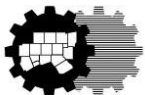


Mobility 2045 Schedule



Notes:

- Public meetings held during highlighted months.
- Regional Transportation Council action on Mobility 2045 scheduled for June 14, 2018.

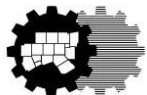


Requested for Action

Approve Mobility 2045

**Approve the 2018 Transportation
Conformity Results**

Approve Resolution R18-03



Questions?

Mobility 2045

Dan Lamers

Senior Program Manager

dlamers@nctcog.org

(817) 695-9263

Transit

Sarah Chadderdon

Program Manager

schadderdon@nctcog.org

(817) 695-9180

Mobility 2045

Kevin Feldt

Program Manager

kfeldt@nctcog.org

(817) 704-2529

Transportation

Conformity

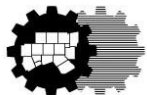
Jenny Narvaez

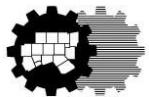
Principal Planner

jnarvaez@nctcog.org

(817) 608-2342

www.nctcog.org/mobility2045





Mode Share Targets

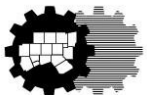
Mobility Plan Uses Sequential Process

Transit Policies TR-001 to TR-014

Developing Mode Share Target Added

Sustainable Development Program

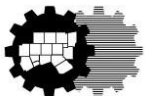
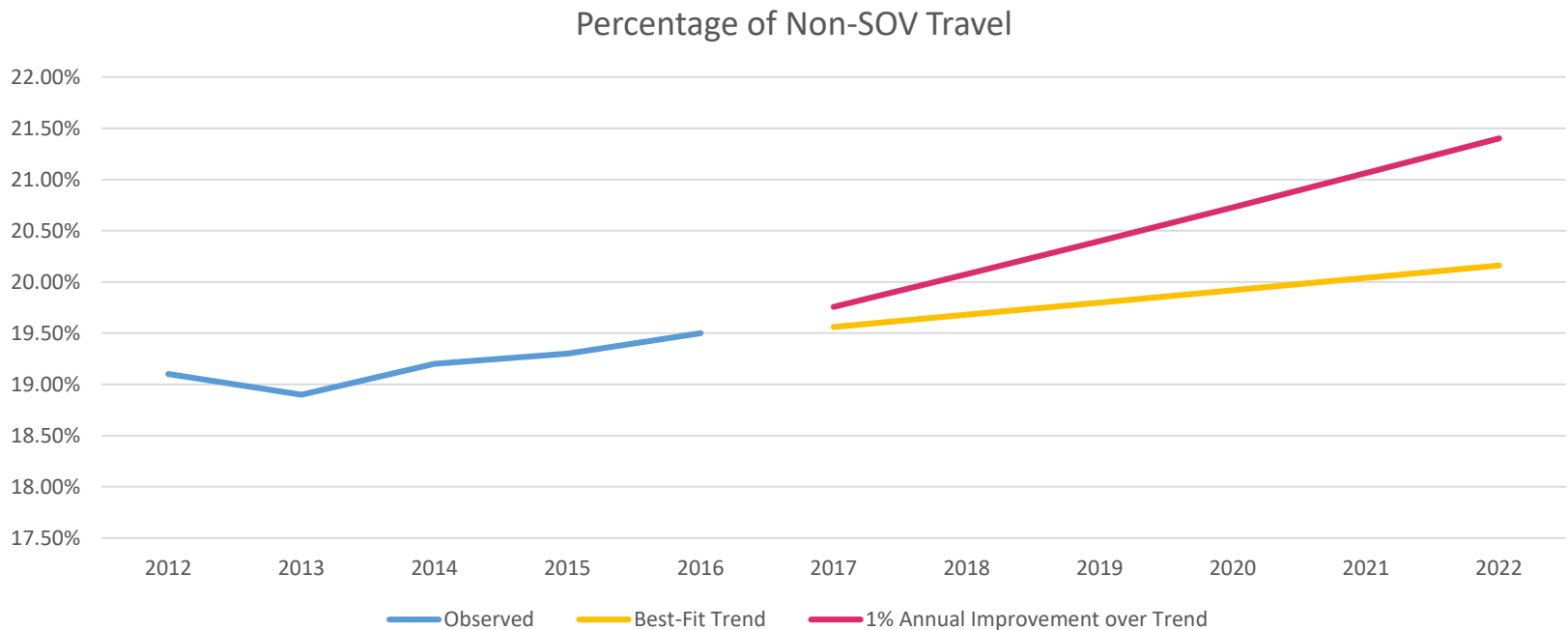
**Significant Financial Commitment to
Transit and Pedestrian Projects**



Non-SOV Travel

American Community Survey

Dallas-Fort Worth-Arlington Urbanized Area



Funding – Bike/Ped and Transit

Funding From Mixture of Sources

Past Decade

\$300 Million – Bike/Ped

\$700 Million – Transit

Blue Line Extensions – DART

Orange Line – DART

Dallas Streetcar – DART and City of Dallas

TRE Double Track – DART and FWTA

TEX Rail – FWTA

A-Train – DCTA

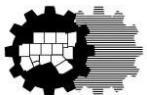
Next 5 Years

\$300 Million – Bike/Ped

\$200 Million – Transit

Cotton Belt – DART

TRE Double Track – DART and FWTA



Mobility 2045

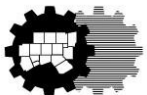
\$59 Billion for Transit

Public-Private Partnerships

Federal Transit Funds

Local Government Transit Sales Tax

\$5.0 Billion for Bike/Ped and Sustainable Development



Population Projections

2045 Population Forecast

Regional Collaborative and Technical Process
Informed by:

North Central Texas Growth Trends

Improved Accessibility through Mobility Initiatives

Economist

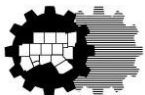
Local Land Use Plans

Detailed Review by Local Entities

Updated Based on Local Review

Population Density Maps

Depict Magnitude of Growth on Regional Scale





U.S. Department of Transportation Funding for Advanced Transportation and Congestion Management Technologies Deployment Initiative

**Regional Transportation Council
June 2018**



North Central Texas
Council of Governments

Overview of Funding Opportunity

- **\$60 Million Total**; 5 to 10 awards up to \$12 million each
- **FY 2016 to 2020**; applications will be solicited annually for competitively selecting grant recipients for that funding year
- **Transportation Technologies** to improve safety, efficiency, system performance, and infrastructure return on investment
- Applications due **June 18, 2018**
- Minimum **50% non-federal cost share**

ATCMTD Use of Funds

- Advanced traveler information systems;
- Advanced transportation management technologies;
- Infrastructure maintenance, monitoring, and condition assessment;
- Advanced public transportation systems;
- Transportation system performance data collection, analysis, and dissemination systems;
- Advanced safety systems, including V2V and V2I communications, technologies associated with autonomous vehicles, and other collision avoidance technologies;
- Integration of ITS with the Smart Grid and other energy distribution and charging systems;
- Electronic pricing and payment systems; or
- Advanced mobility and access technologies, such as dynamic ridesharing and information systems to support human services for elderly and disabled individuals

ATCMTD Program Focus Areas

Proposals are not limited to these priorities but U.S. DOT is particularly interested in deployment programs and projects in the following areas:

- Multimodal Integrated Corridor Management
- Installation of Connected Vehicle Technologies at Intersections and Pedestrian Crossing Locations
- Unified Fare Collection and Payment Systems Across Transportation Modes and Jurisdictions
- Freight Community System
- Technologies to Support Connected Communities
- Infrastructure Maintenance, Monitoring, and Condition Assessment
- Rural Technology Deployments

Past Projects

2016 NCTCOG Submitted

- Crash Mitigation – Wrong Way Drivers
- Traffic Mitigation – Traffic Signals/Ramp Meters
- Route Warning and Mitigation – Low Water Crossings
- ✓ TxDOT Houston Awarded – Shared-Use eBikes, Social Carpooling, Ridesharing, Unified Payment Across Transit

2017 – DART, City of Dallas, City of Arlington, and TxDOT

- ✓ TxDOT Awarded ~\$6 Million for Connected Freight Corridors

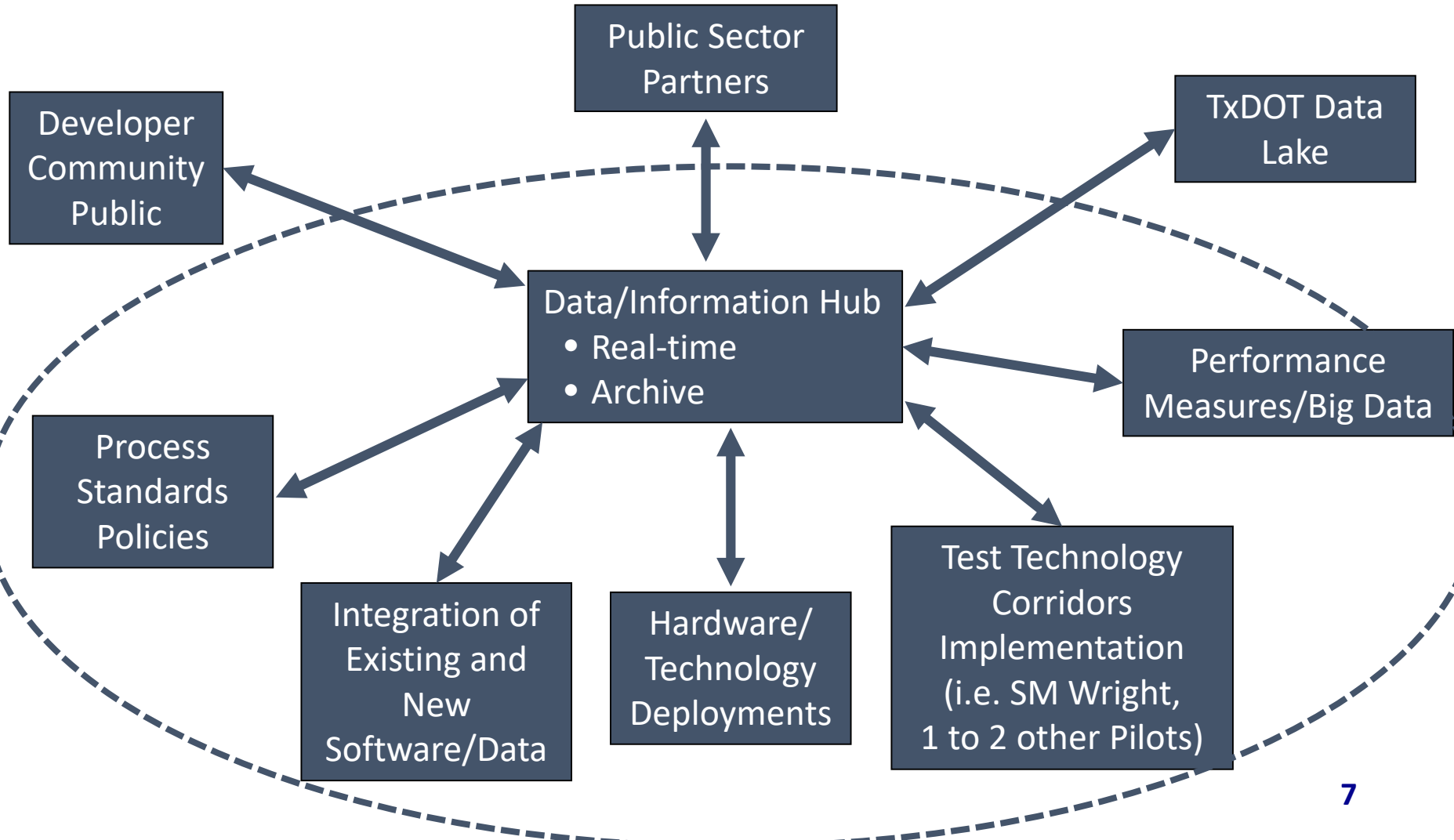
Next Generation Platform for Regional Multimodal Transportation Management

Project Modes and Data Elements

- **Arterials** (traffic signals, construction, low water crossings, grade crossings, routes, etc.)
- **Freeway/Toll Road/Managed Lanes** (operations, construction, auto occupancy detection, routes, etc.)
- **Transit** (real-time status, signal priority, smart shelters, mobility on demand)
- **Bike/Pedestrian** (detection, cycle tracks)
- **Freight** (parking and routes)
- **Vehicle Emissions Monitoring** (OBD)
- **Connected/Autonomous Vehicles** (DSRC, C-V2X)

Next Generation Platform for Regional Multimodal Transportation Management

Project Overview



Next Generation Platform for Regional Multimodal Transportation Management

Project Budget

Funding Source	Funding Amount
Grant Application Request	\$10 Million
CMAQ/STBGP	\$20 Million
Local Initiative Projects (LIP) Funding from Clean Air Account No. 151	\$20 Million
Total	\$50 Million

Other Items

Receive Letters of Support for RTC Project

- Need by Wednesday, June 13, 2018

Request for Private-Sector and Research Partners

- Release on Friday, June 1, 2018
- Due by Thursday, June 14, 2018

Request Letters of Support for Non-RTC Project

- Need to Receive Request by Friday, June 8, 2018
- Please send Request to Rebekah Hernandez at
RHernandez@nctcog.org

Action Requesting

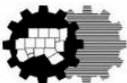
Requesting Regional Transportation Council Approval

- Regional Application for the 2018 Advanced Transportation and Congestion Management Technologies Deployment Initiative Grant Program
- Letters of Support for Non-RTC Projects

2017-2018
CMAQ/STBG* FUNDING:
STRATEGIC PARTNERSHIPS
(ROUND 2)

Regional Transportation Council
June 14, 2018

* Congestion Mitigation and Air Quality Improvement Program/
Surface Transportation Block Grant



North Central Texas
Council of Governments
Transportation Department

CMAQ/STBG FUNDING PROGRAMS

STATUS

PROGRAM

- Federal/Local Funding Exchanges
- Automated Vehicle Program (May bring back a Round 2 effort)
- Strategic Partnerships**
 - Round 1
 - Round 2
 - Round 3/Intersection Improvements
- Planning and Other Studies
- 10-Year Plan/Proposition 1 Adjustments**
- Sustainable Development Phase 4: Turnback Program, Context Sensitive, Transit Oriented Development (TOD) Projects
- Transit Program
- Assessment Policy Programs/Projects
- Local Bond Program Partnerships
- Safety, Innovative Construction, and Emergency Projects
- Management and Operations (M&O), NCTCOG-Implemented, and Regional/Air Quality Programs

= Project Selection Completed

= Program Partially Completed

= Pending STTC/RTC Approval

STRATEGIC PARTNERSHIPS (ROUND 2)

- Purpose
 - Coordinate and develop partnerships with local agencies and the Texas Department of Transportation (TxDOT) to help fund high-priority projects, leverage non-RTC funds, and advance project development
- Selection criteria to be considered:
 - Local partners are contributing more than the standard 20% match (overmatching the federal funds or paying for design, right-of-way, etc.)
 - Project has multiple non-RTC stakeholders/contributors
 - Project is of strategic importance within/to the region

PROPOSED FUNDING BY AGENCY (\$ IN MILLIONS)

DRAFT

PROJECT	PARTNERS	PROPOSED RTC FUNDING	PROPOSED NON-RTC FUNDING
East Bear Creek Road	TxDOT Dallas, City of Glenn Heights, Dallas County	\$15.46	\$10.14
Merritt/Sachse Road	City of Sachse, Collin County, Dallas County	\$10.00*	\$5.00*
SH 66 at Dalrock Road	City of Rowlett	\$2.15	\$2.77
IH 635/LBJ at Belt Line Road	City of Coppell, City of Dallas, City of Irving, Dallas County, TxDOT Dallas	\$2.90	\$3.10
Meandering Road	City of Fort Worth	\$15.00*	Transportation Development Credits (TDC)
Veterans Administration (VA) Hospital Ramp Relocations	TxDOT Fort Worth	\$1.12	\$0.28
SH 121 (DFW Connector) U-Turn Lane	TxDOT Fort Worth	\$3.20	\$0.80
	TOTAL	\$49.83	\$22.09

* Accounts for new funding on project only; Existing funding has already been approved in the Transportation Improvement Program (TIP) for early project phases

TIMELINE

MEETING/TASK	DATE
STTC Information	April 27, 2018
RTC Information	May 10, 2018
Public Meetings	May 2018
STTC Action	May 25, 2018
RTC Action	June 14, 2018

REQUESTED ACTION

- RTC approval of:
 - The proposed list of projects to fund through the 2017-2018 CMAQ/STBG: Strategic Partnerships (Round 2) Program
 - Administratively amending the 2019-2022 Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other planning/administrative documents to incorporate these changes.

QUESTIONS?

Christie J. Gotti

Senior Program Manager

817-608-2338

cgotti@nctcog.org

Brian Dell

Transportation Planner III

817-704-5694

bdell@nctcog.org

IMPLICATIONS OF TEXAS ATTORNEY GENERAL OPINION ON PROPOSITION 1 AND 7 FUNDS

Regional Transportation Council

June 14, 2018

Ken Kirkpatrick
Counsel for Transportation

BACKGROUND

Opinion Requested by Representative Pickett

Issue: Whether Proposition 1 and Proposition 7 funds may be used on “toll projects”

Opinion Issued on May 7, 2018

PROPOSITION 1-

CONSTITUTIONAL AMENDMENT (2014)

Related to a Portion of Oil Production Taxes

Texas Constitution Article III, § 49-g(c)

“...Revenue transferred to the state highway fund under this subsection may be only used for constructing, maintaining, and acquiring right-of-way for public roadways other than toll roads.”

PROPOSITION 7-

CONSTITUTIONAL AMENDMENT (2015)

Related to a Portion of General Sales and Motor Vehicle Taxes

Texas Constitution Article VIII, § 7-c(c)

“Money deposited in the state highway fund under this section may only be appropriated to:

- 1) construct, maintain, or acquire right-of-way for public roadways other than toll roads; or
- 2) Repay the principal or interest of general obligation bonds...”

OPINION

- 1) Clear that Proposition 1 and 7 cannot be used to fund any toll roads
- 2) Commission may not co-mingle Proposition 1 or 7 funds with other funds with no mechanism for ensuring that funds are spent as constitutionally required
- 3) Absent a definition of “toll road,” the Attorney General is unable to render an opinion on whether such funds can be spent on non-tolled portions of tolled projects



BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

Source: USDOT BUILD Discretionary Grants - <https://www.transportation.gov/BUILDgrants>

June 14, 2018

Regional Transportation Council (RTC)
Information Item – Program Overview and Notice of Funding Availability

BUILD Discretionary Grant Program

Program Overview

2

- **BUILD** – **B**etter **U**tilizing **I**nterests to **L**everage **D**evelopment
- Replaces the pre-existing TIGER Discretionary Grant Program
- **\$1.5 Billion** available (Consolidated Appropriations Act of 2018):
 - ▣ Maximum Grant Award = **\$25 Million**
 - ▣ Minimum Grant Award = **\$5 Million** (Urban); **\$1 Million** (Rural)
 - ▣ No more than **\$150 Million** may be awarded to a single State
 - ▣ At least 30% (\$450 Million) to be designated for projects in rural areas
- Project Eligibility:
 - ▣ Highway, bridge, or other road projects (Title 23, US Code)
 - ▣ Public transportation projects (Ch. 53 of Title 49, US Code)
 - ▣ Passenger and freight rail transportation projects
 - ▣ Port infrastructure investments (including inland port/land ports of entry)
 - ▣ Intermodal projects

BUILD Discretionary Grant Program *(cont.)*

Submittal, Selection, and Funding Details/Deadlines

3

- **Application Submittal Deadline – July 19, 2018 @ 7:00pm CDT**
- Eligible Applicants:
 - State, U.S. territory, local, or tribal governments
 - Government subdivisions including transit agencies, port authorities, and metropolitan planning organizations (MPOs)
- No more than 3 applications may be submitted by each applicant
- USDOT project awards to be announced by December 18, 2018
- **Obligation Deadline – September 30, 2020**
 - Signed/executed agreement between USDOT and Grant Recipient
 - Execution formally obligates BUILD Grant funding for the awarded project
 - Completed environmental clearance, design, and ROW acquisition required
- **Expenditure Deadline – September 30, 2025**

BUILD Discretionary Grant Program (cont.)

Funding Shares

4

- Maximum cost share for BUILD Grants up to 80% in urban areas and up to 100% in rural areas
- Total Federal funds may not exceed 80% of project cost (urban)
- Non-Federal cost sharing:
 - ▣ State, local, or private-sector funding
 - ▣ Other funds may include right-of-way contributions, toll credits, or recycled revenue from competitive sales/leases of publicly-owned/operated assets
- Consideration of ability to generate new non-Federal revenue:
 - ▣ Asset recycling, tolls, tax-increment financing, or sales/gas-tax increases
 - ▣ New actions applicable after January 1, 2015 (max. time period = 10 years)
 - ▣ If revenue generated through a “program of projects”, applicants may exceed 3-application limit (each project subject to maximum grant award)

BUILD Discretionary Grant Program (cont.)

Merit Criteria Evaluation

5

- Safety
- State of Good Repair
- Economic Competitiveness
- Environmental Protection
- Quality of Life
- Innovation (Technology Applications/Project Delivery Methods)
- Partnership
- Non-Federal Revenue for Transportation Investment
- Project Readiness
- Benefit-Cost Analysis



BUILD Discretionary Grant Program *(cont.)*

Regional Project Selection Methodology

6

- Select projects in both the East and West Sub-Regions
- Identify partnership opportunities with TxDOT, other transportation providers, and/or local governments
- Review recent discretionary grant project submittals (TIGER, FASTLANE, INFRA, etc.) for possible BUILD Grant compatibility
- Analyze locations with potential to maximize non-Federal revenue leverage
- Determine significant economic development opportunities with needed transportation catalysts



BUILD Discretionary Grant Program (cont.)

Timeline

7

April 20, 2018	BUILD Grant Notice of Opportunity Announced
May 10, 2018	RTC – Director’s Report
May 25, 2018	STTC Information (Identity of Candidate Projects)
June 14, 2018	RTC Information (Identity of Candidate Projects)
June 22, 2018	STTC Action
June 29, 2018	Request Deadline for Letters of Support (send to Rebekah Hernandez – rhernandez@nctcog.org)
July 12, 2018	RTC Action
July 19, 2018	BUILD Application Deadline (www.grants.gov)
July 26, 2018	Executive Board Action

BUILD – Proposed Candidate Projects

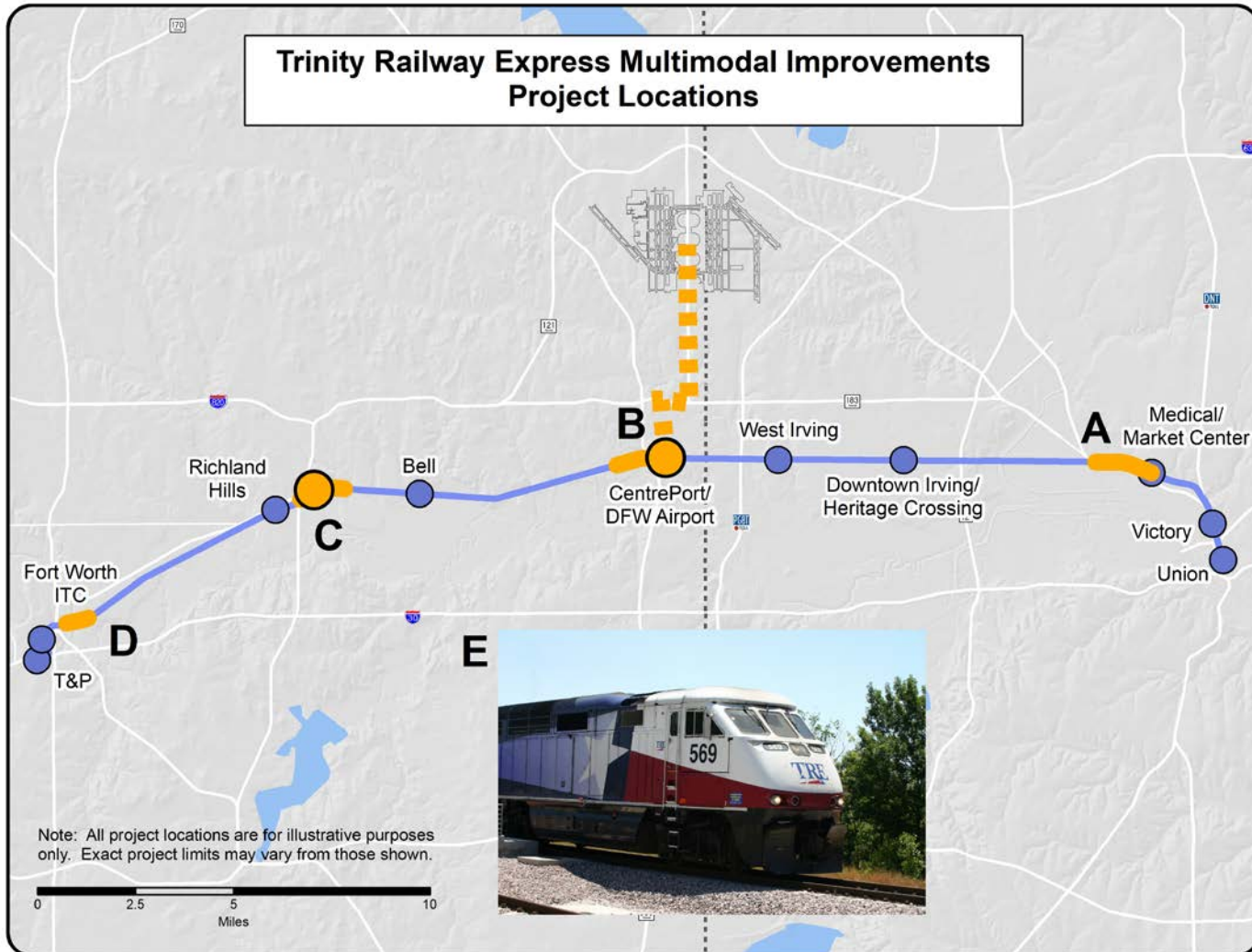
IH 635 (LBJ) East Project



BUILD – Proposed Candidate Projects (cont.)

Trinity Railway Express (TRE) Multimodal Improvements

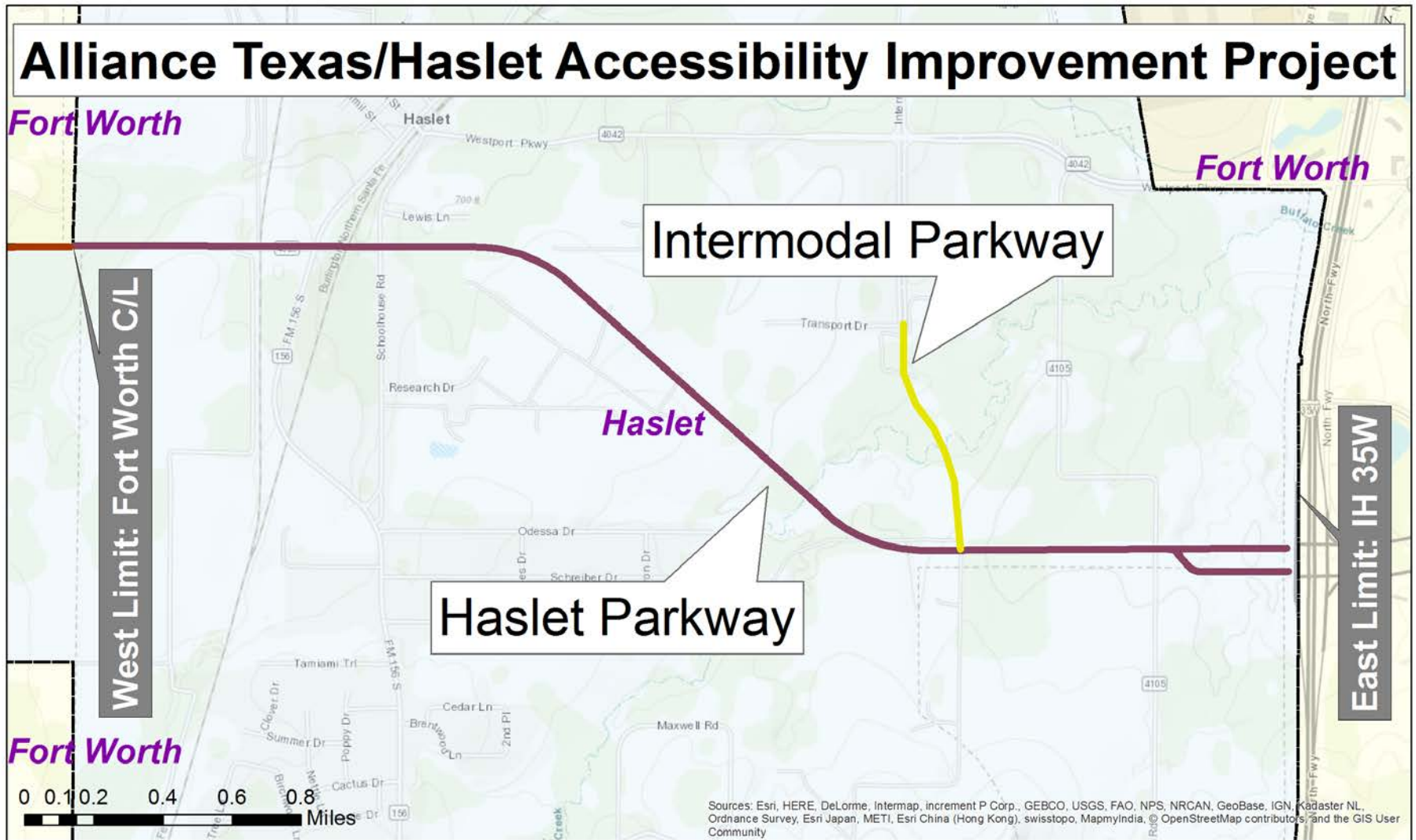
9



BUILD – Proposed Candidate Projects (cont.)

Alliance Texas/Haslet Accessibility Improvement Project

10



Contact Information:

Natalie Bettger

Senior Program Manager
(817) 695-9280
nbettger@nctcog.org



Dan Lamers

Senior Program Manager
(817) 695-9263
dlamers@nctcog.org

Christie Gotti

Senior Program Manager
(817) 608-2338
cgotti@nctcog.org

Karla Weaver

Senior Program Manager
(817) 608-2376
kweaver@nctcog.org

Application Preparation

Sarah Chadderdon

Program Manager
(817) 695-9182
schadderdon@nctcog.org

Jeffrey C. Neal

Program Manager
(817) 608-2345
jneal@nctcog.org

Jeff Hathcock

Principal Transportation Planner
(817) 608-2354
jhathcock@nctcog.org

June 14, 2018

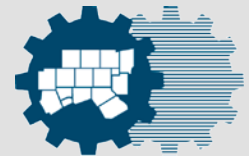
Regional Transportation Council (RTC)
Information Item – Program Overview and Notice of Funding Availability

2017 NORTH TEXAS REGIONAL BICYCLE OPINION SURVEY

Regional Transportation Council

Karla Weaver, AICP

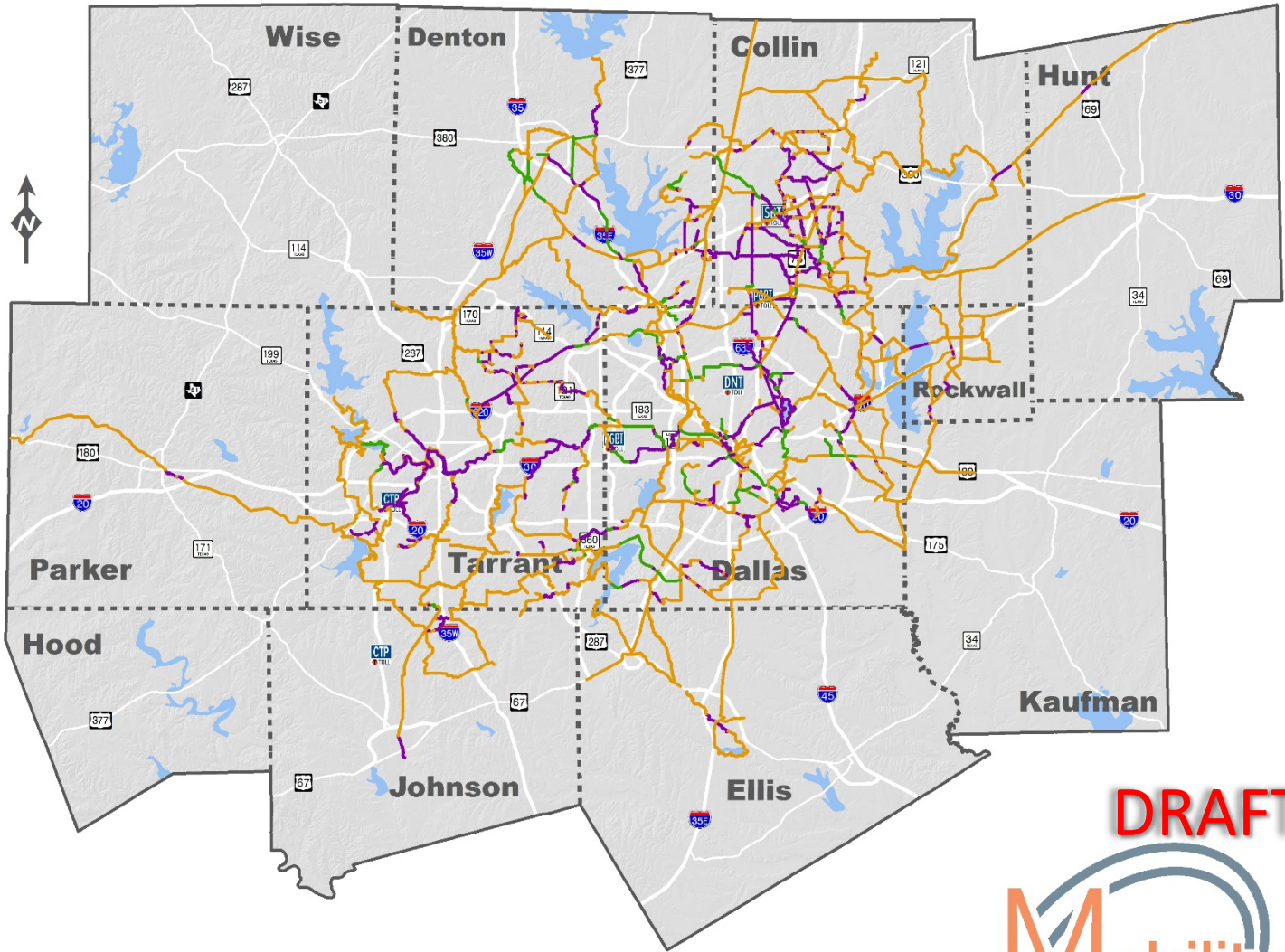
June 14, 2018



North Central Texas
Council of Governments

Regional Veloweb

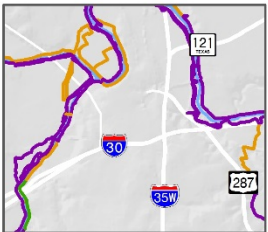
- Existing 455 Miles
- Funded 142 Miles
- Planned 1,284 Miles
- Total 1,881 Miles



Dallas CBD



Fort Worth CBD



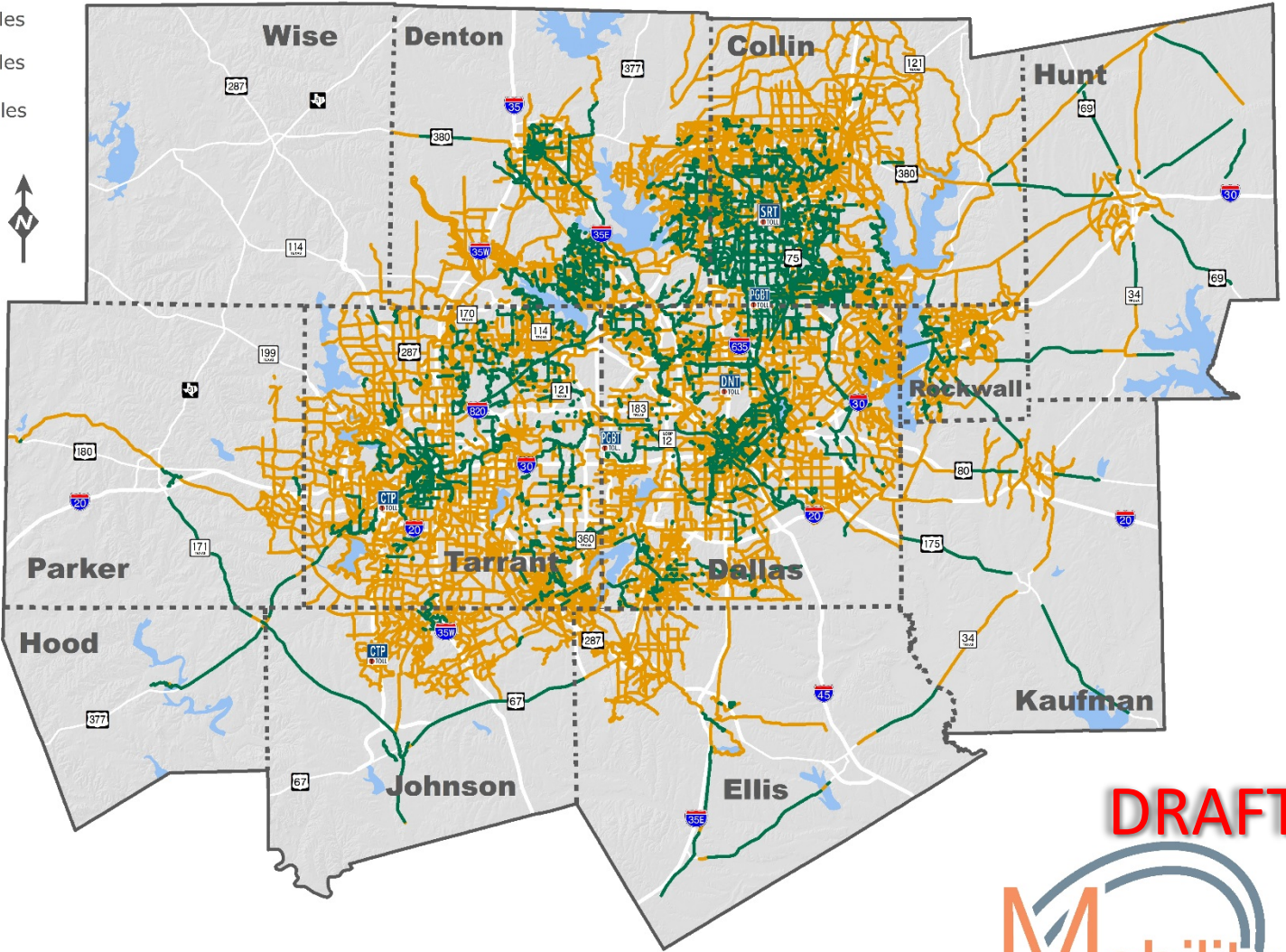
DRAFT



Facility recommendations indicate transportation need. Corridor-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	1,499 Miles
— Planned	5,792 Miles
Total	7,291 Miles



DRAFT



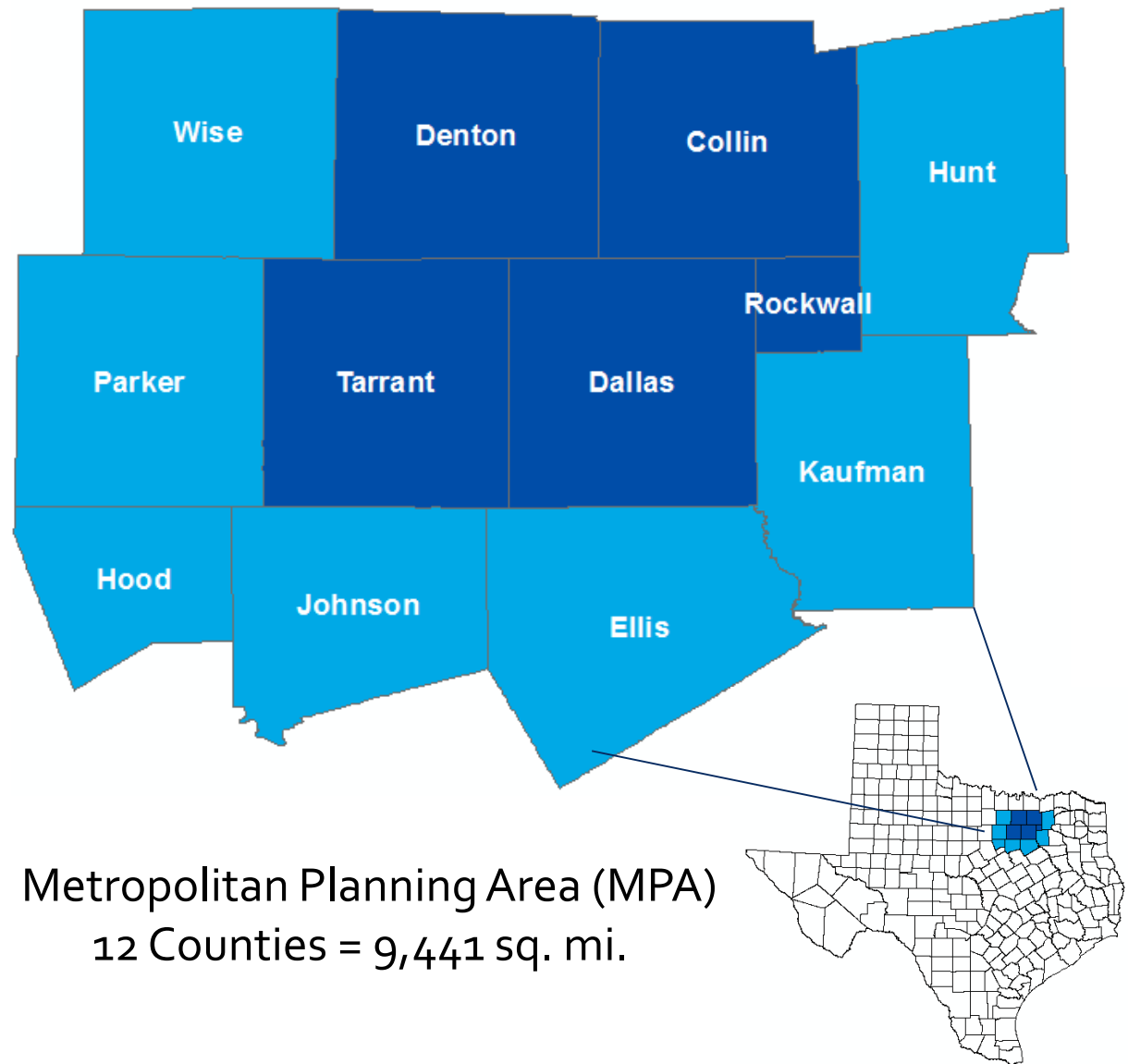
The Regional Veloweb and Community Shared-Use Path network does not include recreational paths/loops, private paths, equestrian or nature trails, or wide sidewalks less than 10 feet in width. On-street bikeways in the urbanized area include: separated or protected bike lanes/cycle tracks, bike lanes, 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.

Bicycle Opinion Survey Background



North Central Texas Council of Governments

MPO for the Dallas-Fort Worth Region



Metropolitan Planning Area (MPA)
12 Counties = 9,441 sq. mi.

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



Bicycle Opinion Survey Background

Questions Captured the General Public's View on Bicycling
Included:

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



Bicycle Opinion Survey Background

Various Questions Summarized by:

- County, Gender, Age, Ethnicity, and Income
- Proximity of the Respondent's Residence to Existing Trails and On-Street Bikeways



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

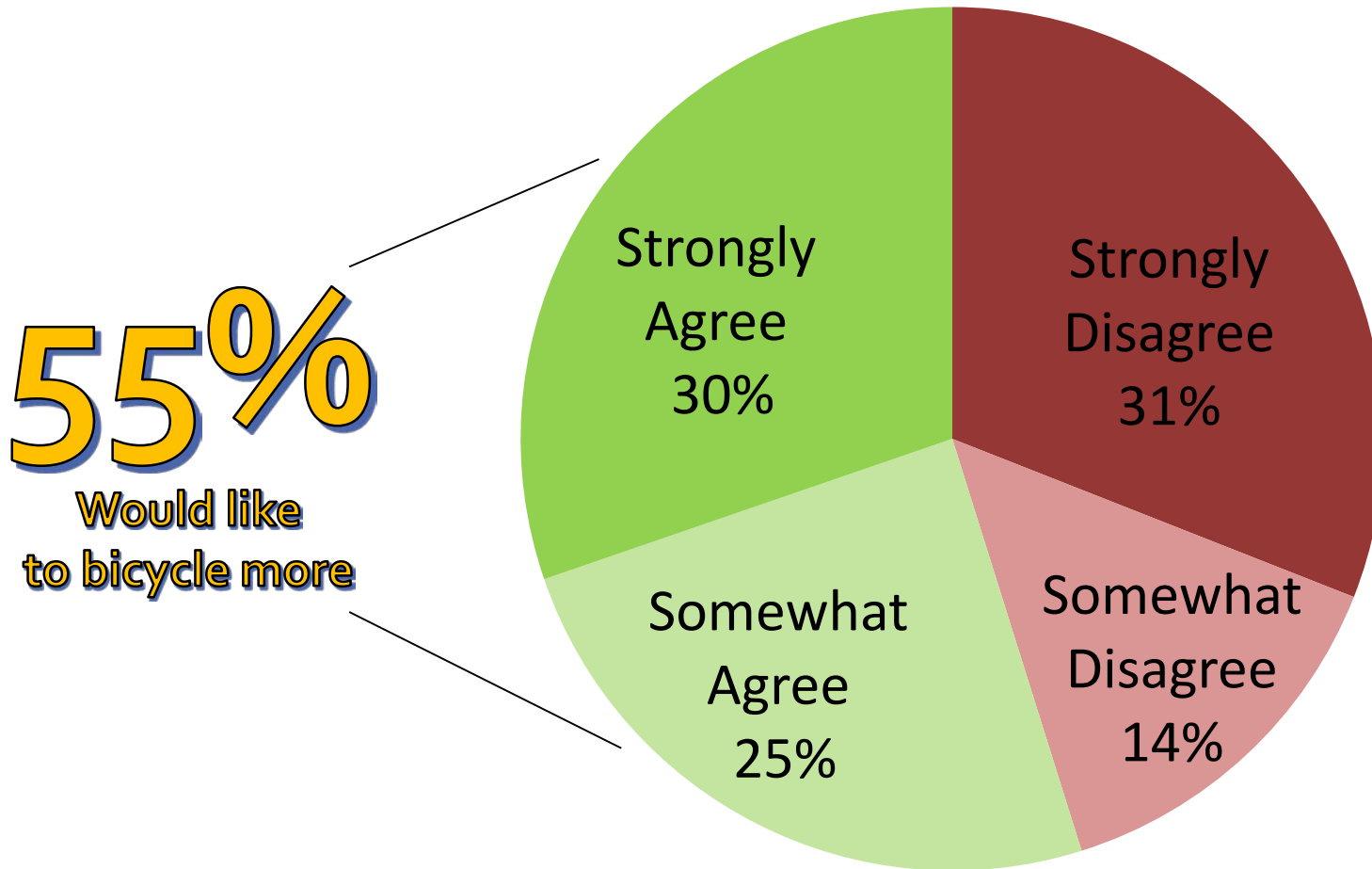


Bicyclists



Frequency of Bicycling

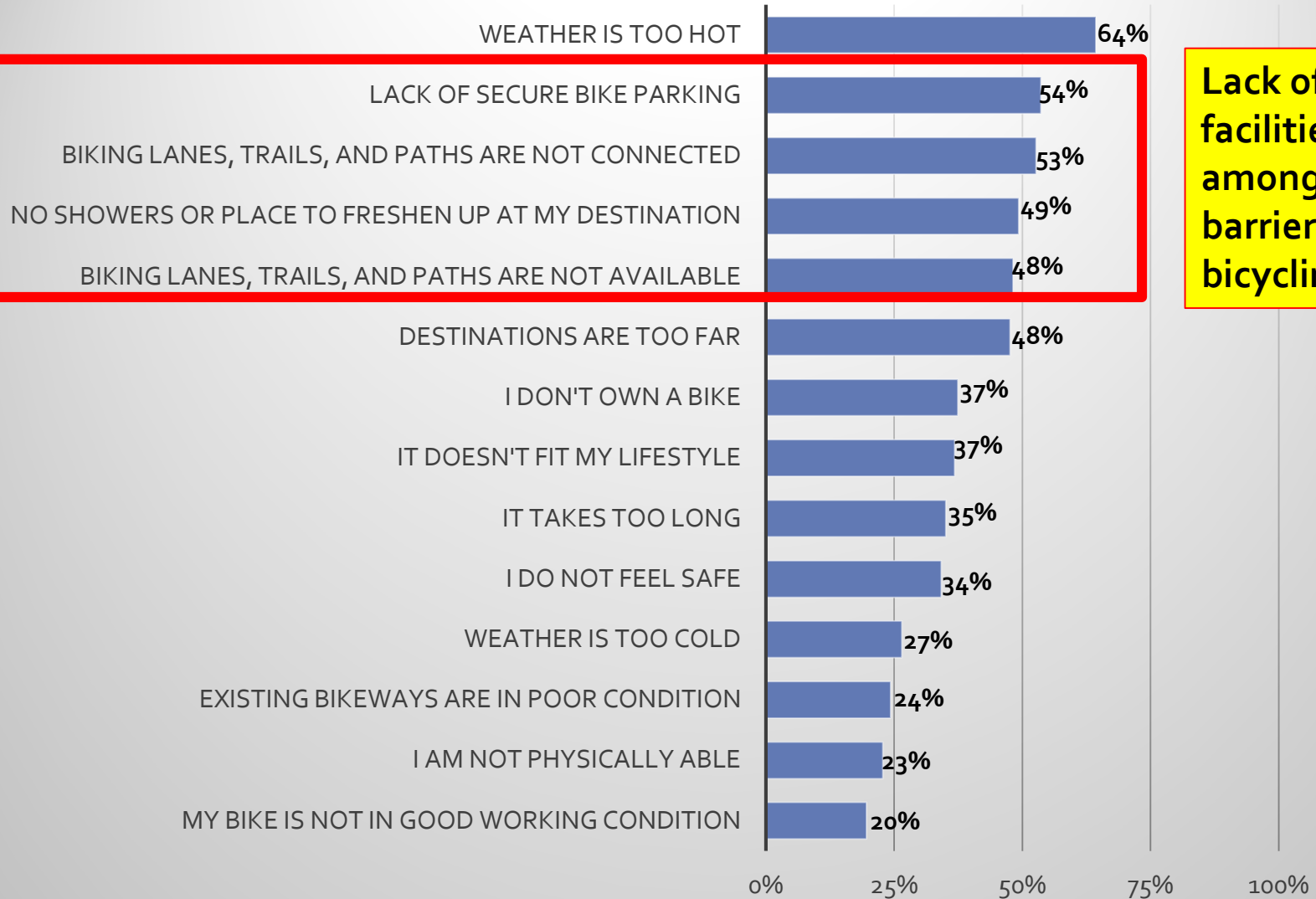
I would like to travel more by bike more than I do now.



ALL Respondents

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.

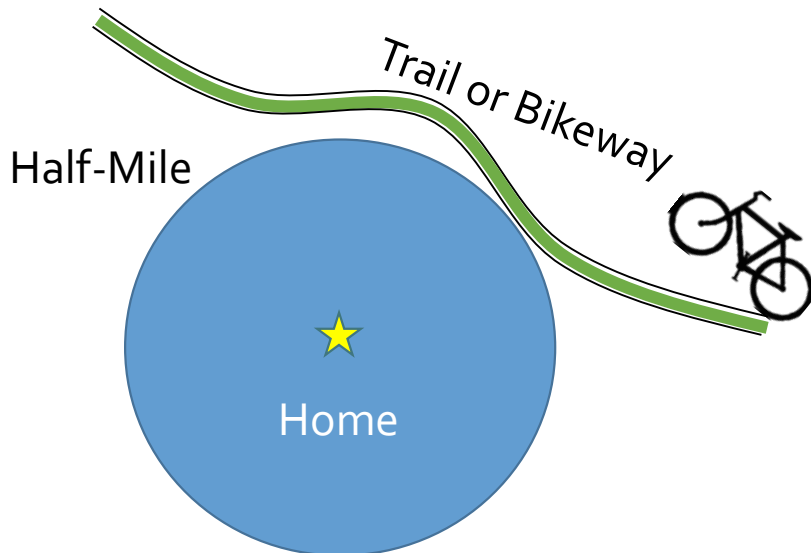
ALL Respondents

Proximity to a Bicycle Facility Influences Bicycle Use

34%

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

**Bicycled in the
past 12 months**



45%

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

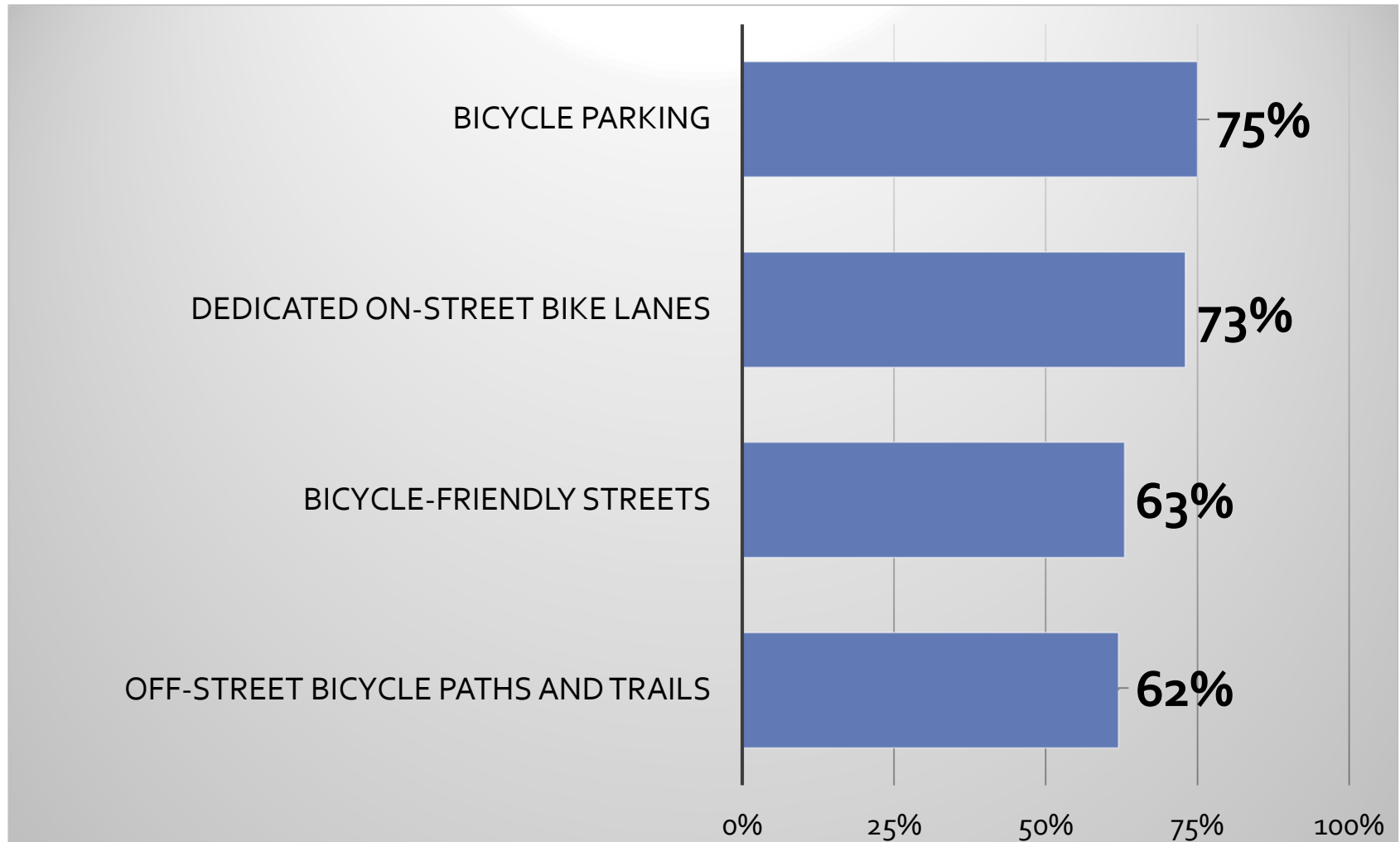
**Bicycled in the
past 12 months**



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

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

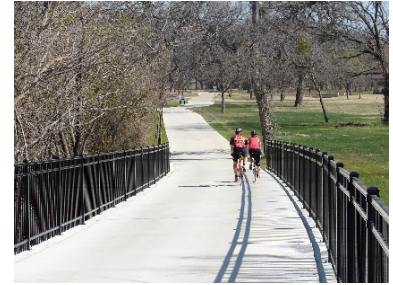
60%

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

78%

ALL Respondents

0% 25% 50% 75% 100%



2017 NCTCOG Regional Bicycle Opinion Survey Results

Bicycle Opinion Survey Website:
nctcog.org/bikesurvey

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



North Central Texas Council of Governments



Contact Information

Karla Weaver, AICP
Sustainable Development
Senior Program Manager
kweaver@nctcog.org
817-608-2376

Kevin Kokes, AICP
Principal Transportation Planner
kkokes@nctcog.org
817-695-9275

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

Gabriel Ortiz
Transportation Planner II
gortiz@nctcog.org
817-695-9259

Jessica Scott
Transportation Planner II
jscott@nctcog.org
682-433-0460



North Central Texas
Council of Governments

