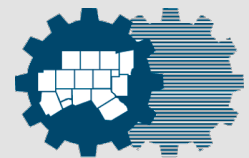


# Thinking Regionally: Planning and Funding for Bicycle and Pedestrian Infrastructure

Dallas - Fort Worth Region

Kevin Kokes, AICP



North Central Texas  
Council of Governments

North Central  
Texas Council  
of Governments

MPO for the  
Dallas-Fort Worth  
Region

# Overview

NCTCOG Region Overview

Regionally Significant Projects /  
Prioritized Criteria

Regional Network and Connections

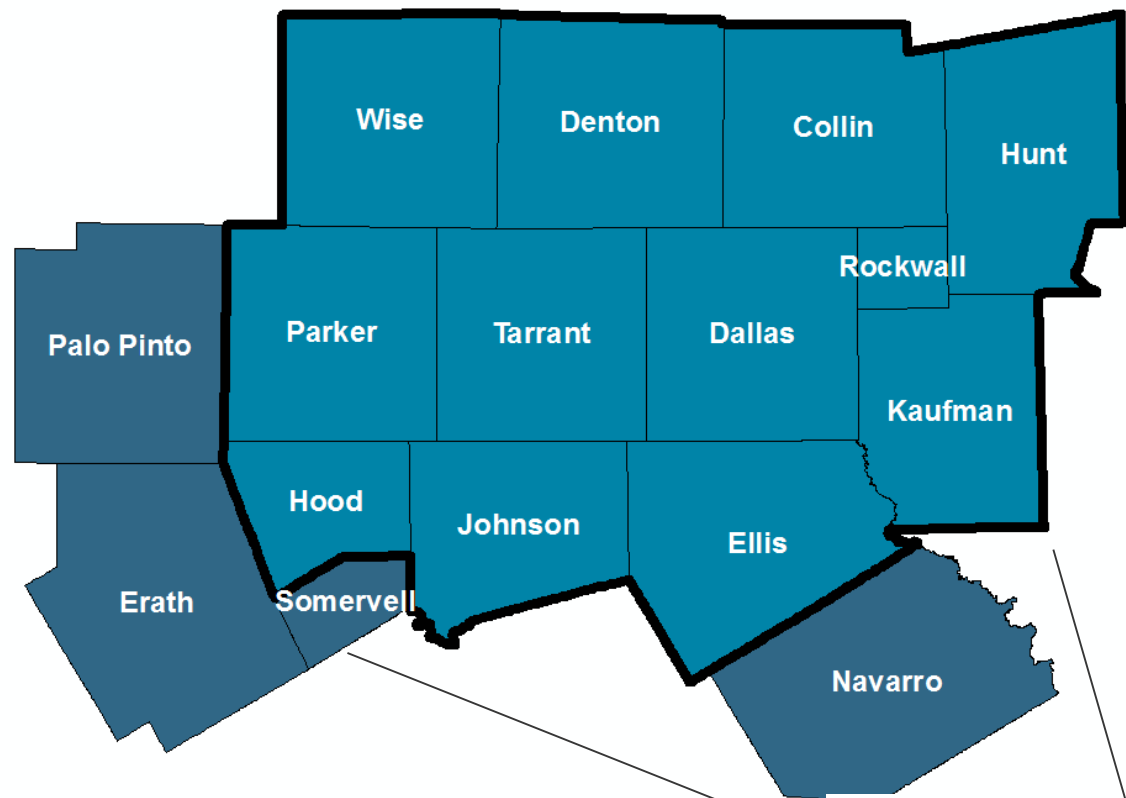
Safety

Multimodal Corridors



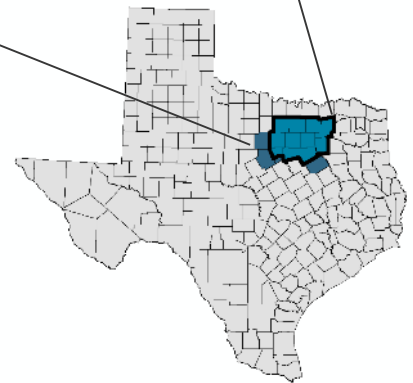
# North Central Texas Council of Governments

## MPO for the Dallas-Fort Worth Region



COG Region = 16 counties

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

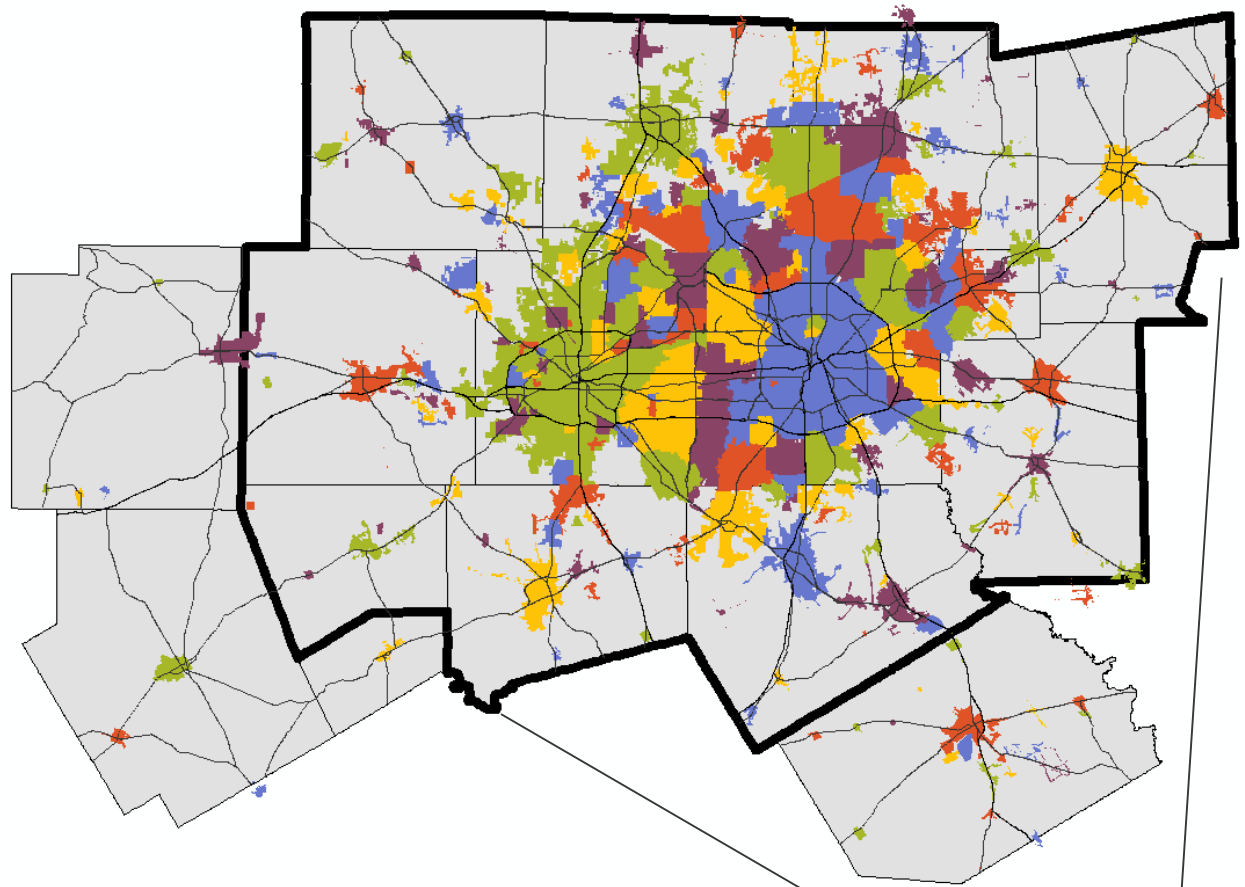


Land area larger than the states of  
New Hampshire, New Jersey, Connecticut,  
Delaware, and Rhode Island.



# North Central Texas Council of Governments

## MPO for the Dallas-Fort Worth Region



### Metropolitan Planning Area (MPA)

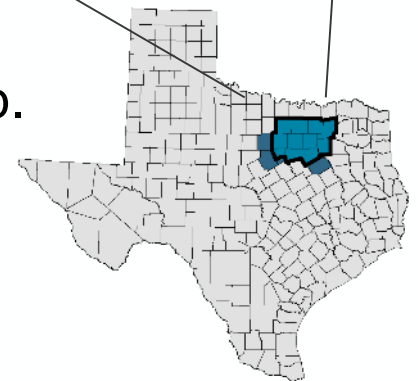
209 cities

13 cities larger than 100,000 pop.

### MPA Population

2017 Estimate = 7.2 million

**2040 Forecast = 10.7 million**



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# **Evaluation and Scoring (2014 Regional TAP Call for Projects)**

<b>Evaluation Category</b>	<b>Scoring (Maximum Points)</b>
<b>Making Regional Linkages and Connections (Filling Gaps)</b>	<b>25</b>
<b>Implementing Adopted Active Transportation / Mobility Plans</b>	<b>20</b>
<b>Improving Safety</b>	<b>15</b>
<b>Reducing Barriers</b>	<b>10</b>
<b>Connections to Employment, Households, and Activity Centers</b>	<b>10</b>
<b>Providing Environmental Benefits</b>	<b>10</b>
<b>Serving Disadvantaged (Environmental Justice) Areas</b>	<b>5</b>
<b>Creating Economic Development Opportunities</b>	<b>5</b>
<b><u>Total</u></b>	<b><u>100</u></b>
<b>Other Factors (e.g. project readiness)</b>	<b>Up to 15 (bonus) points</b>

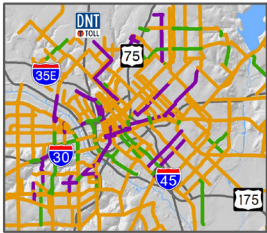
# On-Street Bikeway Network

## On-Street Bikeways\*

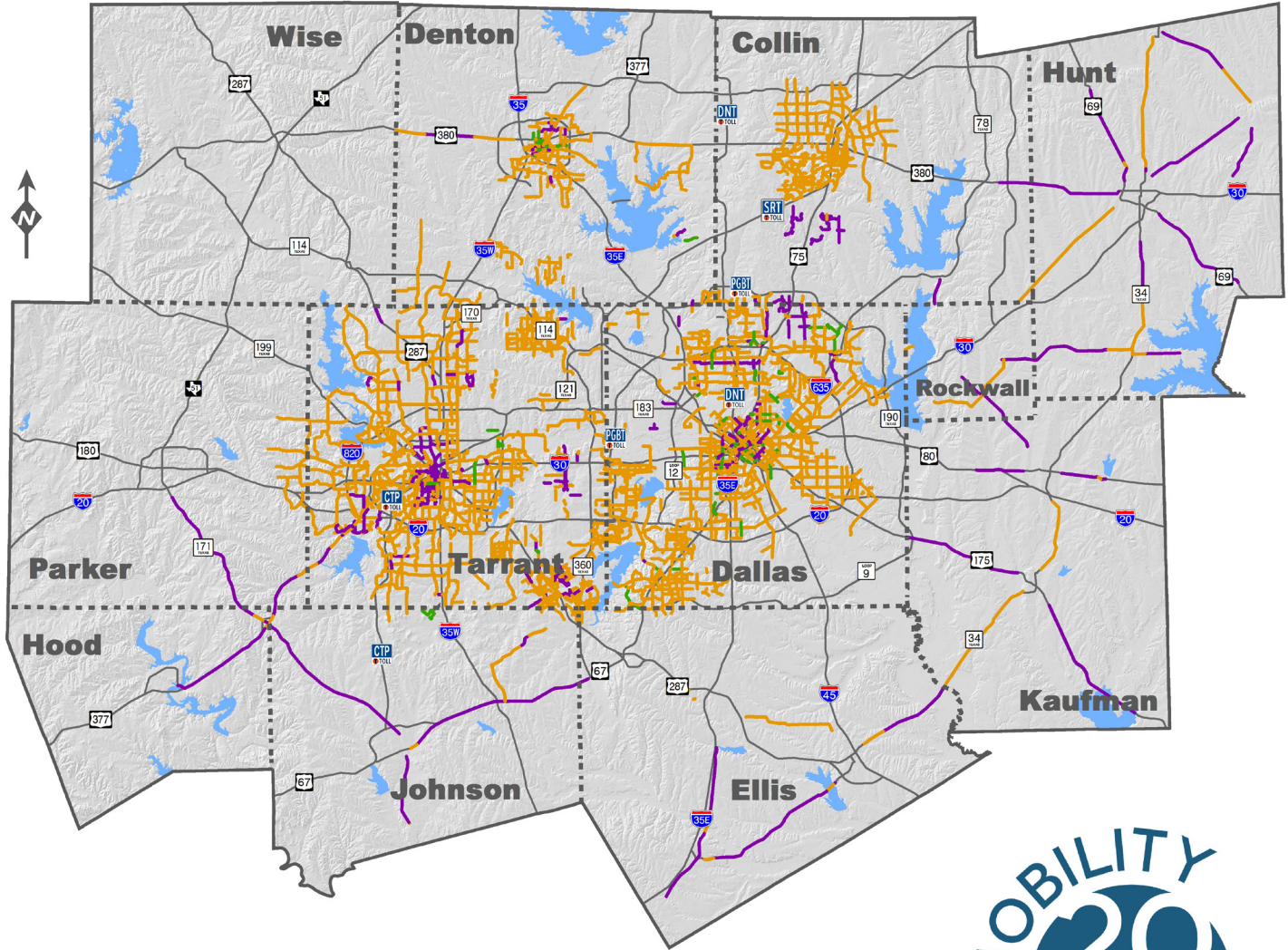
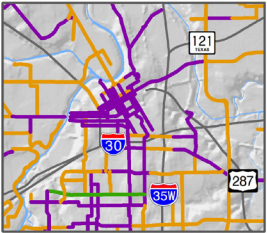
- Existing 448 Miles
- Funded 71 Miles
- Planned 2,261 Miles
- Total 2,780 Miles
- Major Roads



### Dallas CBD



### Fort Worth CBD



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March 2016

\*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.





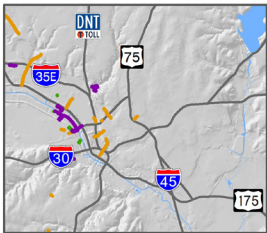
# Community Shared-Use Paths

## Community Paths\*

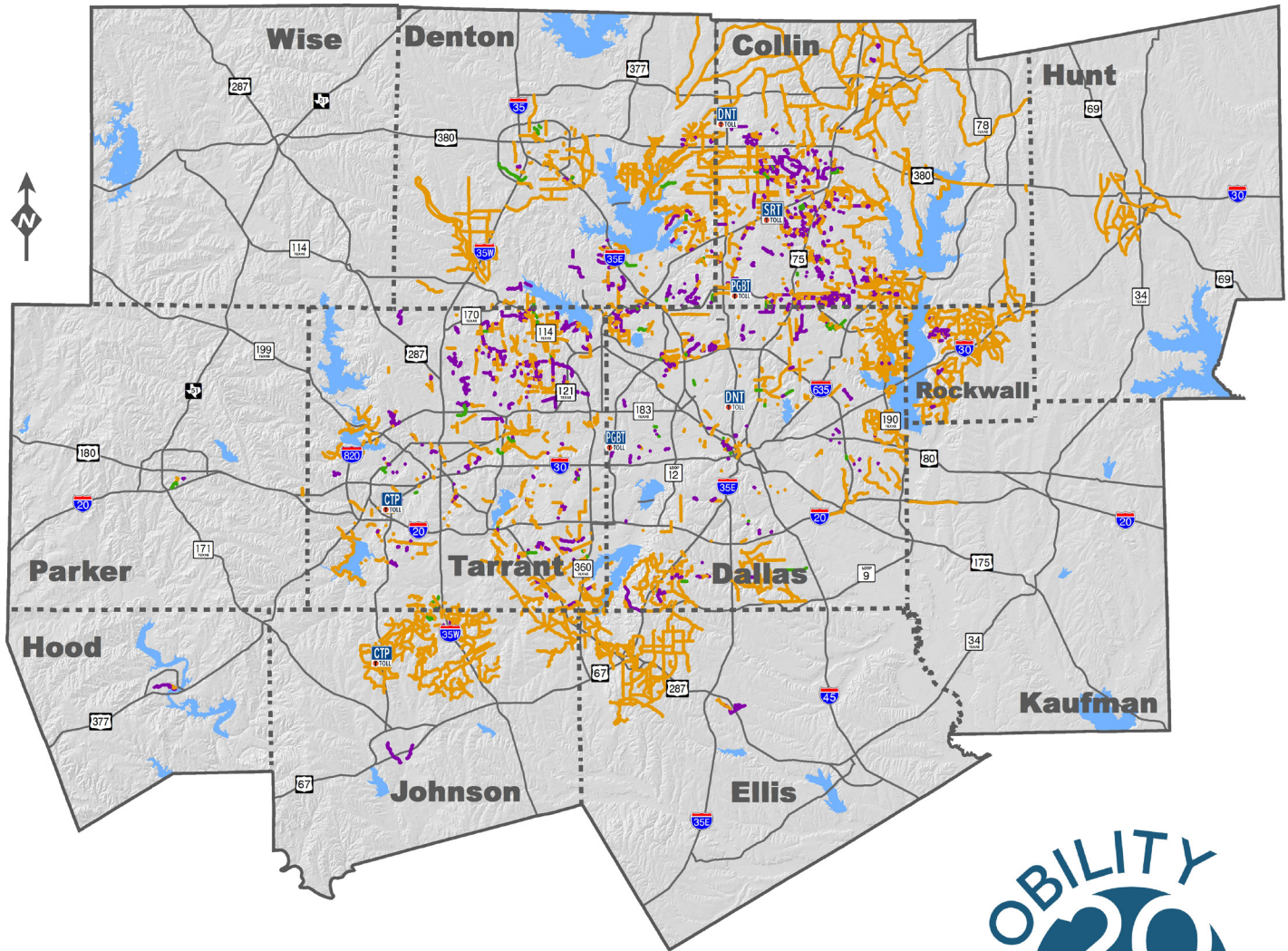
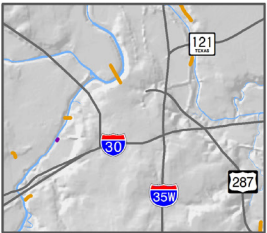
- Existing 333 Miles
- Funded 42 Miles
- Planned 1,999 Miles
- Total 2,374 Miles
- Major Roads



### Dallas CBD



### Fort Worth CBD



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\*The 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.

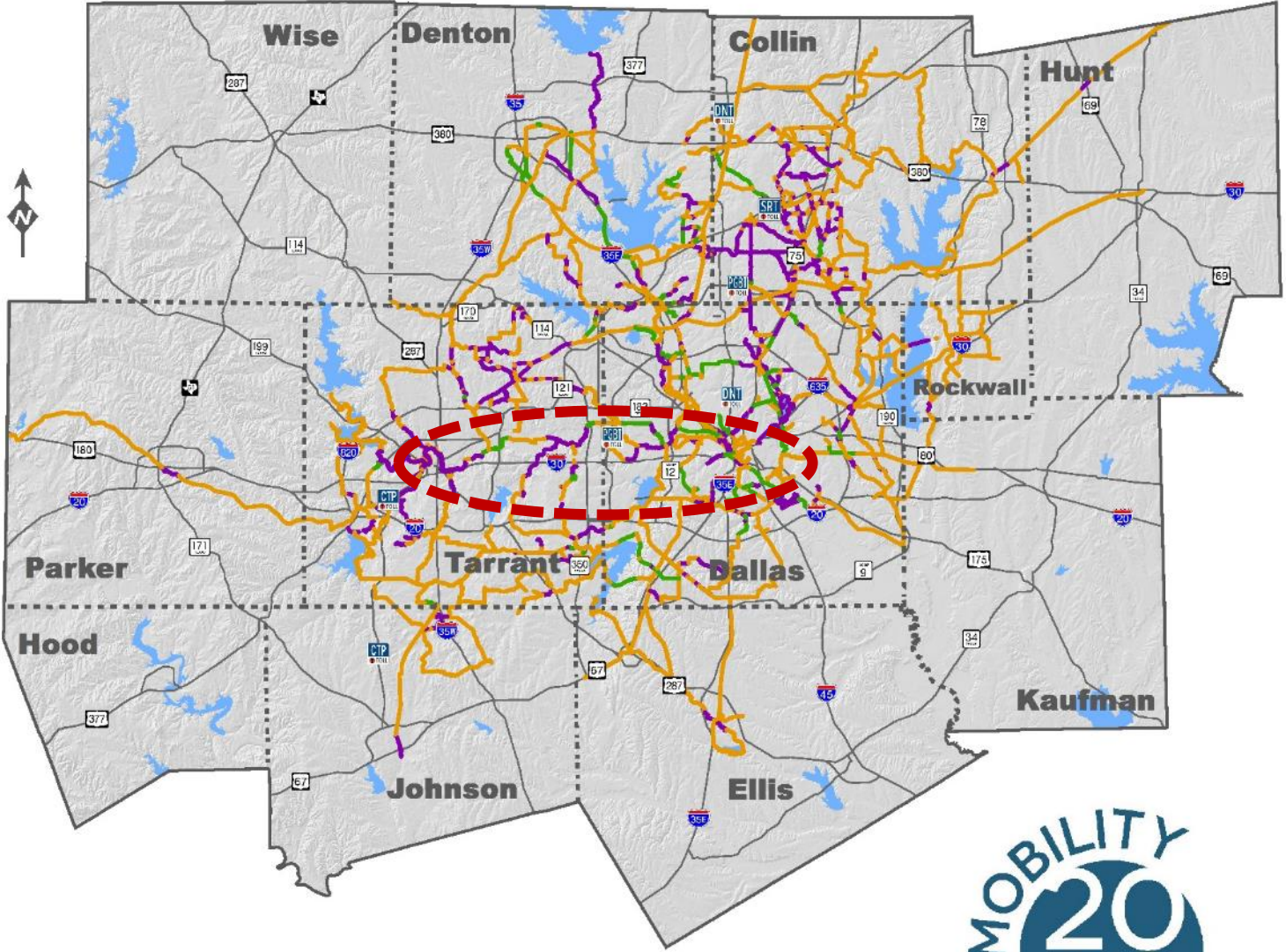
Facility recommendations indicate transportation need. Corridors specific alignment, design, and operational characteristics for these paths will be determined through ongoing project development.



# Regional Veloweb

## Facility Status

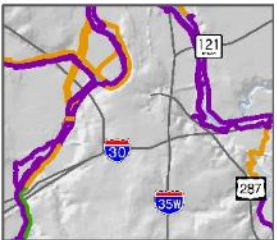
	Existing	442 Miles
	Funded	146 Miles
	Planned	1,296 Miles
Total		1,884 Miles
	Major Roads	



Dallas CBD

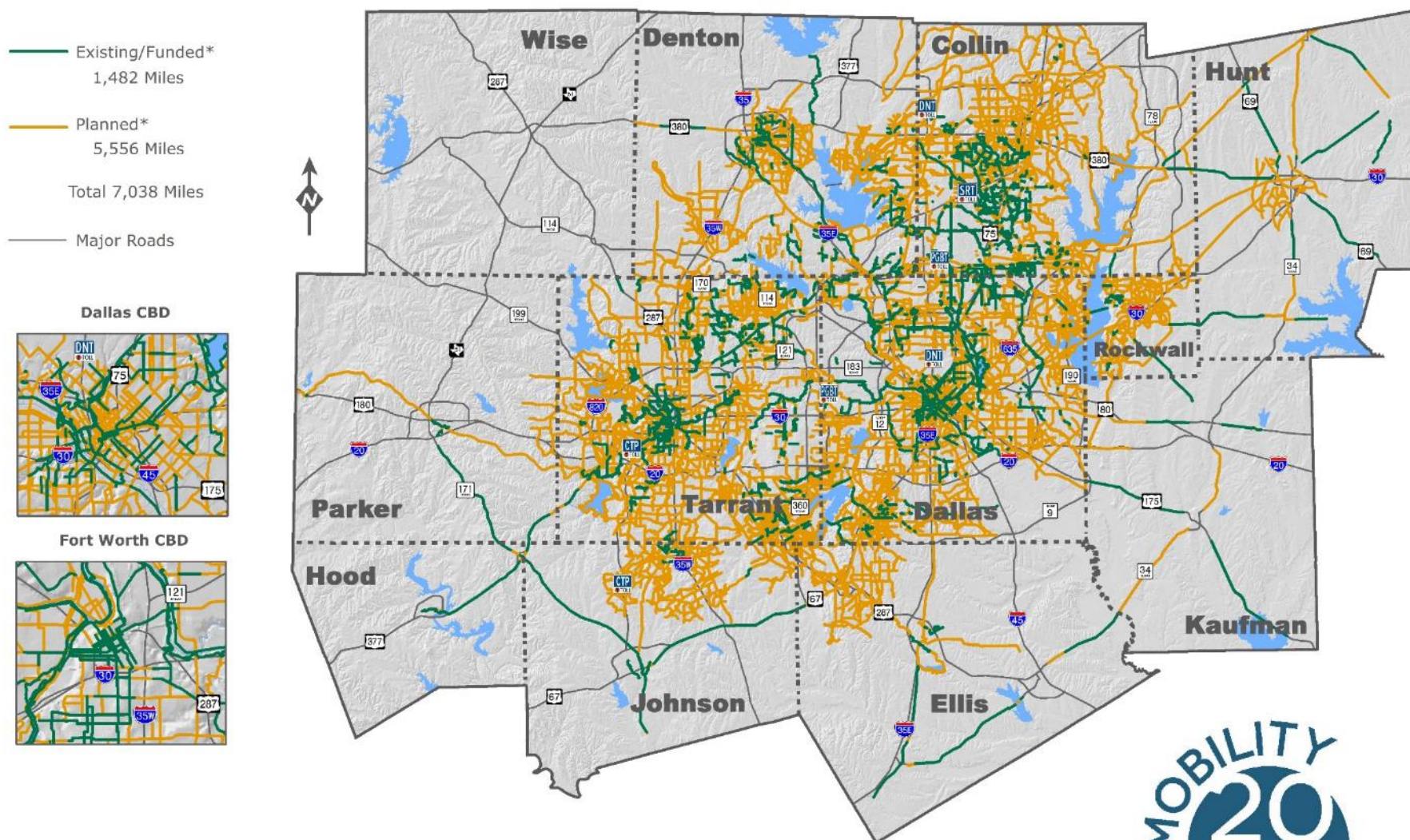


Fort Worth CBD





# 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.

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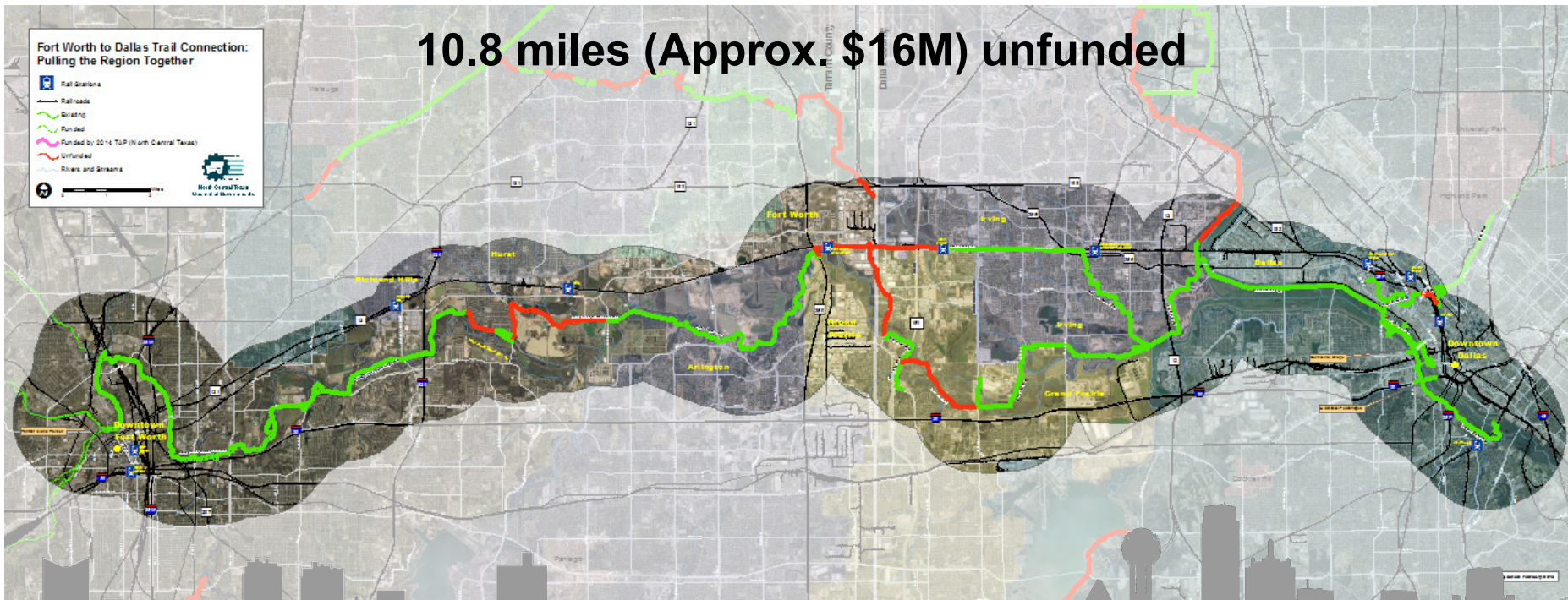




# Fort Worth to Dallas Regional Trail



Existing and Funded	17.7 miles	7.4 miles	4.5 miles	13.1 miles	10.1 miles
Planned and Unfunded	5.8 miles	0	3.5 miles	1.5 miles	0



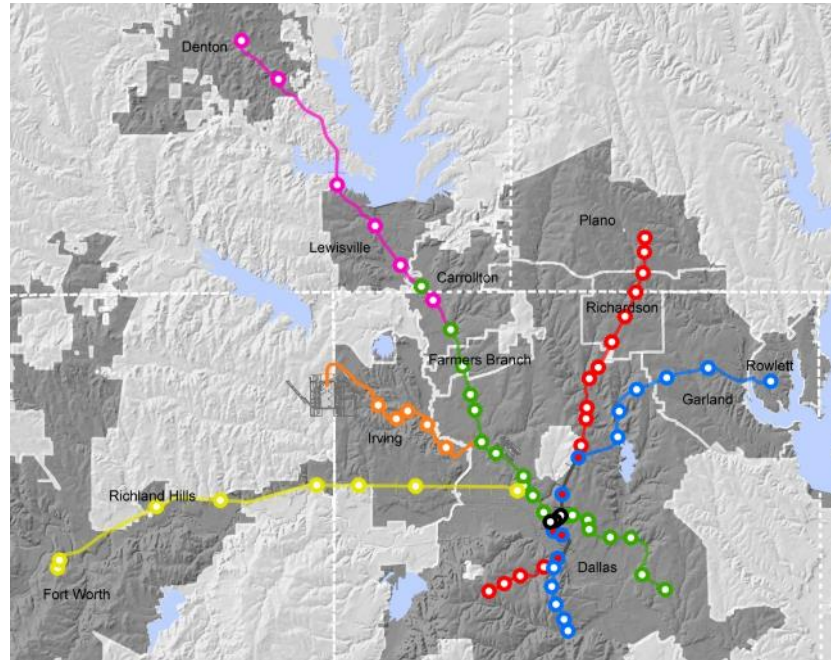
# Pedestrian and Bicycle Routes to Rail Stations

Distance and gaps in the actual “Routes” to stations (walksheds)

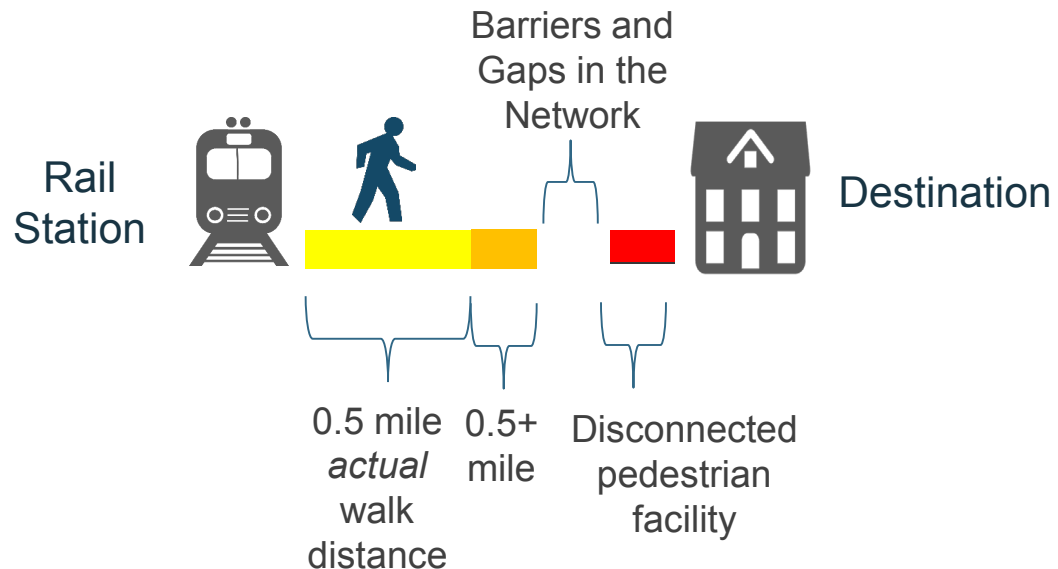
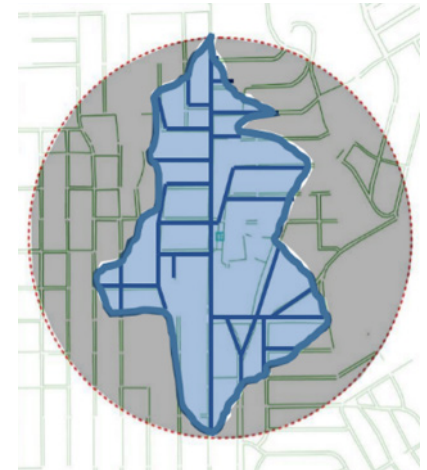
[nctcog.org/RoutesToRail](http://nctcog.org/RoutesToRail)



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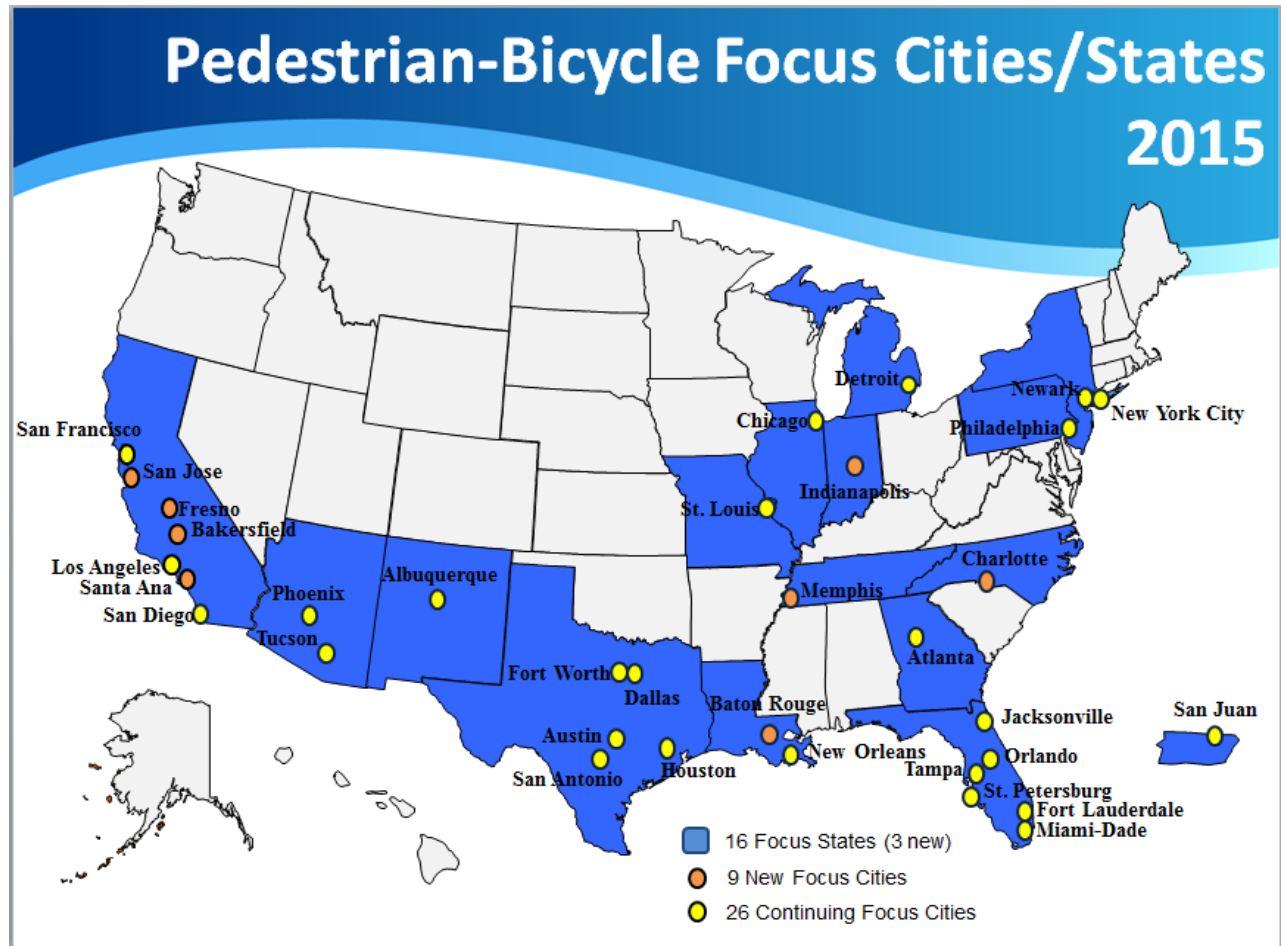
*“A true walkable radius does not typically exist.”*





# FHWA Pedestrian- Bicycle Safety Focus States and Cities

States and cities  
with the highest  
pedestrian  
fatalities and/or  
fatality rates



## Pedestrian Fatality Rates\*

(Per 10k walking commuters)

**#41: Texas**

## Top 50 Cities\*

**#26: Austin**

**#37: Houston**

**#44: San Antonio**

**#47: Dallas**

**#50: Fort Worth**



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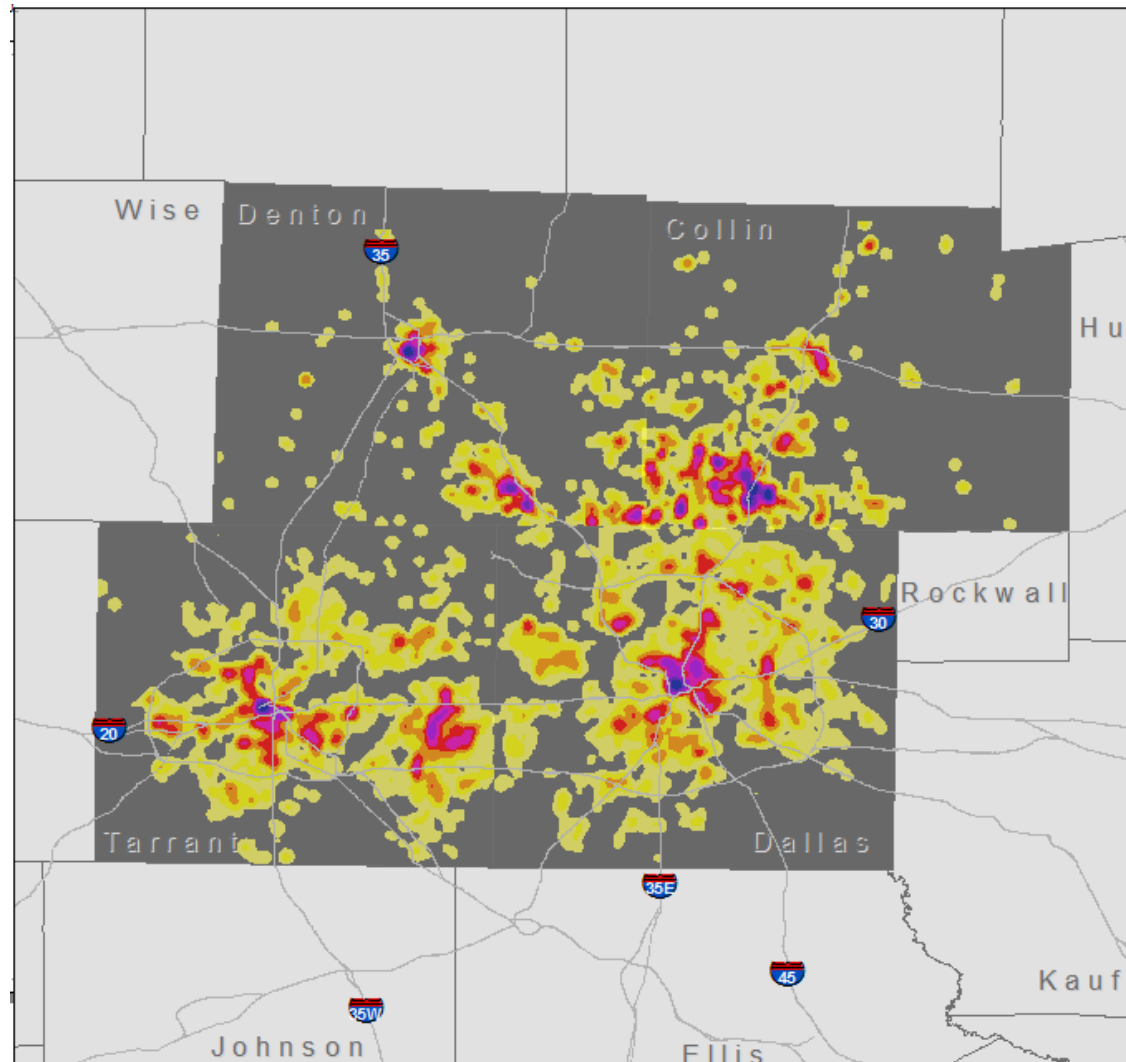
\*Source: Bicycling and Walking in the  
United States: 2014 Benchmarking Report

# Regional Bicycle/ Pedestrian Crash Data

Bicycle and  
Pedestrian Crash  
Density  
(2010-2014)

## Legend

- No Crash Density
- Low Crash Density
- Medium Crash Density
- High Crash Density
- Very High Crash Density
- Highway



0 5 10 20 Miles



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# Improving Safety and Reducing Barriers





# Planning for All Ages and Abilities

(Designing for ages 8 to 80)



**Children**



**Walk**



**Commute**



**Adults**



**Fitness**

# Multimodal Complete Streets

Complete Streets are unique and respond to local community context

**June 10, 2016**

FHWA Facilitated Workshop at NCTCOG



Source: City of Dallas

Designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.

Complete Streets make it easy to cross the street, walk to shops, and bicycle to work.



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# Separated Bike Lane and Protected Intersections

Week of  
Sept 26, 2016

FHWA Facilitated  
Workshops in both  
Dallas and  
Fort Worth



Planning considerations for separated bike lanes, including a menu of design options.

Recommended attendees: city and county staff, TxDOT staff, engineering consultants, and other roadway/traffic design professionals.



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[nctcog.org/bikeped](http://nctcog.org/bikeped)



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