

North Central Texas
Council of Governments

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

North Central Texas Council of Governments
616 Six Flags Dr. Arlington TX 76011
March 15, 2023
2:00-4:00 pm

<p>2:00 – 2:35 (35 min)</p>	<p>1. Welcome – Introductions Discussion of the November 16, 2022, BPAC meeting summary, and introduction of BPAC members.</p>	<p>Chad Marbut, Chair, City of Weatherford</p>
<p>2:35 – 2:55 (20 min)</p>	<p>2. Local Community Updates a) Rowlett Rd Cycle Track – Micah Baker b) Dallas County Mobility Partner of the Year Award – Micah Baker c) Upcoming Events – Heather Dowell, BPAC Vice-Chair</p>	<p>Various BPAC Members</p>
<p>2:55 – 3:10 (15 min)</p>	<p>3. Dallas Sylvan Road Bridge Retrofit</p>	<p>Philip Hiatt Haigh, The Circuit Trail Conservancy</p>
<p>3:10 – 3:25 (15 min)</p>	<p>4. Trail Branding and Wayfinding Project</p>	<p>Shawn Conrad, NCTCOG</p>
<p>3:25 – 3:40 (15 min)</p>	<p>5. Weatherford e-Bike Ordinance</p>	<p>Jaycob Kirkpatrick, City of Weatherford</p>
<p>3:40 – 3:55 (15 min)</p>	<p>6. NCTCOG Updates a. Mobility 2045 Update Resources – Erik van Bloemen Waanders b. Regional Sidewalk Data – Travis Liska c. FY 2023 Safe Streets and Roads for All Program –Kevin Kokes d. Statewide BPAC Update – Karla Windsor</p>	<p>Various NCTCOG Staff</p>
<p>3:55 – 4:00 (5 min)</p>	<p>7. Other Business/Open Discussion This item provides an opportunity to bring items of interest before the Committee or propose future agenda items.</p>	<p>Chad Marbut, Chair, City of Weatherford</p>

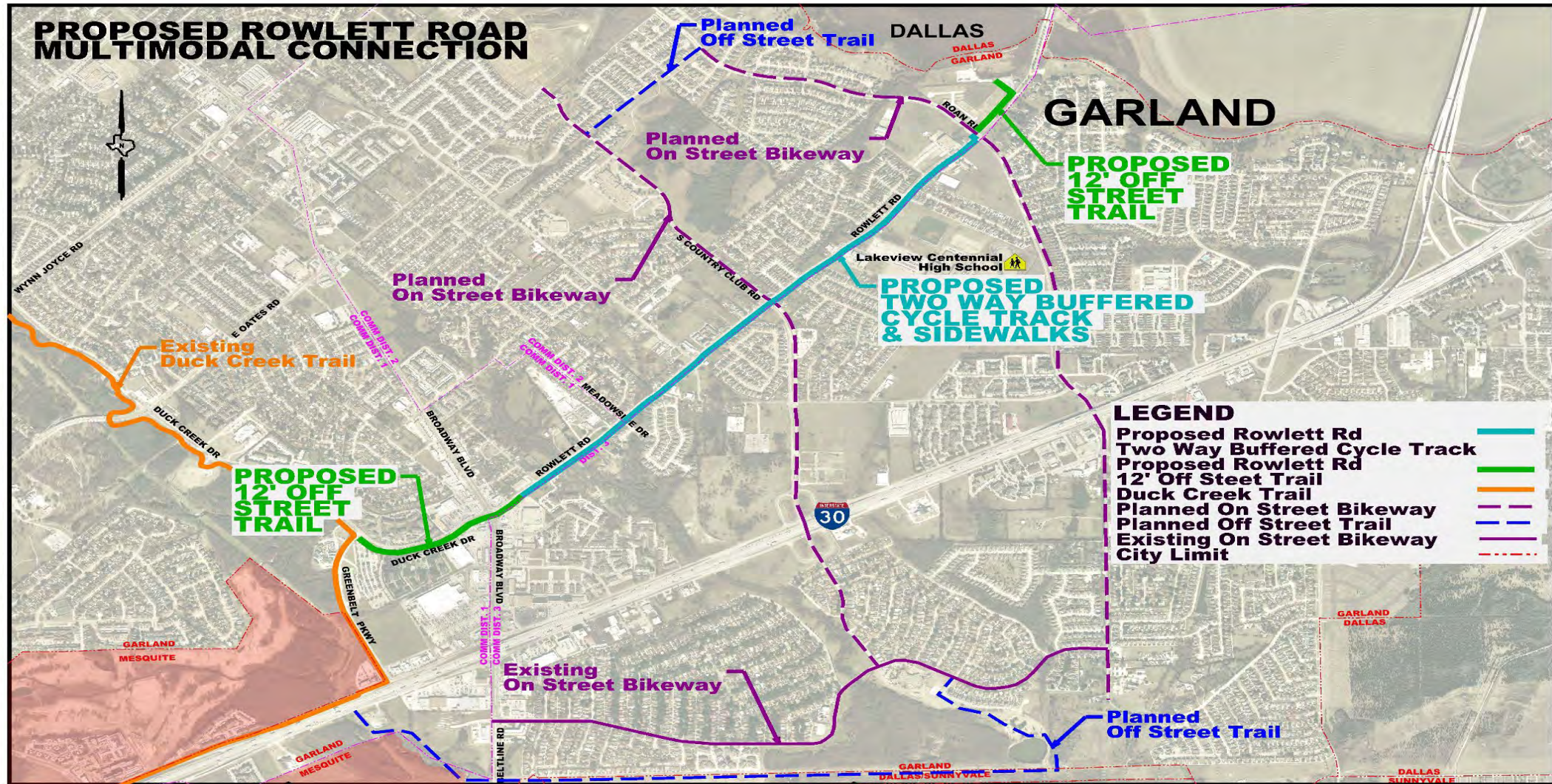
Next BPAC Meeting

The **next** meeting of the Bicycle and Pedestrian Advisory Committee is scheduled for **May 17, 2023**, from 2:00-4:00pm at NCTCOG in the Transportation Council Room.



ROWLETT ROAD MULTIMODAL CONNECTION

PROJECT MAP



PROJECT LOCATION MAP

ROWLETT RD MULTIMODAL CONNECTION

Duck Creek @ Greenbelt Pkwy to Garland
 East City Limits
 Garland, District 1

PROJECT PARTNERS



BURGESS & NIPLE

Utility Companies:

1. Oncor
2. Garland Power & Light
3. Atmos Energy
4. Frontier
5. Spectrum
6. Verizon
7. AT&T

PROJECT CHALLENGES

- **ROW Constraints**
- Lots of Utilities
- Bus Stop and Transit Access
- Mail Boxes and Driveways



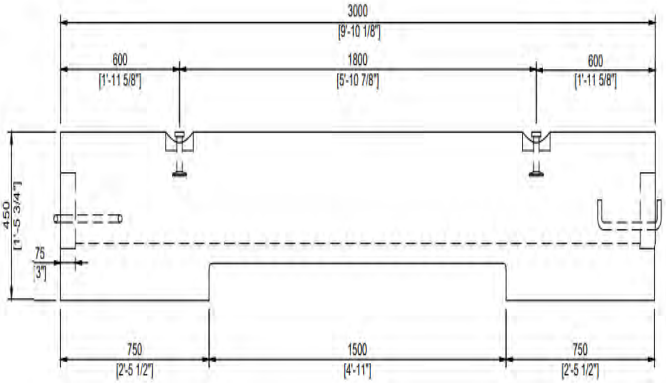
CYCLE TRACK OPTION

- Rowlett Road Project will Implement the First Cycle Track in the City of Garland

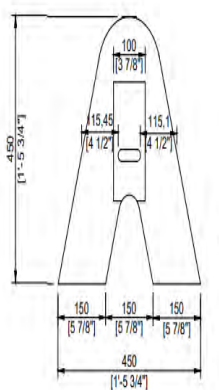
Denton Drive Cycle Track Example in City of Dallas



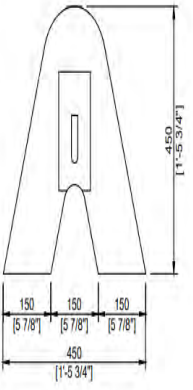
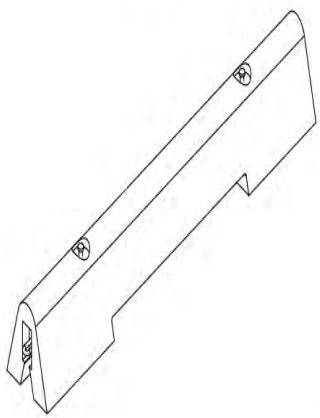
CYCLE TRACK BARRIER



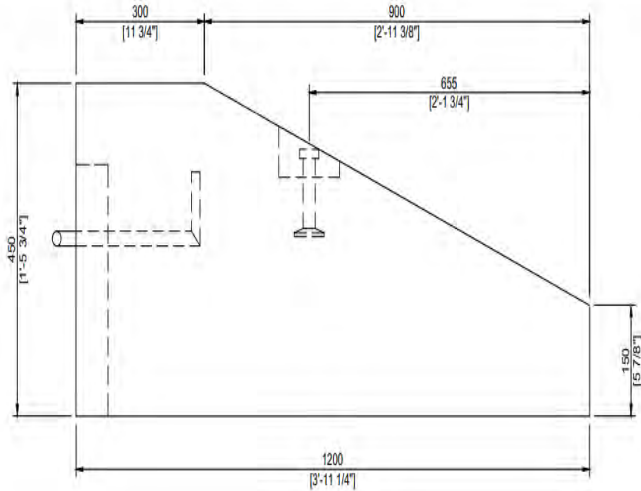
SIDE VIEW
SCALE 1:16



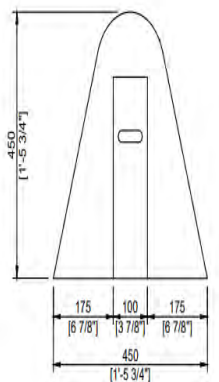
LEFT VIEW
SCALE 1:10



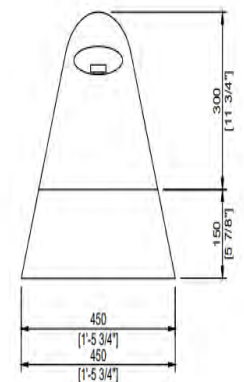
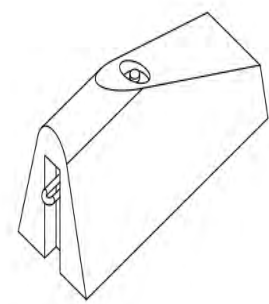
RIGHT VIEW
SCALE 1:10



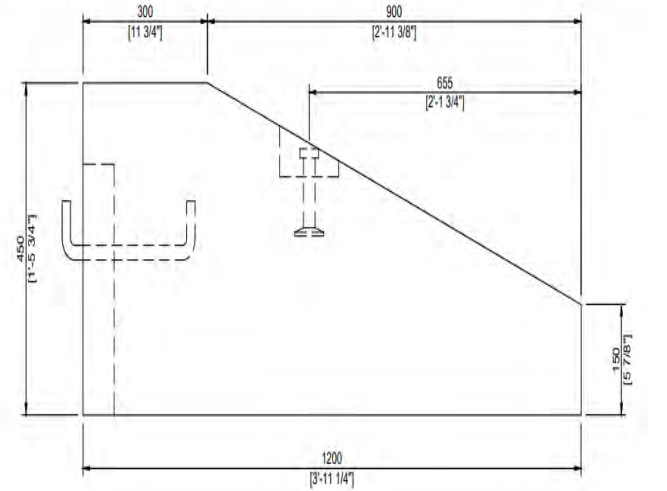
SIDE VIEW
SCALE 1:8



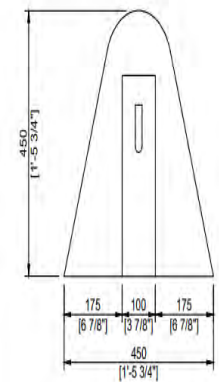
LEFT VIEW
SCALE 1:10



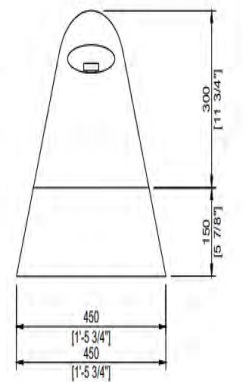
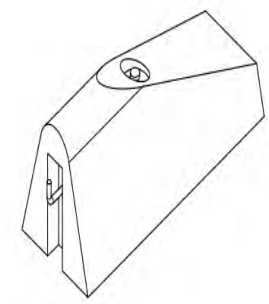
RIGHT VIEW
SCALE 1:10



SIDE VIEW
SCALE 1:8



LEFT VIEW
SCALE 1:10



RIGHT VIEW
SCALE 1:10

	MANUFACTURED: OTTAWA, ON 613-822-1488 www.powerprecast.com	CONCRETE TYPE: SCC CONCRETE: 43MPa (6,530PSI) AIR CONTENT: 6% REINFORCEMENT: A23.4.08 / A23.3	WEIGHT: 1.070m / 75kg STRIPPING STRENGTH: 25 MPa	SHEET: 1/1 DRAWN BY: A.A.Hamid DATE: JAN/2022 PPS REFERENCE: 416346	PEDESTRIAN BARRIER
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	MANUFACTURED: OTTAWA, ON 613-822-1488 www.powerprecast.com	CONCRETE TYPE: SCC CONCRETE: 43MPa (6,530PSI) AIR CONTENT: 6% ± 1.5% REINFORCEMENT: STEEL TO CSA CAN A23.4.08 / A23.3, G30.18 Fy=800MPa	WEIGHT: 702kg / 155kg STRIPPING STRENGTH: 25 MPa	SHEET: 1/1 DRAWN BY: A.A.Hamid DATE: JAN/2022 PPS REFERENCE: 413703	PEDESTRIAN BARRIER FEMALE END
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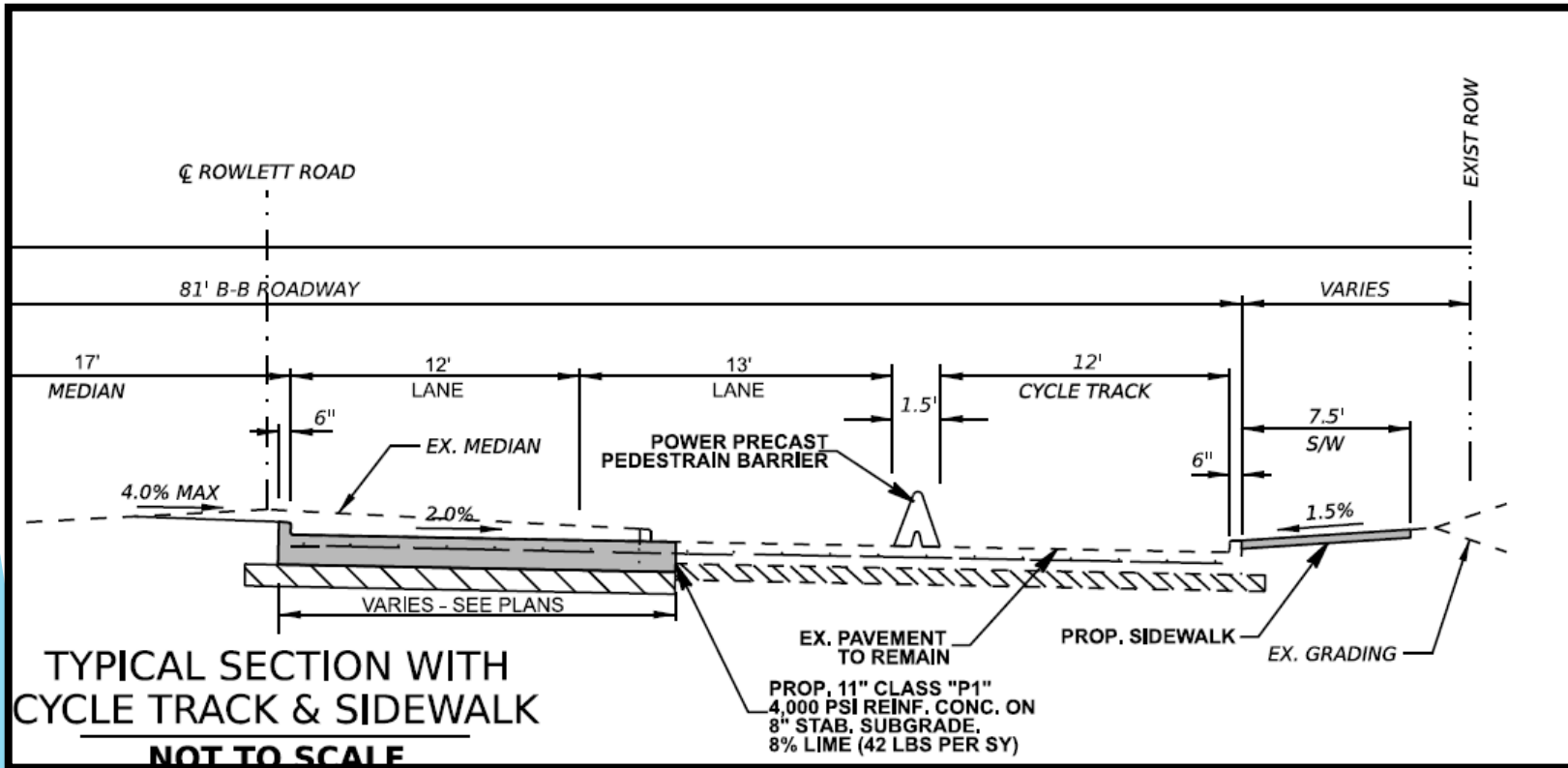
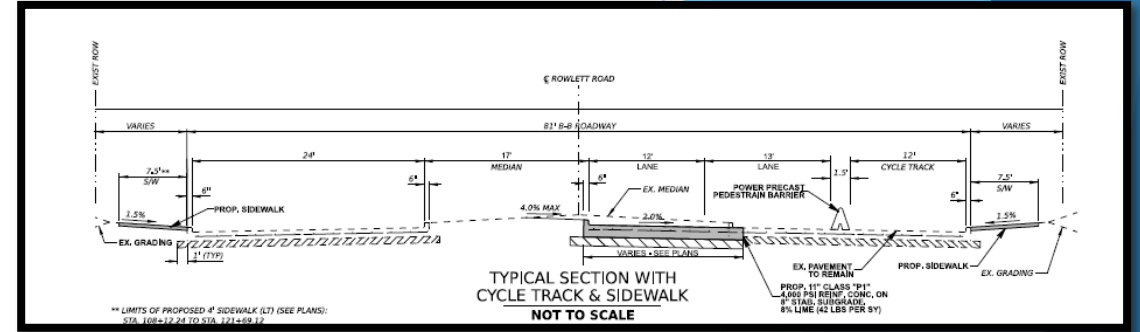
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CYCLE TRACK BARRIER

(Cont'd)



TYPICAL SECTION



ESTIMATED PROJECT SCHEDULE

- *Sept. 2020 - Awarded TA Set-Aside Funding*
- *Fall 2021 - Executed Agreements with City and TxDOT*
- *Summer 2022 - Release Plans Adequate to Utilities*
- Spring 2023 - Environmental Review and Approval
- March 2023 - 95% PS&E
- May 2023 - 100% Final PS&E
- Summer 2023 - Project Letting (must let by August 31st)

CITY'S PARTNER OF THE YEAR AWARD

Daniel Herrig, P.E

2022 City Mobility Partner of the Year

City of Richardson



Thank You!

Micah Baker

Mobility Planning Manager

Micah.Baker@dallascounty.org

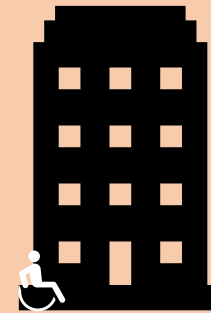
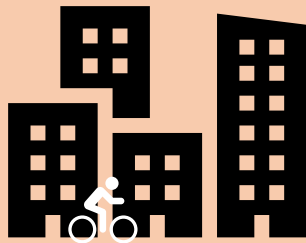
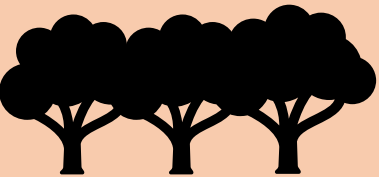
214.653.7465



UPCOMING EVENTS AND TRAINING

Bicycle and Pedestrian Advisory Committee
March 15, 2023

Heather Dowell, Vice-Chair



NATIONAL BIKE SUMMIT

MARCH 26-29, 2023

ONLINE & WASHINGTON, DC



- The Summit in DC will feature in-person workshops, mobile discussion groups, opportunities to ride, and networking events. All Summit sessions/panels, plenaries, and keynote speakers will be streamed online for in-person and virtual attendees.
- Registration now open!: https://whova.com/portal/registration/natio_202303/
- For more information, visit: [National Bike Summit | League of American Bicyclists \(bikeleague.org\)](https://www.bikeleague.org/national-bike-summit)

National Planning Conference 2023



April 1-4
Philadelphia, PA
and
April 26-28, 2023
2023 Online

- This year's educational offerings will focus on how the planning community can lead the way to develop solutions to today's most pressing problems.
- For more information, visit: [About NPC23 \(planning.org\)](https://www.planning.org/about-npc23)

American Planning Association



2023 International Trails Summit



April 17-21, 2023 Reno/Sparks, NV

- This event will convene a diverse trail and outdoor community to learn, build relationships, and find solutions to the challenges of developing and elevating outdoor recreation opportunities for all.
- For more information, visit: [Home - International Trails Summit \(cvent.com\)](https://cvent.com)

American Trails and Professional TrailBuilders Association



rails-to-trails
conservancy

Celebrate Trails Day

April 22, 2023

- Hosted on the fourth Saturday of April, Celebrate Trails Day is an annual spring celebration of America's trails. Started by Rails-to-Trails Conservancy in 2013, the celebration encourages people across the country to get outside and enjoy the nation's exceptional trails and trail systems.
- For more information, visit: [Celebrate Trails Day | Annual spring celebration of America's trails | Rails-to-Trails Conservancy \(railstotrails.org\)](#)

Rails-to-Trails Conservancy

National Shared Mobility Summit 2023



SHARED-USE
MOBILITY CENTER

May 2-4, 2023
Chicago, IL

- Climate change plagues communities, traffic deaths remain high, and public spaces continue to prioritize personal vehicles. We must build upon and hold ourselves accountable to advance shared mobility. Join us May 2-4 in Chicago for the 2023 National Shared Mobility Summit to be part of a shared vision. With speeches, workshops, panels, networking, and field trips, #SUMC2023 attendees can learn about best practices that put people first.
- For more information, visit: [2023 National Shared Mobility Summit – The Connectory Chicago \(chicagoconnectory.com\)](https://chicagoconnectory.com)

Shared-Use Mobility Center



Focus North Texas

RESCHEDULED FOR

MAY 12!

Grapevine

- Focus North Texas is a one-day regional training and continuing education event for city planning-related topics.
- If you're not already registered, you can sign up for the waitlist utilizing the waitlist link at the homepage [#FNT2023 || Focus North Texas](#) and the waitlist will roll in the order of entries if/when someone cancels.

Designing Cities 2023: Denver

May 15-18, 2023
Denver, CO



- The NACTO Designing Cities Conference brings together 900 officials, planners, and practitioners to advance the state of transportation in cities.
- For more information, visit: [Designing Cities 2023: Denver | National Association of City Transportation Officials \(nacto.org\)](https://nacto.org/designing-cities-2023-denver)

National Association of City Transportation Officials

Strong Towns First National Gathering and Congress for the New Urbanism Conference



May 30-31, 2023
and
May 31-June 3, 2023
Charlotte, NC

- This event is geared toward planning professionals and local government staff. There will be AICP credits available to professionals.
- For more information, visit: [Attend the Strong Towns National Gathering](#) and www.cnu.org.

Strong Towns and Congress for the New Urbanism

ITE Annual Conference



August 13-16, 2023
Portland, OR

- The ITE Annual Conference and Exhibit is one of the premier events for transportation engineers, planners, and operations and maintenance personnel.
- For more information, visit: [ITE/IMSA – ITE Washington \(wa-ite.org\)](https://www.wa-ite.org)

Institute of Transportation Engineers



APA TX CHAPTER CONFERENCE

**November 8-10,
Corpus Christi**

- Texas is growing and that presents a host of opportunities and challenges for our state. Texas needs great urban and regional planning more than ever.
- For more information, visit: [APA Texas Chapter \(planning.org\)](http://APA Texas Chapter (planning.org))

Mpact Transit + Community (formerly known as Rail~Volution)



MOBILITY
COMMUNITY
POSSIBILITY

November 5-8, 2023
Phoenix, AZ

- The regional transit system - along with connected mobility options & development - offers routes away from sprawl and toward more sustainable and equitable places to live. As Mpact Transit + Community comes to Phoenix, the region is working to reinvigorate and expand support for transit as part of reauthorizing regional transit funding.
- For more information, visit: [Transit & Mobility Conference | Mpact \(mpactmobility.org\)](https://mpactmobility.org)

MPACT Mobility Community Possibility

Master Plans Underway or Anticipated in 2023

- City of Burleson Bike & Trails Plan (expected early 2023)
- City of Irving Bike Plan (expected June 2023)
- City of Dallas Bikeways Master Plan (expected Summer 2023)

Recently Completed

- Highland Village Trails System Master Plan Update (February 2023 Adoption)
- Richardson Active Transportation Plan (February 2023 Adoption)
- McKinney Trails Master Plan (January 2023 Adoption)

Other Events or Training?

For any suggestions/topics for future training opportunities that NCTCOG can help coordinate or promote, please contact:

Daniel
Snyder

dsnyder@nctcog.org



Erik van Bloemen
Waanders

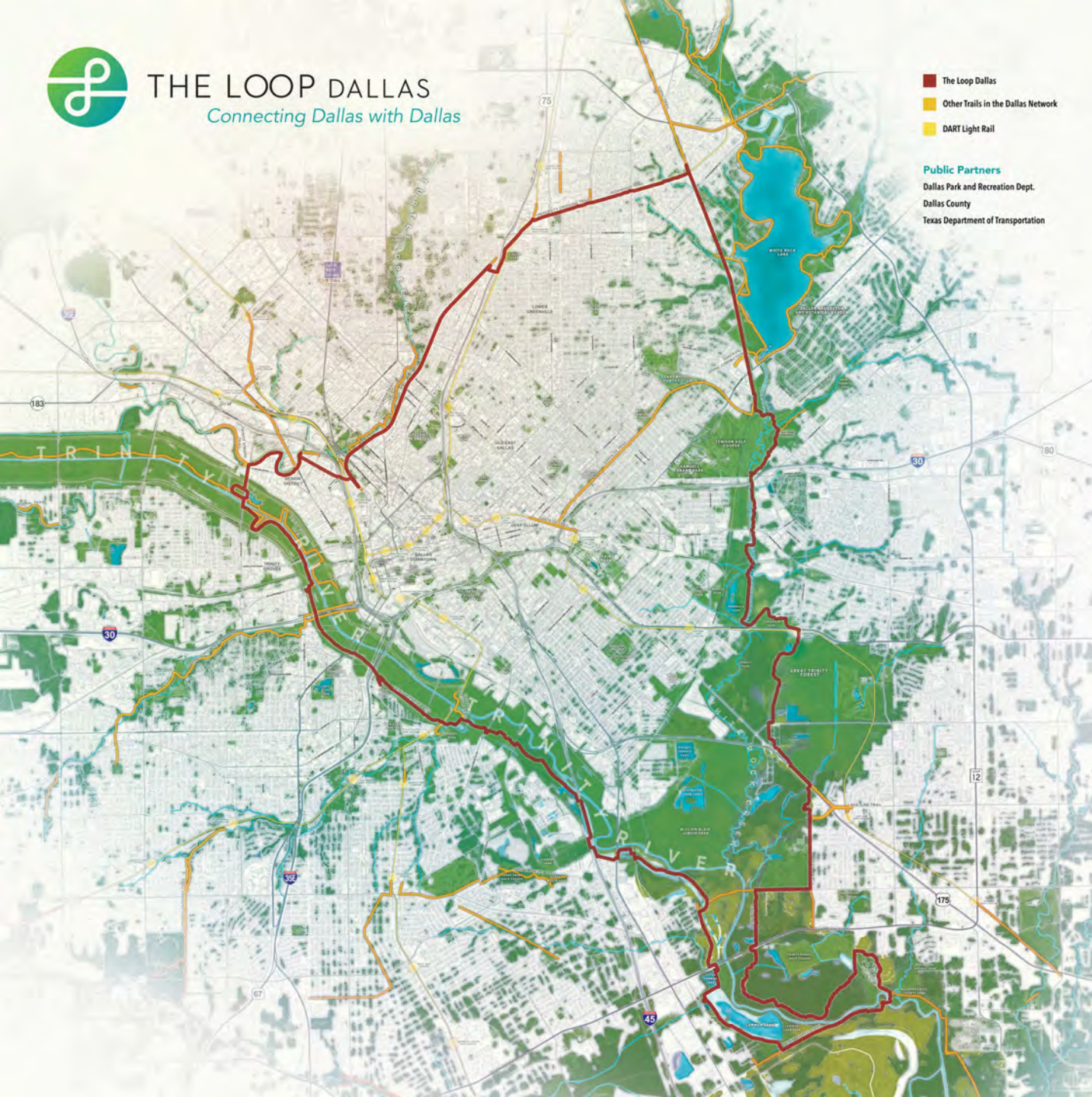
ewaanders@nctcog.org



THE LOOP
DALLAS



THE LOOP DALLAS
Connecting Dallas with Dallas



The Loop Dallas

For the first time in its history, Dallas will connect north, south, east, and west with a shared trail system, providing equitable access to green space and an urban forest previously inaccessible to the public.

The Loop Dallas has leveraged the original \$10M investment from private donors almost 8:1, securing a total \$75M in public funds.

All projects needed to complete The Loop Dallas are in the design or construction phase and are on track to be completed by 2026.

City-wide Connectivity

The Loop Dallas is building a 50-mile circuit trail by the same name that will encircle the core of the city.

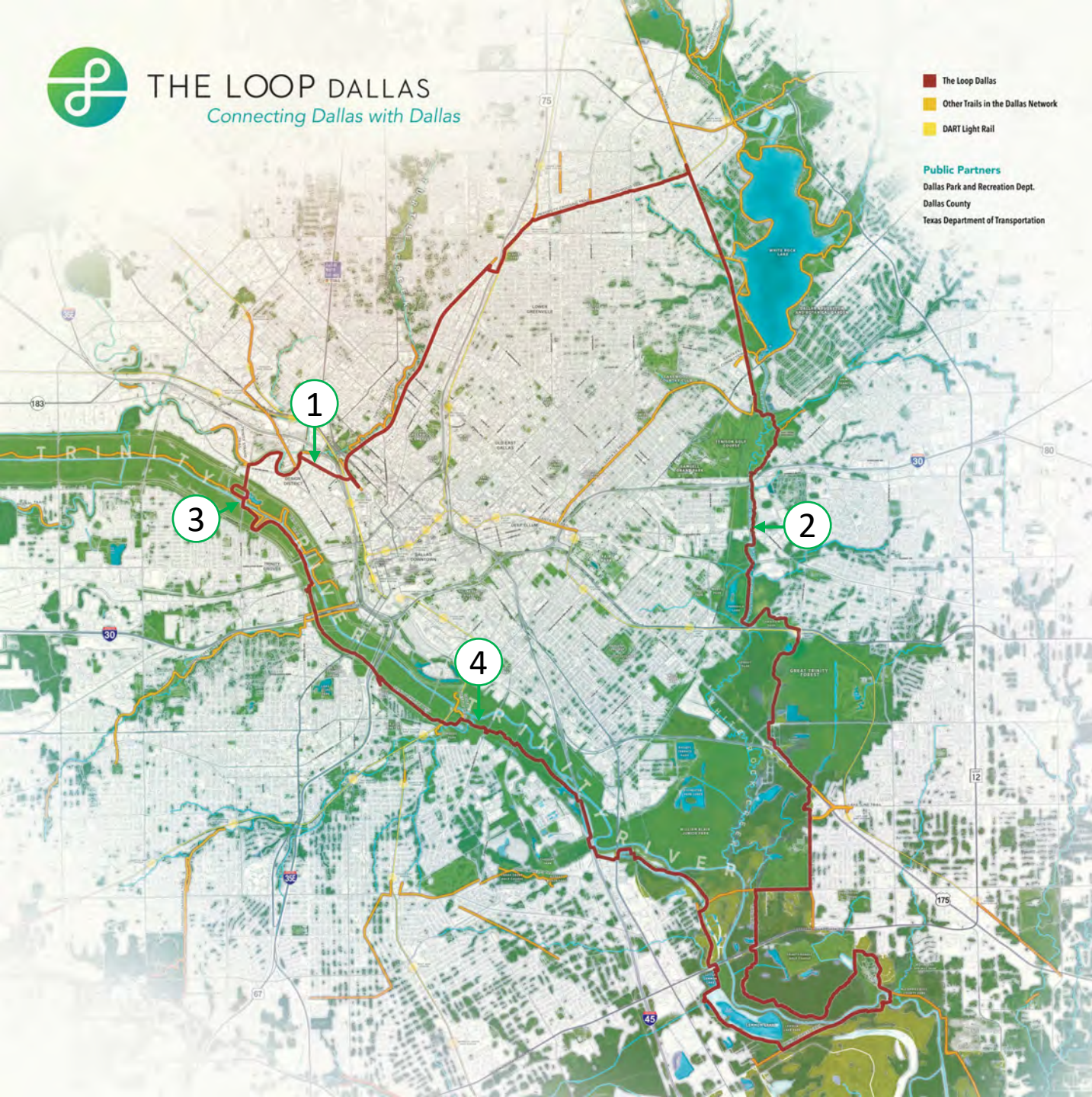
By connecting 39 miles of existing trails in Dallas with 11 miles of newly built trails, The Loop Dallas will increase access to public transportation and green space, ensuring residents can access these resources across the city to commute, for recreation, and wellness.

11 Miles Connect 39 Miles, Creating a 50-Mile Loop

The Loop Dallas Connects:

- **9 City Council Districts** in the center of Dallas
- **5 DART Light Rail Stations** and is within ½ miles of an additional 4 stations
- **Over 150 Miles** of the completed linear trail system
- **The Trinity River** and the **Fort Worth to Dallas Trail** to the metroplex





Four New Projects

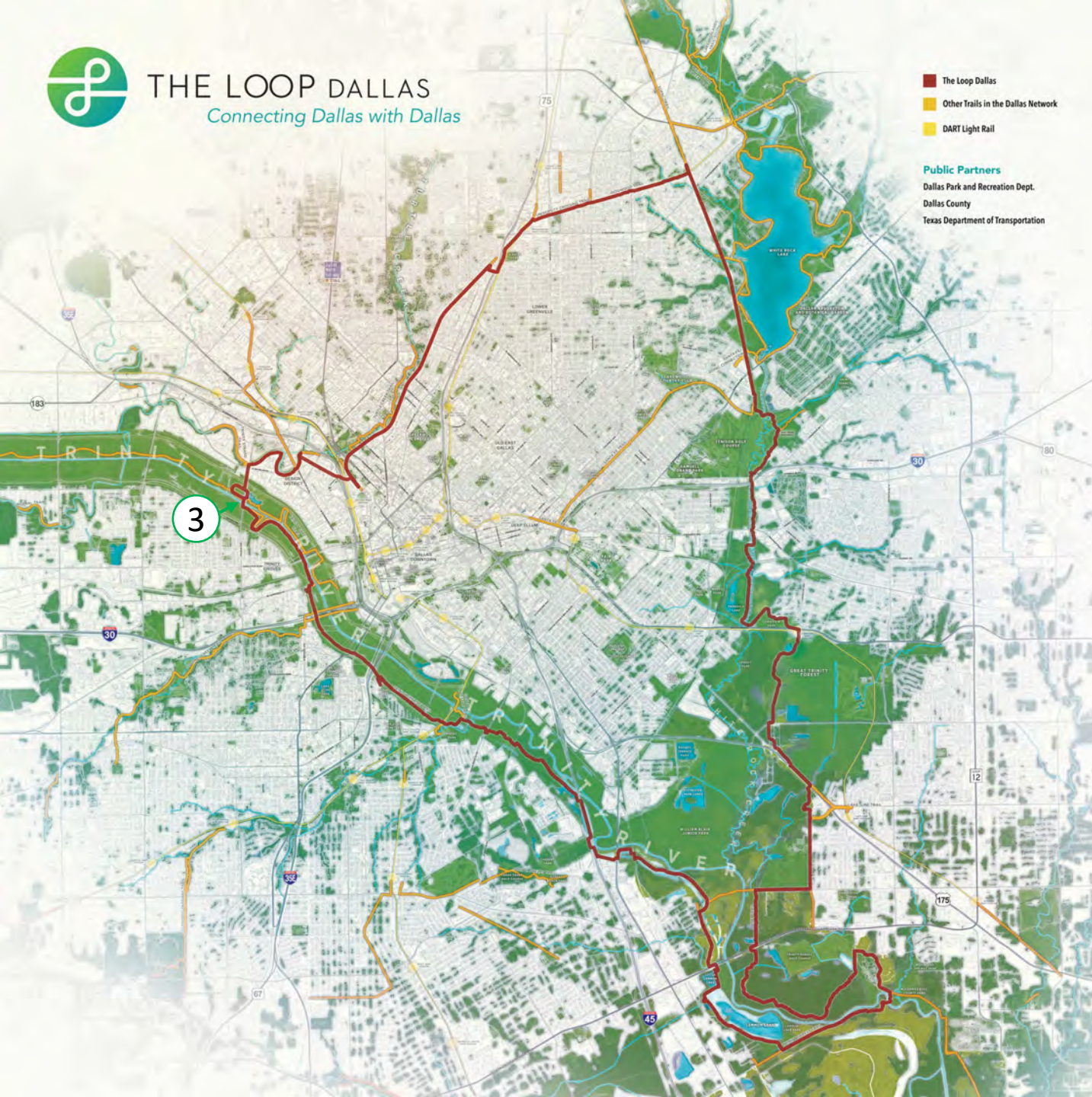
1. Hi Line Connector
2. Trinity Forest Spine Trail
3. Discovery Gateway
4. Skyline Trail Link

All other trails in The LOOP are existing or currently in delivery:

- AT&T Trail
- Katy Trail
- Santa Fe Trail
- Santa Fe Trestle Trail
- Skyline Trail
- SoPac Trail
- Trinity Forest Trail
- Trinity Strand Trail
- University Crossing & Ridgewood Trail



THE LOOP DALLAS
Connecting Dallas with Dallas



- The Loop Dallas
- Other Trails in the Dallas Network
- DART Light Rail

Public Partners

- Dallas Park and Recreation Dept.
- Dallas County
- Texas Department of Transportation

Discovery Gateway

Project Limits: Trinity Strand Trail to Trinity Skyline Trail (Fort Worth to Dallas Discovery Trail)

Includes West Dallas Connection to complete street section of Sylvan Ave at Singleton Blvd

simon
ENGINEERING & CONSULTING

15443 KNOLL TRAIL DRIVE - SUITE 200
DALLAS, TEXAS 75248
TBPE #F-10997



LANDSCAPE
ARCHITECTS
& PLANNERS



Discovery Gateway

Project Limits: Trinity Strand Trail to Trinity Skyline Trail (Fort Worth to Dallas Discovery Trail)

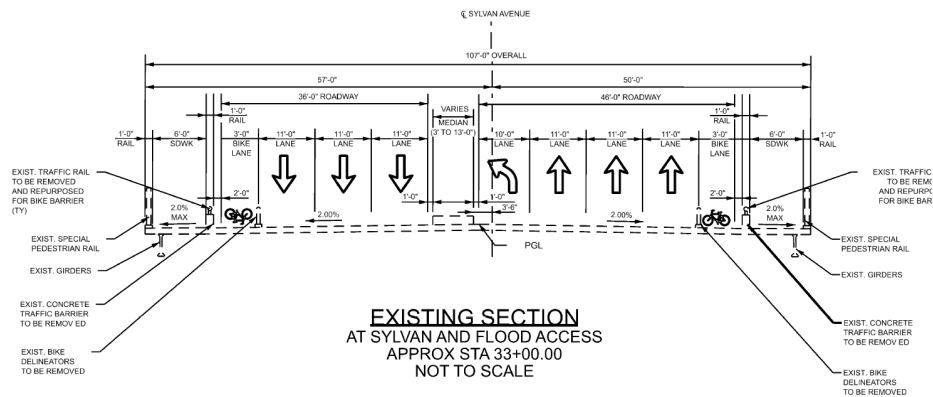
Includes West Dallas Connection to complete street section of Sylvan Ave at Singleton Blvd



15443 KNOLL TRAIL DRIVE - SUITE 200
DALLAS, TEXAS 75248
TBPE #F-10997



Typical Section 107' ROW – Existing



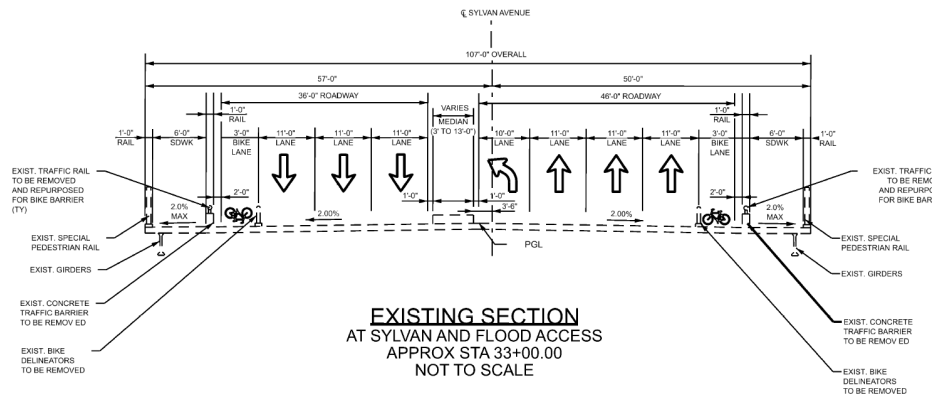
Six 11' lanes, major thoroughfare with dedicated turn lanes at intersections

3' bike lane with flexpost separation

CTB with decorative handrail protecting sidewalks



Typical Section 107' ROW – Existing



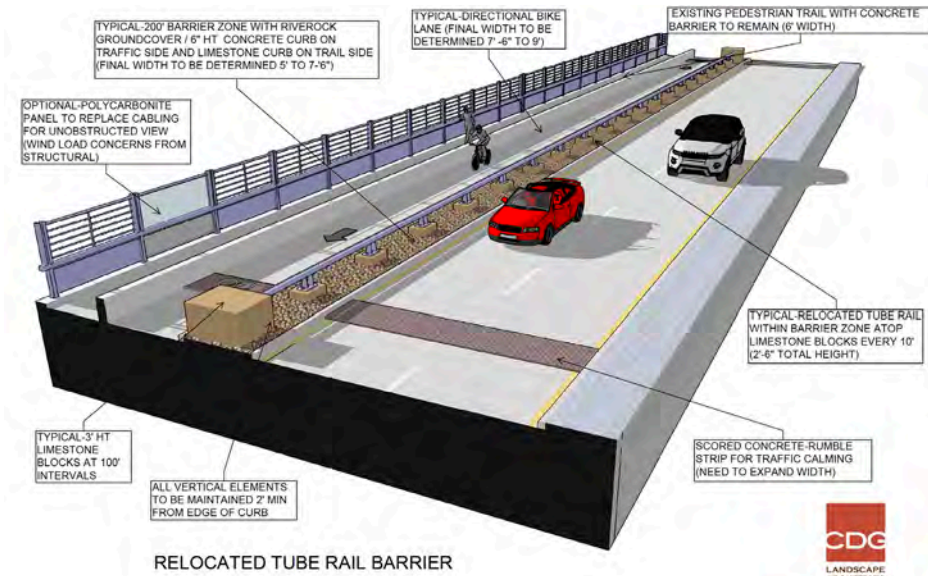
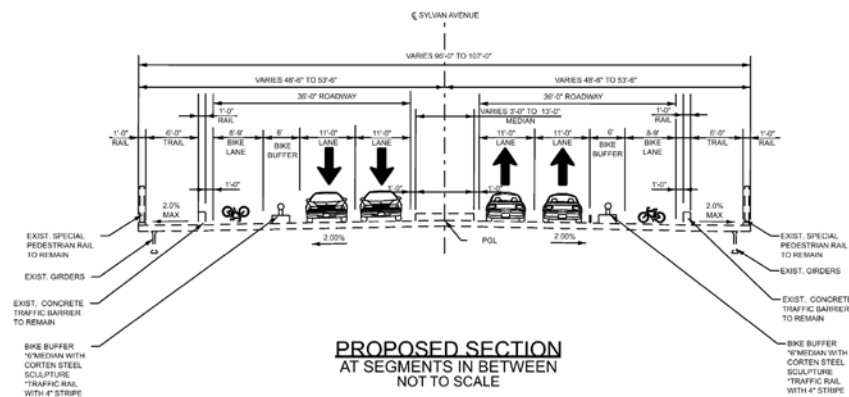
Six 11' lanes, major thoroughfare with dedicated turn lanes at intersections

3' bike lane with flexpost separation

CTB with decorative handrail protecting sidewalks



Typical Section 107' ROW – Proposed



- Four 11' lanes, thoroughfare with dedicated turn lanes at intersections
- 8' – 9' variable bike lane with median separation
- CTB remains – decorative handrail relocated to median



THE LOOP
DALLAS





DALLAS SKYLINE VIEW FROM OVERLOOK PLAZA



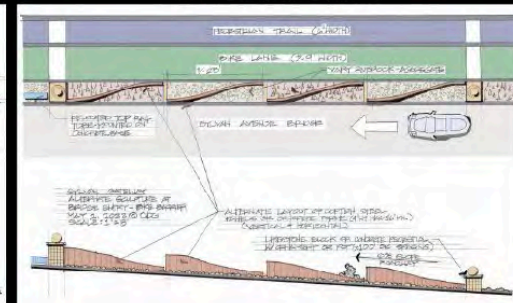
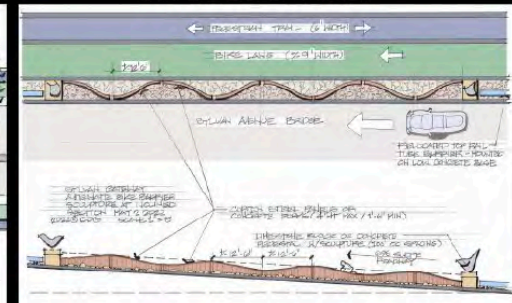
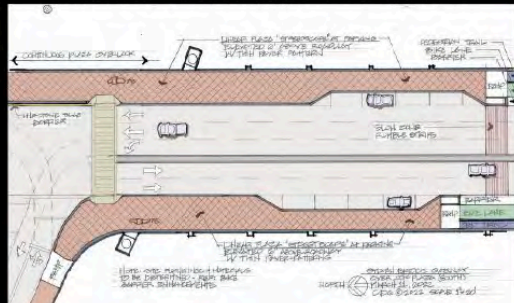
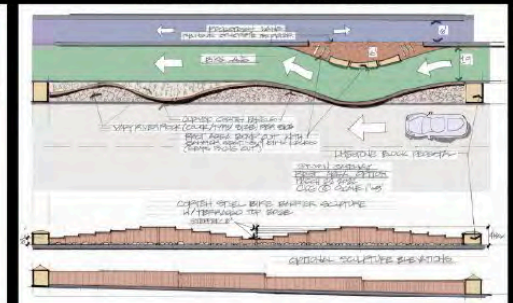
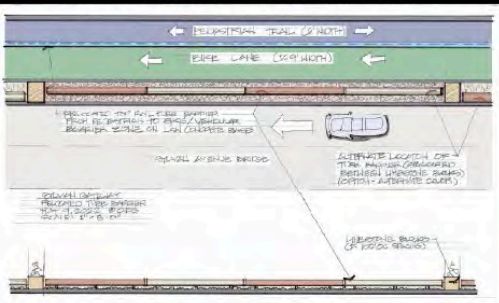
REPURPOSED TUBE BARRIER

REST AREA BARRIER

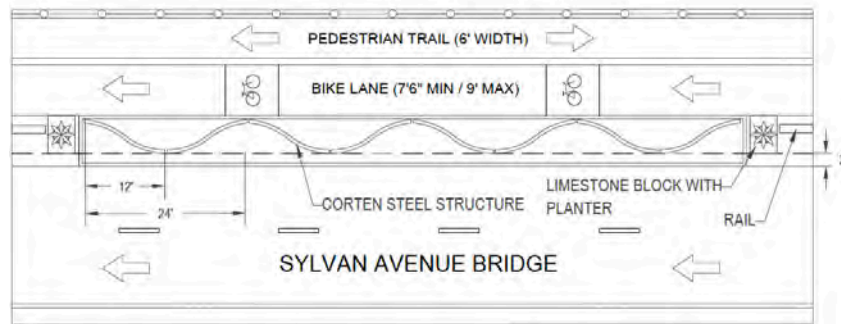
OVERLOOK PLAZA & PARKING

INCLINED BARRIER

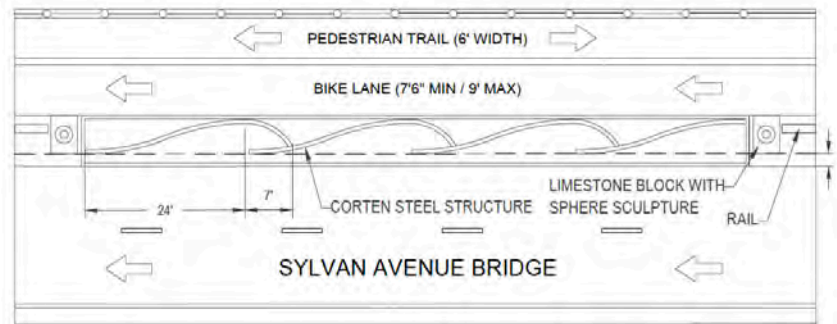
GATEWAY ENTRY



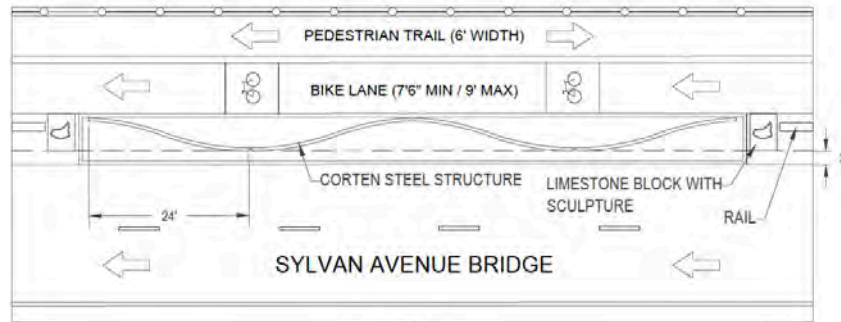
Variable Barriers Across the Project



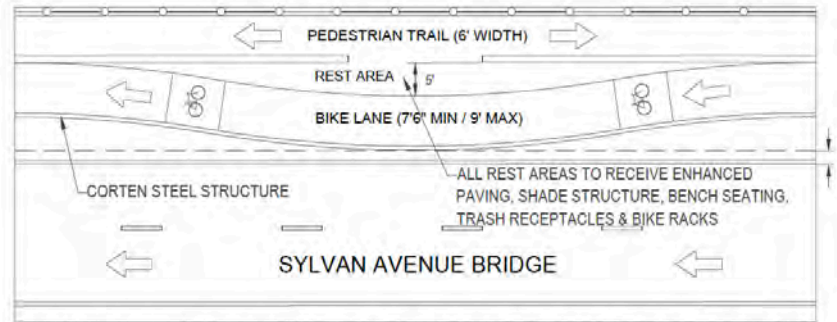
GATEWAY



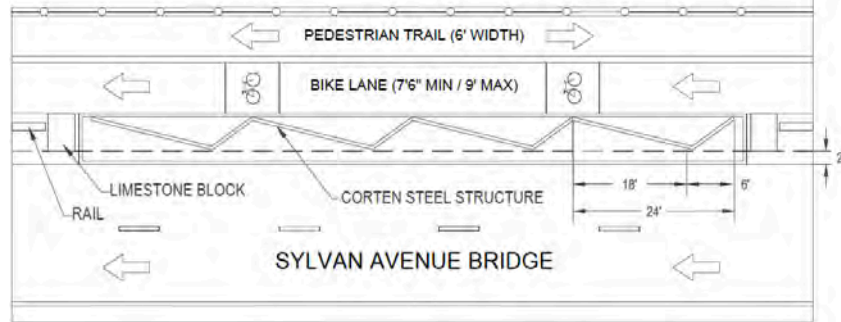
INCLINE



LEVEL



REST AREA (OPTIONAL REST AREA TO MATCH LEVEL STEEL STRUCTURE LAYOUT)



SYLVAN AVENUE BRIDGE



SYLVAN AVENUE BRIDGE

Three aesthetic barrier types will be utilized across the project

Visual break up of .85-mile corridor

CTB removed in transition areas to allow respite/transition of bike and pedestrians

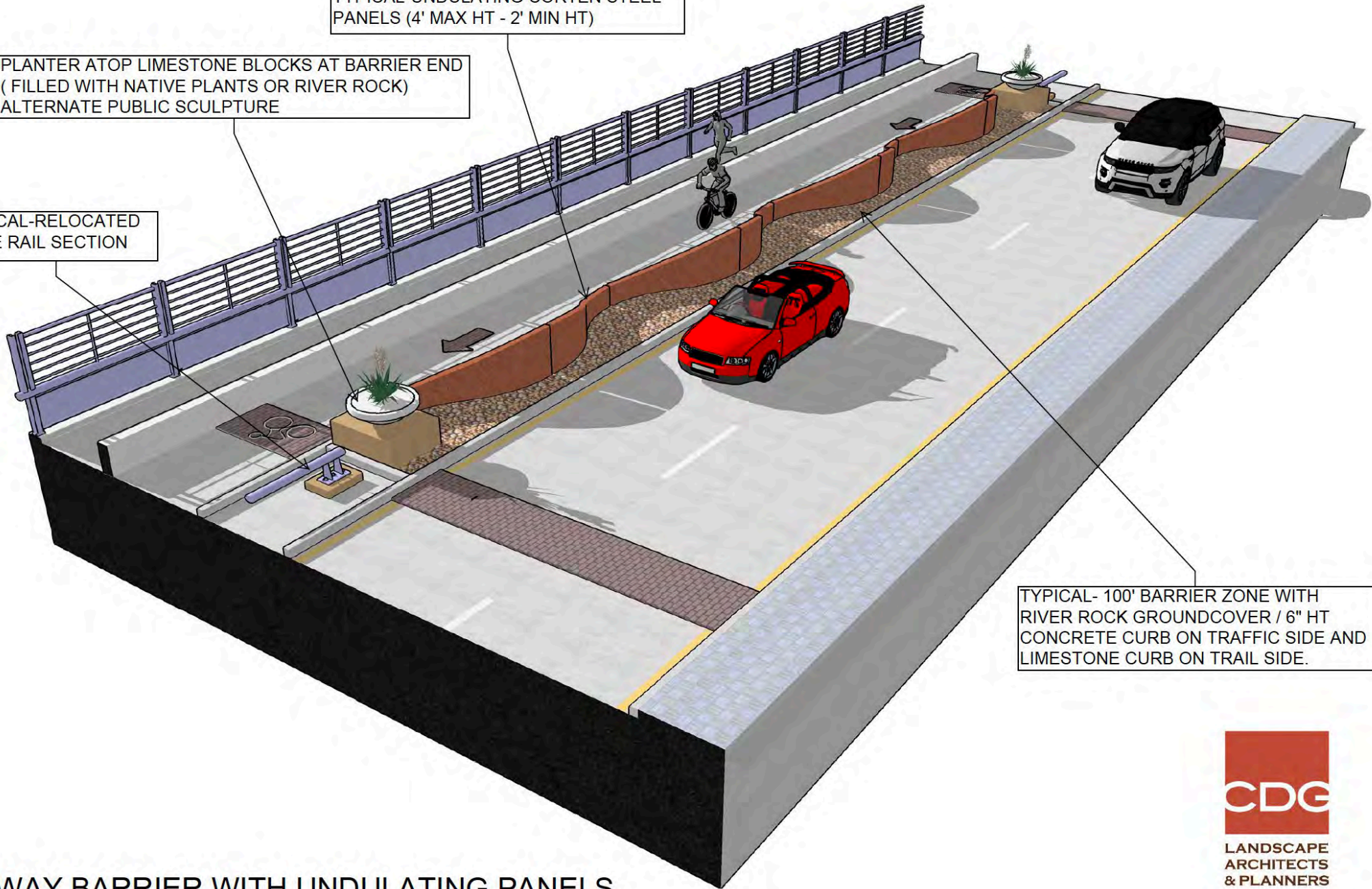


TYPICAL-UNDULATING CORTEN STEEL PANELS (4' MAX HT - 2' MIN HT)

PLANTER ATOP LIMESTONE BLOCKS AT BARRIER END (FILLED WITH NATIVE PLANTS OR RIVER ROCK) ALTERNATE PUBLIC SCULPTURE

TYPICAL-RELOCATED TUBE RAIL SECTION

TYPICAL- 100' BARRIER ZONE WITH RIVER ROCK GROUNDCOVER / 6" HT CONCRETE CURB ON TRAFFIC SIDE AND LIMESTONE CURB ON TRAIL SIDE.



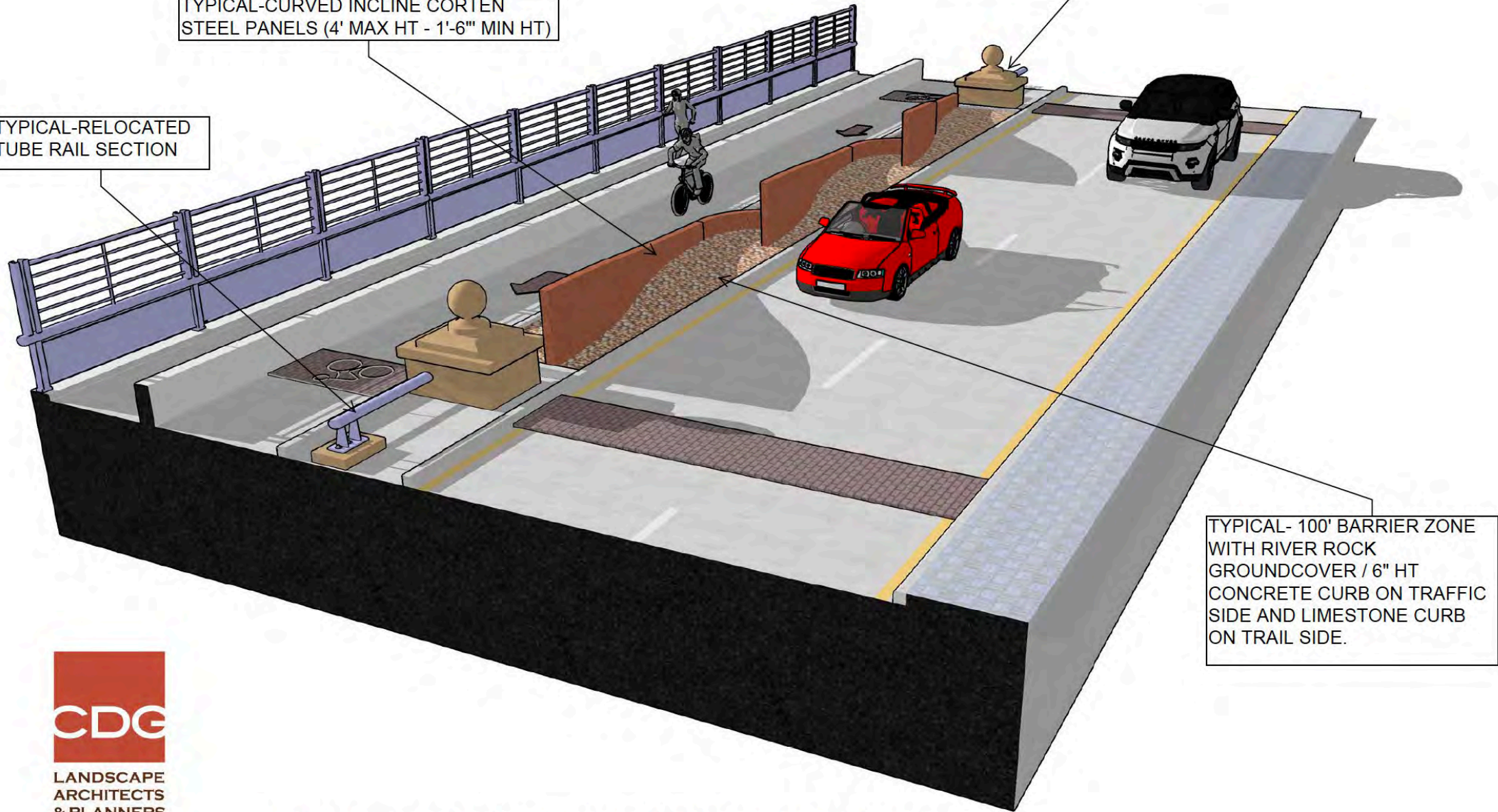
GATEWAY BARRIER WITH UNDULATING PANELS



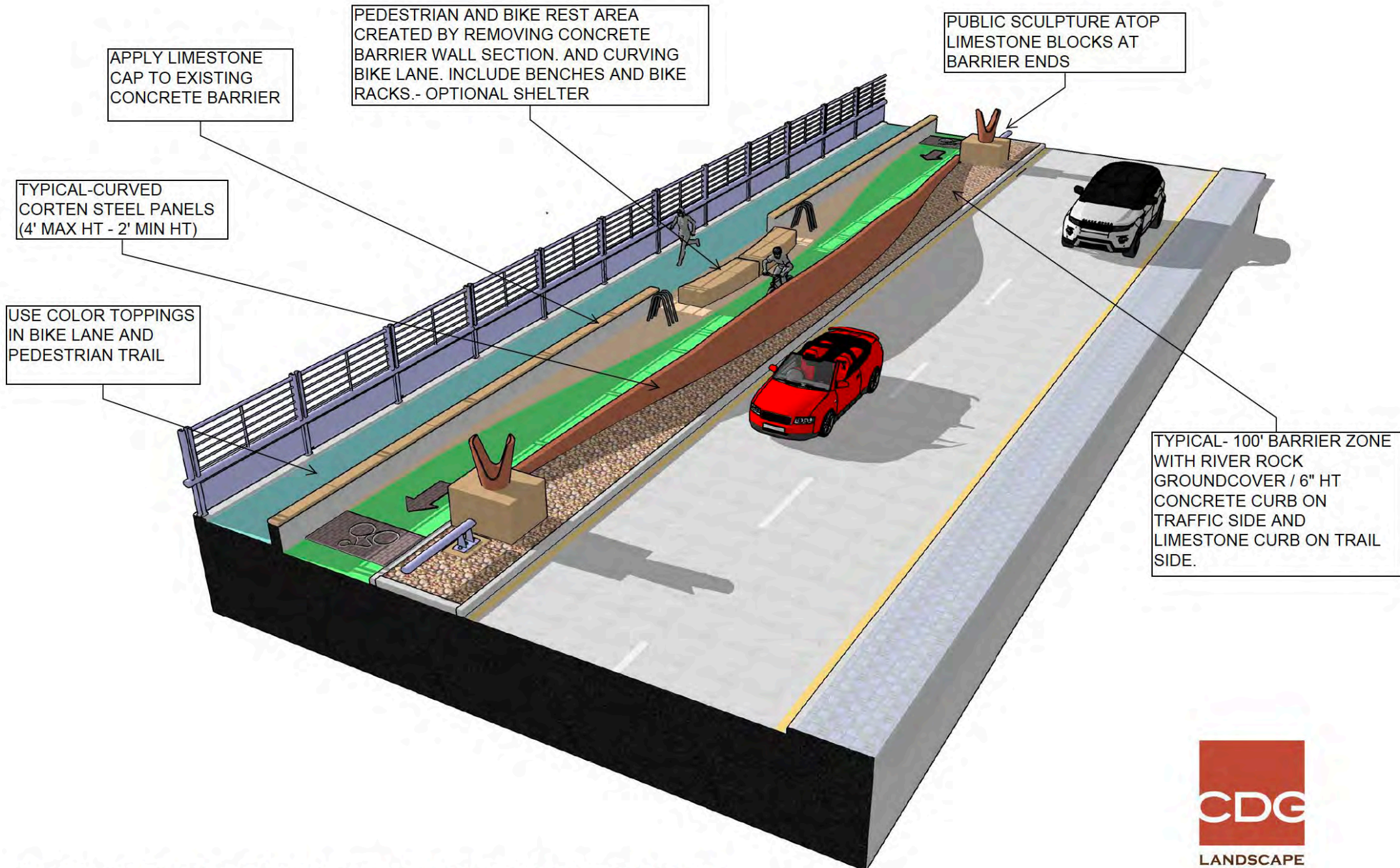
TYPICAL-CURVED INCLINE CORTEN
STEEL PANELS (4' MAX HT - 1'-6" MIN HT)

TYPICAL-RELOCATED
TUBE RAIL SECTION

PUBLIC SCULPTURE ATOP
LIMESTONE BLOCKS AT
BARRIER ENDS



TYPICAL- 100' BARRIER ZONE
WITH RIVER ROCK
GROUNDCOVER / 6" HT
CONCRETE CURB ON TRAFFIC
SIDE AND LIMESTONE CURB
ON TRAIL SIDE.



APPLY LIMESTONE CAP TO EXISTING CONCRETE BARRIER

PEDESTRIAN AND BIKE REST AREA CREATED BY REMOVING CONCRETE BARRIER WALL SECTION. AND CURVING BIKE LANE. INCLUDE BENCHES AND BIKE RACKS.- OPTIONAL SHELTER

PUBLIC SCULPTURE ATOP LIMESTONE BLOCKS AT BARRIER ENDS

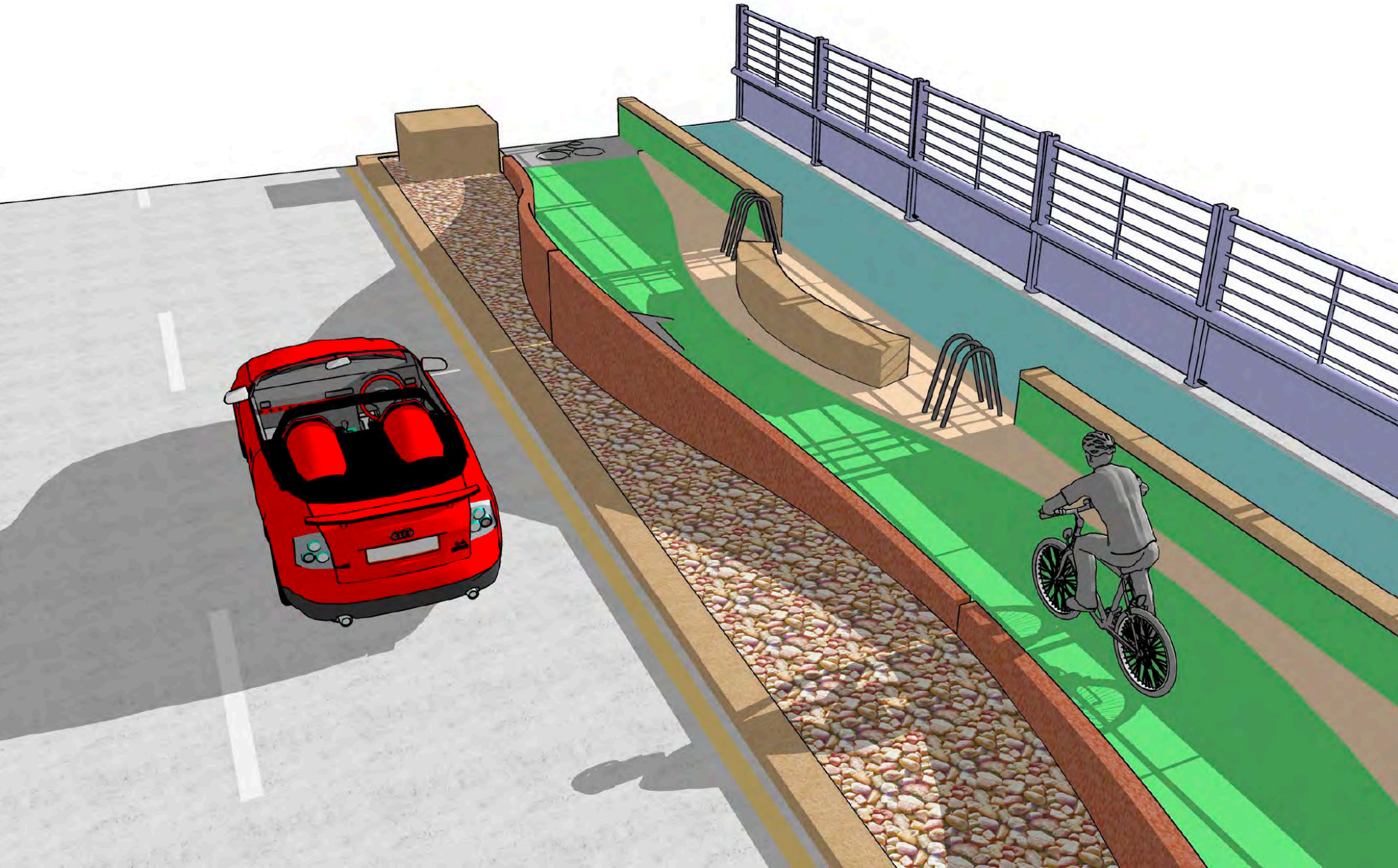
TYPICAL-CURVED CORTEN STEEL PANELS (4' MAX HT - 2' MIN HT)

USE COLOR TOPPINGS IN BIKE LANE AND PEDESTRIAN TRAIL

TYPICAL- 100' BARRIER ZONE WITH RIVER ROCK GROUNDCOVER / 6" HT CONCRETE CURB ON TRAFFIC SIDE AND LIMESTONE CURB ON TRAIL SIDE.

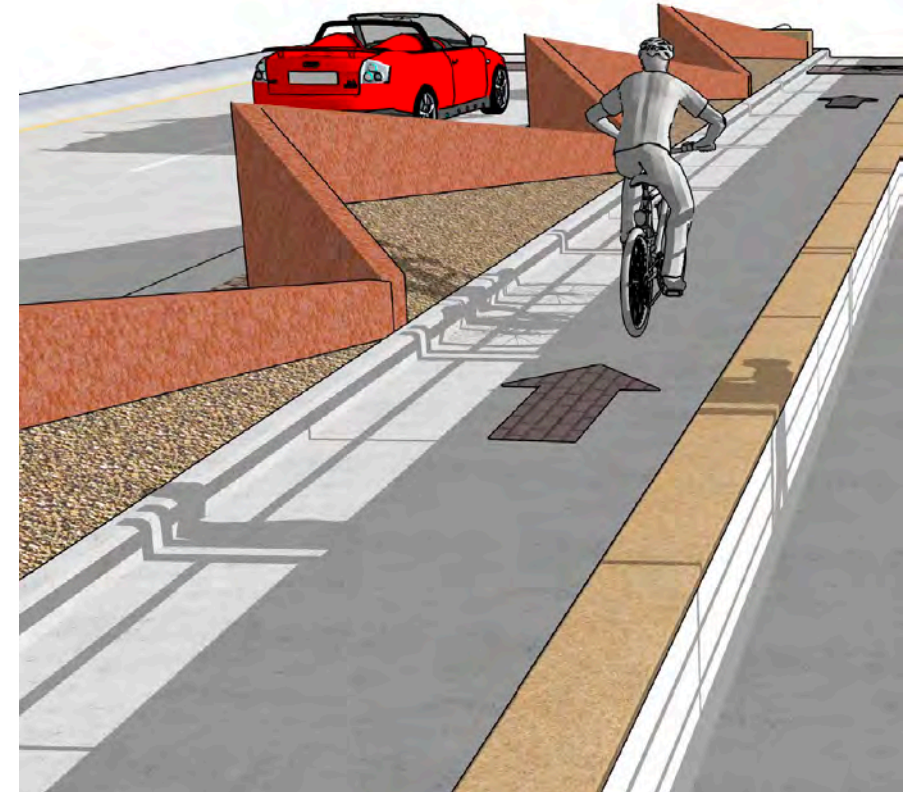
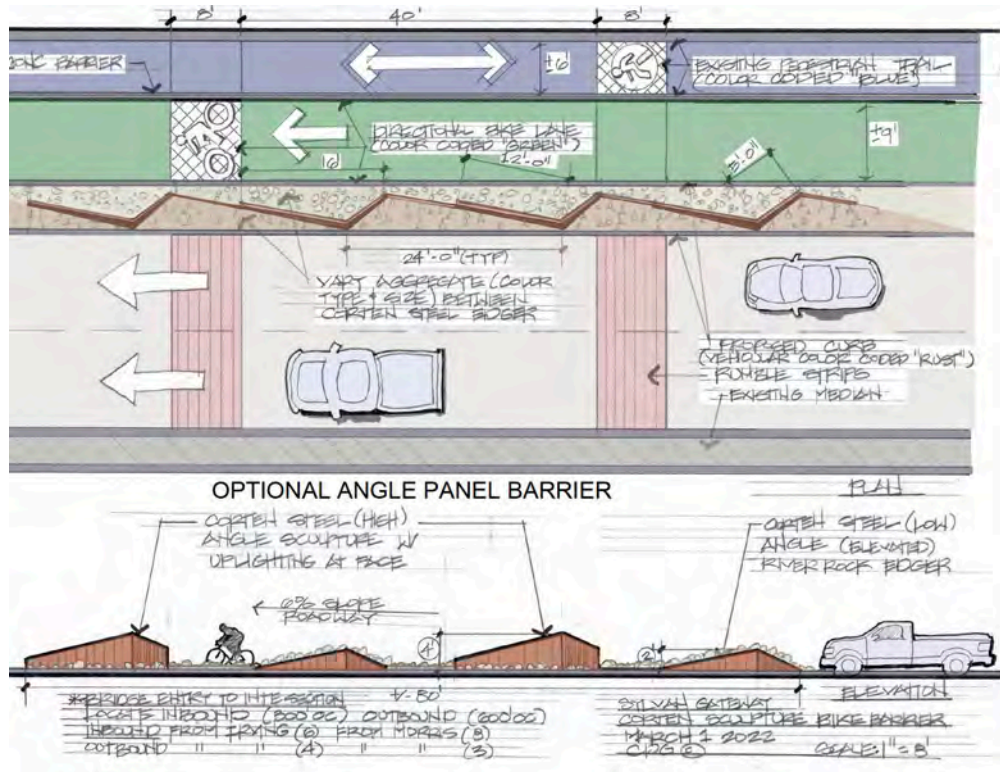
REST AREA BARRIER WITH SINGLE CURVED PANEL





THE LOOP
DALLAS

Fourth Barrier Concept Declined



The first three concepts will be implemented, this barrier concept was not approved for vehicle crash safety concerns



Design is at 60%

Thoroughfare plan amendment has been approved by Dallas City Council

ROW constraints and partners are understood and should not delay construction documentation

The project will be bid by the City of Dallas this year and is anticipated to take 12 – 18 months for construction

Questions?

Philip Hiatt Haigh – Philip@TheLoopDallas.org



Thank you



THE LOOP
DALLAS



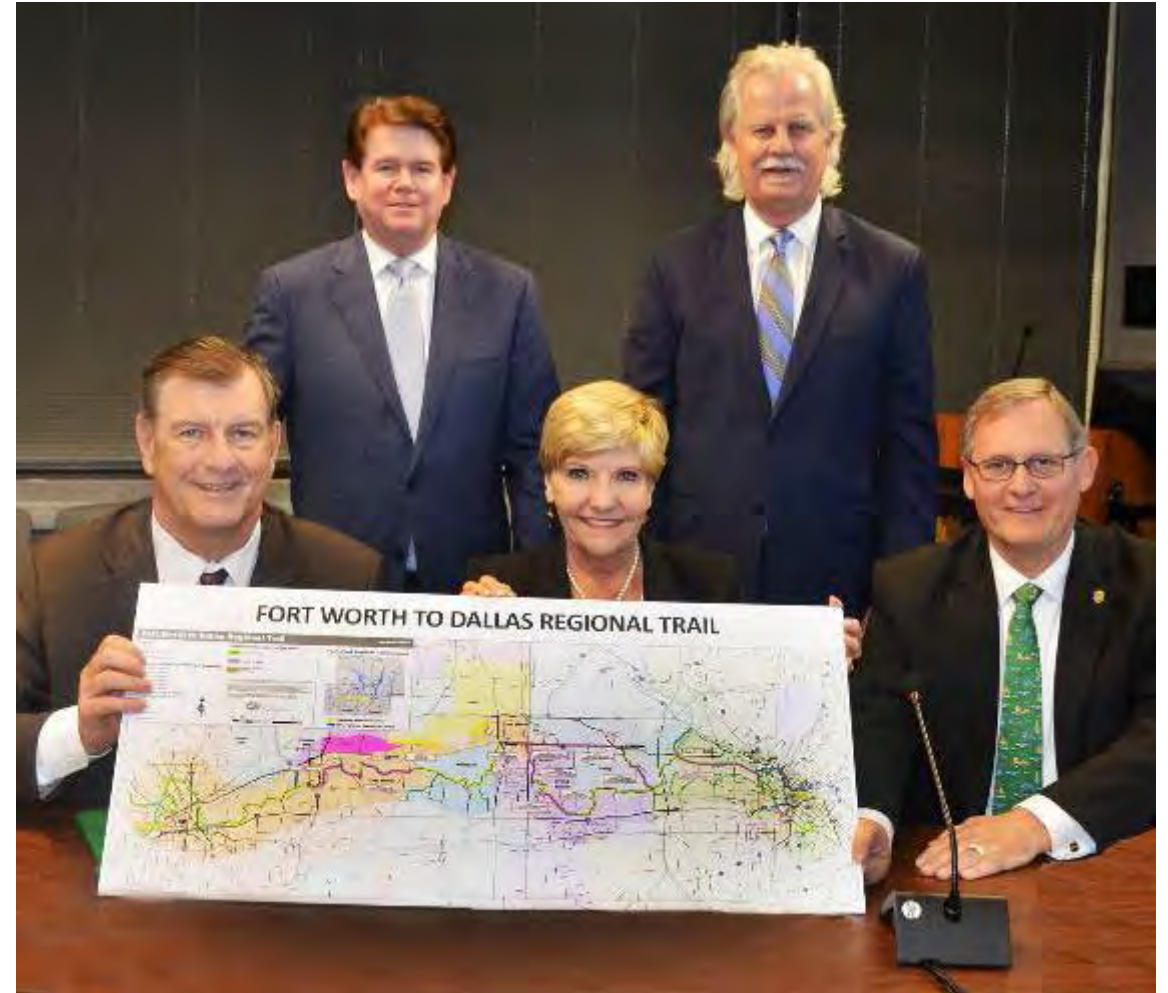
NCTCOG PRESENTATION

Fort Worth to Dallas Regional Trail Branding and Wayfinding Project

SHAWN CONRAD | BPAC | 3.15.2023

VISION FOR THE REGIONAL TRAIL

- 66-mile multi-use trail spanning five cities: Fort Worth, Arlington, Grand Prairie, Irving, and Dallas
- In 2013, mayors and staff of the five cities partnered to make trail vision a reality:
 - Uninterrupted 66-mile paved trail for active transportation
 - Recreation, transportation, events, and exploration uses
 - Regional, state, and national attraction for events and tourism



TRAIL MAP



Existing: 50.4 miles
Funded: 12.5 miles
Planned: 2.8 miles



TRAIL BRANDING PROJECT GOALS

Create a unified name, brand and signage package with cobranding of local trails

Recommendations for infrastructure to hold major regional and national events

Integrated regional 911 signage system and lighting recommendations

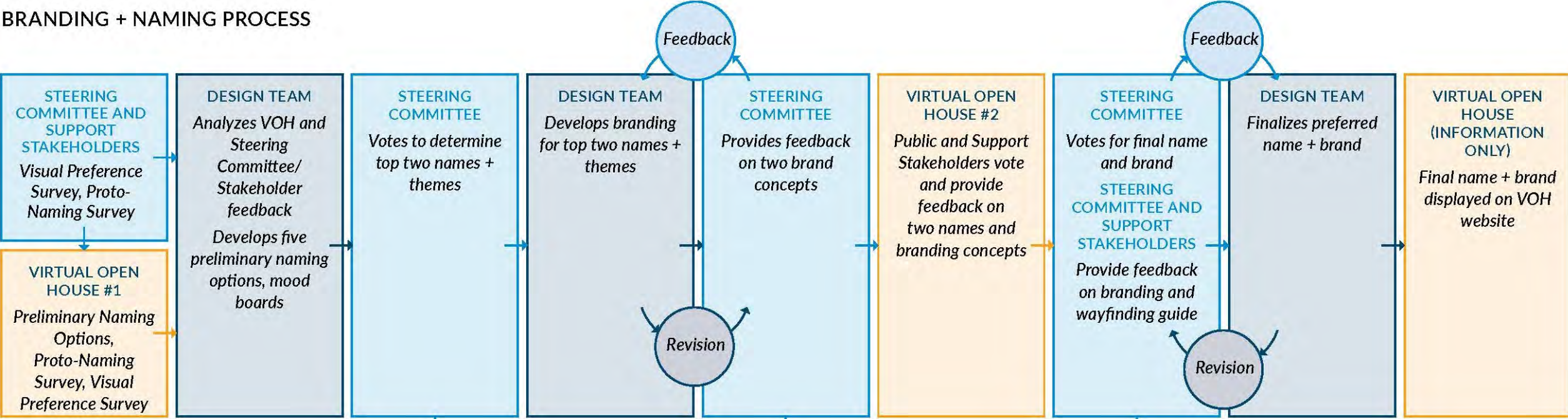
Electronic message boards/real-time display trail counters recommendations

Build consensus for ongoing marketing and operations



PUBLIC/STAKEHOLDER PARTICIPATION PROCESS

BRANDING + NAMING PROCESS



- Steering Committee – five city representatives; provided primary feedback on branding, plan, and recommendations
- Support Stakeholders – groups with vested interest in corridor; advised on specific topics
- Public – input at key points of branding and plan development



PUBLIC/STAKEHOLDER PARTICIPATION PROCESS

- Stakeholder Meetings: Steering Committee and Support Stakeholders
 - November 2021 Meeting: Solicit feedback on naming/branding ideas (SC & SS)
 - April 2022 Meeting: Introduce four preliminary name/logo concepts (SC)
 - November 2022 Meeting: Presented overall trail project recommendations (SC & SS)
- Public Participation: Community Surveys
 - November 2021 Virtual Open House: Fact finding on trail use, design
 - April 2022 Virtual Open House: Name/logo pair preference survey and destination identification
- Stakeholder Interviews
 - Feb/Mar 2022: Interviews with the five cities
 - Feb/Mar 2022: Themed stakeholder focus group interviews



Final Name and Logos

DFW Discovery Trail

Overall Trail Logo:



Jurisdictional Trail Logos:



Fort Worth



Arlington



Grand Prairie



Irving



Dallas



WHICH LOGO SHOULD I USE?



REGIONAL LOGO

When in doubt, use the regional (main trail) logo. It represents the entire trail. The regional logo can and should be used by itself (not alongside a jurisdictional logo).

JURISDICTIONAL LOGOS

Use a jurisdictional logo when referring to a local trail segment that lies within the larger DFW Discovery Trail (i.e. River Legacy Trail, a part of the DFW Discovery Trail)

LOCAL TRAIL LOGOS

Local trail logos can be used alongside regional or jurisdictional logos for co-branding.



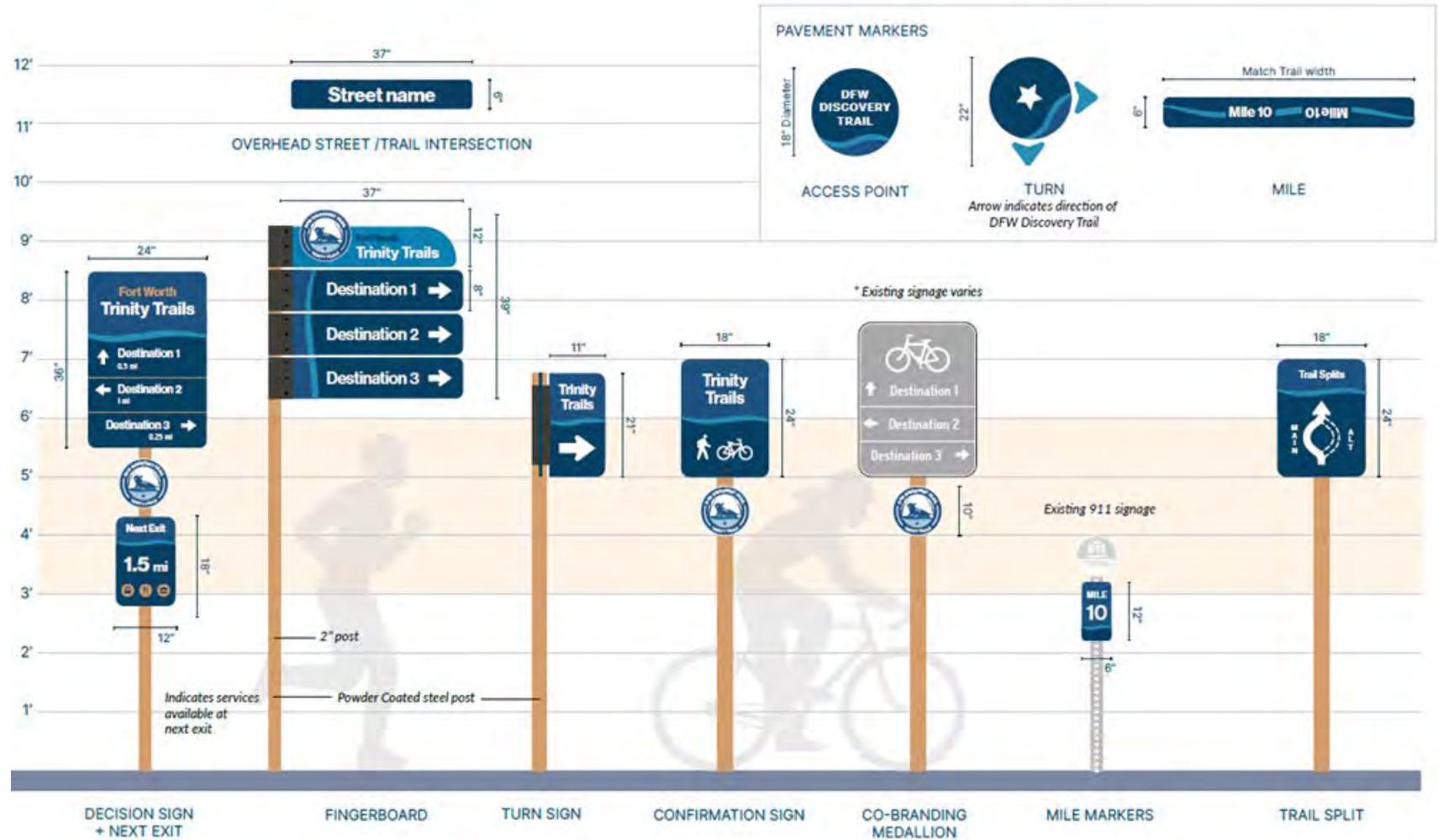
WAYFINDING SIGNAGE FAMILY

- Access Elements
- Functional and Enhanced Navigational Signs
- Informational Kiosks



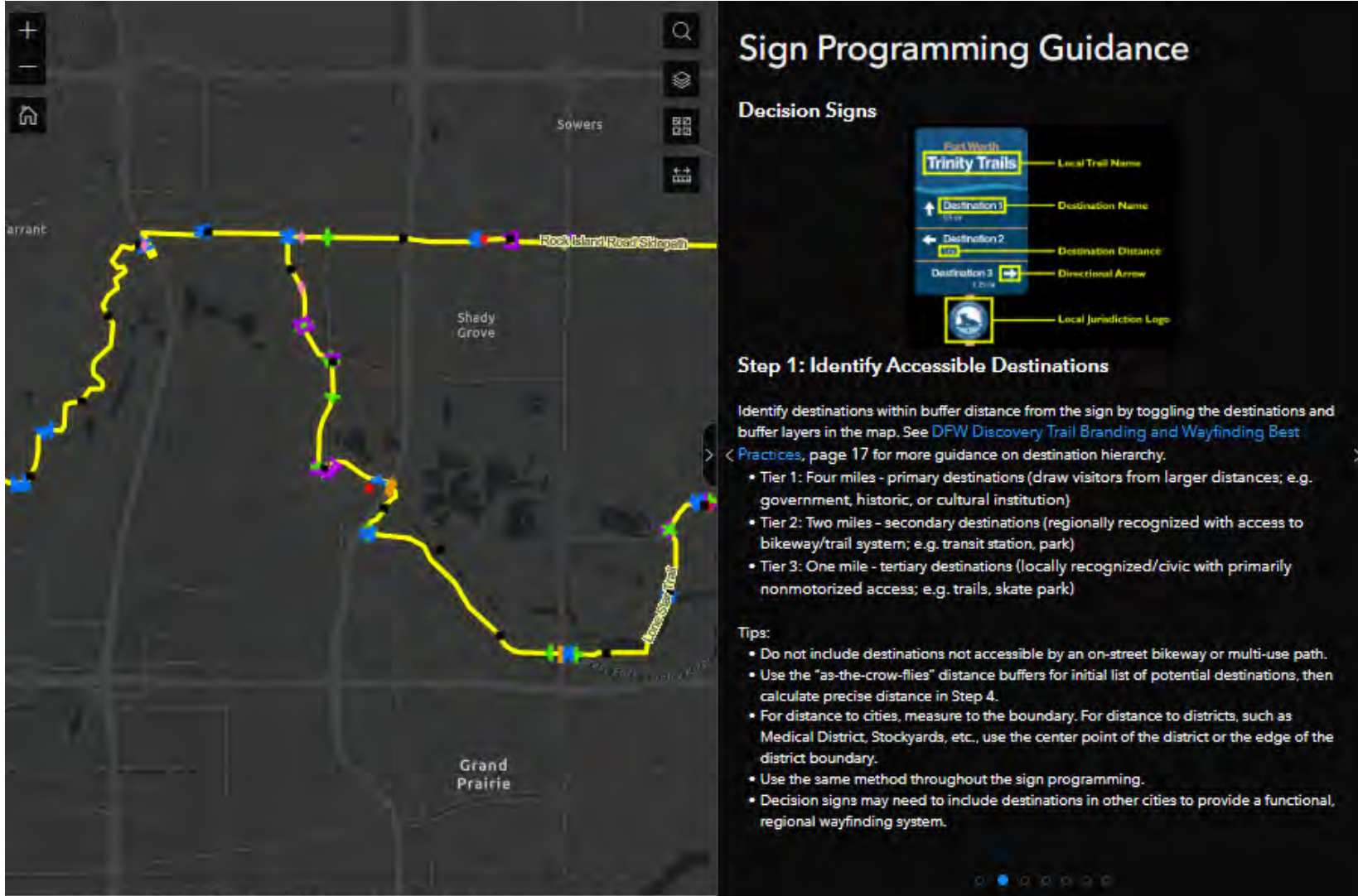
WAYFINDING SIGNAGE FAMILY (cont.)

- Access Elements
- Functional and Enhanced Navigational Signs
- Informational Kiosks



SIGN PROGRAMMING TOOL

- Approximate locations and guidance for sign programming decisions for cities via an interactive map
- Step-by-step guidance for determining messaging and destinations for each sign
- *DFW Discovery Trail Branding & Wayfinding Best Practices* lays out wayfinding implementation process



The screenshot displays the Sign Programming Tool interface. On the left, a map shows a yellow trail route with various colored markers (blue, green, purple, red) indicating sign locations. The map includes labels for 'Sowers', 'Shady Grove', and 'Grand Prairie'. On the right, a sidebar titled 'Sign Programming Guidance' provides instructions. It features a 'Decision Signs' section with a diagram of a sign showing 'Local Trail Name', 'Destination Name', 'Destination Distance', 'Directional Arrow', and 'Local Jurisdiction Logo'. Below this, 'Step 1: Identify Accessible Destinations' is detailed, including a link to 'DFW Discovery Trail Branding and Wayfinding Best Practices, page 17' and a list of destination tiers: Tier 1 (Four miles - primary destinations), Tier 2 (Two miles - secondary destinations), and Tier 3 (One mile - tertiary destinations). A 'Tips' section at the bottom offers additional guidance on accessibility and distance measurement.

Sign Programming Guidance

Decision Signs

Local Trail Name
Destination Name
Destination Distance
Directional Arrow
Local Jurisdiction Logo

Step 1: Identify Accessible Destinations

Identify destinations within buffer distance from the sign by toggling the destinations and buffer layers in the map. See [DFW Discovery Trail Branding and Wayfinding Best Practices, page 17](#) for more guidance on destination hierarchy.

- Tier 1: Four miles - primary destinations (draw visitors from larger distances; e.g. government, historic, or cultural institution)
- Tier 2: Two miles - secondary destinations (regionally recognized with access to bikeway/trail system; e.g. transit station, park)
- Tier 3: One mile - tertiary destinations (locally recognized/civic with primarily nonmotorized access; e.g. trails, skate park)

Tips:

- Do not include destinations not accessible by an on-street bikeway or multi-use path.
- Use the "as-the-crow-flies" distance buffers for initial list of potential destinations, then calculate precise distance in Step 4.
- For distance to cities, measure to the boundary. For distance to districts, such as Medical District, Stockyards, etc., use the center point of the district or the edge of the district boundary.
- Use the same method throughout the sign programming.
- Decision signs may need to include destinations in other cities to provide a functional, regional wayfinding system.



RECOMMENDATIONS

911 Recommendations:

- Keep existing 911 signage by jurisdiction
- Grand Prairie implement 911 signage

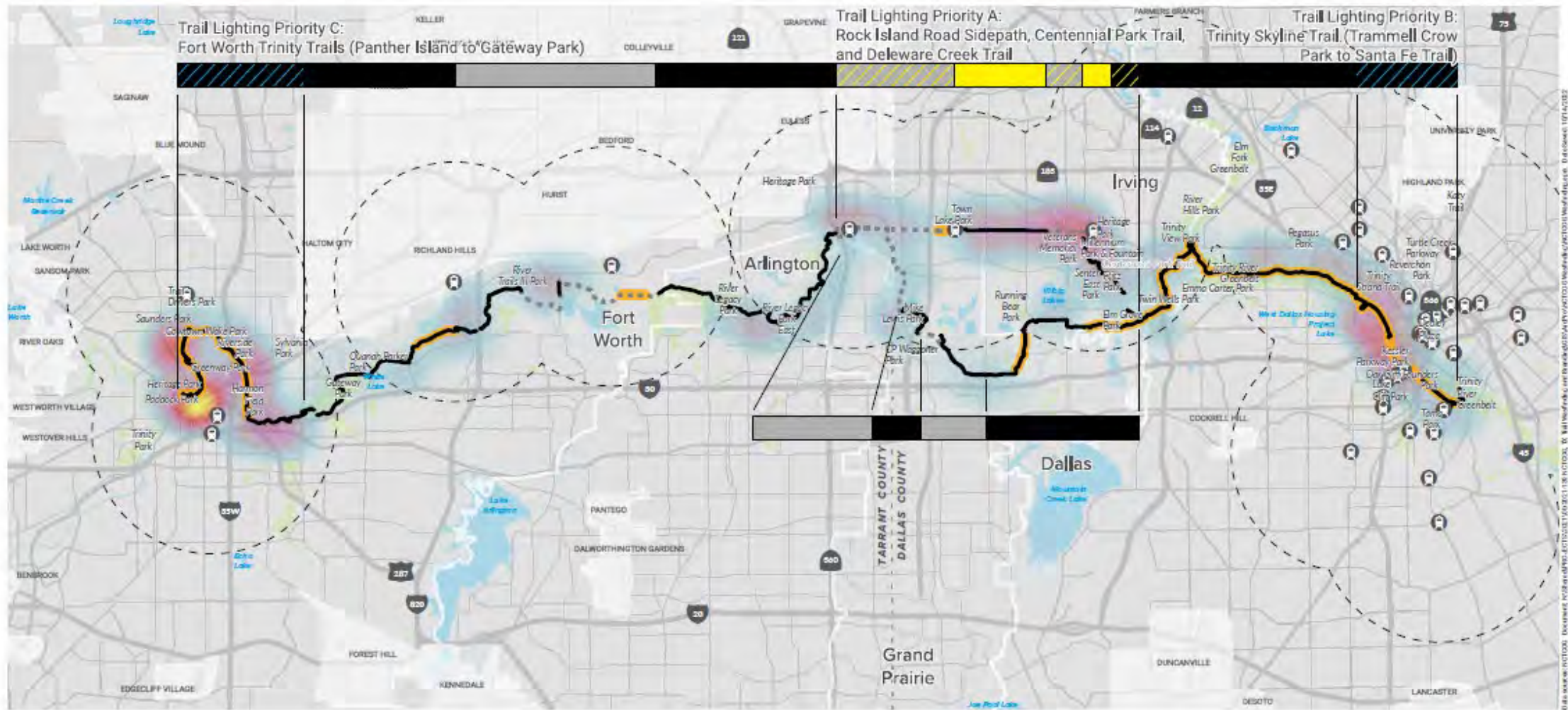
Lighting Recommendations:

- Natural state of the trail does not require full lighting
- Priority areas with key commute or first/last mile routes
- Design considerations to avoid environmental impacts, such as angled down/shielded to direct lighting
- Solar lighting an option in flood-prone areas

Digital Map Kiosks

- Ensure trail users have the most up-to-date information
- Integrated trail counters
- Recommended locations – one per city





LIGHTING ANALYSIS

DFW DISCOVERY TRAIL BRANDING & WAYFINDING

Transit

- Rail Stations
- 3-Mile Transit Buffer

Employment Density



Trail Corridor

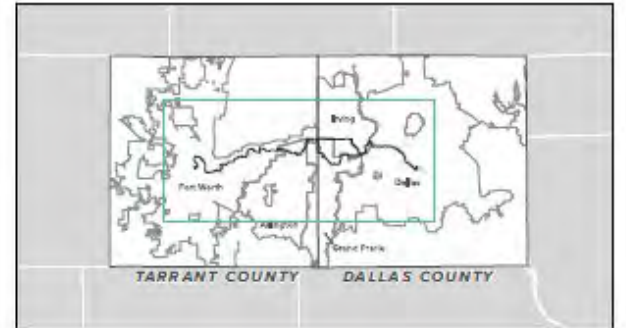
- Trail Gap
- DFW Discovery Trail Corridor
- Trail Segments Adjacent to Levees

Lighting Areas

- New Trail Facilities Being Added
- Areas With Existing Lighting
- Areas Without Existing Lighting
- Areas Where Lighting is Recommended
- Areas Where Lighting is Recommended, but Where Limitations Are in Place

alta

0 1.5 3 MILES



Data source: INTCOG, DFWA, Tarrant County GIS, Dallas County GIS, US Census Bureau, Esri, and other public domain sources. Date: 10/14/2022

RECOMMENDATIONS

Event Recommendations:

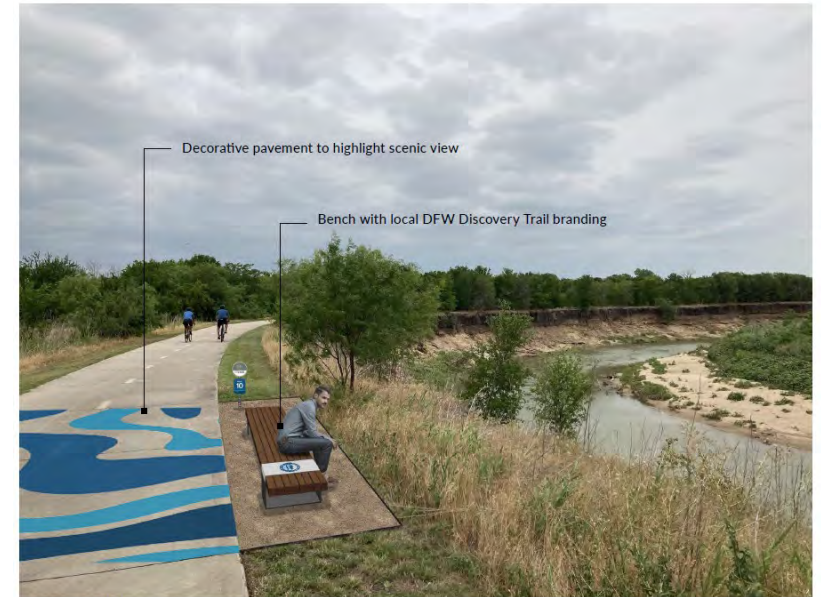
- Infrastructure recommendations in strategic locations to host a variety of events on the trail
- Conceptual race routes in the five cities using the trail

Placemaking Recommendations

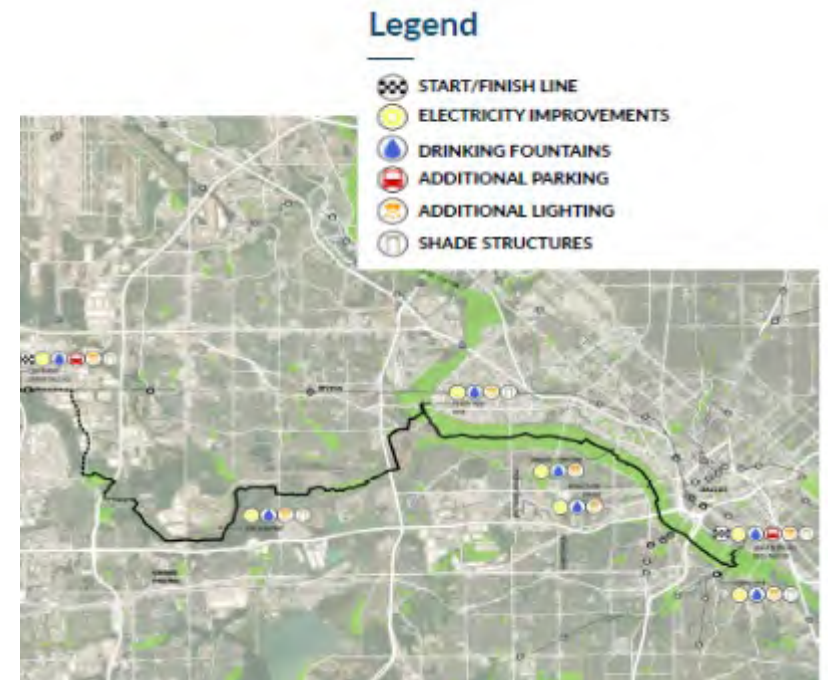
- Typologies: economic development, community gateways, resting and play, scenic vistas
- Public art opportunities

Trail Maintenance, Management, and Operations Recommendations

- Case studies of peer trails' organizational structures
- Information on establishing regional trail management structure with different scenarios



Rendering of potential scenic overlook in River Legacy Park



CONTACT US:



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Karla Windsor, AICP
Senior Program Manager
North Central Texas Council of Governments
kwindsor@nctcog.org



E-Bike Ordinance



- IMBA (International Mountain Bicycling Association) states that “Electric mountain bikes (eMTBs) present opportunity and challenge to traditional mountain bike access. If managed effectively, eMTBs may increase ridership and stewardship of trails. No management, poor management and misinformation, however, have the potential to jeopardize the current and future access that mountain bikers, local organizations and IMBA have pursued for decades.”
- IMBA supports shared “non-motorized” trail access for Class 1 eMTBs.
- The Weatherford Mountain Bike Club is in support of this ordinance.



OVERVIEW OF E-MTB CLASSES

AN ELECTRIC BICYCLE IS DEFINED AS A “BICYCLE EQUIPPED WITH FULLY OPERABLE PEDALS AND AN ELECTRIC MOTOR OF LESS THAN 750 WATTS.”



THERE ARE CURRENTLY THREE CLASSES OF EMTBS:

CLASS 1

LOW-SPEED PEDAL-ASSISTED ELECTRIC BICYCLE with a motor that provides assistance only when the rider is pedaling.

⚡ 20 MPH ⚡
E-ASSIST TOP OUT SPEED

CLASS 2

LOW-SPEED THROTTLE-ASSISTED ELECTRIC BICYCLE with a motor that may be used exclusively to propel the bicycle without pedaling.

⚡ 20 MPH ⚡
FULL THROTTLE
E-ASSIST TOP OUT SPEED

CLASS 3

SPEED PEDAL-ASSISTED ELECTRIC BICYCLE with a motor that provides assistance only when the rider is pedaling.

⚡ 28 MPH ⚡
E-ASSIST TOP OUT SPEED

New Ordinance

“Motorized vehicles are restricted to designated streets, park roads, and motor vehicle parking areas. This includes class 2 electric bicycles (e-bikes) that are equipped with a motor used to propel the bicycle without the pedaling of the rider and class 3 electric bicycles (e-bikes) that achieve speeds up to 28 miles per hour. Such vehicles are expressly prohibited on paved and unpaved trails in City parks.”



TPWD

- According to TPW Recreational Trail Program- Class 1 eMTB's are considered bicycles - not motorized vehicles. We can still apply for RTP (Recreational Trail Program) funding as non-motorized.





G-force
www.g-forcebike.com

Questions?



NCTCOG PRESENTATION

Mobility 2045 Update

Bicycle and Pedestrian Advisory Committee |

Erik van Bloemen Waanders | 3.15.2023

Mobility 2045 Update

Description:

- Guides the spending of federal and state transportation funds based on our regional goals.
- Recommends projects, programs, and policies that aim to meet the Mobility Plan goal themes of mobility, quality of life, system sustainability, and implementation.
- These are designed to improve regional mobility and increase efficiency, safety, and system capacity.
- Transportation should be an afterthought when getting where you need to go, so we're taking a systematic approach to solving the region's biggest transportation challenges and sticking to our goals.

Main Webpage:

- [Mobility 2045 Update](#)
 - Links to webpages that identify different projects and documents
 - Brochures available on the sign-in table



[I WANT TO...](#)[I'M LOOKING FOR...](#)[I NEED TO CONTACT...](#)[AGENCY ADMINISTRATION](#)[AGING SERVICES](#)[ECONOMIC DEVELOPMENT](#)[EMERGENCY PREPAREDNESS](#)[ENVIRONMENT & DEVELOPMENT](#)[EXECUTIVE DIRECTOR](#)[NCT 9-1-1](#)[PUBLIC SAFETY](#)[REGIONAL DATA](#)[WORKFORCE SOLUTIONS](#)[TRANSPORTATION](#)[Home](#) > [Transportation](#) > [Regional Planning & Projects](#) > [Metropolitan Transportation Plan](#) > [Mobility 2045 Update](#)

Mobility 2045 Update

The current Metropolitan Transportation Plan, Mobility 2045 Update, was **adopted** by the Regional Transportation Council on June 9, 2022.

The Mobility 2045 Update guides the spending of federal and state transportation funds based on our regional goals. The plan recommends projects, programs, and policies that aim to meet the Mobility Plan goal themes of mobility, quality of life, system sustainability, and implementation. These are designed to improve regional mobility and increase efficiency, safety, and system capacity. Transportation should be an afterthought when getting where you need to go, so we're taking a systematic approach to solving the region's biggest transportation



<https://www.nctcog.org/trans/plan/mtp/mobility-2045-2022-update>

Plan Documents



Executive Summary PDF



Online Executive Summary



Chapters and Tables for Download



Mobility Plan Standard Presentation



Chapters for Download

Chapters

1 - Introduction

2 - Financial Reality

3 - Social Considerations

4 - Environmental Considerations

5 - Operational Efficiency

6 - Mobility Options



7 - Transportation Technology

8 - Regional Performance

9 - Conclusion

Appendices

A. Financial Reality

B. Social Considerations

C. Environmental Considerations

D. Operational Efficiency

E. Mobility Options

F. Transportation Technology

G. Regional Performance

H. Policy Bundle

I. Resolutions



6. Mobility Options: Active Transportation

Introduction

Active transportation, or bicycle and pedestrian modes, is an integral component of the Mobility 2045 Update. Active transportation offers numerous options to improve the existing transportation system efficiently and cost-effectively through a variety of systematic enhancements. Active transportation also includes micromobility; as defined by the Federal Highway Administration, micromobility is any human- or electric-powered transportation device, including bicycles, scooters, electric-assist bicycles (e-bikes), electric scooters (e-scooters), and other small, lightweight, wheeled conveyances.

Active transportation benefits all road users and creates more livable, safe, cost-efficient communities. The region's active transportation network is used as a mode of transportation by people of all ages and abilities to walk and bicycle. The network is not only for recreational use; it is also used for non-recreational trips and a variety of purposes such as traveling to work or school, and as first/last mile connections with transit services, including bus stops and rail stations. A current federal statute, United States Code, Title 23, Chapter 2, Section 217 (23 USC 217), mandates that "bicycle transportation facilities and pedestrian walkways shall be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities, except where bicycle and pedestrian use are not permitted."

The USDOT (United States Department of Transportation) policy statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations signed on March 11, 2010 is "to incorporate safe and convenient walking and bicycling facilities into transportation projects. Every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems. Because of the numerous individual and community benefits

that walking and bicycling provide—including health, safety, environmental, transportation, and quality of life—transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes."

The USDOT policy emphasizes that active transportation accommodations should be given the same priority as other transportation modes. Walking and bicycling facilities should meet accessibility requirements and provide safe, convenient, and interconnected transportation networks that ensure transportation choices are available for people of all ages and abilities, especially children. With this stronger emphasis for multimodal transportation facilities by USDOT, the Texas Department of Transportation has also established guidance, updated on April 2, 2021, to proactively plan, design, and construct facilities to safely accommodate bicycles and pedestrians.

Mobility 2045 Update Supported Goals

Improve the availability of transportation options for people and goods.

Support travel efficiency measures and system enhancements targeted at congestion reduction and management.

Ensure all communities are provided access to the regional transportation system and planning process.

Preserve and enhance the natural environment, improve air quality, and promote active lifestyles.

Encourage livable communities which support sustainability and economic vitality.

Ensure adequate maintenance and enhance the safety and reliability of the existing transportation system.

- Identifying routes that provide opportunities to enhance travel and tourism

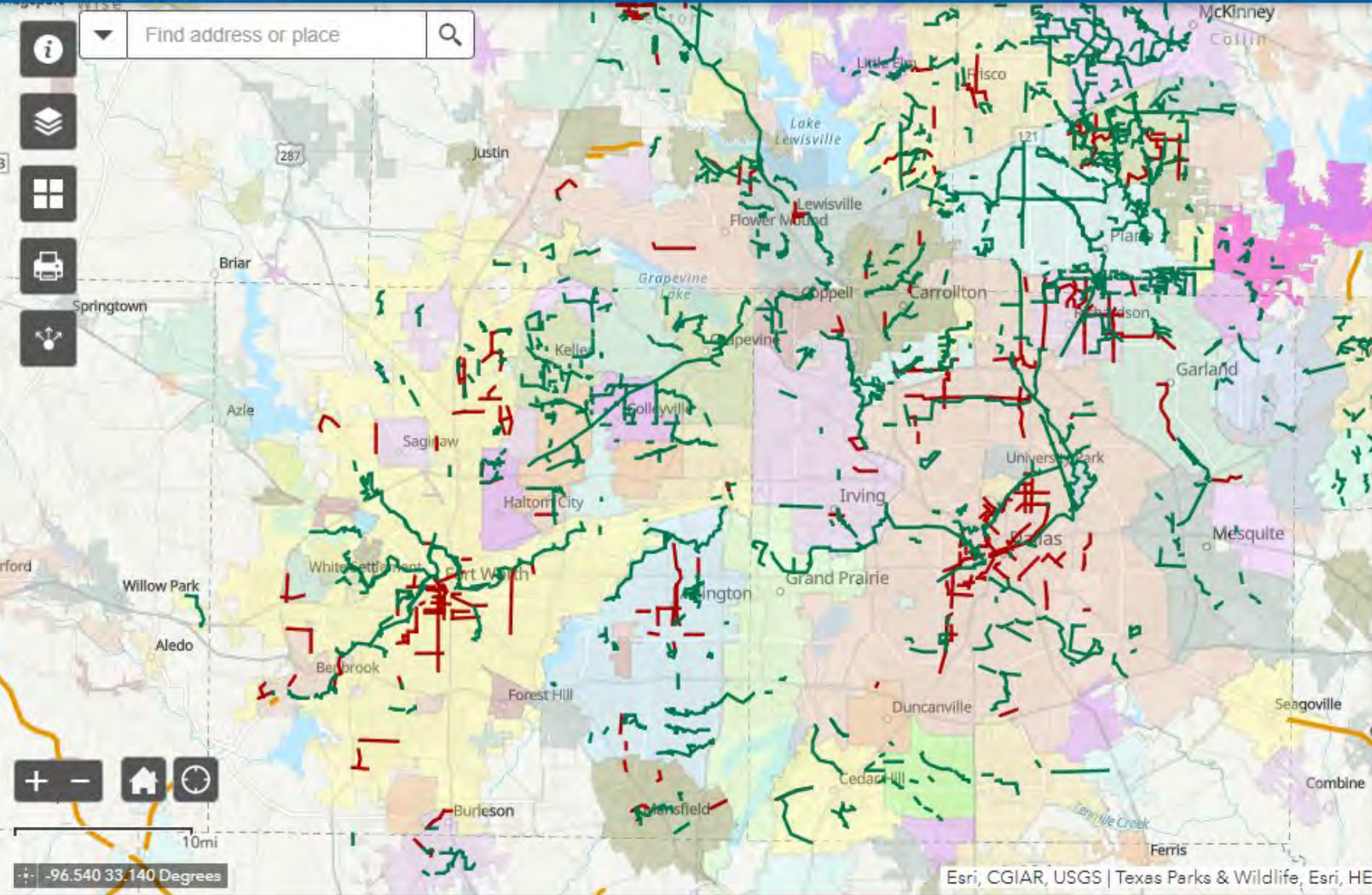
The Regional Veloweb is reflected in Exhibit 6-15 and includes approximately 2,165 miles of shared-use path facilities in various stages of development. These shared-use paths are expected to be consistent with the recommendations and design guidance set forth by AASHTO's (American Association of State Highway and Transportation Officials) *Guide for the Development of Bicycle Facilities, 4th edition*. The primary design considerations of Regional Veloweb paths typically include wider cross sections (minimum 12-foot width) and grade-separated crossings of roadways with significant traffic flows. They may have wider 16- to 24-foot sections or separated facilities for pedestrians and bicyclists in areas experiencing high-peak user volumes due to the proximity to transit stations, employment and education centers, and/or other major venues. Design considerations for regional and community pathways are described in more detail in Exhibit 6-16. The Regional Veloweb network incorporates certain alignments that are reflected as state-wide priorities in the Texas Department of Transportation statewide Bicycle Tourism Trails Study. The statewide network is comprised of cross-state spines, connecting spurs, and regional routes which extend throughout the North Central Texas region. As such, these corridors are prioritized in the plan for implementation. These alignments are reflected in the Mobility Options appendix.

Exhibit 6-15: The Regional Veloweb



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

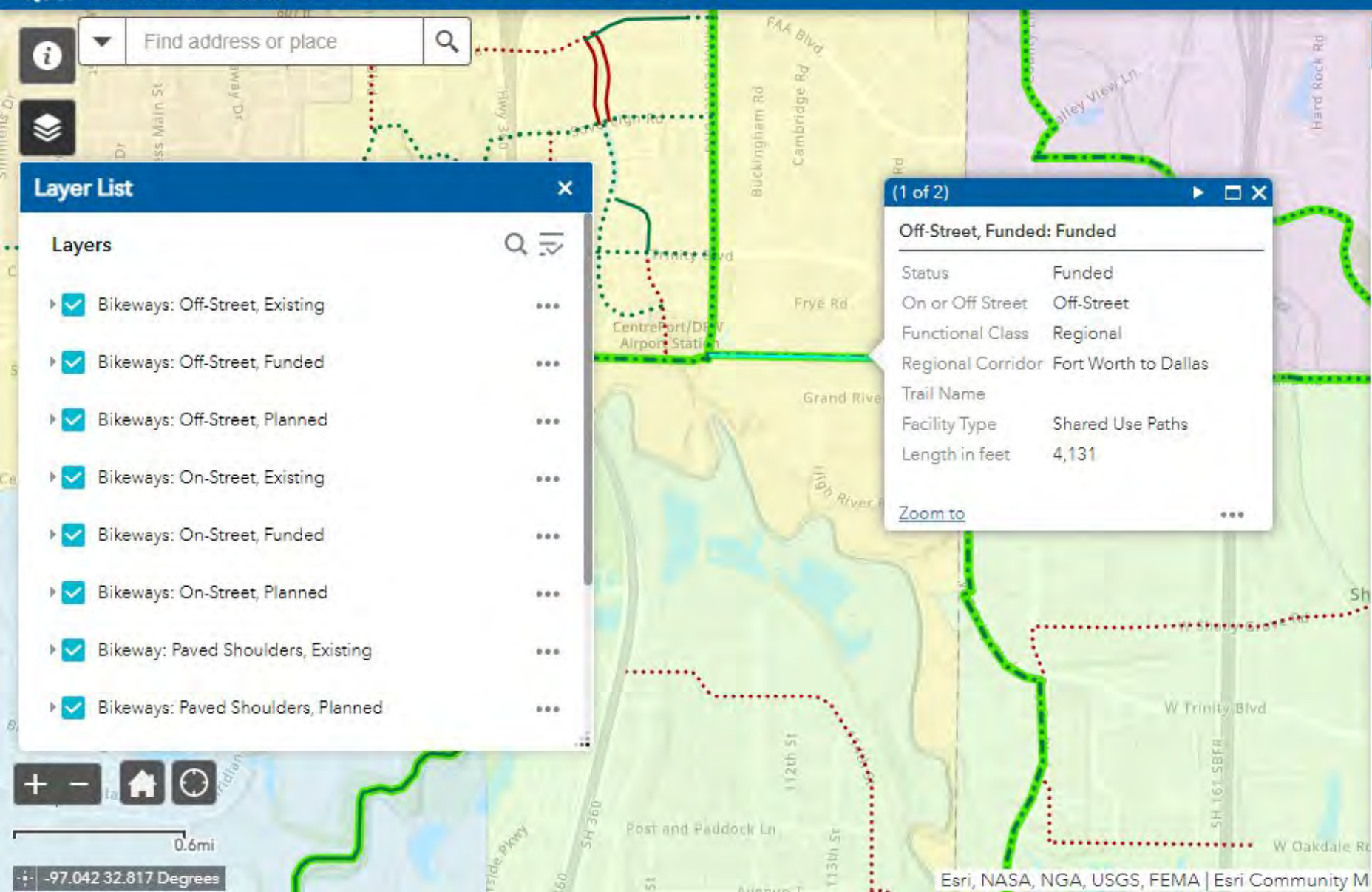




Legend

- Bikeways: Off-Street, Existing
- Bikeways: On-Street, Existing
- Bikeway: Paved Shoulders, Existing





Legend

- Bikeways: Off-Street, Existing
- Bikeways: Off-Street, Funded
- Bikeways: Off-Street, Planned
- Bikeways: On-Street, Existing
- Bikeways: On-Street, Funded
- Bikeways: On-Street, Planned
- Bikeway: Paved Shoulders, Existing



CONTACT US



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Transportation Planner II

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North Central Texas Council of Governments

Regional Sidewalk Data Layer

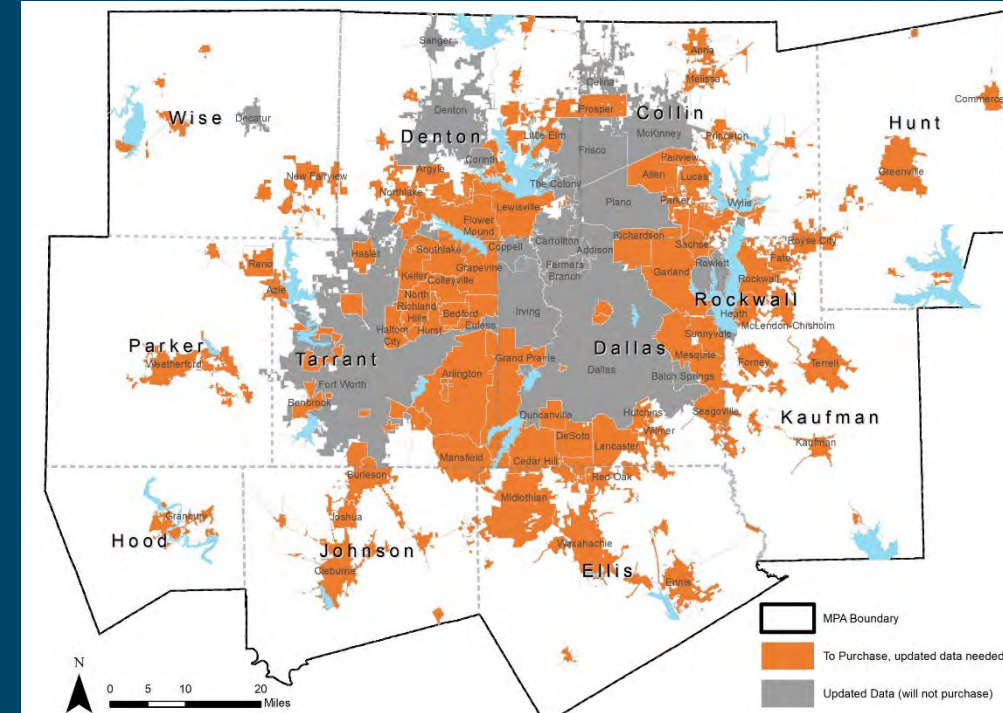
BPAC | 3.15.2023

Travis Liska, AICP

SCOPE & BACKGROUND

Regional Sidewalk Layer:

- Centerline GIS features for existing sidewalk in 159 cities (those over 1,000 population in 2021) in the 12 county Metropolitan Planning Area. Also has marked crosswalks for some jurisdictions.
- Majority of data has been digitized out of 2021 aerial imagery (via NCTCOG SDCP).
- Regional layer also includes data received directly from cities.
- Emails and presentations to STTC and BPAC in 2021 and 2022 as NCTCOG was assembling layer.



NEXT STEPS

Nearing completion: NCTCOG staff finalizing quality control and processes for distribution

April 2023 STTC Meeting: Will provide details on requesting data for your city in presentation / Fast fact.

Email to BPAC: At or around time of STTC meeting

License agreement forms: Due to nature of procurement, cities must sign use agreement before we share:

- Don't sell the data
- Contractor use
- Please share your sidewalk updates



Questions?

CONTACT



Travis Liska, AICP

Principal Transportation Planner

tliska@nctcog.org | 817-704-2512



Safe Streets and Roads for All (SS4A)

Purpose: Improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries; focused on all users.

Next Step: The FY 23 Notice of Funding Opportunity (NOFO) is anticipated to open in April.

Webpage:

<https://www.transportation.gov/grants/SS4A>



Statewide Bicycle and Pedestrian Advisory Committee Update

February 27, 2023 Meeting



Karla Windsor, AICP