

MEETING SUMMARY

Bicycle and Pedestrian Advisory Committee

August 21, 2024

The Bicycle and Pedestrian Advisory Committee (BPAC) met in the Transportation Council Room at the North Central Texas Council of Governments at 2:00 pm on August 21, 2024.

See Page 4 for meeting attendance.

1. Welcome and Introductions – Heather Dowell, Chair, City of Midlothian

Heather Dowell welcomed attendees and introduced herself as the Chair of BPAC, and Anthony White as the Vice Chair. The May 2024 meeting summary was accepted as submitted.

2. Local Community Updates – Various Community and BPAC Members

a. Educating Residents Unfamiliar with Bicycle Lanes – Jason Aprill, City of Plano

Shiloh Road is a four-lane minor arterial located in east Plano. The roadway reconstruction project connects to the future Shiloh Road Silver Line Station and is intended to serve as a catalyst for other planned developments along the corridor. In addition to improvements made to pedestrian facilities, stormwater utilities, roadway lighting, and traffic signals, the City of Plano also installed their first separated bike lanes using rubber reflected barriers. The City developed an informational video highlighting the benefits of the new facility and how it operates.

This presentation can be found on the BPAC website at: www.nctcog.org/BPAC.

b. Trails and Active Freight Coordination – Philip Hiatt Haigh, The Loop Dallas

The Loop Dallas is a non-profit organization with a goal to connect the City of Dallas and its many neighborhoods with a 50-mile continuous shared use path system. The Trinity Forest Spine Trail is one segment connecting White Rock Lake and the Great Trinity Forest. A major barrier to constructing the Trinity Forest Spine Trail was the necessity to cross an active KCS freight rail line. Philip Hiatt Haigh recounted the coordination involved working with the freight rail line and City of Dallas to identify a solution. Final design features of the trail underpass are an overhead guard preventing falling debris, chain link fences, and the shared use path splitting due to narrow spacing of columns preventing a 12-14 ft. wide path.

This presentation can be found on the BPAC website at: www.nctcog.org/BPAC.

c. Upcoming Events – Anthony White, BPAC Vice-Chair.

This presentation can be found on the BPAC website at: www.nctcog.org/BPAC.

d. 2025 Transportation Alternatives Call for Projects – Daniel Snyder and Kevin Kokes

NCTCOG staff previewed proposed aspects of the regional 2025 Transportation Alternatives (TA) Call for Projects. Due to project delays, several TA-funded projects funded in previous Calls for Projects are at risk of their funds lapsing. As such, staff solicited feedback on a proposed program rule in a future Call for Projects. The proposed rule would require an agency requesting funding for a construction project to have design work complete or have a contract in place for design work at the time an application is

submitted. The intent of the proposed rule is to streamline project delivery and ensure the TA funding can be obligated within the three-year timeframe so awarded funds would not be at risk of lapse. Members of the Committee had mixed reactions, with some stating the rule would be reasonable and they could meet the requirement, while others noted construction projects by their agency typically do not advance to design if construction funding is not already secured.

NCTCOG staff announced they will provide project status updates at future BPAC meetings to encourage agencies to implement projects in a timely manner.

e. Look Out Texans Monthly Safety Messaging – Catherine Richardson

The Look Out Texans safety campaign was initiated in 2015 with the purpose to educate motorists, bicyclists, and pedestrians on ways to improve roadway safety and behavior. In addition to advertising on transit vehicles, the campaign produced videos, and recently developed animations. NCTCOG is sharing educational safety videos and tips with local agencies to distribute through local media channels. Materials are distributed via a SharePoint site on a monthly basis. BPAC members interested in their agency participating are encouraged to contact Catherine Richardson at crichardson@nctcog.org.

3. South Quorum Drive Art Walk – Joe Pack, Town of Addison

The Town of Addison underwent a community-driven visioning process identifying strategies to improve placemaking, feature public art, and increase pedestrian and bicycle connectivity along South Quorum Drive. The corridor was divided into three distinct zones: retail, hotel, and office. The final design for the corridor resulted in reducing the roadway from four to two lanes. The outside lanes will be repurposed for a two-way cycle track and wider pedestrian sidewalks. South Quorum Drive is a DART bus route. The two-way cycle track planned on the west side of the roadway will deviate from the road and travel behind bus stops, integrating a floating bus stop design. The existing roundabout at Landmark Place and South Quorum Drive is proposed to be redesigned as a T-intersection, resulting in additional land for placemaking elements. Impacts on traffic from reducing the number of travel lanes is anticipated to be minimal due to existing low traffic volumes.

4. Dallas Bicycle Signals – Jessica Scott, City of Dallas

The City of Dallas was the first in the North Texas region to install bicycle-dedicated traffic signals at multiple intersections along dedicated bikeways including separated bike lanes and two-way cycle tracks. The purpose of the signals is to improve traffic operations for all modes of travel and to increase the level of comfort and safety for bicyclists. Challenges experienced with this new type of project include the need to accommodate additional signals where the cabinet channels are at full capacity (thus new cabinets had to be installed), troubleshooting radar signal detection technology, installing new pavement markings identifying where bicyclists should stop to be detected, adjusting the bikeway design to prevent vehicles from entering two-way cycle tracks, and installing signage communicating turning movements for the new intersection design. City staff are investigating the installation of green pavement markings through the intersection with future upgrades to increase visibility for bicyclists, as well as blue detection lights on traffic signals so bicyclists know they were detected and to anticipate a bicycle signal phase.

5. City of Richardson Complete Streets Policy – Daniel Herrig, City of Richardson

The City of Richardson adopted a Complete Streets Policy to institutionalize accommodations for people walking, bicycling, driving, and taking transit. While the City has implemented many individual multimodal projects over the years, adopting a Complete Streets Policy allowed staff to officiate the position to support accommodating multiple modes of travel on all roadways. The Policy includes seven elements: background, vision and intent, applicability, exceptions, design standards, implementation, and performance measures and reporting. Next steps for staff include developing a Complete Streets checklist to fully scope projects and evaluating mechanisms for performance measures and reporting to the City of Richardson Bicycle and Pedestrian Advisory Committee.

6. Overview of the Bicycle Friendly Community Application Process – Daniel Herrig, City of Richardson and Erin Curry, City of Dallas

Both the City of Richardson and City of Dallas recently applied to the League of American Bicyclists Bicycle Friendly Community program. This program awards designations of bronze, silver, gold, or platinum level Bicycle Friendly Community awards based on the organization’s criteria. The City of Dallas staff applied in hopes of receiving the city’s first award, while the City of Richardson staff applied to better their existing bronze status. Lessons learned from the process include starting the 90-page application early, delegate sections of the application to other departments and stakeholders to answer questions on topics they oversee, and to be prepared to document the community’s implementation with aspects of education, encouragement, equity, evaluation, and engineering. A benefit of applying to be a Bicycle Friendly Community is each applicant receives a report card from the League of American Bicyclists outlining how the community rated and provides additional feedback on how the City can improve.

7. Group Discussion

A group discussion was not held due to time constraints.

8. Other Business

The Chair opened other business among members and received no comments. The BPAC’s next scheduled meeting will be held on November 20, 2024. Heather Dowell adjourned the meeting.

Members in Attendance at the August 21, 2024, BPAC meeting

Agency	Name
Town of Addison	Joe Pack
City of Arlington	Jana Wentzel
City of Cedar Hill	Shawn Ray
City of Cleburne	K Conner for Kenneth Overstreet
City of Coppell	Aaron Tainter
City of Dallas	Jessica Scott
City of Denton	Greg Scott
City of Euless	Duane Strawn
City of Farmers Branch	Alex Pharmakis
Town of Flower Mound	Brennon Peltier
City of Fort Worth	Armond Bryant
City of Frisco	Michael Kim
City of Garland	Matt Grubisich
City of Grand Prairie	Brett Huntsman
City of Grapevine	Kathy Nelson
City of Haltom City	Will Wiegand
City of Irving	James White
City of Keller	Cody Maberry
City of Lewisville	Sirwan Shahooie
City of Mansfield	Garett Smith
City of McKinney	Robyn Root
City of Midlothian	Heather Dowell
City of North Richland Hills	Michael Wilson
City of Plano	Jason Aprill
City of Richardson	Daniel Herrig
City of The Colony	Calvin Lehmann
City of Waxahachie	Oanh Vu
City of Weatherford	B Smith for Chad Marbut
City of Wylie	Rico Govea
Dallas County	Micah Baker for Minesha Reese
Hunt County	Kelly Brasseaux for Brian Crooks
Parker County	Cintia Oritz
Dallas Area Rapid Transit (DART)	Patricio Gallo
Trinity Metro	Shawn Tubre
TxDOT, Dallas District	Rachael Twiggs
TxDOT, Fort Worth District	Anthony White

NCTCOG Staff in Attendance at the August 21, 2024 BPAC Meeting

Kevin Kokes
Catherine Richardson
Daniel Snyder