

Comparison of 5 Largest Metropolitan Areas and Congestion Levels

Metropolitan Statistical Area	Total Population (2014)	Population Rank (2014)	Congestion Level Rank (2015)
New York	20,092,883	1	3
Los Angeles	13,262,220	2	1
Chicago	9,554,598	3	10
Dallas-Fort Worth	6,954,330	4	34
Houston	6,490,180	5	11

Source: This information is provided by TomTom Index 2015 traffic data and Wikipedia 2014 population data.

REGIONAL TRANSPORTATION COUNCIL
APRIL 14, 2016

Milestone Policy Implementation and

2017-2020

Transportation Improvement Program

for North
Central Texas

MILESTONE POLICY IMPLEMENTATION BACKGROUND

- ◆ In June 2015, the Regional Transportation Council (RTC) approved the Project Milestone Policy.
- ◆ Projects funded ten (10) or more years ago in which construction has not started are affected.
- ◆ In November 2015, agencies submitted responses regarding the status of projects for review.
- ◆ Agencies could justify keeping projects by:
 - Providing a realistic, achievable schedule
 - Providing documentation of policy board support
 - Documenting the availability of local matching funds

MILESTONE POLICY IMPLEMENTATION RECOMMENDATIONS

- ◆ Cancel projects identified in Reference Item 4.1 and move funds back to the regional funding pools
- ◆ Monitor projects that are currently under construction or recently let
- ◆ Propose that projects with a delay must begin construction within one fiscal year of the year identified in the Reference Item 4.1 recommendation in order to maintain the funding commitment

MILESTONE POLICY

SUMMARY OF RECOMMENDATIONS

Funding Type	In \$ Millions					
	Proposed to Cancel	Under Construction or Recently Let (Confirm Funding)	Confirm Funding			Total
			Delayed to FY 2016	Delayed to FY 2017	Delayed to FY 2018+	
RTC-Selected Funding Categories*	.56	88.44	47.21	69.73	44.21	250.15
Non-RTC-Selected Funding Categories**	2.02	17.69	8.23	31.55	20.08	79.57
Total	2.58	106.13	55.44	101.28	64.29	329.72

*Congestion Mitigation Air Quality Improvement Program, Surface Transportation Program-Metropolitan Mobility, Regional Toll Revenue, etc.

**TxDOT Engineering Funds, TxDOT Right-of-Way Funds, Local Funds, etc.

2017-2020 TIP DEVELOPMENT

Schedule Update

DEVELOPMENT PROCESS

1. Review all existing projects and solicit additional locally funded projects
2. Make needed adjustments to existing projects (staging, funding, scope)
3. Develop revised project listings
4. Balance project listings to estimated revenue
5. Conduct Mobility Plan and Air Quality review
6. Solicit public review (process, draft listings, final listings)
7. Finalize project listings and submit to partners

2017-2020 TIP DEVELOPMENT

SCHEDULE UPDATE

- ◆ TxDOT has changed the due date of TIP submittals to June 24, 2016 instead of May 2, 2016.
- ◆ Staff proposes to delay the final 2017-2020 TIP listings for Council approval until May 2016.
- ◆ Staff will continue to refine the listings with input from local agencies, TxDOT, and the public.

TIMELINE/ACTION TABLE

May – Oct. 2015	Met with implementing agencies
Aug. – Jan. 2016	Data input, financial constraint, and analysis
Jan. 2016	Draft listings – STTC information
Feb. 2016	Draft listings – Regional Transportation Council (RTC) information
Mar. 2016	Draft listings – Public meetings Final listings – STTC action
Apr. 2016	Project Milestone Policy – RTC action
May 2016	Final Listings – RTC action
June 24, 2016	Final document to Texas Department of Transportation (TxDOT) and eSTIP submittal
Aug. 2016	TxDOT Commission approval (for STIP)
Oct. 2016	Anticipate federal/State approval (STIP)

ACTION REQUESTED

Approval of:

- ◆ The Project Milestone Policy recommendations
- ◆ Direct staff to incorporate the Project Milestone Policy recommendations into the 2017-2020 TIP/STIP

2017-2020 TIP DEVELOPMENT

QUESTIONS/COMMENTS

Adam Beckom, AICP

Principal Transportation Planner

Ph: 817/608-2344

abeckom@nctcog.org

Christie Gotti

Sr. Program Manager

Ph: 817/608-2338

cgotti@nctcog.org

Wade Haffey

Transportation Planner

Ph: 817/695-9254

whaffey@nctcog.org

Heather Haney

Transportation Planner

Ph: 817/695-9266

hhaney@nctcog.org

<http://www.nctcog.org/trans/tip/>

Waco / Dallas-Fort Worth Connections: Present Challenges & Future Opportunities

A conversation between the Waco MPO and the
NCTCOG Regional Transportation Council

Thursday, April 14, 2016



Discussion Overview

- Conversation regarding better connecting DFW and Waco
 1. Review of short-term challenge with existing IH-35
 2. Discussion regarding development of new corridors for the future
 3. Discussion on passenger rail and Waco assistance



Short-Term Challenges

- IH-35: Hillsboro split to Salado
 - Rural areas & Temple widened or under construction
 - 9 miles through Waco not funded
 - 1950s design
 - Substandard on & off ramp lengths
 - Insufficient vertical clearances under bridges
 - Substandard horizontal sight distances



Short-Term Challenges

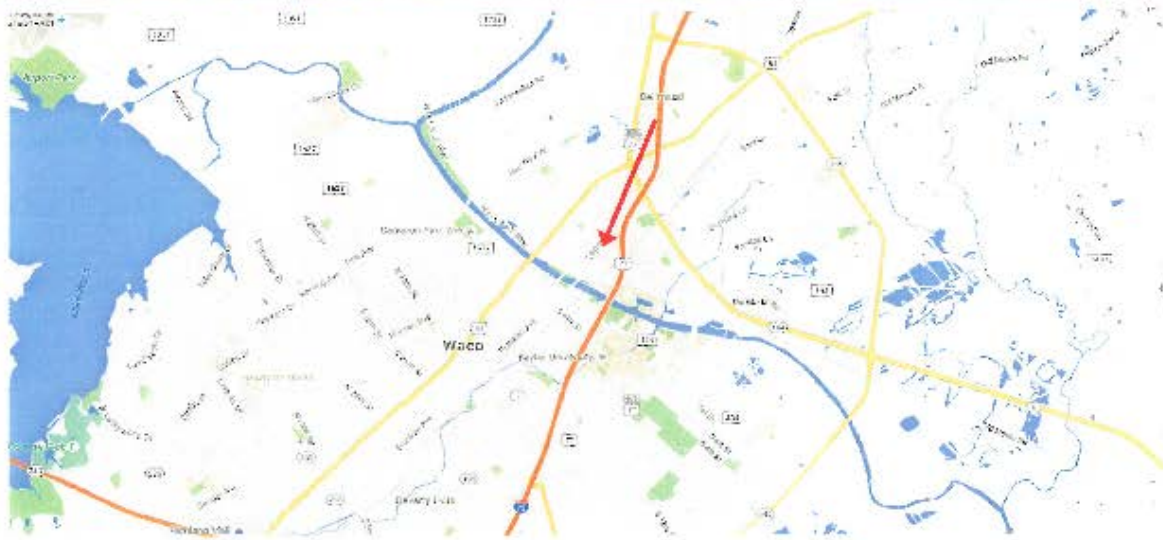
- IH-35: Waco
 - Unreliable travel times
 - Delays of 1 to 2 hours common
 - Frequent incidents due to substandard design / traffic volumes
 - \$425 million redesign
 - Frontage road extensions under construction
 - Project shovel ready by FY 2018



I-35 at New Dallas Highway, SB

Speeds, mph, by time of day (15-minute interval) and day of May 2015

Date	Day	TIME OF THE DAY																																																																									
		Early Morning, Off-Peak												Morning Peak												Midday Off Peak												Afternoon Peak												Night Off Peak																									
		06:00	06:15	06:30	06:45	07:00	07:15	07:30	07:45	08:00	08:15	08:30	08:45	08:00	08:15	08:30	08:45	09:00	09:15	09:30	09:45	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	13:00	13:15	13:30	13:45	14:00	14:15	14:30	14:45	15:00	15:15	15:30	15:45	16:00	16:15	16:30	16:45	17:00	17:15	17:30	17:45	18:00	18:15	18:30	18:45	19:00	19:15	19:30	19:45	20:00	20:15	20:30	20:45	21:00	21:15	21:30	21:45	22:00	22:15	22:30	22:45		
May 1, 2015	Th	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58



Short-Term Challenges

- Why is IH-35 in Waco important to DFW?
 - 115,000 vehicles per day
 - Approximately half originate from outside of Waco
 - DFW, Austin, San Antonio most common origin or destination
 - 15,000 to 20,000 Heavy Trucks per day
 - Goods of all types being delivered to or from DFW
 - Impacts to just in time delivery



Short-Term Challenges

- IH-35 Redesign: Waco
 - Traditional funding insufficient
 - MPO estimates approximately \$150 to \$180 million in 10 years (35% to 42%)
 - Includes Category 2, Prop 1 & Prop 7
 - Are there partnership opportunities between Waco, DFW, TxDOT, others?



Future Opportunities

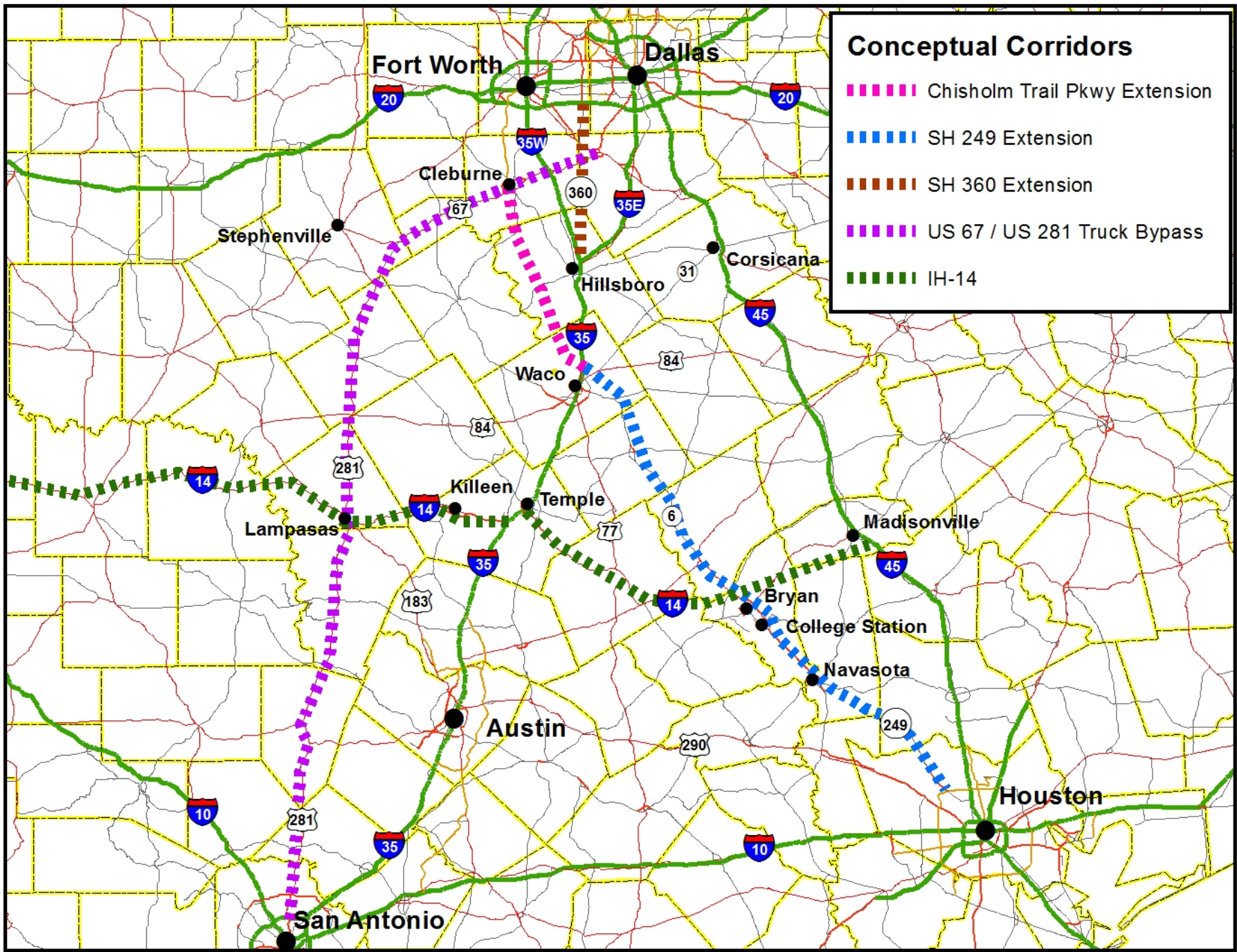
- IH-35 work addresses current demand only
 - 2040 traffic volumes in Waco 160,000+
 - TxDOT indicates freight tonnage will more than double by 2040
 - Limited ability to further expand



Future Opportunities

- Other possible corridors to accommodate future traffic / freight demand
 - Chisholm Trail Pkwy / SH 249
 - Fort Worth to Houston connection
 - SH 360
 - Arlington to Hillsboro split
 - US 281 / US 67
 - Truck route bypassing Waco, Temple & Austin





Conceptual Corridors

- - - - - Chisholm Trail Pkwy Extension
- - - - - SH 249 Extension
- - - - - SH 360 Extension
- - - - - US 67 / US 281 Truck Bypass
- - - - - IH-14

Future Opportunities / Rail

- Texas Oklahoma Passenger Rail Study
 - Oklahoma City to Mexico
 - Waco Station Assumption
 - High or Higher speed service?
- TOPRS & DFW / Houston Service
 - Waco MPO / City of Waco Support
 - City of Waco Resolution – April 19
 - Waco MPO Resolution – May 5
- Discussion of future assistance



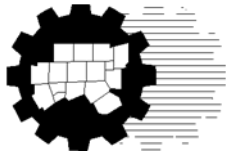
Conclusion

- Conversations we hope will continue:
 1. Identifying partnership opportunities on short-term highway mobility needs between our regions
 2. Further refinement of new mobility corridors between our regions and beyond
 3. Further development of passenger rail services within the Texas Triangle



FASTLANE GRANT PROGRAM

**PROJECTS RECOMMENDED
FOR SUBMITTAL**



North Central Texas
Council of Governments

Regional Transportation Council
April 14, 2016

PURPOSE

- The Fixing America's Surface Transportation Act established funding for freight and goods movement.
- Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) grant program provides this funding support.
- Provides dedicated funding source for projects addressing critical freight infrastructure needs
- Focus is on interstate highways and bridges and freight bottlenecks.

AVAILABLE FUNDING & PROJECT SIZE

- \$800 million discretionary grant program in Fiscal Year (FY) 2016
 - \$190 million for rural areas
 - \$610 million for urban areas
 - \$80 million set aside for small projects (in rural or urban areas)

- Large Projects
 - Must be \$100 million or more in cost
 - FASTLANE request must be for \$25 million or more
 - Up to a 60 percent FASTLANE cost share with 80 percent federal share total (if other federal funds are involved)

- Small Projects
 - Less than \$100 million in cost
 - FASTLANE request must be for \$5 million or more
 - Up to a 60 percent FASTLANE cost share with 80 percent federal share total (if other federal funds are involved)

GENERAL CONDITIONS

- Only three (3) applications per sponsor
- All project phases are eligible, but projects are more competitive if they are “more” ready-to-go.
- Construction must begin 18 months from obligation of funds.
- All projects must begin construction on or before September 30, 2019.
- Projects can be submitted by states, metropolitan planning organizations, local governments, political subdivisions, public authorities with a transportation function (such as ports), etc.

ELIGIBLE PROJECTS

- Highway freight projects on the National Highway Freight Network
- Highway or bridge projects on the National Highway System
- Grade crossing or grade separation projects (that increase freight movement)
- Other freight projects that are:
 - Intermodal/rail freight projects
 - Within public or private freight rail, maritime, or intermodal facilities

UNITED STATES DEPARTMENT OF TRANSPORTATION SELECTION CRITERIA

- Cost effectiveness
- Cannot easily be completed without federal funds
- Improve efficiency and reliability to increase global economic competitiveness
- Improve mobility of people and goods
- Reduce traffic fatalities and serious injuries
- Improves community or environment (or mitigates harm)
- Strong collaboration among broad range of stakeholders
- Innovation
- Strong financial foundation, including multiple funding sources

PROPOSED REGIONAL TRANSPORTATION COUNCIL (RTC) CONSIDERATIONS

- Focus on freight-related projects
- Identify projects on interstate highways
- Select projects on North American Free Trade Agreement corridors
- Significant truck traffic corridors
- Connections to intermodal facilities

DRAFT

PROPOSED 2016 FASTLANE SUBMISSIONS BY THE RTC

Project	In \$ Millions		
	Amount to be Requested	Proposed Match & Source	Total Funding
IH 35E Phase 2 (IH 35E/IH 35W Merge Interchange)	126	84 (State and Future RTC Funds)	210
DFW Connector – N. Airport Connections (IH 635/SH 121/SH 114)	64	43 (State and Future RTC Funds)	107

2016 APPLICATION PROCESS/ TIMELINE

- February 26 FASTLANE Grant Program funds announced by USDOT
- March 10 RTC Information – Director’s Report
- March 25 STTC Action
- March 25 Applicants to email brief project description to FASTLANEgrants@dot.gov
- March 30 Requests for letters of support due to Rebekah Hernandez at rhernandez@nctcog.org
- April 14 RTC Action
- April 14 Applications due to USDOT

NEXT STEPS

- Continue to coordinate with TxDOT regarding:
 - Environmental clearance of each project
 - Assessment of project readiness
 - Preparation of applications
- Coordinate with TxDOT on developing future projects, so they are ready for upcoming annual funding opportunities
- Identify specific funding sources for future RTC funds associated with any selected projects

ACTION REQUESTED

Approval of the projects proposed for submittal by North Central Texas Council of Governments (NCTCOG)/RTC for FASTLANE funding

Direct staff to administratively amend the Transportation Improvement Program (TIP)/Statewide TIP and other planning/administrative documents to include FASTLANE projects if selected

www.transportation.gov/FASTLANEGrants

CONTACT INFORMATION

FASTLANE Information:

Jeff Hathcock

Principal Transportation Planner

Ph: (817) 608-2354

jhathcock@nctcog.org

Letters of Support:

Rebekah Hernandez

Communications Coordinator

Ph: (817) 704-2545

rhernandez@nctcog.org

General Information:

Christie J. Gotti

Senior Program Manager

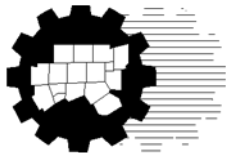
Ph: (817) 608-2338

cgotti@nctcog.org

TIGER

GRANTS

PROJECTS RECOMMENDED FOR SUBMITTAL



North Central Texas
Council of Governments

Regional Transportation Council
April 14, 2016

OVERVIEW

- \$500 million discretionary grant program
- \$100 million for rural areas
(\$1 million minimum with no match requirement)
- Only \$100 million available to any state
- Up to \$100 million for Transportation Infrastructure Finance and Innovation Act (TIFIA) loans
- \$5 million minimum and \$100 million maximum request in urban/metro area

OVERVIEW—Cont'd

- Only three (3) applications per sponsor
- Surface transportation capital projects only (no planning funds)
- Twenty percent (20%) match requirement, but higher matching percentages improve competitiveness
- All funds must be obligated before September 30, 2019, and fully expended by September 30, 2024
- No waivers will be possible for these deadlines

PREVIOUS TIGER VII (2015) GRANT SUBMITTALS AND AWARDS

	Projects	Funded	Funding Initiative
TIGER VII 2015 Capital	Regional Connections through Technology and System Integration	No	Proposed for resubmittal in 2016 TIGER VII Call
	IH 35W Multimodal Corridor Improvements (IH 35W/IH 30 Managed Lane Access and Guaranteed Transit)	No	None
	Park Lane/Vickery Meadow Complete Street Project	No	Proposed for resubmittal in 2016 TIGER VII Call

PROPOSED TIGER VIII (2016) NCTCOG/RTC SUBMISSIONS

DRAFT

Project	Amount to be Requested (\$ in Millions)	Proposed Local Match Source (\$ in Millions)
Regional Connections through Technology and System Integration	10.0	2.5 (State Match and Future RTC Funds)
E. Lancaster/SH 180 from US 287 to IH 820 – Reconstruction, pedestrian, context sensitive redesign	25.0*	35.0 (State Match, Local Match, and Future RTC Funds)
Park Lane/Vickery Meadow Complete Street Project	10.0-13.0	5.0-9.0 (City of Dallas, Dallas County, DART, Future RTC Funds)

*If TIGER funds the first half of the project, staff proposes that the RTC and TxDOT commit to funding the other half with future Proposition 1 or 7 funds.

2016 APPLICATION PROCESS/ TIMELINE

- February 23 TIGER VIII Discretionary Program funds announced by USDOT
- March 10 RTC Information – Director’s Report
- March 25 STTC Action
- April 8 Requests for letters of support due to Rebekah Hernandez at rhernandez@nctcog.org
- April 14 RTC Action
- April 29 Applications due to USDOT

ACTION REQUESTED

Recommend RTC approval of the projects proposed for submittal for TIGER funding by NCTCOG/RTC

Direct staff to administratively amend the Transportation Improvement Program (TIP)/ Statewide TIP and other planning/administrative documents to include TIGER 2016 projects if selected

www.transportation.gov/tiger

CONTACT INFORMATION

TIGER Information:

Christie J. Gotti

Senior Program Manager

Ph: (817) 608-2338

cgotti@nctcog.org

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Communications Coordinator

Ph: (817) 704-2545

rhernandez@nctcog.org

TIGER Information:

Adam Beckom, AICP

Principal Transportation
Planner

Ph: (817) 608-2344

abeckom@nctcog.org

Public/Private Partnership Environmental Stewardship Program

Eastern Subregion

Southwest Water Gardens
Neighbor Woods Program

\$350k Engineering
\$300k Trees

Western Subregion

Lancaster/Hemphill-Lamar
Lake Worth Mitigation

\$200k Trees
\$200k Engineering

Regional

Education Campaign for
Private Sector Stewardship
Program

\$100k Education

GIS Based Tree Inventory
Program

\$100k Software

DFW Region High Speed Rail Update and Federal Initiative

Regional Transportation Council

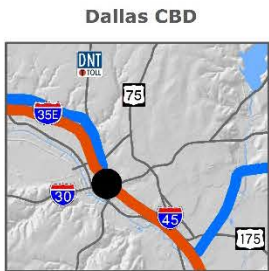
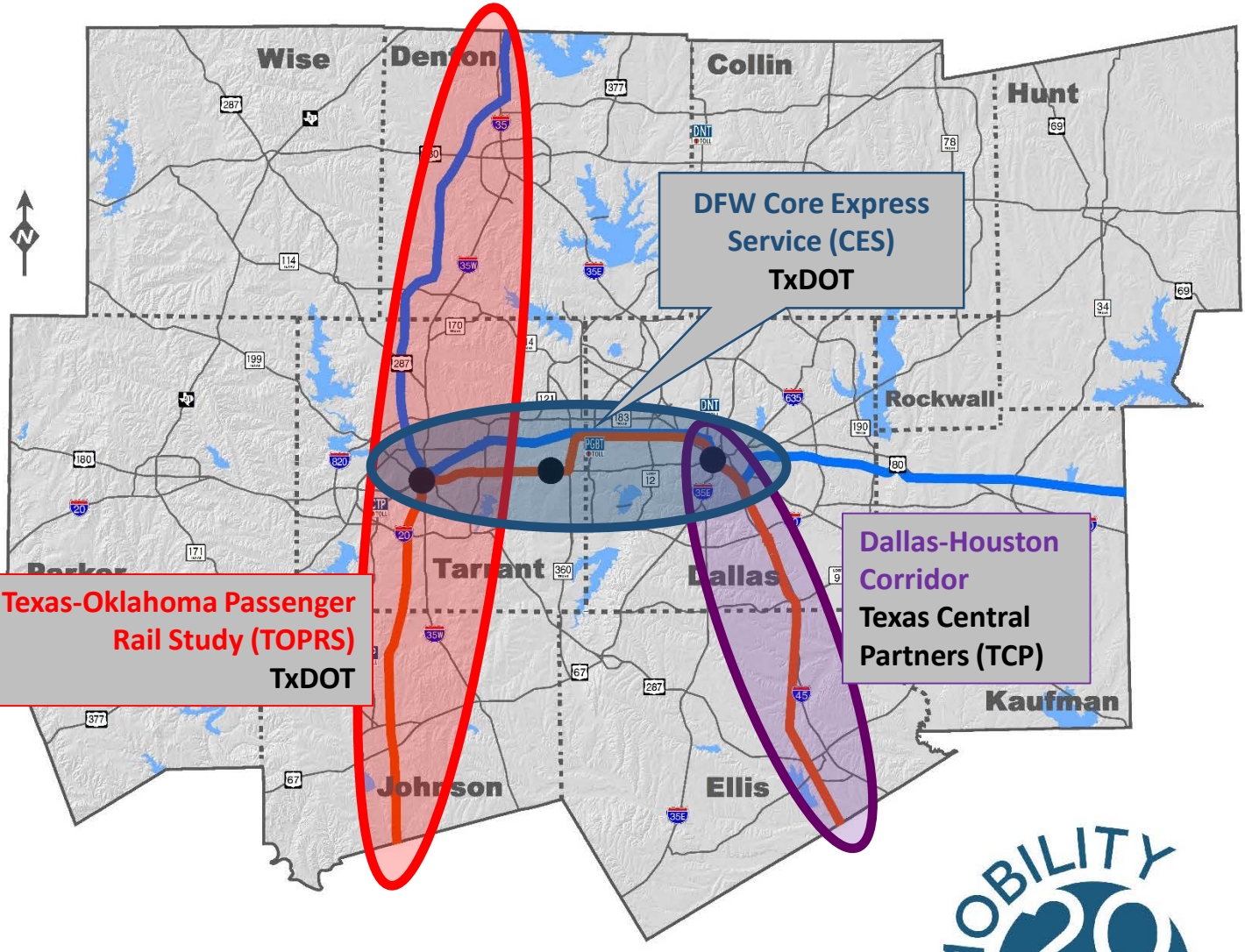
April 15, 2016

Kevin Feldt, AICP



DFW High Speed Rail Projects

- At Grade
- Grade Separated
- Station Locations
- Major Roadways



Texas-Oklahoma Passenger Rail Study (TOPRS)
TxDOT

DFW Core Express Service (CES)
TxDOT

Dallas-Houston Corridor
Texas Central Partners (TCP)

Corridor-specific alignment, design, and operational characteristics for the intercity passenger, regional passenger, and freight rail systems will be determined through capacity evaluation and ongoing project development. Refined rail forecasts are necessary to determine technology and alignment in future rail corridors.



Texas-Oklahoma Passenger Rail Study (TOPRS)

Oklahoma to South Texas
Tier 1 Environmental Analysis
Draft EIS Due Early Summer
Public Hearing June 30
Record of Decision Expected
Late 2016



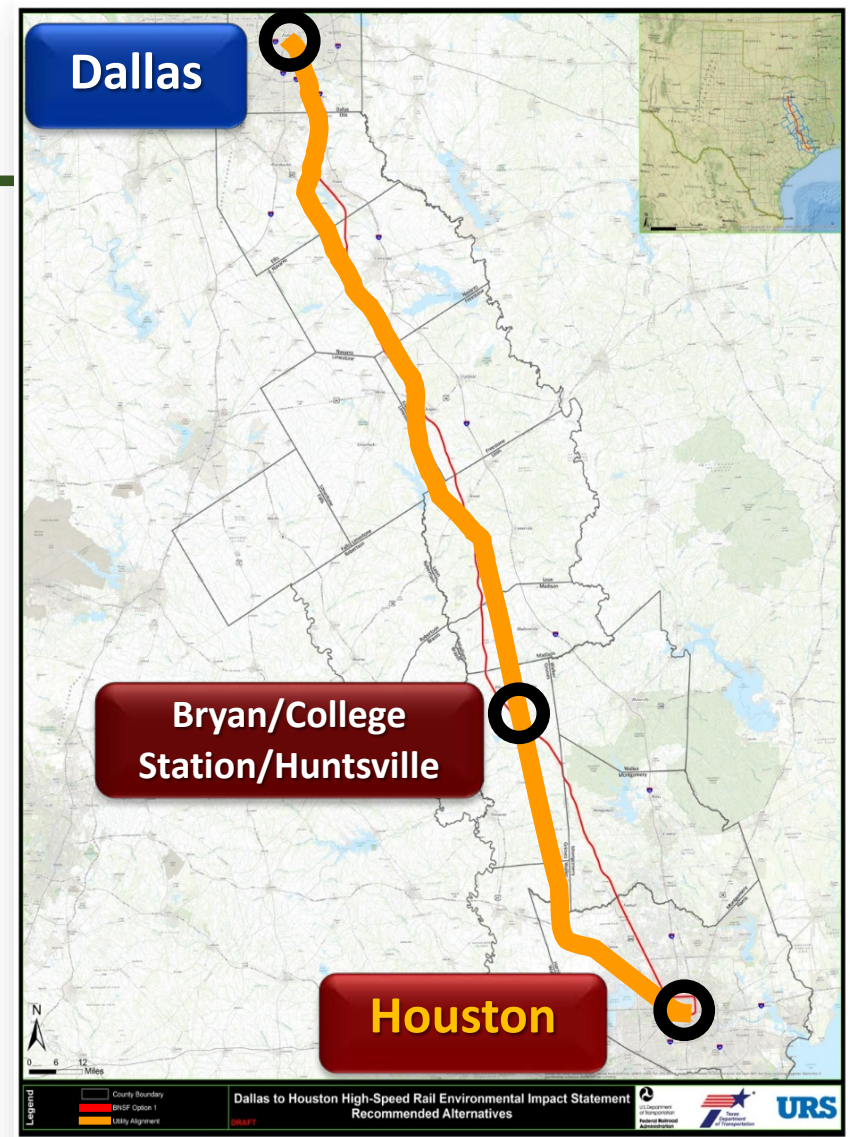
Houston to Dallas



Draft EIS Submittal – Late
Summer or Early Fall 2016

Record of Decision Expected
Mid-2017

2 Dallas Station Options

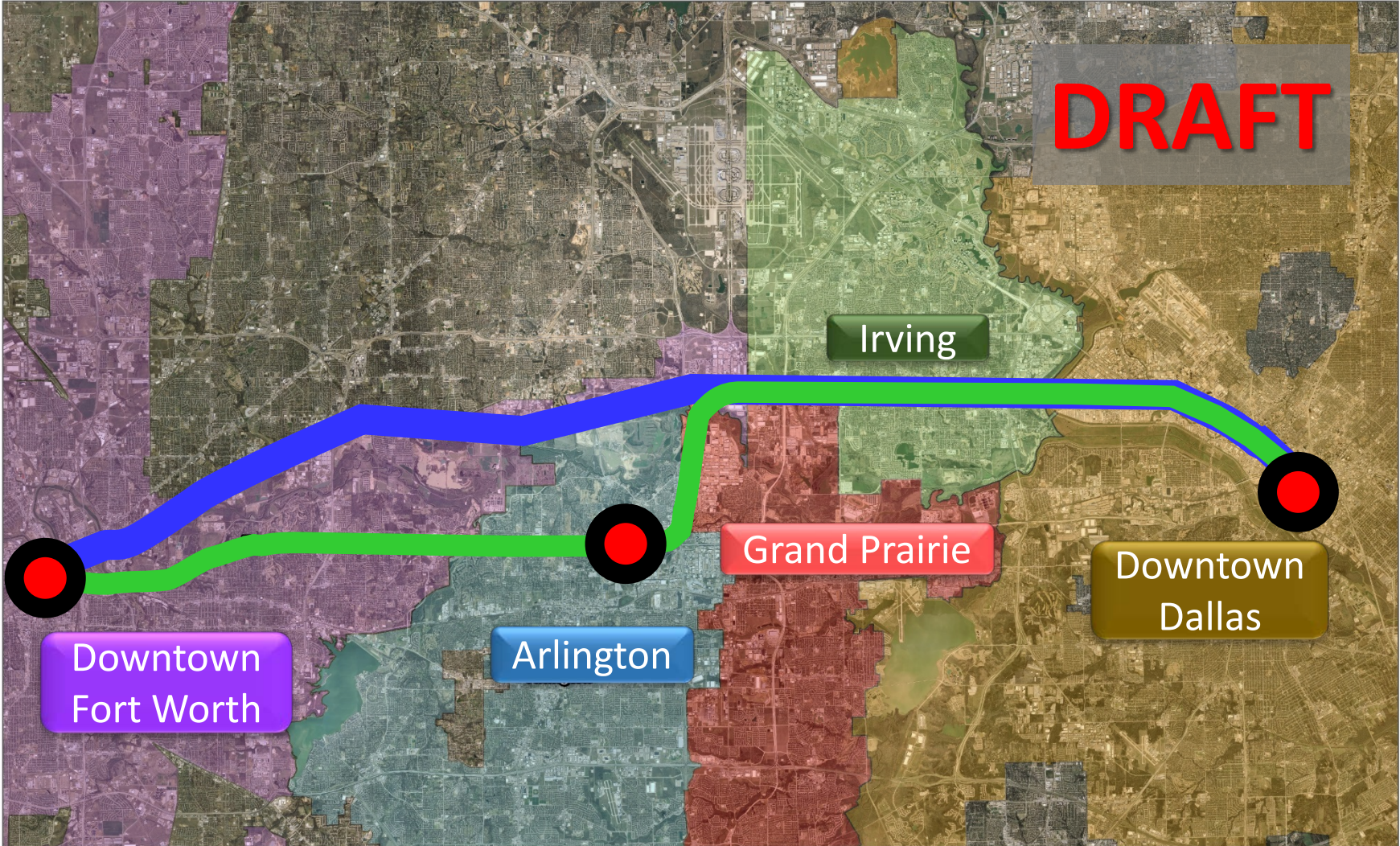
Several Alignment Options in
Ellis County



 FRA Preferred Alignment
 Potential Stations



DFW Core Express Service



DFW Core Express Service

Current Efforts

Revising Alternatives Analysis Report – June

Developing Ridership Estimates

Developing Cost Estimates

Targeted Milestones

Public Hearing – Late Fall 2016

Draft EIS with Preferred Alternative – Late 2016

Record of Decision – Late 2017



High Speed Rail Project Schedules

Project	Record of Decision
TOPRS (Tier 1)	Late 2016
Dallas to Houston (Tier 2)	Mid-2017
DFW Core Express Service (Tier 2)	Late 2017



Federal Initiative

FAST Act §11308

March 16 Federal Register

Federal RFP For Implementing High Speed Rail

First Phase of Qualification Process

“South Central Corridor”

Includes 3 Branches From DFW To:

San Antonio and Austin

Oklahoma City and Tulsa

Texarkana and Little Rock



Federal Initiative

Eligible Proposers

- All Sources Welcome
- Proposers Must Demonstrate Ability To Assemble Multi-disciplinary Team Able To:

Plan, Organize, Finance, Design and Construct a Complete HSR System

Gain Support of Key Public and Private Stakeholders

Successfully Operate and Maintain a HSR System Long Term



Federal Initiative

Review Process

- Secretary of Transportation
- Corridor Commissions To Be Established
 - Governor, Mayors, Freight Railroads, Transit Authorities, Labor Organizations, Amtrak
- Report to Congress
- Congress Enact Statutory Authority to Implement

Currently No Funding Identified

Proposals Due August 31



NCTCOG Role

Scheduling Industry Forum

- Provide DFW Information to Prospective Proposers
- Invite Potential Prospective Proposers

Chairman Meadows List

- Encourage Private Sector Participation

Serve as Resource to Proposers

- Ensure Consistency With Region

Policies

Mobility 2040

- Provide Technical Information



Questions?

Kevin Feldt, AICP
Program Manager
kfeldt@nctcog.org
(817) 704-2529



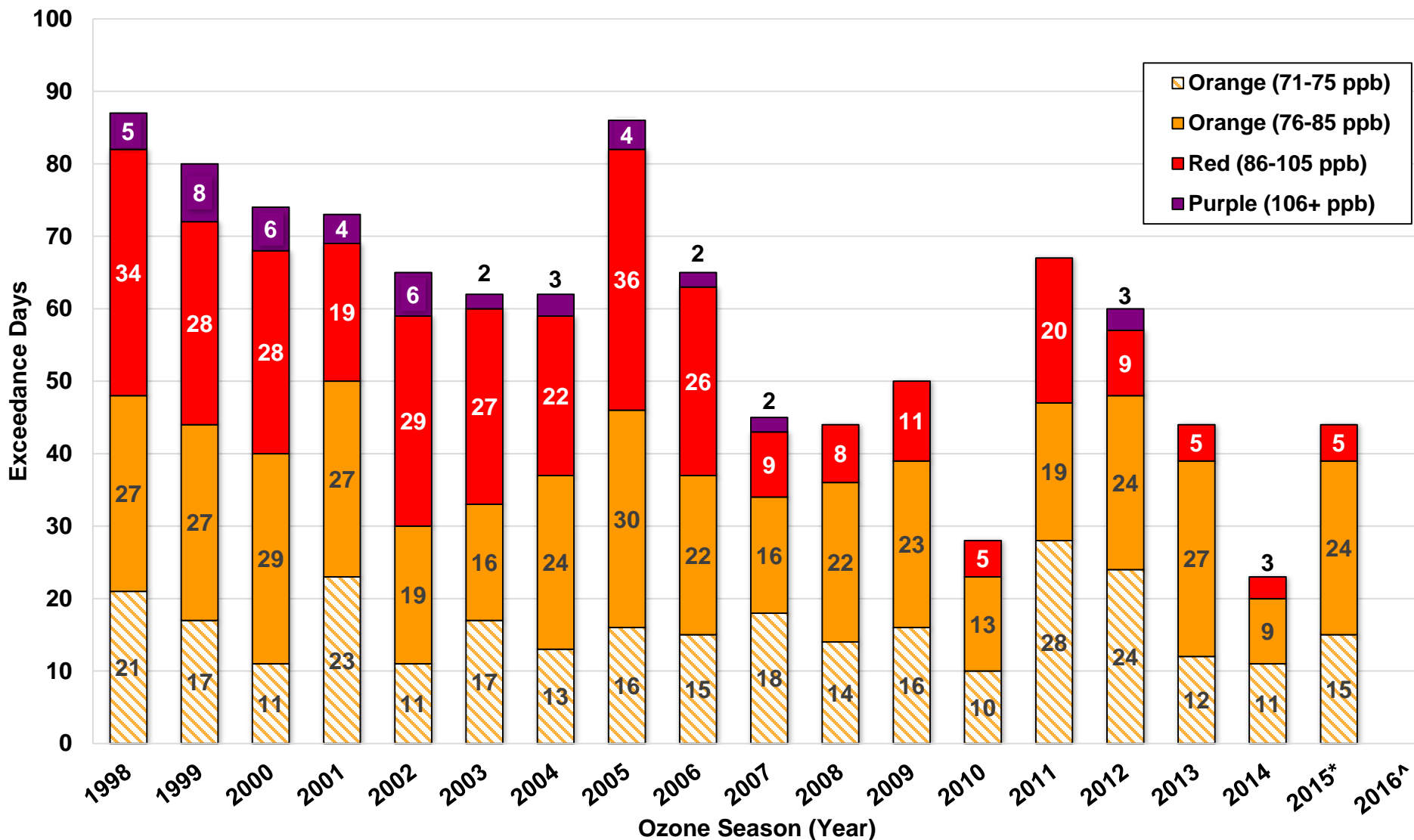
START OF OZONE SEASON AND AIR QUALITY UPDATES

Regional Transportation Council
April 14, 2016


Chris Klaus
Senior Program Manager



EIGHT-HOUR OZONE EXCEEDANCE DAYS



Exceedance Level indicates daily maximum eight-hour average ozone concentration. Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 parts per billion (ppb).

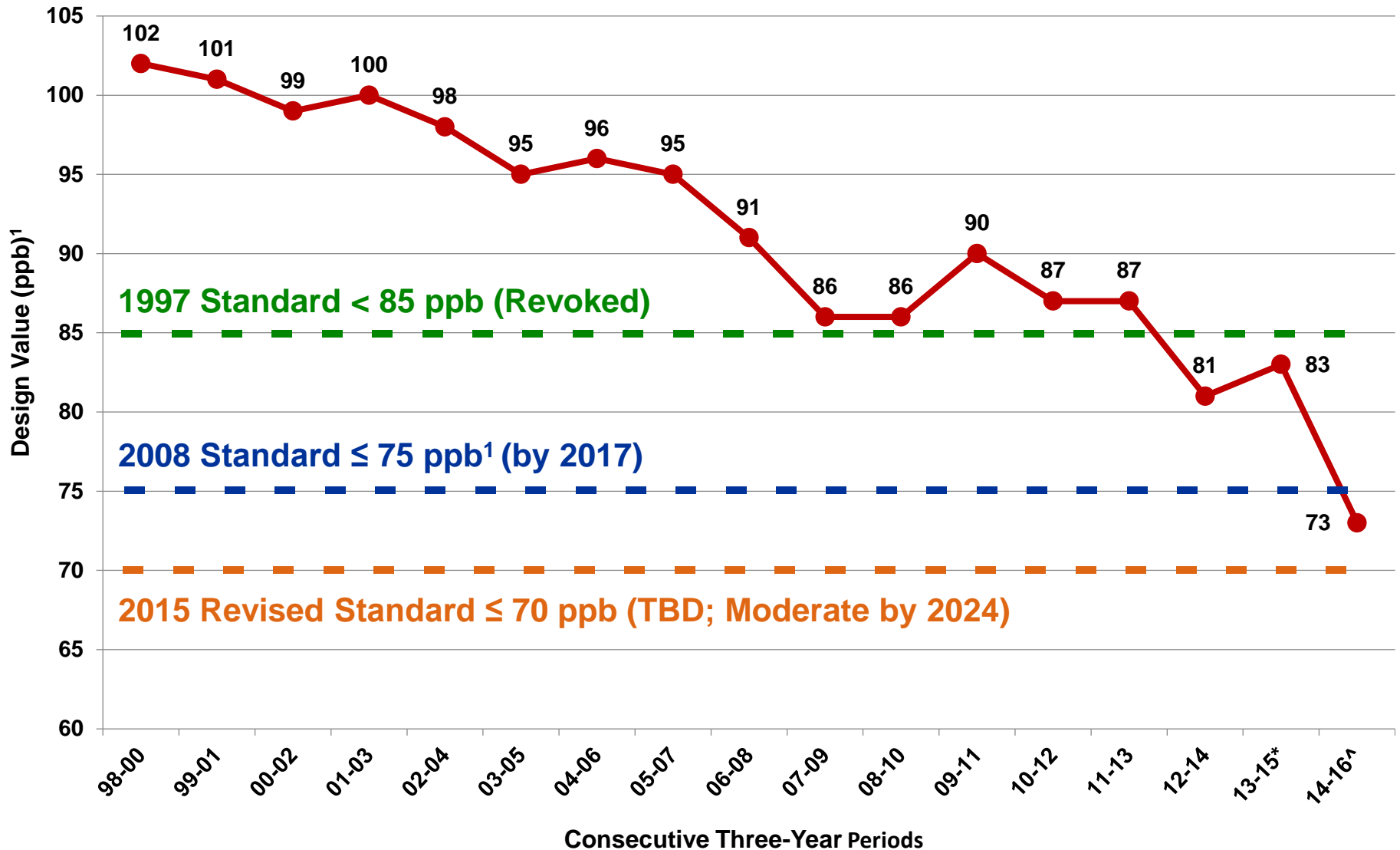
 = Additional level orange exceedance days under the revised standard that were not exceedances under the previous 75 ppb standard. (AQI level orange = 71-75 ppb)

* Data not certified by the TCEQ

^Not a full year of data, current as of 4/05/2016

Source: TCEQ, http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr_monthly.pl

EIGHT-HOUR OZONE HISTORICAL TRENDS



¹Attainment Goal - According to the US EPA National Ambient Air Quality Standards, attainment is reached when, at each monitor, the *Design Value* (three-year average of the annual fourth-highest daily maximum eight-hour average ozone concentration) is equal to or less than 70 ppb.

*Data not certified by the Texas Commission on Environmental Quality

^Not a full year of data, current as of 4/05/2016.

2008 EIGHT-HOUR OZONE STANDARD (≤ 75)

Milestones

TCEQ Proposed State Implementation Plan (SIP): December 9, 2015

EPA Comments to TCEQ on SIP: January 29, 2016

“We appreciate the number and variety of projects coordinated through the DFW area governments and NCTCOG that will reduce emissions from mobile sources.” -- EPA

TCEQ Submits SIP to EPA: June 2016

Moderate Nonattainment Date: July 20, 2018
(Based on 2015-2017)

Revoke 2008 Eight-Hour Ozone Standard¹: December 2018

¹Anticipated revocation date, subject to change.
Source: Environmental Protection Agency (EPA)

SAMPLE OF AIR QUALITY INITIATIVES



Rideshare. Record. Reward.



LOOKOUT TEXANS
BIKE WALK DRIVE SAFELY



northcentral.texas.clean.school.bus.program



HIGHLIGHT OF OUTREACH EVENTS

- April 3 Fort Worth Earth Party ✓
- April 9 ColorPalooza: A Celebration of Spring (Lewisville) ✓
- April 10 Oak Cliff Earth Day (Dallas) ✓
- April 16 Epic Earth Day Grapevine
EcoCoppell Earth Fest
- April 22-24 Earth Day Texas (Dallas)
- June 24 Regional Clean Air Action Day (Everywhere)
- June 25 Dallas Arboretum Sustainability Event



For air quality information and more community events - www.airnorthtexas.org

For alternative fuel trainings and events - www.dfwcleancities.org



2015 EIGHT-HOUR OZONE STANDARD (≤ 70)

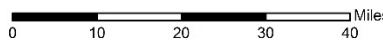
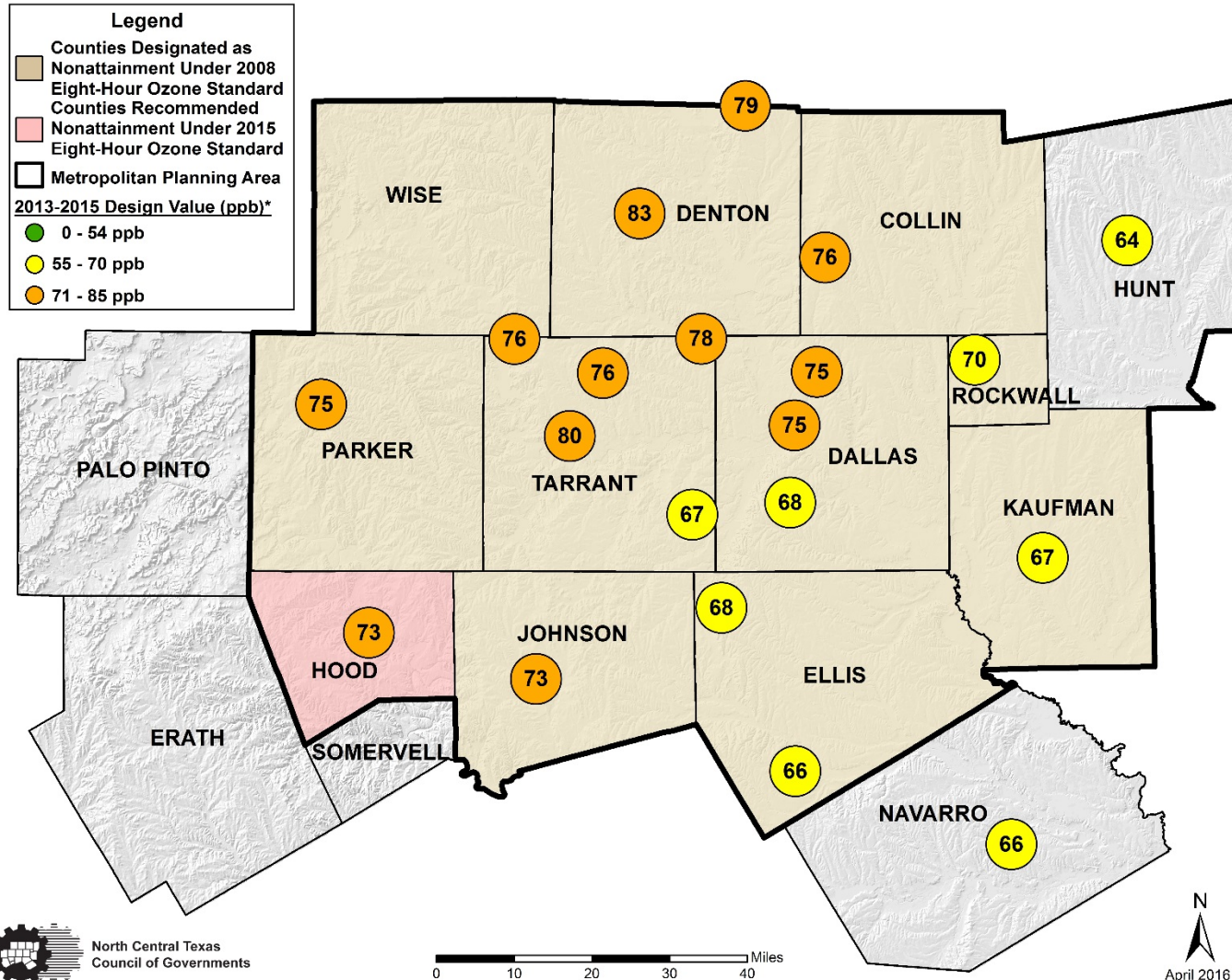
Anticipated Implementation Timeline

2015 Standard Final:	October 26, 2015¹
Effective Date:	December 28, 2015
State Designation Public Comments:	Closes April 15, 2016
State Nonattainment Designation Recommendations to EPA:	October 2016
EPA Designation Final:	October 2017
EPA Designations Effective:	December 2017
Attainment Plans Due (moderate and above):	December 2020
Attainment Dates (no later than)	
Marginal:	December 2020
Moderate:	December 2023
Serious:	December 2026
Severe:	December 2032

¹ <https://federalregister.gov/a/2015-26594>
Source: Environmental Protection Agency (EPA)

2015 EIGHT-HOUR OZONE STANDARD

State Designation Recommendations



*Air Quality Index based on 2015 Eight-hour Ozone standard, ≤ 70 parts per billion (ppb)

FOR MORE INFORMATION

NCTCOG Website:

www.nctcog.org/trans/air

TCEQ SIP Website:

www.tceq.texas.gov/airquality/sip/dfw/dfw-latest-ozone

Contact:

Chris Klaus
cklaus@nctcog.org
(817) 695-9286

2015 BICYCLE AND PEDESTRIAN TRAFFIC COUNT REPORT

Regional Transportation Council

Karla Weaver, AICP
April 14, 2016



The Importance of Active Transportation Data Collection

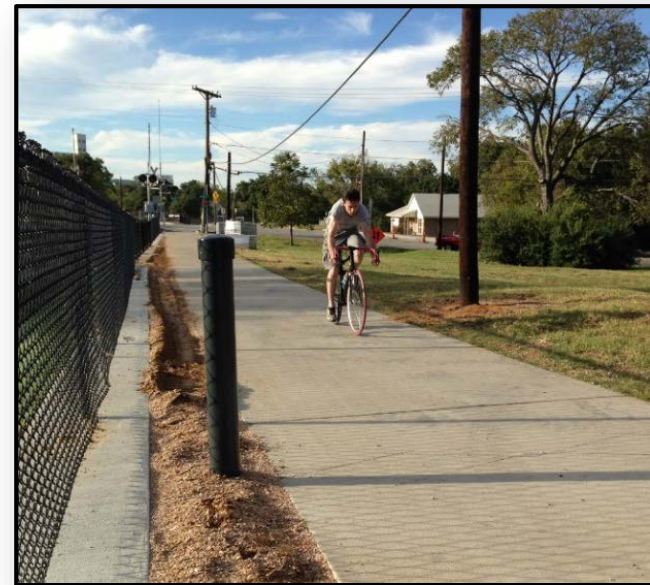
2

Provide Data About Actual
Non-motorized Travel Volumes
(Mobility Plan Performance Measures)

Inform the Public and Decision Makers
About Actual Usage and Travel
Patterns (e.g. Bicycle Commuters)

Analyze Trends

Evaluate the Impacts of Specific Projects
(before/after)



Technology – Permanent Equipment

3

Count Equipment is Used on Both Trails and On-street Bikeways



Infrared and Inductive Loop Combination



Count Locations

4

Shared Use Paths/Trails
(off-street trails)

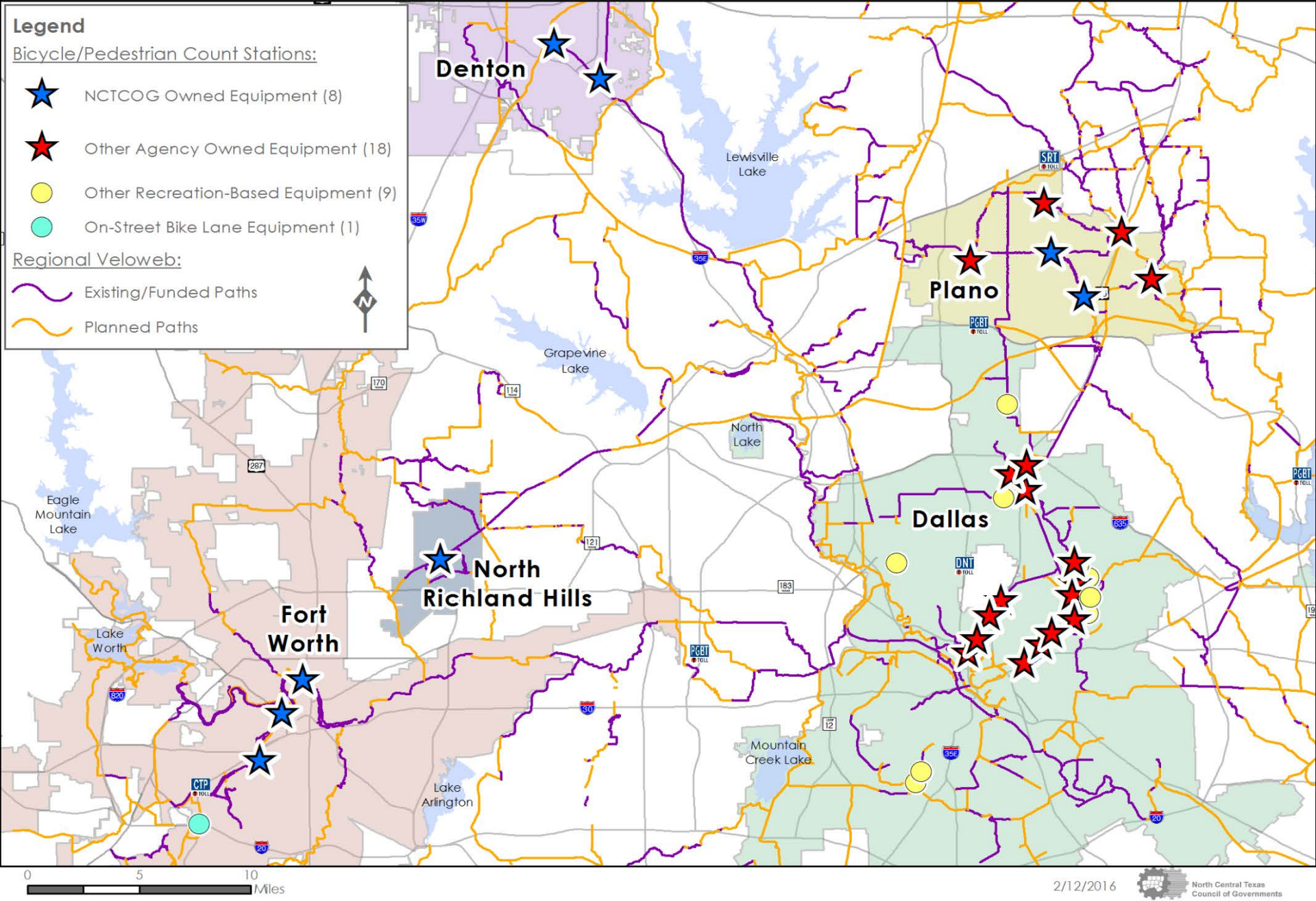
On-street Bicycle Facilities

Regionally Significant Corridors
Near Employment Centers,
Transit, Schools, Major
Destinations

Urban and Suburban Locations



Bicycle and Pedestrian Count Stations in the North Central Texas Region



2015 Data Overview

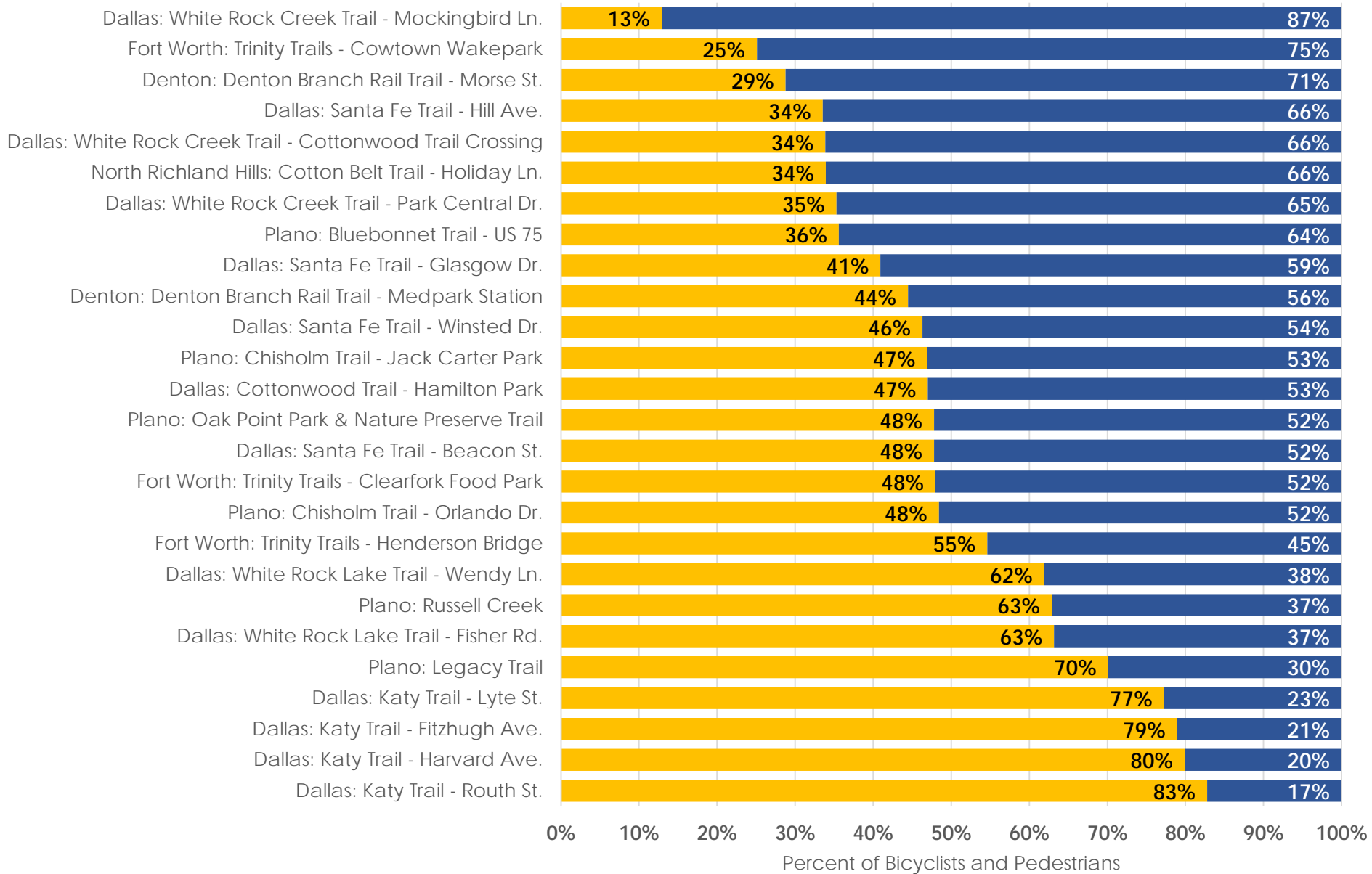
6

4.2 Million Counts



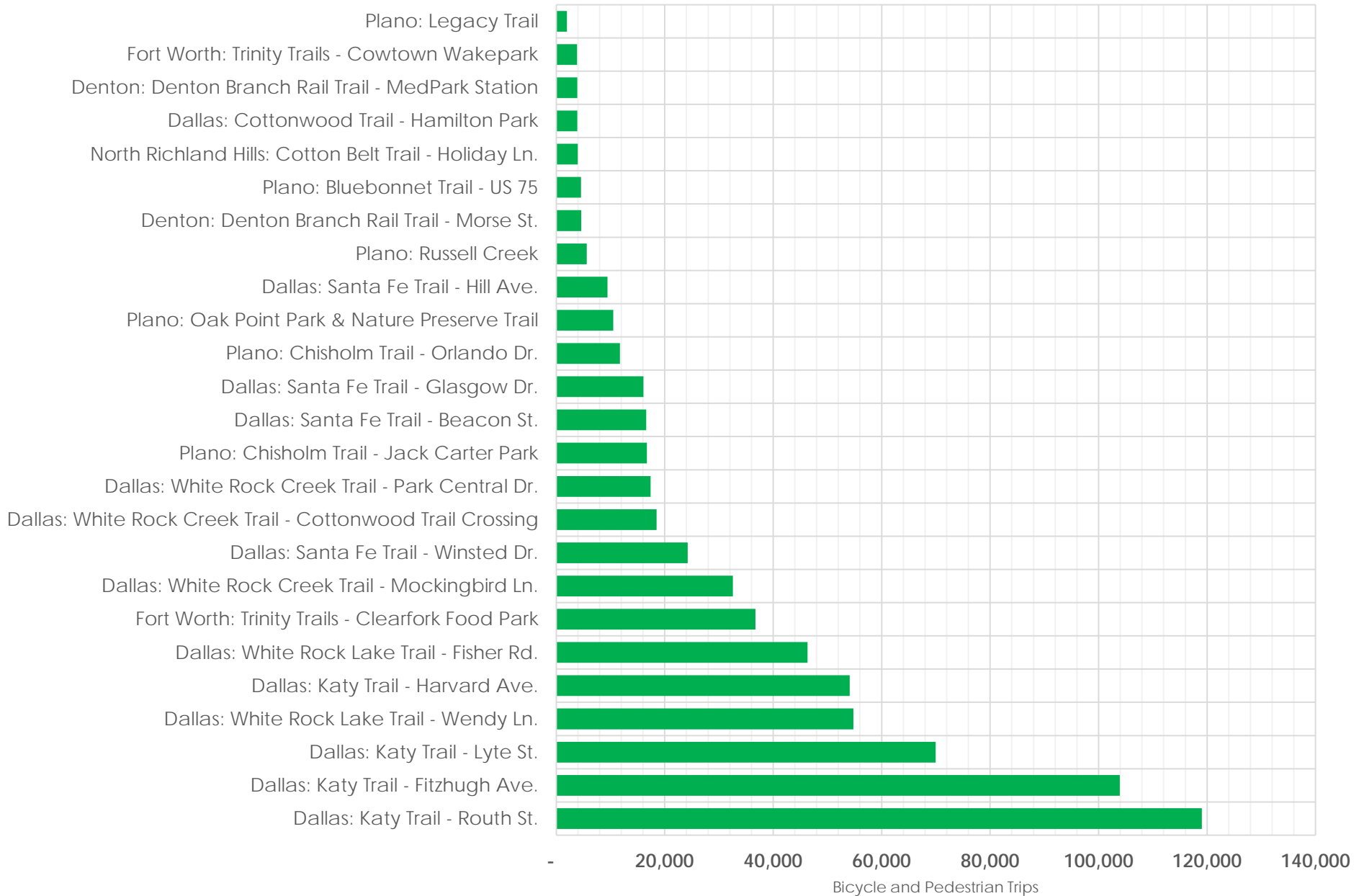
Mode Share Split by Count Station (2015)

■ Pedestrians ■ Bicyclists



Total Bicycle and Pedestrian Traffic by Count Station

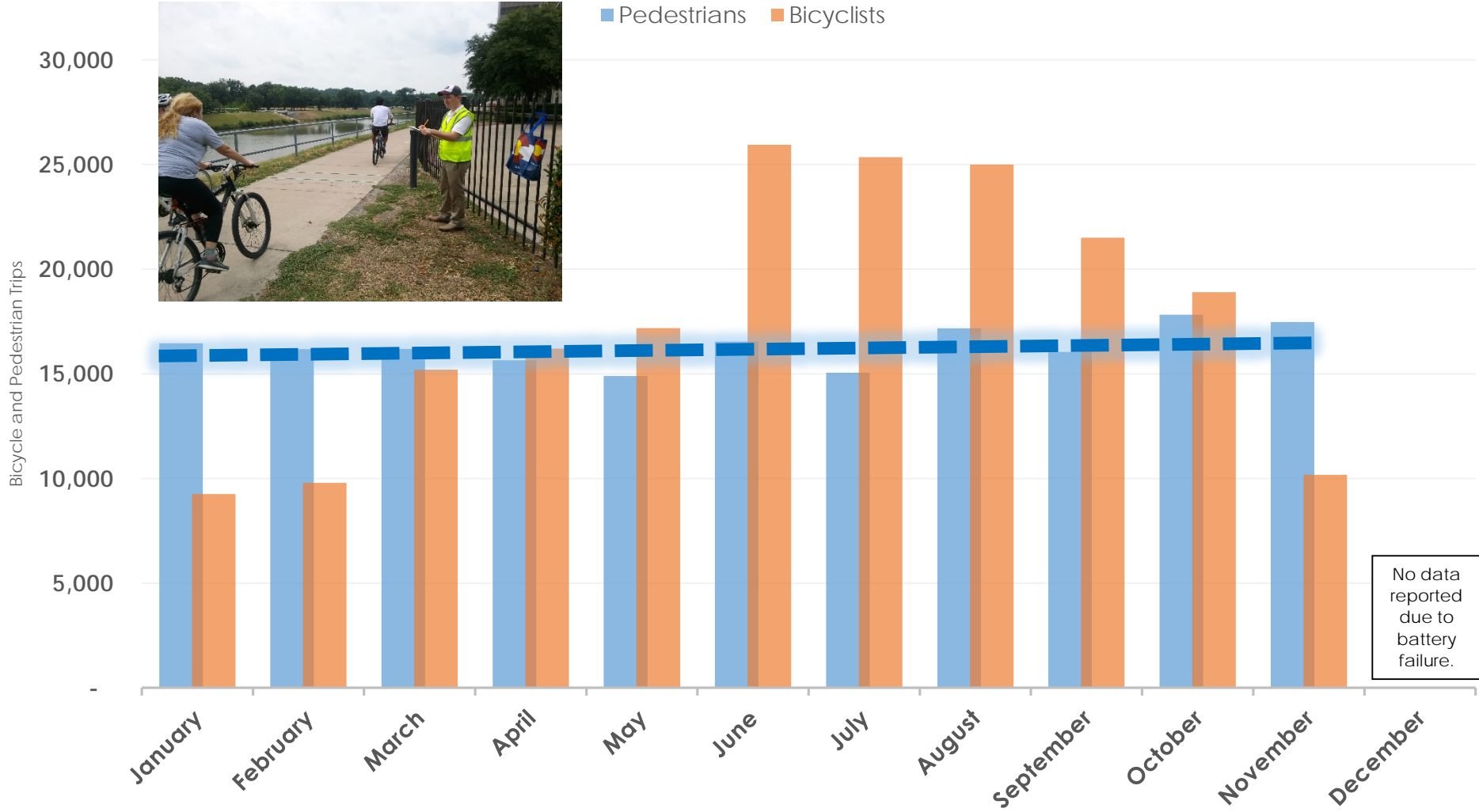
October 2015



Year-Round Pedestrian Activity

Fort Worth: Trinity Trails - Clearfork Food Park

Total Monthly Traffic Volumes (2015)



What's Next?

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Include the Bike/Pedestrian Traffic Counts as Part of the Historical Motorized Vehicle Traffic Count Web Map

Analyze the Relationship of Surrounding Land Use and Actual Bike/Pedestrian Traffic Volumes

Loan Out Mobile Counter Equipment

nctcog.org/BikePedCountData

NCTCOG Contacts

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Karla Weaver, AICP

Program Manager

(817) 608-2376

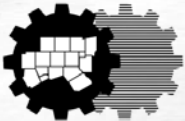
kweaver@nctcog.org

Kevin Kokes, AICP

Principal Transportation Planner

(817) 695-9275

kkokes@nctcog.org



North Central Texas
Council of Governments