WELCOME
ELLIS COUNTY REGIONAL TRAIL
MIDLOTHIAN TO WAXAHACHIE
PUBLIC MEETING

October 13, 2014
Purpose of Tonight’s Meeting

- Overview of Regional Planning
- Assisting the Cities of Midlothian and Waxahachie, and Ellis County for Planning
- Review Alignment Options for a Regional Trail Between the Cities
- Obtain Feedback about Alignment Options
North Central Texas Council of Governments (NCTCOG)

- Agency Administration
- Community Services
- Emergency Preparedness
- Environment and Development
- Public Affairs
- Research and Information Services
- Transportation (MPO)
- Congestion Management and Systems Operation
- Sustainable Development
- Workforce Development
- Bike and Pedestrian Program
- Planning and Infrastructure Program
- Transit-Oriented Development Program
North Central Texas Metropolitan Planning Area (MPA)

Land Area / Population

- **Region**
  - 16 Counties = 12,800 sq. mi.

- **MPA**
  - 12 Counties = 9,441 sq. mi.
  - 209 cities

- **MPA Population**
  - 2013 = 6,778,201
  - 2035 = 9,833,378
What is Active Transportation?

**Human-Powered (Non-Motorized) Transportation**

- Active Transportation includes many active modes of travel:
  - Walking/Jogging/Running
  - Cycling
  - Skating
  - Skateboarding

- Active Transportation Facilities Include:
  - Off-street Paths (Trails) and Sidewalks
  - On-street Dedicated Bikeways
Active Transportation Users
All Ages and Abilities

- Safe Routes to School
- Walking
- Commuting
- Cycling
- Recreation and Exercise
What is a Shared-Use Path (Trail)

Examples

Photo: River Legacy Trail, Arlington

Photo: White Rock Lake Trail, Dallas

Photo: Bluebonnet Trail, Plano
Planning for Regional Active Transportation Facilities
Regional ‘Veloweb’ Overview

- **Regional Expressway for Bicycle Transportation**

- **Off-street shared-use paths (trails)**
  designed for use by bicyclists, pedestrians, and other non-motorized forms of active transportation.

- **Transportation Mobility:**
  Provides access to neighborhoods, schools, transit stops, employment centers, shopping, entertainment, parks, and other common daily trip destinations.
Facility recommendations indicate transportation need. Corridor specific alignment, design, and operational characteristics for the Regional Veloweb system will be determined through ongoing project development.
Regional ‘Veloweb’ Overview

- Design Considerations
  - Off-Street Shared-Use Paths
  - Long-lasting Impervious Surfaces
  - Recommended Width of 12’ (min)
  - Easy Access from Roadways, Especially On-Street Bikeways
  - Easy Access to Common Trip Destinations
  - Few, if any, Signalized Stops or Intersections

Photo: Cotton Belt Rail Trail, North Richland Hills
Active Transportation Benefits: Health and Air Quality

- Transportation Alternative: Short trips (1 mile or less) account for 28 percent of all trips and are the easiest to take on foot or by bike. ¹

- Reduced car trips can improve the region’s air quality (reduced vehicle emissions).

- Improved air quality can improve cardiovascular and respiratory health, both long-term and short-term.

- Facilities encourage exercise and improved physical fitness.

¹ Source: National Household Travel Survey
Active Transportation Benefits: Economic Development

- Studies have shown:
  - Developers promote trails as a neighborhood amenity.
  - Out-of-town visitors using trails spend on average $18 - $80 per day in the community.
Active Transportation Benefits: Safety

- Studies have shown:
  - Trails do not increase crime, and are commonly regarded as improvements by adjacent property owners. ¹
  - Unlike automobile commuters, cyclists travel at slower speeds and provide an ‘eyes on the street’ presence in a neighborhood.
  - Trails can foster citizen engagement, increasing safety.
    - Friends of Katy Trail
    - Friends of Santa Fe Trail
    - Friends of the River, Fort Worth

¹ Source: National Park Service, Trails and Conservation Assistance Program
Local Trails Plans - Midlothian

The ‘Veloweb’ consists of Key Corridors in Local Trail Plans
Local Trails Plans - Waxahachie

The ‘Veloweb’ consists of Key Corridors in Local Trail Plans
Other Regional Trails
Fort Worth to Dallas Regional Trail Corridor

Examples

- Downtown Fort Worth to Downtown Dallas
- Five Cities (Fort Worth, Arlington, Grand Prairie, Irving, Dallas)
- Combined Route (total distance): 64 miles
Active Transportation Funding Opportunities

- **Federal/State/Regional**
  - Transportation Alternatives Program (TAP)
    - Regional Call for Projects ($28.4 Million TAP, $9.8 Million CMAQ)
    - Statewide Call for Projects
  - Bike/Pedestrian Projects are Eligible Under All Federal Aid Highway Funds

- **Local Funds and Contributions**
  - Capital Improvement Programs
  - Dedicated Local Funding Source (Parks, Streets, etc.)
  - ‘Friends of the Trail’ Non-Profit Organizations
  - Other Private Contributions (Developers, Donations, etc.)
Next Steps

- Community Feedback
- Refine Trail Alignment Concept

Cities and County Implementation
- Continue Dialogue
- Finalize Alignment
- Identify Funding Sources
- Preliminary and Final Engineering
- Construction