

Mobility Committee

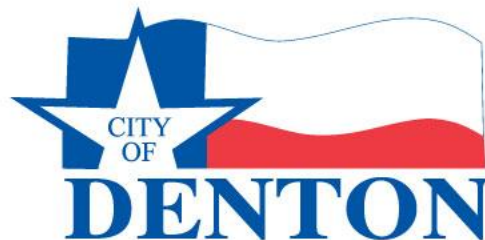
Bollards Evaluation

Farhan Butt, Ph.D., P.E., M. ASCE

Transportation Services Division

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Outline

1. Use of Bollards in Comparable Cities
2. Public Private Partnerships
3. How these PPP models apply to Bollards
4. Future Recommendations

Use of Bollards in Comparable Cities

1. Denton, Texas

- Population = 165,998 (2024), County seat for Denton County, Texas
- City is part of the Greater Dallas-Fort Worth Region
- Home to two major Universities
 - University of North Texas ¹ (over 38,000 students in Denton Campus)
 - Texas Woman's University ² (over 16,000 students)

Over 33% College Students



2. College Station

- Population = 128,023 [2024]
- City is situated in Central East Texas in Brazos County
- Home to the main campus of Texas A&M University [Over 70,000 students ³]

Over 55% College Students



¹ – Source: University of North Texas Website (www.unt.edu)

² – Source: Texas Woman's University Website (www.twu.edu)

³ – Source: Texas A&M University Website (www.tamu.edu)

Use of Bollards in Comparable Cities

3. San Marcos

- Population = 74,316 [2024], County seat of Hays County, Texas
- City is a part of the Greater Austin Metropolitan Area
- Two Universities Nearby – Texas State University, The University of Texas at Austin
 - (with over 38,000 students ¹ at Texas State University)
 - (with over 52,000 students ² at University of Texas at Austin)



Over 47% College Students,
including UT Austin

4. New Braunfels

- Population = 116,477 [2024], A city in Comal and Guadalupe County
- City is a part of the Greater San Antonio area
- Two Colleges – St. Phillips College, Northeast Lake View College, San Antonio College, and Texas State University (with over 38,000 students ² at Texas State University)



¹ – Source: Texas State University Website (www.txstate.edu)

² – Source: University of Texas at Austin Website (www.utexas.edu/about/facts-and-figures)

How the PPP models apply to Bollards

While most models discussed describe larger projects, the same principles apply to bollard implementation. A public-private partnership for bollards might involve

- **Private Design-Build:** A city contracts a private company to design, construct, and possibly maintain bollards in a designated area.
- **Shared Costs:** A city and a private developer co-fund the installation of bollards to demarcate a shared public space and a private-access zone.
- **Incentives for Private Installation:** A city offers development incentives or grants to encourage private property owners to install bollards in front of buildings to improve public safety.

Public Private Partnerships

- **Specifically for Bollards** - Specific public-private partnerships (PPPs) for bollard implementation in Texas have not been widely publicized, as they often fall under larger infrastructure or development projects.
- **City of Austin**- Following a Fatal Crash at a Hospital, while not an official PPP arrangement, St. David’s North Austin Medical Center, a private entity, installed Bollards along their entrances as a partner.
- **City of Dallas**- Dallas’s Economic Development program provides grants and abatements for PPP projects, which may involve private developers financing and constructing infrastructure, including Bollard installation.

Type of Partnership

PPP for larger infrastructure Development Project

Partnership without a PPP Arrangement

Formal Contractual PPP Arrangement



Public Private Partnerships

- **City of Mansfield** - PPPs for expanded Infrastructure Projects. In this model, the city helps fund construction costs in exchange for lease payments while the private partner manages operations.
- **TXDOT** – Comprehensive Development Agreements (CDAs) for transportation projects that allow private partners to handle the design, construction, and maintenance of projects with features such as Bollards at tolling plazas, interchanges, or along access points.
- **City of Dallas - Transit Oriented Developments (TOD)** - The City of Dallas works with private partners and Dallas Area Rapid Transit (DART) on TOD projects. As part of these developments, bollards are commonly used to create safe pathways for pedestrians and cyclists around transit stations.

Type of Partnership

PPP for larger and mid-sized infrastructure Development Projects

PPP Arrangement through CDAs



Formal Contractual PPP Arrangement



Public Private Partnerships

- **City of Houston** - Utilized Tax Increment Reinvestment Zones (TIRZs) to fund public improvements in specific areas. Through this, a private developer within a TIRZ could fund bollard installation, knowing that public funds would be used to reimburse a portion of the costs for approved projects.
- **Multiple Cities in Texas** – In several cases, a public utility provider implemented the installation of protective bollards around their equipment. The arrangement involves a private company undertaking a public safety task, typically in accordance with public permitting guidelines.

Type of Partnership

PPP for larger and mid-sized infrastructure Development Projects

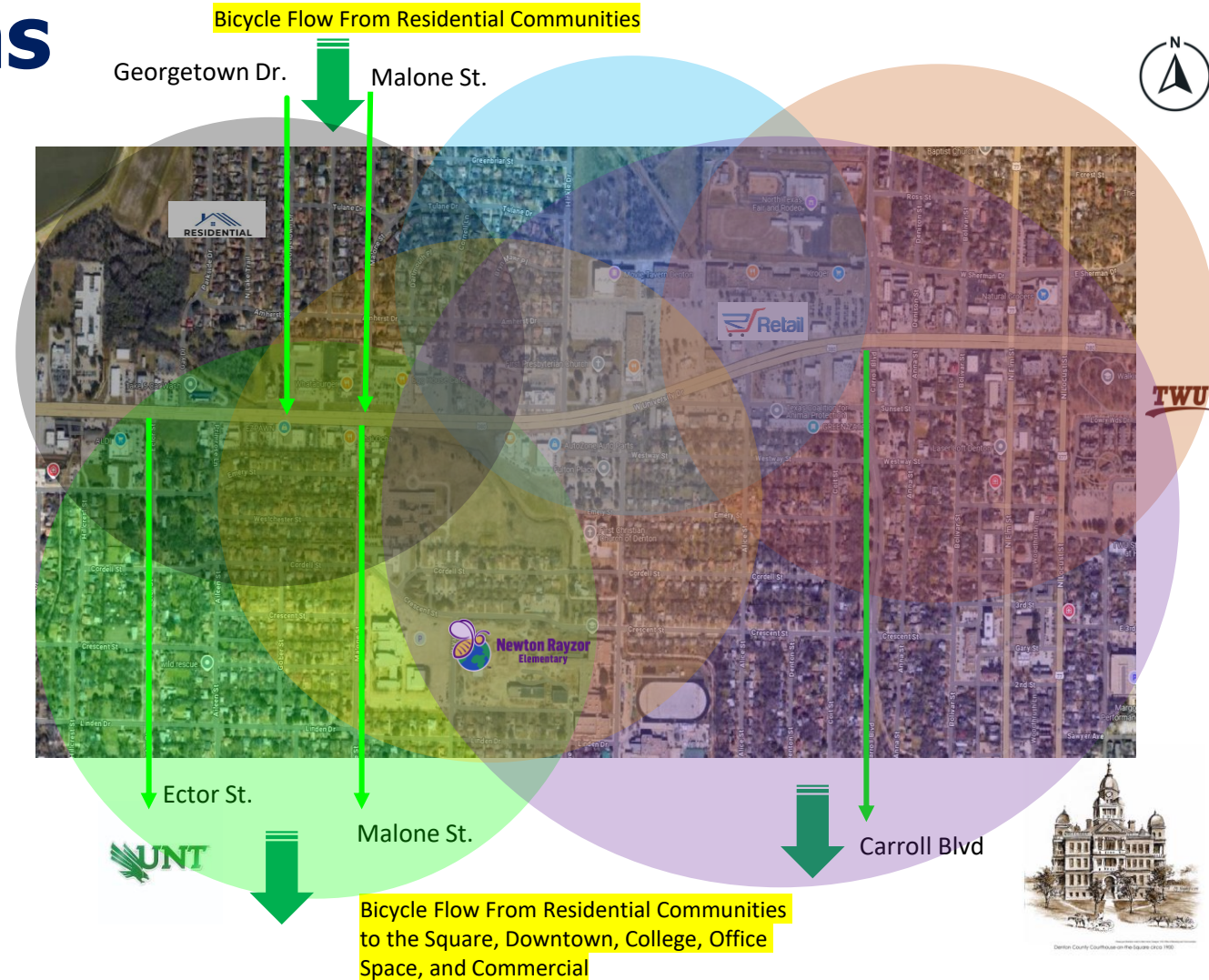
Innovative Finance PPP Arrangement



Future Recommendations

- Expand on innovative ideas on Bollard-Use to Save Lives in Denton
- Design options:
 - Maintain/expand on bollard visibility
 - Maintain/increase the bollard mass to alert motorists of a hit
- Prioritize context-sensitive design focused on road safety
- Update the Active Transportation component of the Mobility Plan

Circles of Activity and Trip Influence [Abstract]



Questions?

Farhan Butt, Ph.D., P.E., M. ASCE
Deputy Director, Transportation Services Division