

E-3. ACTIVE TRANSPORTATION

Mobility 2050 represents the extensive research and compilation of the locally adopted plans for active transportation infrastructure throughout the region. Various new or updated plans are adopted each year throughout the region, and the North Central Texas Council of Governments regularly coordinates with local jurisdictions to maintain an updated database of existing, funded, and planned active transportation facilities.

Local Adopted Plans with Shared-Use Paths (Trails) and On-Street Bikeways, November 2024

Type of City and County Plans	Number of Adopted Plans
Plans that include trails	84
Plans that include on-street bicycle facilities	45

Source: NCTCOG

POLICIES

MTP Reference #	Active Transportation
BP3-001	Support the planning and design of a multimodal transportation network with seamless interconnected active transportation facilities that promote walking and bicycling as equals with other transportation modes. The active transportation network must be interconnected with transit services and integrated as part of context-sensitive solutions to connect key destinations, including employment centers; education, medical, retail, and entertainment centers; and other destinations for daily activities. Mobility 2050 promotes roadways in the urbanized area that are designed and constructed to accommodate at least three or more modes of transportation.
BP3-002	Implement pedestrian and bicycle facilities that meet accessibility requirements and provide safe, convenient, and interconnected transportation for people of all ages and abilities. Mobility 2050 promotes bicycle and pedestrian projects that connect multiple jurisdictions and expand the regional network by improving coordination, connectivity, and continuity between counties and communities. Improving safety is a top priority for the US Department of Transportation and Mobility 2050 is committed to reducing fatalities and serious injuries on the transportation network throughout North Central Texas. To realize the potential of active transportation, special attention must be paid to the current barriers and safety issues the region is experiencing, including: • An incomplete network of bicycle and pedestrian facilities, including facilities that serve transit-dependent populations. • High rates of pedestrian and bicycle crashes and fatalities involving motor vehicles. • Limited funding for safe routes to school projects. • Infrastructure that is not compliant with Americans with Disabilities Act. • Significant barriers to safe active transportation travel; these barriers include freeways, major streets with high traffic volumes and speeds, and waterways.
BP3-003	Support programs and activities that promote pedestrian and bicycle safety, health, and education. Walking and bicycling are legitimate forms of transportation that have the potential to positively impact the region by shifting travel modes, resulting in reduced congestion and improved air quality and public health. Mobility 2050 promotes enhanced safety for active travel by increasing education and training opportunities for cyclists, pedestrians, motorists, and professionals who are designing and implementing roadway facilities, implementing safety infrastructure projects, and promoting enforcement of traffic laws to reduce bicycle and pedestrian-related conflicts.

PROGRAMS

Active Transportation Planning and Design	
Reference	BP2-001
Background	The Active Transportation Planning and Design Program consists of plans, studies, policies, laws/legislation, and data collection/analysis to support multimodal transportation networks and context-sensitive facilities.
Related 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. • Develop cost-effective projects and programs aimed at reducing the costs associated with constructing, operating, and maintaining the regional transportation system.
Related Policies	BP3-001
Implementation	• Multimodal Transportation Plans: Encourage development of local pedestrian and bicycle plans, as well as modifications to local transportation plans and standards that provide for pedestrian accommodations, on-street bikeways, and the network of off-street trails. • Context-Sensitive Streets: Facilitate and support the adoption of local policies and the implementation of context-sensitive projects with bicycle and pedestrian facilities as routine accommodations for new roadway construction and reconstruction projects. • Context-Sensitive Design: Incorporate bicycle and pedestrian modes in all transportation corridor studies, support the adoption of local policies, and implement context-sensitive streets and roadway projects that are sensitive in design to the context of their surroundings. • Corridor Studies: Integrate bicycle and pedestrian mobility in all transportation corridor studies, incorporate bicycle and pedestrian modes in corridor studies, and support the funding and construction of bicycle and pedestrian elements of final corridor studies. • Active Transportation Safety Plans: Implement the regional Pedestrian Safety Action Plan and develop a regional Bike Safety Action Plan. • Americans with Disabilities Act Transition Plans: Encourage local agencies to adopt and implement Americans with Disabilities Act transition plans. • Local Regulations: Encourage local jurisdictions to adopt ordinances, zoning standards, engineering standards, and guidelines that accommodate bicycle and pedestrian modes of travel through such means as context-sensitive design policies, thoroughfare technical specifications, right-of-way and easement preservation, bicycle parking ordinances, bicycle passing ordinances, and end-of-trip facilities. • Data Collection and Analysis: Monitor and evaluate the North Central Texas region's bicycling and walking efforts by collecting bicycle and pedestrian count data, analyzing bicycle and pedestrian crash data, conducting regional nonmotorized travel surveys, and publishing findings. • Technical Support/Resources/Research: Collect relevant research materials regarding bicycle and pedestrian transportation to utilize in regional initiatives and provide as resources to local governments and area stakeholders.
Cost Estimate	• N/A – Program costs associated with planning elements only

Active Transportation Network Implementation	
Reference	BP2-002
Background	The Active Transportation Accessibility and Safety Program consists of funding and implementing bicycle and pedestrian projects, completing linkages with other modes of transportation, enhancing safety, and improving accessibility for communities throughout North Texas.
Related 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. • Develop cost-effective projects and programs aimed at reducing the costs associated with constructing, operating, and maintaining the regional transportation system.
Related Policies	BP3-002
Implementation	• Complete the Regional Active Transportation Network: Improve, expand, and complete the region's bicycle and pedestrian facilities network, end of trip facilities, signage and wayfinding, and related programs throughout the region with continued use of the Regional Transportation Council's Local Funding Program Initiatives, Local Air Quality and Sustainable Development Funding programs, the Congestion Mitigation and Air Quality Program, the Transportation Alternatives Program, and other available funding sources. • Close Gaps and Improve Connectivity in the Regional Veloweb, On-Street Bikeway Network, and Pedestrian Network: Eliminate major gaps in the regional network and complete connections to address major barriers such as freeways, railroads, and waterways. • Linkages to Transit and Major Destinations and Areas with Highest Demand: Support and complete the development of pedestrian and bicycle facilities that provide access from neighborhoods to public transportation services, education facilities, employment centers, medical, retail, and other destinations. • Transit-Dependent Populations: Improve pedestrian and bicyclist accommodations for transit-dependent populations. • Regional Pedestrian Network: Develop a Regional Pedestrian Network and Safety Plan. Implement projects that improve accommodations and safety for pedestrians, with special attention given to vulnerable road users. • Safe Routes to School: Coordinate with independent school districts, municipalities, public safety officials, and other agencies throughout the region to ensure safe and accessible walking and bicycling corridors to education facilities. • Safety Improvements: Support efforts to reduce crashes and fatalities between motor vehicles and pedestrians and bicyclists, including the implementation of Proven Safety Countermeasures outlined by the Federal Highway Administration Office of Safety. Prioritize infrastructure design techniques and safety countermeasures projects in areas with high rates of pedestrian and bicycle crashes and fatalities. • Americans with Disabilities Compliance: Support efforts to identify Americans with Disabilities accessibility needs and incorporate improvements into the overall transportation network.
Cost Estimate	Approximately \$4.5 billion

Active Transportation Education and Outreach	
Reference	BP2-003
Background	The Education and Outreach Program includes activities to improve safety, reduce crashes and fatalities, raise awareness, and promote healthier communities.
Related Goals	• Improve the availability of transportation options for people and goods. • 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.
Related Policies	BP3-003
Implementation	• Safety Education Programs and Campaigns: Support and create programs and campaigns that educate bicyclists, pedestrians, and the general public about bicycle operation, bicyclists' and pedestrians' rights and responsibilities, and lawful interactions between motorists, bicyclists, and pedestrians to increase safety for all road users. Support programs aimed at increasing bicycle and walking trips by providing incentives, recognition, or services that make bicycling and walking more convenient transportation modes. • Healthy and Livable Communities: Create healthier and more livable communities by encouraging the use of bicycle and pedestrian facilities for work and non-work trips, and for daily physical activity. • Enforcement: Encourage enforcement efforts of traffic laws and target unsafe bicyclist, pedestrian, and motorist behaviors to improve safety and reduce collisions and conflicts between motorists, bicyclists, and pedestrians. • Technical Training and Education: Provide pertinent training to transportation-related professionals. • Mapping Facilities and Plans: Maintain a regional database and provide information regarding existing and planned active transportation facilities and related amenities throughout the region.
Cost Estimate	N/A – Program costs associated with planning elements only

RECOMMENDED OFF-STREET NETWORK: THE REGIONAL VELOWEB 2050

The Regional Veloweb plan was first developed in 1997 based on an extensive study conducted by the North Central Texas Council of Governments Bicycle and Pedestrian Transportation Task Force. Over the years, as additional planning has occurred in cities and counties throughout the region, this planned regional network has grown as new prioritized corridors have been identified that provide connectivity between cities and counties, as well as linkages to transit stations and major destinations.

Historical Combined Regional Veloweb, Community Shared-Use Paths, and On-Street Bikeways Network Miles by Facility Status (June 2025)

Facility Type	Mobility 2020 (1996)	Mobility 2025 (2000)	Mobility 2030 (2007)	Mobility 2035 (2011)	Mobility 2040 (2016)	Mobility 2045 (2018)	Mobility 2045 Update (2022)	Mobility 2050 (2025)
Regional Veloweb Paths¹								
Regional Veloweb Paths, Existing	-	106	108	237	442	455	538	576
Regional Veloweb Paths, Funded	-	-	-	31	146	143	131	124
Regional Veloweb Paths, Planned	-	512	512	1,400	1,288	1,285	1,496	1,579
Total Regional Veloweb Paths	644	618	620	1,668	1,876	1,883	2,165	2,279
Community Shared-Use Paths¹								
Community Shared-Use Paths, Existing	-	-	-	-	333	318	470	522
Community Shared-Use Paths, Funded	-	-	-	-	42	57	94	113
Community Shared-Use Paths, Planned	-	-	-	-	1,999	2,584	3,135	3,868
Total Community Paths	0	0	0	0	2,374	2,959	3,699	4,502
Total Regional Veloweb & Community Paths	644	618	620	1,668	4,250	4,842	5,864	6,781
On-Street Bikeways²								
On-Street Bikeways, Existing	-	-	-	-	200	212	276	329
On-Street Bikeways, Funded	-	-	-	-	71	84	82	63
On-Street Bikeways, Planned	-	-	-	-	2,161	1,817	2,051	2,090
Total On-Street Bikeways (Urbanized Areas)	0	0	0	0	2,432	2,113	2,409	2,482
On-Street Bikeways, Existing (rural areas between communities)	-	-	-	-	248	247	247	199
On-Street Bikeways, Planned (rural areas between communities)	-	-	-	-	100	101	98	92
Total On-Street Bikeways (Rural Areas)	0	0	0	0	348	348	345	291
Total On-Street Bikeways	0	0	0	0	2,780	2,461	2,754	2,772
Total All Facilities³	644	618	620	1,668	7,030	7,303	8,618	9,552

¹ The Regional Veloweb and Community Shared-Use Path network does not include recreational paths/loops, private paths, equestrian or nature trails, or wide sidewalks less than 10 feet in width. Regional Veloweb and Community Shared-Use Paths facility mileages are based on linear miles.

² On-street bikeways in the urbanized area include separated or protected bike lanes/cycle tracks, bike lanes, marked shared lanes, and marked bicycle boulevards. On-street bikeways in the urbanized areas do not include signed bike "routes," signed "shared the road," unmarked wide outside lanes, or signed wide shoulders. The use of wide shoulders is included on various roadways linking rural communities outside of the urbanized area. On-street bikeways facility mileage is based on centerline miles.

³ Mileage figures may not sum due to rounding.

Historical Mileage of Regional Veloweb Network

	1997 Regional Veloweb	Mobility 2035 Regional Veloweb (2011)	Mobility 2035-2013 Update (2013)	Mobility 2040 Regional Veloweb (2016)	Mobility 2045 Regional Veloweb (2018)	Mobility 2045 Update Regional Veloweb (2022)	Mobility 2050 Regional Veloweb (2025)
Length (miles)	644	1,668	1,728	1,876	1,883	2,165	2,279
Number of Cities Connected	50	116	117	105	106	105	119
Number of Counties Connected	4	10	10	10	10	10	12

The Mobility 2050 Regional Veloweb includes adjustments in much of the unincorporated rural areas of the region. In some areas, Regional Veloweb alignments reflected in previous plans were updated and replaced by on-street wide-paved shoulder accommodations. These shoulder accommodations are more suitable for providing opportunities for travel between small communities located outside of the urban area. They are reflected in the regional On-Street Bikeway Network.

Costs

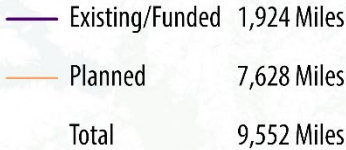
Costs to implement various sections of the Regional Veloweb and Community Paths will vary based on the location and context of the local area. For example, some sections may require extensive grade separation crossings of highways or waterways while other portions of

the network can be implemented with fewer barrier crossings. Additional costs for lighting, traffic signal or roadway crossing accommodations, and engineering and design are not calculated into the overall Regional Veloweb construction average costs of \$1,745,000 per mile as detailed in following table. These unit costs were used to calculate a needs-based cost for the entire planned active transportation network of approximately \$9.5 billion.

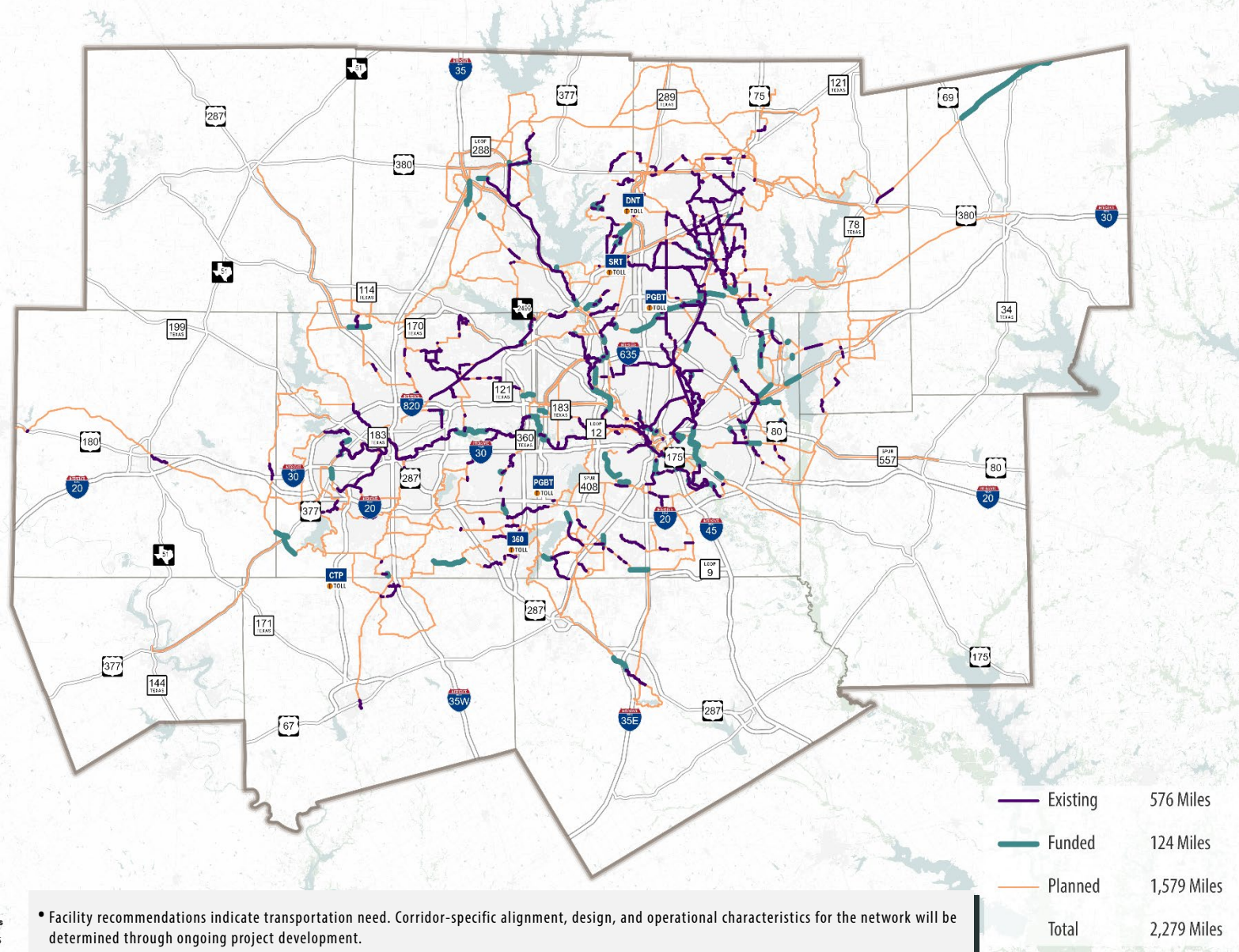
Facility	Estimated Average Costs Per Mile
12-foot wide concrete shared-use path ¹	\$1,200,000
Retaining wall, bridges, railings, culverts, or other major structures	\$545,000
Total	\$1,745,000

¹ Based on 12-foot width; includes mobilization, site prep, demolition, earthwork

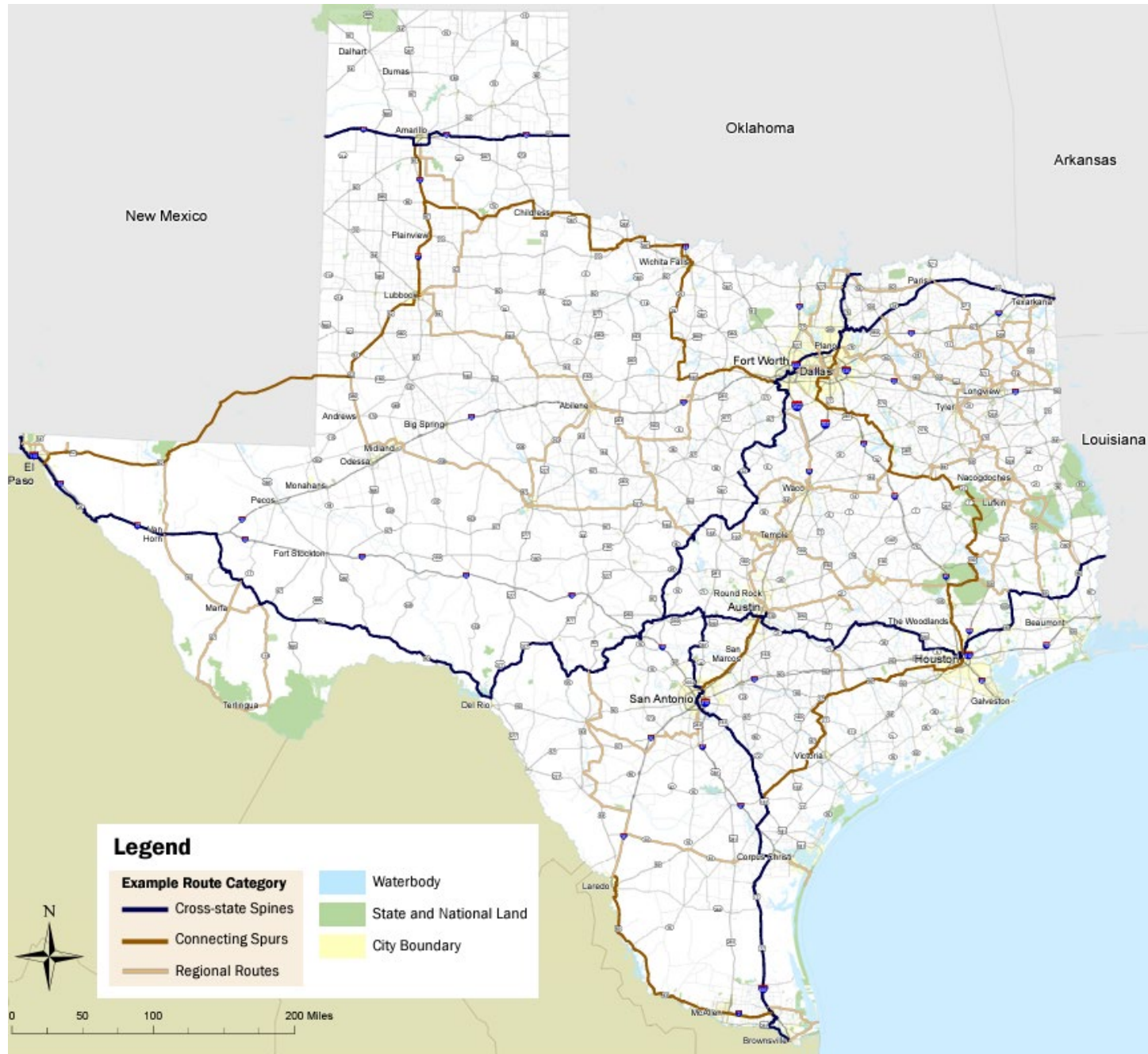
Source: NCTCOG, 2024

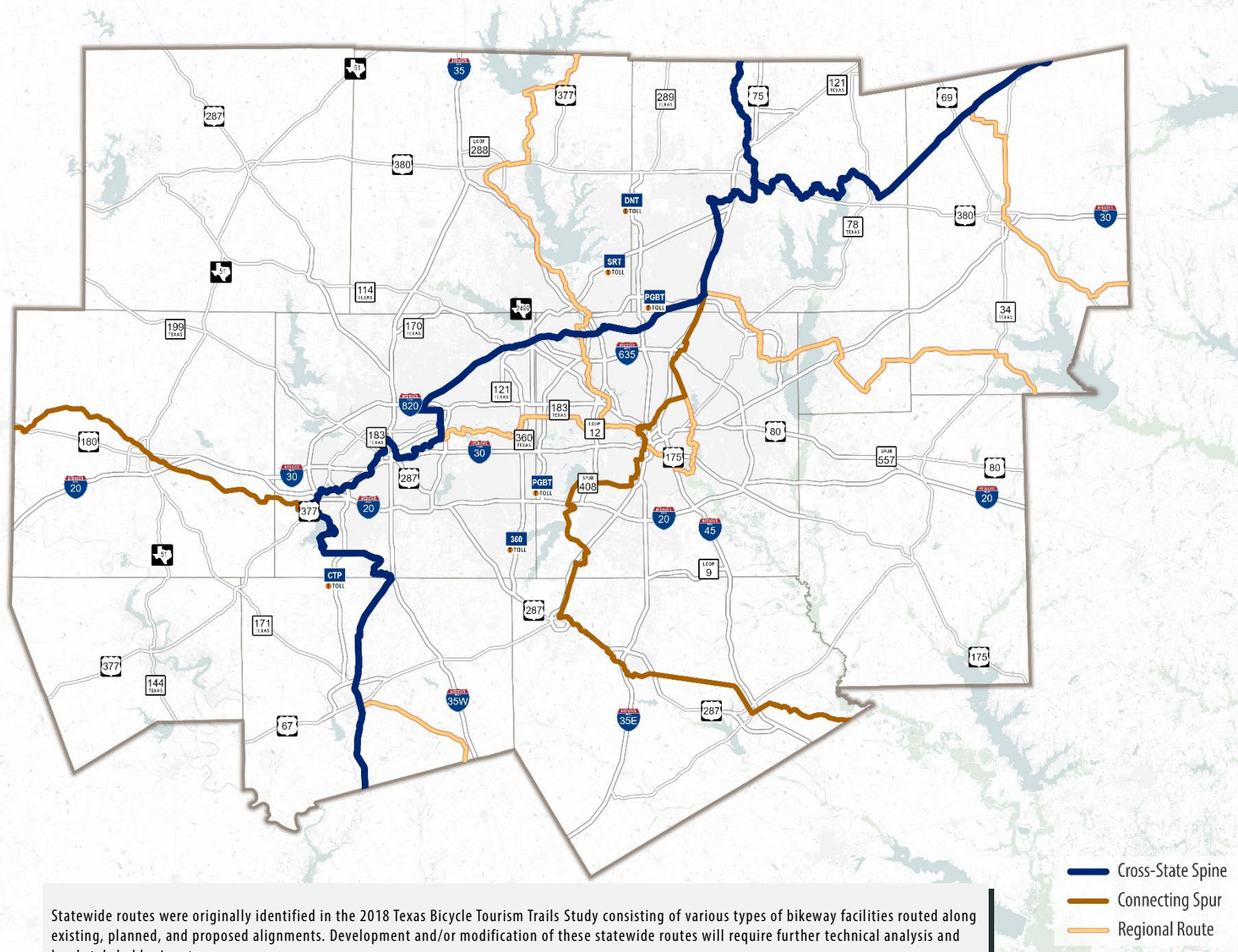


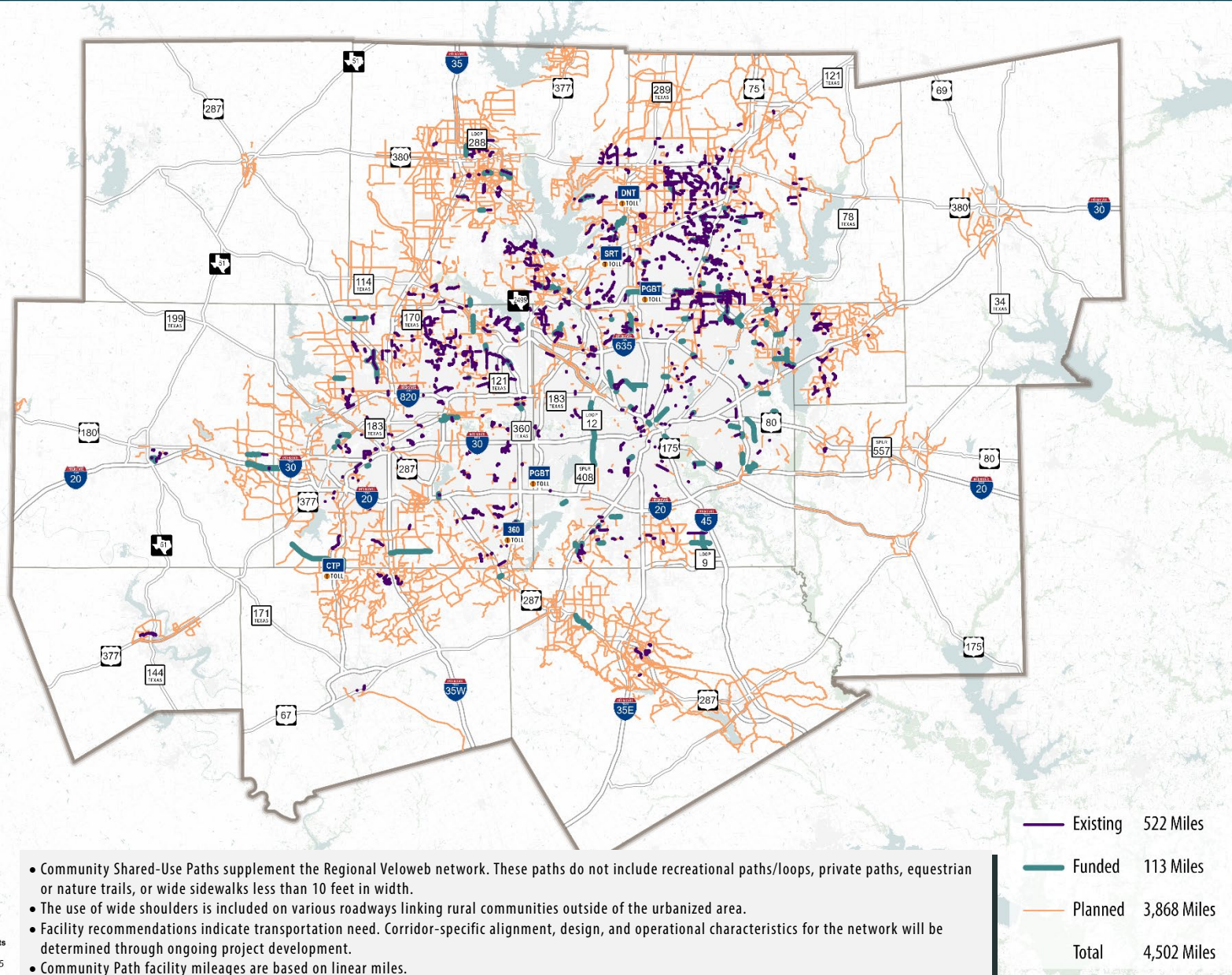
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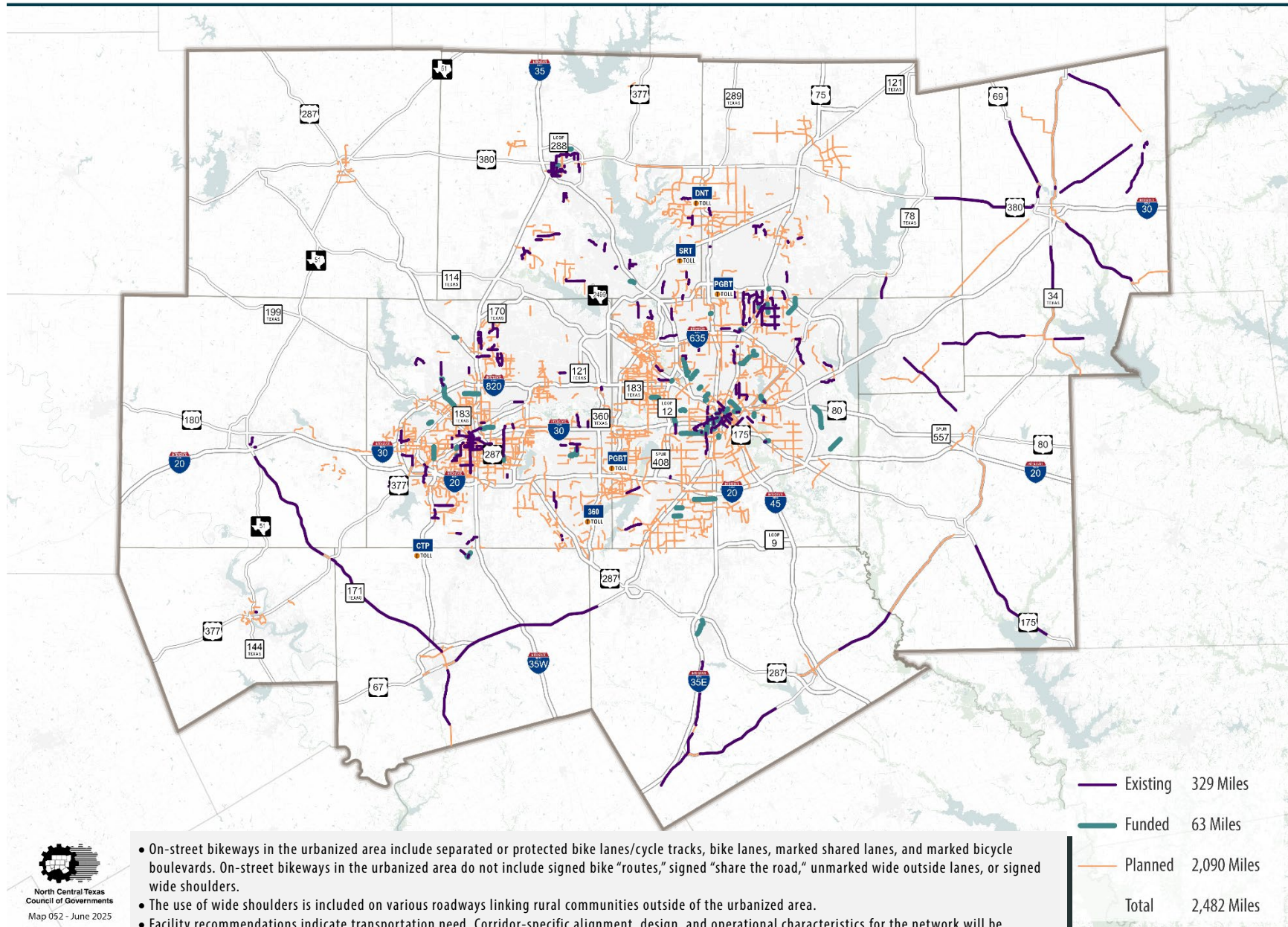


TxDOT Bicycle Tourism Trails Network Map

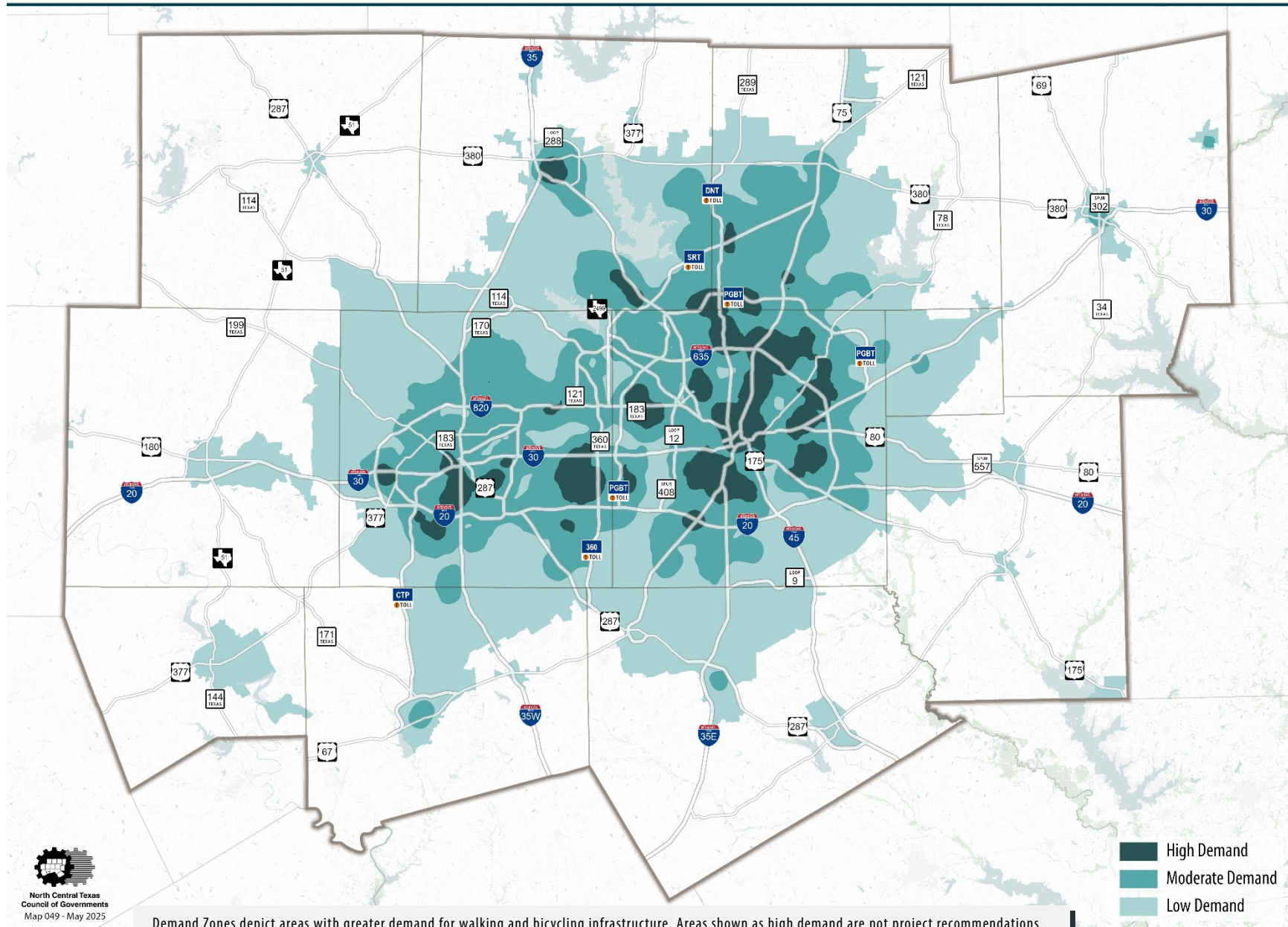








Demand Zones for Walking and Bicycling Travel



FUNDING THE ACTIVE TRANSPORTATION NETWORK PLAN

The amount of federal funding allocated to pedestrian and bicycle projects throughout the region varies from year to year, as described in the current Transportation Improvement Program. While federal funds cover much of the cost of the Regional Veloweb network and portions of the other community pathway and on-street bicycle networks, local governments also contribute matching funds to these projects. In addition, local funding also implements a variety of local path, on-street bikeway, and pedestrian improvement and safety-related projects.

The US Department of Transportation offers several surface transportation funding programs for pedestrian and bicycle projects, each with likely eligibility requirements ([details available via FHWA ↗](#)). Activities and projects need to meet program eligibility requirements for funding. Project sponsors should integrate safety, accessibility, equity, and convenience for walking and bicycling into their surface transportation projects.