

North Central Texas
Council of Governments

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

North Central Texas Council of Governments
616 Six Flags Dr. Arlington TX 76011
August 26, 2026
2:00-4:00 pm

NCTCOG Guest Secured Wireless Connection Password: rangers!

2:00 – 2:05 (5 min)	1. Welcome Discussion of May 20, 2026, meeting summary.	Daniel Herrig, BPAC Chair, City of Richardson
2:05 – 2:25 (20 min)	2. Local Community Updates a) City of Denton Vision Zero Plan – Sahar Esfandyari, City of Denton b) Upcoming Events & Training and Local Plans Underway – BPAC Vice-Chair	BPAC Members
2:25 – 2:40 (15 min)	3. Town of Prosper E-Bicycle and E-Motorcycle Regulations	Erin Hubbard, Town of Prosper
2:40 – 2:50 (10 min)	4. Group Discussion: E-Bicycle and E-Motorcycle Regulations	BPAC Members
2:50 - 3:05 (15 min)	5. Protected Intersections: Lessons Learned from the City of Richardson	Daniel Herrig, City of Richardson
3:05 – 3:55 (50 min)	6. TxDOT and MPO Updates a) TxDOT District Bike Plans – Terrence McAllister, TxDOT Fort Worth District b) Annual Updates to the Regional Trails and Bikeways Database –Daniel Snyder and Alexander Young c) Texas Department of Transportation and MPO Call for Projects –Daniel Snyder d) Status of Transportation Alternatives Program funded projects – Daniel Snyder e) Walk to School Day 2026 and Safe Routes to School Training – Catherine Richardson f) Annual Safety Performance Report – Catherine Richardson g) APBP Bicycle Parking Guidelines – Catherine Richardson h) Regional Planning Initiatives – Kevin Kokes	Various TxDOT and MPO staff
3:55 – 4:00 (5 min)	7. Other Business This item provides committee members an opportunity to bring items of interest before the Committee or propose future agenda items.	Daniel Herrig, BPAC Chair, City of Richardson

Next BPAC Meeting

The next meeting of the Bicycle and Pedestrian Advisory Committee is scheduled for November 18, 2026, from 2:00-4:00pm in the Transportation Council Room at NCTCOG.

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

Daniel Herrig, Chair City of Richardson	Tom Hammons City of Carrollton	Jordan Dawson City of Keller	Jessica Scott City of Dallas
Garett Smith, Vice Chair City of Mansfield	Namoo Han City of Garland	Karina Maldonado DCTA	Sirwan Shahooei City of Lewisville
Nick Coleman City of Plano	Gadimi Hilton City of Fort Worth	Rina Maloney Denton County	Kevin St. Jacques Hunt County
Sylvester Brown City of Lancaster	Brett Huntsman City of Grand Prairie	Terrence McAllister TxDOT Fort Worth District	Bart Stevenson City of Duncanville
Mandy Clark Hood County	Britt Hutcheson City of Greenville	Alyssa Moore Ellis County	Duane Strawn City of Euless
Amber Davis Town of Addison	Joel James NTTA	Randy Morrison City of Burleson	Aaron Tainter City of Coppell
Chad Davis Wise County	David Jones City of Waxahachie	Kathy Nelson City of Grapevine	Shawn Tubre Trinity Metro
Heather Dowell City of Midlothian	Cambria Jordan City of DeSoto	Cintia Ortiz Parker County	Rachael Twiggs TxDOT Dallas District
Roya Etminani City of Denton	Michelle Kuzov Town of Little Elm	Kenneth Overstreet City of Cleburne	James White City of Irving
Robert Foust City of Cedar Hill	Matt Leppla City of Weatherford	Joyce Palmer City of Arlington	Will Wiegand City of Haltom City
Patricio Gallo Dallas Area Rapid Transit	Dee Long Tarrant County	Krishan Patel City of Allen	Michael Wilson City of North Richland Hills
Kyle Gordon City of Hurst	Mark Long City of Bedford	Alex Pharmakis City of Farmers Branch	Larry Wright City of Colleyville
Rico Govea City of Wylie	Nathan Love City of The Colony	Minesha Reese Dallas County	VACANT
John Habern Town of Flower Mound		Robyn Root City of McKinney	City of Frisco
			City of Mesquite
			City of Southlake
			Rockwall County

BPAC members are nominated annually by the respective agency's Surface Transportation Technical Committee member. Other agency staff are welcome and encouraged to participate in NCTCOG's quarterly BPAC meetings.

Last Edited: August 24, 2026

WELCOME

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

August 26, 2026

Chair
Daniel Herrig
City of Richardson



Public comment form

Members of the public:

See NCTCOG staff at the entry table
if you would like to comment about
an agenda item

Speakers should limit their
comments to 2-3 minutes



Bicycle Pedestrian Advisory Committee Meeting Comment Form

The purpose of the Bicycle and Pedestrian Advisory Committee (BPAC) is to bring experts and interested parties together to educate one another, share best practices, and discuss issues and topics related to bicycle and pedestrian safety, planning and project development. It is also an opportunity for regional collaboration and coordination for all activities involving active transportation. Committee membership is comprised of one representative from each Membership Organization appointed through designation by the Surface Transportation Technical Committee.

Committee meetings are open to the public but are not public meetings.

Instructions:

1. Please mark the box indicating whether you would like to make an oral comment, a written comment, or both oral and written comments.
2. Please fill in your name and affiliation as well as the date and location of meeting.
3. If you are submitting a written comment, please write your comment on this form.
4. Please return this form to an NCTCOG employee at the registration desk.

- ☐ I wish to make an oral comment at the committee meeting
☐ I wish to submit a written comment at the committee meeting
☐ I wish to make both oral and written comments at the committee meeting

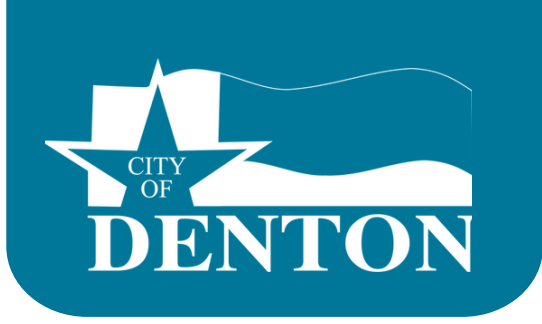
Name _____

Organization _____

Date _____

Meeting Location _____

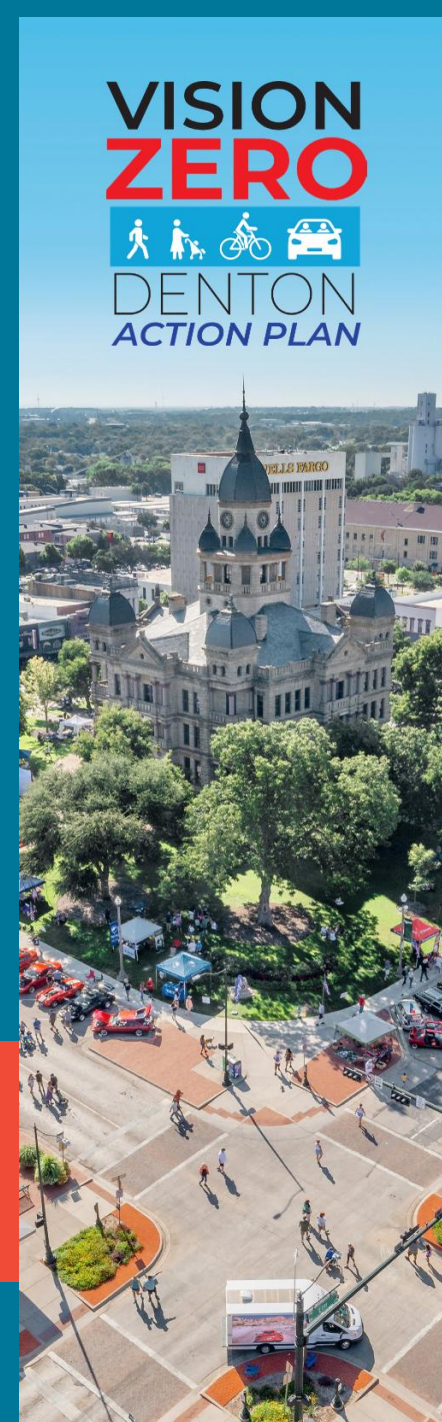
Please provide written comments below:



Enhancing Bicycle and Pedestrian Safety through Denton Vision Zero Action Plan

Sahar Esfandyari, Ph.D., AICP
Senior Transportation Planner, Road Safety Project Manager

August 26, 2026



A Safer Bicycle & Pedestrian Network Through Vision Zero

- **Vision Zero Goal:** Aligned with the Texas Department of Transportation's safety goals, the City of Denton aims
 - i. for a 50 percent reduction in traffic-related fatalities and serious injuries in Denton by 2035
 - ii. for the goal of eliminating crash fatalities on the City of Denton Road Network by 2050.
- Focus on **preventing severe crashes**, not simply reducing crash numbers.
- Human error is inevitable—the transportation system should be designed so mistakes do not result in death or serious injury.
- ➔ • Bicycle and pedestrian safety are central because vulnerable road users are the least protected.

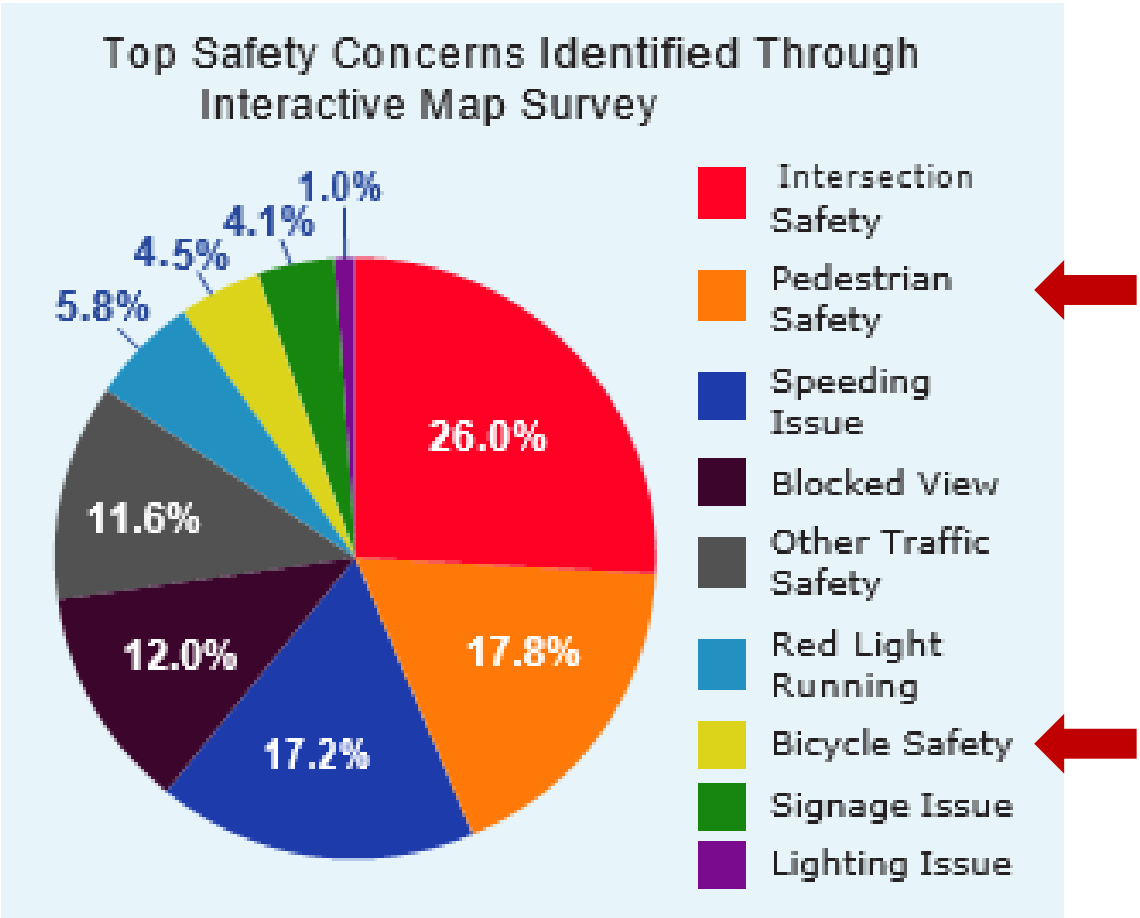
"Our mission is to create a safe, accessible, and sustainable multimodal future for all Denton road users. Through data, community engagement, and innovation, we aim to eliminate fatalities and serious injuries, ensuring a network that protects and serves everyone."



Source: [Denton Vision Zero Action Plan Final Report \[Hyperlink\]](#)

Community Input+ Crash Data

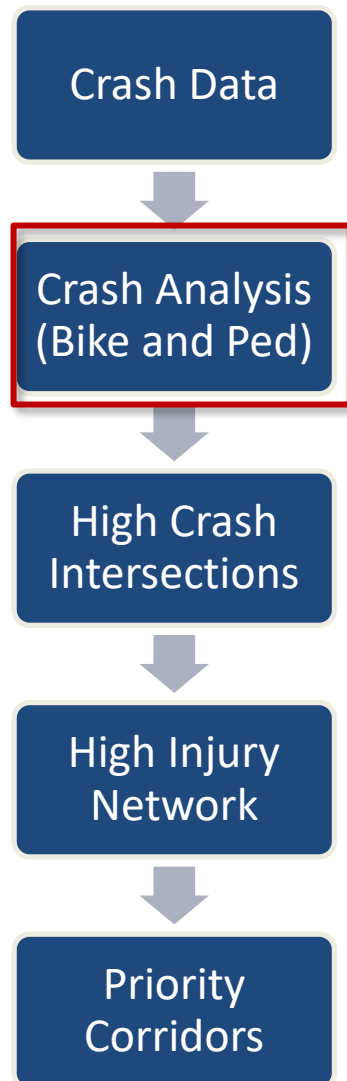
Community Priorities	Interactive Map
The public consistently requested: • Safer sidewalks • Better bicycle facilities • Slower vehicle speeds • Safer intersections • Improved crossings	Residents identified recurring safety concerns including: • Dangerous intersections • Pedestrian safety • Speeding • Bicycle safety • Visibility limitations
Key findings included: • 93% support investing in pedestrian safety. • 84% support safer bicycle infrastructure. • 76% support protected multimodal facilities.	Hotspot corridors for bike/ped included: • University Drive • Teasley Lane • Sherman Drive • Wilshire Boulevard



Source: [Denton Vision Zero Action Plan Final Report \[Hyperlink\]](#)

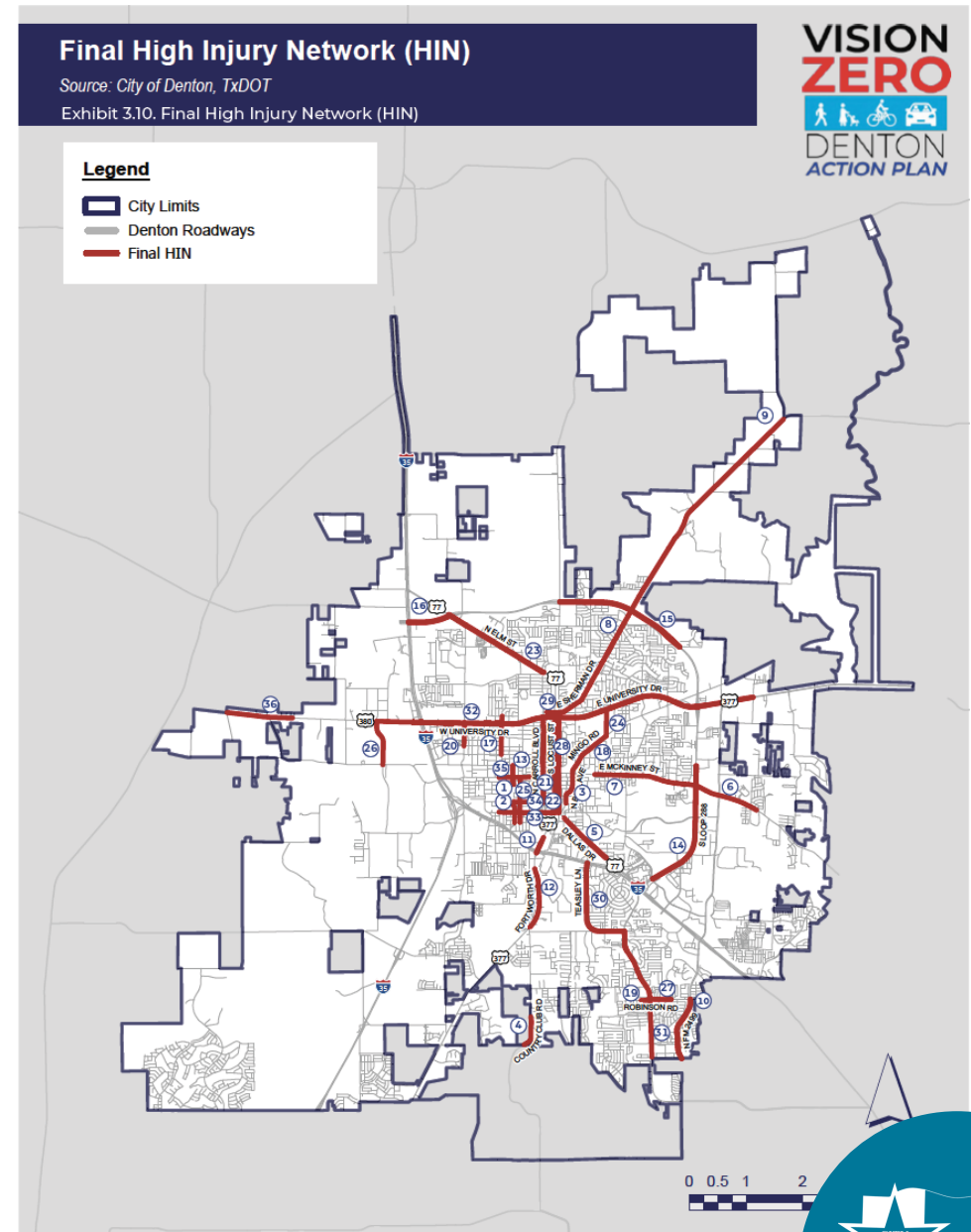


Turning Data into Action



The High Injury Network (HIN) analysis included:

- Five years of crash data
- Bicycle crashes
- Pedestrian crashes
- Vehicle Crashed
- High Crash Intersections



Source: [Denton Vision Zero Action Plan Final Report \[Hyperlink\]](#)

Safe System Countermeasures

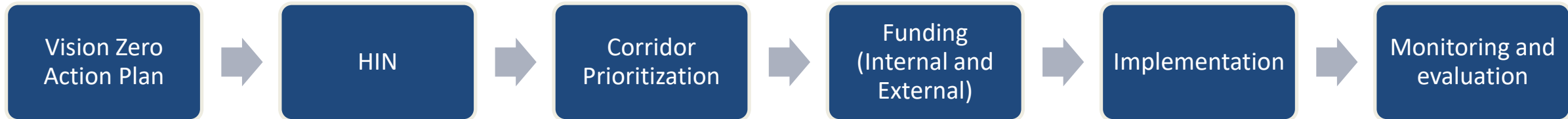
Safety Challenge	Recommended Treatment
High vehicle speeds	Road diets, speed management, lane reconfiguration
Crossing conflicts	RRFBs, median refuge islands, high-visibility crossings
Bicycle conflicts	Protected bike lanes, dedicated bicycle facilities
Missing pedestrian network	Continuous sidewalks, ADA improvements
Poor Visibility	Lighting improvements, signing, pavement markings

The plan emphasizes layered protection by combining engineering, speed management, and multimodal infrastructure to reduce crash severity rather than relying on a single treatment.



Source: [Denton Vision Zero Action Plan Final Report \[Hyperlink\]](#)

From Planning to Implementation



ACTION	EMPHASIS AREA	TIMEFRAME	PARTNERS
Support community partners and schools in an effort to provide the highest quality driver, youth, and older adult training focused on safety and crash prevention.	» Roadway & Lane Departures » Impaired Driving » Occupant Protection » Speed Related » Vulnerable Road Users » Intersection Safety	Ongoing	Denton PD, Denton ISD, UNT, TWU, NCTC
Engage in a regular auditing process of Denton's recent long-range planning efforts to evaluate how well the City is integrating recommendations from the plans into the VZAP Implementation process	» Vulnerable Road Users » Intersection Safety » Speed Related	Ongoing	Development Services, CIP, Planning, Parks & Recreation, DCTA
Support the state in implementing regulatory measures that will strengthen the rigor of the driver's license testing	» Occupant Protection » Intersection Safety » Roadway & Lane Departures » Impaired Driving » Distracted Driving	Ongoing	Denton PD, TxDOT, Healthy Communities Coalition
Improve paratransit services in Denton through new technologies that make requesting and scheduling a ride more intuitive and less costly	» Vulnerable Road Users	Ongoing	DCTA, City Council, Development Services, Planning

The Vision Zero Action Plan:

- Guide SS4A implementation.
- Support Complete Streets projects.
- Prioritize future bicycle and pedestrian investments.
- Inform Capital Improvement Programming.
- Track progress through measurable performance indicators.
- Achieve Vision Zero milestones by 2035 and 2050

Thank You!

Access to the City of Denton Vision Zero Action Plan (Hyperlink):

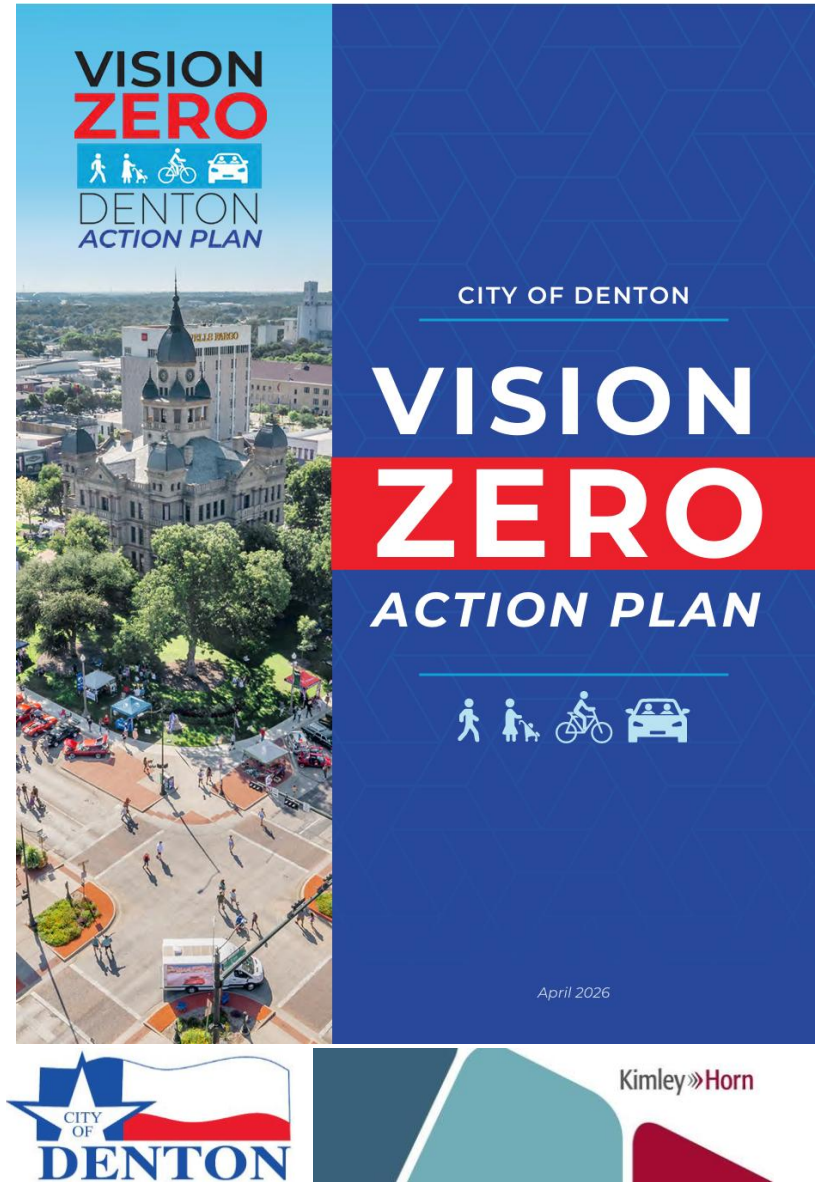
[Vision Zero Action Plan](#)

Sahar Esfandyari, Ph.D., AICP

Senior Transportation Planner

Email: Sahar.Esfandyari@cityofdenton.com

Direct: 940-349-8217



UPCOMING EVENTS AND TRAINING

Bicycle and Pedestrian Advisory Committee
August 26, 2026



North Central Texas
Council of Governments

2026 NABSA Annual Conference

October 6-8, 2026

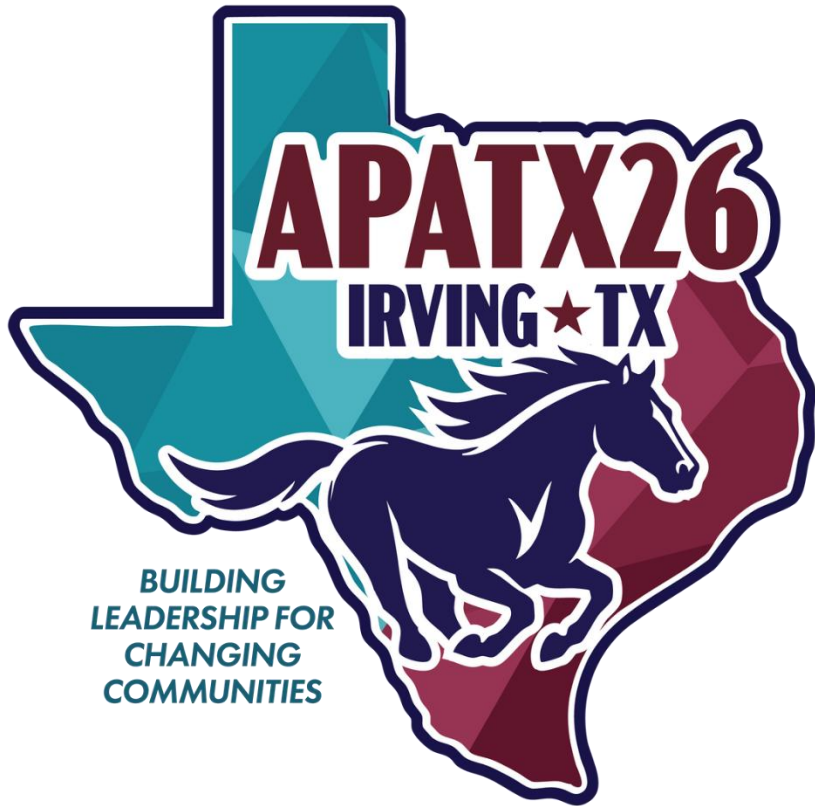
Cincinnati, Ohio

N A B S A

NORTH AMERICAN BIKESHARE & SCOOTERSHARE ASSOCIATION

- Attendees experience the host location's shared micromobility systems and street infrastructure firsthand during mobile workshops, learn from and share ideas with shared micromobility peers at panel sessions, connect with exhibitors, hear inspiring plenary speakers, and network with colleagues from all over the world.
- For more information, visit <https://nabsa.net/conference/>





APA TX 26
OCTOBER 14-16, 2026
IRVING CONVENTION CENTER
AT LAS COLINAS

- Conference features a robust mix of sessions, mobile workshops, and speakers that reflect on the importance of planning in Texas.
- For more information, visit [Home - APATX★26 State Planning Conference](#)

Texas Trails and Active Transportation Conference

November 11-13, 2026

Austin, Texas



- The biennial Texas Trails and Active Transportation (TTAT) Conference brings together those involved with bicycle, pedestrian, and other active transportation and recreation to share current information and examples from the active transportation field. The conference focuses on issues of economic development, health, safety, and many other topics relevant to advancing active transportation and trails.
- Key Dates
 - **September 4, 2026 – Session proposal deadline** (Accepted speakers will receive \$50 off their paid registration fee)
 - September 18, 2026 – Speaker acceptance notifications
 - September 25, 2026 – Early bird registration deadline
 - October 23, 2026 – Regular registration / conference hotel rate deadline
 - November 6, 2026 – Late registration deadline
- For more information, visit ttatconference.org



APBP Webinar: Bicycle Level of Traffic Stress 2.0; Revisions based on Global, Cross-Disciplinary Expert Consensus

December 16, 2026, at 3:00 pm ET

- Presenters:
 - Susan Loftus (Principal, Loftus Planning and Design)
 - Camilla Dartnell (Senior Planner and Engineer, Kittelson & Associates, Inc)
- *Bicycle Level of Traffic Stress (LTS) provides an important foundation for assessing how different bicycling environments impact different types of cyclists... This study advances a revised LTS framework through a consensus-building approach with 19 international experts in planning, engineering, psychology, and human-centered design...Findings highlight three core insights. First, demographic categories such as “mainstream adult cyclist” are too heterogeneous to be meaningful; LTS classifications should instead reflect individual physical, cognitive, and psychological differences, with children as the only relatively uniform group. Second, defining lower-stress thresholds (LTS 1 and 2) requires incorporating more complex bicycling environments. Third, current LTS methodologies are less robust than those of high cycling countries and do not fully align with what this panel identified as valid.*
- Webinar is available for purchase at <https://apbp.mclms.net/en/package/18842/course/34396/view>

Master Plans Under Development

- City of Azle Active Transportation Plan
 - City of Colleyville Active Transportation Plan
 - Collin County Trail Master Plan
 - City of Grand Prairie Master Bicycle Plan
 - City of Greenville Citywide Trails and Bikeways Master Plan
 - City of Keller Active Transportation Plan
 - City of Weatherford Active Transportation Plan
- ★ Please forward a copy of adopted plans and GIS files to NCTCOG staff once complete to integrate into the regional database



APBP North Texas **November Gathering**

November 18 (After BPAC!)

Boston's Restaurant & Sports Bar
2501 E Lamar Blvd, Arlington, TX

- For more information about APBP, visit: **North Texas Chapter - Association of Pedestrian and Bicycle Professionals (apbp.org)**

Other Events or Training?

For any suggestions/topics for future training opportunities that NCTCOG can help coordinate or promote, please contact:

Catherine

Richardson

crichardson@nctcog.org





E-Bicycles, E-Motos, and E-Scooters

Electric Micromobility: Technology Outpacing the Law

THE ISSUE



- Electric Micromobility is changing transportation
- Increasingly common transportation option
 - Particularly popular with youth
 - Faster and more powerful technology
 - More interaction with pedestrians and motorists
 - **Texas law has not kept pace with the technology**



WHERE THE LAW IS CLEAR

Texas Has a Clear E-Bike Framework

- Fewer than 750 watts
- Top assisted speed of 28mph or below
- Fully operable pedals

Three Classes

- **Class 1:** Pedal assist up to 20mph
- **Class 2:** Throttle capable up to 20mph
- **Class 3:** Pedal assist up to 28mph

Texas's statutory definition requires fully operable pedals, an electric motor up to 750 watts, and a top assisted speed of 28mph or less.



THE 750-WATT PROBLEM



What Happens at 751 Watts?

- An electric bicycle with a motor at or above the statutory threshold:
NO LONGER MEETS THE TEXAS DEFINITION OF AN ELECTRIC BICYCLE
- But it does not automatically become a moped.

- **What is it?**

- Moped?
- Motor-assisted scooter?
- Motorcycle?
- Pocket bike/Mini motorbike?
- Other motor vehicle?



THE MOPED PROBLEM



Texas' Moped Definition Was Built Around Traditional Engines

- Texas Transportation Code 541.201
- A moped:
 - Has a rider's saddle
 - 3 or less wheels
 - Cannot exceed 30mph
 - Cannot produce more than 5 brake horsepower



For an internal-combustion engine: 50cc or less

The 50cc requirement specifically applies to an internal-combustion engine.

THE ELECTRIC SCOOTER GAP

- What Is an Electric Scooter?
- **Texas Transportation Code 551.351**
- A motor-assisted scooter includes:
 - 2 or more wheels
 - Breaking system
 - Gas or **electric motor**
 - Deck for standing or sitting
 - Designed for “a” person that is capable of human propulsion
 - Motor “**not exceeding 40 cubic centimeters**”
- **The Problem**
 - Electric motors aren’t measured in cubic centimeters.
 - Texas provides **NO** statutory wattage equivalent.



WHAT WE'RE SEEING IN PROSPER



This Isn't Theoretical

- Prosper's Experience
 - High-powered e-bikes and Electric scooters
 - Modified devices: Devices exceeding manufacturer specifications or missing/inaccurate labels
 - Criminal Mischief, property damage
 - Speeds significantly greater than traditional bicycles
 - Difficulty determining legal classification
- December 2025-July2026
 - 328 calls for service related to e-bike/e-moto/e-scooters
 - 25 being crash or injury related
 - 189 e-bike permits issued



OUR LOCAL RESPONSE



Prosper's Ordinance and E-Bike Permit Program

- Education – Identification – Prevention
- Officer inspection
- Free permits and permit sticker
- Manufacturer specifications and label requirements
- Supplemental safety:
 - Helmets under 16
 - No bicycles or e-bikes on sidewalks
- Database tracking
- Community inspection events
- Citations and/or impound



Goal: Know What is on Our Streets Before There Is A Crash

THE CROSSWALK ISSUE



A Significant Change in 2025

- **September 1, 2025 – S.B. 2039**

Texas created the statutory category: **“Sidewalk User”**

Including:

- Bicycles
- Motor-assisted scooters
- Electric personal assistive mobility devices
- Skateboards
- Roller Skates
- Similar devices

The law extended specific pedestrian/crosswalk rights and duties to sidewalk users.



THE CROSSWALK SAFETY PROBLEM



A Pedestrian Is Not Traveling 25 MPH

- Turning Vehicle
 - Driver checks for pedestrians
 - Vehicle begins right turn
 - High-speed bicycle/scooter enters crosswalk
- Conflict / Collision
 - The problem:
 - Speed + sight distance + reaction time



Current law says:

- A sidewalk user may not approach or enter a crosswalk at an unreasonable speed.
- Over 8 MPH = prima facie evidence of unreasonable speed

OUR RECOMMENDATION



Reconsider Bicycle & Scooter Movement Through Crosswalks

- Proposed approach:
 - Require riders to WALK bicycles and scooters across a crosswalk
 - EXCEPTION: ADA-compliant mobility assistance devices
- Why?
 - Predictability
 - Visibility
 - Reduced speed
 - More reaction time
 - Reduced conflict with turning vehicles



THIS IS ABOUT MORE THAN E-BIKES



The Bigger Transportation Challenge: Technology has outpaced statutory classifications.

We need clear definitions for:

- Over 750w electric bicycles
- Electric scooter / Electric moped
- High powered electric devices
- Clear rules for:
 - Registration
 - Operator requirements and equipment
 - Roadway use / Sidewalk use
 - Crosswalk use
- Enforcement





THE TECHNOLOGY HAS CHANGED OUR DEFINITIONS NEED TO CATCH UP

We don't need fewer micromobility options.
We need safer, clearer, and more consistent rules.





Questions & Discussion

Contact: Erin Hubbard
ehubbard@prospertx.gov
Office: (972) 569-1191
Dispatch: (972) 569-1000

Scan here for more
Prosper E-Bike info



Texas Electric Mobility Devices Quiz

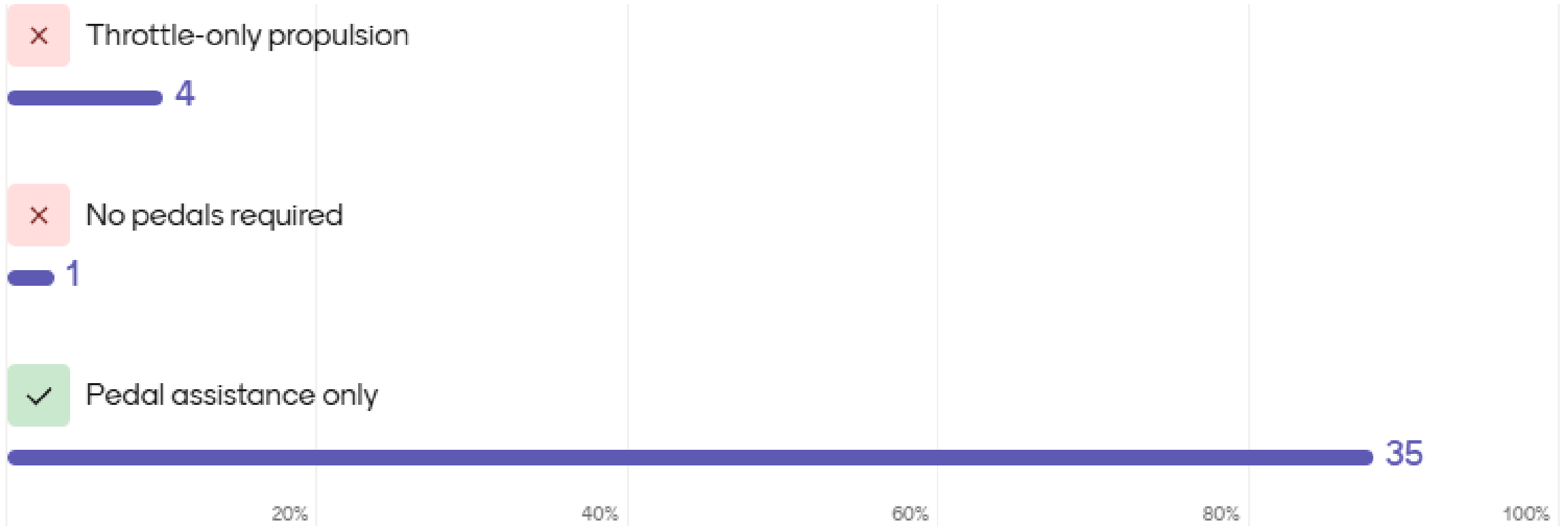




Which feature defines a Class 1 e-bike in Texas?

40 / 43

88% correct

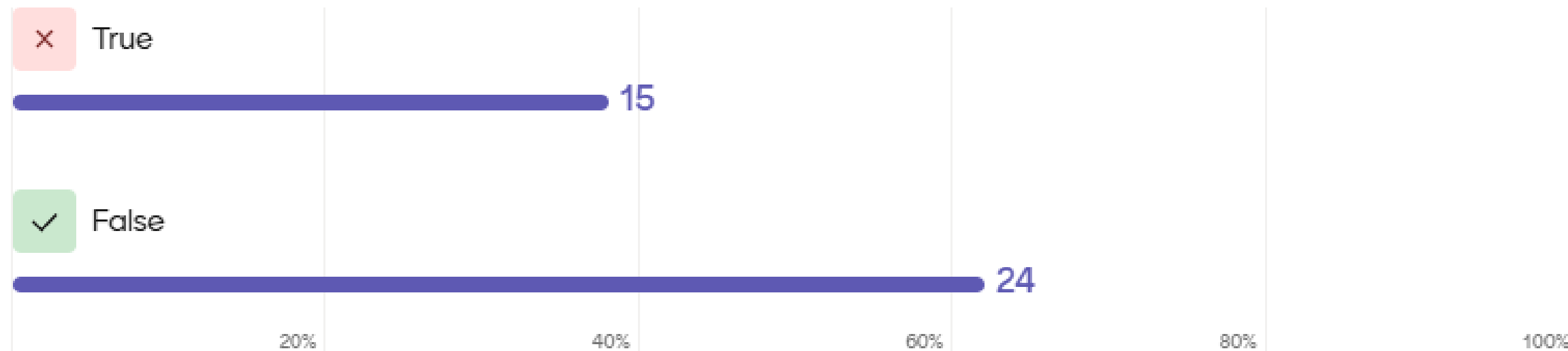




True or False: the power output from an e-bicycle motor may exceed 750 watts

39 / 43

62% correct

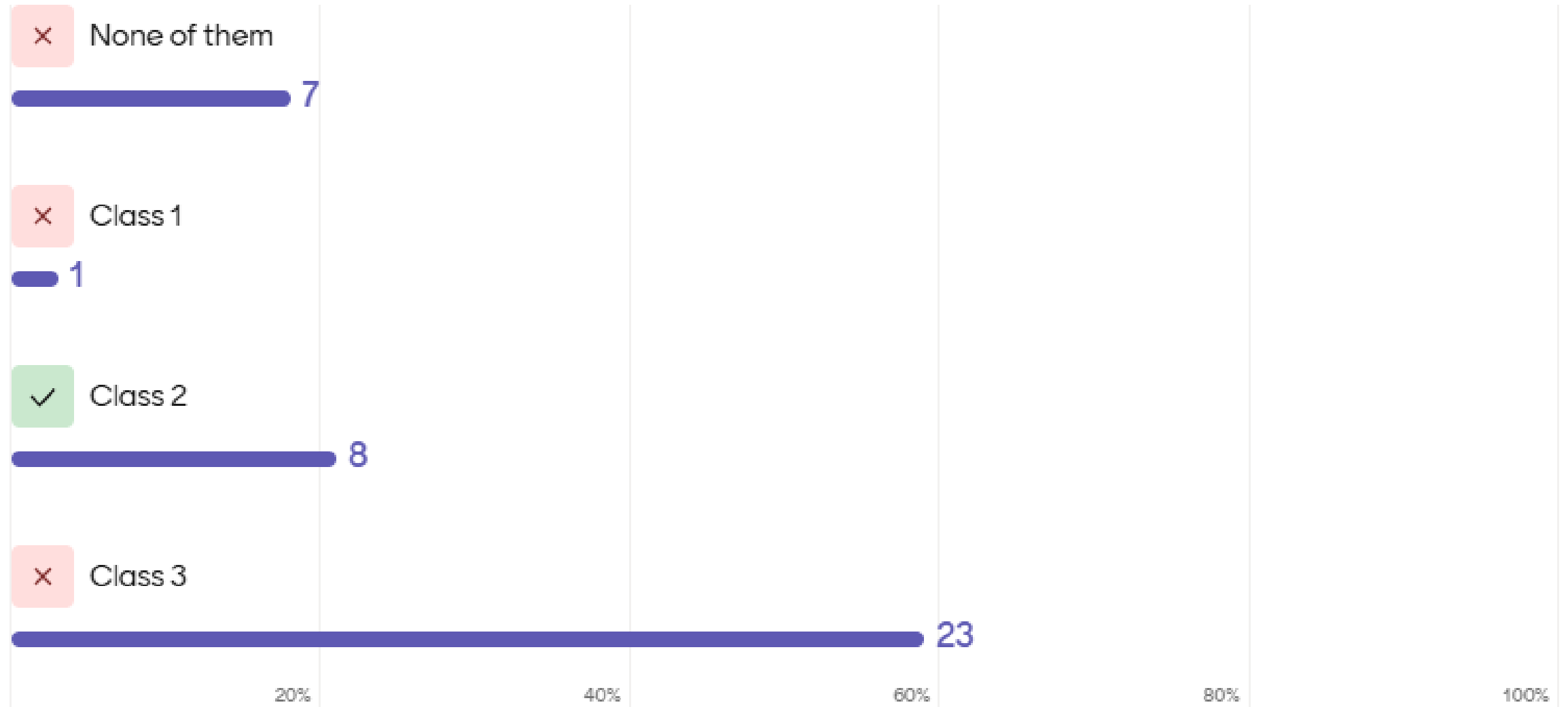




Which class can use a throttle without pedaling?

39 / 43

21% correct

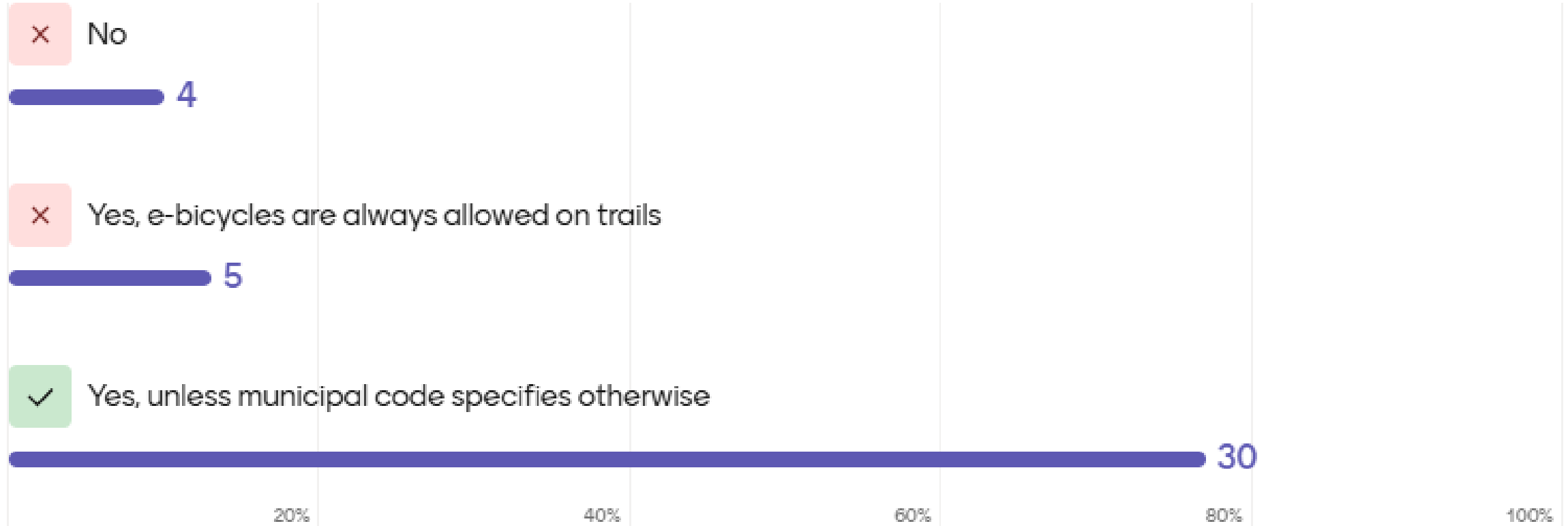




Are e-bicycles allowed to operate on trails according to Texas Transportation Code?

39 / 43

77% correct





True or false: A driver license (with a motorcycle endorsement) is required to operate an e-motorcycle on the road

39 / 43

64% correct



True

25



False

14

20%

40%

60%

80%

100%



True or false: Texas Transportation Code includes a definition of an e-motorcycle

39 / 43

77% correct

✗ True

9

✓ False

30

20%

40%

60%

80%

100%



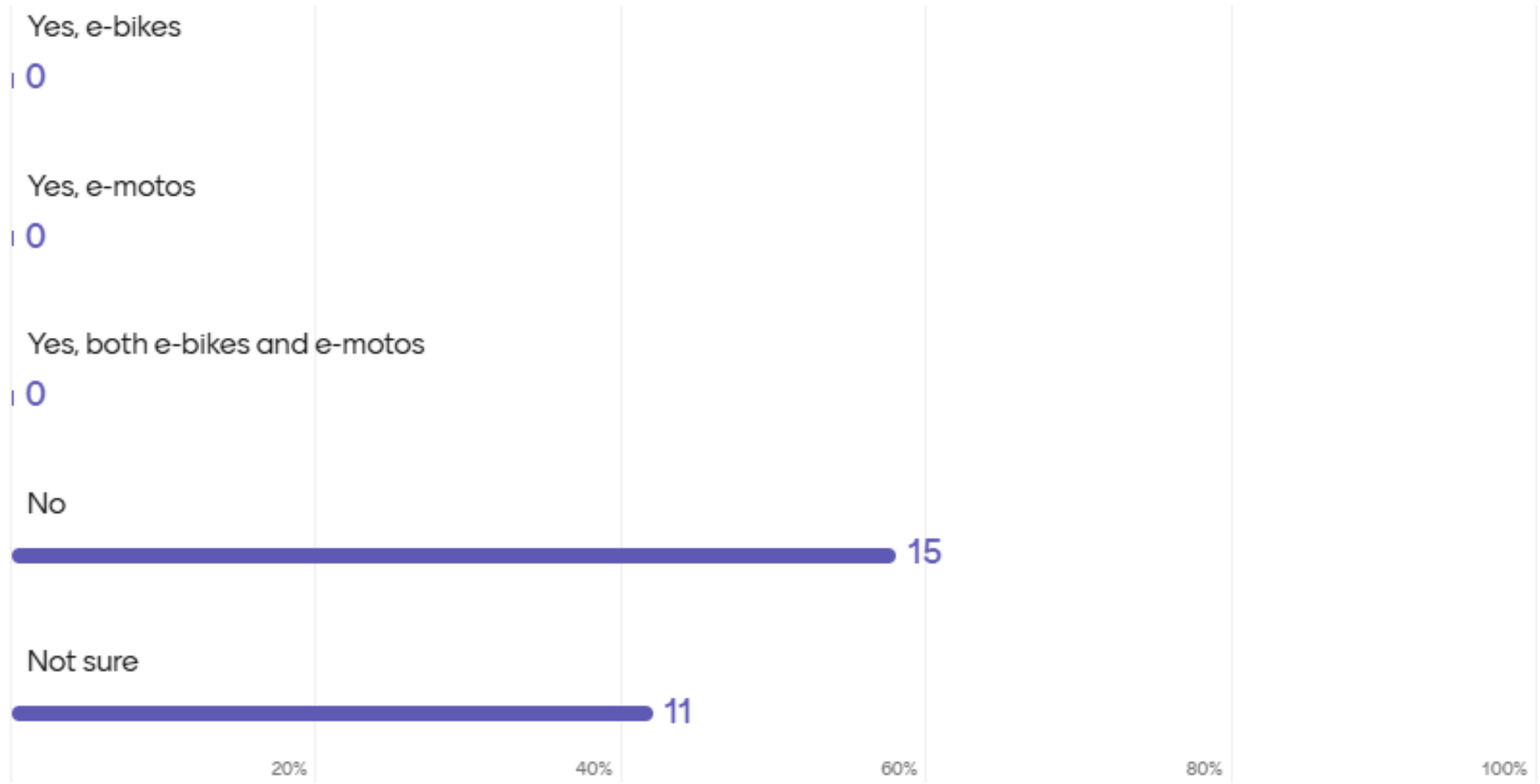
Texas Electric Mobility Devices Discussion





Does your city currently regulate e-bicycle and e-motorcycles? (i.e. requires device registration)

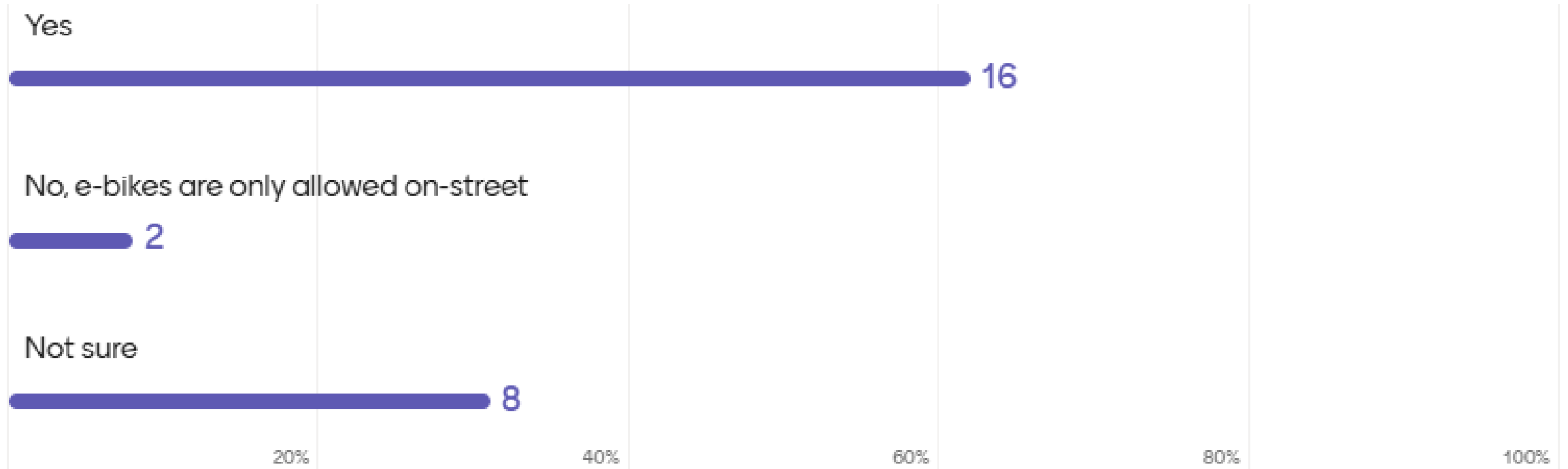
26 / 43





Are e-bicycles allowed on trails in your city?

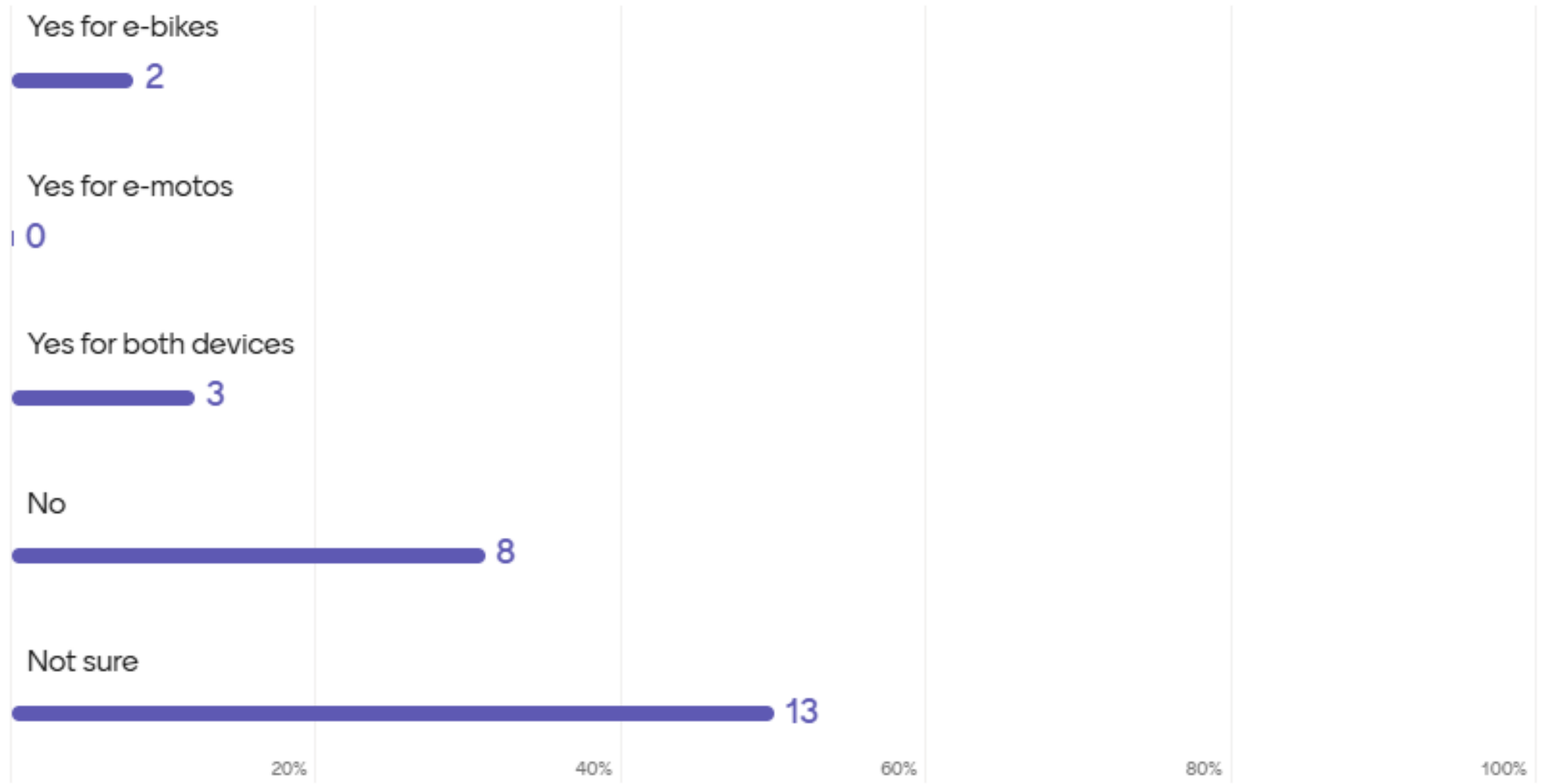
26 / 43





Has your city developed education materials for the public regarding e-bicycles and/or e-motorcycles?

26 / 43



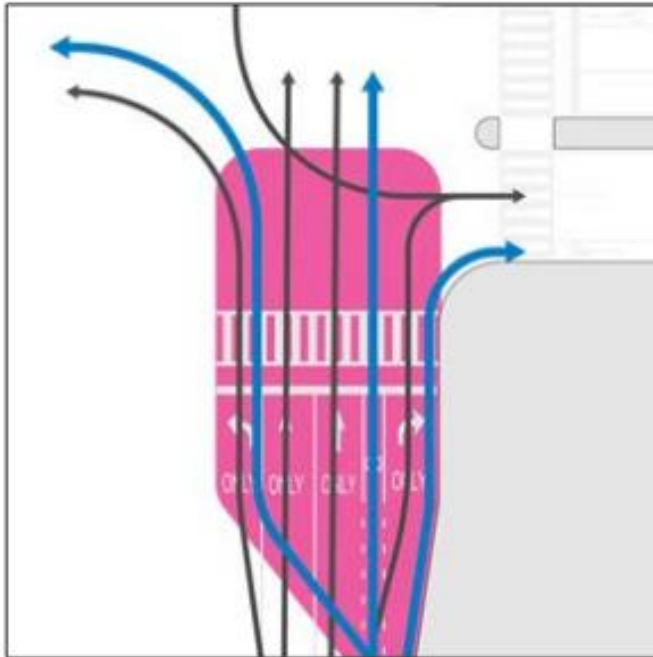
PROTECTED INTERSECTIONS: LESSONS LEARNED

August 26, 2026

Geometry and Dimensions

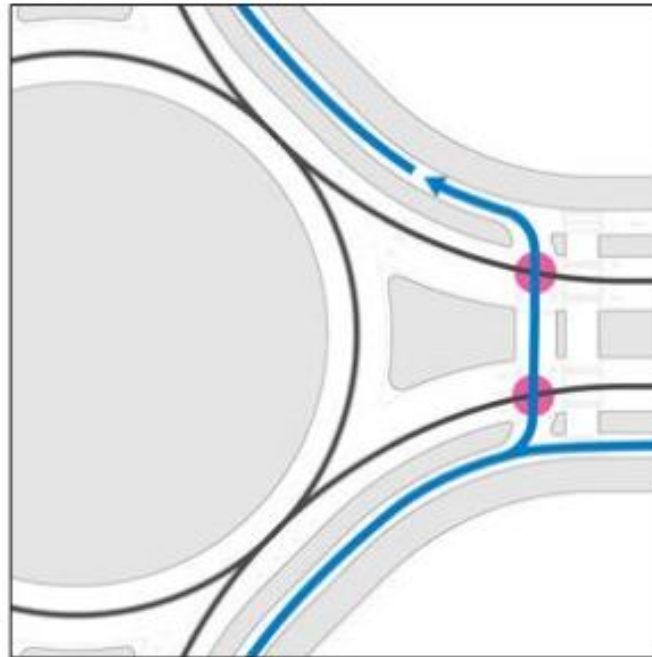
- *Bicycle Conflict Points at Intersections*

Exposure Level:
High



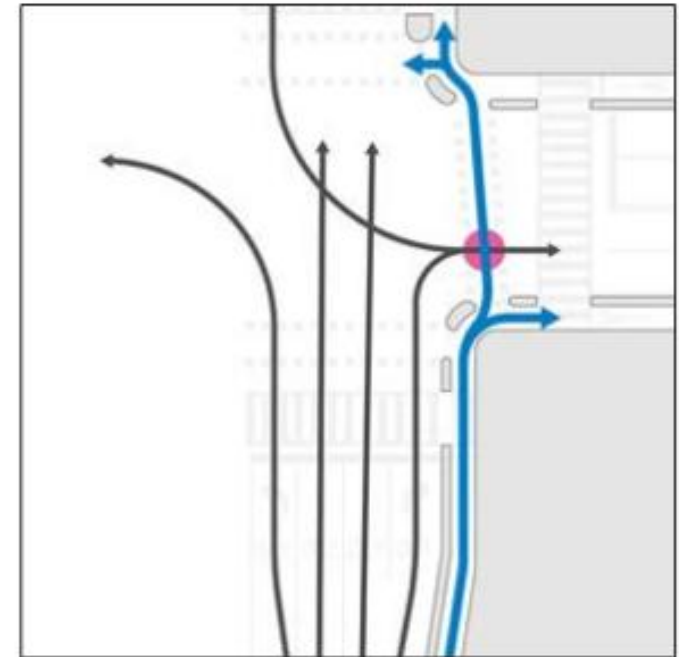
CONVENTIONAL BIKE LANES
AND SHARED LANES

Exposure Level:
Medium to Low



SEPARATED BIKE LANES
THROUGH ROUNDABOUTS

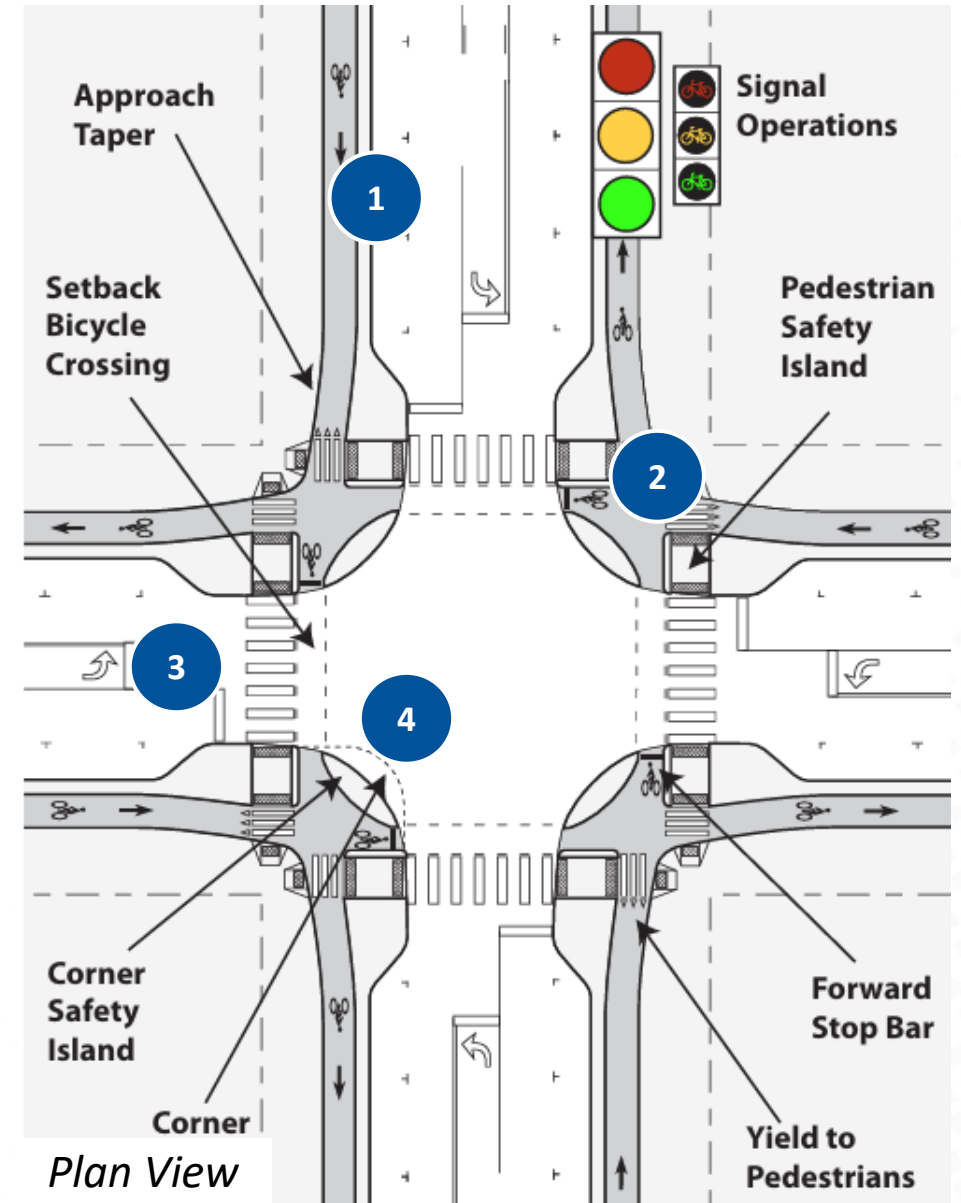
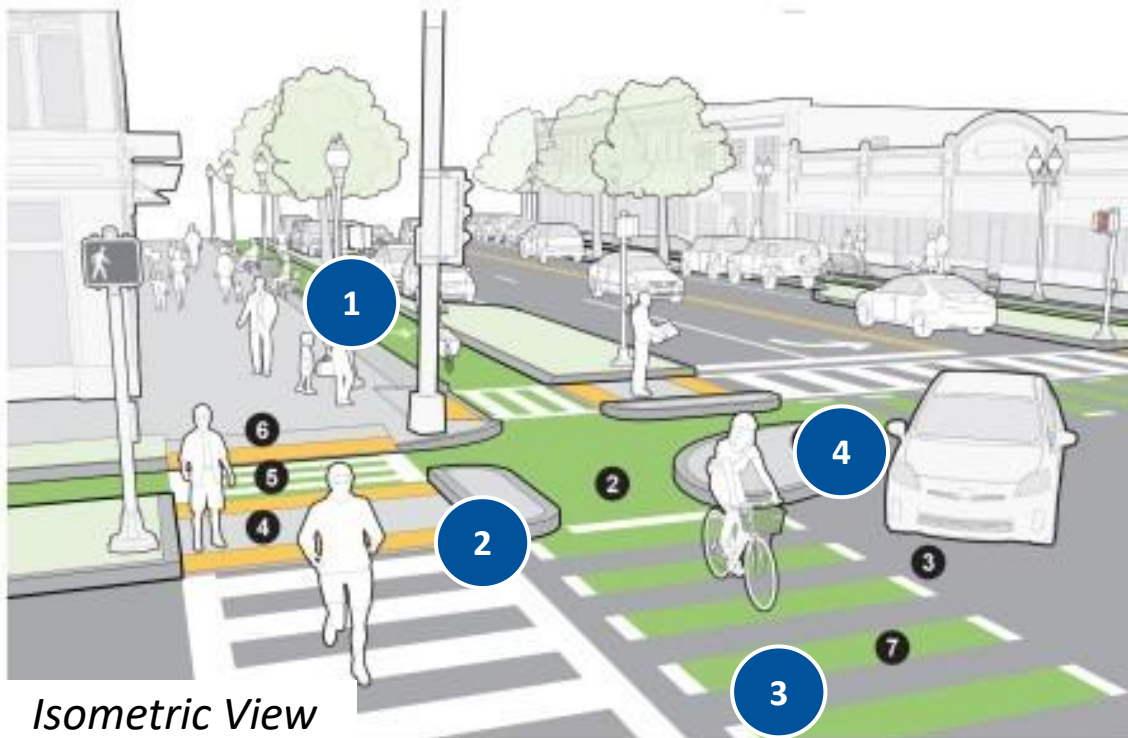
Exposure Level:
Low



PROTECTED INTERSECTIONS

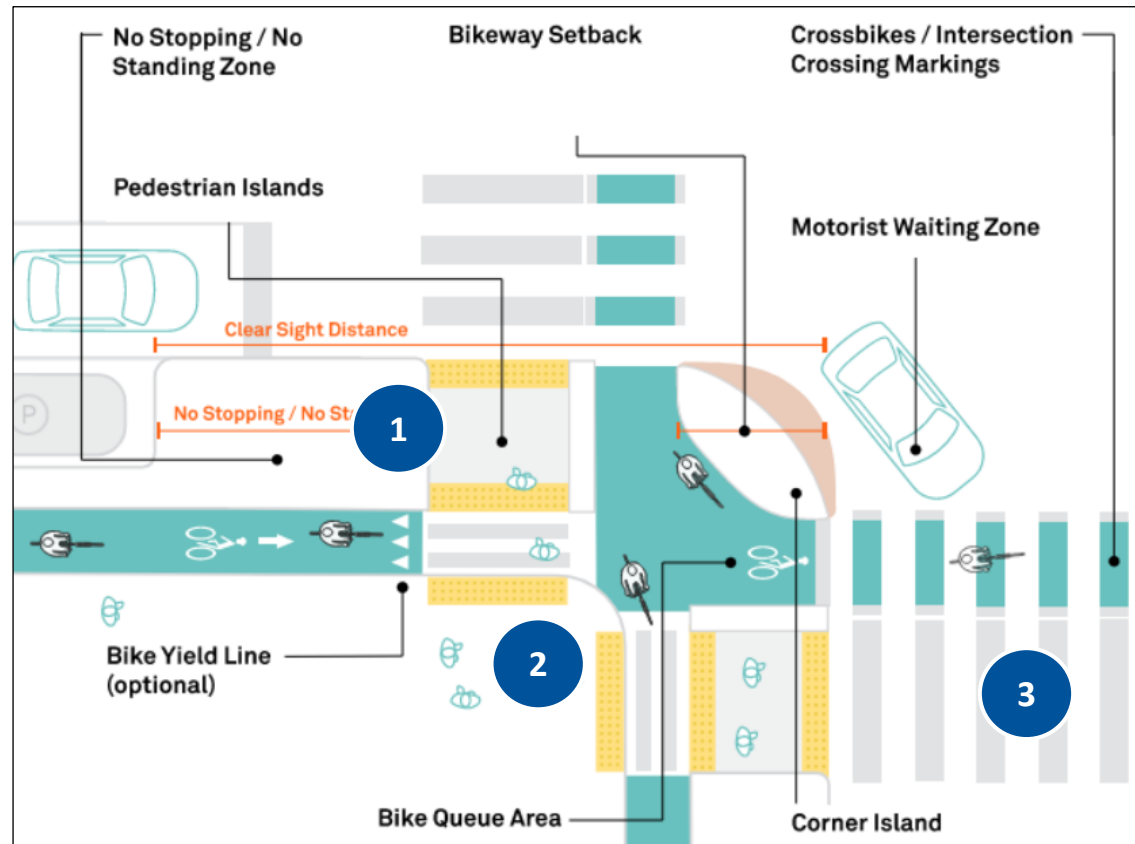
Geometry and Dimensions

- 1 Protected Bike Lane
- 2 Intersection Corner Refuge Islands
- 3 Setback of Bikes and Pedestrians
- 4 Curb Return Radii and Truck Aprons



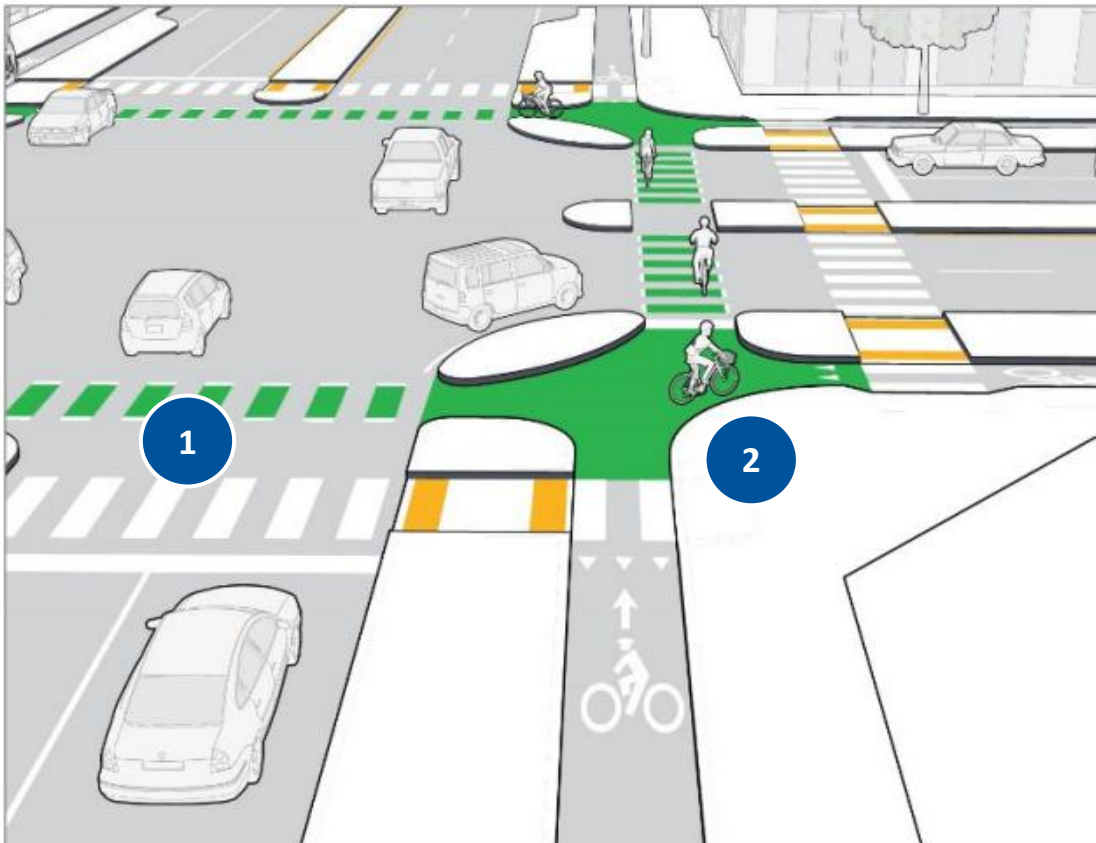
Pedestrian Accommodation and ADA Compliance

- 1 Pedestrian Refuge Between **Bike Lane** and **Vehicular Lane**
- 2 Detectable Warning Surface at **Bike Lane** and **Vehicular Lane** Crossing
- 3 Linear Crosswalk Alignments

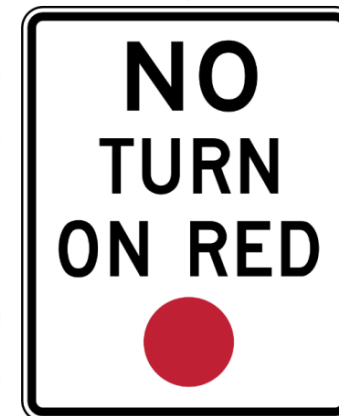


Pavement Marking and Signage

- 1 Pedestrian and Bike Lane Markings (Including Green Markings)
- 2 Delineation of Conflict Areas Between Vehicles and Bikes and Pedestrians
- 3 Signing for Turn Restrictions

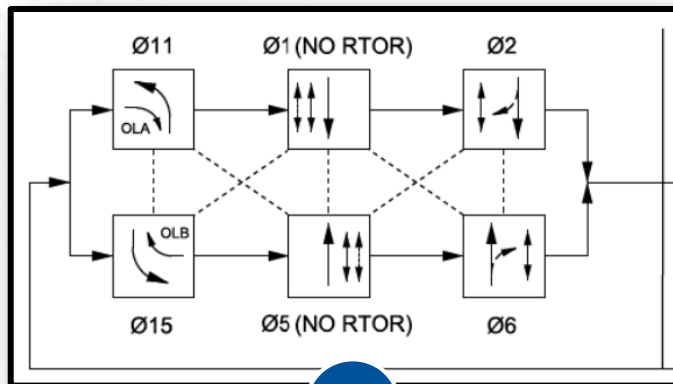


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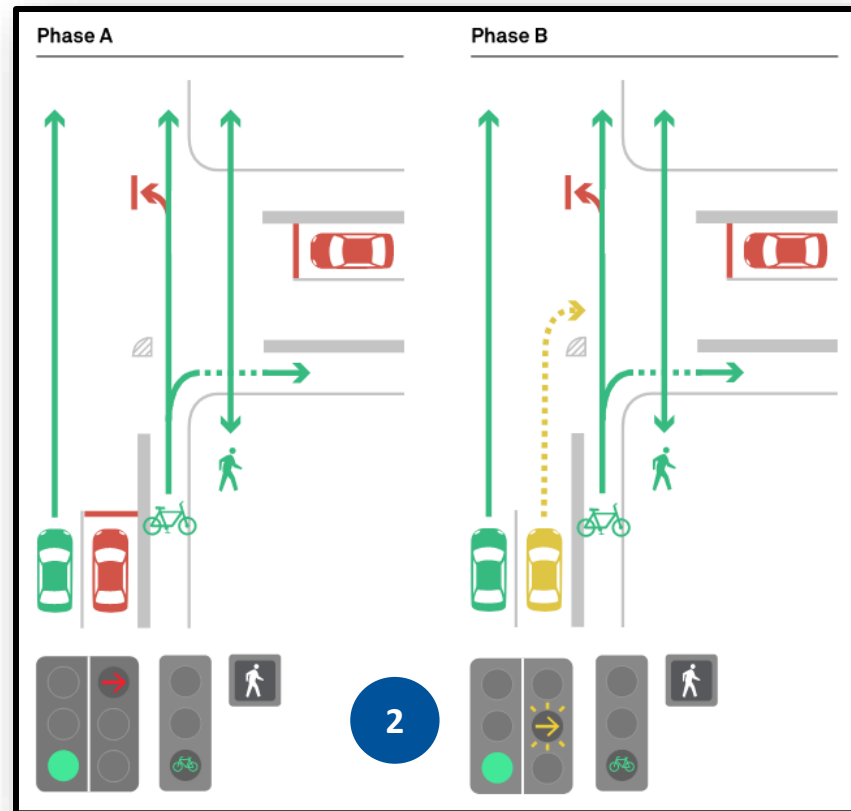
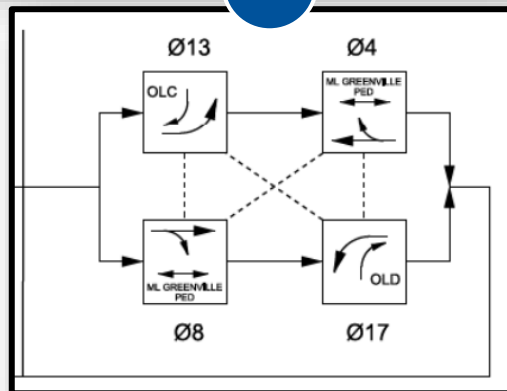


Traffic Signal Control and Operations

- 1 Signal Phasing and Timing Considerations
- 2 Right Turn Restriction
- 3 Pedestrian and Bicycle Detection (Passive and Active)



1

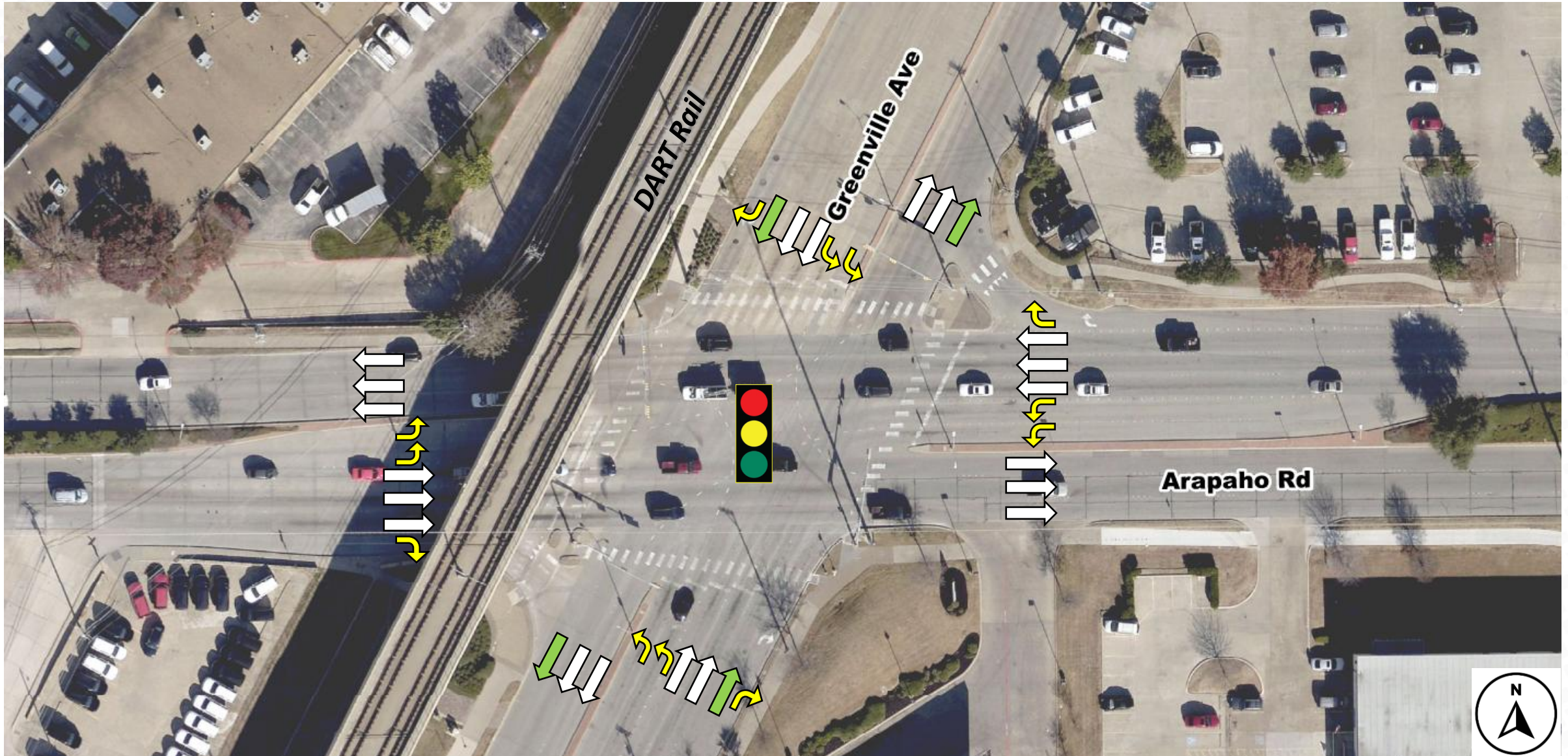


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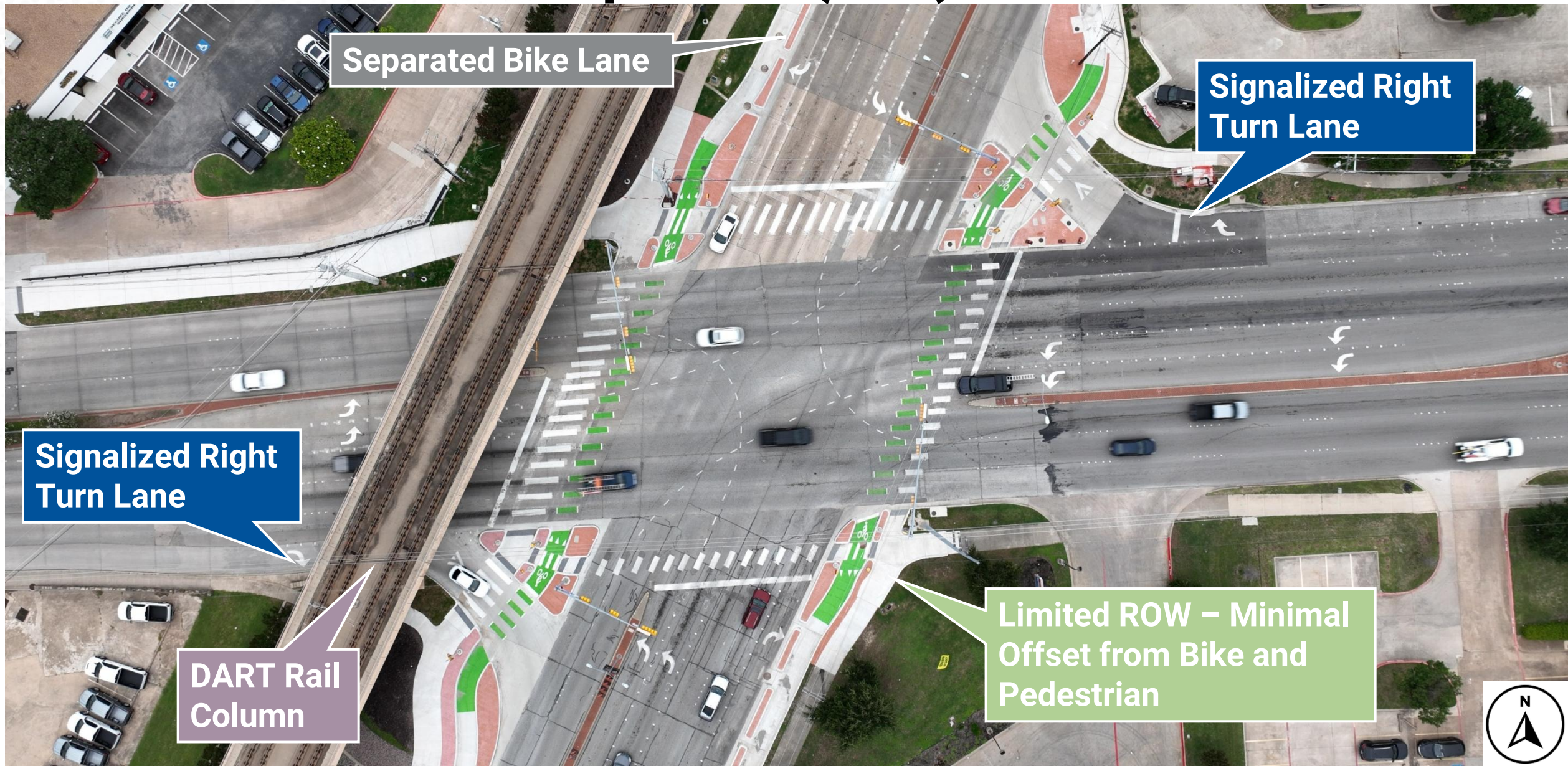


3

Greenville Ave at Arapaho Rd (Previous Condition)



Greenville Ave at Arapaho Rd (New)



Separated Bike Lane

Signalized Right
Turn Lane

Signalized Right
Turn Lane

DART Rail
Column

Limited ROW – Minimal
Offset from Bike and
Pedestrian

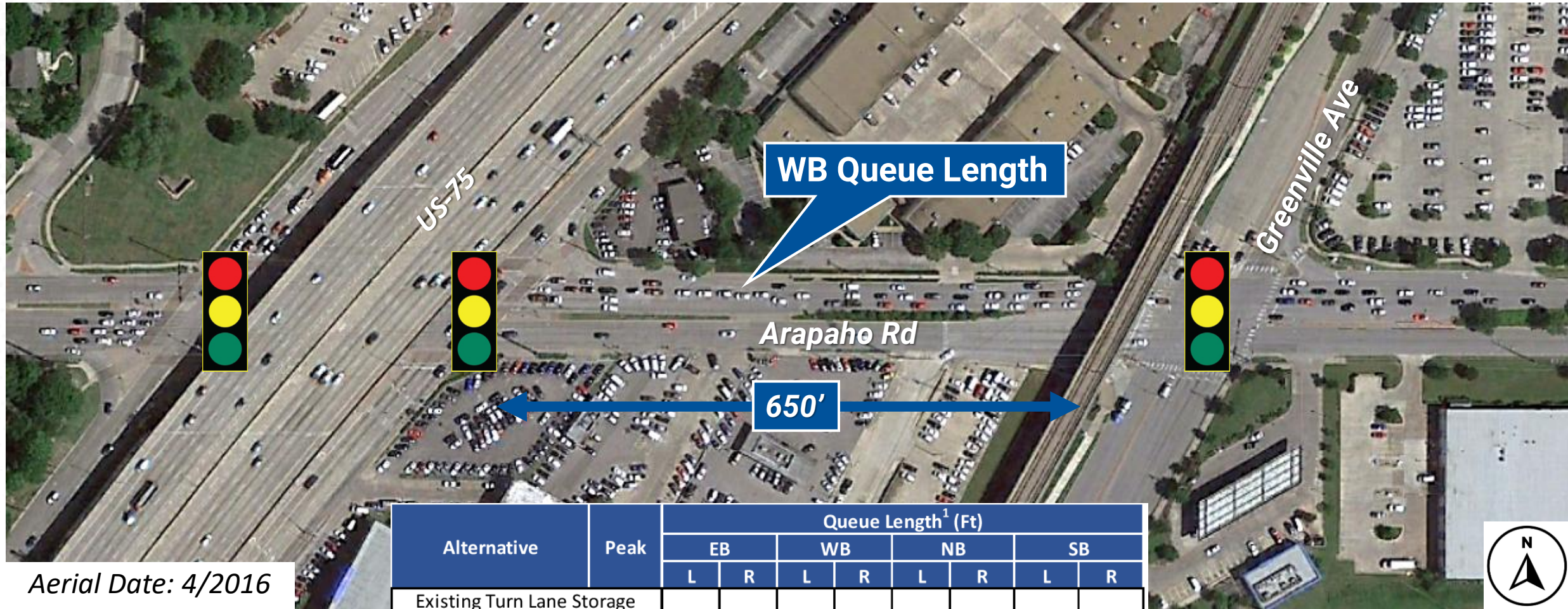


Traffic Analysis

- Project Goal to **Prioritize Safety**
- Traffic Signal Designed for Flexibility Based on Bicycle Usage
 - **Minimal Disruption** to Existing Traffic if Bicycle Phase Not Activated



Traffic Analysis



Alternative	Peak	Queue Length ¹ (Ft)							
		EB		WB		NB		SB	
		L	R	L	R	L	R	L	R
Existing Turn Lane Storage Length ² (Ft)		110	90	175	225	185	175	200	225
Existing Condition	AM	10	3	51	0	71	0	20	29
	PM	4	24	52	0	91	43	24	148
Proposed Condition	AM	38	45	123	14	73	0	21	0
	PM	32	66	102	35	96	41	25	106

Traffic Signal Design - Bicycle Phase Activated



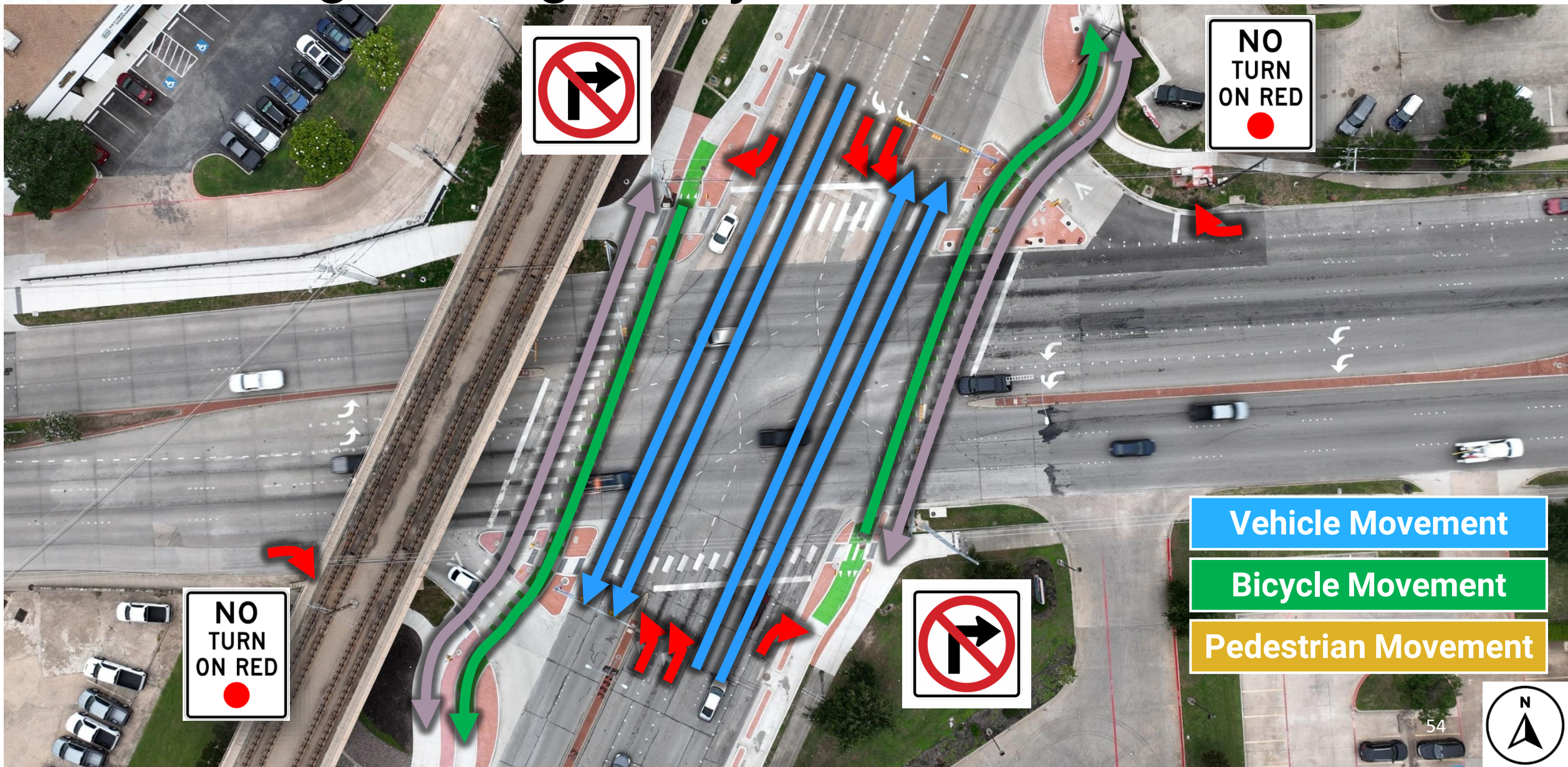
Vehicle Movement

Bicycle Movement

Pedestrian Movement



Traffic Signal Design - Bicycle Phase Activated



Vehicle Movement

Bicycle Movement

Pedestrian Movement



Challenge: Signal Programming

- Number of Phases Required Non-Standard Cabinet Controller
- Longer Lead Time

Solution: Outside Consultant to Program Controller



Challenge: Signal Head Alignment



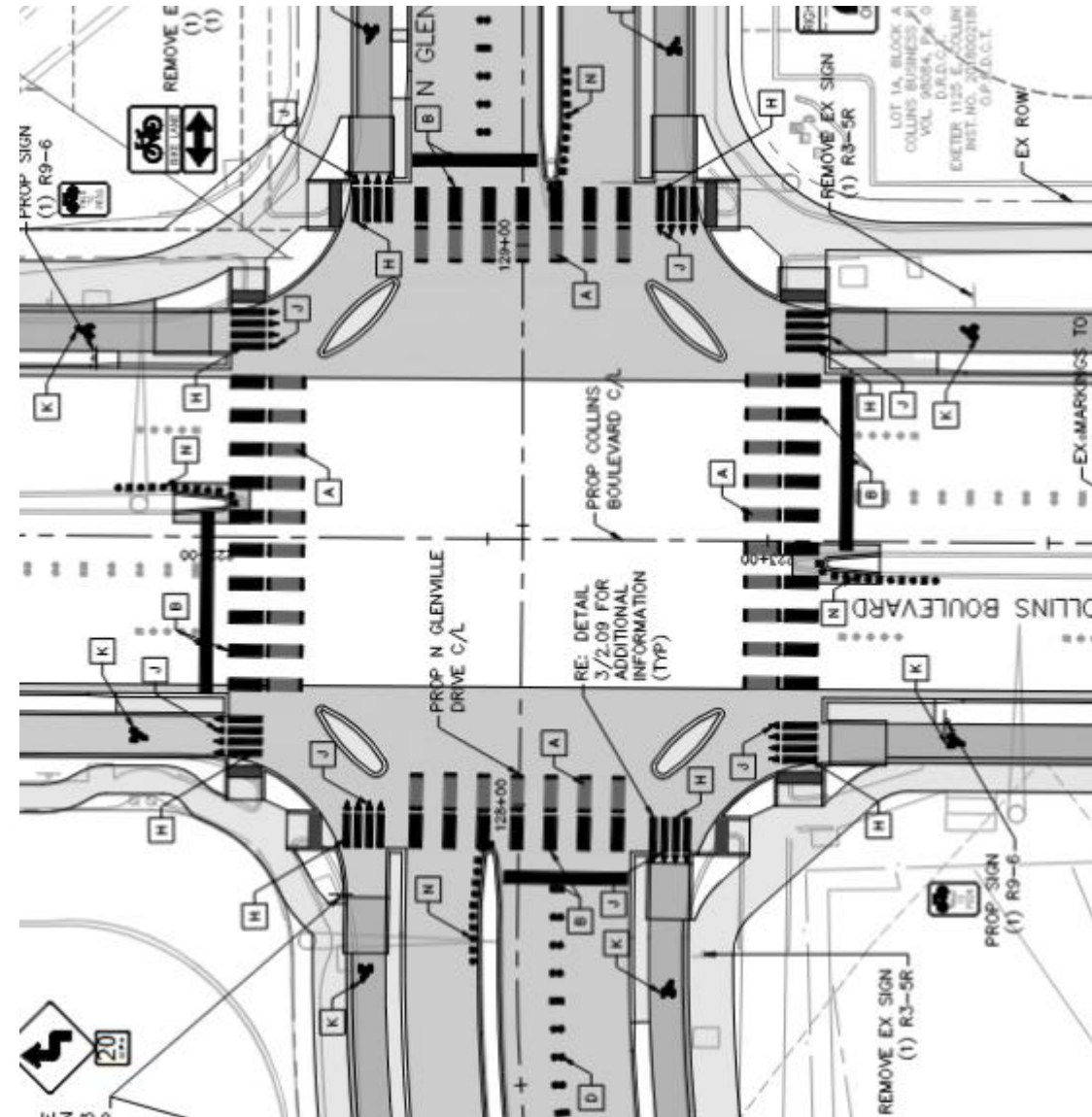
Collins at Glenville (Previous Condition)

- Collins Blvd (east-west)
 - 4-lane divided with buffered bike lanes
 - 40 mph speed limit
- Bike lane approach transitions to shared bike/right turn lane at intersection



Collins at Glenville (New)

- Added new north-south sidewalk-level bike lanes on Glenville
- Installed protected intersection
 - Dedicated space for bikes throughout intersection
 - Facilitate left turns
 - Protected signal phase to reduce conflicts

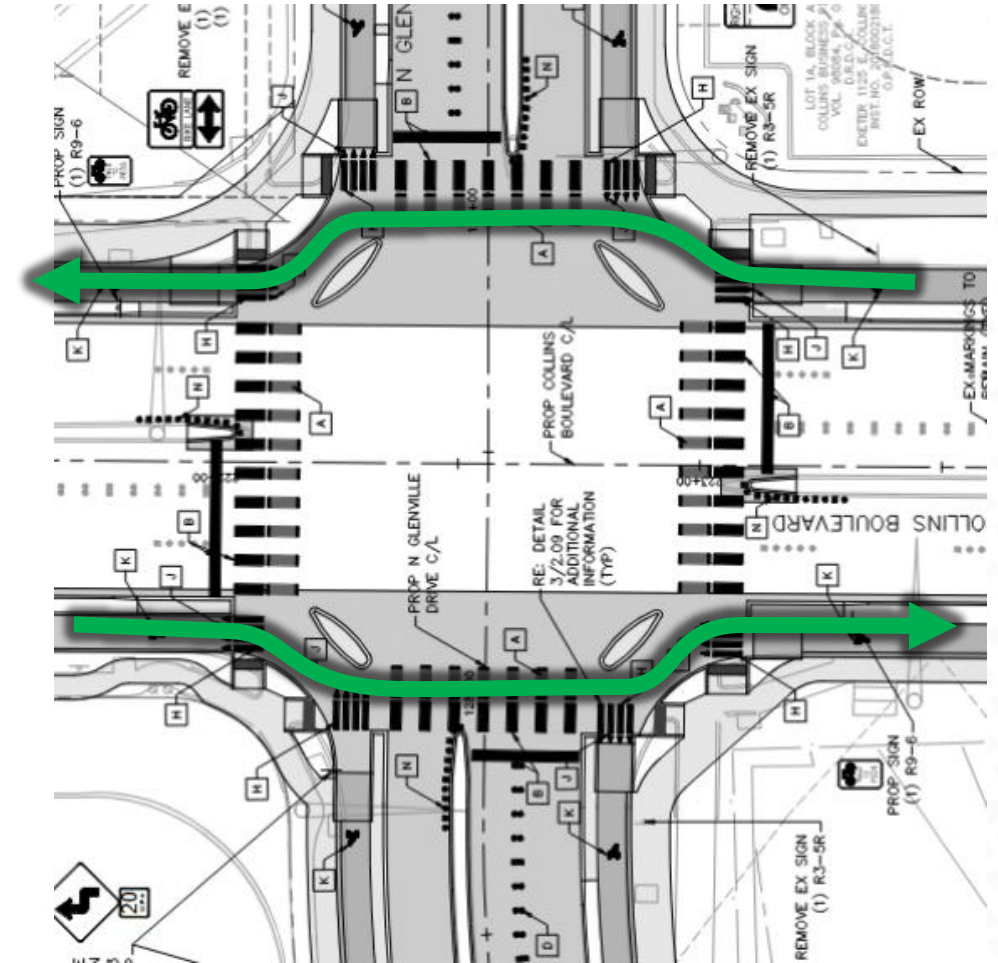


Collins at Glenville (New)



Challenge: New Condition for Cyclists

- Cyclists must deviate from straight path through intersection
- Unable to traverse intersection at high speed



Challenge: New Condition for Cyclists

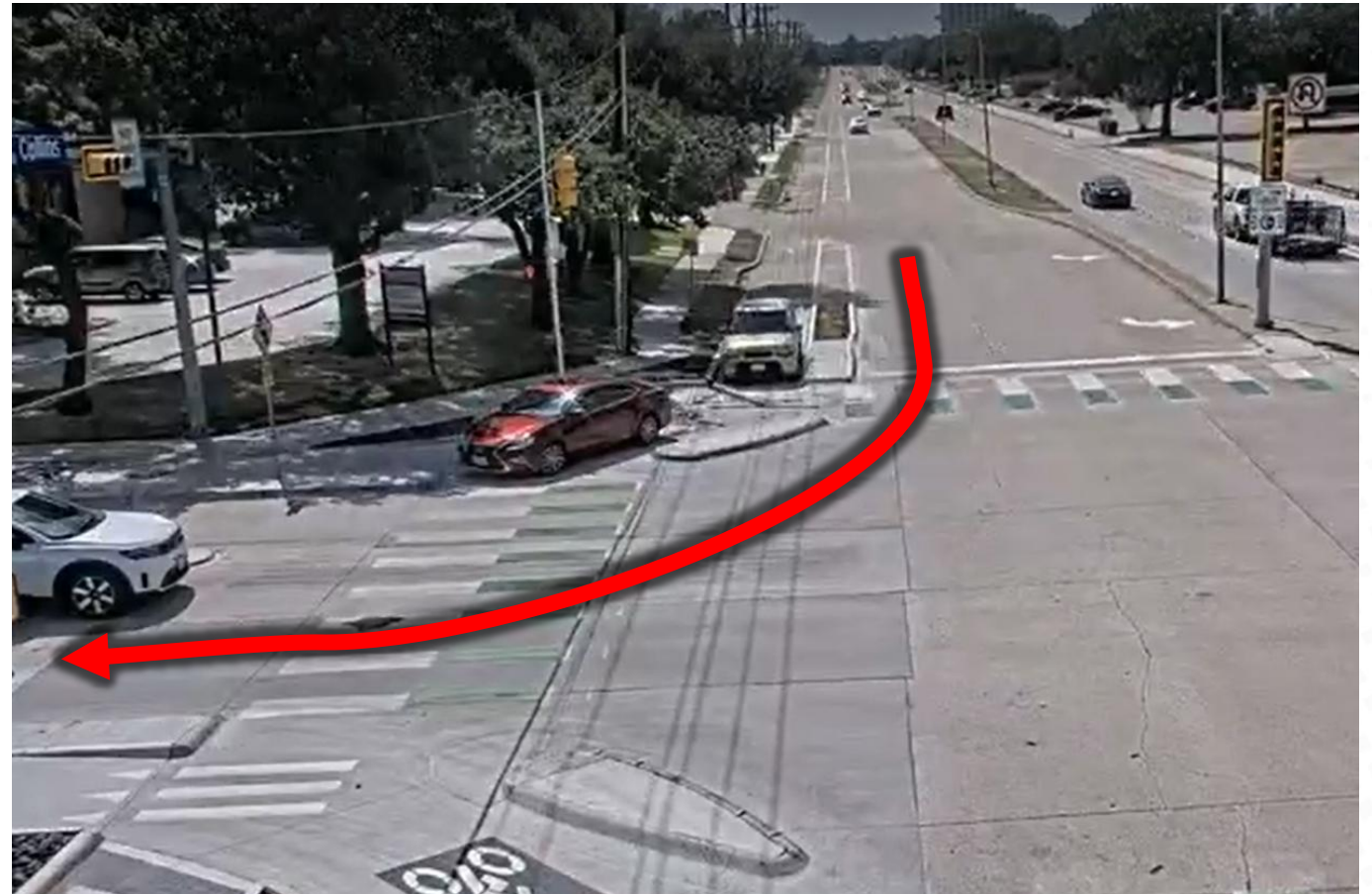
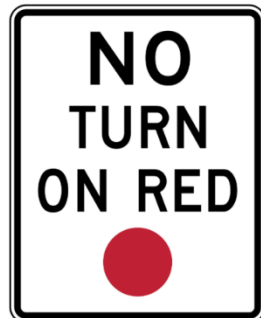
- Corner islands seen as hindrance/safety concern by cyclists
- Cyclists accustomed to using vehicle signal, not bike signal



Modifications: Enhanced pavement markings at corner; planning bike ride with bike community

Challenge: Driver Behavior

- Outside lane was shared bike/right turn lane before, so drivers still try to use it that way
- Tighter turn radius has led to some drivers going wrong way
- Static **No Turn on Red** signs have frustrated drivers and have limited compliance

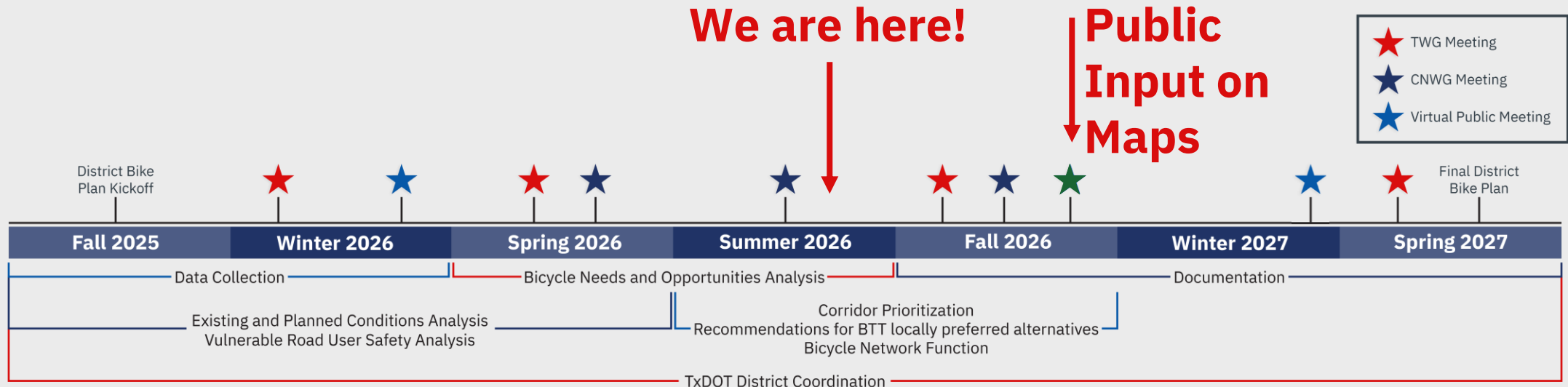


Modifications: Enhanced pavement markings/signs; considering conversion to LED

Summary

- Multimodal intersection safety is complex and creates new challenges
- Design plans don't always reveal the challenges
- Design intent does not equal user behavior
- Education is important as you implement new facility types

District Bike Plan Timeline

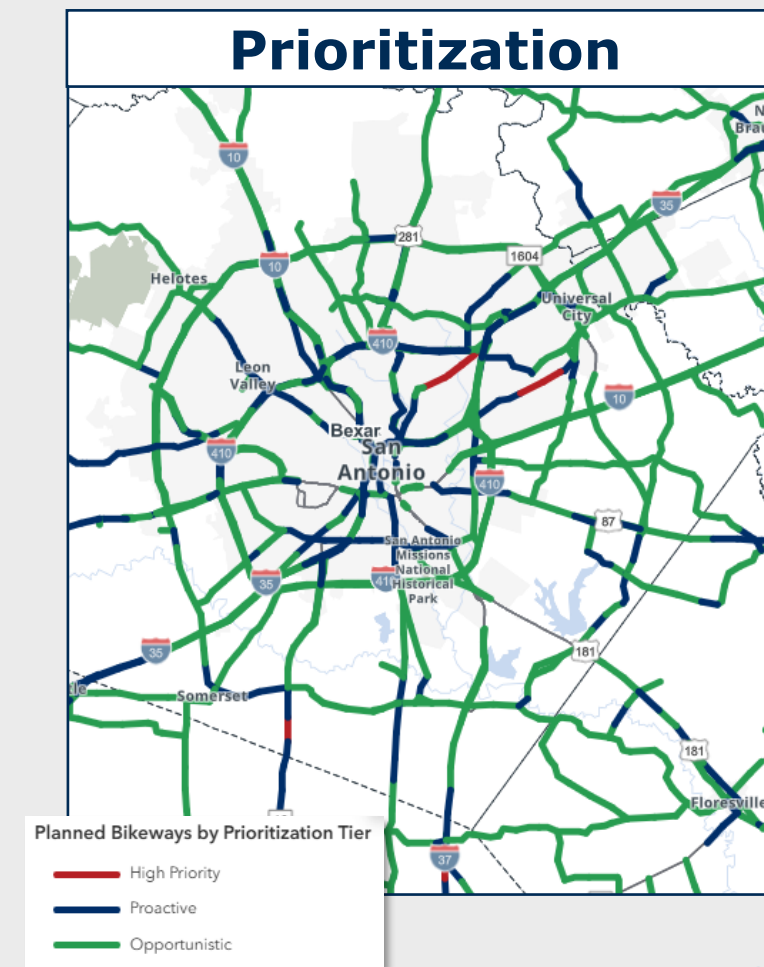
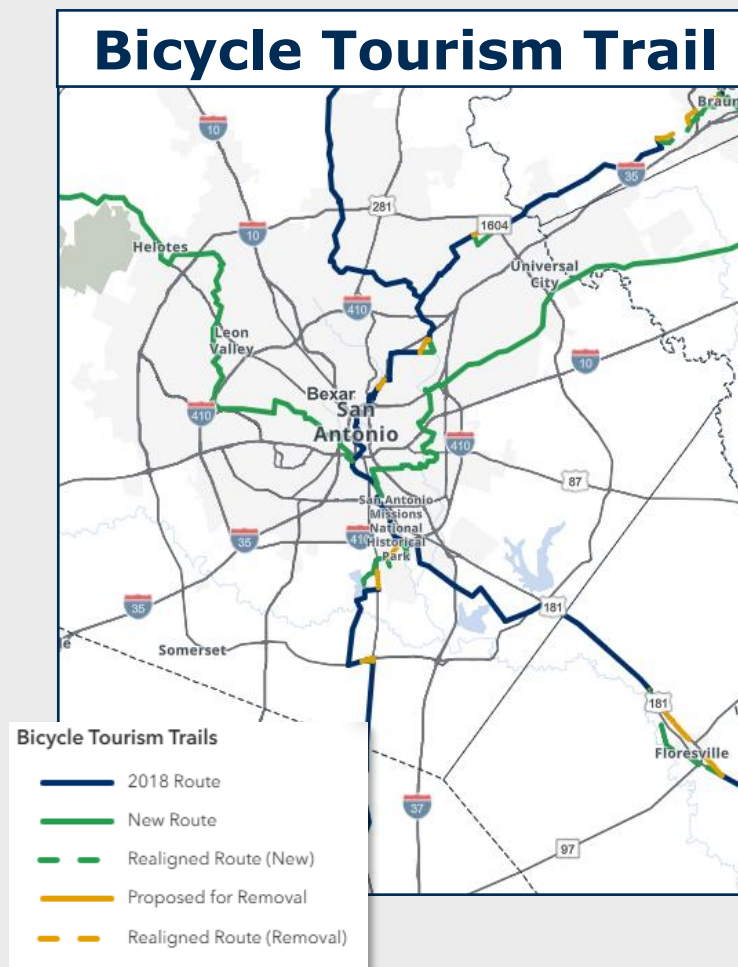
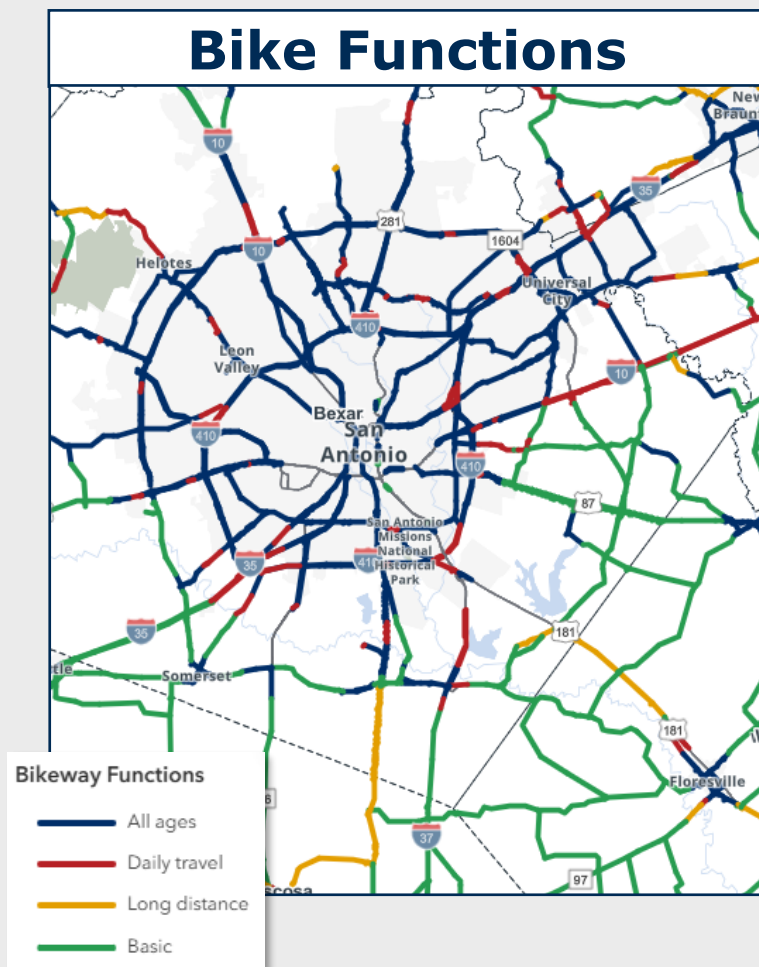


Ongoing Outreach Efforts: Online interactive maps, Working Group Online Review Portal, media releases, ongoing engagement updates

Network Maps

- **Bike Network Functions:** Roadways are being classified based on their intended role:
 - All-Ages: Near destinations serving youth, older adults, and other vulnerable users
 - Daily Travel: Areas with concentrations of people, jobs, destinations, and short trips
 - Long-Distance: Bicycle Tourism Trail connections
 - Basic: Locations where occasional bicycle travel is anticipated
- **Bicycle Tourism Trail Network:** Draft routes are being refined using roadway suitability, destinations, popular routes, local knowledge, and stakeholder feedback. Dallas / FTW refinements also incorporate alignment comments provided by NCTCOG.
- **Prioritization Network:** On-system segments with identified needs will be scored using safety, connectivity, access, system performance, asset condition, community needs, and implementation opportunities. District-specific weights will help reflect local priorities.

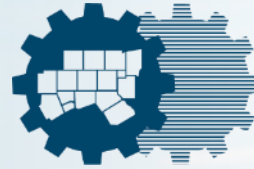
Network Maps



Note: Examples from for Pilot Project in SAT District.

Next Steps

- Input and Feedback on Maps (Late September)
 - Data Portal
 - Public Facing Maps
- Finalize Maps by End of November
- Additional Stakeholder Meetings (CNWG & TWG) – Late Fall / Early Winter
- DRAFT Plan December 2027
- Virtual Public Meeting (VPM) – Early 2027



NCTCOG PRESENTATION

Trails and On-Street Bikeways Annual Database Updates

Daniel Snyder & Alexander Young

| Bicycle and Pedestrian Advisory Committee | 08.26.2026

Regional Coordination



Annual Database Updates Process

1. **NEW** Confirm the regional inventory lists your agency's current trails and/or bikeways plan(s)
2. Review the online interactive map and submit edits to facility alignments



Step 1: Regional Inventory of Local Plans



Regional Inventory of Local Plans

← ↻ 🏠 <https://publish.smartsheet.com/a137bfee8b024ca18bf44012705d37a9> 📄 ☆ ⚙️ | ☆ ⬇️ 👤

LIVE_NCTCOG Regional Inventory of Local Plans

Agency	Plan Cover	Name of Plan	Year of Adoption	Plan Document Webpage	Shared-Use Path Facility Alignments?	On-Street Bikeway Facility Alignments?	Was Plan Uploaded to TxDOT's ATP Inventory?	Links to Zoomed-In NCTCOG Trails & Bikeways Map	Notify NCTCOG Staff of Updates
1 Addison		Addison City-Wide Trails Master Plan	2021	https://parks.addisontx.gov/Parks-Related-Master-Plans	Yes	Yes	Uploaded	Addison: NCTCOG Trails & Bikeways Map	dsnyder@nctcog.org
2 Aledo		Aledo Parks, Recreation and Open Spaces Master Plan	2013	N/A	Yes	Yes	Not Uploaded	Aledo: NCTCOG Trails & Bikeways Map	dsnyder@nctcog.org
3 Allen		Allen Trails and Bikeways Master Plan	2019	https://www.lifeinallen.org/park	Yes	Yes	Uploaded	Allen: NCTCOG Trails & Bikeways Map	dsnyder@nctcog.org



Inventory Layout

Fields:

1. Plan Cover
2. Name, Year of Adoption
3. Webpage
4. Facility Types included in the Plan
5. TxDOT Inventory Upload
6. NCTCOG Contact Info

1

2

3

4

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6

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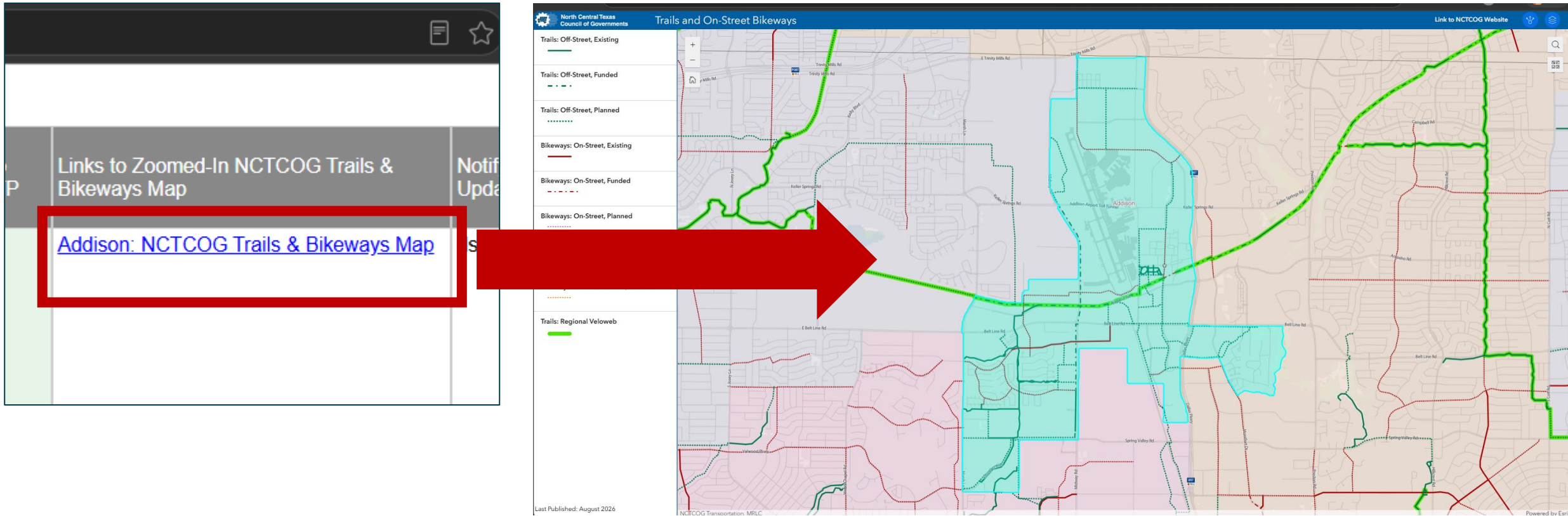
👤

LIVE_Regional Inventory of Local Plans

Agency	Plan Cover	Name of Plan	Year of Adoption	Plan Document Webpage	Shared-Use Path Facility Alignments?	On-Street Bikeway Facility Alignments?	Was Plan Uploaded to TxDOT's ATP Inventory?	Links to Zoomed-In NCTCOG Trails & Bikeways Map	Notify NCTCOG Staff of Updates
1 Addison		Addison City-Wide Trails Master Plan	2021	https://parks.addisontx.gov/Parks-Related-Master-Plans	Yes	Yes	Uploaded	Addison Trails & Bikeways Map	dsnyder@nctcog.org
2 Aledo		Aledo Parks, Recreation and Open Spaces Master Plan	2013	N/A	Yes	Yes	Not Uploaded	Aledo Regional Trails & Bikeways Map	dsnyder@nctcog.org
3 Allen		Allen Trails and Bikeways Master Plan	2019	https://www.lifeinallen.org/parks	Yes	Yes	Uploaded	Allen Trails & On-Street Bikeways Map	dsnyder@nctcog.org
4 Anna		Anna 2050 Parks, Open Space, Trails, Recreation Master Plan	2021	https://www.annatexas.gov/13/Capital-Improvement-Projects	Yes	No	Not Uploaded	Regional Trails & On-Street Bikeways Map of Anna	dsnyder@nctcog.org
5 Argyle		Argyle Comprehensive Plan	2024	https://argyletx.com/350/Comprehensive-Plan	Yes	Yes	Not Uploaded	Argyle - Regional Trails & On-street Bikeways Map	dsnyder@nctcog.org



Direct Link to Regional Network Map

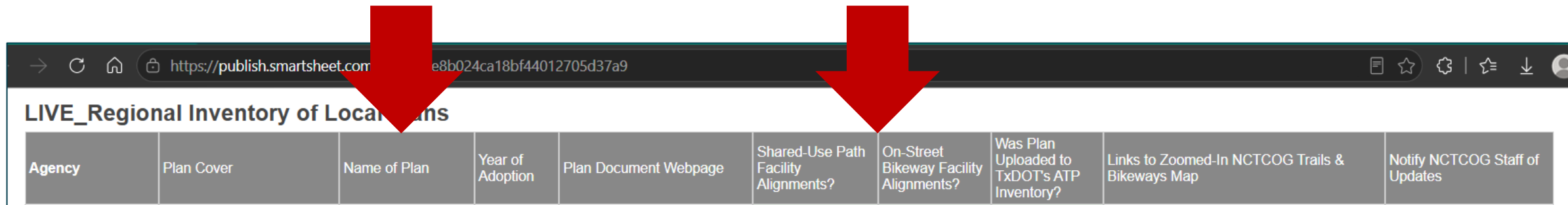


Next Steps

Link to Regional Inventory of Local Plans to be shared via email after BPAC.

<https://publish.smartsheet.com/a137bfee8b024ca18bf44012705d37a9>

Review is quick!



The screenshot shows a web browser window with the URL <https://publish.smartsheet.com/a137bfee8b024ca18bf44012705d37a9>. The page title is "LIVE_Regional Inventory of Local Plans". Below the title is a table with the following columns:

Agency	Plan Cover	Name of Plan	Year of Adoption	Plan Document Webpage	Shared-Use Path Facility Alignments?	On-Street Bikeway Facility Alignments?	Was Plan Uploaded to TxDOT's ATP Inventory?	Links to Zoomed-In NCTCOG Trails & Bikeways Map	Notify NCTCOG Staff of Updates
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If no updates are needed, please respond back by email to confirm your review.



Step 2:

Regional Trails and On-Street Bikeways Network



Regional Network Background

NCTCOG staff is coordinating the annual updates to the regional database of on- and off-street bikeways.

This information is displayed in NCTCOG's online interactive map and incorporated into the region's long range transportation plan (Mobility 2050).

The regional database and online map reflect locally adopted plans for transportation facilities, which are stored in our Regional Inventory of Local Plans.

Your help is needed to identify necessary updates to alignments, funding, or construction status.

- Has a project status moved from funded to existing?
- Has a segment been realigned or does it need to be deleted?



Editing Process

 Annual Trails and Bikeways Update Interactive Map  

Select the "Submit an Edit" button to get started

- 1. Update an Existing Status or Facility Type for a Trail/Bikeway (6) >
- 2. Revise a Trail/Bikeway Alignment (5) >
- 3. Delete a Trail/Bikeway (4) >
- 4. Add a New Trail/Bikeway (4) >

Submit an Edit

An online *interactive* map!

Works for everyone!
No GIS license is required.



Click “Submit an Edit”

Select the "Submit an Edit" button to get started

1. Update an Existing Status or Facility Type for a Trail/Bikeway	(6) >
2. Revise a Trail/Bikeway Alignment	(5) >
3. Delete a Trail/Bikeway	(4) >
4. Add a New Trail/Bikeway	(4) >

Submit an Edit



Choose The Option That Corresponds With Your Edit

<

Submit an Edit

Make a selection from the list below.

1. Update an Existing Status or Facility Type for a Trail/Bikeway

(6)

2. Revise a Trail/Bikeway Alignment

(5)

3. Delete a Trail/Bikeway

(4)

4. Add a New Trail/Bikeway

(4)



Submitting an Edit

1. Update an Existing Status or Facility Type for a Trail/Bikeway

Please provide the details.

Option 1

Status (Select Only If Changing)
Funded

Trail Name (If Changing)

Facility Type (Select Only If Changing)

Comment
This was funded in our last bond cycle.

Name*
Easton Vanover

Agency Representing
City of Texas

Email Address*
evanover@cityoftexas.gov

Date Submitted

Submit

Use the mouse to draw a line on the map for a trail/bikeway segment that needs an edit.

Complete the necessary fields in the side column (Status change, update/correct Trail Name, Facility Type change)



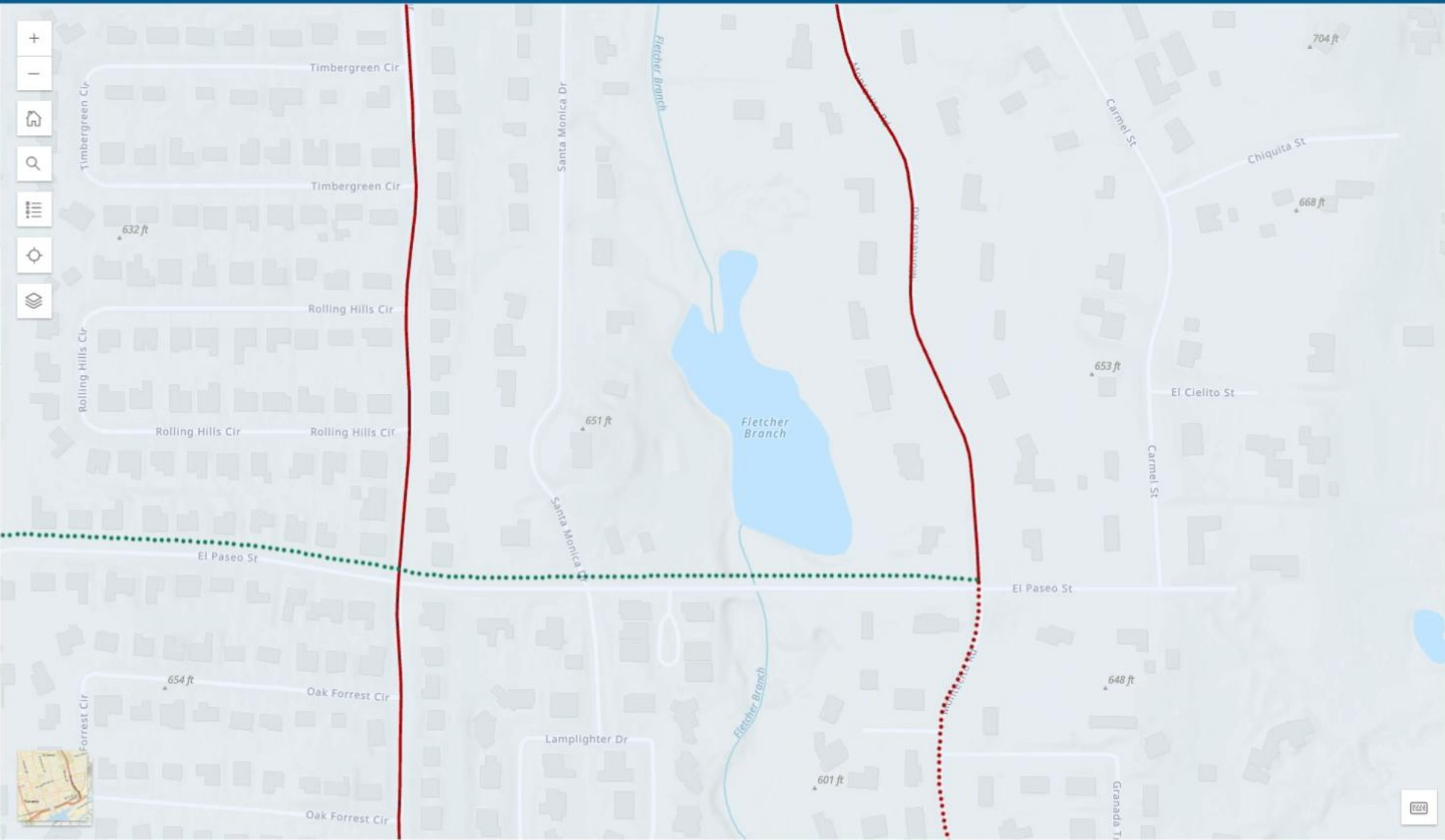


Submit an Edit



Make a selection from the list below.

- 1. Update an Existing Status or Facility Type for a Trail/Bikeway (5)
- 2. Realign An Existing Trail/Bikeway (5)
- 3. Delete a Trail/Bikeway (4)
- 4. Add a New Trail/Bikeway (4)



Editing Tips

- Be as thorough and specific as possible.
- Review your entire community.
- If an update/edit cannot be conveyed through the GIS map, please send an email with PDF map(s) and markups explaining the update/edit.
- If the trail and/or bikeway network appears substantially different from your community's locally adopted plan, do not submit edits in this application. Instead, please email GIS data to dsnyder@nctcog.org containing your trails and bikeways and NCTCOG staff will update the regional network.
- ***If no updates/edits are needed, please respond back by email to confirm your review.***



Next Steps

NCTCOG staff will send an email with:

- A link to the Regional Inventory of Local Plans
- A link to the online interactive map
- A “How-To” Guide for editing the online interactive map

Responses requested for all database edits returned by **Friday, September 25**

NCTCOG staff will make the edits as requested and follow up as needed to clarify and/or confirm accuracy.



Contact Us



Alexander Young

GIS/Data Solutions Analyst II

ayoung@nctcog.org | (817) 704-2501

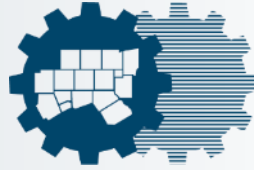


Daniel Snyder, AICP

Senior Transportation Planner

dsnyder@nctcog.org | (817) 608-2394





NCTCOG PRESENTATION

2027 TRANSPORTATION ALTERNATIVES CALL FOR PROJECTS

Daniel Snyder, AICP

Bicycle and Pedestrian Advisory Committee | 08.26.2026

URBAN AREAS AND STATEWIDE TA CALLS FOR PROJECTS OVERVIEW

NCTCOG

- NCTCOG Large Urbanized Areas
- Approx. \$60 million available
 - Construction: \$3M to \$10M for project awards (federal portion)
 - Planning (SRTS only) \$200k to \$500k

TxDOT

- Any area in the state
- Up to \$200 million available
- Construction & Design
- Planning



URBAN AREAS AND STATEWIDE TA PROJECT FOCUS AREAS

NCTCOG

- Constructs segments of the Regional Veloweb or Texas Bicycle Tourism Trails Network
- Implements improvements identified in a safety plan
- Enhances access to multiple destinations
- Design is complete

TxDOT

- Improves access to transit
- Improves safety for all ages & abilities
- Enhances access and safety to schools
- Constructs segments of the Texas Bicycle Tourism Trails Network



ANTICIPATED PROGRAM UPDATES*

2025 TA Projects

- *AFA must be executed prior to the 2027 application deadline*
- *Making sufficient progress toward letting within 3 years of award (District certified)*

TA Projects Awarded Prior to 2025

- *Must let for construction prior to the 2027 application deadline*



DRAFT new rules for the TxDOT Statewide Call.

Similar program updates may be proposed for the NCTCOG Urban Area Call for Projects.



URBAN AREAS AND STATEWIDE TA CALLS FOR PROJECTS TIMELINES

Agencies can potentially submit applications to both the NCTCOG MPO and TxDOT

NCTCOG MPO Urban Areas TA Call (one application)

Applications
Due to NCTCOG by
Jan 15, 2027, 5PM

NCTCOG
MPO Staff
Recommended
Projects for
Funding
Announced
April 2027

RTC Awards
Funding
June 2027

TxDOT Statewide TA Call (two-step process)

TxDOT
Statewide
Call for
Projects
Opens
Jan 2027

Preliminary
Applications
Due
to TxDOT
Feb 2027

Detailed
Applications Due
to TxDOT
June 2027

TTC Funding
Awards
Oct 2027

NOTE: If an application within the Urban Area is not recommended for funding by NCTCOG, an agency may continue a pending TxDOT preliminary application for the same construction project or non-infrastructure plan and submit a Detailed Application by June 2027 in the TxDOT Call for Projects.

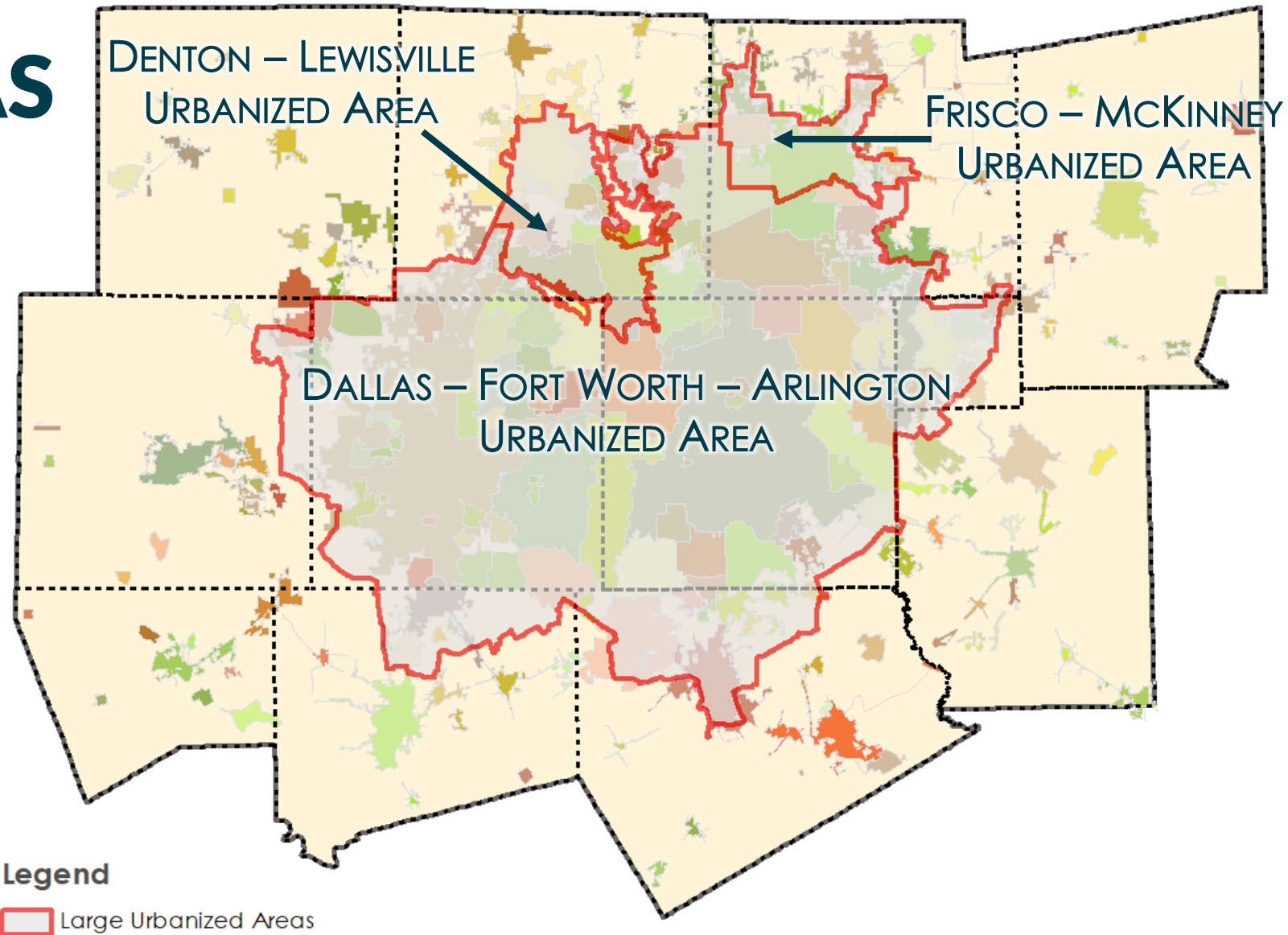


DRAFT TA CALL FOR PROJECTS OVERVIEW (North Central Texas Urbanized Areas)



ELIGIBLE PROJECT AREAS

Within one of the
three urbanized areas
(exceeding 200K
population)



ELIGIBLE PROJECT ACTIVITIES

May include:

- Shared-Use Paths (Trails)
- On-Street Bikeways
- Sidewalks, Crosswalks, Curb Ramps, with Shade (part of a larger project)
- Sidewalks and Bikeways to Transit (e.g., Rail Stations and High Frequency Bus Routes)
- Pedestrian and Bicycle Safety Countermeasures
- Protected Intersections
- Safe Routes to School Planning



Source: NCTCOG



FUNDING OVERVIEW

Approx. \$60 million in federal funding is anticipated to award

Project Activity	Minimum Federal Funding Award per Project (Targets)	Maximum Federal Funding Award per Project (Targets)
Construction	\$3,000,000	\$10,000,000
Safe Routes to School Planning	\$200,000	\$500,000



FUNDING OVERVIEW (cont.)

Construction-implementation projects

- Engineering and Environmental Phases: 100 percent locally funded
- Construction Phases: Minimum 20 percent local match*

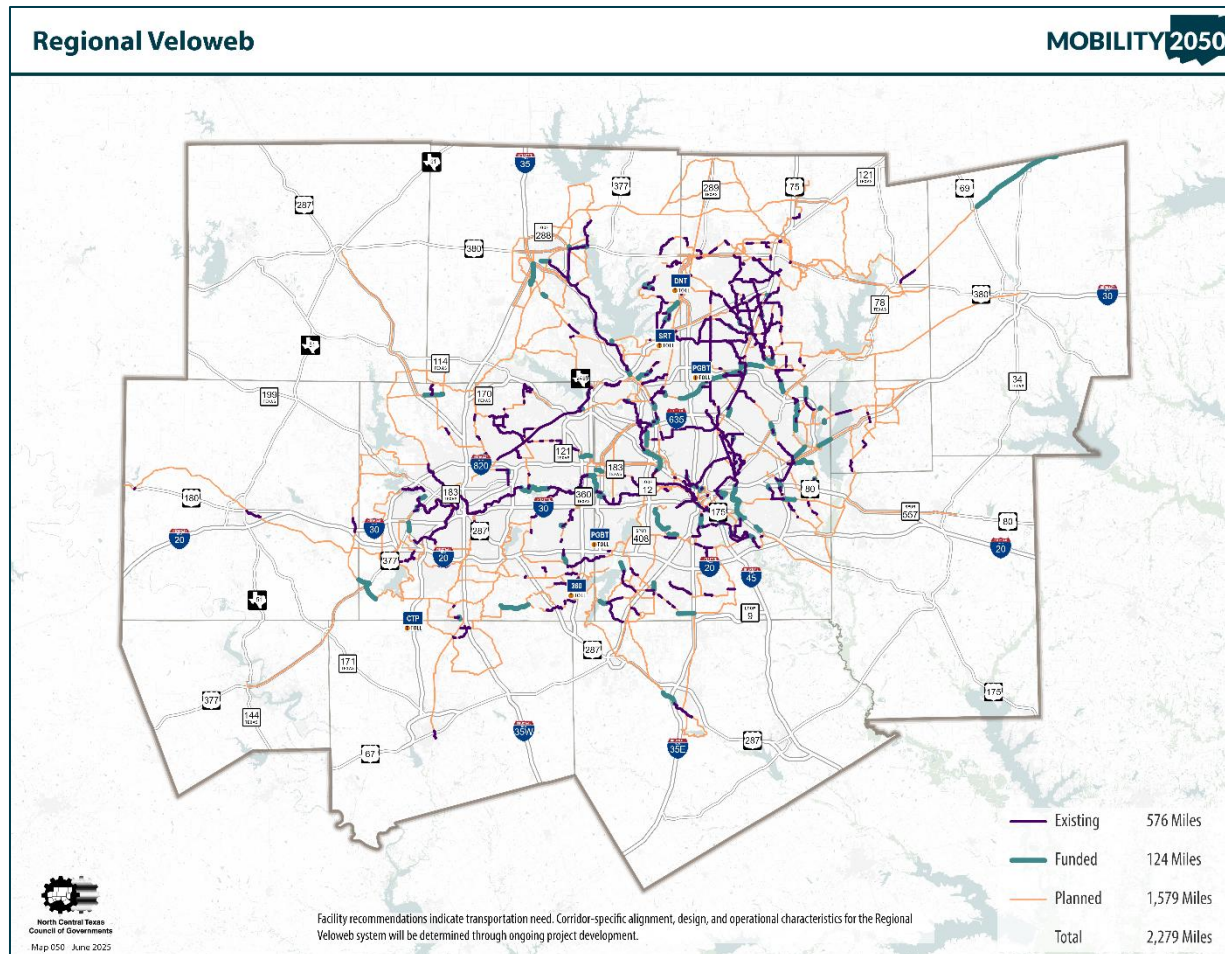
Safe Routes to School planning: Minimum 20 percent local match*

*Local match must be cash or Transportation Development Credits (TDCs)

- No in-kind contributions
- Reimbursement up to 80 percent of eligible project costs (up to 100 percent if using TDCs)
 - *“Regional” TDCs may be requested in lieu of local match for projects implementing alignments of the Regional Veloweb*
 - *TDCs available for qualifying local governments may be applied to other project types not consisting of a Regional Veloweb alignment*



REGIONAL TRANSPORTATION COUNCIL TRANSPORTATION DEVELOPMENT CREDITS



Agencies may request Regional Transportation Council (RTC) Transportation Development Credits (TDCs) (in lieu of a local match) for projects implementing the Regional Veloweb as identified in Mobility 2050.



MTP POLICY BUNDLE TRANSPORTATION DEVELOPMENT CREDITS

Agencies may request use of existing TDCs (in lieu of local match) if qualified through the MTP Policy Bundle process (and have a remaining balance).

Agencies with TDCs pending approval by RTC on 09/10/26:

Arlington	Grapevine
DART	Irving
Denton	Mansfield
Fort Worth	McKinney
Frisco	Plano
Garland	Richardson
Grand Prairie	Trinity Metro



SCHEDULE for MPO Call for Projects

Milestone	Date
Surface Transportation Technical Committee (STTC) – Action on Call for Projects	September 25, 2026
Regional Transportation Council (RTC) – Action on Call for Projects	October 8, 2026
→ Call for Projects Opens	October 12, 2026
Call for Projects Public Workshop	October 27, 2026
→ Call for Projects Closes (Applications Due)	January 15, 2027, 5 PM
Review of Projects / Scoring by NCTCOG Staff	January – March 2027
Public Meeting	April 2027
Surface Transportation Technical Committee (STTC) – Action to Approve Recommended Projects	May 28, 2027
Regional Transportation Council (RTC) – Action to Approve Recommended Projects	June 10, 2027
Deadline for Project Sponsors to Submit Transportation Improvement Program (TIP) Modifications (Fourth Quarter 2027 Revisions)	June 25, 2027



NEXT STEPS FOR APPLICANTS

Coordinate with internal departments and stakeholders to select project(s) for application submittal

Perform preliminary engineering, if possible, to determine realistic project budgets

Obtain necessary easements if project is not within public ROW (complete prior to Jan. 2027)



Coordinate for local funding Resolution by your Governing Body by the end of 2026 so the Resolution will be approved and signed in time for the application deadline in early January 2027.



CONTACT US



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Kevin Kokes, AICP

Program Manager

kkokes@nctcog.org | 817-695-9275





NCTCOG PRESENTATION

STATUS OF TRANSPORTATION ALTERNATIVES FUNDED PROJECTS

Daniel Snyder, AICP

Bicycle and Pedestrian Advisory Committee | 08.26.2026

AT RISK OF LAPSING*

Implementing Agency	CSJ #	Project Application Name	Project Status	Date Approved by the RTC	CFP Deadline for Obligating Funds	Anticipated Let Date
City of Frisco	0918-46-348	Iron Horse Trail	Under Design	Dec. 8, 2022	Dec. 8, 2025	Aug. 2027
City of Richland Hills	0902-90-378	Cheney Hills Elem SRTS	AFA not Executed	June 12, 2025	Aug. 31, 2028	Aug. 2029

***Project funding may be reprogrammed to another project in the region.**



POTENTIALLY AT RISK OF LAPSING

Implementing Agency	CSJ #	Project Application Name	Project Status	Date Approved by the RTC	CFP Deadline for Obligating Funds	Anticipated Let Date
City of Carrollton	0918-46-367	TC Rice Trail	AFA not Executed	June 12, 2025	Aug. 31, 2028	Aug. 2028
City of Denton	0918-46-362	Newton Rayzor Elementary SRTS	AFA not Executed	June 12, 2025	Aug. 31, 2028	Aug. 2028
City of Denton	0918-46-363	Sycamore Trail Sidepath	AFA not Executed	June 12, 2025	Aug. 31, 2028	Aug. 2029
City of Fort Worth	0902-90-379	McPherson-Summer Creek Safe Streets	AFA not Executed	June 12, 2025	Aug. 31, 2028	Aug. 2028



! The deadline to execute an AFA was June 5, 2026 !



POTENTIALLY AT RISK OF LAPSING

Implementing Agency	CSJ #	Project Application Name	Project Status	Date Approved by the RTC	CFP Deadline for Obligating Funds	Anticipated Let Date
City of Frisco	0918-24-320	Frisco Square Connection and Cottonwood Creek Trail	AFA not Executed	June 12, 2025	Aug. 31, 2028	Aug. 2028
City of Plano	0918-24-319	Los Rios Park Trail	AFA not Executed	June 12, 2025	Aug. 31, 2028	Aug. 2027
City of Richardson	0918-00-500	Richardson SRTS Program	AFA not Executed	June 12, 2025	Aug. 31, 2028	Aug. 2027



! The deadline to execute an AFA was June 5, 2026 !



NOT AT RISK OF LAPSING

Implementing Agency	CSJ #	Project Application Name	Project Status	Date Approved by the RTC	CFP Deadline for Obligating Funds	Anticipated Let Date
City of Crowley	0902-90-377	Main Street Trail Extension	Under Design	June 12, 2025	Aug. 31, 2028	Aug. 2028
City of Dallas	0918-47-564	Cotton Belt Trail / Marni Kaner Trail	Under Design	June 12, 2025	Aug. 31, 2028	Aug. 2027
Dallas County	0918-47-561	Chalk Hill Trail Phase 2	Under Design	June 12, 2025	Aug. 31, 2028	Aug. 2028



2025 TA PROJECTS AWARDED FUNDING BY RTC

AGENCIES SHOULD HAVE EXECUTED AN AFA AND NOW BE COORDINATING TO HAVE ENGINEERING AND ENVIRONMENTAL PHASES UNDERWAY

City of Carrollton

City of Crowley

City of Dallas

City of Denton

City of Fort Worth

City of Frisco

City of Plano

City of Richardson

City of Richland Hills

Dallas County



Funding must be obligated by August 31, 2028



CONTACT US



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Kevin Kokes, AICP
Program Manager
kkokes@nctcog.org | 817-695-9275



AUGUST

SCHOOL SAFETY

Creating Safer Journeys Back to Learning



NCTCOG PROGRAM INITIATIVES

Working with communities, businesses and local governments to implement safety programs.



KIDS CAN HELP

Obey traffic laws and watch surroundings, especially around buses and cars.



WHAT CAN PARENTS DO?

Finding safe routes to school, watch speed in school zones and help kids stay connected and informed.



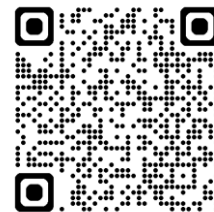
October 7th

Walk & Roll to School Day

- Annual celebration where students, parents and community members walk or roll to school together
- NCTCOG encourages participation by providing free planning and promotion resources and giveaway drawings for schools to incentivize participation
- City staff / elected officials can participate in WRTSD events to:
 - Observe transportation conditions and hear about current challenges
 - Promote active transportation infrastructure, programs, and investments
 - Show community support

Encourage your schools to participate!

More information at www.nctcog.org/walkbikeroll



Bledsoe Elementary WRTSD 2022



Sonntag Elementary WRTSD 2023
3rd Place Photo Contest Winner



Hosp Elementary WRTSD 2024
3rd Place Photo Contest Winner

Safe Routes to School (SRTS) Training

All-day in-depth training focusing on:

- SRTS planning: why it's important and how to plan for safety improvements for school-aged children
- How to prioritize schools for SRTS
- SRTS project implementation challenges and solutions
- Field safety audits / observations at schools
- Audience: planners, engineers, and related transportation professionals

Registration will open early September

Choose one of three available sessions:

- November 3, 2026 – *Kennedale Fire Station*
- November 4, 2026 – *Irving City Hall*
- November 5, 2026 – *Fate City Hall*

For more information, contact Kyle Hoener at khoener@nctcog.org



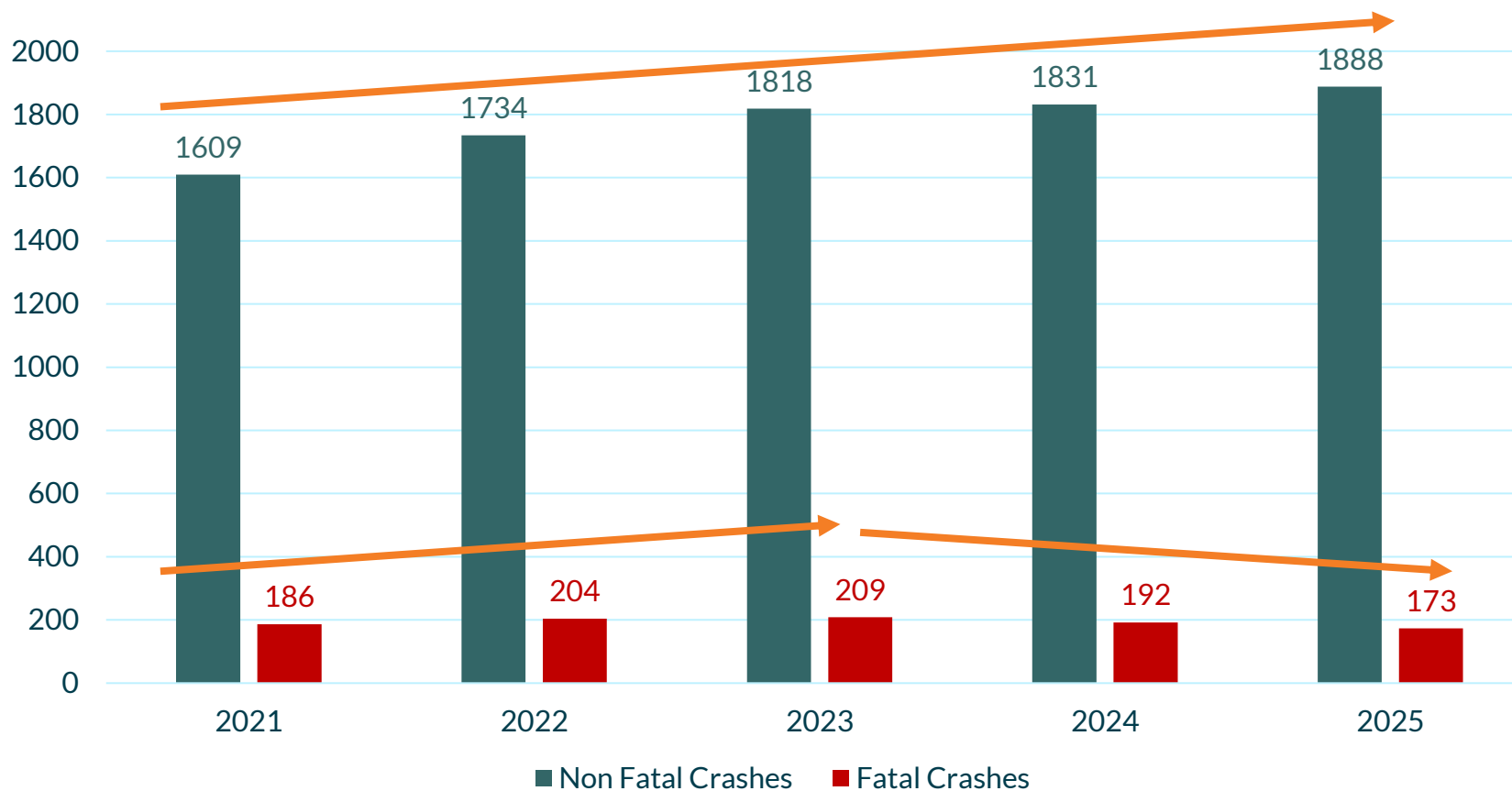


Annual Safety Performance Report

Catherine Richardson

Bicycle and Pedestrian Advisory Committee | 08.26.2026

Bicyclist and Pedestrian Crashes in the 12-County MPA 2021 - 2025



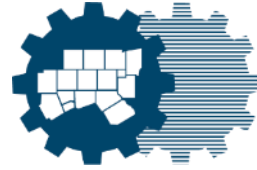
2025 Bicyclist and Pedestrian Crashes by County

County	Pedestrian Involved	Bicyclist Involved	Total
Collin	111	88	199
Dallas	716	188	904
Denton	101	94	195
Ellis	18	7	25
Hood	5	2	7
Hunt	12	4	16
Johnson	13		13
Kaufman	19	9	28
Parker	10	7	17
Rockwall	13	6	19
Tarrant	432	192	624
Wise	7	1	8
Total	1,457	598	2,055

To read the full Transportation Safety Performance Measure Report visit:
nctcog.org/trans/quality/safety/transportation-safety



BICYCLE PARKING GUIDELINES



APBP Bicycle Parking Guidelines

Catherine Richardson

Bicycle and Pedestrian Advisory Committee | 08.26.2026

3rd Edition

A set of recommendations from the Association
of Pedestrian and Bicycle Professionals (APBP)

apbp ASSOCIATION OF PEDESTRIAN
& BICYCLE PROFESSIONALS
Expertise for Active Transportation

Bicycle Parking Guidelines, 3rd Edition (2026)

2026 Guide Outline

1. Intro and basics
2. Policies, requirements, and codes
3. Placement
4. Bicycle rack and locker selection
5. Installation and maintenance

Bicycle Parking Guidelines is now available for purchase and PDF Download

- \$50.00 for Professional and Young Professional Members
- \$20.00 for Advocate and Student Members
- \$100 for Non-Members

To purchase the guide visit <https://www.apbp.org/Publications>



CONTACT US



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Program Manager

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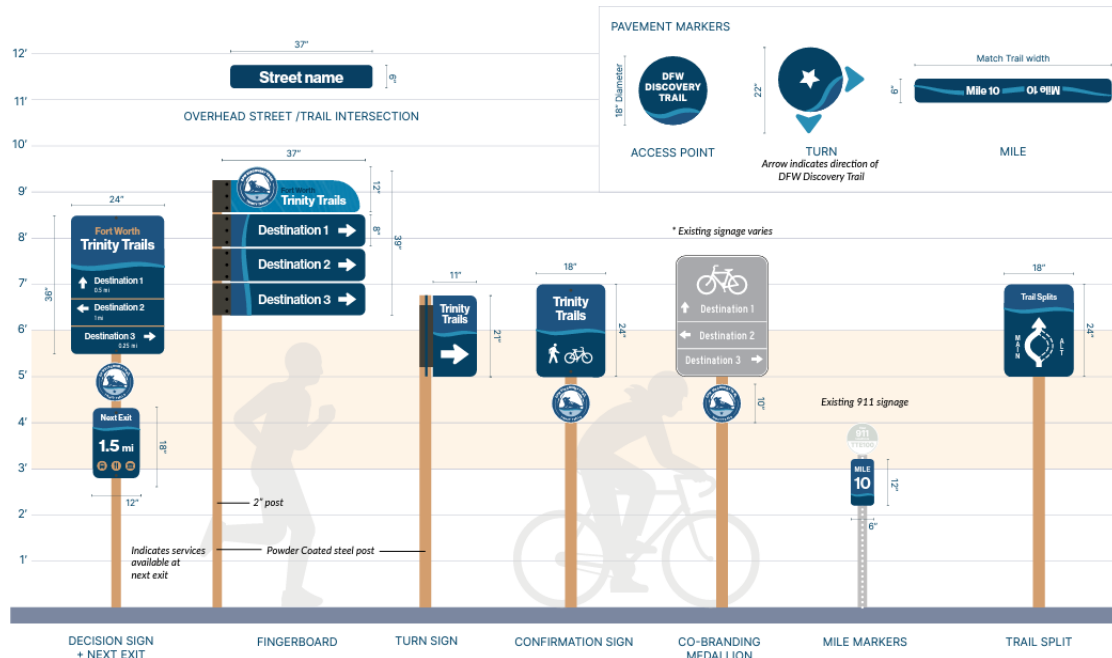
Regional Trail Branding and Wayfinding Signage Initiative

Location: Fort Worth to Plano (three counties and 12 cities)

Study Kickoff: Fall 2026

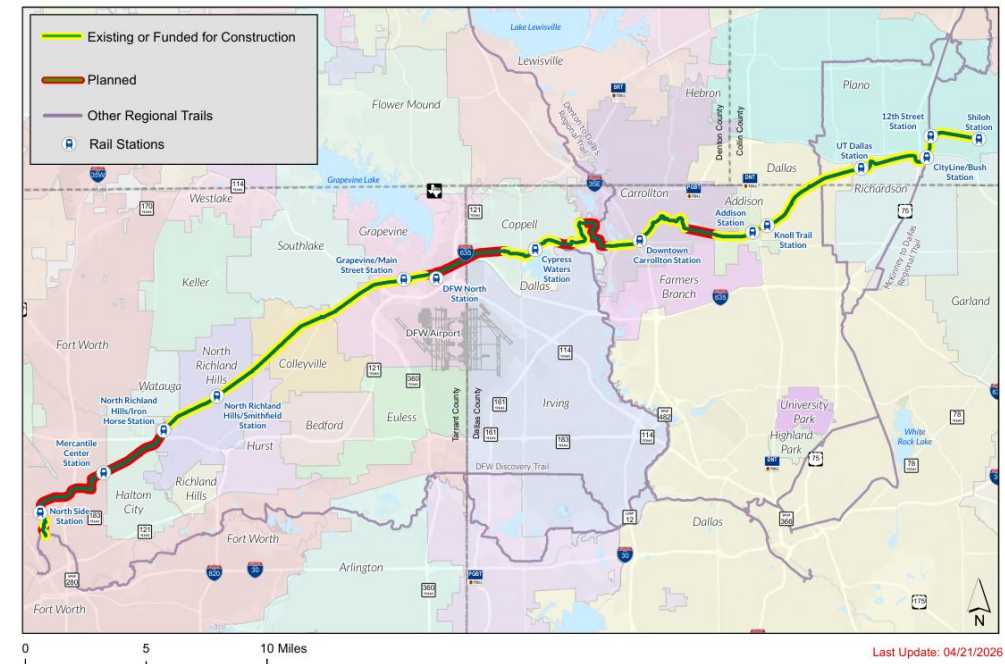
Scope: The consultant will develop a plan to include the following:

- Unified brand/logo for the regional trail
- Wayfinding sign typologies (e.g. shapes, sizes, colors, and messaging)
- Recommendations for signage placement and locations for the various types of wayfinding signs
- Design intent and engineering shop drawings for future construction and installation of the signs



Cotton Belt Regional Trail

Total Length: 51 Miles



Regional Rail Trail Alignment Study Fort Worth to North Richland Hills

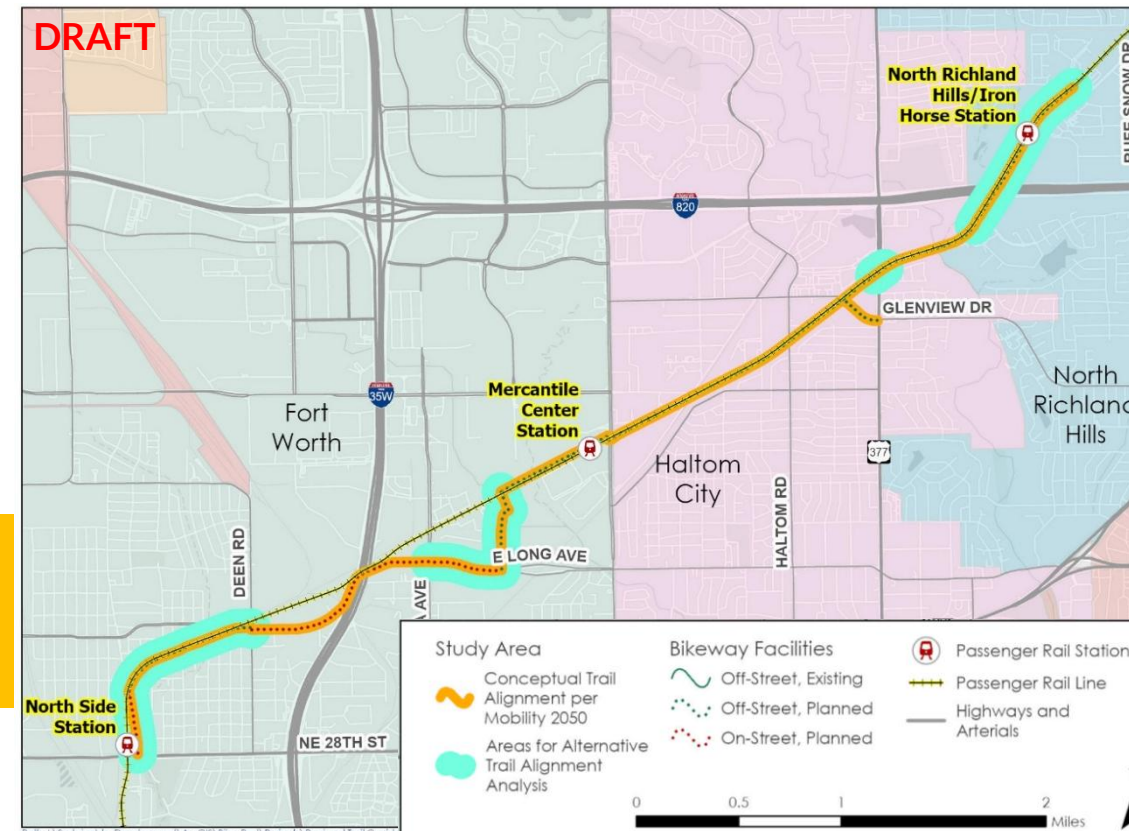
Study Area (approx. 7.5 miles):

Fort Worth, Haltom City, and North Richland Hills

RFP Release: September 11, 2026

Scope (preliminary): Review the feasibility of a trail (shared use path) within rail right-of-way and on-street bikeway alignments, review alternative alignments and grade separation where necessary due to constraints, finalize the preferred alignments, and prepare conceptual schematics, preliminary environmental analysis, and opinions of probable construction costs.

Transportation Planning Expertise: strong background in the design and construction of trail and bikeway infrastructure within passenger rail right-of-way and street right-of-way



Trinity Railway Express (TRE) Bikeways to Rail Stations Study

3-Station Study Area (Approx. 20 miles of bikeway facilities):

- Downtown Irving / Heritage Crossing Station
- CentrePort/DFW Airport Station and
- Trinity Lakes Station

RFP Release: October 2026

Scope (preliminary): Determine feasible roadway retrofits in 30 roadway corridors to accommodate new dedicated bikeway facilities and related intersection safety improvements resulting in high comfort bikeways suitable for people of all ages and abilities. Prepare conceptual schematics based on best practices and design guidance from AASHTO and NACTO and provide opinions of probable construction costs.

Transportation Planning Expertise: on-street bikeway design, sidepaths, and intersection safety improvements

