

WELCOME

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

August 20, 2025

Chair

Anthony White

TxDOT Fort Worth District



Public comment form available for the public

Members of the public:
Please see NCTCOG staff at the entry
table if you would like to comment
about an agenda item.

Members of the public may comment
on any item(s) on today's agenda at the
end of the meeting. If speaking, please
complete the green comment form
which is available at the entry table and
provide it to the designated NCTCOG
staff person.

Speakers should limit their comments
to 2-3 minutes.



The image shows a green comment form for the Bicycle Pedestrian Advisory Committee (BPAC) meeting. The form is titled "Bicycle Pedestrian Advisory Committee Meeting Comment Form" and includes the NCTCOG logo and name. It provides instructions for public comment, including a list of four steps: marking the box for oral or written comment, filling in name and affiliation, writing the comment, and returning the form. There are three checkboxes for selecting the type of comment (oral, written, or both) and a section for providing contact information (Name, Organization, Date, Meeting Location). A final section prompts the user to provide written comments below a line.

 North Central Texas
Council of Governments

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:

AN EYE ON: BACK TO SCHOOL SAFETY

As school starts up again across DFW, here are three ways to stay safe:

1. **STUDENTS:** Always wear a helmet when biking
2. **PARENTS:** Review safe routes to school with your kids before school starts
3. **DRIVERS:** Watch out for pedestrians in school zones



City of Denton

Electric Bicycle Incentives

Kaitlynn Davis

City of Denton Env. Services & Sustainability
Conservation Program Coordinator



City of Denton E-Bike Rebates

To help improve local air quality through reduced emissions from motor vehicles

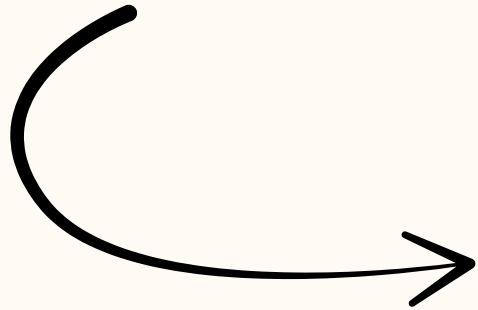
Rebate Type	Rebate Amount
E-Bike	50% up to \$750

General Requirements

- **Must be a City of Denton resident**
- **Must apply for rebate within 90 days of purchase**
- **Must be a new purchase**
- **Cannot exceed 750 watts (not including peak wattage)**
- **Up to two per 12-month period**
- **All classes of e-bike are eligible for rebate**
- **Applicant must agree to charge e-bike during non-peak hours**



- Check out Program Guide for more information
- Scan here or visit cityofdenton.com/incentives to learn more



Electric Vehicle and E-Bike Rebate Program Guide

Effective Oct. 1, 2024



Progress and Promotion

- Since April 2025, spent \$37,850
- 73 applications (60 awarded rebates)
- Promotion of incentives
 - Residential newsletters
 - Sustainable Denton website
 - Social media
 - Tabling events (flyers, brochures, etc.)
 - Incentives class
 - Incentives display at City of Denton Recreation Centers





Future Considerations

- Increased outreach- flyers at local bike shops, local universities, bike repair classes, etc.
- Encouraging residents to be safe when riding e-bikes
 - Interest in incentives for safety accessories like helmets
 - Guidance on how to safely (and sustainably) charge batteries

Thank you!

Questions?

Kaitlynn Davis

Conservation Program Coordinator

rebates@cityofdenton.com





City of Dallas

Bicycle and Pedestrian Advisory Committee

NCTCOG

August 20, 2025

Kevin Mondy, Superintendent
Park and Recreation
City of Dallas

Primary Focus Areas for Park Safety and Security



- Interagency Initiatives
- Community Engagement
- Equipment & Infrastructure Inventory
- Safety Strategy Guidelines



Background



E-bikes are becoming increasingly popular, providing residents with a diverse way to explore Dallas's extensive park and trail system. However, this rise in usage has brought about significant challenges. There are growing concerns about riders who operate e-bikes at high speeds and recklessly, which poses safety risks to pedestrians, cyclists, and other trail users.



E – Bike Types



SEC. 28-41.1.1. RESTRICTIONS ON THE USE OF MOTOR ASSISTED SCOOTERS AND ELECTRIC BICYCLES.

(g) A person commits an offense if the person:

- (1) operates or rides a motor assisted scooter on any sidewalk within the city;
- (2) operates or rides a motor assisted scooter or an electric bicycle at a speed greater than:
 - (A) 20 miles per hour;
 - (B) the designated speed limit in a designated slow ride zone; or
 - (C) the posted speed limit on a public street or trail.
- (3) operates or rides a motor assisted scooter on the state fair grounds during the State Fair of Texas;
- (4) operates or rides a motor assisted scooter in a public park or public plaza;
- (5) is a parent of a child and the parent knowingly permits, or by insufficient control allows, the child to operate or ride a motor assisted scooter on any sidewalk within the city;
- (6) is a child and operates or rides a motor assisted scooter or electric bicycle without wearing a helmet while in the public right-of-way or in a public park or public plaza within the city;
- (7) is a parent of a child and the parent knowingly permits, or by insufficient control allows, the child to operate or ride a motor assisted scooter or electric bicycle in the public right-of-way or in a public park or public plaza within the city when the child is not wearing a helmet;
- (8) transports any passenger on a motor assisted scooter or electric bicycle while in the public right-of-way or public park or public plaza within the city, unless the device is equipped with a seat and a set of foot rests for the passenger;
- (9) fails to yield the right-of-way to any pedestrian while operating a motor assisted scooter or an electric bicycle;
- (10) operates a motor assisted scooter on a trail where riding is prohibited or during the hours that riding is prohibited on the trail; or
- (11) operates a motor assisted scooter or electric bicycle on public landscaping or art or on public amenities in a manner that is contrary to the intended use of the amenity



Education and Enforcement



Continued Next Steps



- Continue to educate all trail and park patrons
- Posting of speed limit signs
- Work with law enforcement partners on enforcement if needed
- Provide updates to stakeholder groups regarding safety





City of Dallas

Bicycle and Pedestrian Advisory Committee

NCTCOG

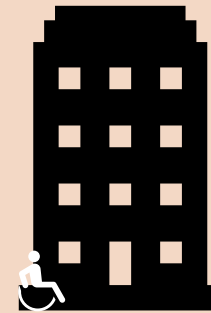
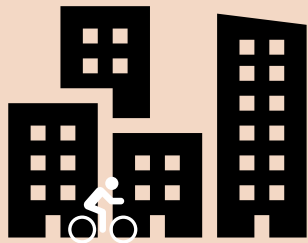
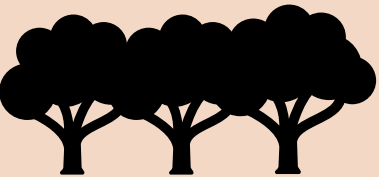
August 20, 2025

Kevin Mondy, Superintendent
Park and Recreation
City of Dallas

UPCOMING EVENTS AND TRAINING

Bicycle and Pedestrian Advisory Committee
August 20, 2025

Daniel Herrig, Committee Vice Chair



The logo for the Active Pathways for Bicycles and Pedestrians (apbp) is located on the left. It consists of the lowercase letters 'apbp' in a stylized, rounded font. The 'a' is dark blue, the first 'p' is light blue, the 'b' is teal, and the second 'p' is green. To the right of the logo, the words 'Virtual Summit' are written in a large, dark blue, sans-serif font. Below 'Virtual Summit', the phrase 'A Path to Progress' is written in white, sans-serif font inside a teal rectangular box.

apbp Virtual Summit

A Path to Progress

September 25-26, 2025

- A live online, two-day, educational summit composed of two keynote speakers and 6 breakout sessions focused on the many facets of the active transportation field
- **Registration is open**
- To view the agenda, visit: apbp.org/2025-virtual-summit



APATX25 Chapter Conference

October 22-24

Bryan-College Station

- This year's theme is "love and happiness" and brings planners together to explore the human side of planning. This conference is an opportunity to connect, learn, and reflect on the impact of planning in Texas communities.
- Registration is open
- Visit <https://texas.planning.org/conferences-and-events/past-conferences/> for more information

TrailNation Summit

October 27-29, 2025

Cleveland, OH



- RTC will gather 500 trail network visionaries, innovators, and practitioners from across the country for two days of dynamic mobile workshops, immersive peer-learning sessions, networking and relationship building to unlock the power of trail networks for communities nationwide.
- Registration is open
- Visit railstotrails.org/trailnation/summit2025/ for more information

Master Plans Under Development

- City of Colleyville Active Transportation Plan
 - Collin County Trail Master Plan
 - City of Farmers Branch Trail Plan Update
 - 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

89th Texas Legislature: SB 2039 (Hancock)

- Updates the Transportation Code to extend pedestrian rights and responsibilities to certain sidewalk users.
- "Sidewalk user" includes individuals lawfully operating bicycles, scooters, skateboards, roller skates, electric mobility devices, or similar devices on sidewalks
- The bill introduces new sections specifying the conduct of sidewalk users at crosswalks and intersections, ensuring safety and orderly interaction with vehicular traffic.
- This Act takes effect **September 1, 2025**
- To read the full Act visit:
<https://capitol.texas.gov/tlodocs/89R/billtext/html/SB02039F.htm>



APBP North Texas May Gathering

August 20, 2025 (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 \(apbp.org\)](https://www.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



**Chris
Nelson**

cnelson@nctcog.org



2025 Dallas Bike Plan

Developing the Network

Jessica E. Scott, AICP, LCI

City of Dallas Department of Transportation and Public Works

Presentation Objectives

The objective of today's presentation is to provide an overview of the process to identify and upgrade Neighborhood Bikeways as part of the bikeway network.

Presentation Outline

- Network Development
- Feasibility analysis
- Neighborhood Bikeway Features
- Q&A and Conclusion

Network Development

- Step 1: Quantitative Prioritization
 - Stakeholder Input
 - Constraints (complexity, probable cost)
 - Opportunities
 - Safety
 - Existing Conditions
 - Demand
 - Connectivity
 - Accessibility
 - Public Input
- Step 2: Qualitative Input from DDOT, BAC, and TAC

Network Development

- Existing Conditions Analysis
 - Existing Facilities Inventory
 - Bike Demand Assessment
 - Level of Stress Assessment
 - Safety Assessment
 - Accessibility & Public Health Assessment
- Network Development Process

Network Development Process

- Map and spatially assess existing conditions.
- Evaluate gaps and opportunities in existing road and bike network.
- Leverage major street connections to emphasize directness.
- Use local network for neighborhood connections.
- Evaluate routes to determine preferred spacing.
- Include trail connections as part of the network.

Feasibility Analysis

FACILITY TYPES	Minimum Width*	Max Posted Speed*	Max Lanes*	Recommended Daily Volume*	Highest Functional Class**	Max Heavy Truck %	Preferred Application	Considerations
Bike Routes	Facility Type is present in existing network but not recommended for future bike facility implementation.							
Neighborhood Bikeway	N/A	30	2	<1,000	Local	<3%	Low-speed and low-volume local roads that provide bike facilities	<ol style="list-style-type: none"> 1. May require signalized crossing of higher volume/speed roads 2. Traffic calming measures are necessary
Visually Separated Bike Lane	4 ft (no buffer) 7 ft (with buffer)	35	4	1,000-10,000	Community Collector	<5%	Local residential streets	<ol style="list-style-type: none"> 1. Buffer is preferred 2. Bike lane pavement markings should continue through intersections and across larger driveways
Physically Separated Buffered Bike Lane (one-way)	7 ft (8 ft adjacent to parking lane)	40	6	>5,000	Arterial	N/A	Higher speed, higher volume roads	<ol style="list-style-type: none"> 1. Availability of right-of-way 2. Number of driveways impacts bike safety 3. Bike lane markings should continue through intersections and larger driveways
Physically Separated Bike Lane (two-way)	11 ft	35	4	>5,000	Community Arterial	N/A	Urban core low-speed	<ol style="list-style-type: none"> 1. Bike signalization recommended due to contra-flow movements. 2. Number of driveways impacts bike safety 3. Bike lane marking should continue through intersections and larger driveways
Trail / Shared-Use Path	12 ft (May be 8-10 ft if there are constraints)	N/A	N/A	N/A	N/A	N/A	When off-road bike facilities are advisable to support longer trips and when right-of-way or easements are available	Enhanced crossing treatments including signals (RRFBs, HAWKS, full signalization) for crossing higher volume and speed collector arterial roadways

* Target Speed by Street Typology/Functional Classification; Dallas Street Design Manual.

** Typical Characteristics of Functional Classifications; Dallas Street Design Manual.

*** When floating bus stops are not employed.

Neighborhood Bikeway Features

- Neighborhood Bikeways Signs and Pavement Markings
- Speed Management
- Volume Management
- Minor Street Crossings: stop signs on local cross streets
- Major Street Crossings: improve visibility and reduce delay for bicyclists.

Neighborhood Bikeway Features

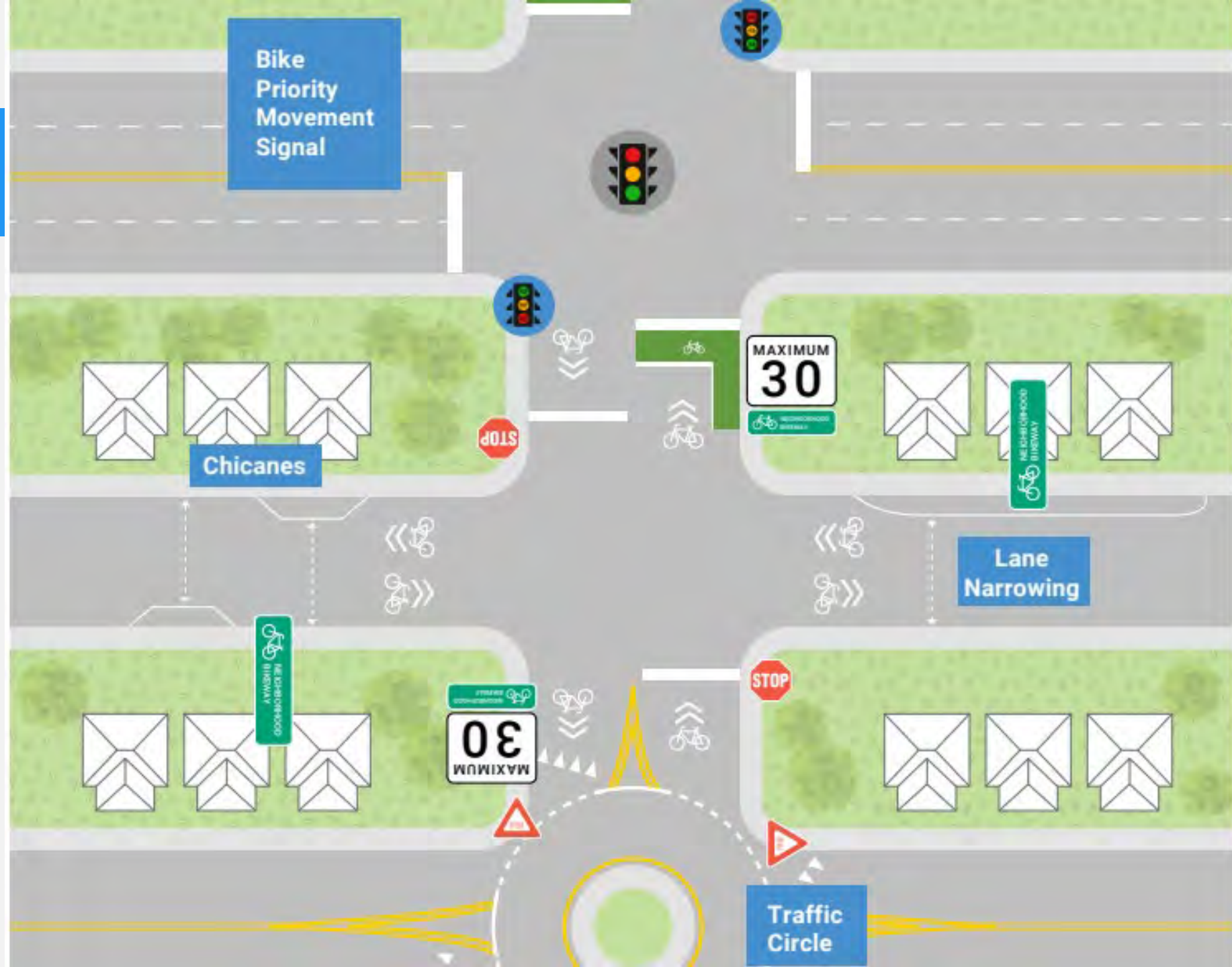
- Unsignalized crossings of major streets, improve pedestrian crossing safety. Treatments may include the following elements:
 - advance warning signs,
 - crosswalks and crossing warning signs for bicycles or bicycles and pedestrians (TMUTCD W11-1 or W11-15),
 - median refuge island,
 - Rectangular Rapid Flashing Beacons (RRFB) or Hybrid Beacons, or full traffic signals.
- At signalized intersections, use bicycle signal detection and actuation. Other elements that may be provided include
 - a separate bicycle signal head
 - bike boxes to allow bicyclists to get to ahead of the queue at signalized intersections.

Bike
Priority
Movement
Signal

Chicanes

Lane
Narrowing

Traffic
Circle





Source: City of Denver, CO



Source: City of Austin Transportation and Public Works Department

NEIGHBORHOOD BIKEWAYS

Neighborhood Bikeways combine elements of existing Bike Route facilities with additional traffic calming enhancements. These facilities are designed in a way that allows bicyclists and motor vehicle drivers to safely share roadways with lower speeds and traffic volumes. There are three distinct differences between Neighborhood Bikeways and existing Bike Route facilities:

1. Unlike Bike Routes, Neighborhood Bikeways include additional traffic calming enhancements such as speed cushions, roadway narrowing, "bulb out" curbs, flexible bollards, surface texture treatments, traffic flow diversions, and miniature traffic circles.
2. Neighborhood Bikeways are easily identifiable via extensive roadway signage and pavement markings.
3. Along Neighborhood Bikeway routes, traffic control modifications give bicyclists priority over vehicle movements at key intersections.

Neighborhood Bikeways should only be used on low volume neighborhood roadways of speeds of 30 mph or less.

Thank you!



Jessica E. Scott, AICP, LCI
Bicycle & Micromobility Manager
Department of Transportation
and Public Works
City of Dallas
jessica.scott@dallas.gov



REGIONAL BICYCLE SAFETY ACTION PLAN for North Central Texas

Bicycle and Pedestrian
Advisory Committee

08.20.2025

**LOOK OUT
TEXANS**
BIKE WALK DRIVE SAFELY
LookOutTexans.org

AGENDA

Draft Purpose and Goals

Overview of Existing Conditions Crash Data Analysis

Priority Emphasis Areas and High-Incidence Crash Corridors

2025 Regional Bicycle Safety Survey

Summary of Themes from Meetings with City Staff

Intersection Safety Strategies

Action Items Recommendations (Discussion)

Next Steps (Anticipated Schedule)



PURPOSE OF THE REGIONAL PLAN

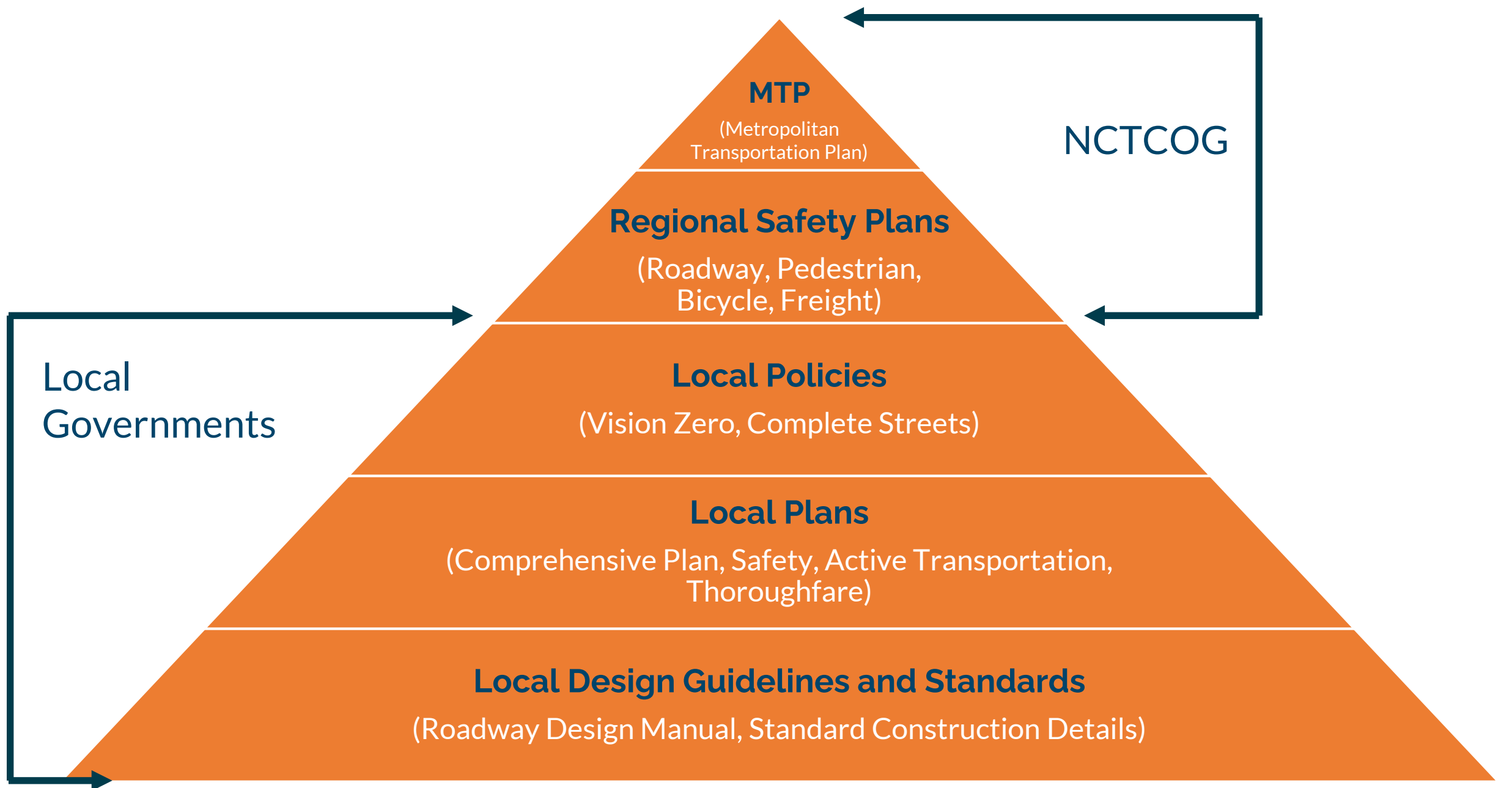
(DRAFT)

To provide a framework to State, regional, and local governments for reducing bicycle crashes and fatalities in the NCTCOG Metropolitan Planning Area.

To serve as the guide for NCTCOG and the region in the development of:

- bicycle-related safety policies,
- enhancing existing bicycle facilities,
- programming and implementing new projects and programs, and
- Local Safety Action Plans





PURPOSE OF THE REGIONAL BICYCLE SAFETY ACTION PLAN (DRAFT)

Accommodating All Ages and Abilities of Bicyclists



REVISED GOALS *(DRAFT)*



Eliminate all serious injury and fatal bicycle crashes across the region by 2050



Address Urgent Community Safety Needs



Enhance Safe Connections to Daily Destinations



Balance the Safety and Needs of All Modes of Transportation



Develop a Culture of Safety



OVERVIEW OF EXISTING CONDITIONS / CRASH DATA ANALYSIS

TxDOT Crash Records Disclaimer

TxDOT's Crash Records Information System (CRIS) 2019 - 2023 data current as of 4/3/2024 - all TxDOT disclaimers apply to this information

This data is only composed of TxDOT "Reportable Crashes".

A "Reportable Motor Vehicle Traffic Crash" is defined by TxDOT as:

any crash involving motor vehicle in transport that occurs or originates on a traffic way, results in injury to or death of any person, or damage to the property of any one person to the apparent extent of \$1,000.



2019-2023 BICYCLE CRASHES IN THE MPA



2,471
crashes



74 fatal
(3%) injury



355 suspected
(14 %) serious injury

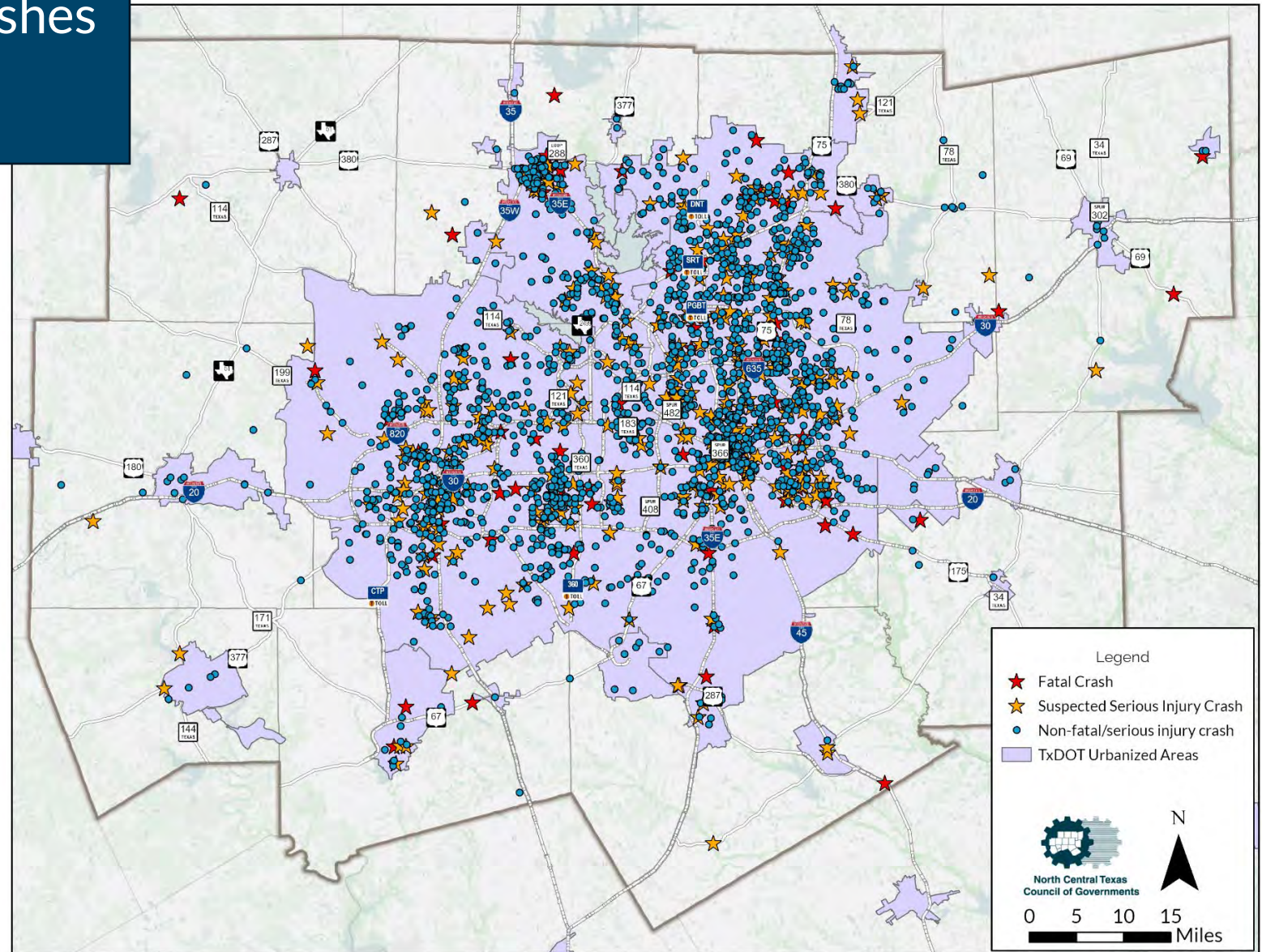
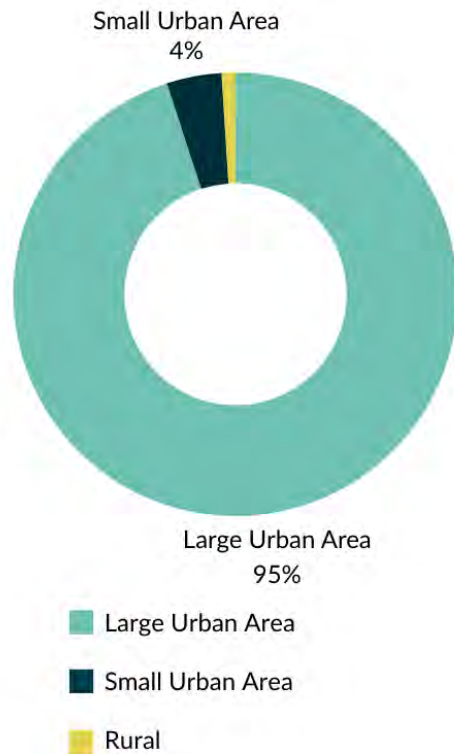


1,182 suspected
(48%) minor injury



2019-2023 BICYCLE CRASHES IN THE MPA

99% of all reported bicycle crashes occur in urbanized areas of the region



2019-2023 BICYCLE CRASHES

74%

of all bicycle crashes
occurred at

INTERSECTIONS

*Source: TxDOT's Crash Records Information System (CRIS)
for MPA region from 2019-2023*



Bicycle Crash Density (Emphasis Areas AND High-Incidence Crash Corridors)

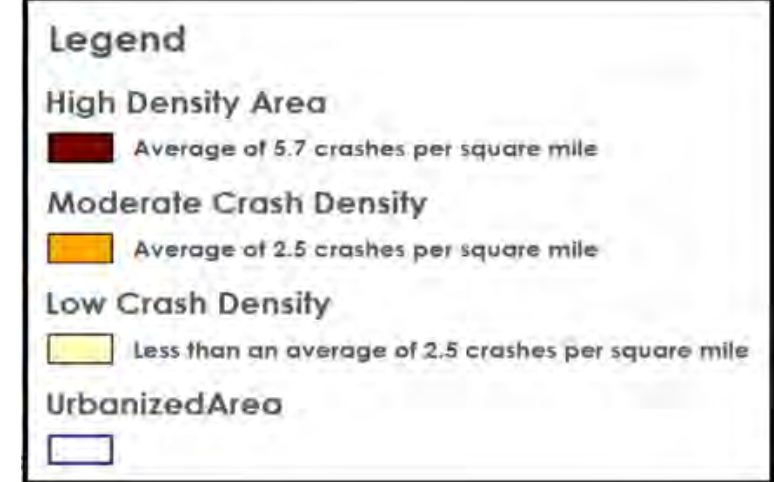
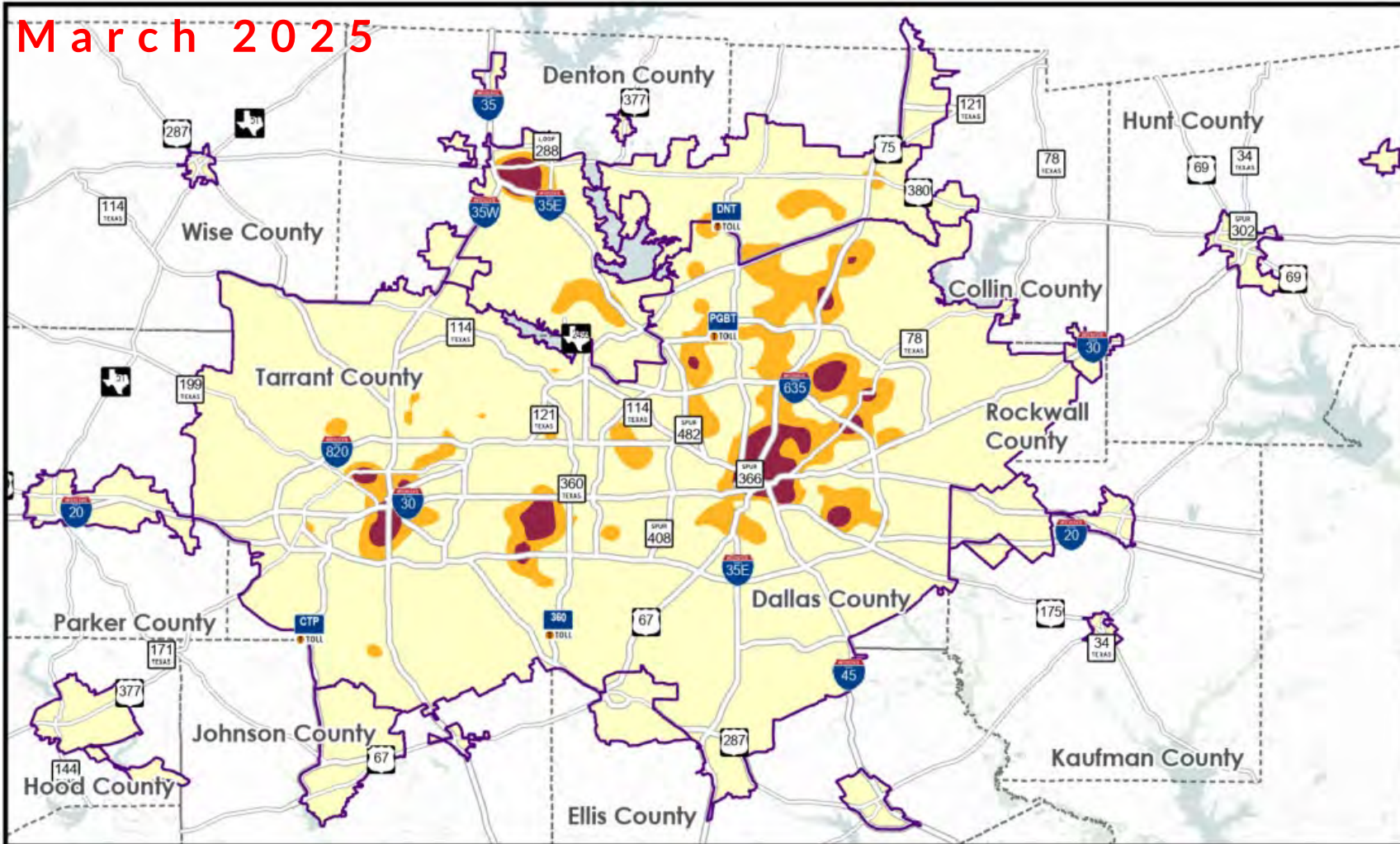


BICYCLE CRASH DENSITY WITHIN URBANIZED AREAS

(Initial GIS Analysis)

DRAFT

March 2025



PRIORITY EMPHASIS AREAS

Initial crash density areas were adjusted using a systemic approach (rather than a reactive approach) based on the following considerations including feedback from local government staff

- **Local geography**
 - density and proximity of key destinations such as retail, higher density residential, employment, schools, and transit
 - Natural or man-made barriers (roadways, waterways, railroads)
- **Trails and bikeway corridors (existing, funded, and planned)**
- **Demand Zones for Walking and Bicycling Travel (Mobility 2050)**
 - Population and Employment Density
 - Density of Short Distance Trips
 - Density of Low-Income Population
 - Density of Zero Car Households

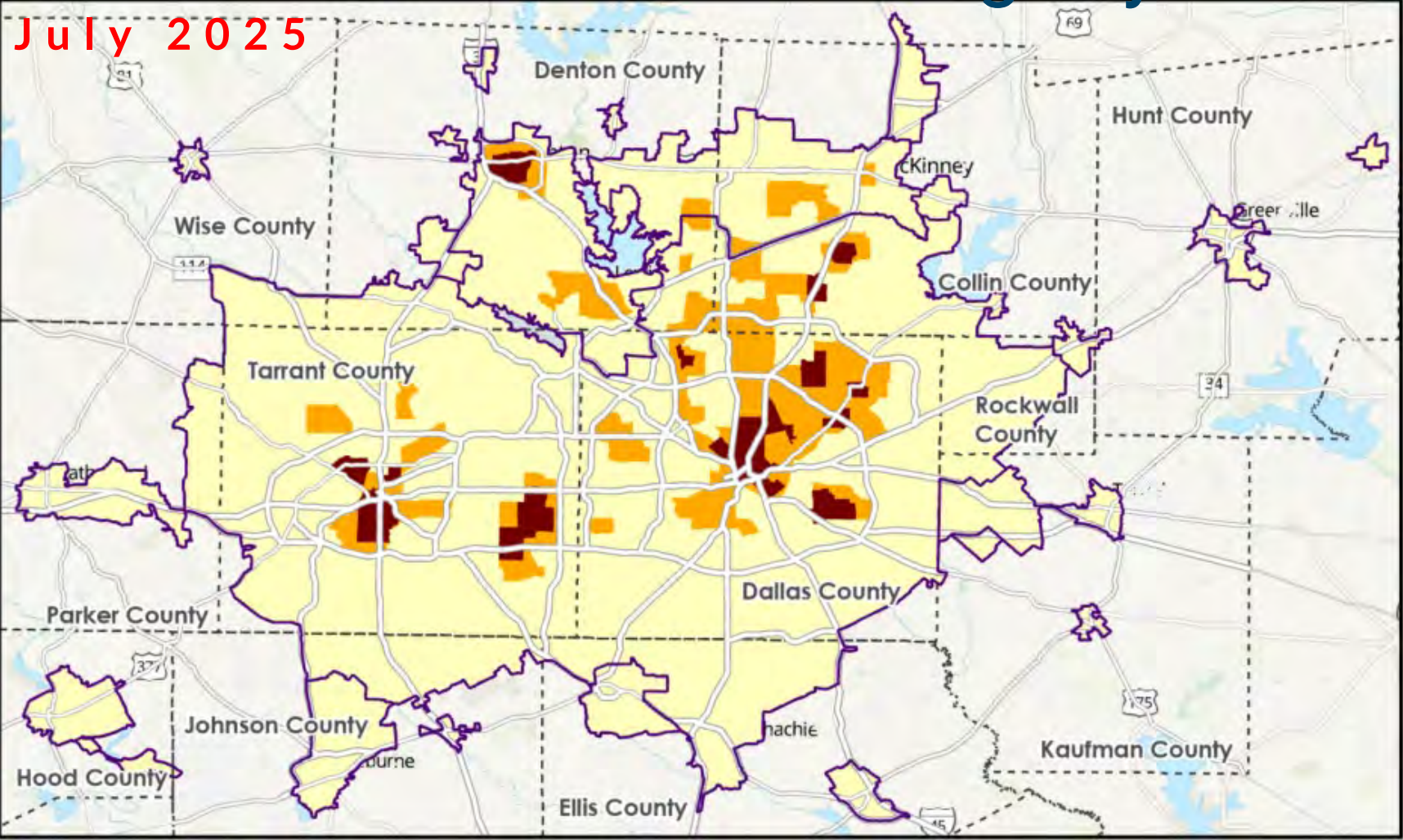


PRIORITY EMPHASIS AREAS

DRAFT

(Modified Areas using a Systemic Approach)

July 2025



Legend

High Priority Emphasis Area
Average of 6 crashes per square mile

Moderate Priority Emphasis Area
Average of 2 crashes per square mile

Low Crash Density Area
Less than an average of 2 crashes per square mile

Urbanized Area

Priority Emphasis Areas	% of Urbanized Area	% of Crashes
High	3.3%	27%
Moderate	10.8%	31%
Total	14.1%	58%

Prioritize implementation of dedicated and protected on-street bikeway facilities, shared use paths, and intersection safety improvements located in Emphasis Areas and High-Incidence Crash Corridors

BICYCLE HIGH-INCIDENCE CRASH CORRIDORS

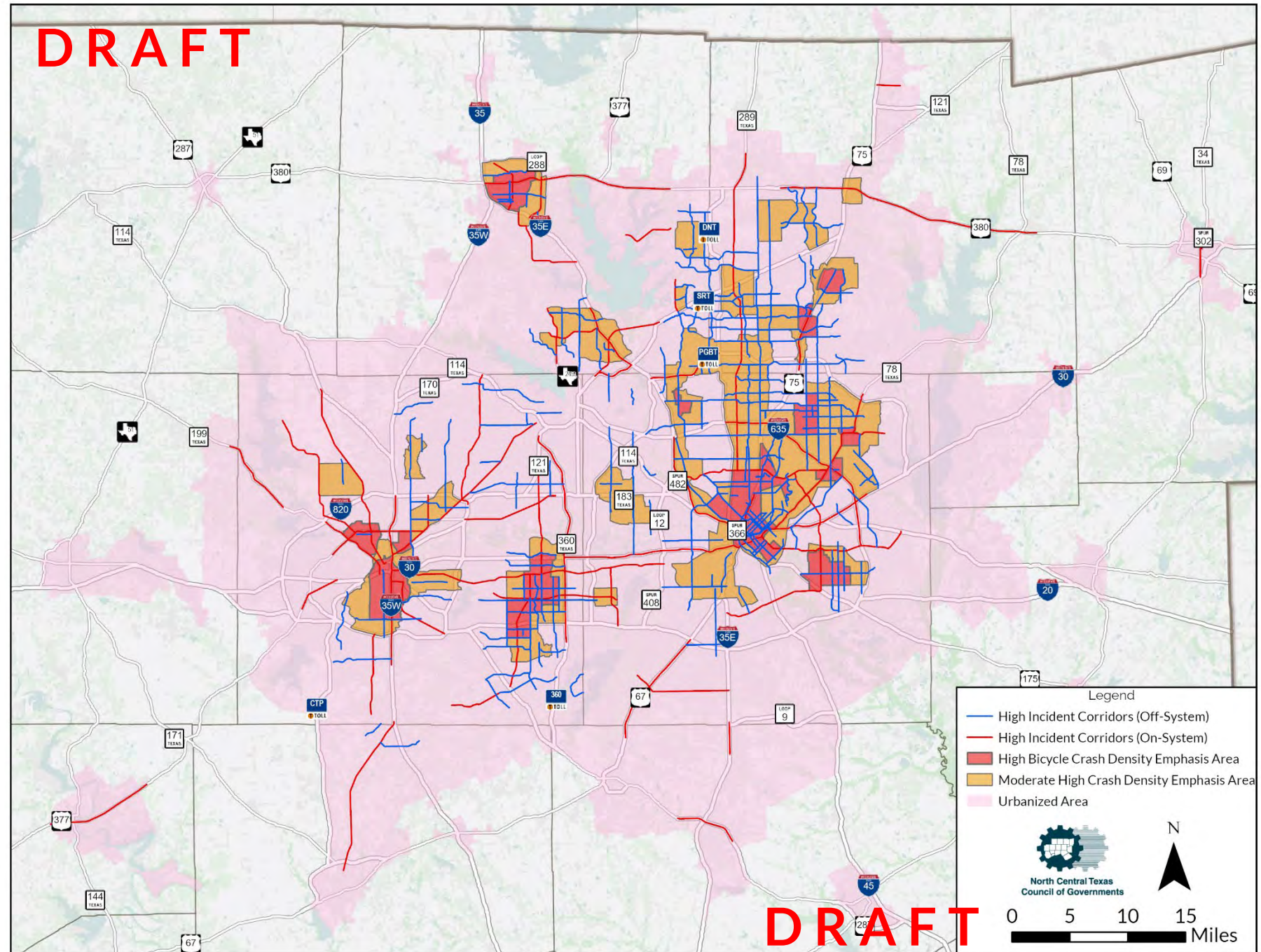
- Corridor segments initially identified with a history of high number of crashes per mile
- Used a systemic approach to adjust corridor limits, based roadway speed, number of lanes, surrounding land use, and feedback from local government staff

Strategies for High-Incidence Crash Corridors

- Conduct road safety audits (addressing all modes of transportation)
- If there is an existing bicycle facility, prioritize safety improvements
- If there is a planned bicycle facility, prioritize bicycle facility implementation
- If there is not a planned bicycle facility, prioritize intersection crossing location improvements
 - Consider bicycle boulevard networks to direct bicyclists to appropriate intersection crossing locations
- Target education outreach and safety messaging



BICYCLE HIGH- INCIDENCE CRASH CORRIDORS



2025 REGIONAL BICYCLE SAFETY SURVEY

- Open three months from March 24 through June 30, 2025
- Distributed through social media, committee meetings, outreach events, and table tents at public libraries

Target respondents:

- Bicyclists including potential bicyclists (All ages and Abilities) and Non-Bicyclists
- Those who do not bicycle due to safety concerns
- Disadvantaged populations

1,621 Participants



OVERVIEW:

2025 Regional Bicycle Safety Action Plan Survey

Focus of Questions:

- Frequency of bicycling
- Obstacles to bicycling more often
- Perceptions of safety
- Barriers to safe bicycling

Key Findings:

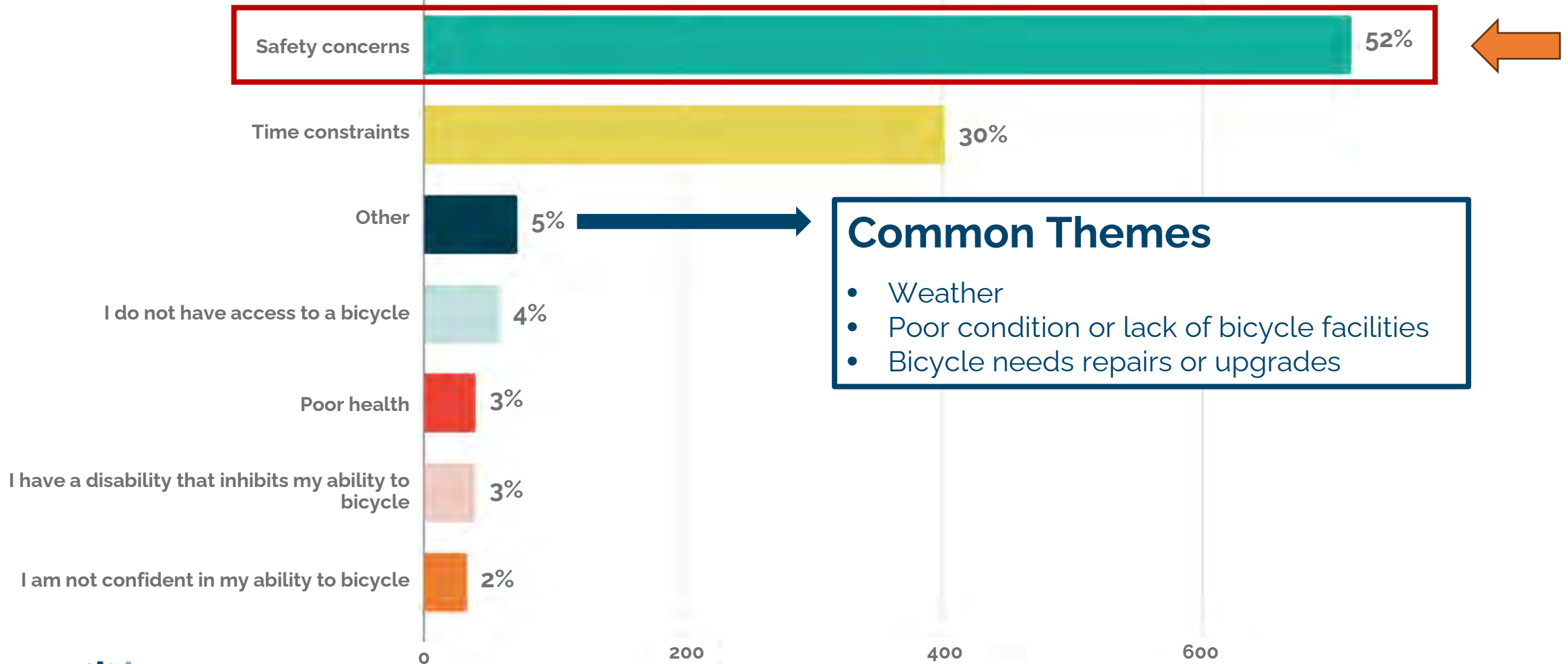
- **87%** of respondents are interested in bicycling more than they do now.
- **52%** of respondents cited safety concerns as their primary reason for not bicycling more often.
- **The top three bicycle safety countermeasures** selected by respondents are focused on the need to construct new or upgraded bicycle facilities.



OBSTACLES TO BICYCLING MORE OFTEN

2025 Regional Bicycle Safety Action Plan Survey Results

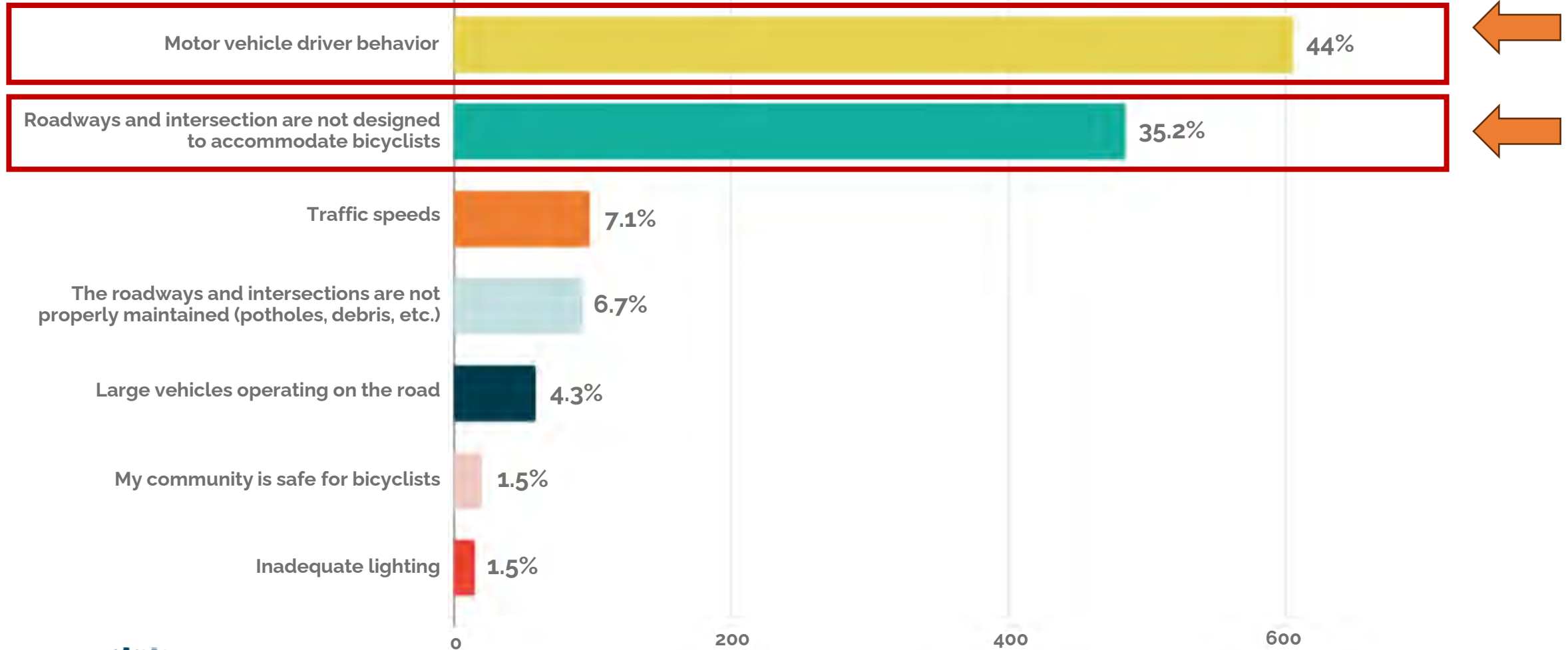
What is your primary reason for not bicycling more often?



PERCEPTIONS OF SAFETY

2025 Regional Bicycle Safety Action Plan Survey Results

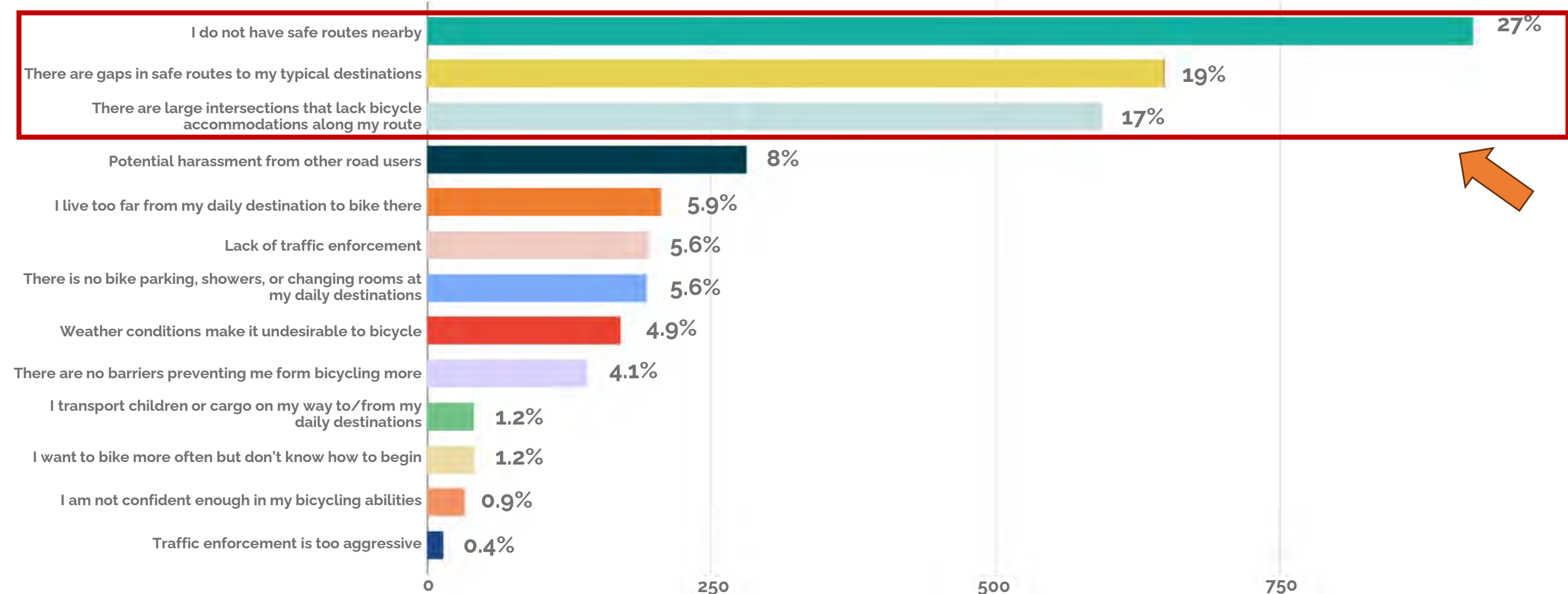
What is the TOP reason you feel it is not safe for bicyclists on roadways in your community?



BARRIERS TO SAFE BICYCLING, CONTINUED

2025 Regional Bicycle Safety Action Plan Survey Results

What are the barriers preventing you from bicycling more often?



Summary of Meetings with City Staff



COMMON THEMES



Questions related to corridors with a high number of bicycle crashes (e.g., were bicyclists involved in crashes on the corridor or trying to cross?). These corridors may need further study and/or Roadway Safety Audits.



Focus on improving bicycle crossings of major roadways and intersections.



Need to upgrade the comfort level of existing bicycle facilities (increase separation, slowing vehicle speeds, etc.) to encourage a higher level of use.



In areas that do not have existing or planned dedicated bikeways, consider implementing bicycle boulevards along appropriate low volume streets that direct bicyclists to appropriate corridors and major roadway crossings for bicycle travel. Cities may need to complete additional planning for such bicycle boulevard alignments and design characteristics.

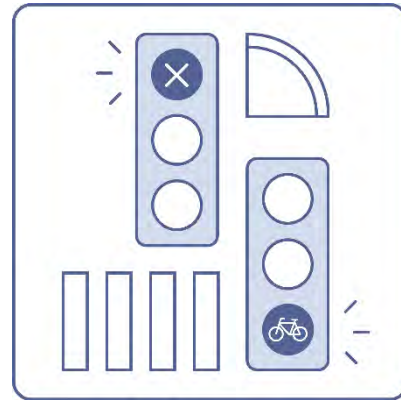
DESIGNING SAFE INTERSECTIONS FOR BICYCLISTS



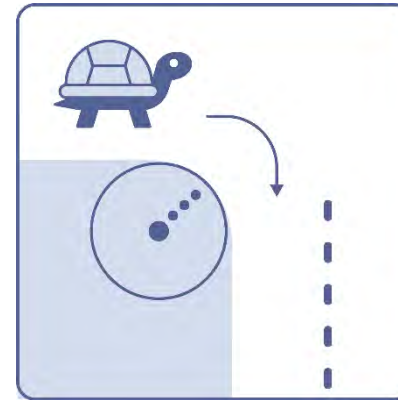
Safe Intersection Design Principles



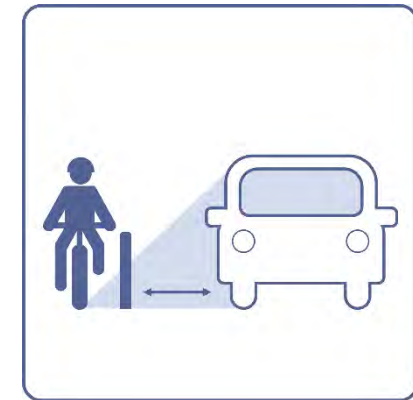
Change underlying assumptions about how intersections operate



Give people biking and walking clear priority over turning vehicles



Reduce the approach speed and turn speed of motor vehicles



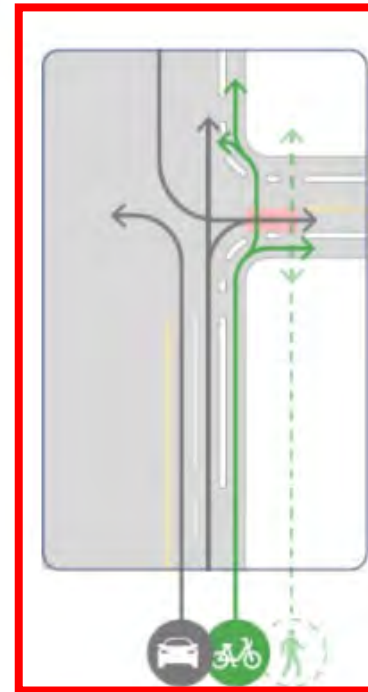
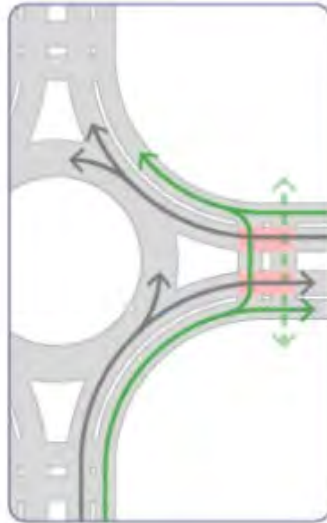
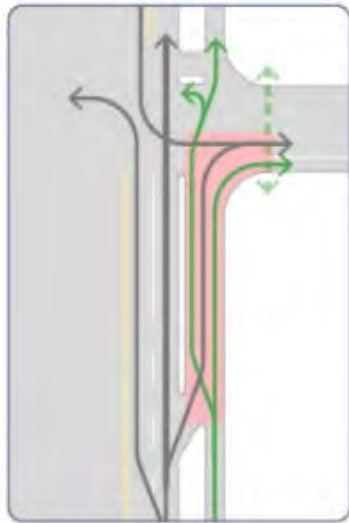
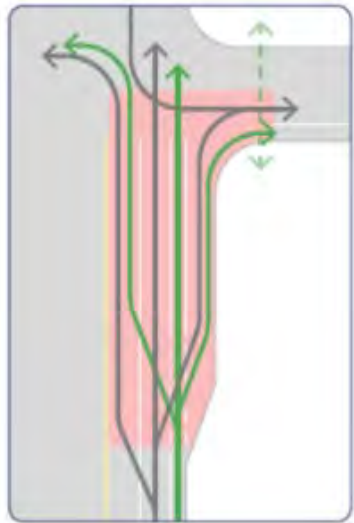
Make people walking, biking, and driving mutually visible

INTERSECTION IMPROVEMENTS FOR BICYCLISTS



Key considerations for improving intersections to reduce bicycle crashes involves making bicycle traffic predictable and minimizing exposure with motor vehicles.

LEVEL OF EXPOSURE



Protected
intersection design

Improvement Strategies include:

- Dedicated bikeway markings and crossings
- Bicycle signals / phases
- Restricted left and right turning movements for motor vehicles
- Reduce vehicle speeds
- Bike boxes or two-stage bicycle turn boxes

BICYCLE PAVEMENT MARKINGS THROUGH INTERSECTIONS and DRIVEWAYS

Mark Crossbikes through the Intersection

Crossbikes, also known as bike lane extension markings, indicate that a bikeway crossing is present and help guide people on bikes through the intersection. Crossbikes may be used at all intersections and driveways, not just where turning conflicts may exist. Establish local policies and practices to ensure consistent use and widespread understanding.



Dotted white lines should be 2 ft (0.6 m) long in the direction of bike travel and 6-12 in (150-300 mm) wide. Provide 2-6 ft (0.6-1.8 m) of space between lines.



Install high-friction green surfacing in the space between each pair of dotted lines. Include a yellow dotted line down the center of the green bars for crossbikes with two-way bike operations.⁴



Solid green surfacing between the dotted white lines can be installed across driveways.⁵ In Canada, solid green surfacing is commonly used in all crossbikes, including those in intersections. This application is experimental under the U.S. MUTCD.⁶



Elephant's feet markings offer increased visibility over typical 6 in (150 mm) markings alone. Elephant's feet are square markings up to 24 in (600 mm) on each side with equal spacing between markings and can be white squares or white squares at the ends of green bars.⁷



Some jurisdictions have found value in using bike symbols or arrow markings in the crossbike. With bidirectional crossbikes, such markings are placed in both directions. Using shared lane markings or chevrons within the crossbike is experimental under the U.S. MUTCD.



Do not use crosswalk markings as part of the crossbike; these must be separate.



Action Plan Recommendations *Involving Local Governments*



WE NEED YOUR INPUT!

The Regional Bicycle Safety Action Plan is a joint effort by NCTCOG, local governments, and TxDOT to improve safety.

Recommendations in the Plan identify NCTCOG, local governments, and TxDOT to implement projects, programs, and policies.

Consider your entire agency in addition to your immediate team or department.



EVALUATION / PLANNING

(DRAFT)

#	Action Item	Responsible Party
1	Develop local citywide multimodal safety action plans including the identification of high injury bicycle network corridors	Local Governments
2	Develop Safe Routes to School plans for schools located in the Priority Emphasis Areas	Local Governments NCTCOG
3	Develop a GIS inventory of roadway lighting in Priority Emphasis Areas and identify improvements	Local Governments
4	Conduct road safety audits for High-Incidence Crash Corridors	Local Governments NCTCOG



ENGINEERING / IMPLEMENTATION (DRAFT)

#	Action Item	Responsible Party
5	Prioritize implementation of dedicated and protected on-street bikeway facilities, shared use paths, and intersection safety improvements located in Priority Emphasis Areas and High-Incidence Crash Corridors	Local Governments NCTCOG TxDOT
6	Improve bikeway infrastructure conditions through regular street sweeping, maintenance, and repair	Local Governments
7	Install wayfinding signage for bicyclists	Local Governments



EDUCATION / ENFORCEMENT

(DRAFT)

#	Action Item	Responsible Party
8	Target Look Out Texans outreach with bicycle safety tips in Emphasis Areas and where High-Incidence Crash Corridors are located	Local Governments
9	Educate elected officials about bicycle safety and economic benefits of bicycle facilities	Local Governments NCTCOG
10	Prioritize speed enforcement efforts in Emphasis Areas and along High-Incidence Crash Corridors	



LAND USE / POLICY

(DRAFT)

#	Action Item	Responsible Party
11	Adopt a citywide bicycle parking ordinance to provide short-term bicycle parking accommodations in new development or major renovation projects	Local Governments
12	Adopt an ordinance and provide end-of-trip facilities , including long-term bicycle parking, showers, changing rooms, lockers, and related accommodations	Local Governments
13	Update local regulations to remove parking minimums for establishments exclusively serving alcohol to discourage driving under the influence This is a new land-use related action item to improve roadway safety.	Local Governments



MENTIMETER POLL

Evaluate the draft recommendations on a scale of No – Maybe - Yes, for the following categories:

1. Feasibility:

Is it feasible for your agency to implement the action item?

2. Plan Support:

Should the action item be included in the Regional Bicycle Safety Action Plan?



Schedule/Next Steps



NEXT STEPS (Anticipated Schedule)

Action Plan Development (July – September 2025)

- Goals and Policies
- Priority Emphasis Areas and High-Incidence Crash Corridors
- Design Best Practices (Safety Countermeasures, Intersection Safety Strategies, Bicycle Boulevards, etc.)
- Action Plan, Policies, and Next Steps
- Performance Measures

Stakeholder Engagement (August - September 2025)

- City Meetings to Review High-Incidence Crash Corridors and Moderate Priority Emphasis Areas
- Workgroup Meeting #3



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Transportation Planner II

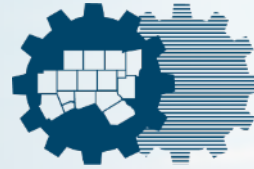
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NCTCOG PRESENTATION

Annual Trails and On-Street Bikeways Database Updates

Easton Vanover | Bicycle and Pedestrian Advisory Committee | 8.20.2025

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 reflects locally adopted plans for transportation facilities.

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 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!

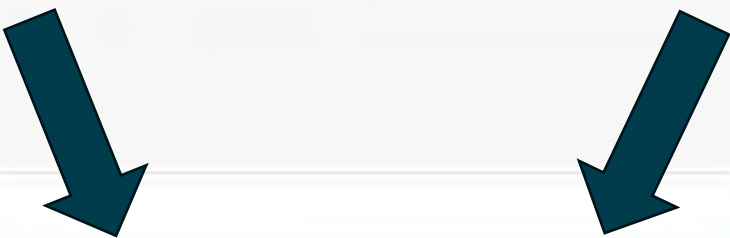
Works for everyone!
No GIS license is required.



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

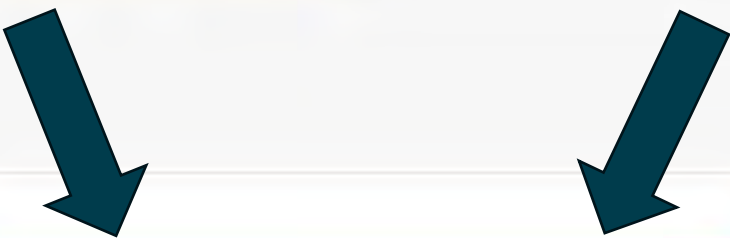
Make a selection from the list below.

- 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)
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Make a selection from the list below.

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- 2. Revise a Trail/Bikeway Alignment (5)
- 3. Delete a Trail/Bikeway (4)
- 4. Add a New Trail/Bikeway (4)

PowerPoint Best Practices

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

A user draws a line on the map with their mouse for a trail/bikeway segment that needs an edit.

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



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 evanover@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 will send an email with:

- 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 19**

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



Contact Us



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NCTCOG PRESENTATION

STATUS OF TRANSPORTATION ALTERNATIVES FUNDED PROJECTS

Daniel Snyder, AICP

Bicycle & Pedestrian Advisory Committee | 08.20.2025

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 Dallas	0918-47-325	Ross Avenue Shared-Use Path	Under Design	Sept. 10, 2020	Sept. 10, 2023	March 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 Allen	0918-24-296	Rowlett Creek Trail	Under Design	Dec. 8, 2022	Dec. 8, 2025	April 2026
City of Fort Worth	0902-90-296	Oakland-Miller Safe Streets	Under Design	Dec. 8, 2022	Dec. 8, 2025	Feb. 2026
City of Frisco	0918-46-348	Iron Horse Trail	Under Design	Dec. 8, 2022	Dec. 8, 2025	July 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 Arlington	0902-90-291	Allen Avenue Sidewalk Project	Under Design	Dec. 8, 2022	Dec. 8, 2025	Jan. 2026
City of Fort Worth	0902-90-293	AM Pate Safe Routes to School Project	Under Design	Dec. 8, 2022	Dec. 8, 2025	Feb. 2026
City of Fort Worth	0902-90-294	AV Cato Safe Routes to School Project	Under Design	Dec. 8, 2022	Dec. 8, 2025	Dec. 2025
Dallas County	0918-47-473	Central Trail Extension	Under Design	Dec. 8, 2022	Dec. 8, 2025	March 2026
Dallas County	0918-47-472	Chalk Hill Trail Phase 1A	Under Design	Dec. 8, 2022	Dec. 8, 2025	Dec. 2025



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 Garland	0918-47-470	Sidewalks to Downtown Garland DART Station	Under Design	Dec. 8, 2022	Dec. 8, 2025	Dec. 2025
City of North Richland Hills	0902-90-292	Smithfield Middle Safe Routes to School Project	Under Design	Dec. 8, 2022	Dec. 8, 2025	Aug. 2025
Town of Sunnyvale	0918-47-471	Sunnyvale Rails to Trails	Under Design	Dec. 8, 2022	Dec. 8, 2025	Dec. 2025



2025 TA PROJECT AWARDS

AGENCIES SHOULD NOW BE COORDINATING WITH DESIGN CONSULTANTS

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

Town of Addison

AFAs must be executed by June 12, 2026.

Funding must be obligated by August 31, 2028



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North Central Texas Council of Governments

Freight Safety Initiative

Bicycle and Pedestrian Advisory Committee

Savannah Briscoe

August 20, 2025

Freight Safety Initiative Background

Background

- NCTCOG identified Freight Safety as a crucial issue needing to be addressed within our region.
- Freight Safety remains a top priority as our region continues to expand
- First initiative began in 2018
- Initiatives were also completed in 2021 and 2023
- 2025 initiative will conclude in late August 2025

Goals

- Focus is on Rail Safety
- To create a safer environment for freight and passenger movements

The campaign includes:

Rail Crossing Safety Partnering with Operation Lifesaver



Courtesy of NCTCOG



Target Audience

Drivers and Pedestrians:

Increase awareness about safe mobility practices at rail crossings and Quiet Zones and the importance of not trespassing on railroad land

Safe Mobility Practices Include:

- Driving with caution around rail crossings
- Looking for crossing signage and warnings
- Giving trains space to pass and not driving through rail crossing gates as trains are moving through the crossing.
- Not walking on railroad tracks



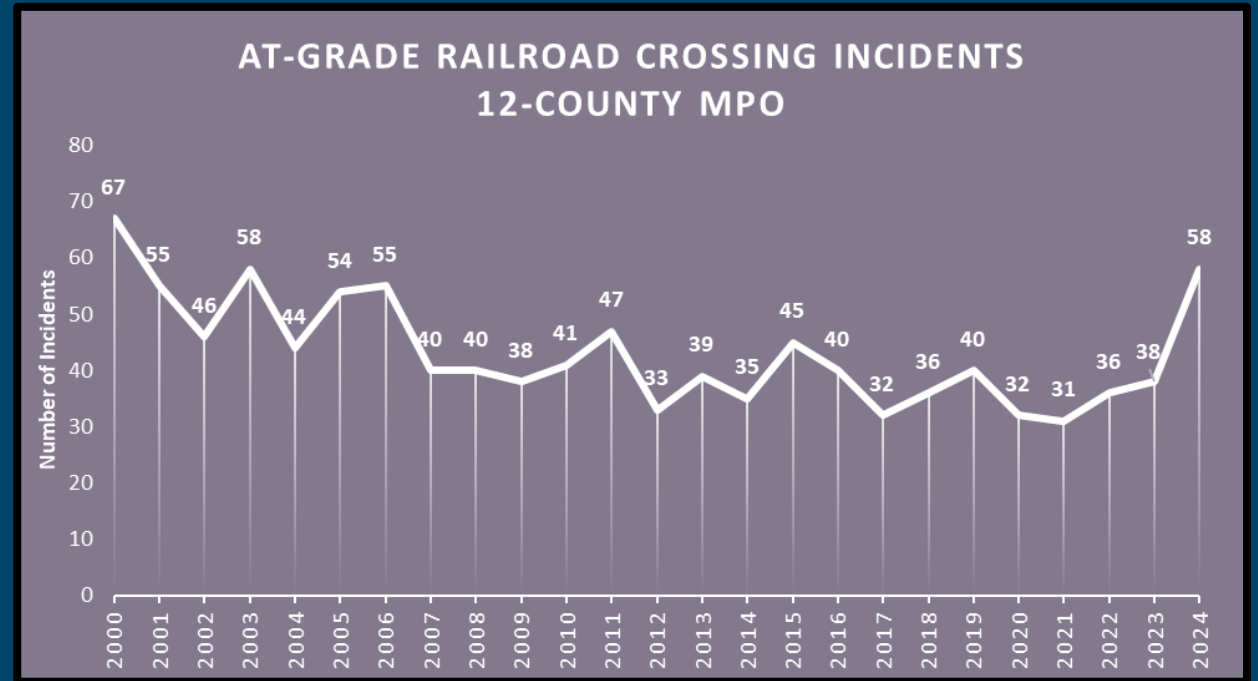
Courtesy of NCTCOG



Safety Statistics

Rail Safety

- At-grade rail crossings are a major concern across the region and NCTCOG continues to recognize rail safety as a crucial issue needing to be addressed within our region.
- In the NCTCOG region, there were 58 crossing incidents in 2024.
- This increase was primarily in Dallas County, which experienced a rise from 9 to 26 incidents from 2023 to 2024.



Courtesy of NCTCOG



2023 Outreach

Fact Sheets – Distributed at many outreach events and public meetings

Social Media - Instagram, Facebook, LinkedIn, and Twitter are being used to spread the message

Search Engine Optimization – SEO on Google

Billboards – Locations near freight-oriented developments and critical freight corridors

Radio Advertisements – 98.7 The Spot, News Radio, and 103.7

Podcasts Advertisements – Through Spotify

Website - www.freightntx.org

NCTCOG FACT SHEET

August 2023

QUICK TAKE

What:
Regional Freight Safety Initiatives is a program to create a safer environment for all roadway users by educating and providing resources to truck drivers and commercial truck and trailer operators.

Significance:
Trucks and freight trains take longer to stop than passenger vehicles, making it important for motorists to understand when and how to safely pass them.

By the Numbers:
420+
The number of miles of truck lane restrictions in Dallas-Fort Worth. Thirty-four municipalities in the region have such restrictions. Following these rules can make the roads safer for all drivers.

Driver Awareness is Key to Freight Safety

North Texas sees an enormous volume of freight transported every day by semi-trucks and other commercial motor vehicles. These trucks are supplying gasoline, medical supplies, building materials, groceries and more. If you own it, a truck probably moved it at some point.

In the past five years, there have been an average of 321 truck-involved crashes per month in North Texas. The number of crashes has increased each of those years. By understanding the importance of proper driving around trucks, navigating traffic will be safer, faster and more efficient.

As the region's population continues to grow and freight traffic increases to supply the rising demand of consumer product deliveries, there is a greater potential for roadway incidents between automobiles and commercial motor vehicles. Many passenger vehicle drivers do not realize that these vehicles have "blind spots," where the truck driver cannot see passing vehicles. Additionally, heavy-duty vehicles can be difficult to maneuver, and the length of time needed to stop is about 40% greater than cars.

Truck drivers can also help make the roads safer by following the truck lane restrictions, which limit the lanes used by trucks on certain freeway corridors throughout the region. In these areas, trucks with three or more axles are prohibited from using the inside left lane, except when passing traffic. This eases congestion and reduces the number of truck-related crashes on the freeways. Learn more at www.FreightNTX.org.



Photo: Getty Images

By having respect for trucks on the road, passenger vehicles can help ensure traffic is safer, faster and more efficient.

Courtesy of NCTCOG



2025 Freight Safety Initiative Outreach

Social Media posts (both English and Spanish)

Search Engine Optimization

Billboards

Radio Advertisements

Podcasts Advertisements (both English and Spanish)

Website

Operation Lifesaver Kid's Activity Book (both English and Spanish)



Courtesy of NCTCOG

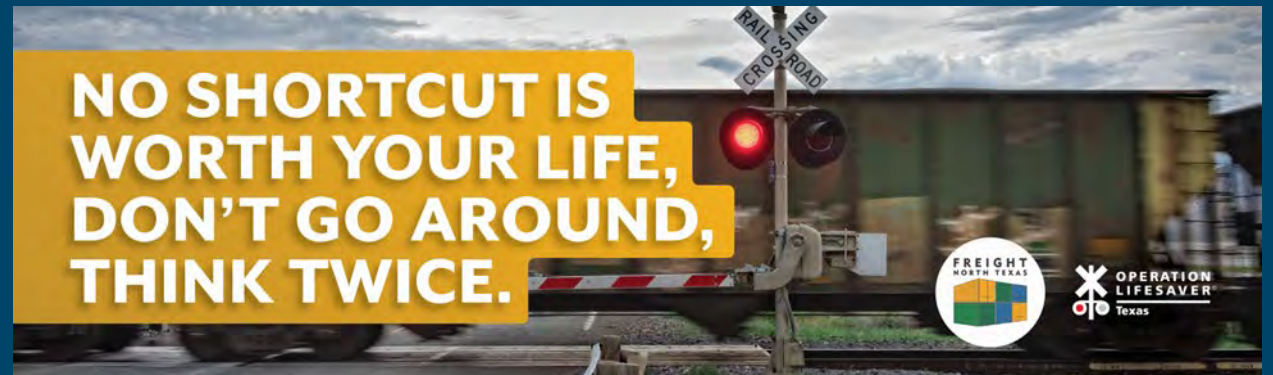


2025 Billboard Outreach

Billboard Placement

8 Total Billboards

- North Freeway (IH 35W) and 33rd Street
- Highway 360 and Avenue J
- Tom Landry Highway (IH 30) and Edgefield Avenue
- Thornton Freeway (IH 35E) and 8th Street
- South Freeway (IH 35W) and Magnolia
- Loop 820 and Sun Valley Drive
- LBJ Freeway (IH 635) and Kingsley Road
- LBJ Freeway (IH 635) and Stemmons Freeway (IH 35E)



Courtesy of NCTCOG



Next Steps/Outreach

Next Steps:

- Campaign will end in late August
- Continue Freight Safety Education to ensure a decrease in freight related incidents

Outreach:

- Attended outreach events such as the Dallas Mayor's Back to School Fair Event, Arlington ISD Back to School Kickoff, and the Tarrant County Back to School Roundup
- The Goods Movement Team will continue to attend and participate in outreach events to discuss Freight Safety



Courtesy of NCTCOG



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