

North Central Texas
Council of Governments

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

North Central Texas Council of Governments
616 Six Flags Dr. Arlington TX 76011
November 19, 2025
2:00-4:00 pm

2:00 – 2:05 5 min	1. Welcome Discussion of the August 20, 2025, meeting summary	Daniel Herrig , Vice Chair, City of Richardson
2:05 – 2:25 20 min	2. Local Community Updates a) Safe Routes to School Plan Implementation Challenges and Lessons Learned – Will Wiegand, City of Haltom City The following item was not presented. b) BikeDFW Activity Highlights – Heather McNair, BikeDFW c) Upcoming Events and Training – Catherine Richardson, NCTCOG	All BPAC Members
2:25 – 2:40 15 min	3. Coordinating Design and Construction of Trails within Oncor Right-of-Way	Jon Bowers , Oncor
2:40-2:55 15 min	4. Design Downtown Denton Plan: Priority Pedestrian and Bicycle Routes	Sean Jacobson , City of Denton
2:55-3:10 15 min	5. GREENprint Fort Worth: Connecting the Community to Parks and Green Spaces	Jeremy Williams , City of Fort Worth
3:10 – 3:55 45 min	6. NCTCOG and TxDOT Updates In the interest of time, Items 6f-i were moved to the February 2026 meeting. a) Regional Cooperative Purchase Program: TXShare – Jonathan Blackman b) BPAC 2026 Member Nominations Reminder - Catherine Richardson c) Regional Bicycle Safety Action Plan – Catherine Richardson d) Regional Pedestrian Safety Action Plan 2026 Update – Catherine Richardson e) Bicycle and Pedestrian Count Equipment and Trail Use Summary – Chris Nelson f) Status of 2023 Transportation Alternatives Program Funded Projects – Daniel Snyder g) Awarded Regional Projects from the TxDOT 2025 Transportation Alternatives Call for Projects – Terrence McAllister h) Statewide BPAC Update – Kevin Kokes i) Design Guide Training Update – Kevin Kokes	Various NCTCOG and TxDOT Staff
3:55 – 4:00 5 min	7. Other Business Opportunity for Committee members to highlight items of interest or propose future agenda items.	Daniel Herrig , Vice Chair, City of Richardson

Next BPAC Meeting

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

Thank you for coming today !

Thanks to

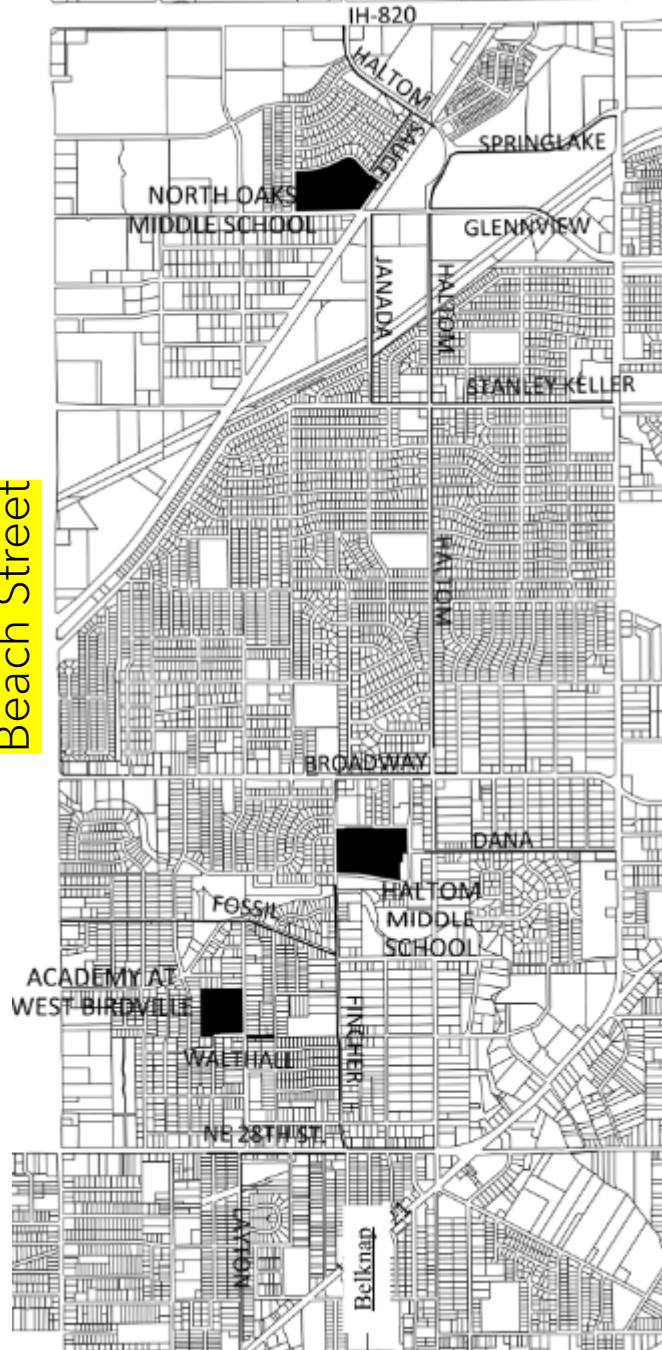
Roy Hord (Project Inspector)

Water and Sewer Divisions

Tom Ice, (City Engineer at the time), The contractors and all their
suppliers, Tx DOT, All Utility locators

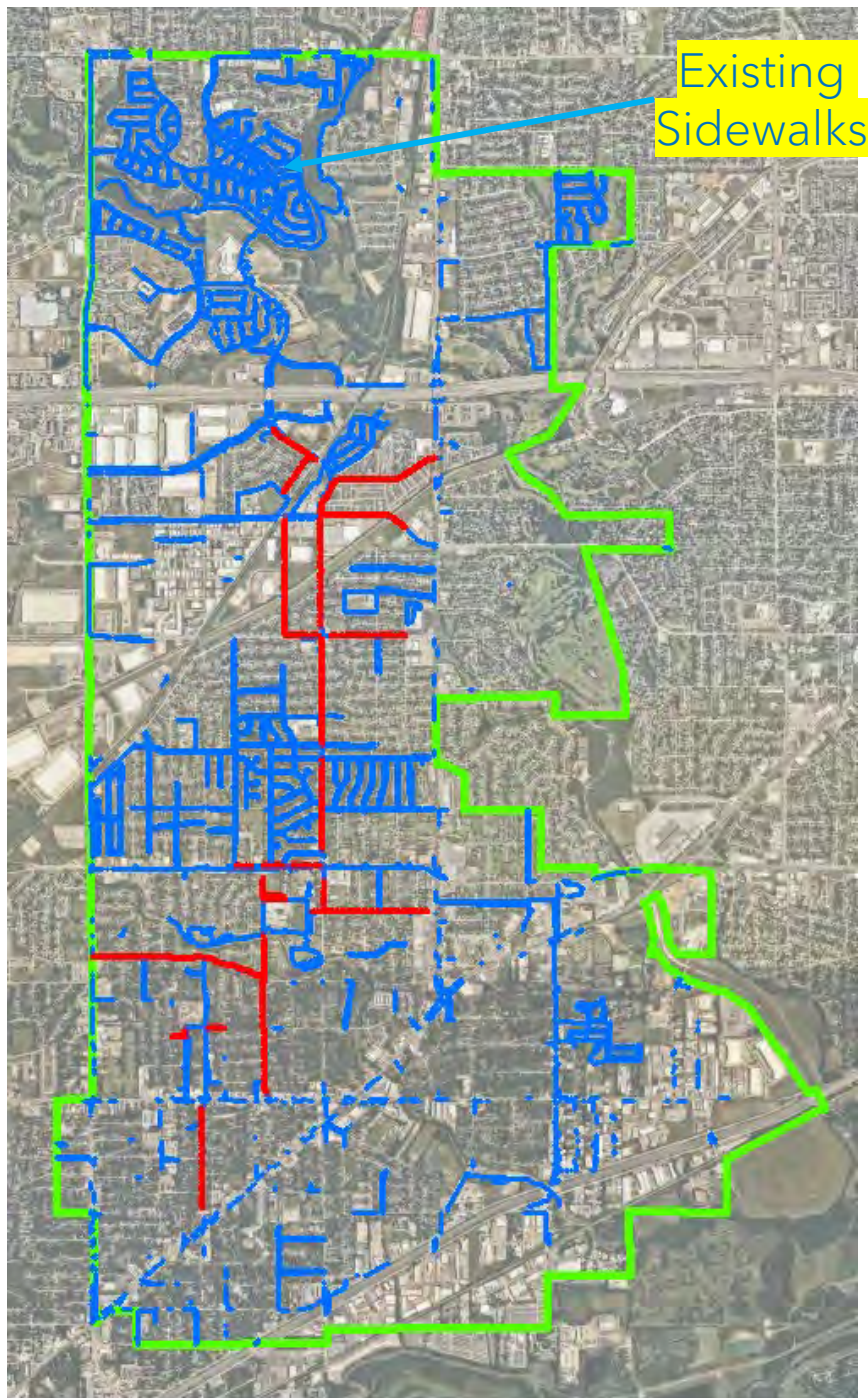
Barricade companies, Concrete suppliers, Testing Lab

Haltom City Council, BISD, All residents and property owners, Prime
Contractor and all their employes and **NCTCOG** etc.



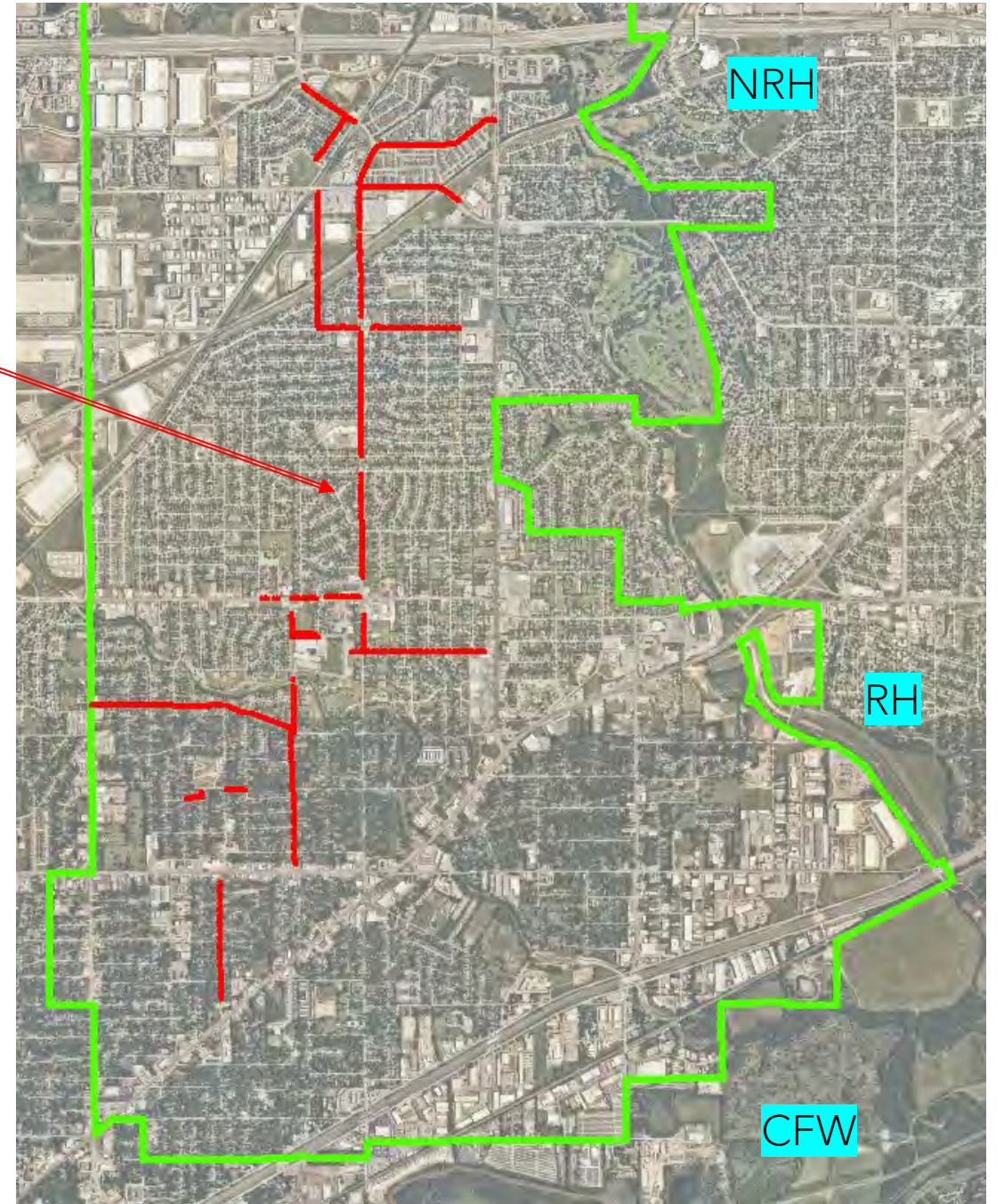
B	C	D	E	F	G	H
Sidewalk and Pedestrian Safety Improvements						
Description of Item	Unit Quantity	Unit	Unit Cost	Item Cost	Unit Cost	Item Cost
Preparing ROW	18,233	SY	\$ 3.65	\$66,550.45	\$ 5.90	\$107,574.70
Block Sodding	9,019	SY	\$ 3.50	\$31,566.50	\$ 4.20	\$37,879.80
Vegetative Watering	6	MG	\$ 58.00	\$348.00	\$ 40.00	\$240.00
Remove Structure (Ret Wall)	40	LF	\$ 10.00	\$400.00	\$ 37.00	\$1,480.00
Mobilization	1	LS	\$ 16,000.00	\$16,000.00	\$ 62,000.00	\$62,000.00
Barricades, Signs and Traffic Handling	9	MO	\$ 1,200.00	\$10,800.00	\$ 2,540.00	\$22,860.00
Temp SDMT Cont. Fence (Inlet Protect)	865	LF	\$ 1.75	\$1,513.75	\$ 2.60	\$2,249.00
Conc. Curb & Gutter	277	LF	\$ 26.00	\$7,202.00	\$ 28.50	\$7,894.50
Concrete Driveways	540	SY	\$ 47.70	\$25,758.00	\$ 44.70	\$24,138.00
Curb Ramps (Type 2)	2	EA	\$ 1,059.00	\$2,118.00	\$ 1,090.00	\$2,180.00
Curb Ramps (Type 4)	1	EA	\$ 1,066.00	\$1,066.00	\$ 1,070.00	\$1,070.00
Curb Ramps (Type 7)	55	EA	\$ 511.00	\$28,105.00	\$ 1,050.00	\$57,750.00
Curb Ramps (Type 7M)	32	EA	\$ 632.00	\$20,224.00	\$ 700.00	\$22,400.00
Curb Ramps (Type 8)	1	EA	\$ 606.00	\$606.00	\$ 1,090.00	\$1,090.00
Curb Ramps (Type 9)	4	EA	\$ 711.00	\$2,844.00	\$ 1,310.00	\$5,240.00
Curb Ramps (Type 10)	14	EA	\$ 702.00	\$9,828.00	\$ 1,090.00	\$15,260.00
Conc. Sidewalks (4")	12,378	SY	\$ 35.55	\$440,037.90	\$ 34.00	\$420,852.00
Conc. Sidewalks (w/6" reinforced curb)	3,942	LF	\$ 29.50	\$116,289.00	\$ 23.10	\$91,060.20
Conc. Sidewalks (w/9" reinforced curb)	1,263	LF	\$ 31.70	\$40,037.10	\$ 24.20	\$30,564.60
Conc. Sidewalks (w/12" reinforced curb)	2,165	LF	\$ 34.10	\$73,826.50	\$ 30.20	\$65,383.00
Conc. Sidewalks (w/15" reinforced curb)	548	LF	\$ 36.60	\$20,056.80	\$ 31.90	\$17,481.20
Conc. Sidewalks (w/8"W 18"H Ret Wall)	165	LF	\$ 65.40	\$10,791.00	\$ 63.90	\$10,543.50
Conc. Sidewalks (w/8"W 24"H Ret Wall)	384	LF	\$ 85.40	\$32,793.60	\$ 65.90	\$25,305.60
Elevated Sidewalk	1	EA	\$ 3,800.00	\$3,800.00	\$ 7,040.00	\$7,040.00
Railroad Crossing Improvements - Force Account	1	LS	\$ 90,000.00	\$90,000.00	\$ 90,000.00	\$90,000.00
			Total	\$1,052,561.60	Total	\$1,129,536.10

ONLY 1 contractor that submitted bid
was Tx DOT approved



12.4 SQ MI

SRTS Sidewalks



Quick Facts

Haltom City currently has about 500,000 LF of sidewalk

- o Three railroad pedestrian gates were installed by Tex RAIL during their regional project
- o We had 2 change orders, at the beginning, to account for significant removal of driveways, this shortened the total length of sidewalks, but still had 6 linear miles
- o 3 FWWR crossings were built,
- o Tex – Rail came along in 2018, this was included in a force account. The sidewalk panels that were within the RR ROW came pre-fabricated from the factory
- o Very Cool ramp on Dana Drive (later on in the slides)
- o After form boards are removed, area should be backfilled immediately (per NCTCOG specifications)
- o Wage interviews conducted and helped with SW3P and TCP inspections
- o Moved sidewalk on Layton to avoid power poles and GAS meters
- o Mill tags that showed where / when the rebar was purchased are required, we took pictures of the tags and showed them to Tx DOT.
- o Significant shifting of the “approved” sidewalk route was done, by moving the sidewalk to the other side of the road

Looking forward.....

1. “Soil” subgrade moved slightly during construction and necessitated removal of several panels to meet ADA criteria
2. During construction we acquired 2 pedestrian easements on Church Property at the Stanley Keller / Haltom Road intersection for minimal fee (I think) more on this.
3. Didn’t account for concrete testing before the bid; fortunate for local testing company (quick response times) cost = \$ 100 K +/-
4. City Engineer at the time severely disliked sand as a subgrade “filler” (it migrates and voids out) { I agree}
5. Some sections could have used more curb and gutter, helps stormwater drainage and can provide minimal safety protection
6. A “few” water meters were moved, Fire hydrants, sewer cleanouts, MH lids were mostly left alone
7. I (We) did not reject any concrete trucks because of temperature, a small amount had to be removed because of strength and slump

Microsoft Bing

ron swanson says I know more than you



ALL SEARCH IMAGES VIDEOS MAPS NEWS COPILOT MORE

Ron Swanson

Overview

Role

Copilot Search



YouTube · Parks and Recreation

Ron Knows More Than You | Parks and Recreation

A top 10 Ron Swanson scene right there. Parks and Recreation is streaming now on Peacock: <https://pck.tv/3XjpSJy> Season 2,...

194.9K views · Dec 30, 2021

More videos



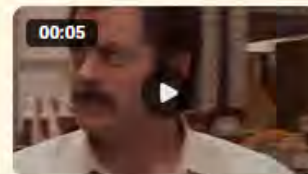
Ron Swanson knows more than you | Parks and ...

YouTube · BINGE
16.5K views · 9 months ago



I know more than you

YouTube · bloodsploosh
894.7K views · Jun 22, 2018



GenTalk Media on Instagram: "I know more than you. ...

Instagram · gentalkmedia
41.6K views · Jan 4, 2024

Images of Ron Swanson Says I Kno...



18 Ron Swanson Quotes that Know What They're About

Extra applicable if you're running with a Parks and Rec trivia team name. Try telling the host you **know more than** them. See how well that goes. 1. "I like s...

Sporcle

EXHIBIT



February 12, 2014

William Parker
Director of Projects
FWWR
2495 East Long Ave
Fort Worth, TX 76106

Reference: Haltom City Pedestrian Crossing at Janada

In response to the referenced inquiry, RailWorks Track Systems, Inc. (RailWorks) proposes (except for those items furnished by the owner or others) necessary to complete the attached scope of work for the total lump sum price of : \$16,422.00.

Labor & Equipment	\$ 5,190.00
Materials	\$ 9,980.00
Tax	\$ 1,252.00
Total	\$ 16,422.00

ATTACHMENT A

Scope of Work and Clarifications:

1. RailWorks proposes to install an 8.125 ft. new concrete "lag type" crossing using new panels with attached rubber flange-way filler and new 10 ft. ties.
 - a. RailWorks will install a total of 25 new 10' ties for the crossing including ties that are outside of the crossing panel.
2. RailWorks will anchor the new crossing solid and anchor every other tie to the existing crossing to comply with the current FWWR CWR policy.
3. RailWorks will make 2 thermite welds to eliminate all the joints in the new crossing.
 - a. This work will be completed by sub-contractor (M&M).
4. RailWorks is going to supply 1 piece of 115# rail for the project.
5. RailWorks will tamp the track with a backhoe and jacks.
6. RailWorks will remove all used material from the jobsite.
7. Included in the price is the cost to remove up to 5' of asphalt into the street in order to change ties to 9' ties.
 - a. Also included is the price to replace the asphalt to current standard.

Exclusions

All dirt work including base material outside of crossing panels
All survey work
Concrete Work
Site drainage outside of crossing panels
Drawing or Design Work
Testing or Lab work
Pipeline relocating or encasing
Utility Movement or locating



4201 Janada St

Exit Street View

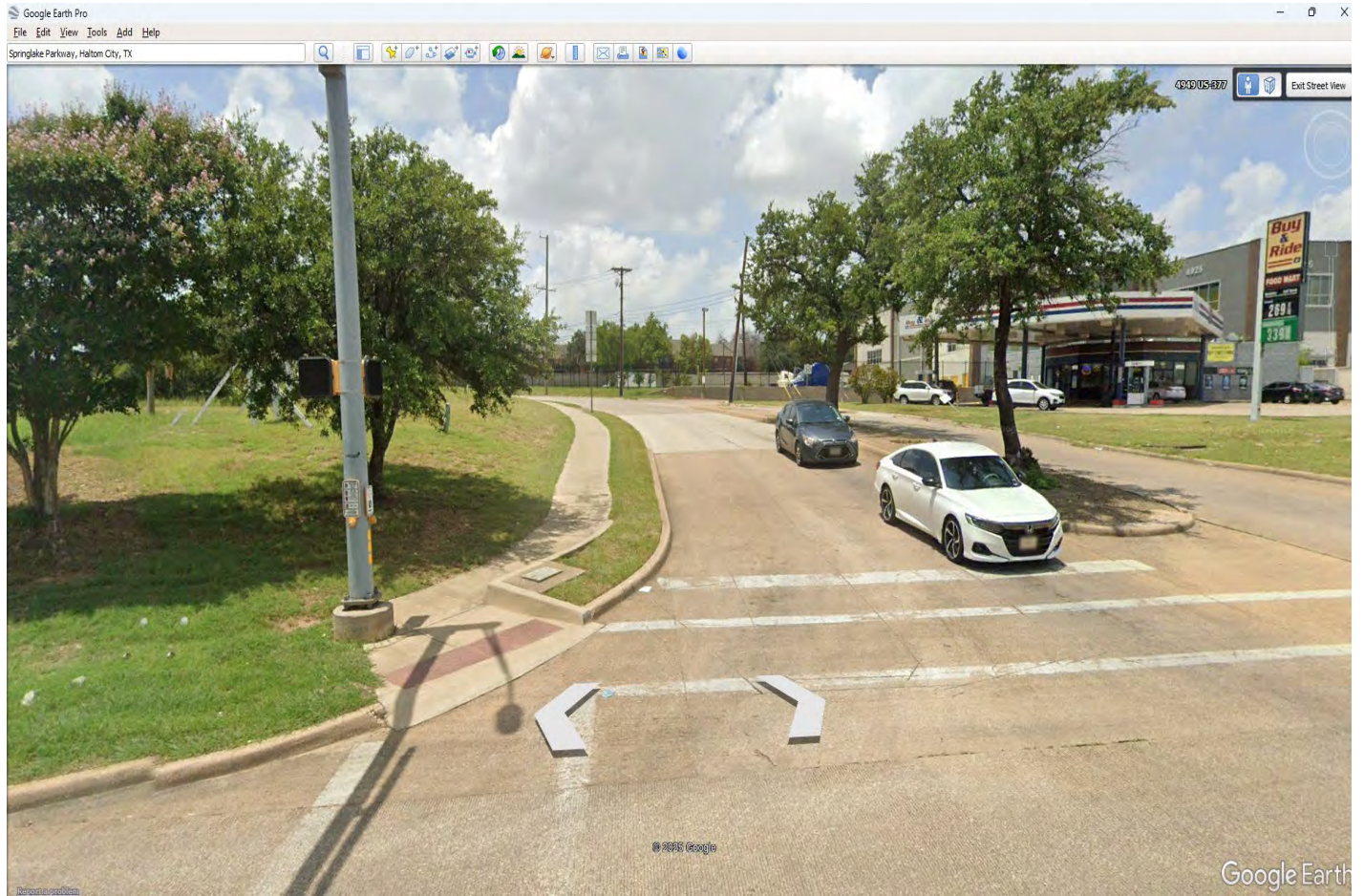
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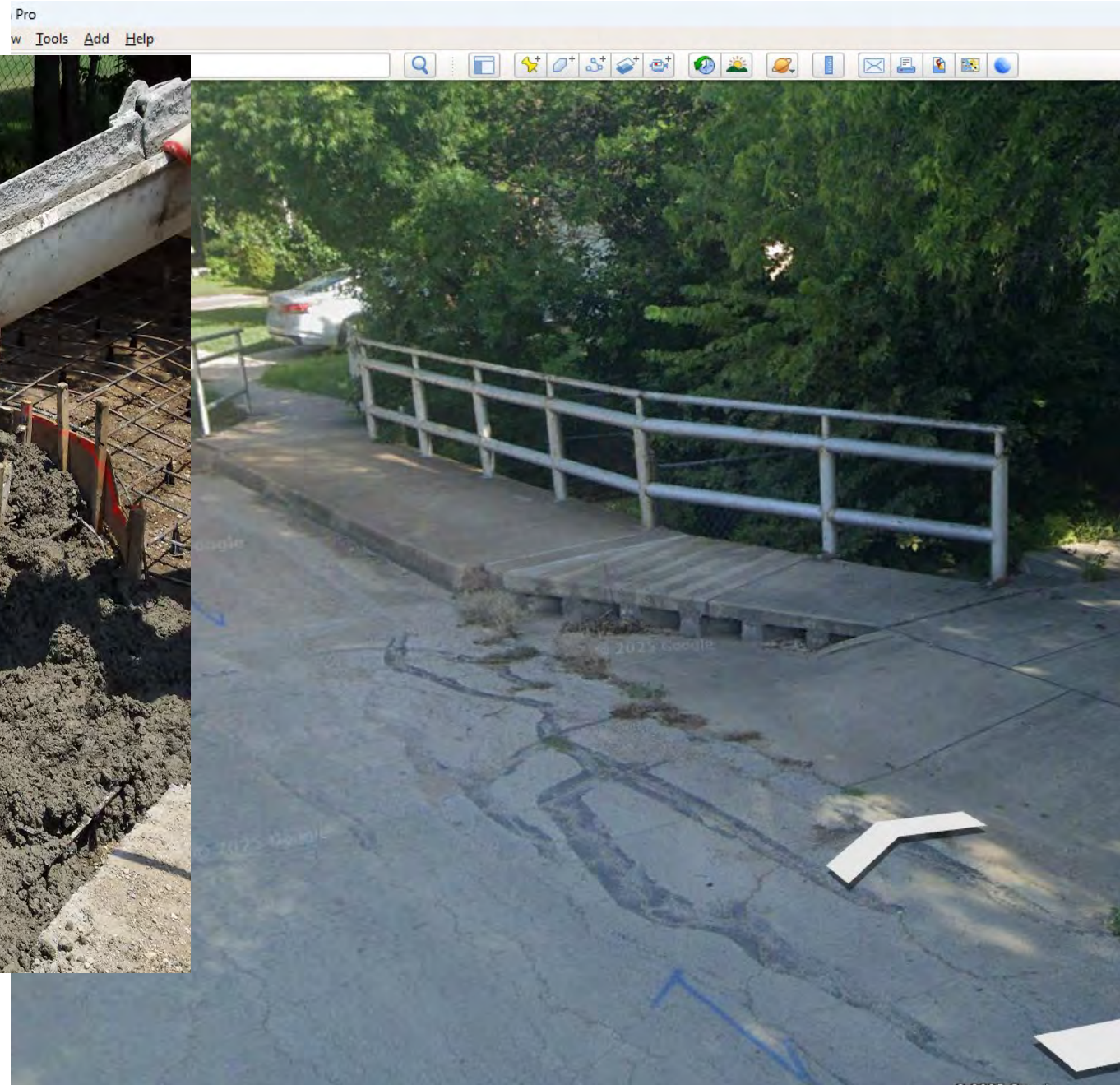


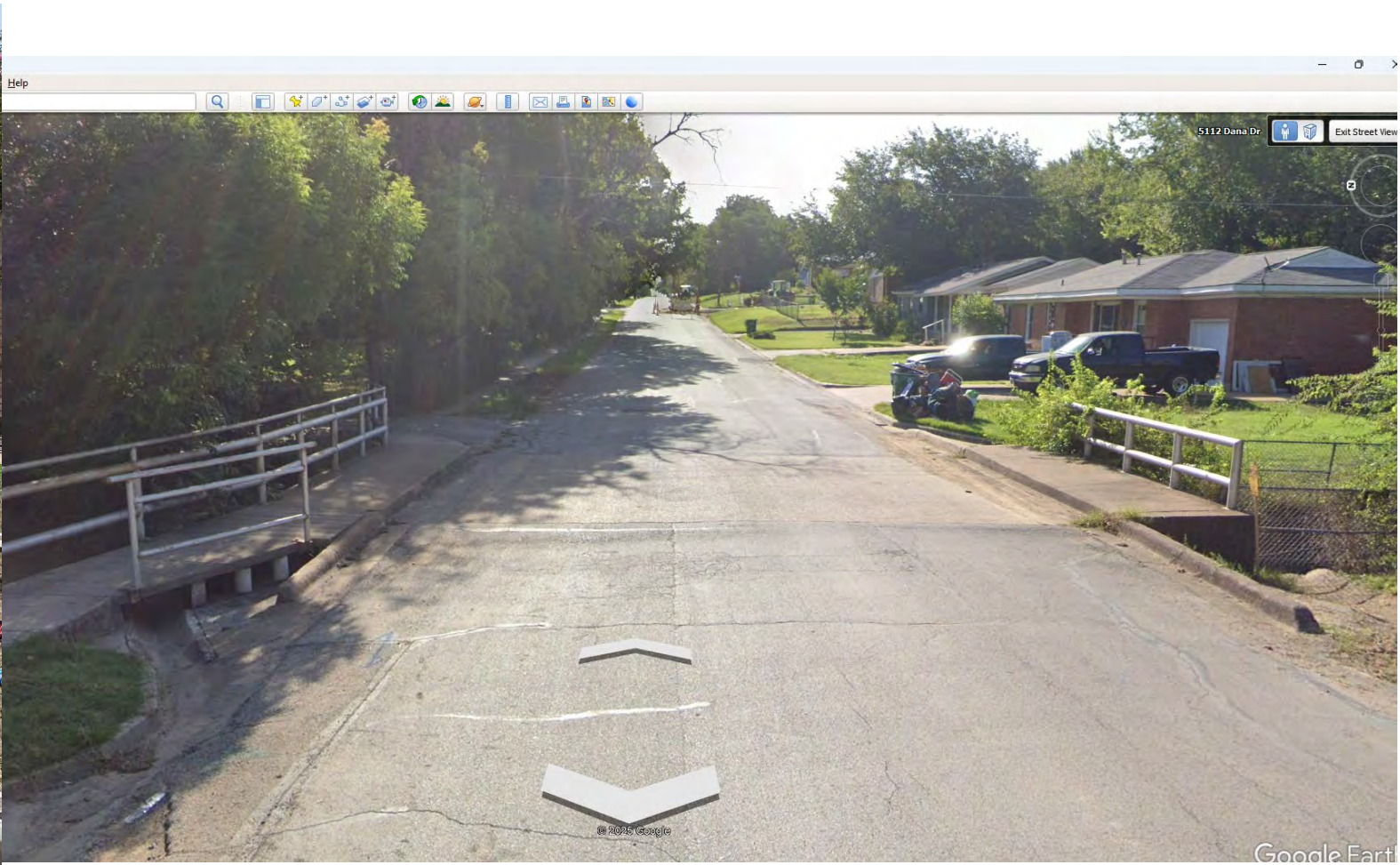


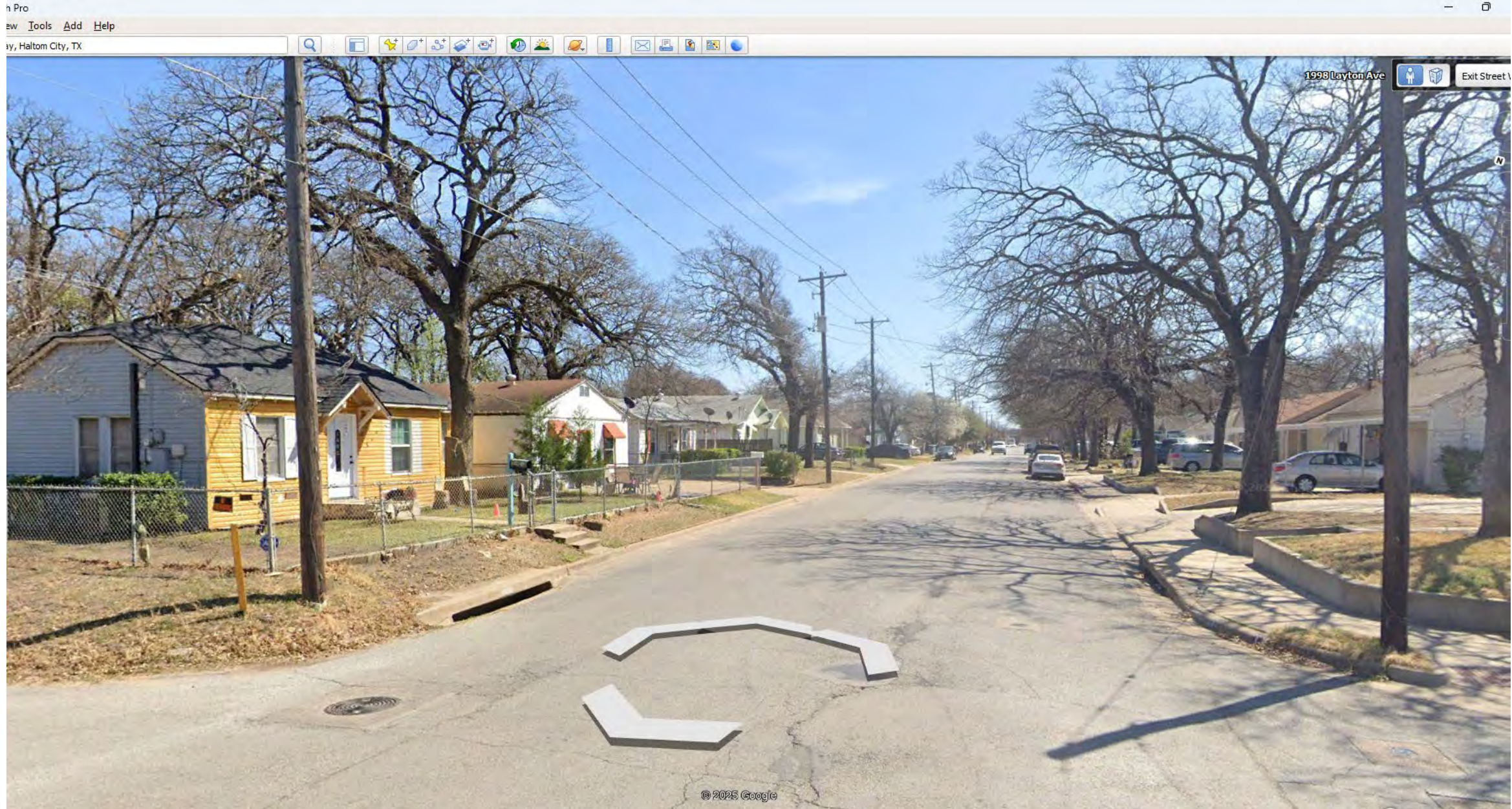


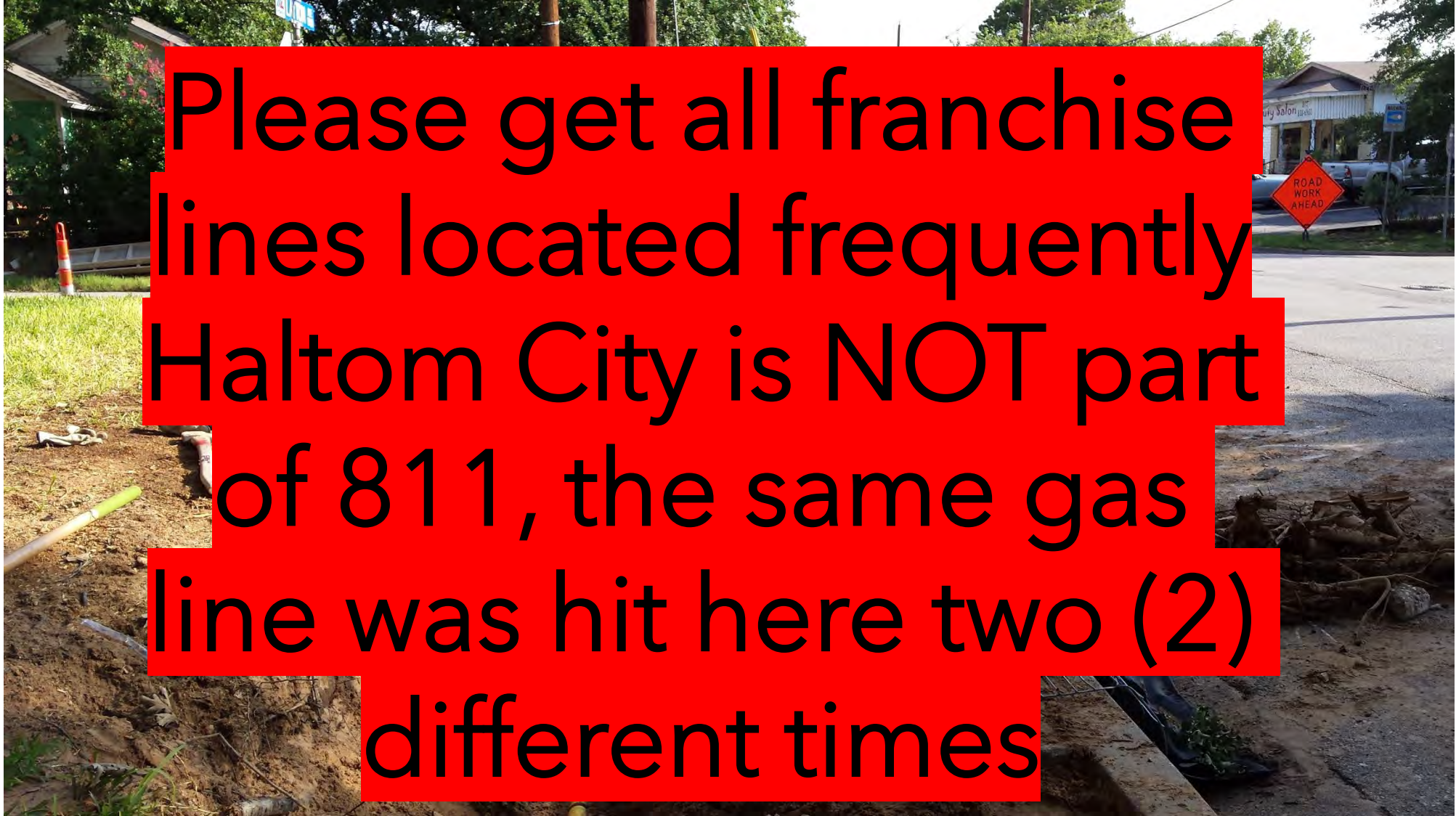




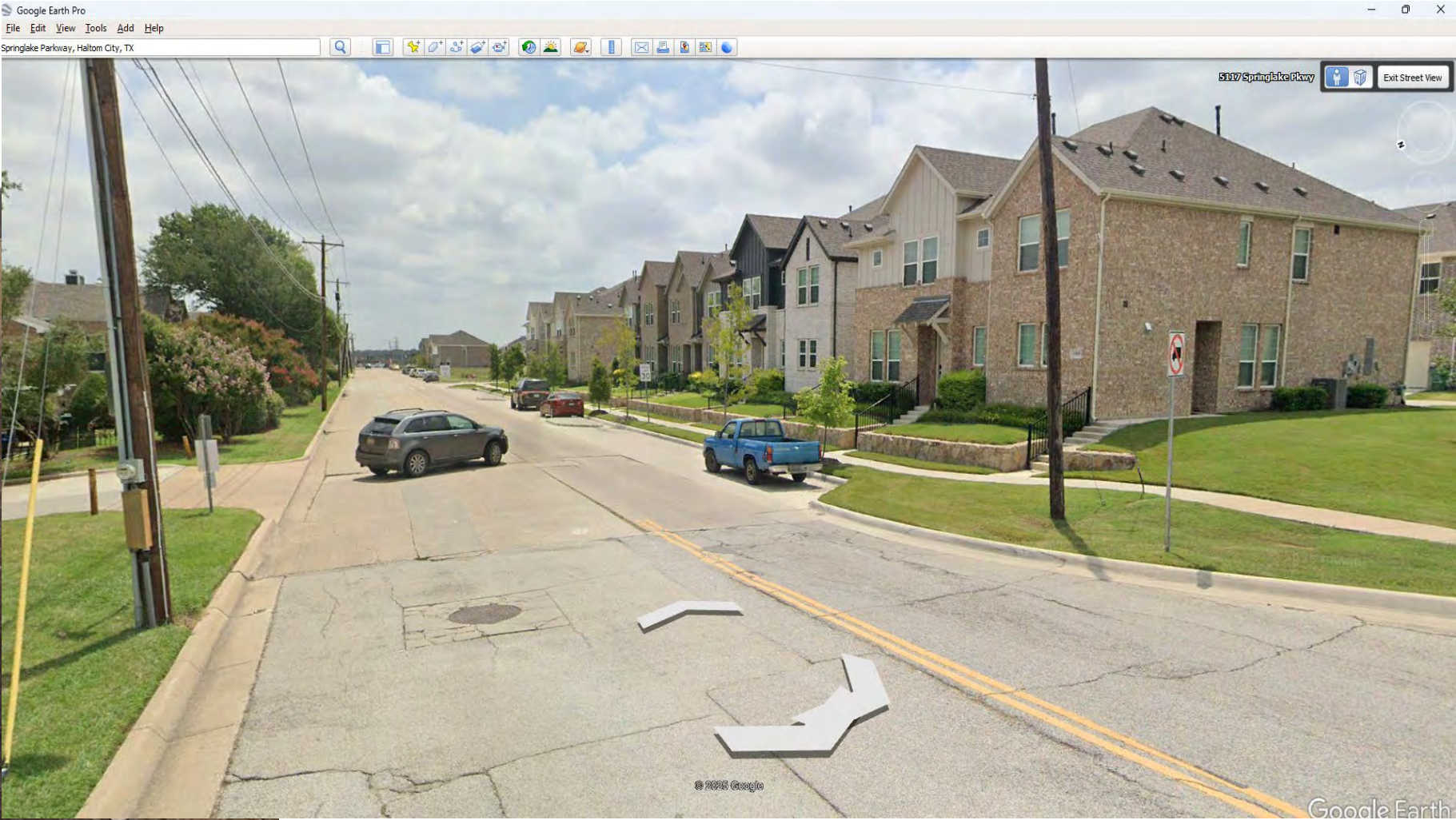




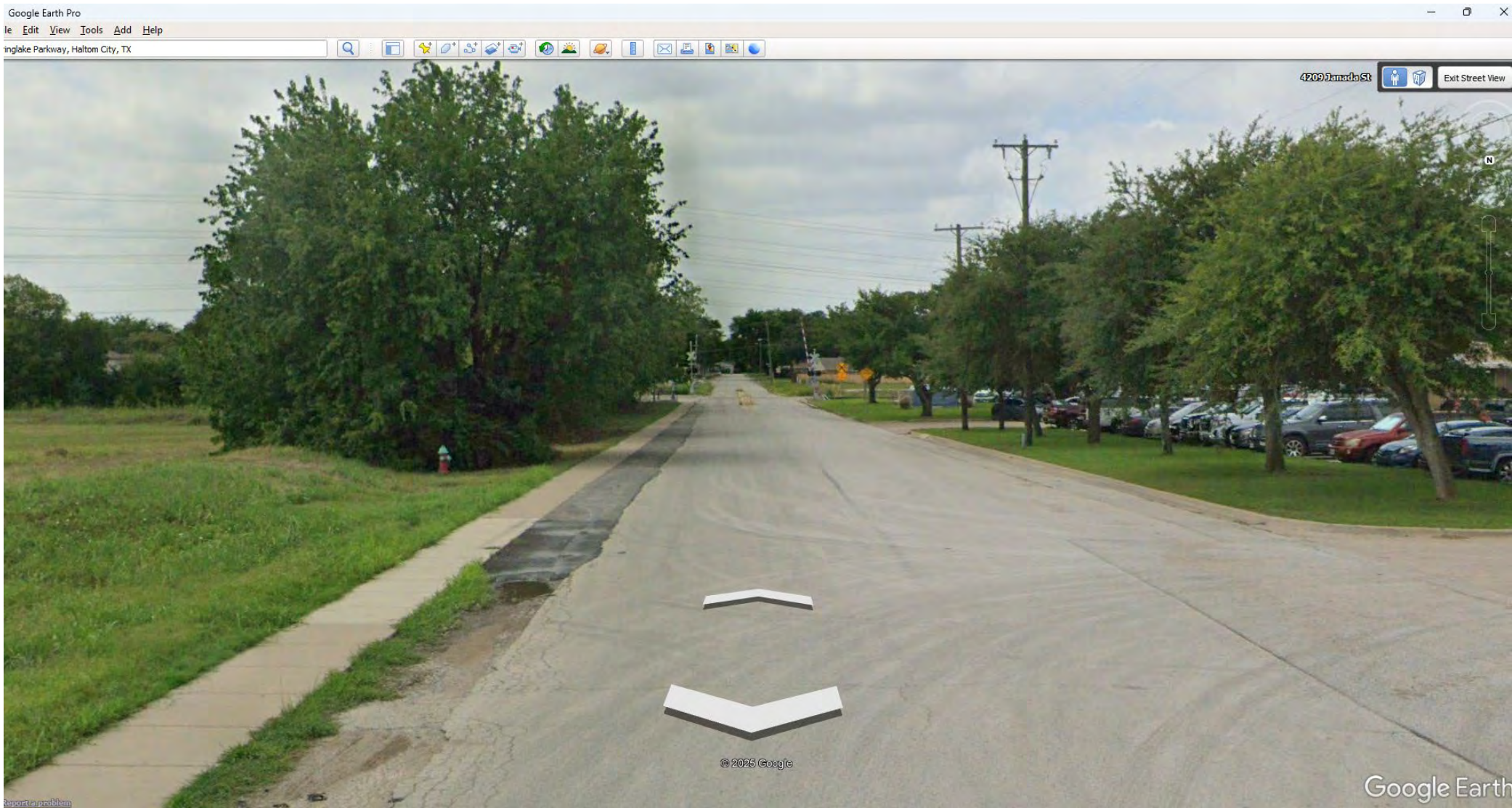


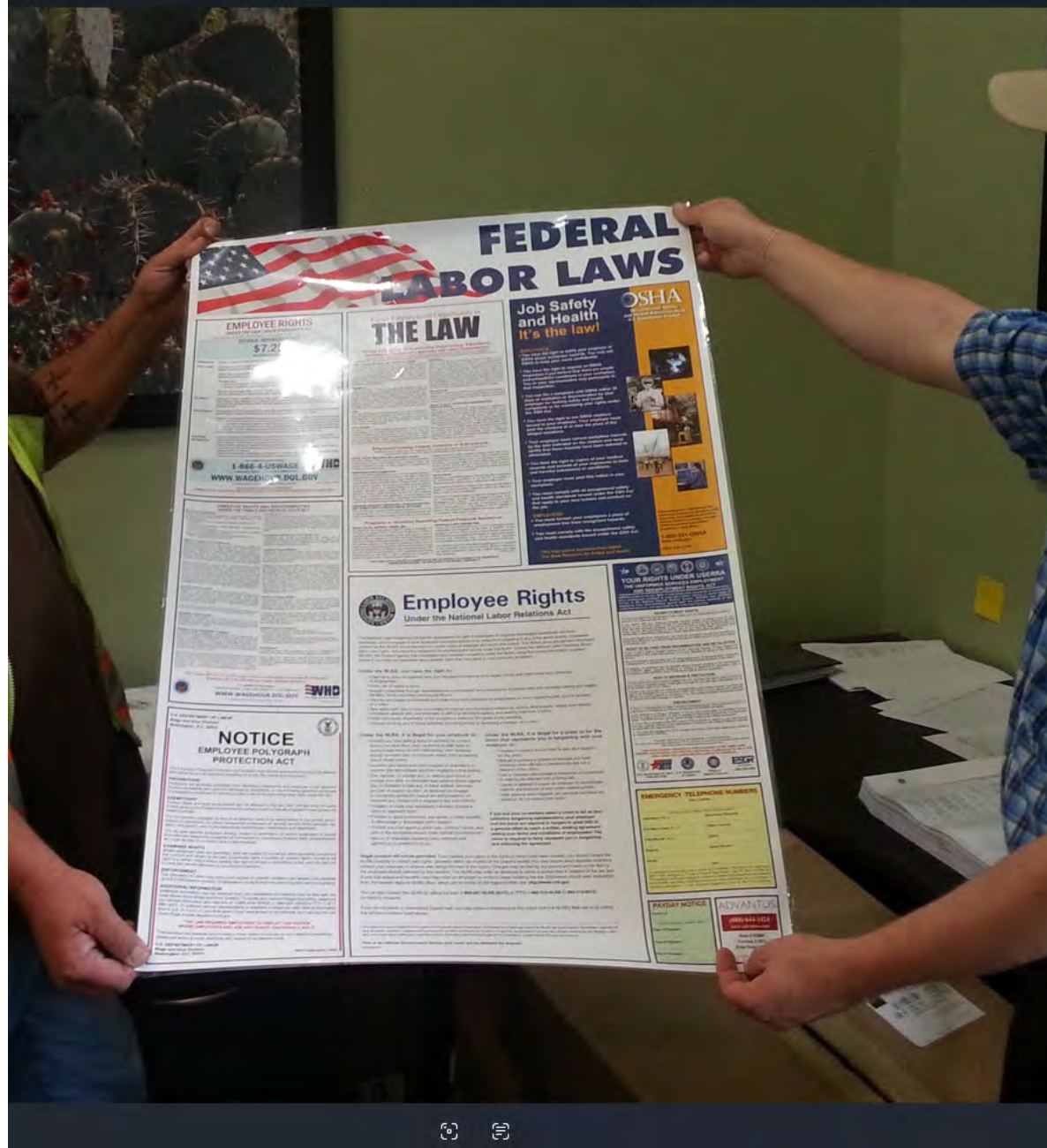
The background image shows a road construction or maintenance site. On the left, there is a grassy area with some debris and a yellow pipe. In the center, a large red rectangular area contains white text. To the right, a paved road is visible with a yellow diamond-shaped sign that reads "ROAD WORK AHEAD". In the background, there are trees and a building with a sign that partially reads "Beauty Salon".

Please get all franchise
lines located frequently
Haltom City is NOT part
of 811, the same gas
line was hit here two (2)
different times



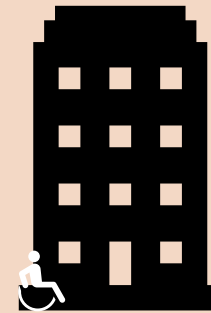
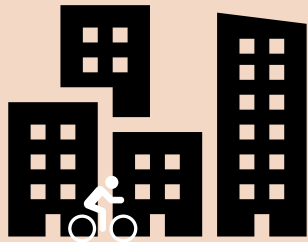
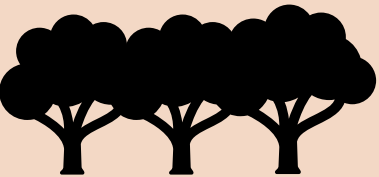






UPCOMING EVENTS AND TRAINING

Bicycle and Pedestrian Advisory Committee
November 19, 2025



National Bike Summit

March 24-26, 2026

Washington, DC



- The National Bike Summit will feature plenary speakers, mobile workshops, breakout sessions, an award reception, and a Lobby Day to meet with members of Congress.
- For more information, visit: [National Bike Summit | League of American Bicyclists \(bikeleague.org\)](https://bikeleague.org/nbs)
- Registration is open now!



MAIN STREET NOW 2026

TULSA, OKLAHOMA

APRIL 13 – 15

- **Save the date!**
- **Educational and network-building opportunities designed to help local leaders improve and strengthen the social, civic, and economic fabric of their communities**
- **To view more information and sign up for updates visit:**
<https://mainstreet.org/resources/main-street-now-2026>



Lifesavers Conference on Road Safety April 19-21, 2026 Baltimore, MD

- One of the largest gathering of highway safety professionals in the United States. Learn from subject matter experts about the latest highway safety research, best practices, and cutting-edge initiatives. As well as explore innovative technology and strategies used to combat risky driving behaviors and save lives.
- For more information, visit: lifesaversconference.org
- Registration is open now!
 - Early Bird Registration available until February 18, 2026



2026 National Planning Conference

April 25-28
Detroit, MI

May 27-29
Online

- 2026 core content areas will include sessions on Transportation and Infrastructure, Climate Change, Energy, and the Environment, Inclusive Planning for Social Change, and more!
- For more information, visit: [National Planning Conference \(planning.org/conference\)](https://planning.org/conference)
- Registration opens January 2026

American Planning Association



DESIGNING CITIES 26

May 12- 15, 2026

Minneapolis, MN

- The NACTO Designing Cities Conference brings together over 1,000 officials, planners, and practitioners to advance the state of transportation in North American cities.
- Registration opens January 21 for NACTO members!
- For more information, visit: <https://events.bizzabo.com/DesigningCities2026>



CNU 34 Northwest Arkansas

Save the Date: May 12-16, 2026

- Save the Date!
- The conference will focus on applying the Transect to shape the growth of the neighborhoods, towns, and cities across Northwest Arkansas.
- For more information, visit: <https://www.cnu.org/cnu34>

Congress for the New Urbanism



Joint ITE International and Great Lakes District Annual Meeting and Exhibition

**July 19—22, 2026
Huntington Place Detroit
Detroit, MI**

- For more information, visit: <https://www.iteannualmeeting.org/>



Pittsburgh, PA

August 10-12, 2026

Save the Date: APBP 2026 Conference

- **Save the date!**
- **More information will be posted soon at <https://www.apbp.org/2026-conference>**

2026 NABSA Annual Conference

October 6-8, 2026

Cincinnati, Ohio

- Save the date!
- 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/>



NORTH AMERICAN BIKESHARE & SCOOTERSHARE ASSOCIATION

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

Apply to be a Bicycle Friendly Community



The Bicycle Friendly Community (BFC) program provides a roadmap to improve conditions for bicycling and the guidance to make your distinct vision for a better, bikeable community a reality.

- Deadline to apply is June 17, 2026
- For more information, visit: bikeleague.org/bfa/community/

2025 UPSHIFT Awards Celebration

Nov 19, 2025 (7:00 - 10:00 PM)

Four Corners Brewing Company
1311 S Ervay St, Dallas, TX



- Community driven opportunity to recognize those in the community who make significant contributions to bicycling and active transportation in the Dallas-Fort Worth region.
- For more information and tickets visit: https://www.zeffy.com/en-US/ticketing/2025-bikedfw-upshift-awards?mc_cid=48373ca2d9&mc_eid=1b947b2940



APBP North Texas November Gathering

November 19, 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

ONCOR HIKE AND BIKE TRAIL GUIDELINES

A SUSTAINABLE COMMUNITY PARTNERSHIP MODEL

June 1, 2025



Table of Contents

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Introduction

In 2011, Oncor announced it will begin to transform pathways under parts of the company's transmission rights-of-way into hike and bike trails as part of the new Oncor Texas Trails program. These trails will help create pathways that will be integral parts of the communities Oncor serves. The Oncor Texas Trails program is also a key part of Oncor's commitment to supporting health and fitness initiatives, as well as a key part of a broader Oncor initiative to align Oncor's assets with community needs.

The Oncor Texas Trails program will allow Oncor to work proactively with the communities we serve to design a template for recreational use of transmission rights-of-way, including native and low maintenance landscape designs.

Oncor hopes that the hike and bike trails will lend themselves to health and fitness oriented events such as community walks, runs, rides and other fitness activities along the trails. These types of events illustrate the importance of living a healthy lifestyle and provide an outlet to community members to practice a healthy lifestyle.

Guiding Principles

The following guiding principles are primary factors when evaluating proposed Hike and Bike Trail plans:

- Maintaining the safety of the public and Oncor's employees and contractors;
- Promoting a sustainable community partnership model that aligns well with Oncor's philanthropic and community involvement focus on health and wellness;
- Ensuring public awareness and support for hike and bike trail projects including the adjacent landowners;
- Maintaining the reliability, security and electrical clearance requirements of Oncor's transmission and distribution lines;
- Preserving Oncor's ability to access facilities for on-going and future inspection, operations and maintenance needs;
- Ensuring the corridor is not constrained in a way to prevent meeting future grid electrical needs, system upgrades, etc.;
- Avoiding increased maintenance expense or liability for Oncor.
- Sustaining and protecting the Licensee's investment in a hike and bike trail.

Background

Oncor's transmission line rights-of-way (ROW) primary purpose is to provide safe and reliable electric service to the public. The ROW is used by Oncor to construct, operate, and maintain transmission and in some cases distribution facilities. When possible, the use of the ROW for hike and bike trails is a great way for Oncor to partner with cities in our service area. The width of a transmission line ROW depends on the voltage of the line and the height of the structures, but can be 70 to 160 feet wide or more depending on the type of facilities and their location on the ROW.

Transmission lines transfer electricity from generating stations to substations. From these substations, the electricity is distributed to individual homes and communities through distribution lines typically supported by wood poles called distribution poles. These distribution lines and poles are smaller in size, carry a smaller amount of electricity, and are spaced closer together as compared to transmission lines and structures.

Since overhead electric lines are un-insulated, the design of these lines requires that minimum clearances be maintained for safety and reliability. Trees and other plant materials can cause interruptions to electric service if they grow into or fall upon the overhead electric lines. Since 1996, tree and power line conflicts have been implicated as the cause of three large-scale electric grid failures in the US and Canada, including the massive August 14, 2003 blackout that affected 50 million people. As a result, the industry practice of tree clearing both within and along the edge of ROW has become more stringent.

The development of Hike and Bike Trails and Landscaping Enhancements must be carefully planned and these guidelines have been developed to ensure a sustainable community partnership where transmission line ROW remains in compliance with all clearances, safety regulations, and good engineering practices that pertain to existing and future electric transmission and distribution facilities.

Application/ Process

Each transmission right of way is unique and as such, Oncor reviews each project for approval. These Guidelines and Landscaping Templates are provided as information to minimize misunderstanding and ensure that improvements that are proposed by a community will be possible.

Before developing details plans for a Hike and Bike Trail on Oncor property, the entire proposed scope of the Hike and Bike Trail (including those portions of the proposed trail not impacting Oncor's property) should be submitted to Oncor for review. This preliminary review process is intended to provide project feasibility feedback to the potential Licensee regarding the use of Oncor's property for Hike and Bike Trail purposes before the Licensee makes significant financial investments and plans.

The Hike and Bike Trail project plan documentation requirements are as follows:

- Submit a set of preliminary, scalable plans showing the property lines, transmission and distribution structures, existing facilities (roads, telecom, etc.) and proposed trail location.
- Indicate all proposed grading / elevation modifications.
- Utility access route to be shown on plans.
- If possible, discuss future desired trail improvements if not part of the original plans.

Hike and Bike Trails License Agreements are for use with city or county governments. Oncor will not license a hike and bike trail to other entities such as homeowner's associations.

Hike and Bike Trails are intended for application on typical 138,000 volt or 69,000 volt ROW owned by Oncor. Oncor will review proposed trail locations for appropriate application in the event the property configuration or facility limitations cannot accommodate a Hike and Bike Trail.

The Licensee must conduct an open meeting for all adjacent property owners and the public before the start of a hike and bike trail project to ensure public awareness and support.

Oncor reserves the right to approve or deny Hike and Bike Trails and the trail design or landscaping in certain areas and situations consistent with the Guiding Principles.

Hike and Bike Trail Features

It is important for Oncor to be provided the full scope of a community's proposal for the success of the project and to protect the city's investment in the trail. Following are specific requirements:

Trail Design Requirements

- One side of the transmission line ROW must remain open throughout the trail to allow Oncor access for maintenance and operations. Typically a minimum of 15 feet is required for vehicular access.
- The maximum concrete trail width is 12 FT.
- Divided concrete trails are not allowed.
- Bollards will typically be required at road crossings.
- Trail construction will minimize changes to the existing grade, elevation, and contours within the ROW.
- Written consent is required from Oncor, prior to any excavation or trenching within the ROW.
- Minor changes will be permitted to comply with American with Disabilities Act.

Amenities

The following commonly requested hike and bike trail amenities are generally acceptable with some restrictions:

- Crossing Metal Fences - maximum height 8 feet, crossing angle at 45 to 90 degrees to the centerline of the ROW.
- Trash Receptacles - at road/street crossings.
- Trail Identification Signage - non-conductive materials only, trail name identification at the road/street crossing, maximum height 6 feet.
- Mile Marker Signage - non-conductive materials only, recommended one per mile, edge of ROW, maximum height 6 feet.
- Rest Areas - located adjacent to publically available road/street access.
- Pedestrian Benches - maximum length 6 feet, located adjacent to publically available road/street access.
- Shade Features – typically located within rest areas, non-conductive, non-climbable, work closely with Oncor on height and ROW location to ensure electrical clearances are met.
- Low Water Crossings - permitted with minimum grade/elevation change.
- Decorative Walls – incorporated within landscaping features, maximum height 5 feet.
- Sprinklers – low pressure drip irrigation only and in areas of approved landscaping vegetation only.
- Portable Restrooms – temporary ONLY for events and construction.

Restrictions

Consistent with the Guiding Principles, the following improvements are typically not compatible with transmission ROW, but can be incorporated into the overall hike and bike trail design outside the transmission ROW and not on Oncor property:

- Structures (e.g. pavilions, cabanas, playground equipment, storage buildings, etc.)
- Longitudinal Fences (conductive or non-conductive)
- Electrical lighting or wiring
- Dumpsters
- Parking Lots
- Ponds
- Bridges

Landscaping Requirements

Vegetation density and height are critical issues affecting the safe and reliable operation of Oncor transmission lines. Landscaping requirements attempt to provide basic guidelines for a space that allows compatible use of vegetation and visually attractive landscaping features with the use of Oncor's electric facilities in accordance with the Guiding Principles.

Before any new transmission line ROW landscaping plan for a Hike and Bike Trail or Landscaping Enhancement is approved, Oncor will work with the licensee to identify all existing vegetation incompatible with these Landscape Requirements and determine the plan for removal. Once a new landscaping design is approved by Oncor, the improvements may be installed and are maintained by the Licensee.

The license agreement for the hike and bike trail requires the Licensee maintain the entire length and width of the transmission line ROW covered under the license agreement - not just the areas within and immediately adjacent to the trail.

Visual Interest Features

Features that promote visual interest such as vegetation, rocks, planting beds, berms, etc. are often desirable features in a landscape plan. Oncor will review and if appropriate approve these features for potential clearance and access issues, consistent with the Guiding Principles.

For the purposes of landscape design requirements, a Landscape Template is provided to communicate where visual interest features are generally acceptable and offer the least interference with ROW access and clearance with electric facilities. The template describes three general zones:

- Structure Zone – includes a 25 foot space surrounding a transmission structure. Typically turf only.
- Sag Zone – includes the middle 40% of the ROW between transmission structures and 10 feet outside the outermost overhead transmission conductor. Grass type plantings only. Visual interest features and other amenities are typically incompatible.
- Visual Interest Zone – features might include approved vegetation, rocks, planting beds, berms and amenities. Typically limited to 5 foot in height.

Other utility facilities within the transmission ROW such distribution lines / poles, substations, utility boxes may exist. Areas within 25' of these facilities should be turf only.

The density of vegetation (all types) for all zones should not exceed 25% of the total space available by landscape area per span. There should be no plantings, stands, or beds that cover the entire length or width of any zone so as to form a barrier to visibility or travel by foot or by vehicle from one Zone to the next or one span to the next.

Adequate breaks or spacing between beds or stands should exist to provide for foot and vehicle travel through these Zones.

Following are the minimum spacing requirements for certain types of plant material:

Shrubs-Minimum 15 ft spacing outside of planting beds

Ground cover/Flowers/Bunch Grass – typically limited to planting beds

Grade

The existing ROW should be sufficiently graded to provide good drainage and avoid standing water. Care should be taken during trail construction to avoid any changes in the grade within the transmission line ROW, thus preventing any drainage issues or concerns from adjacent landowners.

Plant Materials and Landscape Layout

All plant material that will be installed will be noted on the trail landscaping plans at the exact location where it will be planted. The specific species and variety of all plant material must be listed on the plans.

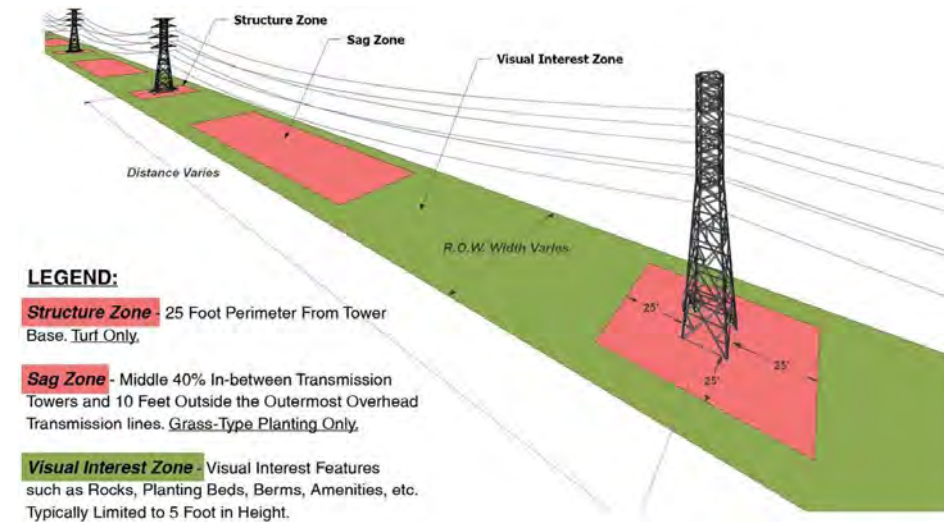
The following Recommended Plant Material List is intended as a guide and does not guarantee that the plants listed will not exceed the maximum height under certain conditions. Licensee will be responsible ensuring that the maximum allowable height of plant material is not exceeded at any time. If, upon inspection by an Oncor representative, plant material is found that exceeds the maximum height allowed for the Zone where it is planted, Oncor representatives will mark (Tag) the plant material for removal by Licensee. Replacement of the plant material will be at the sole cost of the Licensee. If Licensee fails to remove the plant material that has been tagged by Oncor as non-compliant, Oncor reserves the right to remove the plant material and Oncor's discretion after 30 days written notice to Licensee.

Vegetation height at maturity must not exceed 5 feet. The following list of ornamental plants generally meets these requirements. No trees will be approved as part of a landscape design on transmission ROW. Other plants may be submitted for review on a case-by-case basis.

Recommended Plant Material List

Common Name	Plant Species	Common Name	Plant Species
American Beautyberry-	<i>Callicarpa americana</i>	Apache Plume	<i>Fallugia pardoxa</i>
Bat Face Cuphea	<i>Cuphea llavea</i>	Bridal Wreath Spirea	<i>Spiraea cantoniensis</i>
Bridal Wreath Pirea	<i>Pirea patens</i>	Butterflybush (blackbush)	<i>Buddleia cacidii</i> var black <i>Knight/Bonnie</i>
Coralberry	<i>Symphoricarpos orbiculatus</i>	Cliff Spirea	<i>Holodiscus dumosus</i>
Creosotebush	<i>Larrea tridentate</i>	Fern Acacia	<i>Acacua angustissima</i>
Firebush	<i>Hamelia patens</i>	Flame of the Woods	<i>Ixora coccinea</i>
Golden Currant	<i>Ribes aureum</i>	Oak leaf Hydrangea	<i>Hydrangea quercifolia</i>
Primrose Jasmine	<i>Jasminum mesnyi</i>	Rabbitbrush	<i>Chysothamnus nauseosus</i>
Rockspray Cotoneaster	<i>Cotoneaster horizontalis</i>	Shrubby Cinquefoil	<i>Potentilla jruticos</i>
Texas Sage	<i>Leucophyllum virginicus</i>	Three Leaf Sumac	<i>Rhus trilonata</i>
Winter Honeysuckle Bush	<i>Lonicera jragrantissima</i>	Yellow Bird of Paradise	<i>Caesalpinia gilliesii</i>

Landscape Layout Template





DESIGN DOWNTOWN DENTON

Capital Projects Update

February 12, 2025



Background:

- *Update the 2002 Downtown Master Plan*
- *Adopted September 17, 2024*
- *Community Outreach:*
 - 30+ engagement events completed
 - 700+ participants at less formal events (i.e. pop-ups, intercept surveys)
 - 62 Downtown business surveys completed (door-to-door and online)
 - 1,109 contributions to feedback activities on the Design Downtown Denton consultant website



Project Implementation Priorities

Project Recommendation	Lead Department(s)	Timeline	Department Key	
2B Create New Park on the Square	PR, RE	Years 2024- 2029	Development Services	DS
1B Pilot Denton Chill Streets	CIP, DS, ES		Parks and Recreation	PR
1A Re-stripe Bell and McKinney	SD, DS		Economic Development	ED
2G Develop a Public Art Plan for Downtown	PR		Engineering Services	ES
1D Improve Transit	DS, DCTA		Streets Division	SD
2A Initiate Implementation of the Quakertown Park Plan	PR		Real Estate	RE
2D Complete small improvements like lighting, trees and art	DS, ES		Capital Improvement Projects	CIP
4D Branding and Advertising, Wayfinding Plan and Historic Interpretation	PID, MSA, PR		Public Improvement District	CIP
3A Develop Southern Downtown	ED, DS, RE	Years 2029- 2034	Tax Increment Reinvestment Zone	TIRZ
1C Improve Bike Connections	DS		Main Street Association	MSA
2C Improve Utilization of Alleys	PID, PR		Greater Denton Arts Council	GDAC
2B Other Pocket Park Improvements	PR, PID			
1A Rebuild Carroll Boulevard	CID, DS, ES, PID, TIRZ			
2D Redesigns that upgrade streets for closures for festivals and events	CID, DS, ES, PID, TIRZ			
2E Develop a new park in Southern Downtown	PR, RE	Years 2034- 2039		
2F Partner with County to improve Historic Park	DS			
4B Develop an Arts Center	ED, RE, CIP, PID, TIRZ, GDAC			
4D Gateway Monuments	PID, TIRZ, DS, PR			

Recommendations

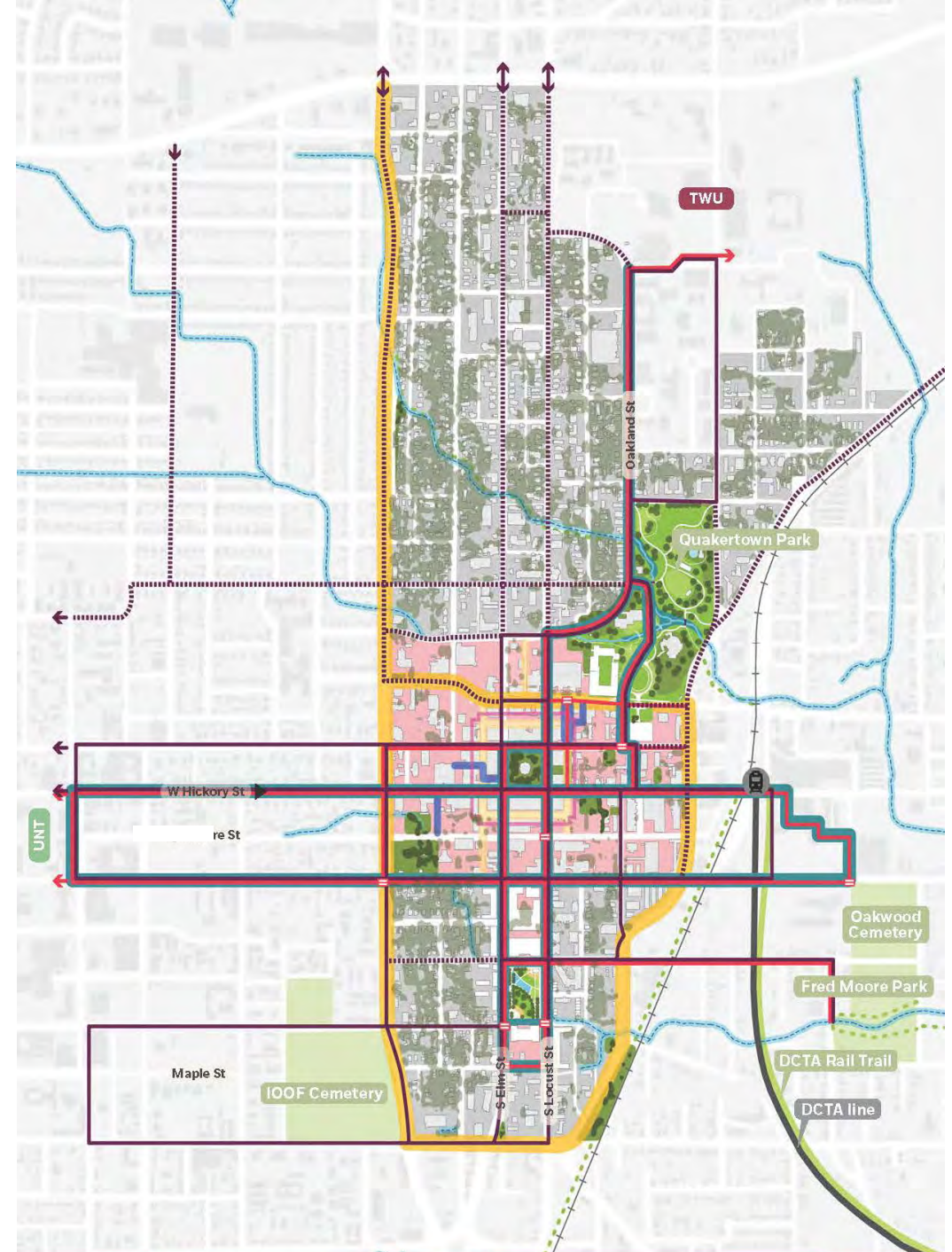
All Streets Impacted:

Intersecting Downtown:

- Bell Avenue (*Administration Dr to Eagle Dr*)
- Oakland Street (*Administration Dr to N Locust St;*
McKinney St to Hickory St)
- Locust Street (*University Dr to Eagle St*)
- Oak Street (*Fry St to Bell Ave*)
- Elm Street (*University Dr to Eagle Dr*)
- Hickory Street (*Fry St to DCTA Station*)
- Sycamore Street (*Fry St to S Bradshaw St*)
- Prairie Street (*Carroll Blvd to Lakey St*)
- Maple Street (*Elm St to Locust St*)
- Highland (*Avenue A to Locust St*)
- Eagle (*Avenue A to Locust St*)
- Avenue A (*Highland St and Eagle Dr*)
- McKinney (*Carroll to Bell*)
- Parkway (*Carroll Blvd to Austin St*)
- Congress (*Oakland St to Carroll Blvd*)
- Austin Street (*McKinney St to Hickory St*)
- Carroll Boulevard (*Eagle Dr to University Dr*)
- W College Street (*Elm St to Locust St*)
- Industrial Street (*Hickory St to Bell Ave*)
- Withers Street (*Oakland St to Bell Ave*)

Outside Downtown:

- Fulton Street (*Congress St to University Dr*)
- Mingo Street (*Bell Ave to Schmitz Ave*)
- Lakey Street (*Prairie St to Fred Moore Park*)
- Exposition Street (*Driveway to Sycamore St*)

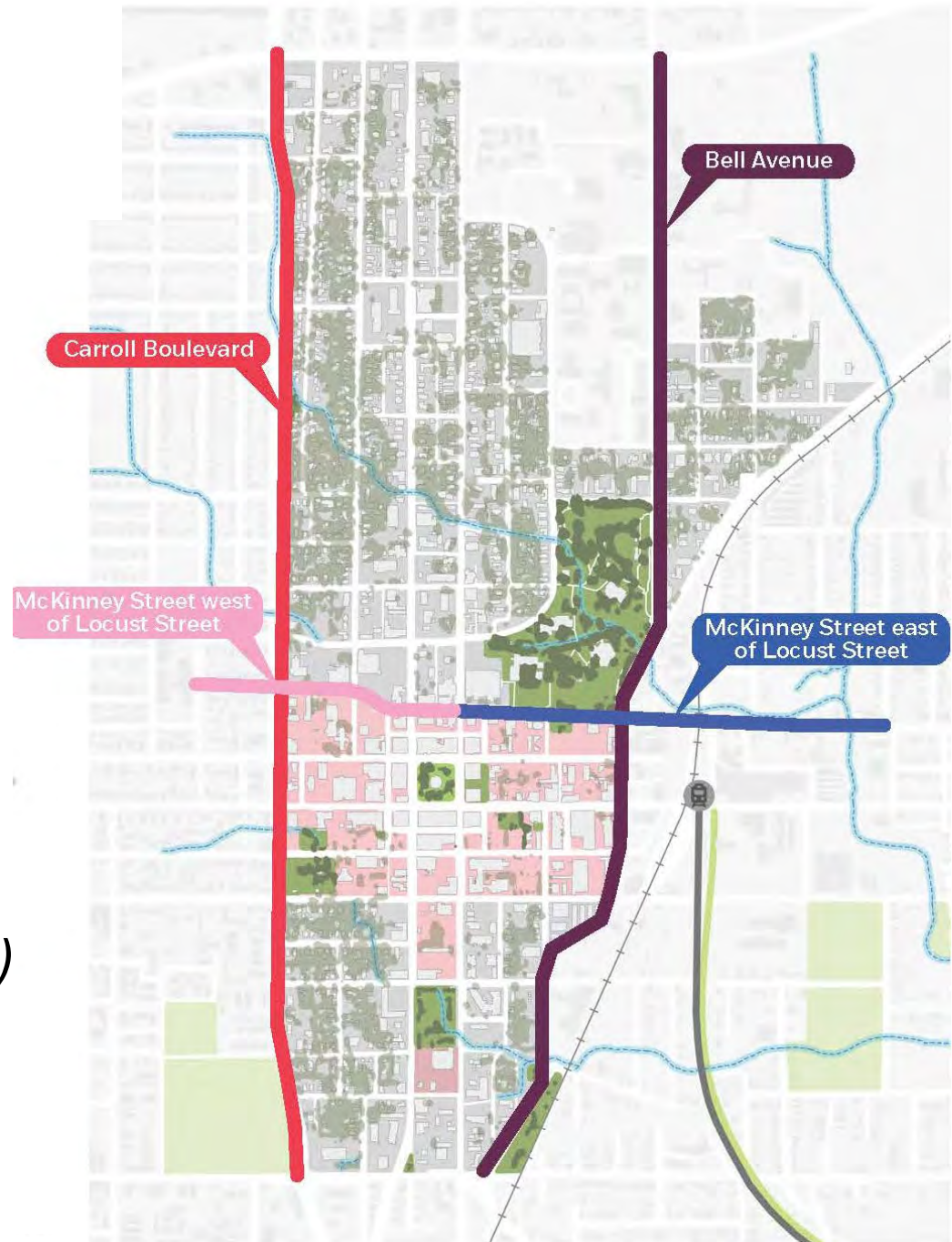




Rightsizing and 4/3 Conversions

Streets Impacted:

- Bell Avenue (2024-2029)
- McKinney Street (2024-2029)
 - West of Locust Street
 - East of Locust Street
- Carroll Boulevard (2029-2034)



1A Rightsizing and 4/3 Conversions

Bell Avenue – Proposed Cross-Section

Bell Avenue should become a 4-3 conversion.



Bell Avenue Proposed Typical Cross Section

E McKinney – Proposed Cross-Section

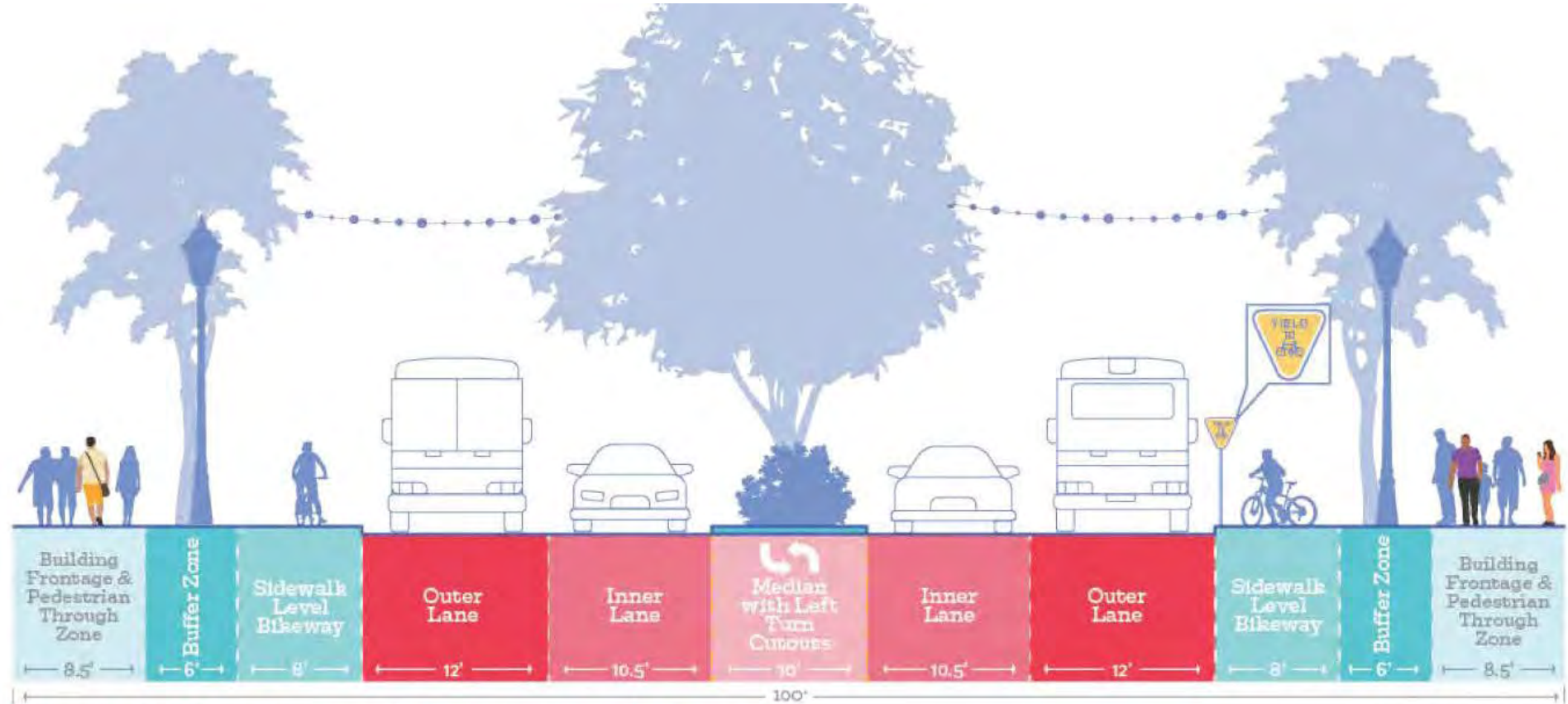
McKinney Street should become a 4-3 and 5-3 conversion east of Locust Street.

A dedicated left turn lane has been shown to create more efficient traffic flow and reduce overall congestion, even when paired with the removal of dedicated through lanes.



East McKinney Street Proposed Typical Cross Section

Carroll Boulevard – Proposed Cross-Section



Carroll Boulevard Proposed Section

*Trees not to scale

Pedestrian Priority Routes and Denton Chill Streets

Goals:

- Improve pedestrian experience to and within Downtown.
- Implement “**Chill Streets**” on key routes (see map), prioritizing shade trees, vegetation beds, light paving materials, wayfinding, and new crosswalks.
- Along designated Pedestrian Priority Routes, prioritize pedestrian safety and comfort in ROW design (see Slide 13)

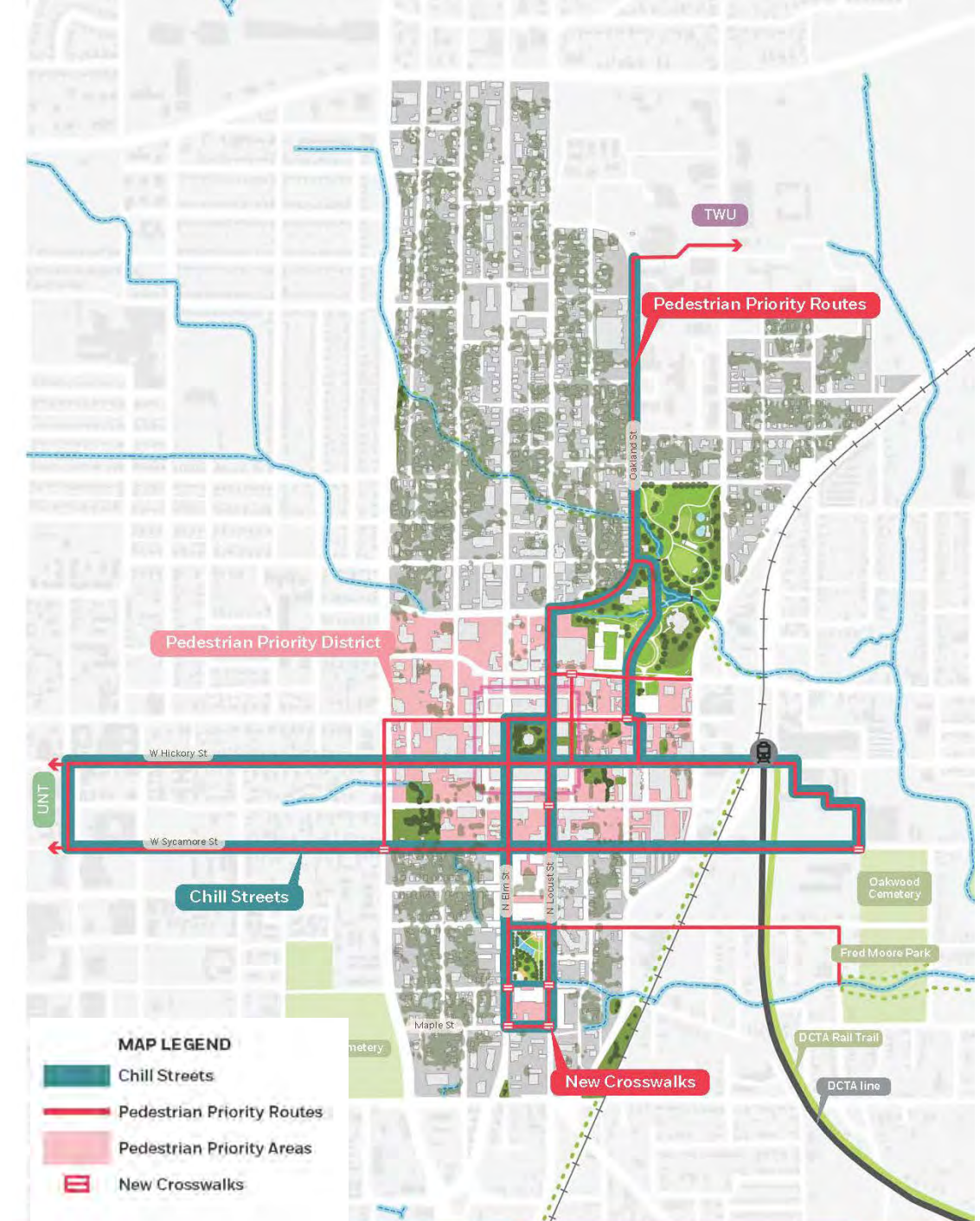
Streets Impacted:

• Chill Streets & Pedestrian Priority Routes:

- Hickory Street (Fry to DCTA)
- Sycamore Street (Fry to Bradshaw)
- Elm Street (Oak to Maple)
- Locust Street (Parkway to Maple)
- Oakland Street (Administration Dr to Locust; McKinney to Hickory)
- Oak Street (Carroll to Bell)
- Exposition Street (Alley to Sycamore)
- Prairie (Elm to Lakey)
- Maple Street (Elm to Locust)
- Future Highland (Elm to Locust)

Pedestrian Priority Only:

- McKinney (Locust to Bell)
- Austin Street (McKinney to Hickory)
- Carroll (Oak to Sycamore)



Chill Streets



Broad-leaf Trees

Elm Tree

Shaded Bike Lane

Building Awning
(In background)

Shaded Seating

Light Concrete or Paving Materials

Raised Bike Lane

Native Plant Beds

Silva Cells or Structural Soils

Shaded Sidewalk

Public Realm Design Guidelines

Proposed Public Realm Design Guidelines Table – DDD Plan
pages 84-91 (Excerpted Below)

Design Guidelines Table			
Site Element	Outside Denton Square District	In Denton Square District	Chill Street
Pedestrian Sidewalk	5' minimum**, shall comply with the most recently adopted ADA, PROWAG, and FHWA standards	8' minimum, shall comply with the most recently adopted ADA, PROWAG, and FHWA standards	8' minimum, shall comply with the most recently adopted ADA, PROWAG, and FHWA standards
Furniture Zone Depth	4' minimum	4' minimum	4' minimum
Tree Planting Bed (Configuration may vary)	6' minimum, use Silva Cells or structural soil systems if installed sub-grade below paving	8' minimum, use Silva Cells or structural soil systems if installed sub-grade below paving	8' minimum, use Silva Cells or structural soil systems if installed sub-grade below paving
Large Tree Spacing (Deep Shade/ Broadleaf) - Elms - Maples - Honey Locust - Ginkgo (male)	30' minimum - 40' maximum on center between trees	30' minimum - 40' maximum on center between trees	30' maximum on center between trees, prioritize broadleaf trees, if space allows prioritize double row, alternate planting
Medium Tree Spacing (Dappled Shade/ Narrowleaf) - Desert Willow - Buckeye - Redbud - Golden-ball Lead-tree - Myrtles	15' minimum on center, depending on species	15' minimum on center, depending on species	15' maximum on center, depending on species, prioritize planting medium/small trees with perennial vegetation planted under

Design Guidelines Table			
Site Element	Outside Denton Square District	In Denton Square District	Chill Street
Bench/Table Seating	4/block face	4/block face, sited to match the character of the historic district	4/block face, sited in the deepest shade
Bike Racks	8 spots/block face or larger facilities (refer to the 2023 Denton Design Criteria Manual for location standards)	8 spots/block face or larger facilities (refer to the 2023 Denton Design Criteria Manual for location standards)	8 spots/block face or larger facilities, site in the shade where possible (refer to the 2023 Denton Design Criteria Manual for location standards)
Waste Bins	2/block face	3/block face, prioritize branded trash bins	2/block face
Hardscape	Utilize ADA surfaces	Utilize ADA surfaces, prioritize pavers that contribute to the historic character such as brick	Utilize ADA surfaces, prioritize light colored materials where possible
Wayfinding/ Signage/Map	Sited at busy intersections or important public institutions and civic spaces	1-2/block face, prioritize branded features	Sited at busy intersections or important public institutions and civic spaces, directs people to parks, cooling stations, water fountains, and water features
Perennial Planting Bed	6' minimum width	6' minimum width	8' minimum width, prioritize perennial vegetation areas with medium/small trees

Public Realm Design Guidelines

Location Reference:

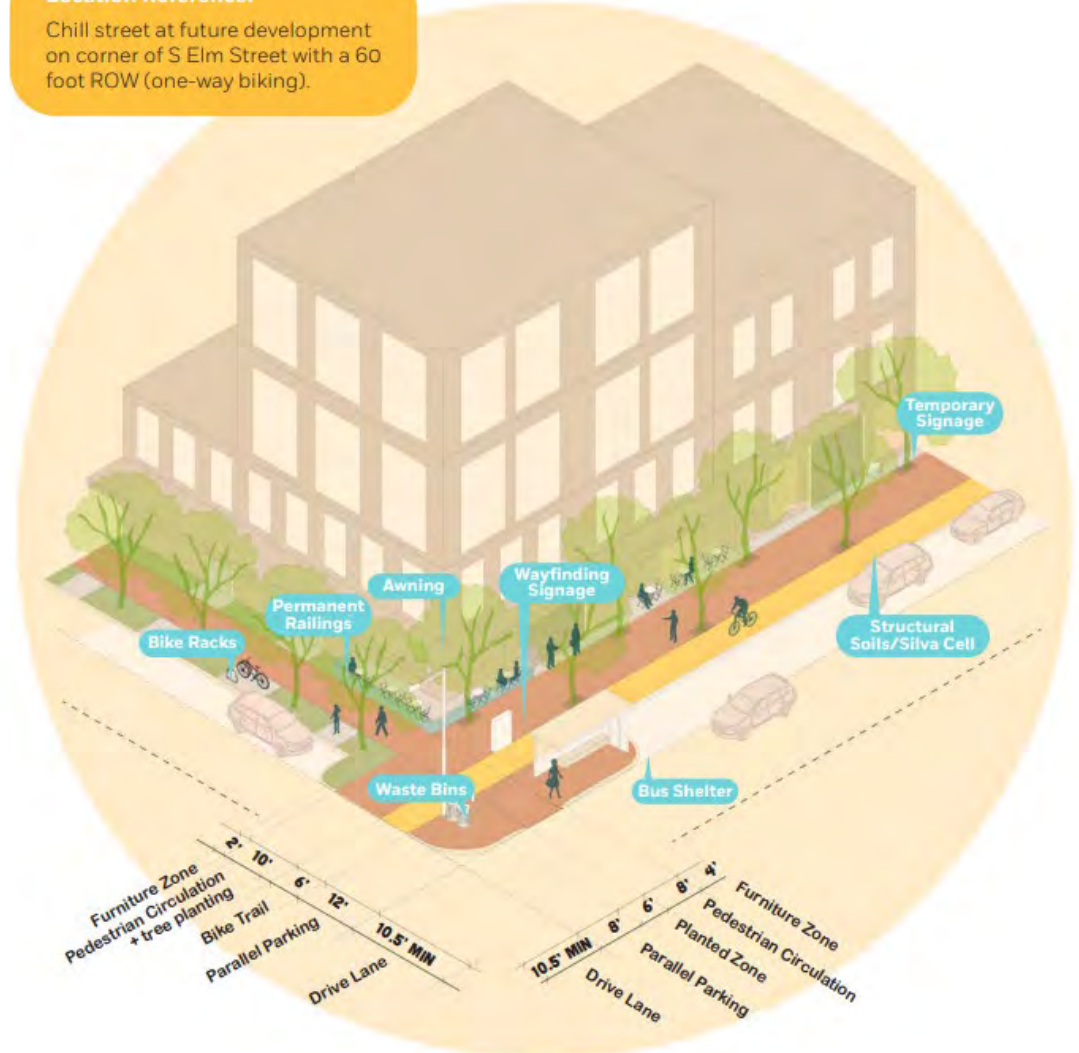
Daytime Denton Square District and Chill Street with a 90 foot ROW on the Square and 80 foot ROW.



ROW Design Example: On the Square

Location Reference:

Chill street at future development on corner of S Elm Street with a 60 foot ROW (one-way biking).

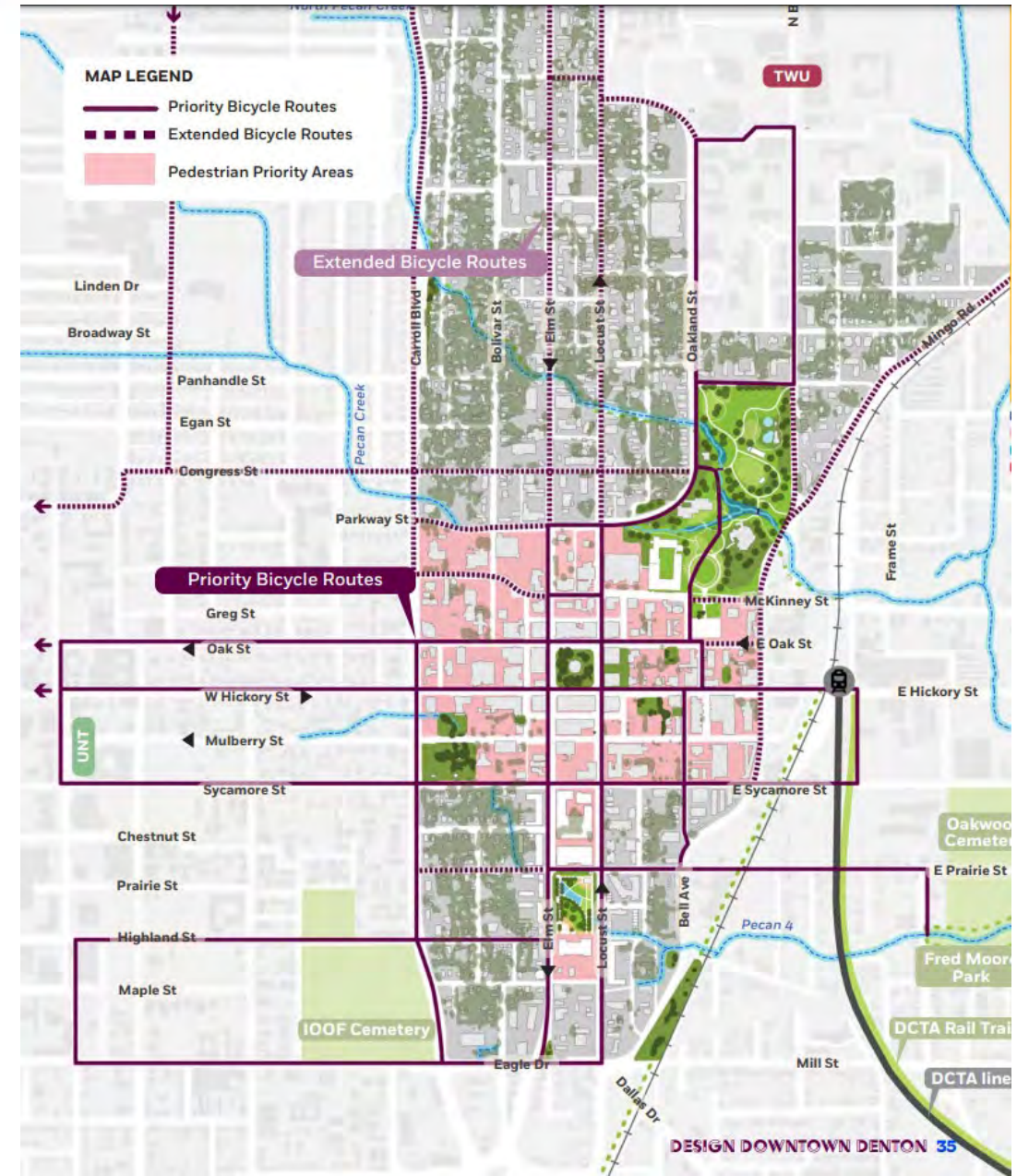


ROW Design Example: South of the Square

1C Improve Bike Connections

Actions:

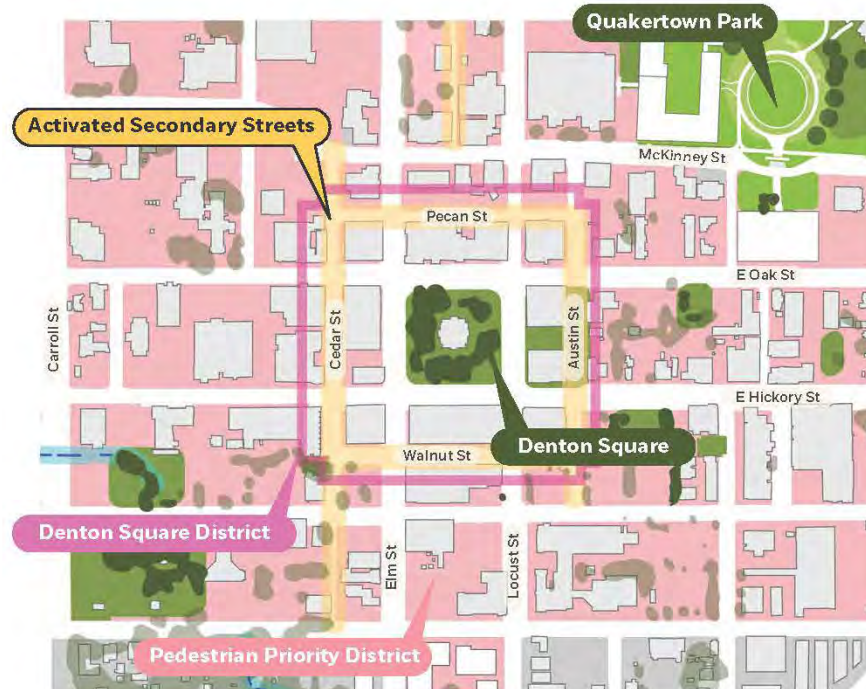
- **Build Behind-the-Curb Priority Network:**
 - Focus City funding and construction efforts to prioritize bike lanes that connect to UNT, Denton Square, TWU, and Quakertown Park.
 - Extend the curbs along this network so that there is enough space to put bike infrastructure behind it
- **Develop Expanded Protected Bike Network**
 - Larger network of protected and behind-the-curb bike lanes that connect bicyclists to DDTC and the DCTA Rail-Trail, as well as University Drive, with minimal exposure to car traffic.
 - Only implement sharrows and non-protective infrastructure where there is not ROW available for protected bicycle infrastructure
 - Prioritize safety and quality of important routes over quantity of less protected infrastructure





Activation of Underutilized Streets

Downtown has many small roadways that are not always needed for traffic circulation. Rethink them to allow more frequent closures, festivals and outdoor seating while still allowing for deliveries.



December 11, 2024 Meeting Recap: Collaboration Ideas

Meetings

- Quarterly progress/status meetings to discuss upcoming projects and changes to area plans
- Quarterly lunch meeting where we discuss some major projects we are working on that may impact one another

Communication

- Project scope
 - Share upcoming projects well ahead of design
 - Share final plans and designs of projects
 - Add Planning into projects during scope development- prior to contract execution
 - When a project is started, hold a coordination meeting with all groups within the Development Services Center to determine if there are any conflicts or needs
- Continued communication
 - Instead of an email- walk to peers and ask for clarification
 - Be kind and help achieve common goals

Training

- Training sessions on where to find information related to Capital Projects and Planning (lunch and learns)
 - Planning show CIP how to find useful information on Planning maps
 - CIP show Planning where useful information is located and train on the steps of CPP projects so we have a better understanding on where changes can or cannot be made for a developer
 - Map capital project areas on interactive map with CIP contacts
 - Add a layer to existing or new maps that shows overlapping projects *New Development Interactive Map March 2025
- Job-shadowing
 - Explain how we do our jobs- day in the life
 - Building tour as a group-physically walk through all aisles to see who works where (*Take turns so departments are at their seats*)

Engagement

- Randomly invite team members for coffee or brown bag lunch
- Lunch together in small groups- not one-on-one

GREENprint Fort Worth:

Parks, Recreation, Open Space, and Public Realm Master Plan



North Central Texas
Council of Governments

**Bicycle & Pedestrian
Advisory Commission**

November 19, 2025



Park & Recreation Department

GREENprint



- Background
- Public Engagement
- 5 Transformative Ideas
- Goals & Strategies
- What Worked?



Fort Worth Context



- 1st in growth rate*
- 11th in population
- 17th in density*

* = Of the top 20 cities in U.S.



Suburban Development



- Housing Demand
- Balance with Preservation
- Provide Public Recreation



Infill Development



- Demand for walkable neighborhoods
- Shifting demographics
- High land values





“We are setting the course for a greener, healthier Fort Worth—one where every resident lives within reach of nature. We are not just building parks. We are building a legacy—a City in a Park.”

– Mayor Mattie Parker



FORT WORTH
GREENSPACE
INITIATIVE





Growth & Demand

Projected population of 1.3 M by 2050 increases the need for connected, equitable parks.



Citywide Initiatives

Supports Good Natured Green Space Initiative, Active Transportation Plan, and the Comprehensive Plan.



Economic, Social, and Health Benefits

Parks enhance property values, tourism, mental health, and cultural identity.



1,643
Statistically
Valid Survey
Responses

450
Pop-up &
Workshop
participants

11
Stakeholder
Listening Sessions

Meetings with
Park Advisory
Board, Steering
and Technical
Committees

One-on-one
Interviews with
City Council
Members



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**Meetings with
Park Advisory
Board, Steering
and Technical
Committees**

**One-on-one
Interviews with
City Council
Members**



Standard-Based Assessment:
Fort Worth System Faces Growing Needs and Limited Resources



Demand-Based Assessment:
Fort Worth Parks and Recreation Are Not Meeting Community Needs



Resource-Based Assessment:
Fort Worth Possesses Untapped Assets and Resources.



Equity-Based Assessment:
Fort Worth Parks and Recreation Amenities Are Not Distributed Equitably.

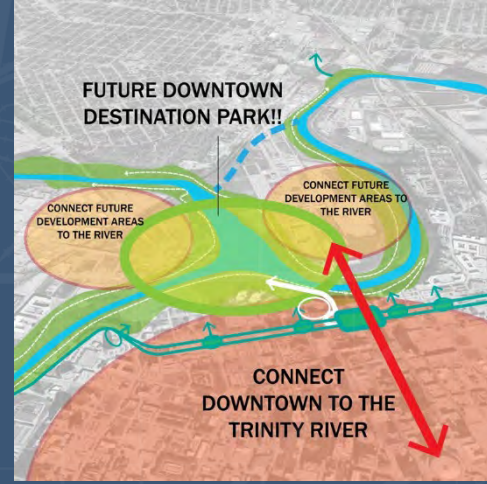


Access-Based Assessment:
Almost Half of Fort Worth Residents Do Not Have Walkable Access to Parks.

Needs Assessment



5 Transformative Ideas



#1

**New Parks and
Public Realm
Typologies**

#2

**Green
Connectivity
Network**

#3

Living with Nature

#4

**A Central
Common
Ground**

#5

**A New Era of
Programming**

Transformative Idea #1

New Parks and Public Realm Typologies



Transformative Idea #2

Green Connectivity Network



Transformative Idea #3

Living with Nature



Transformative Idea #4

A Central Common Ground



Transformative Idea #5

A New Era of Programming



Goals



Thriving Community

Support the community's physical, mental, and emotional well-being through innovative design and programming.



Common Ground

Develop public spaces that are accessible and welcoming for everyone, foster social interaction, and celebrate the community's multiculturalism, enhancing a sense of belonging and unity.



Connected System

Create a dynamic, connected network of high-quality parks, public spaces, and trails that unite the community and support the mobility and recreational needs of all Fort Worth residents.



Premier Destination

Transform Fort Worth's parks and public spaces into a leading destination that contributes to the City's economic development and growth.



Vibrant Nature

Cultivate natural spaces that enhance ecosystems, foster community connections, and build resilience by integrating the natural environment into Fort Worth's park and recreation system.



Manageable Resources

Elevate the management, operations, and maintenance to ensure organizational sustainability.



Connected System

• 14 Strategies



Strategies	Actions	KPI	Responsible Party	Time Frame	Probable Cost
			Bold indicates primary role	Short- 0-5 Med - 5 to 10 Long- 11+ Ongoing	<\$250,000 \$250k-2M \$2M+
2.1.1. Champion sustainable and equitable parkland expansion to enhance the quality and accessibility of the park system for all.	Increase the amount of parkland equitably throughout the City, with a focus on underserved areas.	Total acreage acquired for use as usable parkland in underserved areas each quarter.	PARD Neighborhood Services Property Management	Ongoing	\$\$\$
	Identify and activate vacant or underutilized publicly-owned land for recreational use and green space development	Type and number of amenities/features installed at underutilized sites to activate their use.	PARD Property Management FW Lab	Short-term	\$

Connected System

• Best Practice Examples



BEST PRACTICE

SUPPORTING TRAILS

San Antonio, TX

San Antonio's Howard W. Peak Trail System exemplifies a best practice for supporting trails due to its innovative funding mechanism, community engagement, and sustainable growth. The use of a 1/8th cent sales tax ensures a dedicated, reliable funding source for the development and maintenance of the trail network. Additionally, the Trail Watch volunteer program strengthens community involvement, fostering a sense of ownership among residents while promoting safety and stewardship. This combination of funding, maintenance, and public participation has enabled the trail system to expand to 65 miles, demonstrating a replicable model for sustainable trail development and community connectivity.



SIGNAGE AND WAYFINDINGS

Seattle, WA

The Seamless Seattle Pedestrian Wayfinding Program exemplifies best practices in urban navigation by integrating cohesive design, accessibility, and technology to enhance the pedestrian experience. With uniform signage featuring clear symbols, high-contrast text, and tactile elements, the system prioritizes inclusivity and ease of use. Strategically placed at transit stops, intersections, and pedestrian corridors, the signs connect key destinations such as parks, neighborhoods, and cultural landmarks. Interactive kiosks and digital displays offer real-time updates, while app integrations provide personalized routes, encouraging active transportation and reducing car dependency.



USING SOCIAL MEDIA

Westminster, CO

The City of Westminster, CO, exemplifies best practices for using social media to enhance public awareness of parks and recreation facilities through its innovative monster egg hunt campaign. By crafting a creative narrative about mysterious eggs found at Standley Lake Regional Park, the city captured public attention and fostered engagement through the hashtag #StandleyMonster, generating significant social media buzz, including over 30,000 views on one video. This campaign effectively bridged virtual engagement with real-world participation by encouraging residents to visit the park, search for eggs, and redeem certificates at the nature center, boosting both visitation and trail usage. The fictional Westminster Enquirer Facebook page extended the storytelling, creating a dynamic and interactive experience. This creative approach showcases how cities can leverage social media, storytelling, and community interaction to promote parks and recreation, engage diverse audiences, and increase public involvement.



MICRO-MOBILITY HUBS AND PARKS

Austin, TX

Austin's Shared Micromobility Program is a best practice in integrating micro-mobility services to enhance access to parks and natural areas. The city strategically places e-bike and e-scooter docking stations near parks, trails, and green spaces, ensuring seamless connectivity for residents and visitors. These stations are integrated with public transit, creating a cohesive transportation network that supports active and sustainable travel.



Mobility hub locations in Austin, TX





BE BOLD

THEY CAN ALWAYS SAY NO



BE OPEN

EXPLORE NEW IDEAS



BE STRATEGIC

LEVERAGE PARTNERSHIPS



BE NERDY

KNOW YOUR DATA + LIMITS

Available Online



- *"This plan belongs to the **people of Fort Worth**. It reflects what we heard throughout the **engagement process** and outlines a **strategic vision** for the next decade of parks, recreation, and open space investment in our city."*
 - Dave Lewis,
Park & Recreation Director

GREENprint Fort Worth:

Parks, Recreation, Open Space, and Public Realm Master Plan

GREENprint Fort Worth: A Community-Driven Master Plan for Parks, Recreation, Open Space, and Public Realm.

After thousands of residents shared their ideas and priorities during Park & Recreation Department's (PARD) Play Big! community engagement campaign, PARD is proud to share GREENprint Fort Worth, Parks, Recreation, Open Space, and Public Realm Master Plan.

Through public meetings, surveys, pop-up events, and interactive tools, Fort Worth residents played a vital role in shaping the future of our parks and public spaces. While the name has evolved from the Play Big! campaign to GREENprint Fort Worth, the community's input remains at the heart of the plan.

GREENprint Fort Worth outlines a mission, vision, and a set of goals that focus on sustainability, connectivity, and quality of life. It includes strategies to improve access to nature, support youth and senior programs, protect natural resources, enhance trail systems, and create welcoming public spaces for all.



Contact Us

Email

zz_parkscommunication@fortworth.gov

Location

Fort Worth Park & Recreation
100 Fort Worth Trail
Fort Worth
76102

[View Map](#)

Executive Summary (PDF, 26MB)

Chapter 1 Introduction (PDF, 8MB)

Chapter 2 History and Past Planning (PDF, 10MB)

Chapter 3 Snapshot of Today (PDF, 50MB)

Chapter 4 Public Engagment (PDF, 12MB)

Chapter 5 Parks and Public Realm (PDF, 21MB)

Chapter 6 Transformative Ideas (PDF, 29MB)

Chapter 7 Objectives and Strategies (PDF, 78MB)

Chapter 8 Recommendations (PDF, 72MB)



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WEBSITE

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TXShare Cooperative Purchasing Program

Overview & Benefits for Public Sector Entities

What Is TXShare?

TXShare is a **cooperative purchasing program** created and administered by the North Central Texas Council of Governments (NCTCOG). The program was specifically designed to empower public sector and nonprofit entities by allowing them to pool their collective buying power, significantly streamline procurement processes, and achieve substantial cost reductions on essential goods and services.

One of the most compelling aspects of TXShare is that **membership and participation are participation are completely free** for all eligible entities. There are no hidden fees, membership membership dues, or participation costs—making it an accessible solution for organizations of organizations of all sizes and budgets.

TXShare has partnered with the **Civic Marketplace platform** to provide an intuitive digital digital interface for contract listings and procurement operations, ensuring transparency and transparency and ease of access for all participating organizations.



Who Can Participate?

TXShare welcomes a broad spectrum of public sector organizations and qualifying nonprofits. Understanding eligibility is straightforward, and the program removes traditional barriers to public purchasing.



Government

Counties, cities, towns, and school districts across across Texas and beyond



Special Districts

Water, Utility, and Transit Authorities



Nonprofit Organizations

Hospitals, Rural Power Cooperatives, and Housing Authorities

No Geographic Restrictions

You **do not need to belong to NCTCOG** or be located within the North Central Texas region to join TXShare. The program is open to eligible entities nationwide.

Zero Cost to Join

No membership fees, no annual dues, no participation costs.

Why Choose TXShare?

Built on Legal Compliance & Rigorous Procurement Standards

Participating organizations can confidently utilize TXShare contracts knowing that every agreement was established through a **fully competitive procurement competitive procurement process** that adheres to strict regulatory standards. This commitment to compliance eliminates risk and provides peace of mind for peace of mind for procurement officers and decision-makers.

Federal Compliance

All contracts meet **Uniform Guidance (2 CFR CFR 200)** requirements, ensuring federal grant federal grant eligibility and compliance with with procurement standards.

State Law Adherence

Each contract complies with **Texas Local Government Code**, procurement policies and policies and procedures.

Competitive Sourcing

Contracts are **competitively sourced** using using sealed-proposal methods and independently evaluated by subject matter matter experts to ensure fairness, transparency, and best value.

Key Advantages of TXShare Cooperative Contracts

TXShare delivers measurable value through streamlined processes, cost savings, and risk mitigation. Here's how your organization benefits:

01

Save Time & Money

Skip lengthy bidding processes with pre-qualified qualified vendors. Reduce administrative costs and costs and accelerate procurement timelines from from months to days.

02

Competitive Pricing

Leverage collective buying power for better rates and volume discounts typically available only to larger organizations.

03

Trusted Vendors

All suppliers undergo rigorous vetting for quality, quality, reliability, financial stability, and past performance.

04

Stay Compliant

Contracts meet federal procurement laws and Texas statutes, reducing legal risk legal risk and audit concerns.

05

Flexibility

Choose from multiple pre-qualified vendors within each contract category to fit category to fit your organization's unique needs and preferences.

Available Contract Categories

TXShare offers a diverse portfolio of contract categories designed to meet the evolving needs of modern public sector organizations. Below are examples of current offerings:



Technology & IT Services

Comprehensive solutions including software licensing, cloud services, services, cybersecurity, network infrastructure, and managed IT support.



Government Administration & Professional Services

Expert consulting in emerging areas including AI implementation, data data analytics, strategic planning, and organizational development.



Public Works & Transportation Solutions

Critical systems such as advanced metering infrastructure (AMI), water management solutions, pavement management, and *recently awarded* [bicycle safety infrastructure contracts](#).



Public Safety & Services

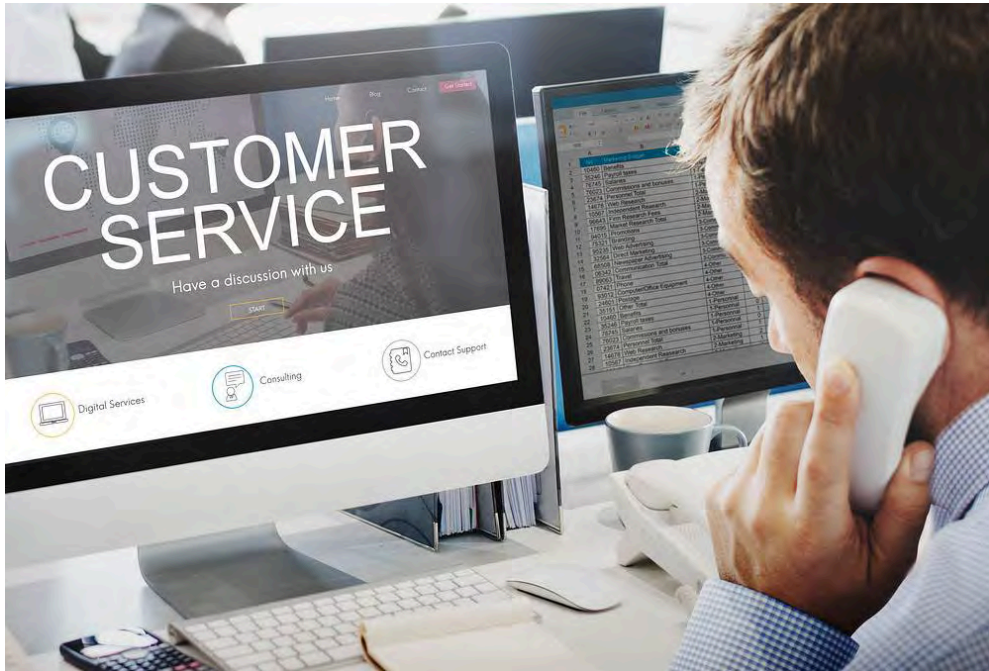
Police and First Responder Uniforms, Public Safety Hazard Alerting Systems, Gunshot Detection Systems, Night Vision Solutions.



Always Growing: The TXShare contract portfolio is continuously expanding. Check the official "[Available Contracts](#)" on TXShare.org for the most current offerings and current offerings and newly awarded contracts.

Questions? Let's Connect

The TXShare team is here to support your procurement needs. Whether you're exploring membership, have questions about questions about specific contracts, or need guidance on the procurement process, we're ready to help.



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Our team typically responds to inquiries within one business day. We welcome the opportunity to discuss how TXShare can TXShare can support your organization's procurement goals and deliver measurable value.

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NCTCOG PRESENTATION

2026 BPAC Member Representatives

Catherine Richardson | Bicycle and Pedestrian Advisory Committee
11.19.2025



Nomination Process

- Surface Transportation Technical Committee (STTC) members nominate your agency representative for BPAC
- NCTCOG staff contacts STTC members via email
- Confirm any new representation for your agency
 - the current BPAC member for each agency will continue unless NCTCOG staff is notified to change your agency representative



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REGIONAL BICYCLE SAFETY ACTION PLAN for North Central Texas

Bicycle and Pedestrian
Advisory Committee

11.19.2025

LOOKOUT
TEXANS
BIKE WALK DRIVE SAFELY
LookOutTexans.org

AGENDA

Purpose and Goals

Overview of Existing Conditions Crash Data Analysis

Priority Emphasis Areas and Priority Safety Bicycle Corridors and Intersections

Action Items Recommendations

Next Steps (Anticipated Schedule)



PURPOSE OF THE REGIONAL PLAN

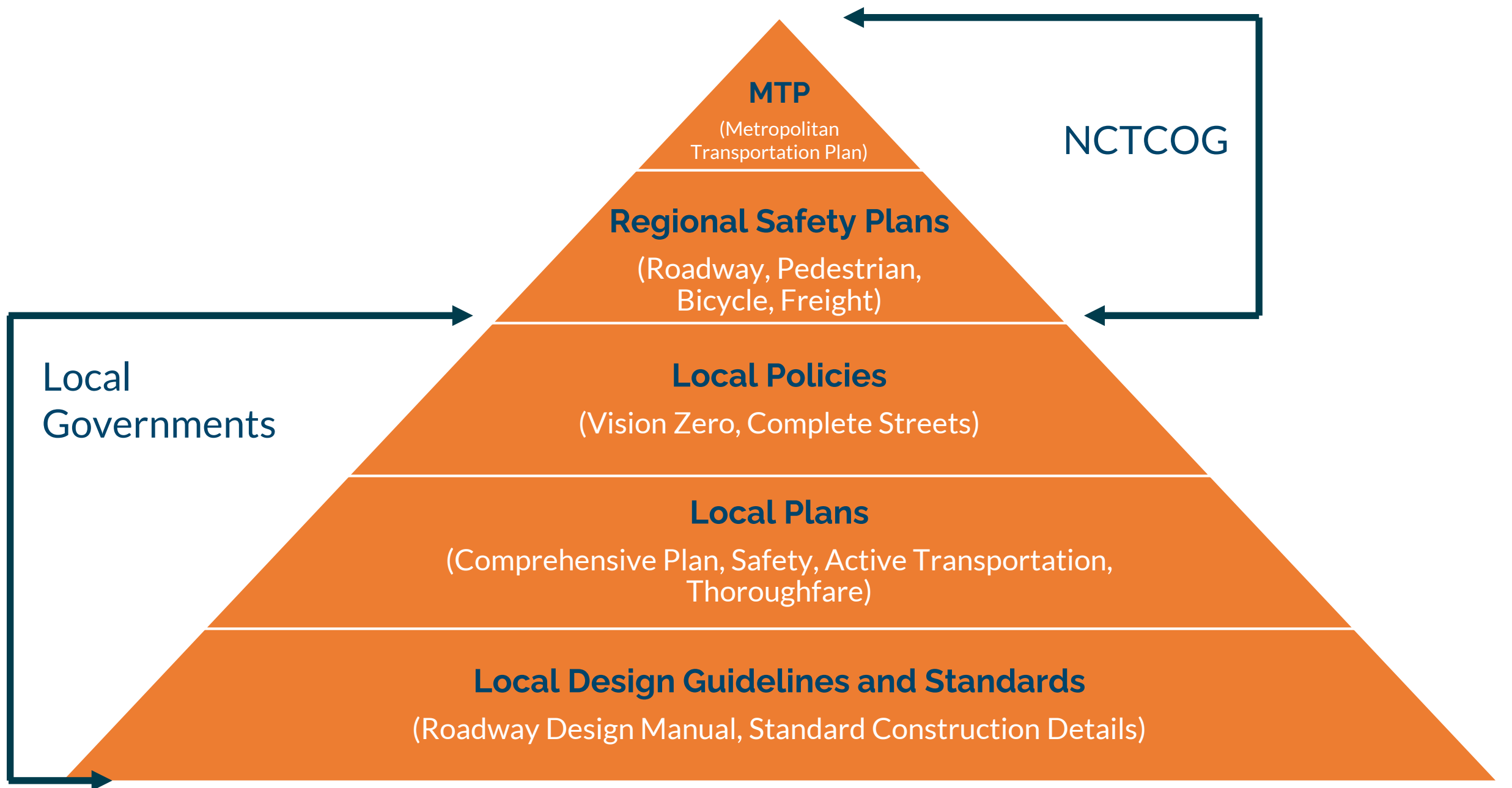
(DRAFT)

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

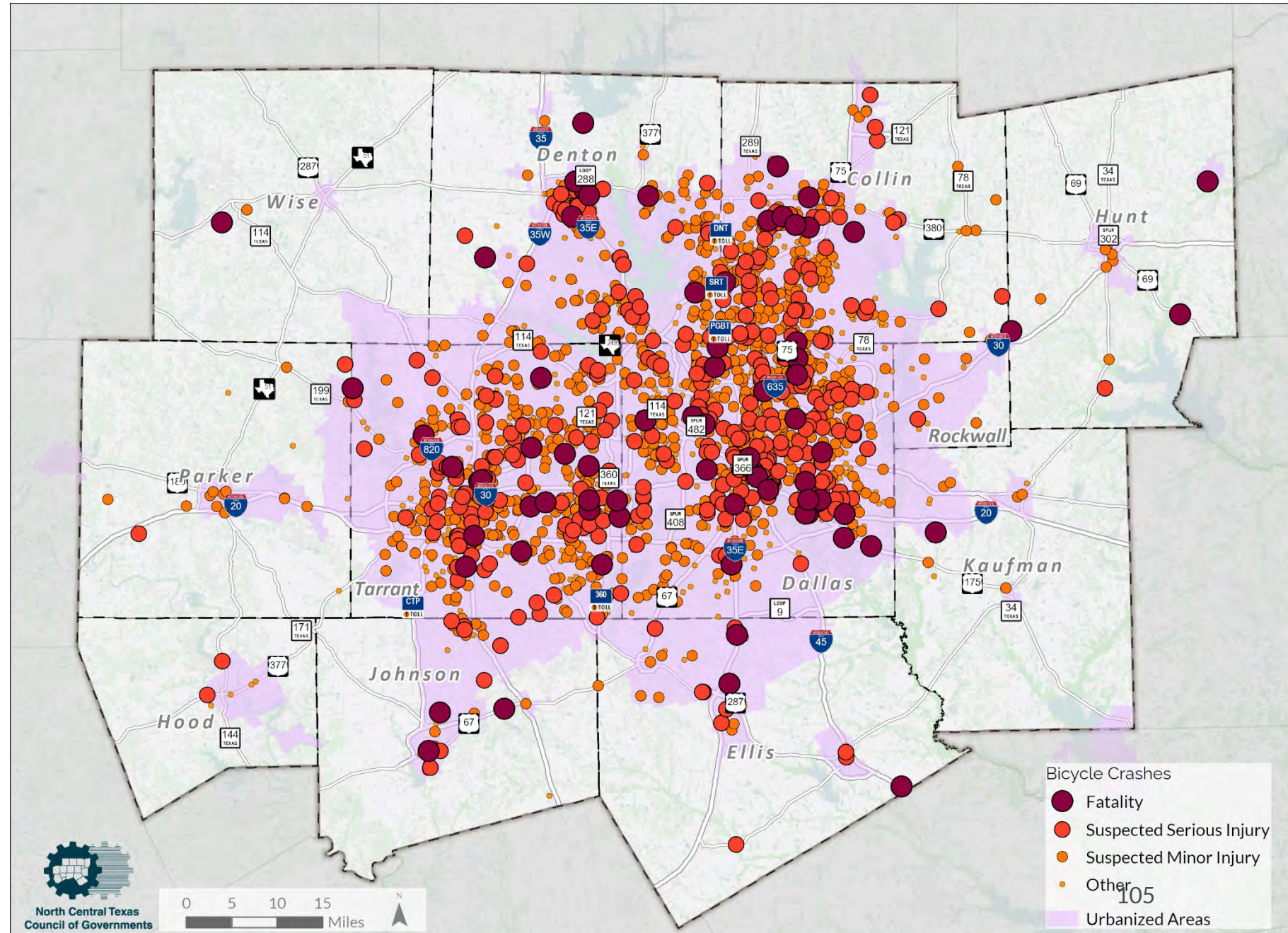
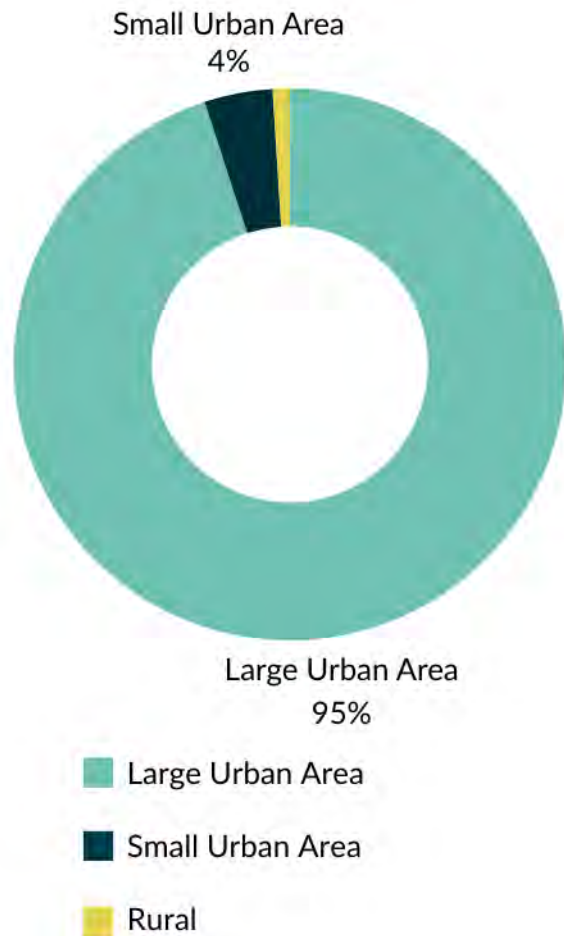


1,182 suspected
(48%) minor injury

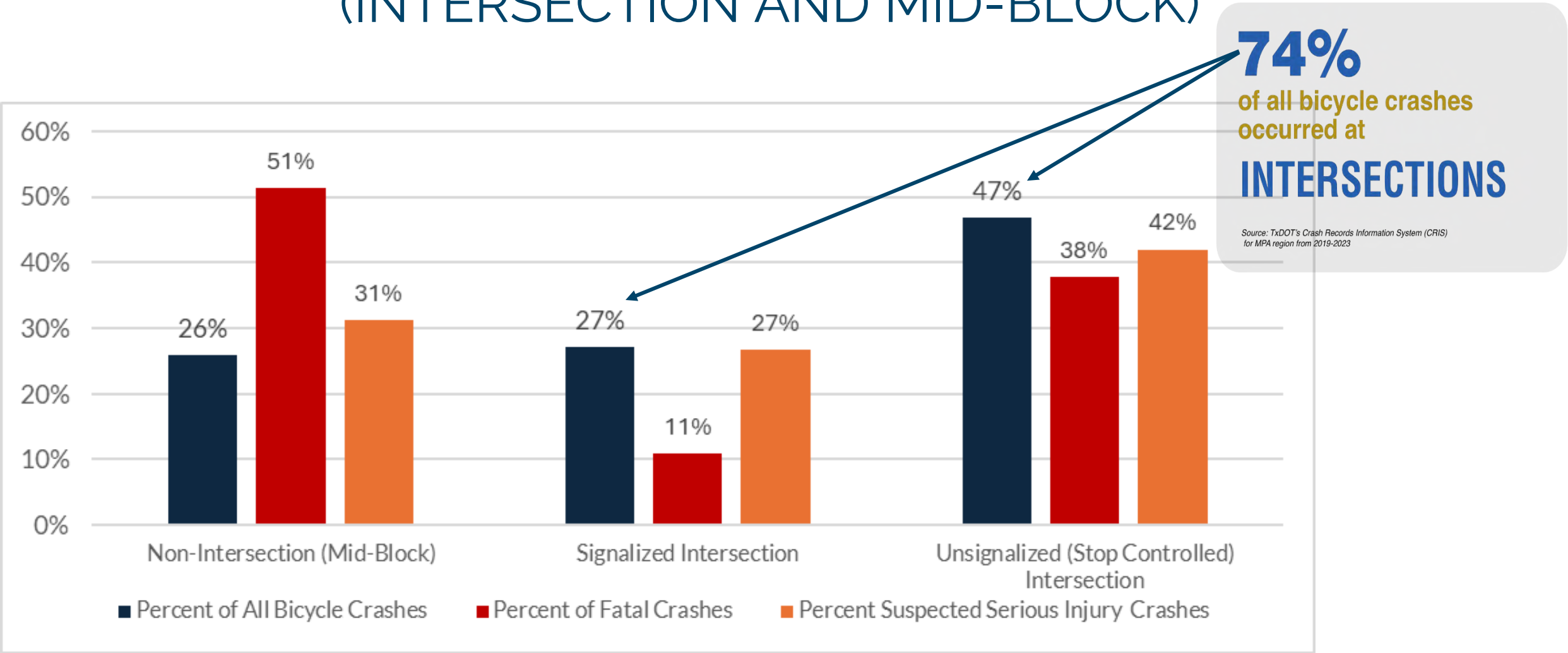


BICYCLE CRASHES IN THE MPA (2019-2023)

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



BICYCLE CRASH LOCATION (INTERSECTION AND MID-BLOCK)



Recommendations

Priority Emphasis Areas and Priority Bicycle Safety Corridors



NCTCOG Bike Safety Action Plan uses two complementary crash analyses



Targeted Crash Analysis



High Crash Density Areas and High Frequency Crash Roadways identified



Systemic Crash Analysis (limits and boundaries adjusted based on local geography, local plans, demand for walking and biking, roadway characteristics)



DRAFT

This map displays the density of bicycle crashes across North Central Texas, covering parts of Texas and Oklahoma. The map uses a color-coded system to represent crash density: red for high density, orange for moderate density, and yellow for low density. The map includes major highways (Interstates, State Routes, and Loop Routes) and county names. A legend in the bottom right corner explains the color coding. A scale bar and north arrow are located in the bottom left corner. The page number 109 is in the bottom right corner.

Bicycle Crash Density

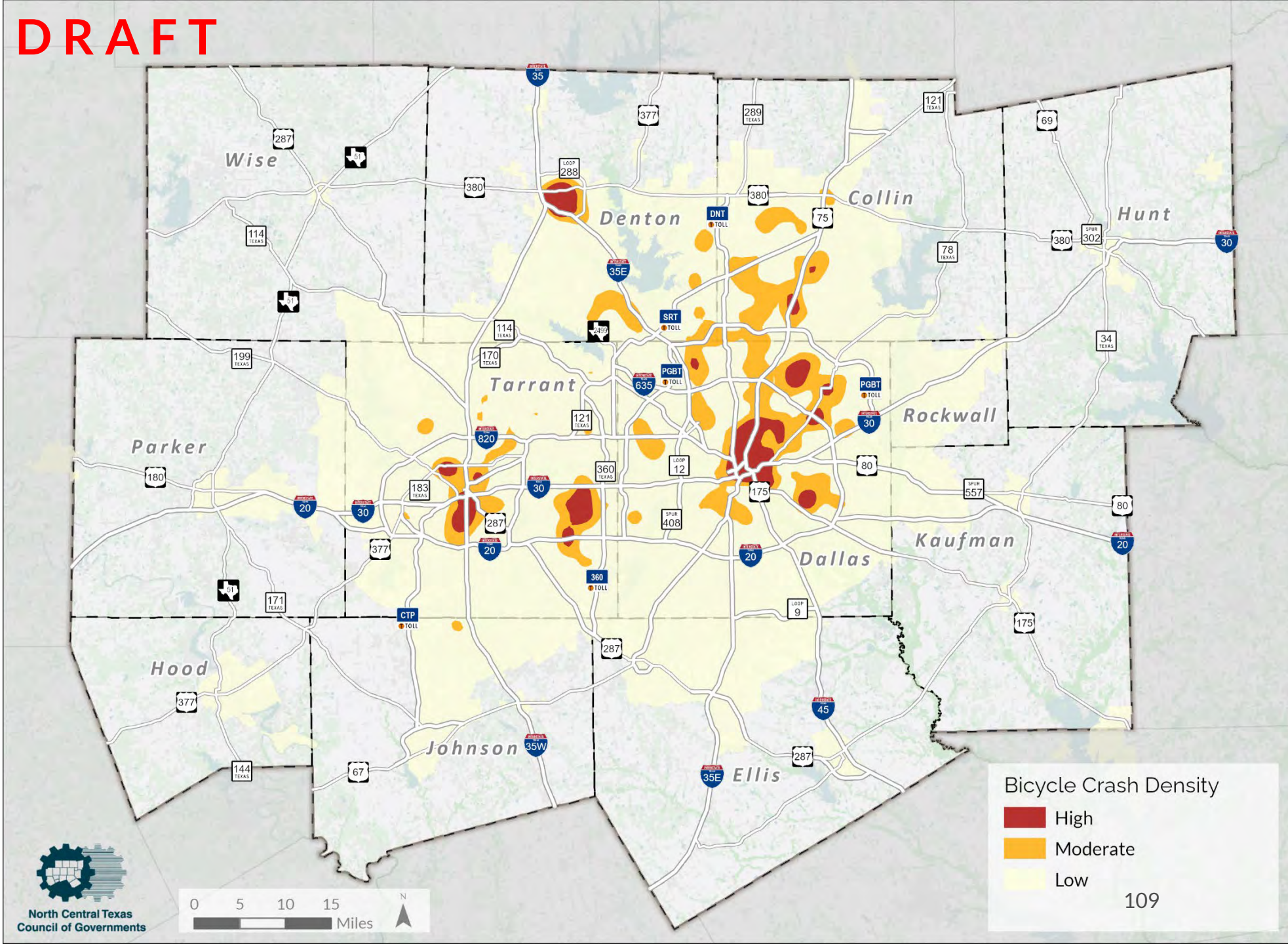
- High
- Moderate
- Low

0 5 10 15 Miles

North Central Texas Council of Governments

109

(INITIAL GIS ANALYSIS)



PRIORITY EMPHASIS AREAS

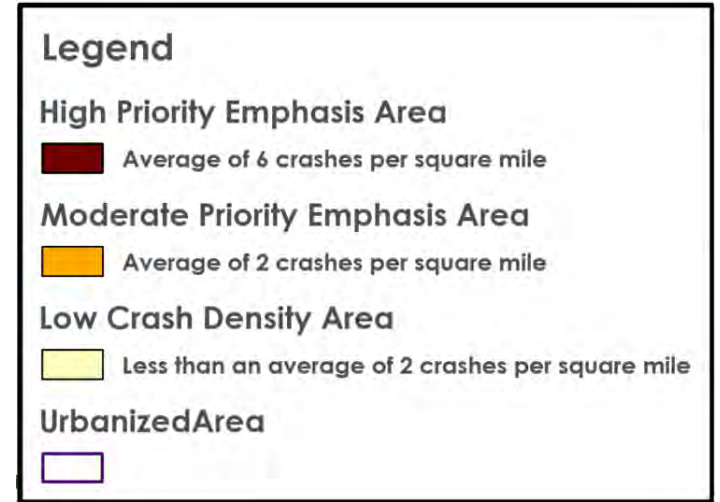
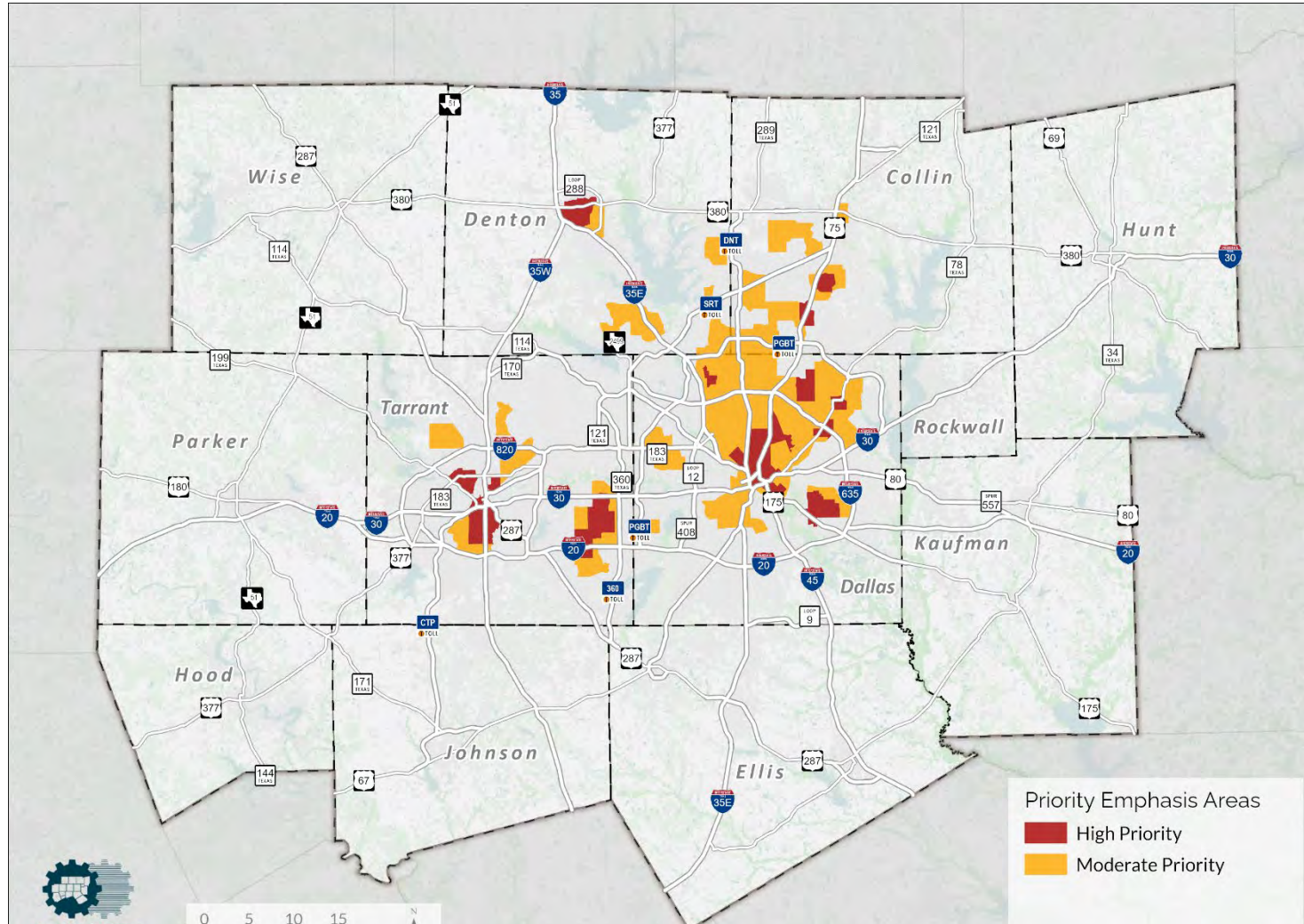
Initial crash density areas were adjusted using a systemic approach (rather than a reactive approach) based on the following considerations including feedback from local government staff

- **Local geography**
 - o density and proximity of key destinations such as retail, higher density residential, employment, schools, and transit
 - o 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)**
 - o Population and Employment Density
 - o Density of Short Distance Trips
 - o Density of Low-Income Population
 - o Density of Zero Car Households



DRAFT

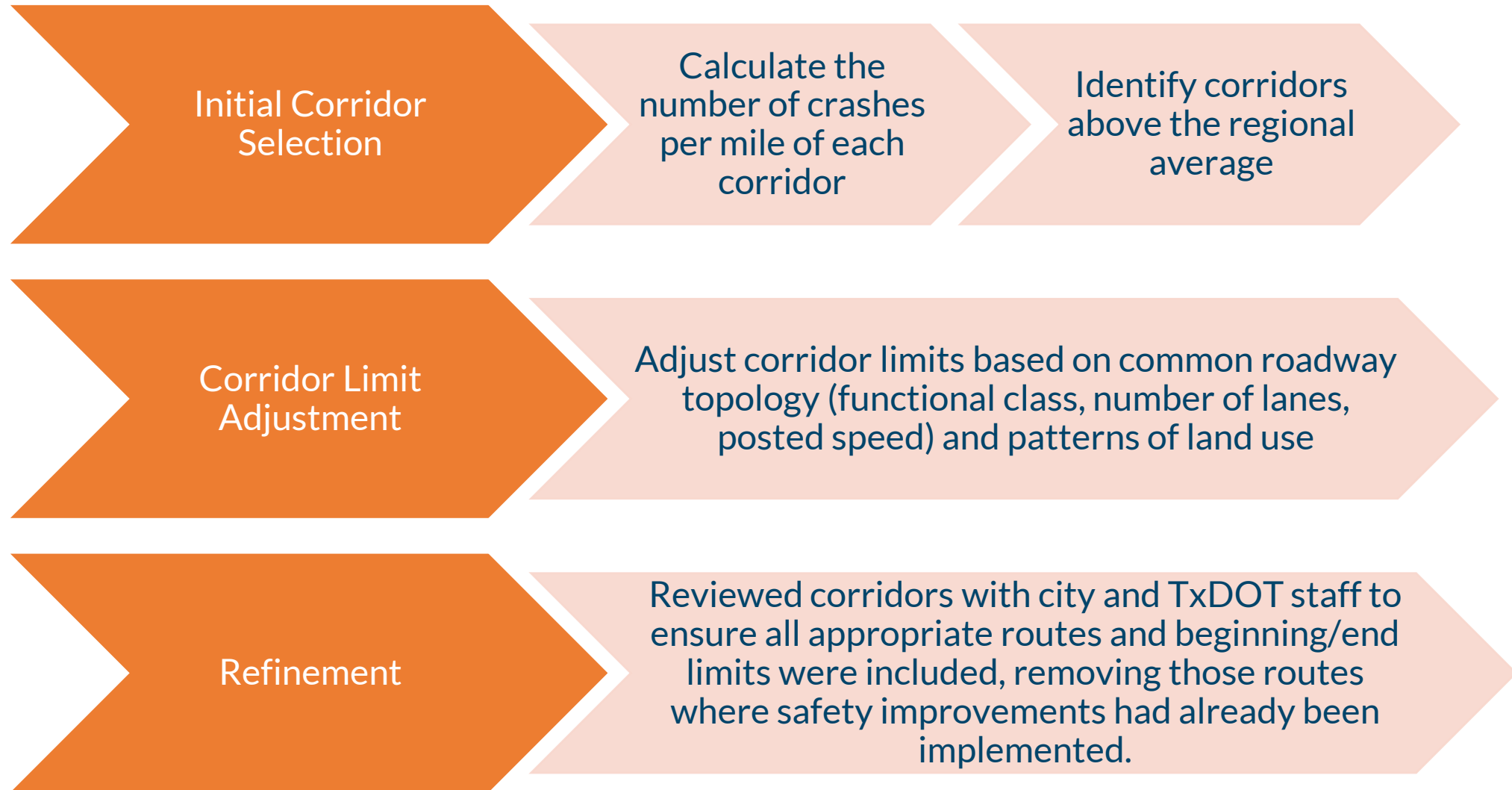
PRIORITY EMPHASIS AREAS



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 Priority Bicycle Safety Corridors and Interesections

PRIORITY BICYCLE SAFETY CORRIDOR (PBSC) IDENTIFICATION PROCESS



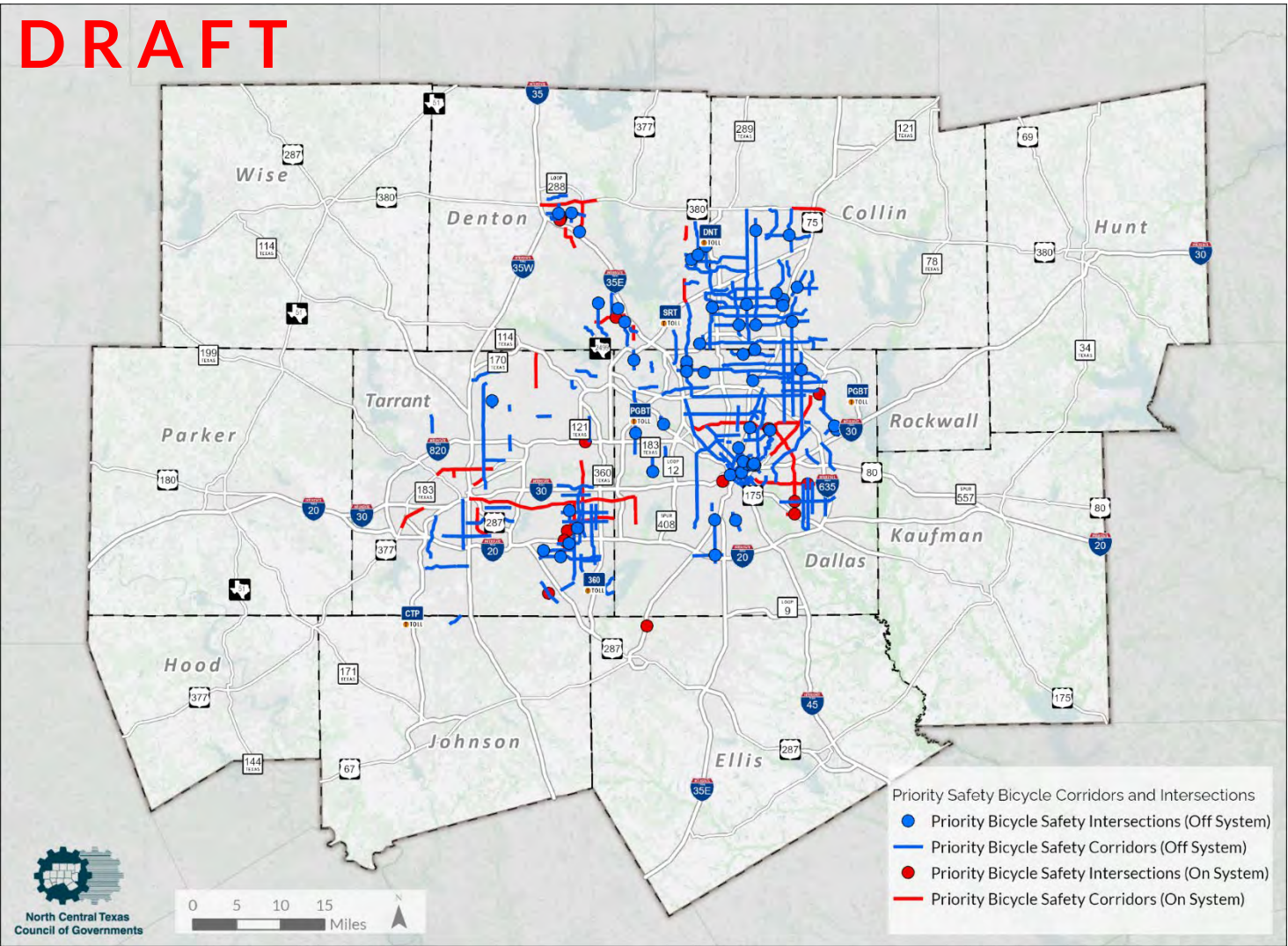
Priority Bicycle Safety Intersection (PBSI)

- A PBSI is an intersection identified as having multiple bicycle crashes between 2019 and 2023
- These intersections are classified into two categories:
 - on-system
 - off-system



Priority Bicycle Safety Corridors and Intersections (2019 – 2023)

DRAFT



Type	On-System	Off-System
Single Jurisdiction Corridor	20	142
Multi-Jurisdiction Corridor	6	20
Intersections	14	54
Total	40	216

Priority Bicycle Safety Corridors and Intersections located in 37 cities across the region

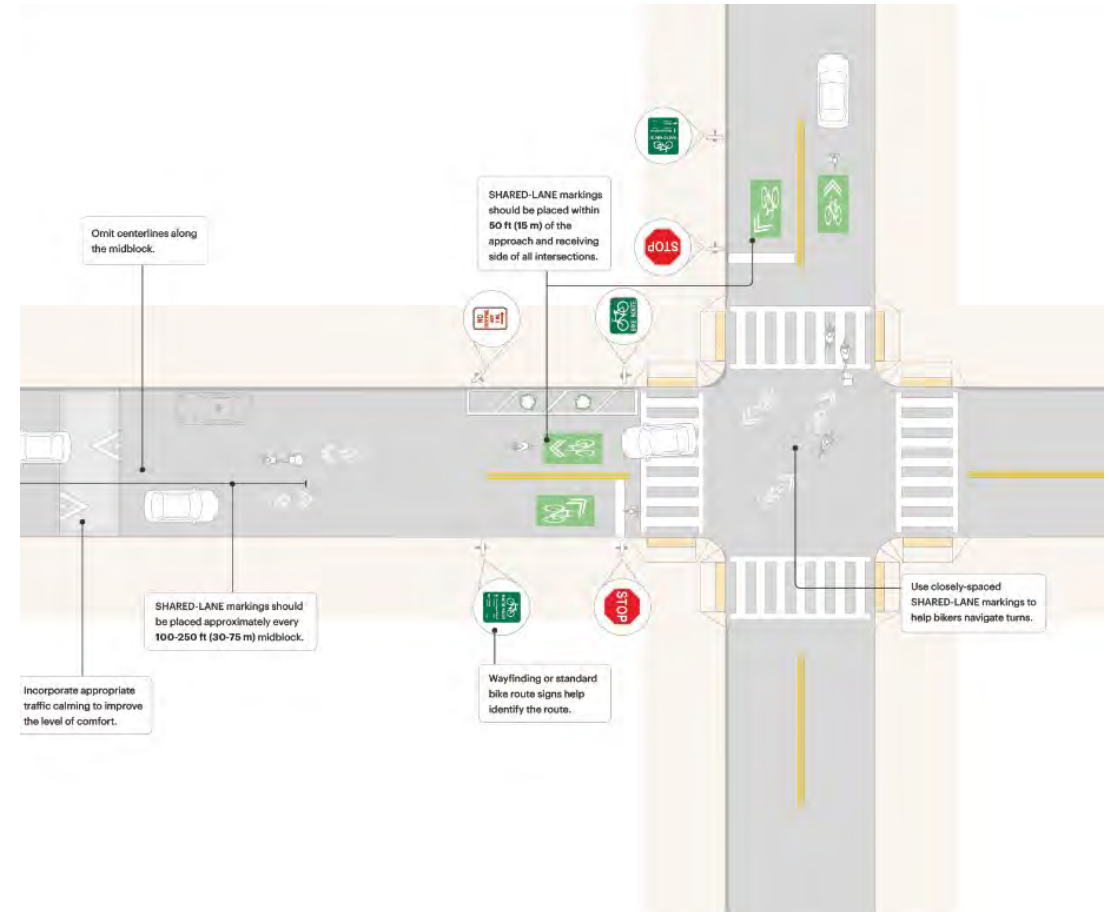


ACTION PLAN RECOMMENDATIONS



DESIGN BEST PRACTICES

- Safety Countermeasures
- Separated Bicycle Lanes on Higher Speed Roadways
- Design Considerations for Separated Bike Lanes in Midblock Locations
- Bicycle Boulevards



RECOMMENDED POLICIES

- 1) Local governments, NCTCOG, and TxDOT will **prioritize implementation of dedicated bikeway facilities, intersection improvements, and other safety countermeasures** benefiting bicyclists in Priority Emphasis Areas and Priority Bicycle Safety Corridors and Intersections.
- 2) **Prioritize speed enforcement efforts** in Priority Emphasis Areas and along Priority Bicycle Safety Corridors.
- 3) **Target education and outreach efforts** for bicycle safety in Priority Emphasis Areas and where Priority Bicycle Safety Corridors are located.
- 4) **Conduct Multimodal Level of Service (MMLOS) analysis** as part of the planning and scoping process for roadway improvement projects.
- 5) **Adopt local citywide context sensitive design (Complete Streets) policies** prioritizing the safety of vulnerable road users.



RECOMMENDED POLICIES

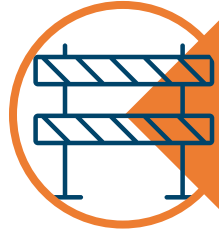
- 6) **Adopt local citywide safe passing** of vulnerable road users ordinances.
- 7) Local governments will **adopt citywide bicycle parking regulations or incentives to provide short-term bicycle parking accommodations** in new development or major renovation projects.
- 8) Local governments will **adopt regulations and/or incentives to provide end-of-trip facilities**, including long-term bicycle parking, showers, changing rooms, lockers, and related accommodations.
- 9) Local governments will **adopt access management policies with the aim of reducing conflicts** and support bicycle-friendly streetscapes.
- 10) Local governments will **conduct public safety investigations and coordinate across multiple departments to address contributing factors** of all bicycle crashes.



ACTION ITEMS



Evaluation/ Planning



Engineering/ Implementation



Education/ Enforcement



Land Use/ Policy



SCHEDULE/NEXT STEPS



NEXT STEPS (ANTICIPATED SCHEDULE)

Action Plan Development (November 2025)

- o Refine draft plan
- o Publish online

Stakeholder Engagement and Adoption (December 2025 - Jan 2026)

- Workgroup Meeting #3
- NCTCOG Public Meeting
- Surface Transportation Committee Meeting
- Regional Transportation Council – Adoption



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NCTCOG PRESENTATION

Regional Pedestrian Safety Action Plan Status Update

Catherine Richardson | Bicycle and Pedestrian Advisory Committee
11.19.2025

BACKGROUND

“Even one death on the transportation system is unacceptable. Staff will work with our partners to develop projects, programs, and policies that assist in eliminating serious injuries and fatalities across all modes of travel.”

Regional Safety Position
approved by the
Regional Transportation Council
on December 14, 2017
and reaffirmed on February 14, 2019



BACKGROUND

The **Regional Pedestrian Safety Action Plan (PSAP)** was endorsed by the Regional Transportation Council (RTC) on June 20, 2021.

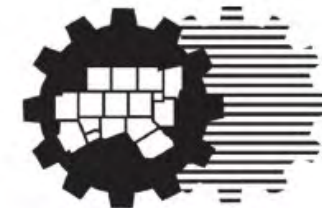
RTC adopted the Plan by reference as part of **Mobility 2045 (2022 Update)** on June 9, 2022, and is included by reference in **Mobility 2050**.



PSAP Update

2021

Regional Pedestrian Safety Action Plan



**North Central Texas
Council of
Governments**

The Surface Transportation Technical Committee took action to recommend the Plan on 05/28/2021, and action was taken by the Regional Transportation Council to endorse the Plan on:

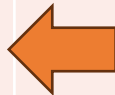
06/10/21

ANNUAL IMPLEMENTATION SUMMARY REPORT

	Recommended Action	Timeline (from November 2025)	Status
1	Facilitate collaboration with TxDOT, local governments and regional organizations in support of projects and programs that improve regional pedestrian safety.	Continuous	Ongoing
	The North Central Texas Council of Governments (NCTCOG) is continually working with TxDOT, local governments, and regional organizations to support ongoing collaboration for projects and programs that improve pedestrian safety in the region.	NCTCOG will continue to work with TxDOT, local governments, and regional organizations for ongoing collaboration for regional pedestrian safety projects and programs. NCTCOG will host training workshops in 2026 for transportation professionals related to pedestrian safety.	←
2	Conduct Roadway Safety Audits (RSA) for the pedestrian safety corridors.	2-3 years (2026-2027)	Ongoing
	In partnership with Federal Highway Administration, five Roadway Safety Audits were conducted in the region: - o Martin Luther King Jr. Blvd, Dallas (2021) - o Belknap Street, Fort Worth (2022) - o W Spring Valley Road, Richardson (2022) - o Akard and Ervay Streets, Dallas (2023) - o Center and Cooper Streets, Arlington (2024) In December 2023, NCTCOG received a Safe Streets and Roads for All (SS4A) program planning grant from USDOT to conduct Roadway Safety Audits (RSA) and Safe Routes to School (SRTS) Plans for priority areas identified in the Pedestrian Safety Action Plan and Road Safety Plan. Roadway Safety Audits are underway for thirty (30) corridors and include twenty (20) Safe Routes to School Plans which will be completed by mid-2026.	Complete Road Safety Audits and Safe Routes to School Plans and provide findings to local governments and stakeholders.	←



ANNUAL IMPLEMENTATION SUMMARY REPORT

	Recommended Action	Timeline (from November 2025)	Status
3	Implement safety improvements based on RSA findings for pedestrian safety corridors.	10 years (2035)	Future
	The City of Dallas was awarded a Safe Streets and Roads for All implementation grant for a \$27 million project to implement recommendations from the Martin Luther King Jr. Blvd. RSA Report (2021). Implementing safety improvements based on RSA findings will occur once RSAs can be completed, recommendations provided, and funding secured. NCTCOG actively pursues funding opportunities, including from the State or federal government to fund safety audits and/or improvement projects.	Continue supporting RSA study efforts and pursue funding opportunities for safety improvements. 	
4	Develop performance measures to evaluate the effectiveness of implemented countermeasures based on measurable data.	2-5 years (short-term) and 10 years (long-term) (2027-2030; 2035)	Future
	With focus on first conducting safety audits and then implementing recommended safety improvements, development of performance measures will come after.	Performance measures are expected to be developed in the future as more safety audits are conducted and safety improvements funded and constructed.	
5	Coordinate and/or support the development of educational workshops and webinars aimed at informing law enforcement of pedestrian rights and responsibilities and the importance of accurate pedestrian crash reporting.	2-3 years (2027-2028)	Underway
	NCTCOG hosts Traffic Incident Management First Responder and Managers Training six times throughout the year. This training includes addressing the importance of accurate crash reporting. NCTCOG staff coordinated workshops aimed at law enforcement professionals to inform pedestrian rights and responsibilities and accurate pedestrian crash reporting.	NCTCOG's Regional Safety Advisory Committee is discussing creating a crash report working group, which would include law enforcement personnel. 	Underway

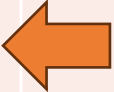
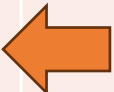


ANNUAL IMPLEMENTATION SUMMARY REPORT

	Recommended Action	Timeline (from November 2025)	Status
7	Coordinate and/or support the development and implementation of policies, programs and marketing campaigns aimed at improving safety and higher levels of physical activity for students.	1-2 years; Continuous (Education) (2026-2027)	Underway
	In 2024, NCTCOG was awarded a SS4A planning grant by USDOT for the study “Crossing Students Safely in the Dallas-Fort Worth Region (CroSS-DFW)” to focus on crossing guards and safety of children walking/biking to school. NCTCOG is currently finalizing the grant agreement with FHWA.	Finalize the funding agreement with FHWA and initiate the “Crossing Students Safely in the Dallas-Fort Worth Region” study.	
	Prepared a Safe Routes to School Plan for Dover Elementary for City of Richardson and Richardson ISD (2025). Finalized a SRTS Regional Action Plan (2025).		
8	Complete updates to the Regional Pedestrian Safety Action Plan at least every five years to integrate as part of the Metropolitan Transportation Plan, using updated data and regional analysis.	5 years (2030)	Underway
	NCTCOG expects to update the PSAP with updated annual crash and other data as needed in 2026.	In 2026 finalize and publish an update to the PSAP, including updated crash analysis, action items, and implementation report.	



ANNUAL IMPLEMENTATION SUMMARY REPORT

	Recommended Action	Timeline (from November 2025)	Status
9	Conduct annual monitoring of pedestrian safety trends and reported crashes.	1 year; Continuous (2026)	Underway
	NCTCOG prepares an annual Safety Program Performance Measures report, which reports on the number of crashes and fatalities in the region and safety performance measure targets, and publishes this report on NCTCOG's website: North Central Texas Council of Governments - Transportation Safety (nctcog.org)	NCTCOG will continue monitoring and producing the Safety Program Performance Measures report and determine if additional performance measures should be included in that annual report.	
	The Regional Transportation Council approved safety performance targets for 2023-2027, which include a target of four percent reductions by 2027 of number of fatalities and fatality rate of all modes. TxDOT, with the support of the Texas Transportation Commission, set targets of 50 percent reduction in fatalities and fatality rate by 2035, and zero deaths by 2050.		
10	Support a Regional Transportation Council (RTC) legislative program that addresses lower traffic speeds, yielding to pedestrians, and the use of wireless communication devices while operating a motor vehicle.	2-3 years (2026-2027)	Future
	In the 2021 Texas legislative session, SB 1055 was passed and signed by the Governor. The new law requires vehicle drivers to stop and yield for pedestrians in crosswalks and included a penalty to drivers that do not. The Regional Transportation Council 2023 and 2025 Legislative Programs included a position to focus on safety of the statewide transportation system for all users; lower excessive speed limits, reduce aggressive driving, eliminate driving under the influence, enforce use of seat belts; advance automated speed enforcement over 90 mph. The 88th and 89th Texas Legislature did not pass any bills addressing these matters.	Support similar safety positions for the 90th Regular Texas Legislative Session to begin in January 2027.	

Next Steps

- Regional Pedestrian Safety Action Plan Update underway
- Expected completion 2026
- NCTCOG staff to request stakeholder input 2026



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Bicycle and Pedestrian Mobile Count Equipment Loan Program

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE | 11.19.2025

TTI Mobile Counter Loan Program

The Texas A&M Transportation Institute (TTI), in partnership with TxDOT, has bike/pedestrian count equipment available for loan at no cost for primarily on-system locations:

- Count equipment is loaned depending on availability.
- Preferably requests are for multiple count equipment / locations.
- Equipment can be deployed for approximately two weeks.
- Entities are responsible for costs if the equipment is damaged/ vandalized.



TTI Mobile Counter Loan Program

The TRAFx count equipment (infrared beam) counts all users, but does not distinguish by user type.

- Attaches to a vertical element, such as a streetlight, sign, etc.

Equipment setup and retrieval requires approximately 5 minutes for each count location.



Source: TRAFx, <https://www.trafx.net/products#IR-counter>



TTI Mobile Count Equipment Loan Program

Entities requesting to use the count equipment should:

Have proposed count locations where the sensor will not have background interference. The sensor must not face in the direction of nearby reflective or moving objects, including:

- Roadways
- Parking lots
- Shrubs or vegetation that sway in the wind
- Water bodies

Contact Robert Benz for more information and to be added to the wait list
r-benz@tti.tamu.edu or 281-686-2971.



NCTCOG Mobile Count Equipment

- Loan equipment distinguishes between bicyclists and pedestrians
- Limited use since 2014
- Equipment available since 2014 is no longer functional
- NCTCOG staff determining if new equipment will be purchased



Source: [Mobile MULTI - Mobile/temporary bike & pedestrian counter | Eco-Counter](#)



Discussion

Is there interest in having mobile equipment for loan to conduct short-term bike/pedestrian counts in off-system locations?

- Requires local staff to install and monitor equipment.
- Entities are responsible for costs if the equipment is damaged/vandalized.
- NCTCOG staff will consider the purchase of new equipment if there is a strong commitment from local governments to use the loan equipment in the future.





BICYCLE AND PEDESTRIAN TRAIL USE SUMMARY

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE | 11.19.2025

Bike and Pedestrian Traffic Counts StoryMap



- 52 count locations
- 30 locations were transportation-related and reported data
- Trail use volumes
- Seasonal, daily, and hourly traffic variance
- Mode share split
- Individual count location data

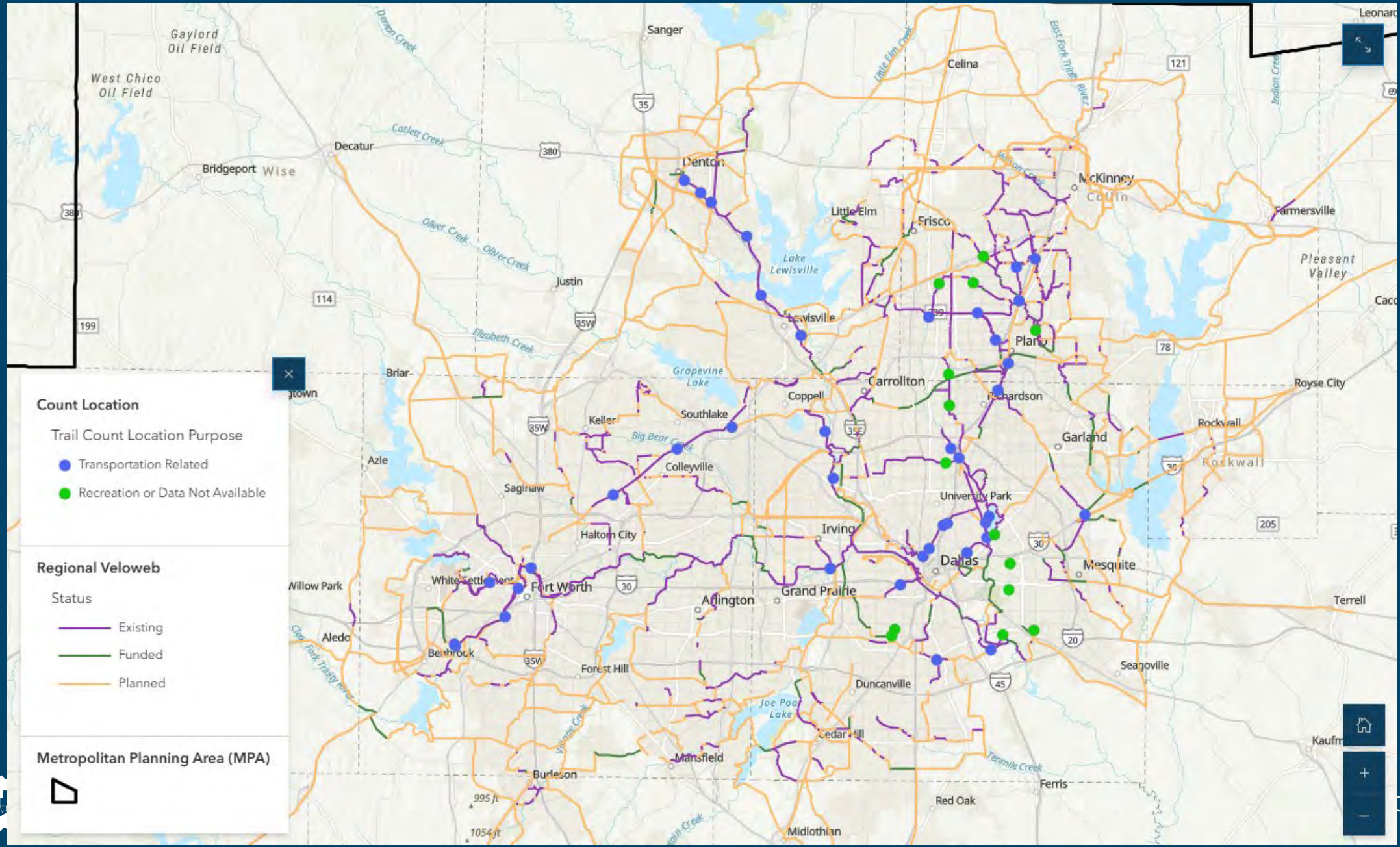
The StoryMap is available at the QR code or web address:



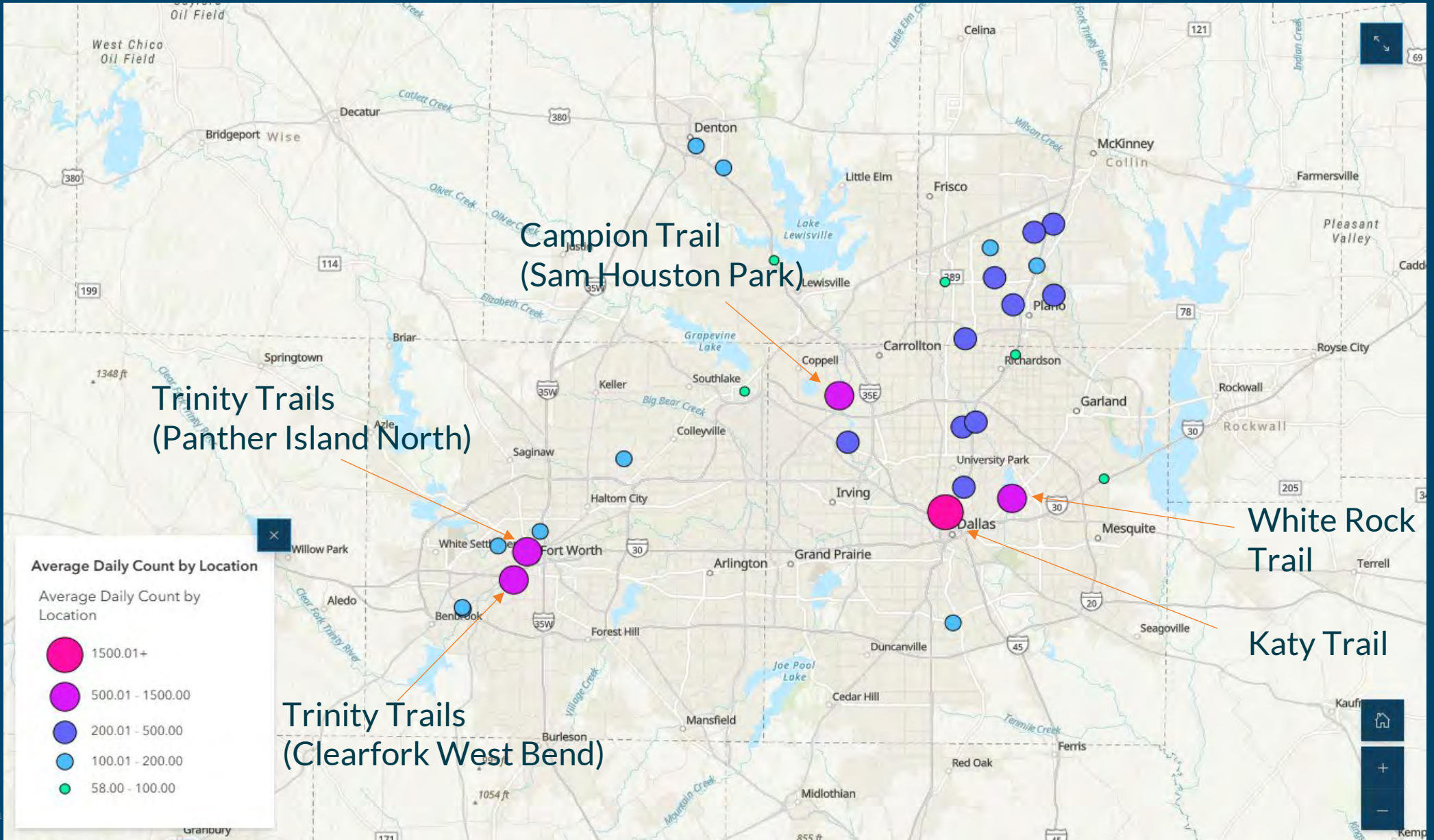
<https://www.nctcog.org/trans/plan/bikeped/counts>



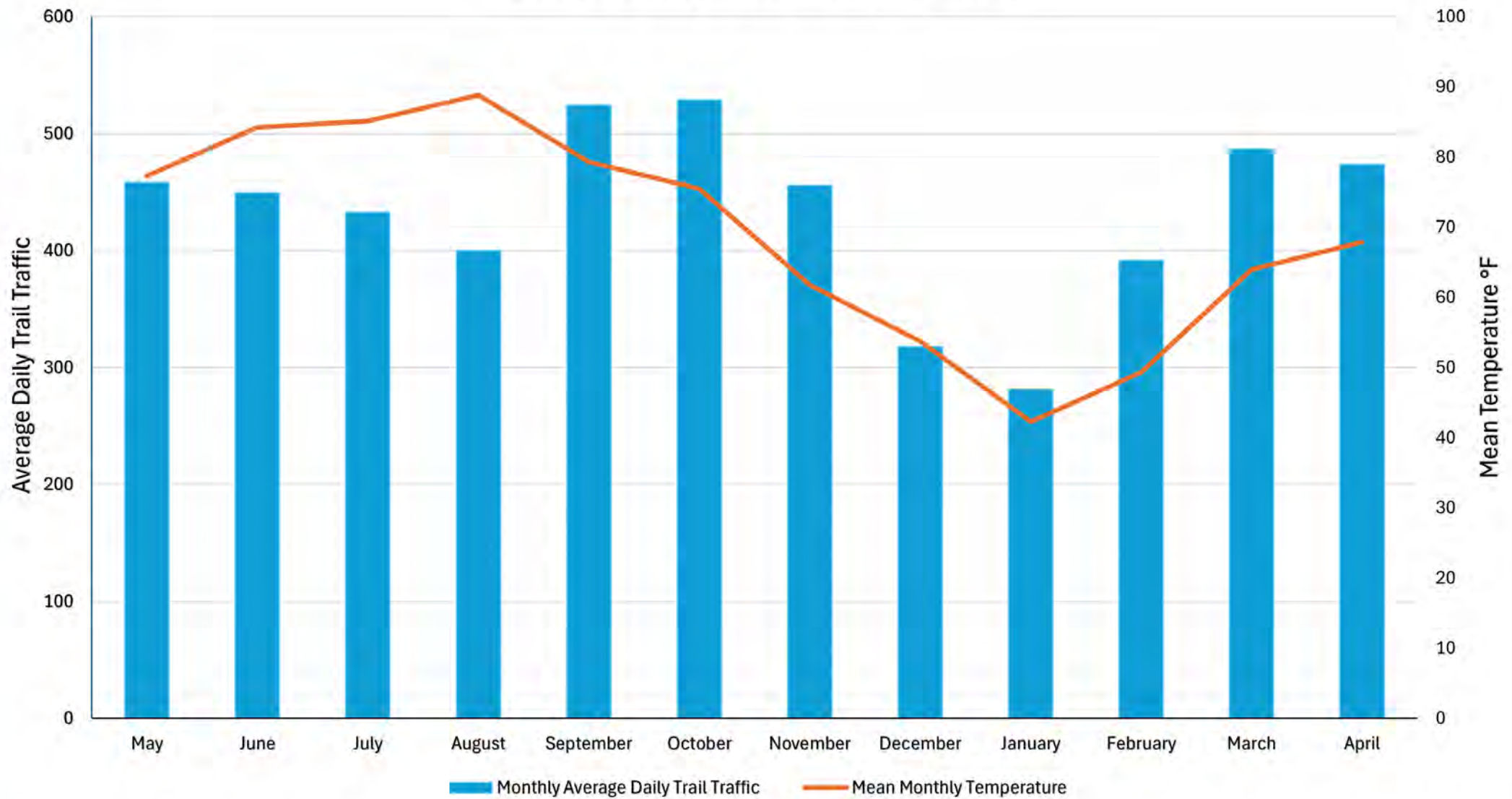
DFW Regional Trails and Count Locations



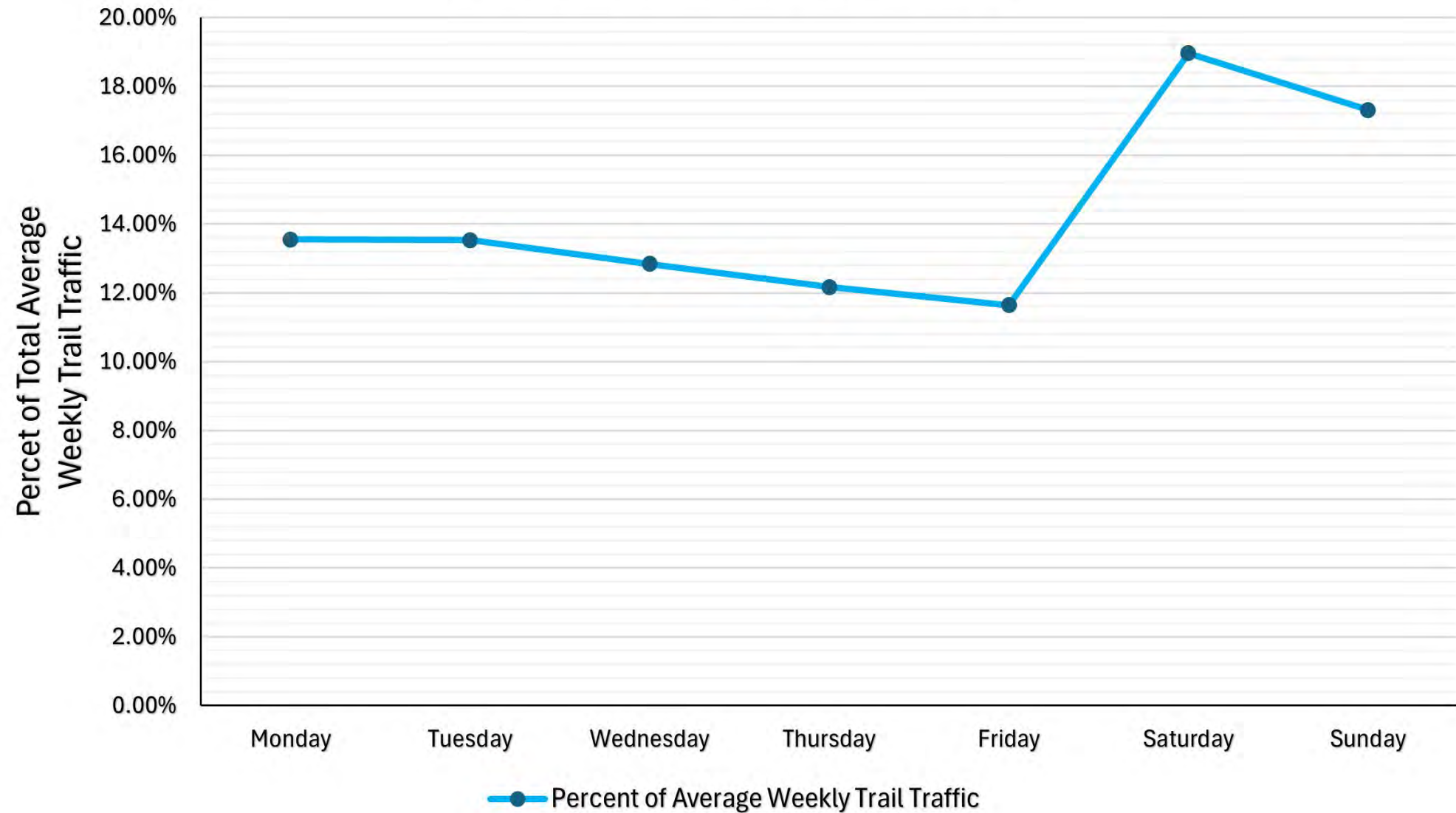
Average Daily Trail Use



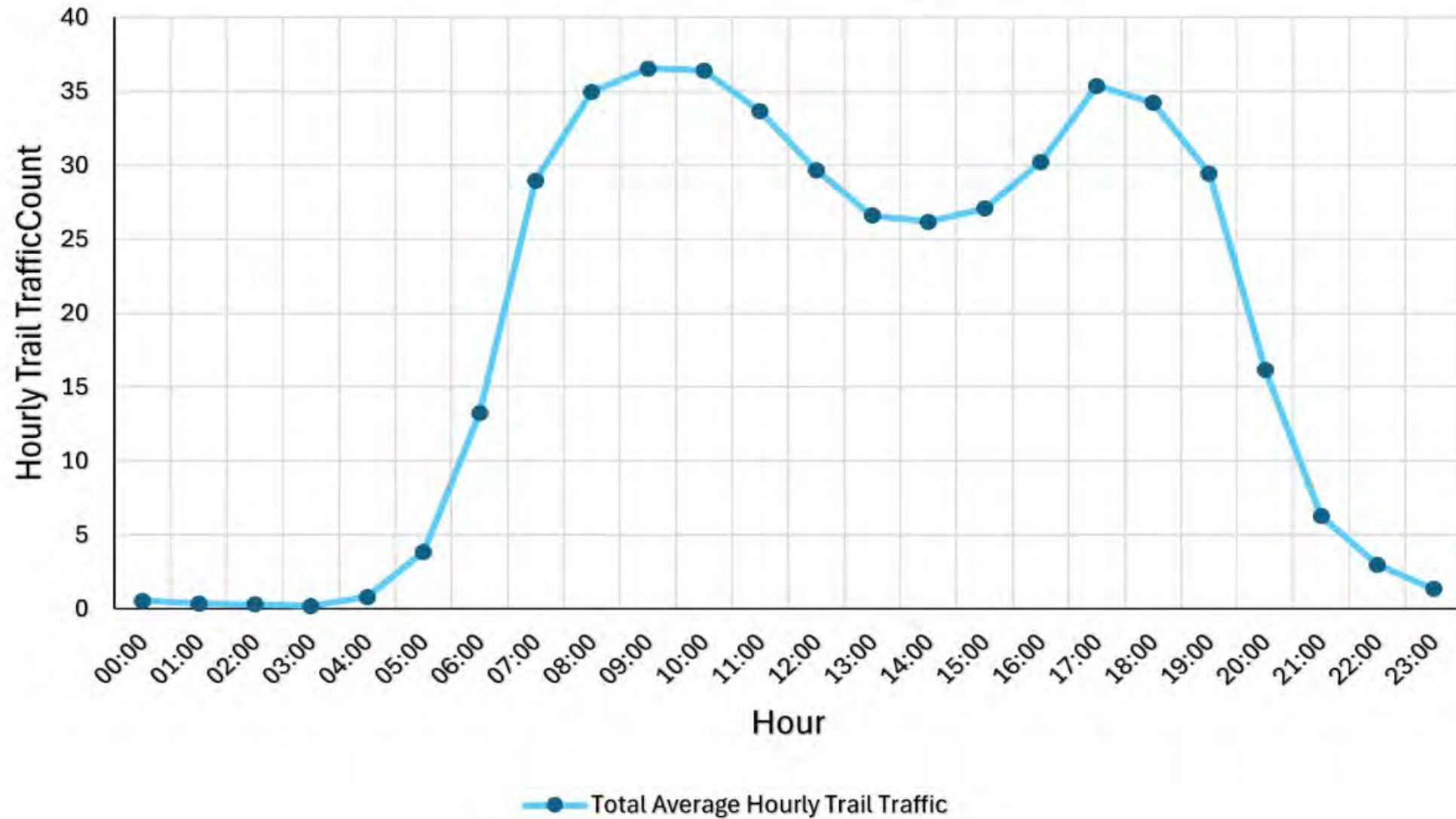
Seasonal Trail Traffic Variance



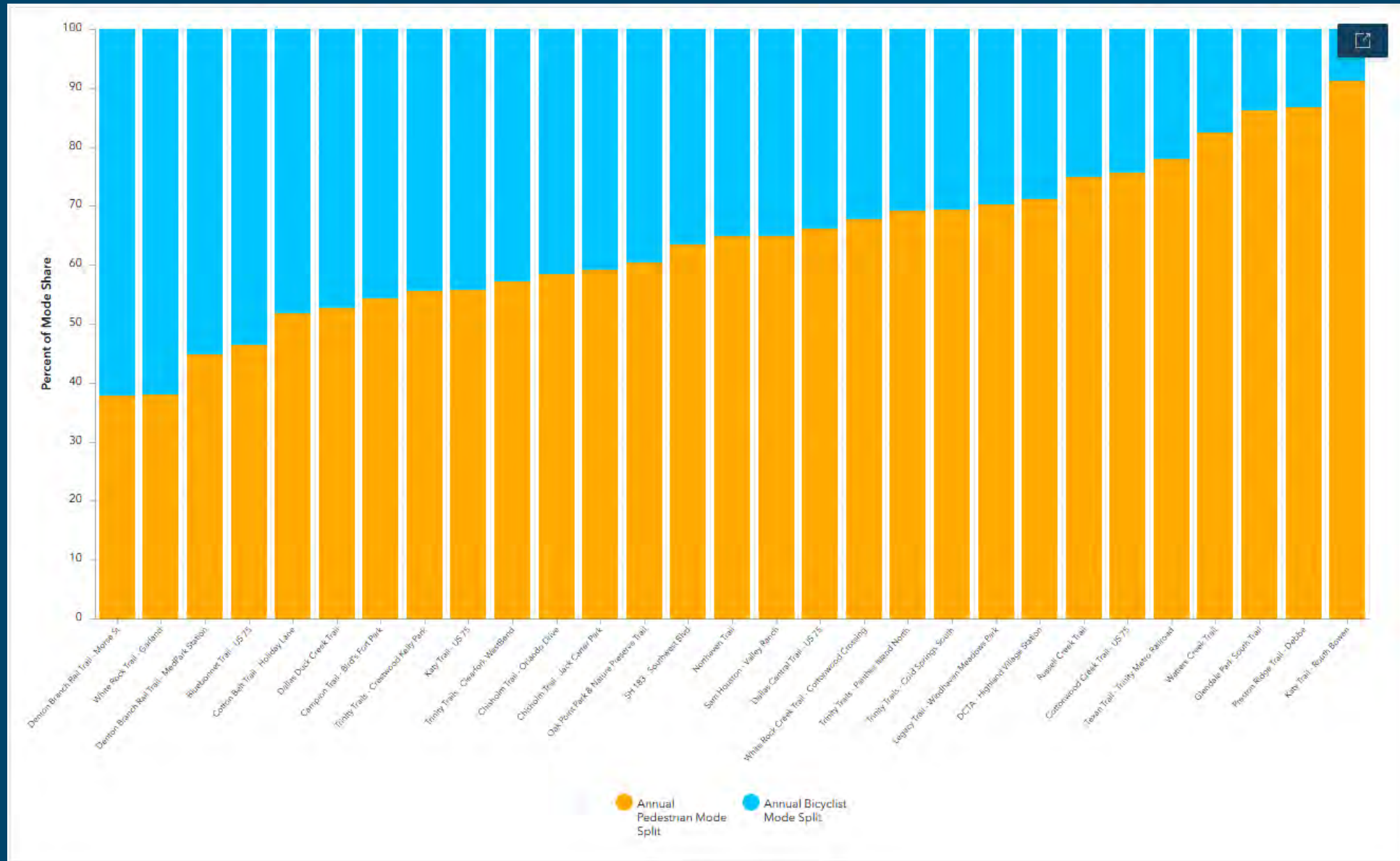
Daily Trail Traffic Variance



Hourly Trail Traffic Variance



Mode Share Split



Individual Count Location Data

Introduction

DFW Regional Trails and Count ...

Average Daily Trail Use

Mode Share Split

Trail Traffic Variance

Count Data

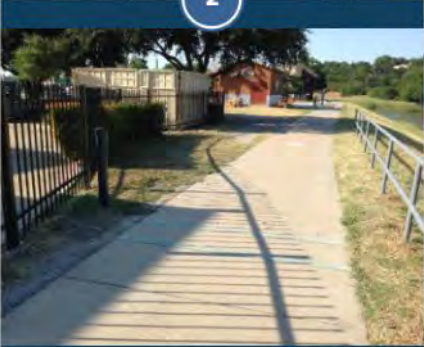
Data Limitations

Contact

Count Data

A link to the summary statistics dashboard for each counter is provided to the [Bike and Pedestrian Count Exchange Program](#), hosted by the Texas Transportation Institute. Hover your mouse over the photo in the panel to the right and select "Click to Interact" and scroll down to explore each count location's data through the corresponding "Data Dashboard" buttons.

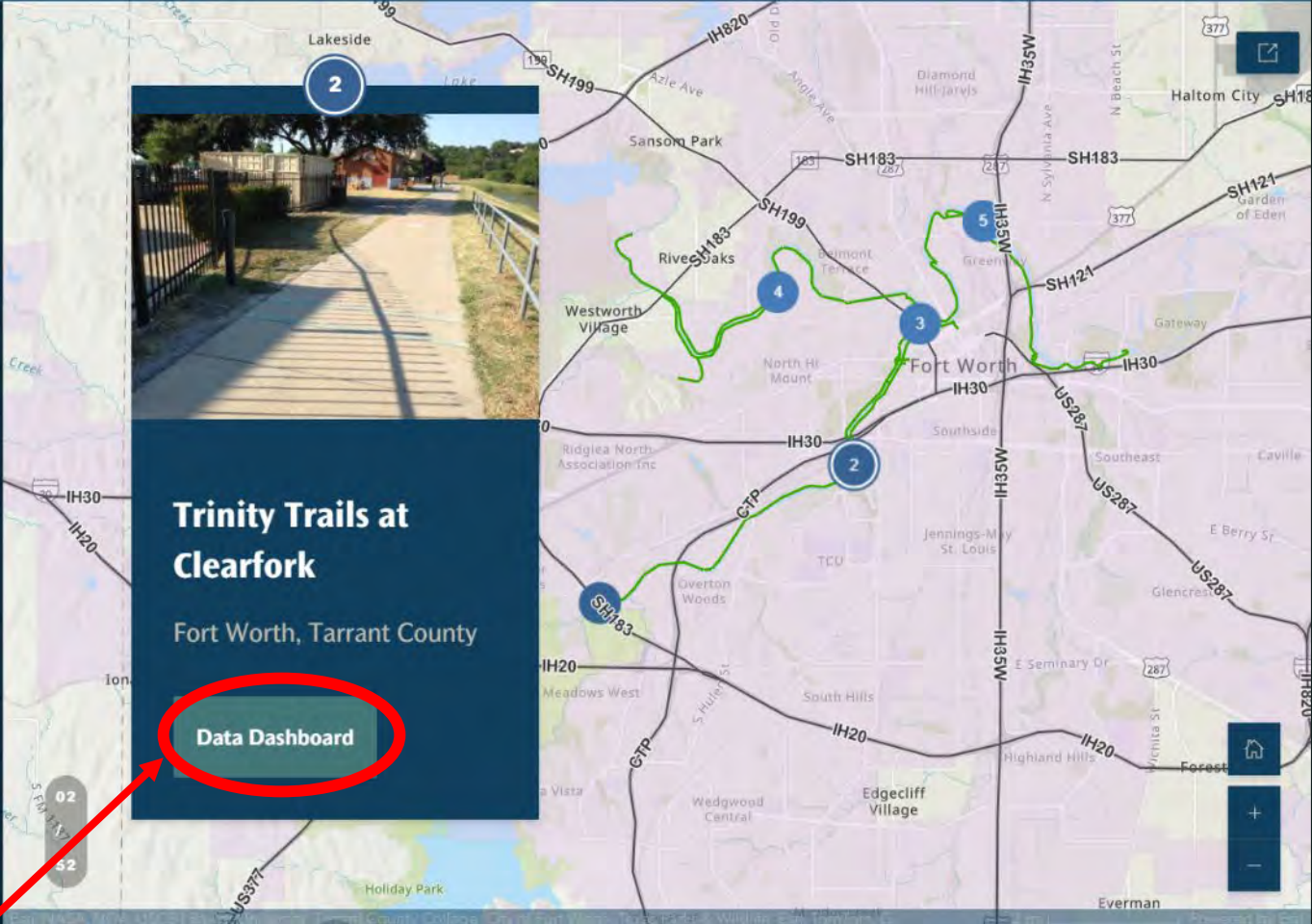
2



Trinity Trails at Clearfork

Fort Worth, Tarrant County

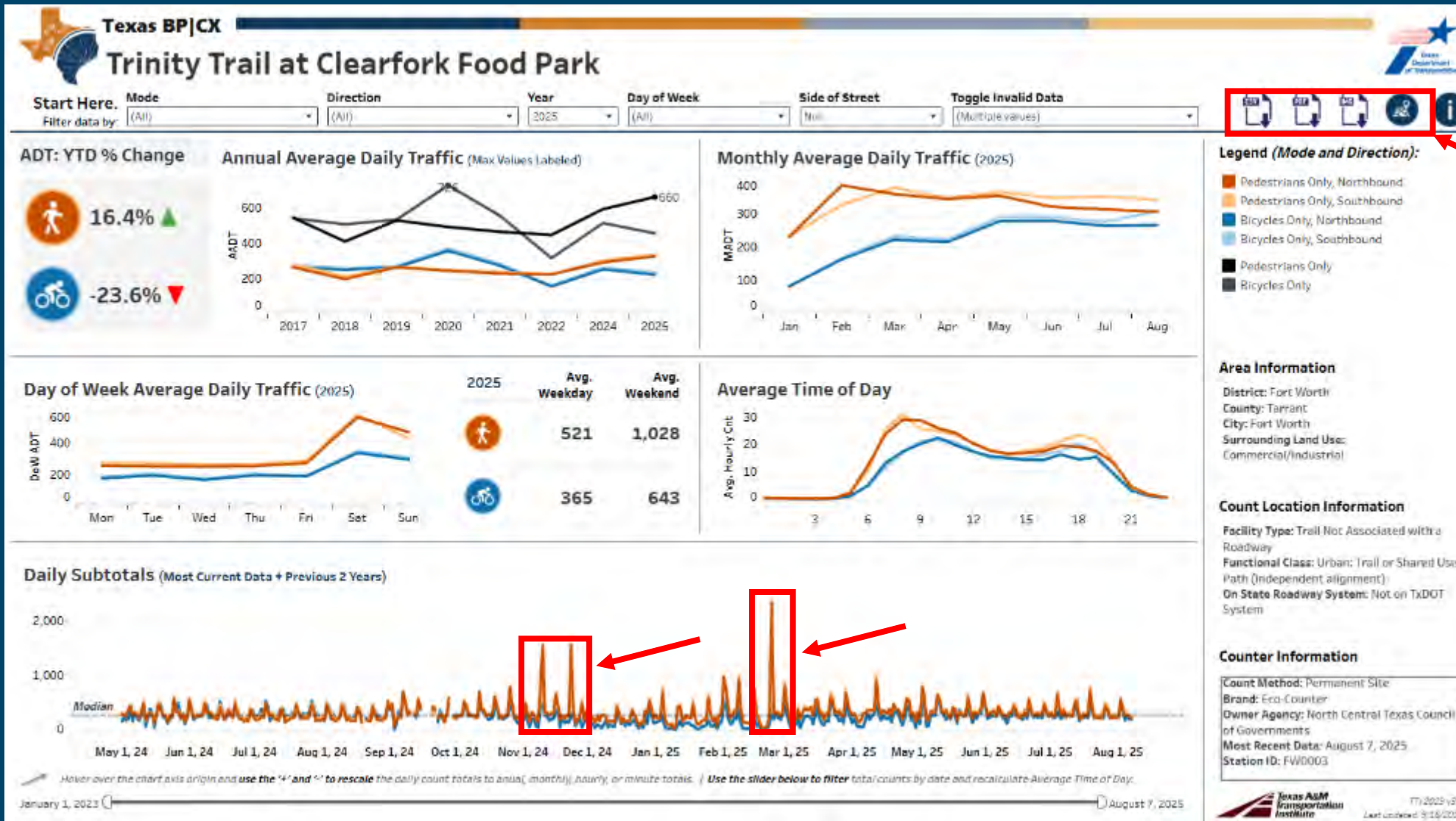
Data Dashboard



Click here to view data
for each count location

146

Texas Bicycle and Pedestrian Count Exchange



Download an Excel spreadsheet, PDF, or image, or street view of count location



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