

MEETING SUMMARY

Bicycle and Pedestrian Advisory Committee

August 20, 2025

The Bicycle and Pedestrian Advisory Committee (BPAC) met in the Transportation Council Room at the North Central Texas Council of Governments at 2:00 pm on August 20, 2025.

See Page 5 for meeting attendance.

1. Welcome and Introductions – Anthony White, Chair, TxDOT Fort Worth District

Anthony White welcomed attendees and introduced himself as Chair of BPAC. Daniel Herrig introduced himself as Vice Chair. The May 2025 meeting summary was accepted as submitted.

2. Overview of the City of Denton E-Bike Rebate Program – Kaitlynn Davis, City of Denton

Denton County (and nine other counties in the region) are designated as nonattainment for ozone pollutants according to Federal standards. The City of Denton is committed to improving local air quality for its residents through several sustainability measures, one of which is the electric bicycle (e-bike) rebate incentives.

E-Bike rebates are distributed through the city's Environmental Services and Sustainability division. Denton residents are eligible to receive up to a 50 percent rebate (max of \$750) for the purchase of a new 750-watt e-bike. Applicants must apply for a rebate within 90 days of purchase and must agree to charge the e-bike during non-peak hours.

Looking to the future, the City would like to increase the amount of outreach to residents, leveraging partnerships with local bike shops, universities, and bike repair classes. Additionally, city staff plan to encourage residents to ride e-bikes safely by potentially incentivizing the purchase of helmets or providing resources on how to sustainably and safely charge the battery.

The e-bike rebate program is novel to the region. The program was originally kicked off in Fall 2023 with great reception from residents. Funds earmarked for the program were depleted by Spring 2024. In April 2025, the program was relaunched with \$100,000 of dedicated local funds for e-bike rebates. As of August 4, the program had awarded 60 rebates, spending \$37,850.

To learn more about e-bike incentive program, visit: cityofdenton.com/1192/Sustainability-Incentives
This presentation can be found on the BPAC website at: www.nctcog.org/BPAC.

3. Local Community Updates – Various Community and BPAC Members

a. Digital Display Signs to Slow Speed on Trails – Kevin Mondy, City of Dallas

In summer 2025, the Dallas Parks Department received several citizen calls concerning unauthorized vehicles and e-bikes speeding on popular trails, creating an unsafe environment for pedestrians and other micromobility users. The Parks Department and Police Department investigated calls.

City staff found most reports were related to unauthorized vehicles traveling well above 20 mph (the city's posted speed limits for authorized vehicles). The Police Department released a public service announcement via social media clarifying the local ordinance. In Dallas, electric bikes are allowed on trails. An e-bike is defined as a bicycle with pedals that has a motor under 750 watts with a top speed of 28 MPH, according to Texas Transportation Code. Motor bikes and e-scooters do not qualify as e-bikes

under this definition and are not allowed on the trail system. In addition to education through social media, parks department staff posted digital display boards along popular trails to remind users of the speed limit.

In the future, city staff plan to continue their education campaign and post speed limit signs along the trail. Staff also plan to continue providing updates to stakeholder groups regarding safety.

This presentation can be found on the BPAC website at: www.nctcog.org/BPAC.

- b. Safe Routes to School Plan Implementation Challenges and Lessons Learned – Will Wiegand, City of Haltom City

Postponed to the November meeting.

- a) Upcoming Events and Training - Daniel Herrig, BPAC Vice Chair, City of Richardson

This presentation can be found on the BPAC website at: www.nctcog.org/BPAC.

4. Overview of Dallas Bike Plan Neighborhood Bikeways – Jessica Scott, City of Dallas

In May 2025 the City of Dallas updated and adopted the Dallas Bike Plan. The Plan identifies the local bikeway network with a variety of facility types. One of the facility types, neighborhood bikeways, also known as bicycle boulevards, will serve as a critical link to and in-between residential areas and major destinations. Neighborhood bikeways improve the safety and experience of bicyclists but also benefit pedestrians and residents of these neighborhoods.

As part of the network development process, city staff completed an existing conditions analysis of the existing roadway and bicycle facilities. Additionally, staff completed several spatial assessments to evaluate bicycling demand, level of traffic stress, safety, accessibility and public health assessment. Through this process, staff identified gaps and opportunities in the network, emphasizing direct connections to major destinations, neighborhoods, and trails.

After determining the location of facilities, a feasibility analysis was conducted to determine a facility type given the roadway context. The need for visual and physical separation of dedicated space for a bicyclist on or near the roadway increases with vehicle speed, daily traffic volume, number of lanes, and functional classification. Neighborhood bikeways are intended for two-lane local streets with a maximum posted speed of 30 MPH, and under 1,000 average daily traffic volume.

Neighborhood bikeway features include bikeway signs and pavement markings like traditional bicycle routes but also incorporate other traffic calming enhancements such as speed and volume management which include speed humps, chicanes, bulb outs, and traffic diversion. At minor street crossing locations, a slow through movement is prioritized rather than stop signs at each location so the cyclist does not have to make frequent stops. At major crossing locations, bicycle visibility and movement are prioritized through the intersection with treatments including leading bicycle signals and cross bike markings and boxes. The signals on these corridors are also timed to reduce delays to bicyclists as opposed to motorists.

To learn more about the Dallas Bike Plan visit:

<https://dallascityhall.com/departments/transportation/bikeway/Pages/Bike-Plan-Update.aspx>

This presentation can be found on the BPAC website at: www.nctcog.org/BPAC.

5. NCTCOG Updates

a. **Regional Bicycle Safety Action Plan – Catherine Richardson and Daniel Snyder**

NCTCOG is in the process of finalizing the Regional Bicycle Safety Action Plan. Catherine informed the committee of the bicycle crash analysis completed to date, highlighted priority emphasis areas and corridors, and summarized stakeholder and public feedback. Daniel reviewed the draft action times involving local government and polled city staff about feasibility and interest in selected action items.

City staff were asked to identify their support and perceptions related to the feasibility of the following action items:

- Conduct before and after assessments for implemented safety projects and report results
- Purchase and maintain on-street permanent and/or mobile count equipment to collect bicycle volume data
- Conduct public safety investigations and coordinate with local government departments to address contributing factors of all bicycle crashes
- Decrease posted speed limits and implement traffic calming measures on local roadways with bikeways in Priority Emphasis Areas
- Adopt a citywide policy addressing context sensitive multi-modal transportation and accommodations prioritizing the safety of vulnerable road users
- Adopt a citywide ordinance on the safe passing of vulnerable road users
- Establish budgets with dedicated funding for maintenance and implementation of bicycle infrastructure

Jessica Scott recommended the establishment of an annual target, which could be either a percentage or a specific number, for budgeting for the maintenance and implementation of bicycle infrastructure. She stated the City of Dallas budgets for these activities but does not budget sufficient funds for the actual needs.

This presentation and results can be found on the BPAC website at: www.nctcog.org/BPAC

b. **Annual Updates to the Regional Trails and On-Street Bikeways Database – Easton Vanover**

In the fall each year, NCTCOG staff coordinate with local governments and TxDOT staff to make annual updates to the regional database of Trails and On-Street Bikeways as reflected in local adopted master plans. The database is published on the NCTCOG web site and reflects existing, funded, and planned facilities throughout the 12-county metropolitan area. The database is included in Mobility 2050 adopted by the Regional Transportation Council reflecting the more than 7,600 miles of planned trails and bikeways envisioned by cities and counties throughout the region to be implemented in the next 25 years.

Easton highlighted the process and timeframe for collecting feedback from local government staff to update the regional database through an interactive map. Local agency staff were asked to provide feedback for edits to the geodatabase by September 19, 2025.

This presentation can be found on the BPAC website at: www.nctcog.org/BPAC

c. **Status of Transportation Alternatives Program Funded Projects – Daniel Snyder**

Postponed to the November meeting.

d. **Bicycle and Pedestrian Trail Use Summary – Chris Nelson**

Postponed to the November meeting.

e. **Outreach to Encourage Safe Pedestrian Crossings at Railroads – Savannah Briscoe**

This presentation was emailed to BPAC meeting attendees.

6. **Other Business**

Anthony White announced his retirement at the end of August 2025.

After receiving no other comments, Anthony White informed the committee that the BPAC's next scheduled meeting will be held on November 19, 2025. Anthony White adjourned the meeting.

Members in Attendance at the August 20, 2025, BPAC meeting

AGENCY	REPRESENTATIVE
City of Allen	Krishan Patel
City of Arlington	Ann Foss
City of Bedford	Mark Long
City of Cedar Hill	Shawn Ray
City of Coppell	C Baker (For A. Tainter)
City of Dallas	Jessica Scott
City of Denton	Sahar Esfandiyari
City of Duncanville	Bart Stevenson
City of Euless	Duane Strawn
City of Farmers Branch	Alex Pharmakis
City of Fort Worth	Gadimi Hilton
City of Frisco	Michael Kim
City of Grand Prairie	Brett Huntsman
City of Grapevine	Kathy Nelson
City of Haltom City	Will Wiegand
City of Hurst	Kyle Gordon
City of Irving	James White
City of Keller	Cody Maberry
City of Mansfield	Garett Smith
City of McKinney	Robyn Root
City of Midlothian	Heather Dowell
City of North Richland Hills	Michael Wilson
City of Plano	Jason Aprill
City of Richardson	Daniel Herrig
City of Waxahachie	Oanh Vu
City of Weatherford	Chad Marbut
Dallas Area Rapid Transit (DART)	Patricio Gallo
Dallas County	Aaron Ceder (For M Reese)
Denton County Transportation Authority (DCTA)	Todd Plesko (for K Maldonado)
Wise County	Chad Davis
Hunt County	Kevin St Jacques
Trinity Metro	Shawn Tubre
TxDOT, Dallas District	Rachael Twiggs
TxDOT, Fort Worth District	Anthony White

NCTCOG Staff in Attendance at the August 20, BPAC Meeting

Devia Joshi	Kevin Kokes
Jill Krauter	Chris Nelson
Catherine Richardson	Daniel Snyder