The Regional Veloweb is adopted by the Regional Transportation Council, the transportation policy body of the Metropolitan Planning Organization, as part of the long-term metropolitan transportation plan Mobility 2035 for the Dallas-Fort Worth area. Corridors identified on the Veloweb as “planned” may be prioritized for future funding.

For more information about existing and future bicycle and pedestrian trails in the D-FW metropolitan area visit: nctcog.org/bikeweb

The Regional Veloweb is a network of existing and planned off-street, shared-use paths (trails) designed for use by bicyclists, pedestrians, and other non-motorized forms of alternative transportation in the Dallas-Fort Worth metropolitan area. The network of shared-use paths serves as a system of off-road transportation facilities for bicyclists and other users to extend and complement the region’s roadway and passenger rail transit network.

The regional transportation network has approximately 320 miles of existing paths, and it is expected to reach 1,728 miles by 2035. The Regional Veloweb is planned for 12 counties and over 115 cities in North Texas. It is the “interstate” for bicyclists and pedestrians.

Cities and counties within the region are responsible for the planning and implementation of bicycle and pedestrian infrastructure and amenities. The North Central Texas Council of Governments (NCTCOG) takes those plans and promotes connections throughout the region, with a focus on alternative commute routes.

The primary considerations of these regional shared-use paths (trails) include:
- Often linear in nature.
- Easy access to neighborhoods, schools, parks, transit stops, employment centers, shopping, and other common trip destinations.
- Minimum 12-foot width for heavily traveled shared-use paths.
- 16- to 24-foot wide sections or separated facilities for pedestrians and bicyclists in areas with high peak-volumes of users.
- Long-lasting impervious surfaces.
- Grade-separated crossings of roadways with significant traffic flows.
- Few, if any, signalized or stop sign intersections.
- Focused on connections throughout communities and links between cities and counties.
The Veloweb is organized to show three types of trails within the network.

1. **Existing** trails that can be used today.
2. **Funded** trails that are undergoing design or construction. They are not yet open to the public but coming soon.
3. **Planned** trails that will link communities throughout the region once funds are identified to build them.

For more information about existing paths (trails) in the DFW area visit: nctcog.org/bikeweb

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**Improve Personal Health**

- The average person will lose 13 lbs in their first year of biking to work.

**Spur Local Economy**

- Houses located in areas with above-average levels of walkability or bikeability are worth up to $34,000 MORE than similar houses in other areas.

**Meet Public Demand**

- 47% of Americans say they would like more bike facilities in their communities.

**Reduce Traffic Congestion**

- In urban areas, 50% of all trips are less than 3 miles and 28% of all trips are less than 1 mile. These trips are ideal for alternative transportation.

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**Bike/Walk North Texas**

In urban areas:
- 50% of all trips are less than 3 miles
- 28% of all trips are less than 1 mile.

These trips are ideal for alternative transportation.