

North Central Texas
Council of Governments

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

North Central Texas Council of Governments
616 Six Flags Dr. Arlington TX 76011
February 18, 2026
2:00-4:00 pm

<p>2:00 – 2:05 (5 min)</p>	<p>1. Welcome Discussion of November 19, 2025, meeting summary</p>	<p>Daniel Herrig, BPAC Chair, City of Richardson</p>
<p>2:05 – 2:20 (15 min)</p>	<p>2. Texas Manual on Uniform Traffic Control Devices Update (Virtual)</p>	<p>Dustin Wiggins, TxDOT Traffic Safety Division</p>
<p>2:20 – 2:30 (10 min)</p>	<p>3. Group Discussion: Bicycle Lane and Transit Stop Conflicts and Solutions</p>	<p>BPAC Members</p>
<p>2:30 – 3:05 (35 min)</p>	<p>4. Member Introductions BPAC member introductions and interactive poll</p>	<p>BPAC Members</p>
<p>3:05 – 3:20 (15 min)</p>	<p>5. Local Community Updates a) Bike DFW – Heather McNair, BikeDFW b) Active Transportation Plan and Complete Streets Policy – Alex Pharmakis, City of Farmers Branch c) Upcoming Events & Training – Garrett Smith, BPAC Vice-Chair, City of Mansfield</p>	<p>BPAC Members</p>
<p>3:20 – 3:55 (35 min)</p>	<p>6. NCTCOG and TxDOT Updates a) Pedestrian Safety Action Plan Updates– Catherine Richardson b) Bike to School Day May 6, 2026 – Kyle Hoener c) Upcoming Design Guide Training Courses – Kevin Kokes d) TxDOT Dallas and Fort Worth District Bike Plans – Terrence McAllister e) Cotton Belt Trail Branding and Wayfinding Signage Plan– Chris Nelson f) Trinity Railway Express Bikeways to Rail Stations Study – Chris Nelson g) Active Transportation Connections to Rail Stations Study – Daniel Snyder h) Status of Transportation Alternatives Program Funded Projects – Daniel Snyder</p>	<p>Various NCTCOG and TxDOT staff</p>
<p>3:55 – 4:00 (5 min)</p>	<p>7. Other Business This item provides committee members an opportunity to bring items of interest before the Committee or propose future agenda items.</p>	<p>Daniel Herrig, BPAC Chair, City of Richardson</p>

Next BPAC Meeting

The next meeting of the Bicycle and Pedestrian Advisory Committee is scheduled for May 20, 2026, from 2:00-4:00pm in the Transportation Council Room at NCTCOG.



2025 Texas MUTCD: Bicycle and Pedestrian Related Changes

Dustin Wiggins, P.E.
Policy and Standards Branch
Traffic Safety Division

1/30/2026

CHAPTER 1C. Definitions, Acronyms, and Abbreviations

- Revision of “Pedestrian” definition includes a “sidewalk user” as defined by Texas Transportation Code.

164. Pedestrian—a person on foot, in a wheelchair, on other devices determined by local law to be equivalent, or a "sidewalk user" defined by Texas Transportation Code Section 541.001(6) as an individual lawfully operating one of the following on a sidewalk: a bicycle, a motor-assisted scooter as defined by Section 551.351, an electric personal assistive device as defined by Section 551.201, a skateboard, roller skates, or a similar device.

Chapter 2B: Stop Here for Pedestrians Signs



Figure 2B-2



Figure 2B-2

Chapters 2C, 9B: SHARE THE ROAD Plaque Removed



Figure 2C-12

MUTCD 11th Edition removed the SHARE THE ROAD plaque.

Section 3C.02 Application of Crosswalk Markings

- Added a Guidance statement recommending the use of crosswalks at signalized intersections. This encourages markings and pedestrian signals for pedestrians to cross safely.



Guidance:

- 01 *At locations controlled by traffic control signals, crosswalk markings should be installed.*

Part 3: High-Visibility Crosswalk Markings

- New "Ladder" and "Bar Pair" Options.

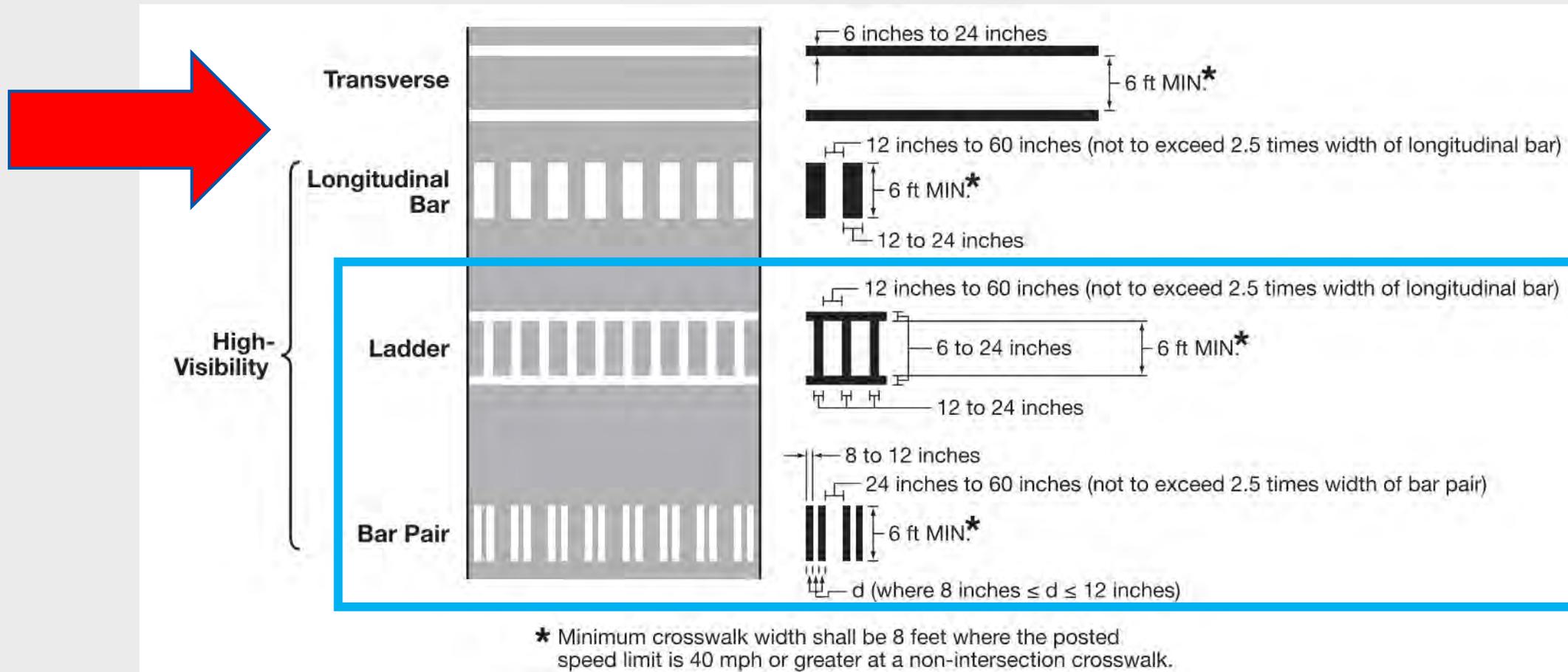


Figure 3C-1

Section 3H.03: New Standard Statement for Aesthetic Surface Treatment

- Texas generally adopts the national MUTCD's Section 3H without revisions.
- Per direction by US Department of Transportation (DOT) Secretary of Transportation in July 2025, TxDOT added a new Standard statement to Section 3H.03 to further clarify restrictions on aesthetic treatments.

2025 TMUTCD

10 Patterns that constitute a purely aesthetic surface treatment for a crosswalk, road, island, or area outside the traveled way shall not be designed to include political or advocacy message of any nature, artwork, or similar features that distract from user safety and traffic control.

Part 3: Colored Pavement

- **Yellow**-Separation of Opposing Traffic
- **White**-Separation of Same Direction Travel
- **Green**-Bicycle Facilities
- **Red**-Public Transit Systems (i.e. bus)
- **Purple**-Electronic Toll Collection (ETC) Account-Only Preferential Lanes



Section 4D.02 Provisions for Pedestrians

- Added a Guidance statement recommending the installation of pedestrian signal heads for each marked crosswalk at a signalized intersection.

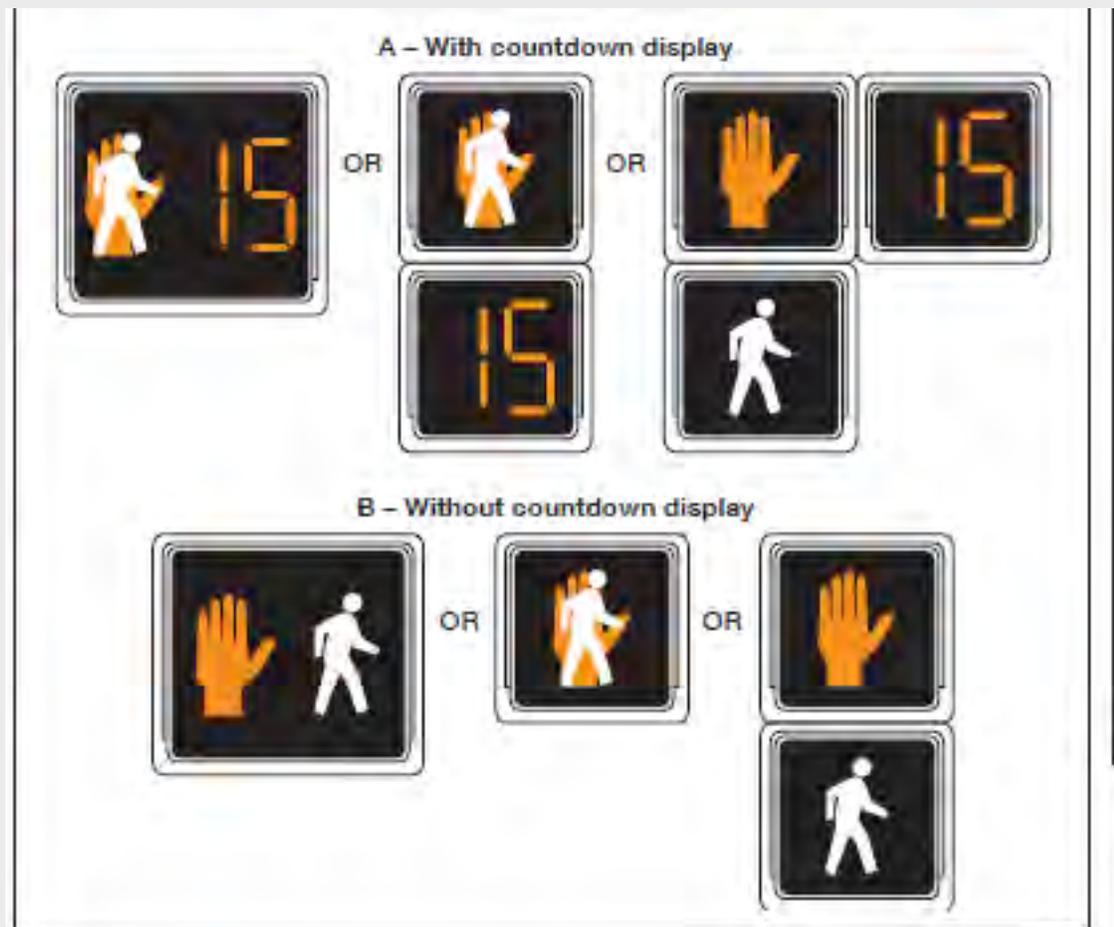


Figure 4I-1

Section 4D.03 Provisions for Bicyclists

- Added Section requiring various adjustments to signal faces and signal timing to accommodate bicyclists at signalized intersections.

Section 4D.03 Provisions for Bicyclists

Standard:

- 01 **At installations where visibility-limited signal faces are used, signal faces shall be adjusted so bicyclists for whom the indications are intended can see the signal indications. If the visibility-limited signal faces cannot be aimed to serve the bicyclist, then separate signal faces (see Chapter 4H) shall be provided for the bicyclist.**
- 02 **On bikeways, signal timing and actuation shall be reviewed and adjusted to consider the needs of bicyclists.**

Option:

- 03 **Where it is desired to provide separate signal indications to control bicyclist movements at a traffic control signal, bicycle signal faces may be used (see Chapter 4H).**

Support:

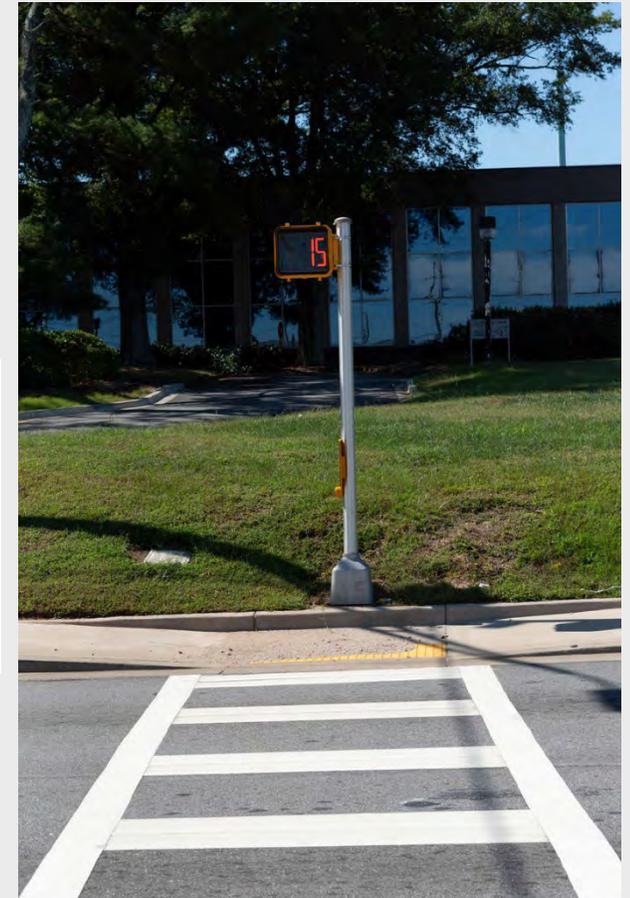
- 04 **Sections 9B.02, 9B.11, 9B.20, 9B.22, 9E.02, 9E.06, 9E.07, 9E.08, 9E.11, 9E.12, and 9E.15 contain additional provisions regarding bicyclist movements and actuation at traffic control signals.**

Section 4F.19 Preemption Control of Traffic Control Signals

- The text only allows a pedestrian change interval to be shortened due to preemption caused by an approaching train or a boat approaching a movable bridge.

Option:

- 04 During the transition into preemption control:
- A. Any pedestrian walk interval and/or pedestrian change interval may be shortened or omitted **only when the traffic control signal is being preempted because a boat is approaching a movable bridge or because rail traffic is approaching a grade crossing.**
 - B. The red clearance interval, if any, may be omitted so that the return to the previous green signal indication follows a steady yellow signal indication in the same signal face.



Section 4I.05 Pedestrian Detectors

- Added and revised Guidance statements for pedestrian push button placement to 2025 TMUTCD.

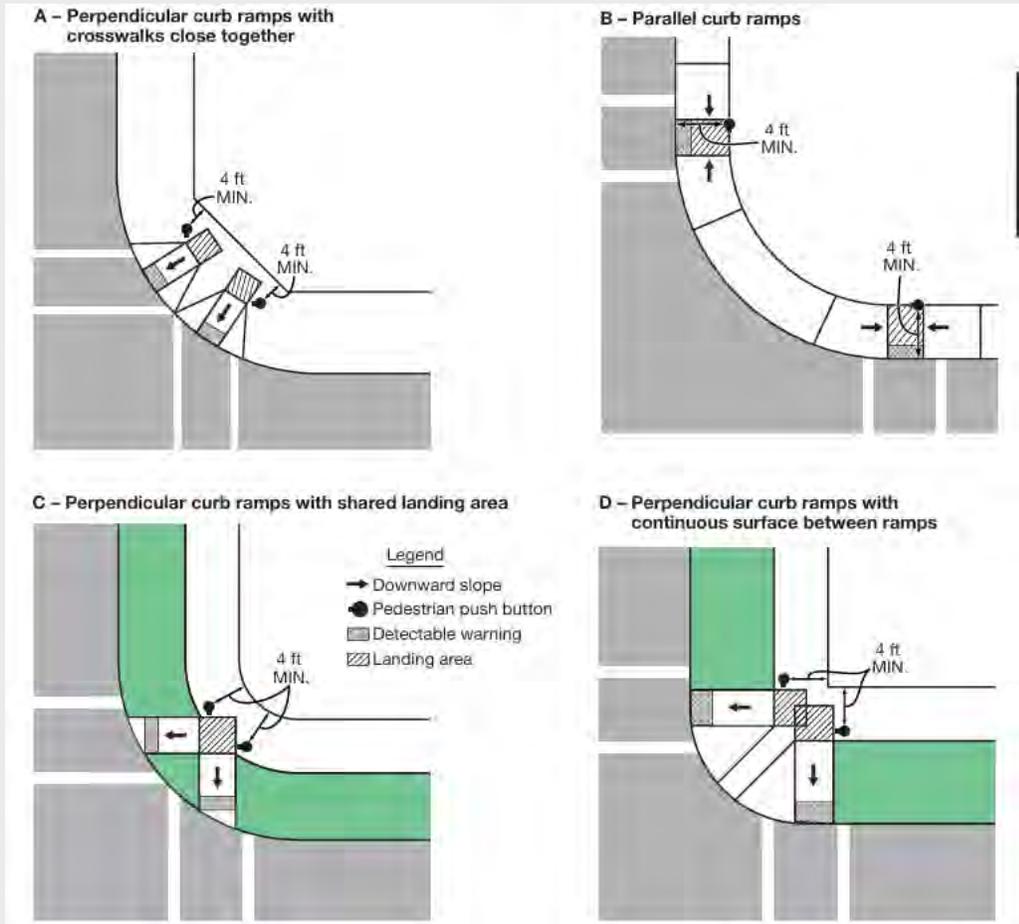


Figure 4I-3

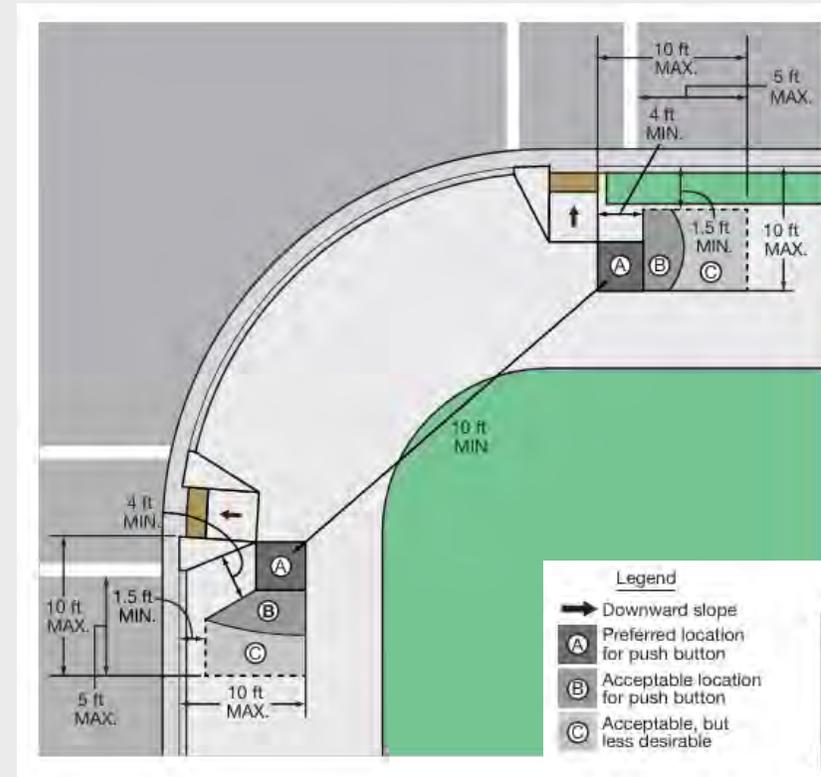


Figure 4I-2

Section 4I.06 Pedestrian Intervals and Signal Phases

- Reduced the minimum buffer interval from 3 to 2 seconds for a steady UPRAISED HAND pedestrian signal indication in 2025 TMUTCD.

Legend

- G** = Green Interval
- Y** = Yellow Change Interval (of at least 3 seconds)
- R** = Red Clearance Interval
- Red** = Red because conflicting traffic has been released

2011 TMUTCD

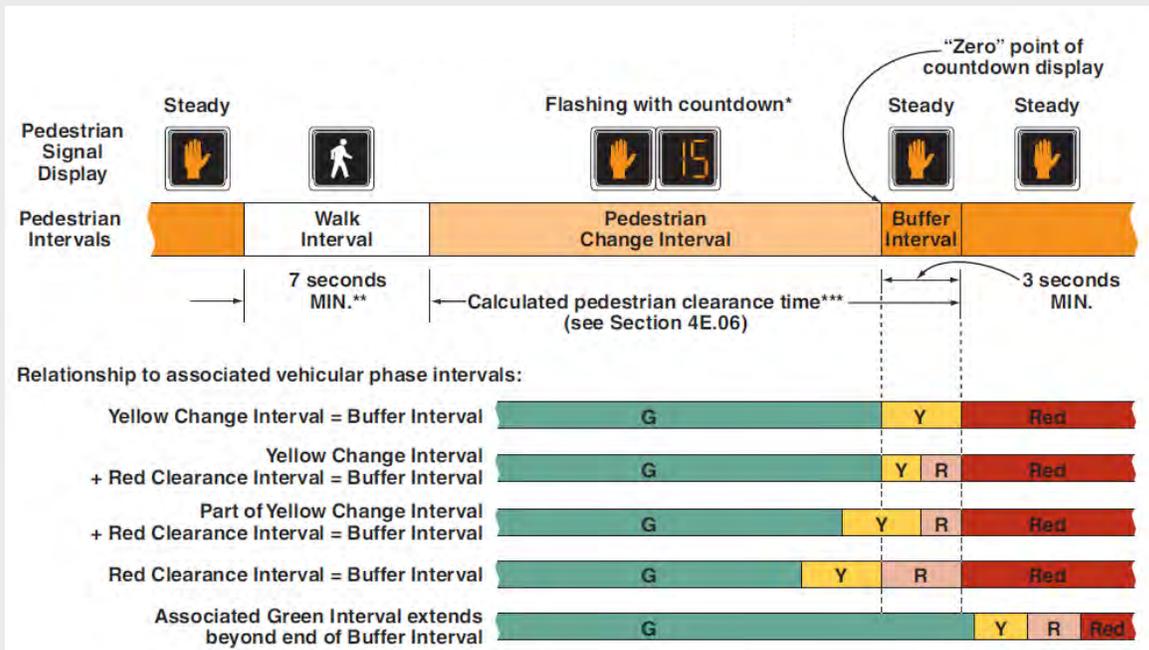


Figure 4E-2

2025 TMUTCD

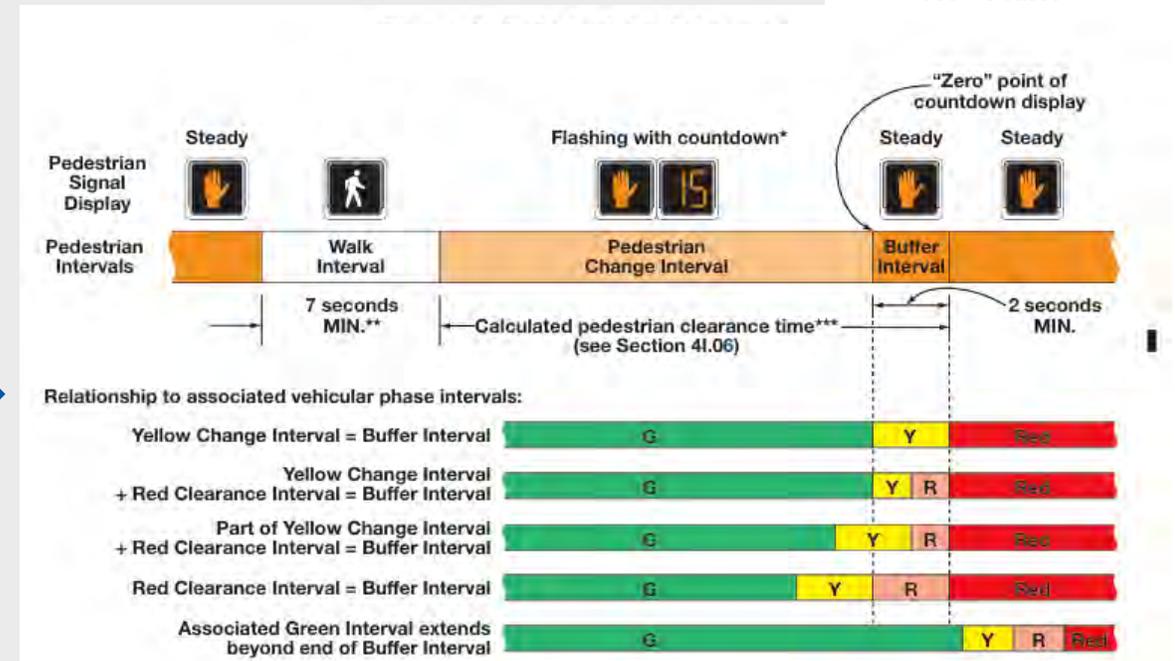


Figure 4I-4



Chapter 4J: Revised Criteria for Pedestrian Hybrid Beacons





Chapter 4L: Rectangular Rapid Flashing Beacons (RRFBs)

- Application
- Design
- Operation

Standard:

- 01 Each RRFB unit shall consist of two rapidly-flashed rectangular-shaped yellow indications, each with an LED-array based pulsing light source. The size of each RRFB indication shall be at least 5 inches wide by at least 2 inches high.



Part 6: Work Affecting Pedestrian and Bicycle Facilities

- Pedestrian channelizing devices
- Sidewalk detours and diversions

Guidance:

02 *Pedestrian channelizing devices should be provided when work activities impact sidewalks or other pedestrian facilities or when the design of the temporary pedestrian facility does not otherwise include accessibility features consistent with the features in the existing pedestrian facility.*

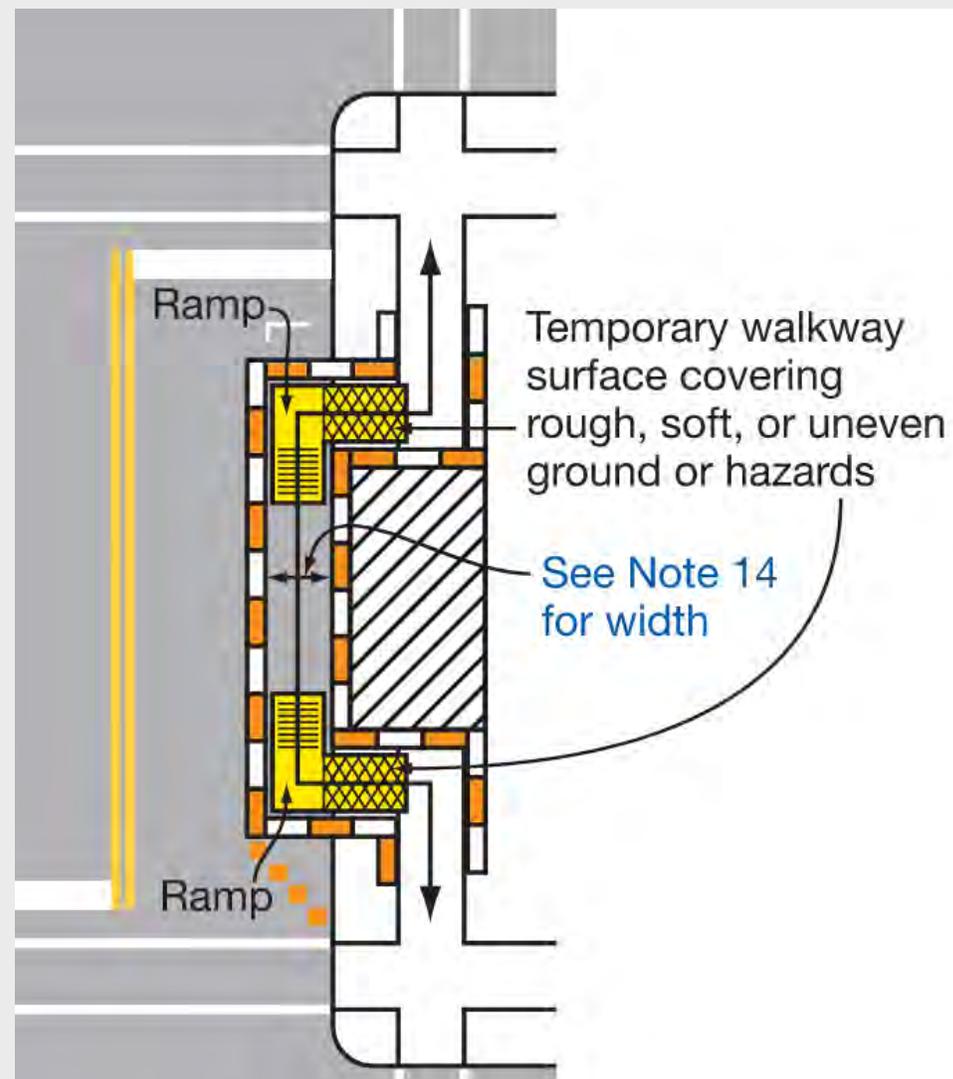


Figure 6P-28

Part 6: Work in the Vicinity of Bicycle Lane & Shared-Use Paths

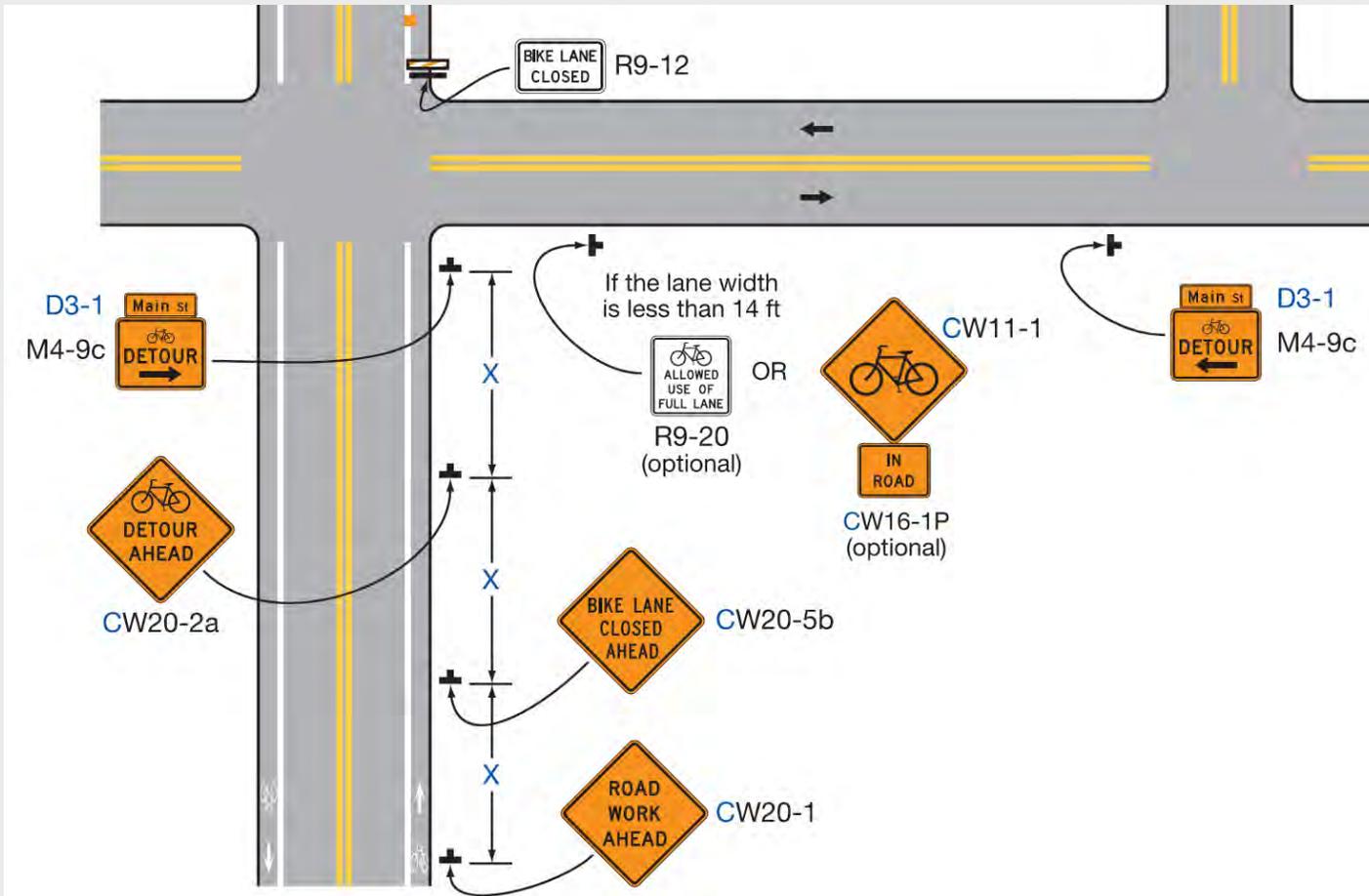


Figure 6P-48

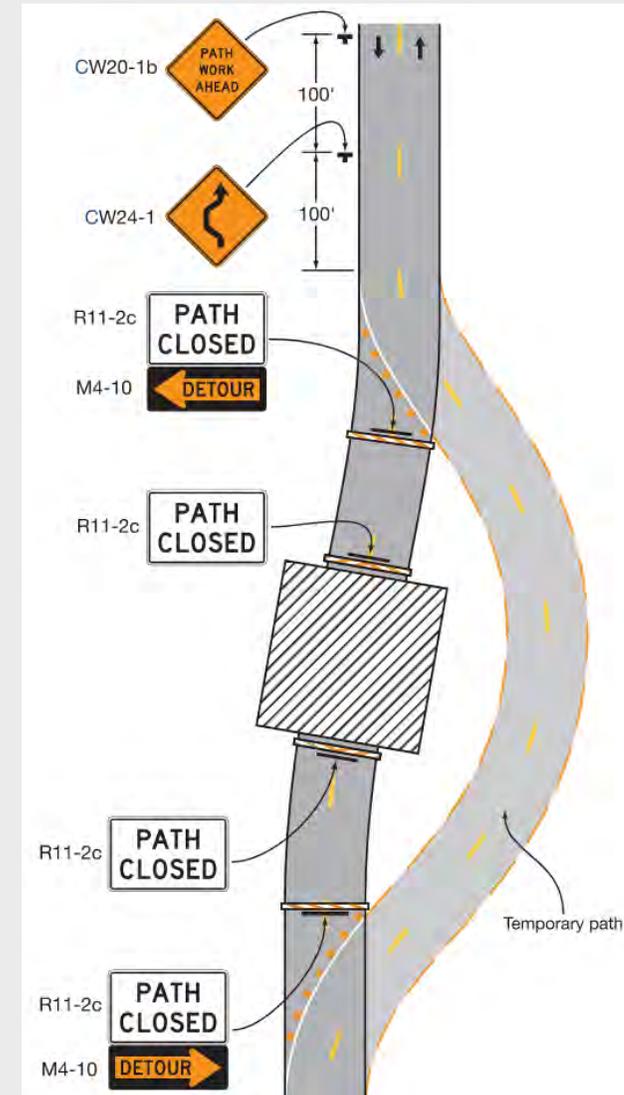


Figure 6P-49



Part 7: Qualifications for Crossing Guards

- Specific qualifications for crossing guards have shifted to local jurisdictions.



Guidance:

04 *Jurisdictions should have policies and procedures for the qualifications, selection, and training of adult crossing guards.*

Part 7: New Required Sign Under School Zone Confirmation Beacons

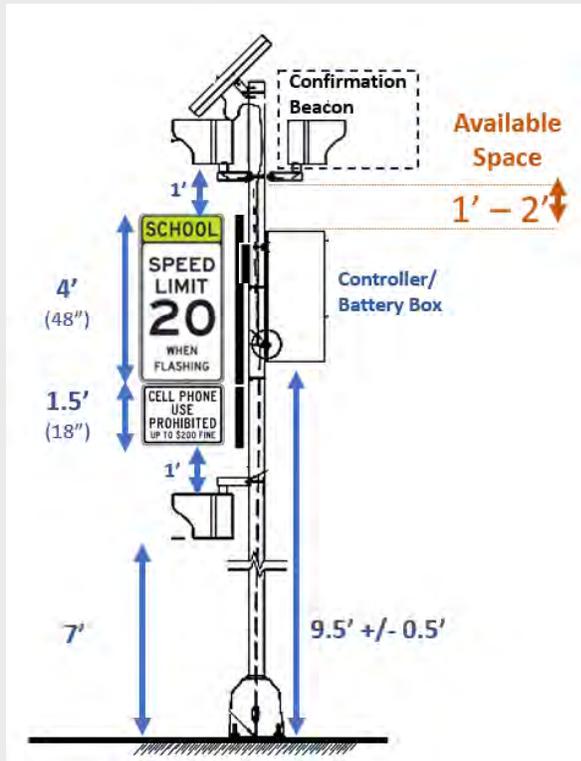


Figure 7B-1 (Sheet 1)

Standard:

- 11 If a beacon is installed on the back of a school Speed Limit Sign, it shall be a flashing yellow Warning Beacon (see Section 4S.03) and a SCHOOL SPEED LIMIT WHEN FLASHING (S7-2T) sign shall be installed below the beacon.

Part 7: Stop Here for Pedestrians

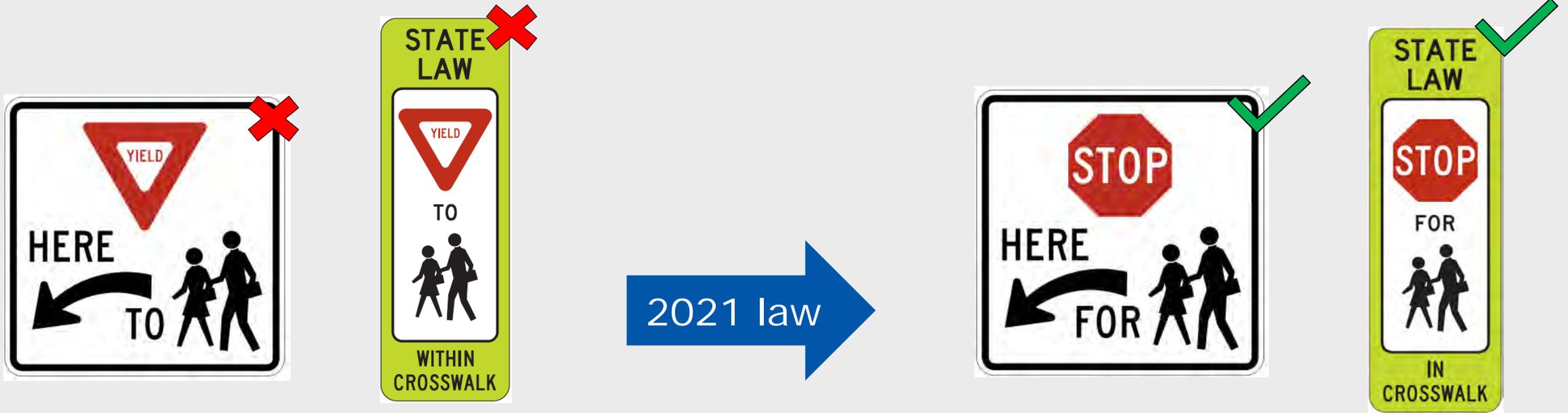


Figure 7B-6

Figure 7B-1 (Sheet 2)

Part 7: Buffer School Speed Zone

- 06 *An existing regulatory speed zone that is greater than 55 MPH should not immediately transition to a school speed zone of 35 MPH or lower. A buffer school speed zone (see Figure 7B-4A) should be used such that the reduction in the posted speed limit is not greater than 15-20 MPH.*

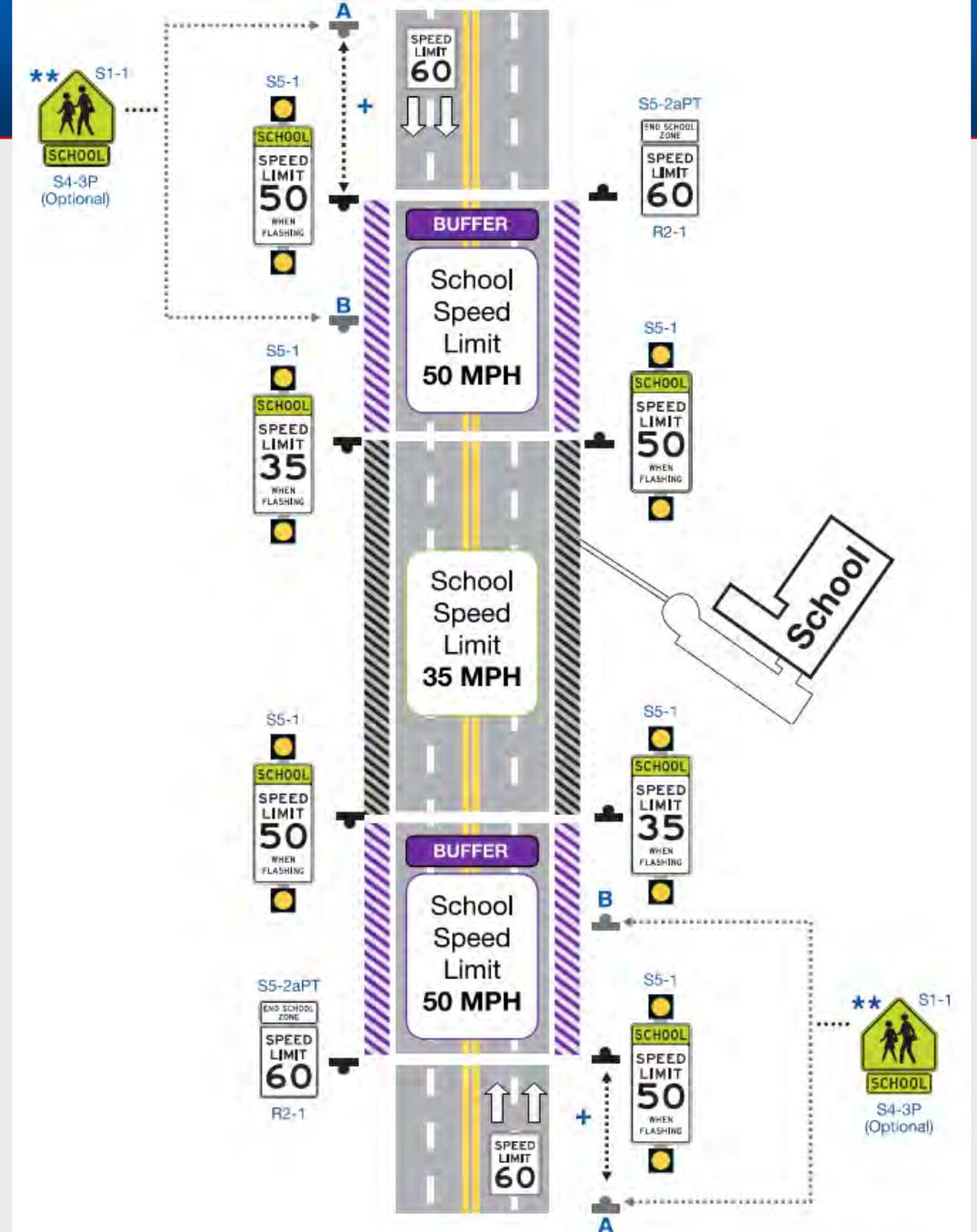
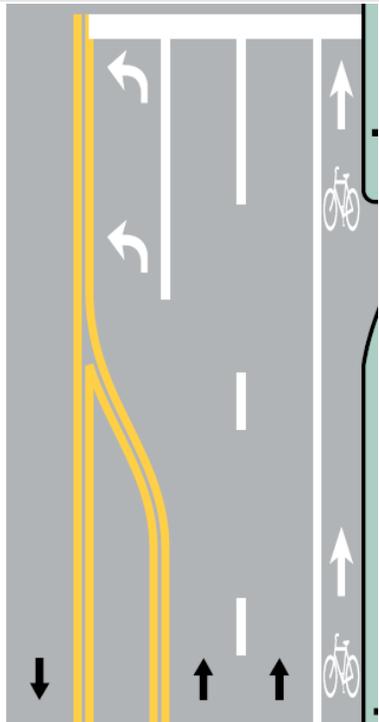


Figure 7B-4A.

Part 9: Different Types of Bicycle Lanes

Bicycle Lane

Section 9E.01
Single Stripe



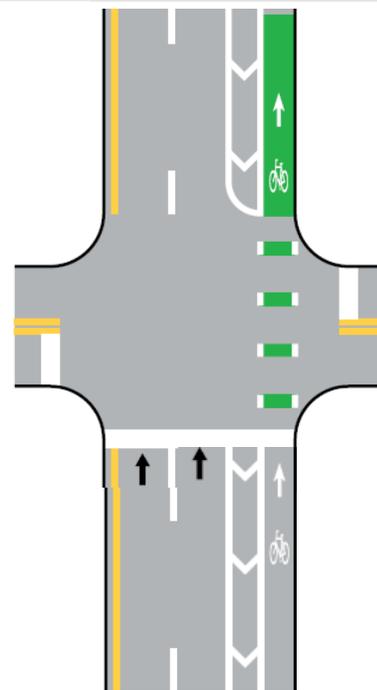
Counter Flow Bicycle Lane

Section 9E.08
No Buffer



Buffer-Separated Bicycle Lane

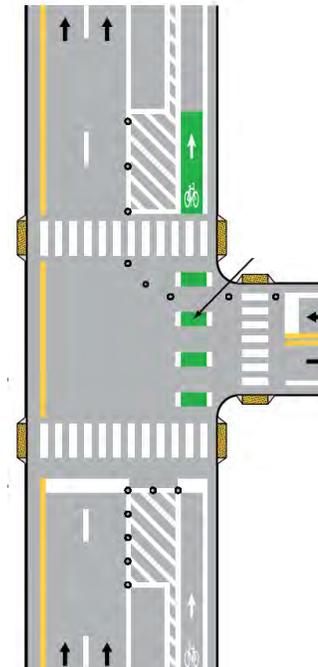
Section 9E.06
• PM separation



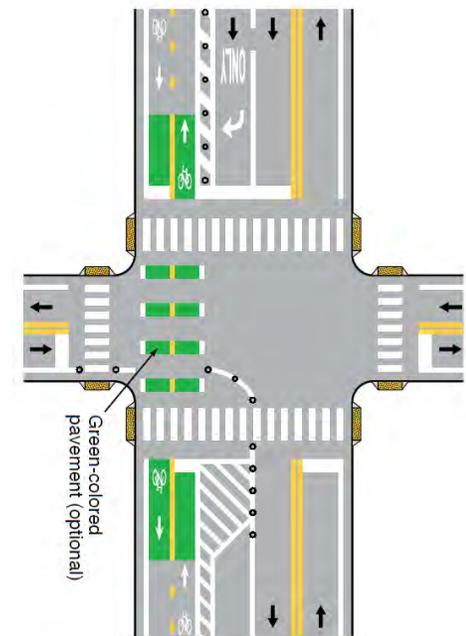
Separated Bicycle Lane

Section 9E.07

- PM separation
- Physical separation: Delineator, parked cars, curb, median



Two-Way Separated Bicycle Lane



Part 9: Pavement Markings for Bicycle Lanes

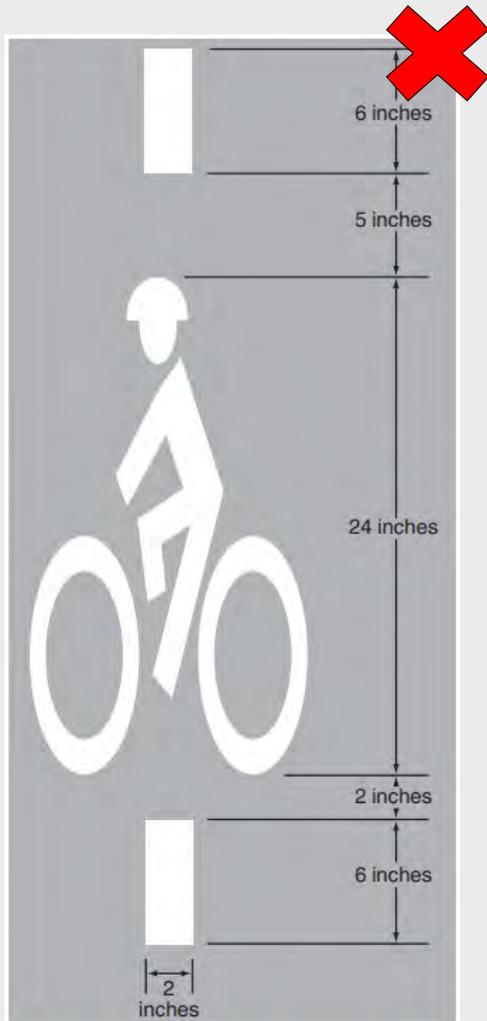


Figure 9C-7

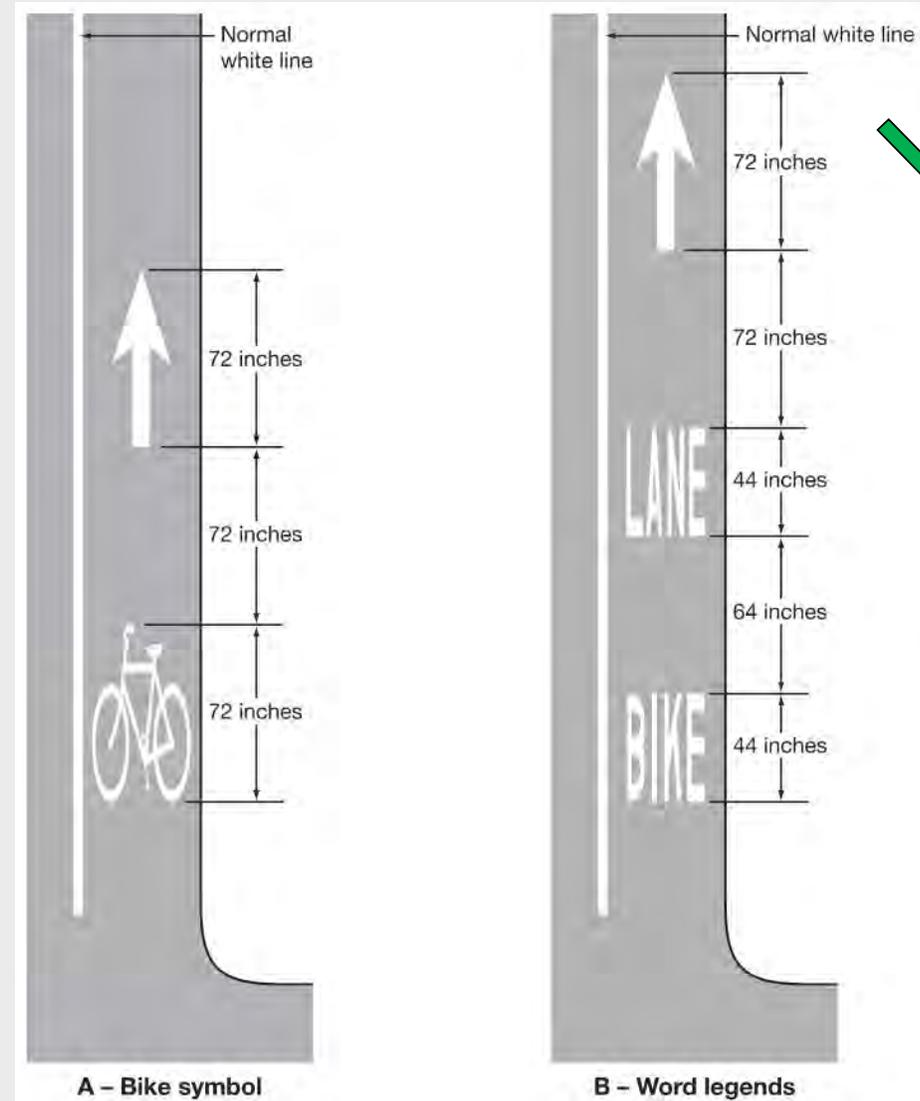


Figure 9E-1

Part 9: Intersection Bicycle Box

- Method to allow bicycles to queue at an intersection approach before entering the intersection.
- Turns on red prohibited from lane with bicycles in front.



Figure 2B-28

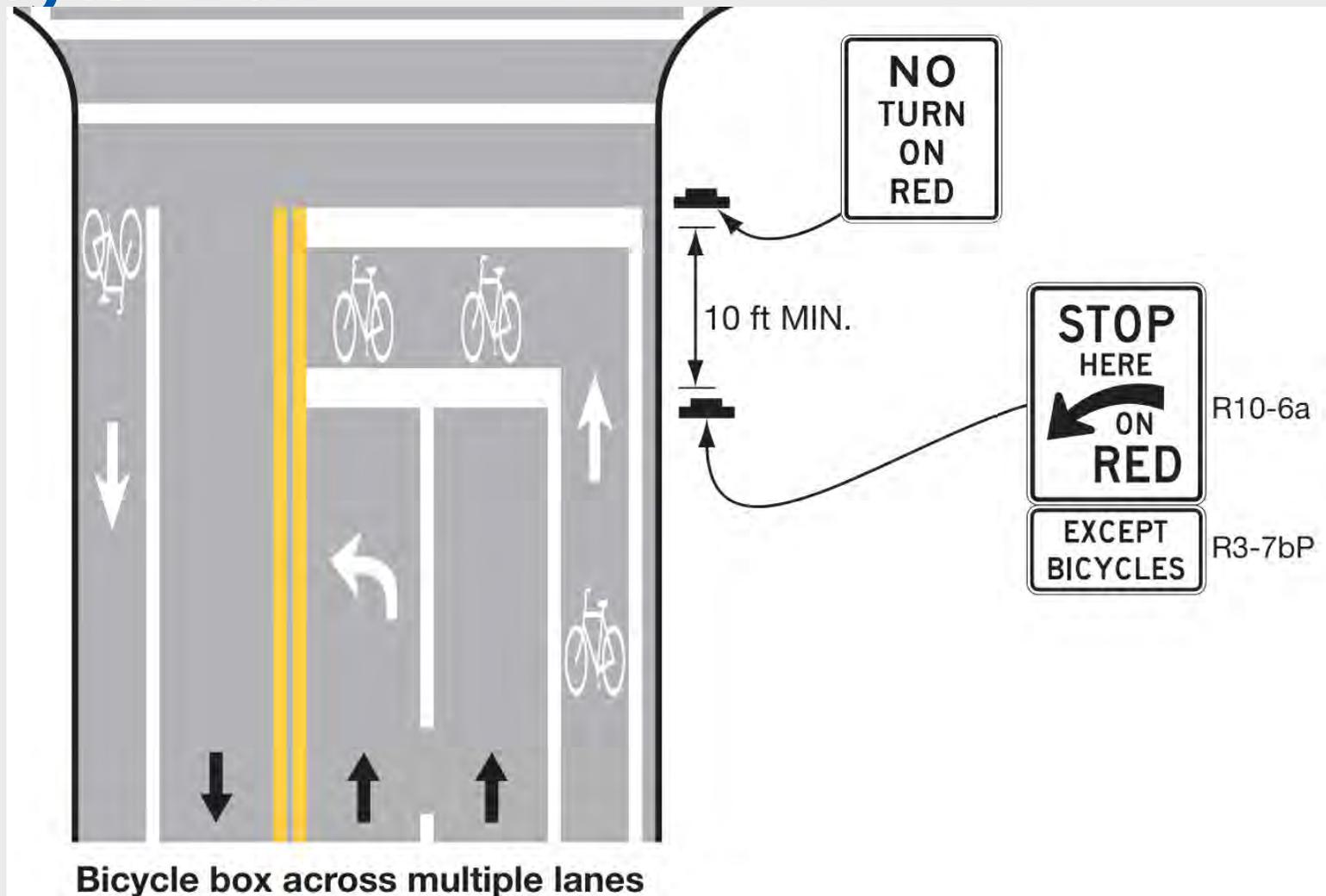


Figure 9E-12

Chapter 9B & 4H: Various New Bicycle Signal Signs and Plaques

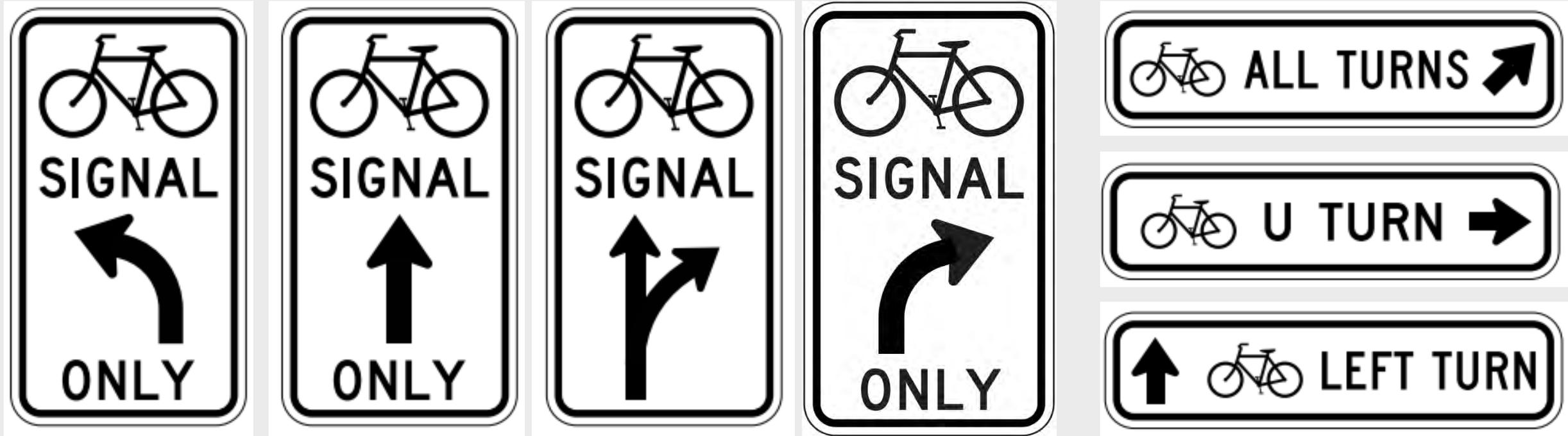


Figure 9B-1 (Sheet 2)

Section 9B.12: Bicycles Yield to Peds Sign

- In Texas, the Bicycles Yield to Peds sign is prohibited on roadways and bicycle only paths.
- The Bicycles Yield to Peds sign is limited to shared use paths.



Figure 9B-1
(Sheet 1)

Standard:

- 04 The Bicycles Yield to Peds (R9-6) sign shall not be used at any location where bicycles are required to stop and yield the right-of-way to pedestrians.
- 05 The Bicycles Yield to Peds (R9-6) sign shall only be allowed on a shared-use path

Section 9D.01: Guide Signs and Plaques for Bicycle Facilities



Figure 9D-1

* The D1 series signs that include both arrows and distances shall not be installed on state-maintained highways or right-of-way. If used, the D1 series signs that includes high arrows and distances may be installed on a state-maintained bikeway or shared-use path if they are oriented away from and not visible to operators of motor vehicles.

Section 9D.03 Bike Route Plaque (D11-1bP)

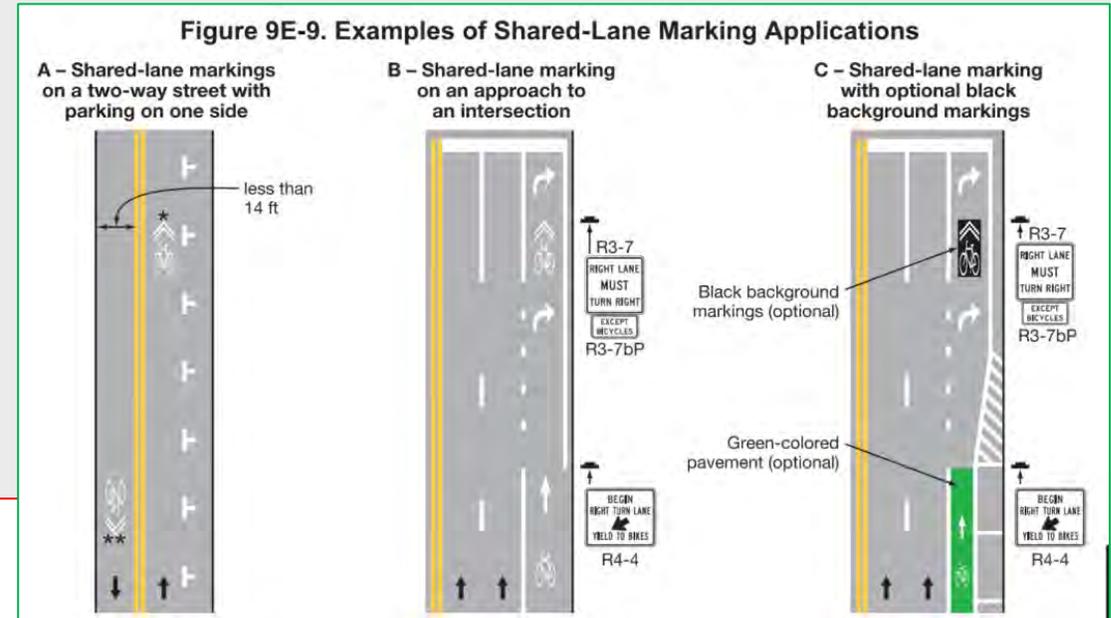
- The BIKE ROUTE Plaque existed in the 2011 TMUTCD.
- The 2025 TMUTCD includes a new Section 9D.03 describing the application of the BIKE ROUTE plaque.



Figure 9D-1 (Sheet 2)

Section 9E.09 Shared-Lane Markings

- Added text that prohibits the use of shared-lane markings on certain facilities.



Standard:

04 Shared-lane markings shall not be used in:

- Shoulders;
- Bicycle lanes or in designated extensions of bicycle lanes through intersections or driveways;
- A travel lane in which light-rail transit vehicles also travel;
- The transition area where a motor vehicle entering a mandatory turn lane must weave across bicyclists in bicycle lanes;
- Two-stage turn boxes;
- Bicycle boxes;
- Shared-use paths or shared-use path crossings; or
- Physically-separated bikeways, either in the roadway or on an independent right-of-way.

05 Green-colored pavement shall not be applied as a background to shared-lane markings (see Section 3H.06).

FYI

Chapters 9B, 9D, 9E: Two-Stage Bicycle Turn Box

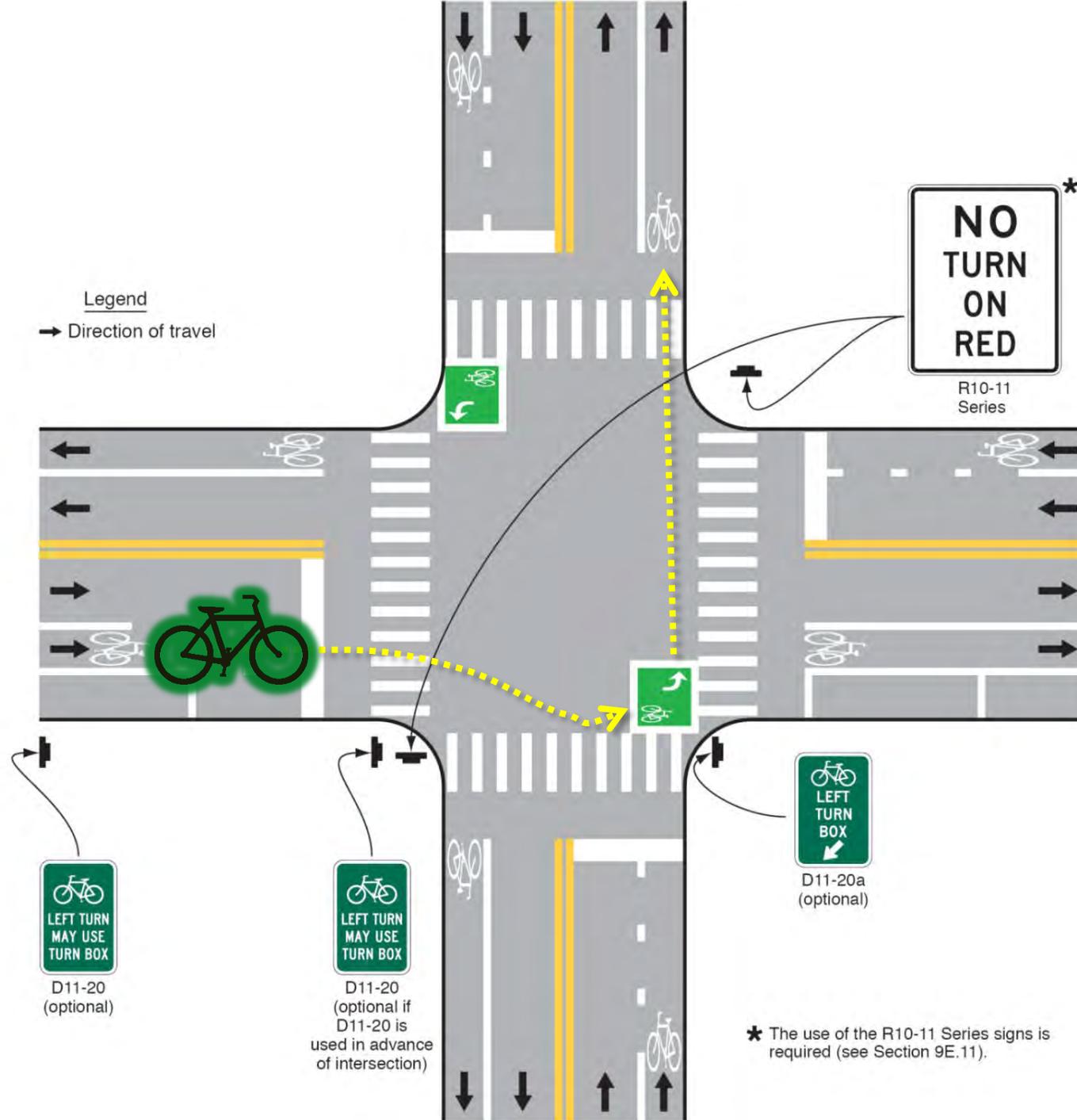


Figure 9D-7

Section 9E.13: Crossing at a Shared Use Path

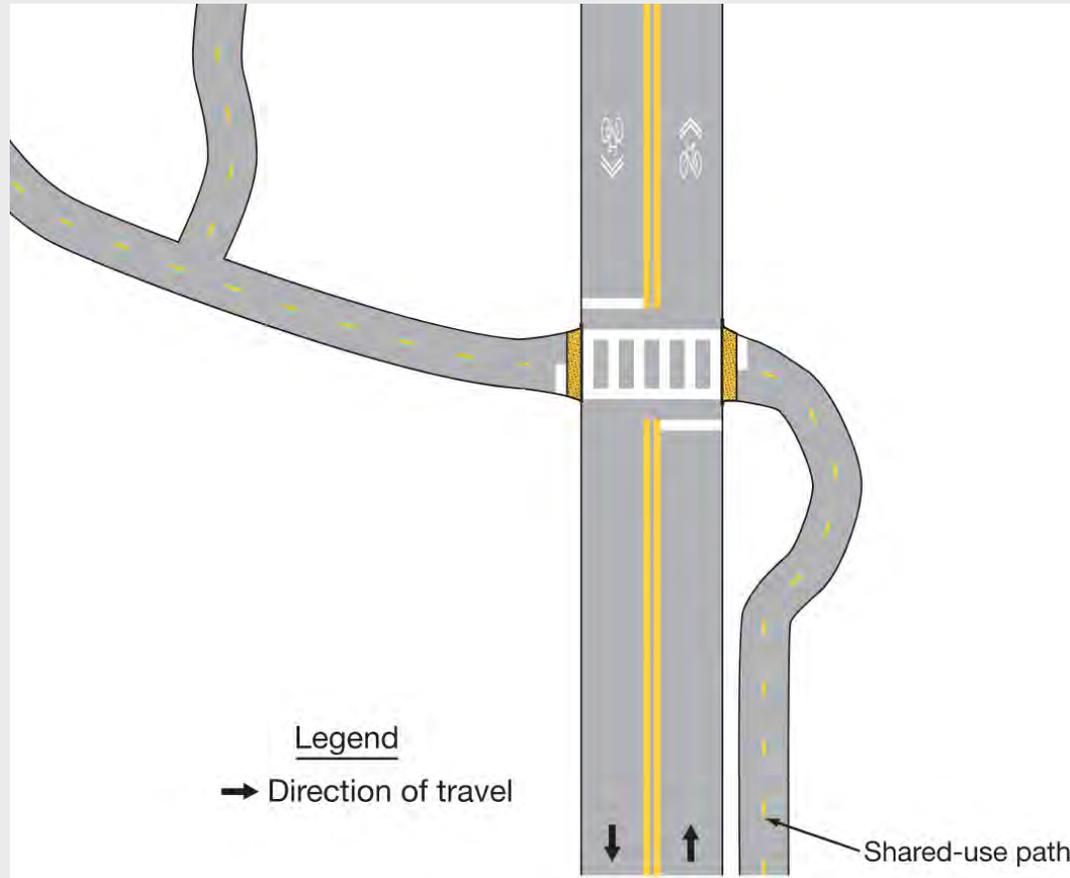


Figure 9D-6

Standard:

05 Where a shared-use path crosses a roadway, crosswalk markings shall be used

Chapter 4H: Bicycle Signal Faces

- Control bicyclist movement in a designated bicycle lane or shared-use path.
- **ZERO conflicts allowed**, including turns on red.
- Not allowed for shared lanes or PHB.



Bicycle Signal Face-a signal face that displays only bicycle symbol signal indications, that exclusively controls a bicycle movement from a designated bicycle lane or from a separate facility such as a shared-use path, and that displays signal indications that are applicable only to the bicycle movement.

Chapter 9E: Prohibition of Turns | Separated Bicycle Lanes

Section 9E.07 Separated Bicycle Lanes

Standard:

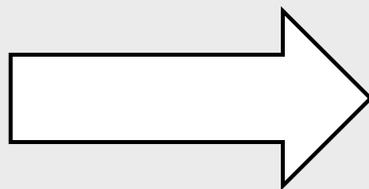
- 12 **Turns on red shall be prohibited across separated bicycle lanes while bicyclists are allowed to proceed through the intersection.**

Support:

- 12 Additional information on signals for bicycle facilities is found in Chapter 4H.

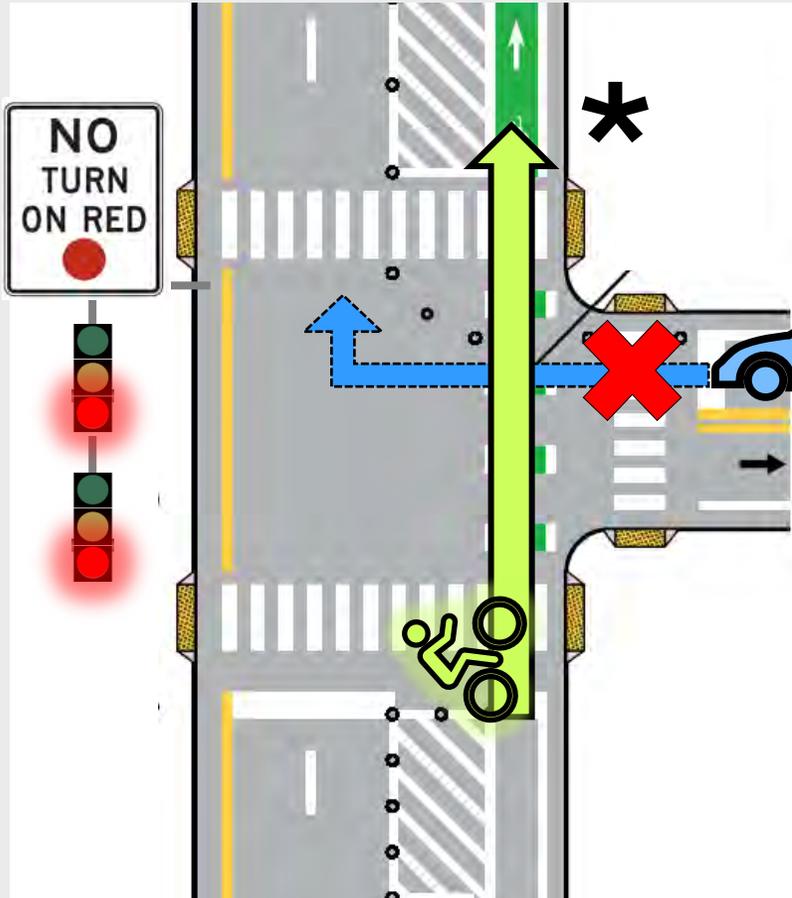


**If bicyclists in a
SEPARATED Lane
are allowed to
proceed**



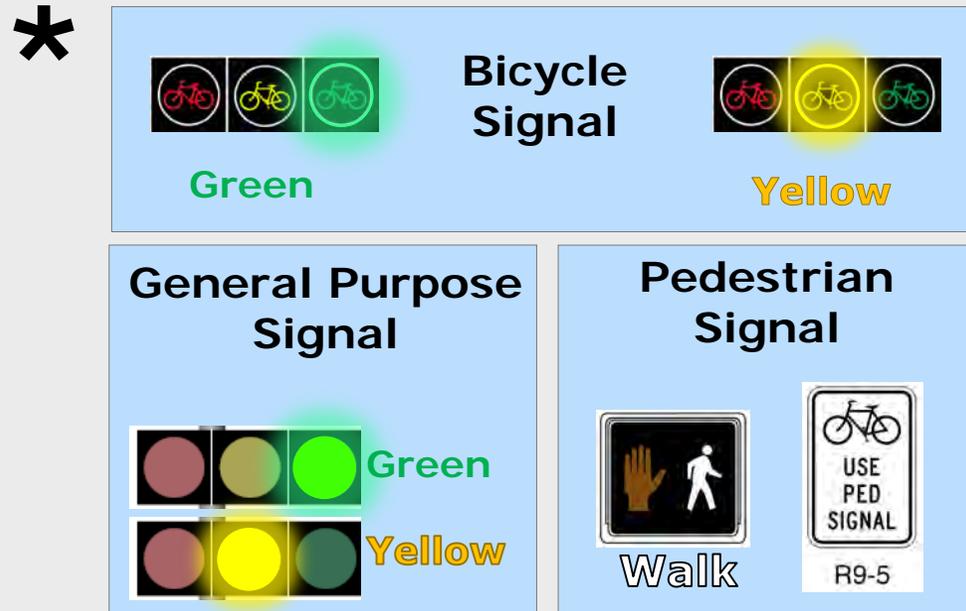
**Conflicting
Left & Right
Turns on Red
are PROHIBITED**

Chapter 9E: Prohibition of Turns | Separated Bicycle Lanes



Key Implication

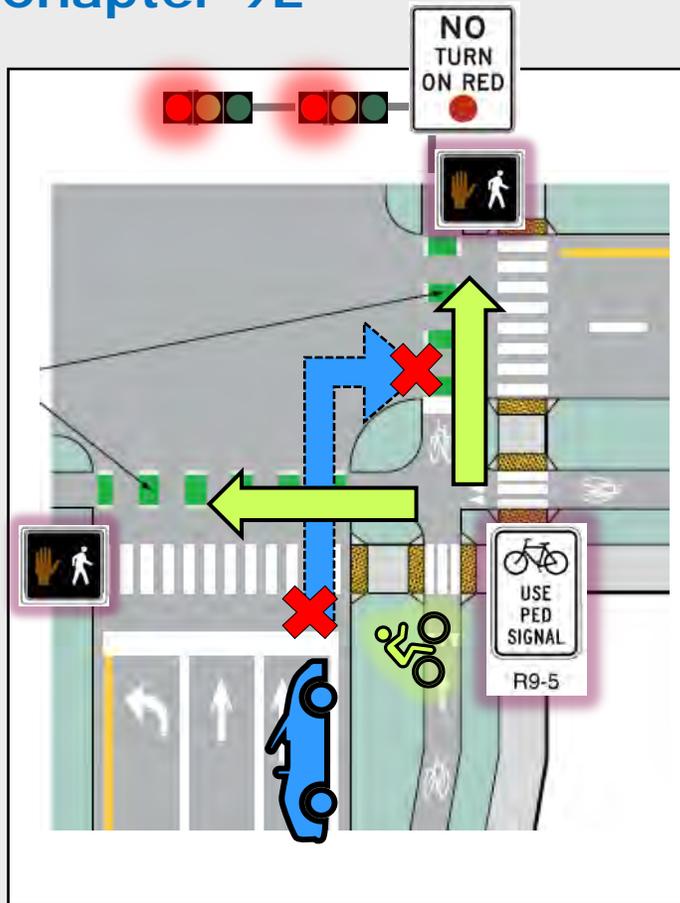
Conflicting turns on red must be **prohibited** any time a separated bicycle lane is allowed to proceed:



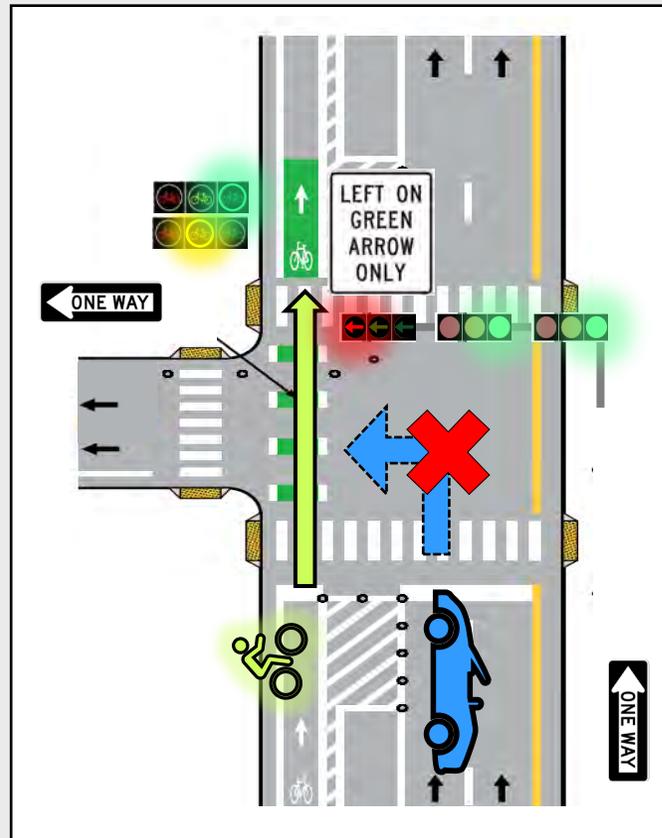
Prohibition of Turns for Bicycle Lanes

Examples showing restrictions derived from Chapters 4H & 9E.

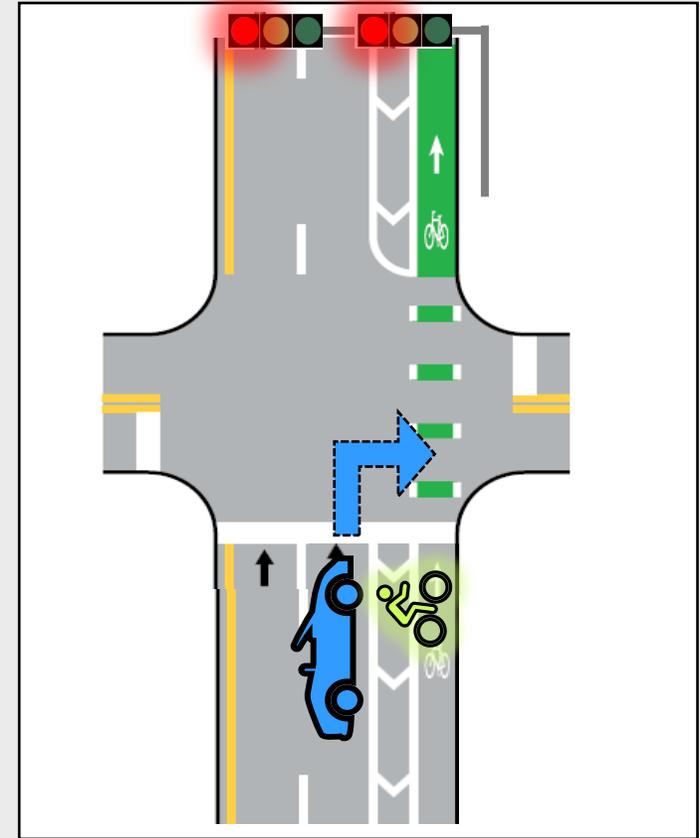
Chapter 9E



Chapter 4H



Allowed



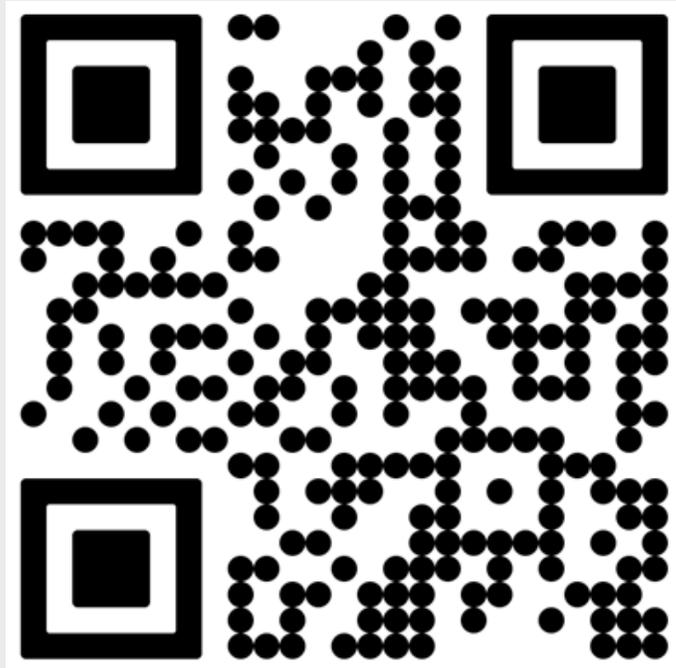
2025 TMUTCD Phased Implementation*

Date	Transition Activity
July 3, 2025	TxDOT posted the draft TMUTCD on the TxDOT.gov TMUTCD website
November 13, 2025	The Texas Transportation Commission adopted the 2025 TMUTCD, effective January 18, 2026.
January 18, 2026	2025 TMUTCD effective date, deadline mandated by FHWA.
January 18, 2026 – June 30, 2026	<p>All projects letting during this period should comply with the 2025 TMUTCD.</p> <p>At the discretion of the District Engineer, to minimize impacts to scope, schedule, or budget late in the design process, traffic control devices may conform to the 2011 TMUTCD – Revision 2.</p> <p>All Districts are encouraged to use the 2025 TMUTCD as soon as possible after the effective date.</p>
On and after July 1, 2026	All projects letting on or after this date shall comply with the 2025 TMUTCD.

*Applies to new construction, reconstruction, resurfacing, restoration, rehabilitation, or maintenance projects and maintenance activities. Non-compliant devices on existing facilities shall be brought into compliance as part of replacement/maintenance/upgrading activities. Traffic control devices (TCDs) purchased or contracted for purchase prior to the effective date (January 18, 2026) of the 2025 TMUTCD may be installed if they conform to the 2011 TMUTCD - Revision 2.

Questions

TMUTCD & Additional Related Information

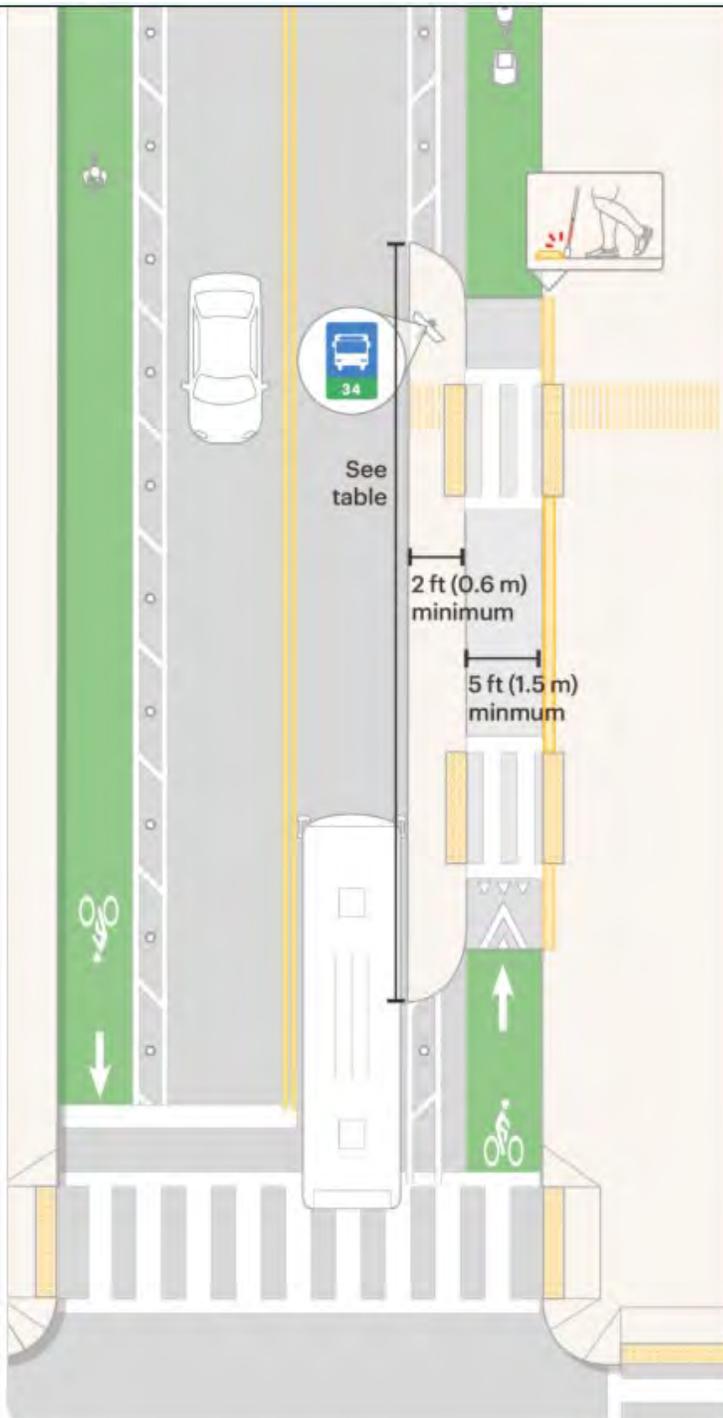


Group Discussion: Bicycle Lane and Transit Stop Conflicts and Solutions



Bicycle Lane and Transit Stop Conflicts and Solutions

- What design guidance do you use when planning and designing bicycle facilities at transit stops (such as NACTO, AASHTO, other local standards)?
- Are there transit operational challenges that should be considered on streets with dedicated bicycle facilities?

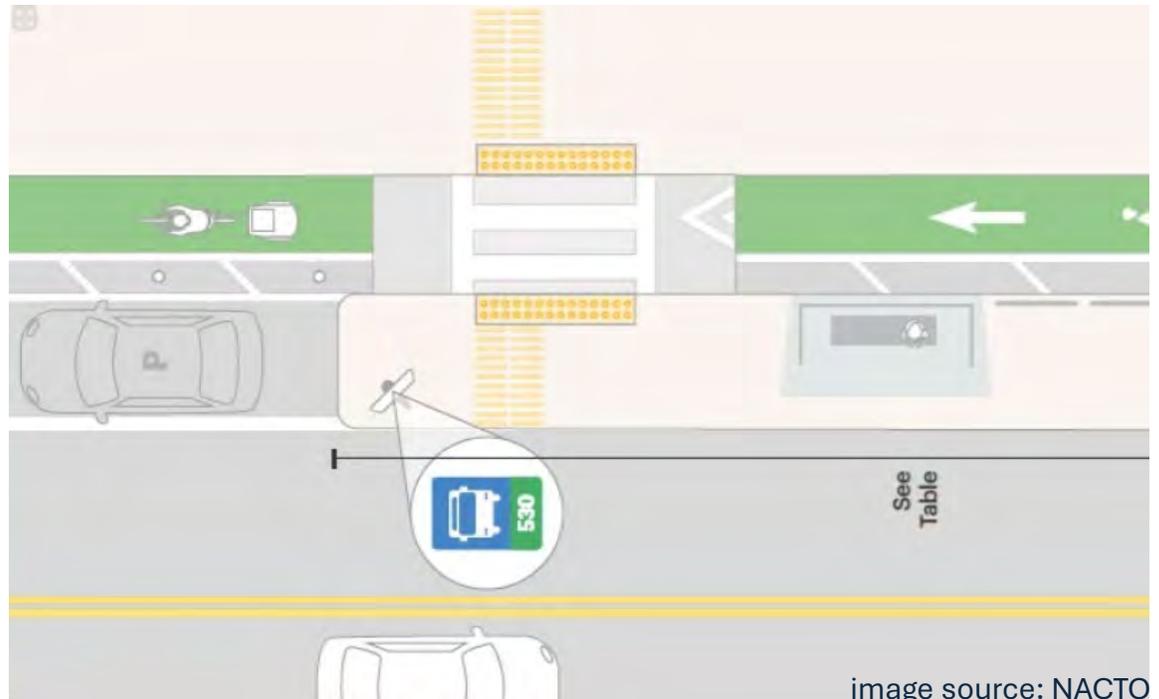


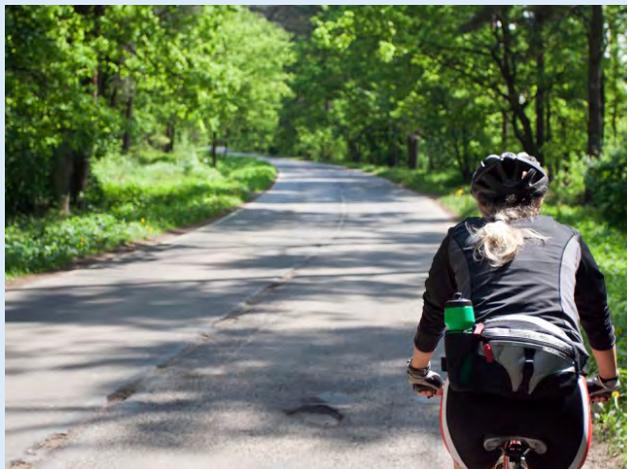
Bicycle Lane and Transit Stop Conflicts and Solutions

- What challenges have you faced integrating ADA boarding and alighting across separated bike lanes?
- What coordination is needed between transit agencies and local jurisdictions to facilitate transit operations and improve bicyclists' safety and comfort?



SAN JOSE, CA
Credit: City of San Jose





BPAC MEMBER INTRODUCTIONS

Introduce yourself:

- Name
- Title
- Department
- Agency
- How many years you have been on BPAC

Go to [menti.com](https://www.menti.com) to join the icebreaker poll via your cell phone or laptop

Code to join will be available soon

A group of cyclists is riding on a city street. In the background, there are several tall skyscrapers, including the Empire State Building. The scene is captured in a slightly desaturated, blue-tinted style. The cyclists are wearing helmets and various cycling gear. The overall atmosphere is one of an active urban environment.

BikeDFW

Regional Education + Encouragement Partner

NCTCOG Bicycle & Pedestrian Advisory Council
February 2026

Who We Are

A group of cyclists of various ages and genders are riding their bicycles across a modern cable-stayed bridge. The cyclists are wearing helmets and casual riding gear. The bridge has a metal railing and a paved path with a yellow line. In the background, there is a brick building and a clear blue sky.

Education
Encouragement
Partnership

Closing the Safety Loop

A group of cyclists is riding on a paved path that winds through a lush, green wooded area. The path is shaded by the trees, and the cyclists are wearing various gear, including helmets and backpacks. The scene is peaceful and scenic, with tall grasses on the left side of the path.

Engineering
Education
Encouragement

Bicycle Friendly Sprint



What the Sprint Includes

Assessment

Baseline review (Engineering, Education, Encouragement)

Gap analysis + priority identification

Clarify program track (Community / Business / University)

Strategy

Timeline aligned to 2027 deadlines

Role assignment + ownership structure

Policy + program recommendations

Documentation + data guidance

Support

Templates + toolkits

Application walkthrough

Letter-of-support coordination

Ongoing check-ins through submission

Turnkey Education & Engagement



- Smart Cycling (adult + teen)
- Youth bike rodeos
- Listening rides & safety events
- Fleet & staff briefings

Low-lift. High-impact. Infrastructure reinforced through education.

A group of people, including a man in a blue jacket and a woman in a red shirt, standing in front of a banner that reads "www.bikeandfun.org". The image is overlaid with a dark blue semi-transparent background.

**Ride Kind.
Drive Kind.
Walk Kind.**

RIDE KIND



Let's Connect.

BikeDFW.org

Heather McNair

heather@bikedfw.org

Every cyclist you see is on their way to someone...



FARMERS BRANCH
TEXAS

Active Transportation Plan and Complete Streets Policy

BPAC Meeting | February 18, 2026

Adopted: November 4, 2025



Background and Goals

1 Replacement to 2015 Trail Master Plan

2 Recommended a list of projects to be completed (short and long term)

3 Provide safety and connectivity for pedestrians and cyclists



Key Takeaways

- Community input
- User safety as highest priority
- Alignment with adopted Plans



ACTIVE TRANSPORTATION NETWORK EVALUATION CRITERIA		
CRITERIA	DESCRIPTION	WEIGHT
Safety	Does the corridor have a history of pedestrian and/or bicycle related crashes?	30%
Connectivity	Does the corridor provide connectivity to existing active transportation facilities, destinations, and other municipality facilities?	25%
Comfort	Does the corridor improve the level of comfort for all ages and abilities?	15%
Transportation Choices	Does the corridor provide a facility for more than just one user?	15%
Cost and Grant Funding Potential	Can the project be implemented in a timely manner and what manner of funding (local or statewide/federal funding) can be used?	15%



Complete Streets Policy

Definition

Transportation infrastructure designed for all modes of travel

Funding

Adoption helps City maintain eligibility for transportation funding

Vision

Safe, accessible, connected, and efficient transportation network

Exceptions

Allowed when principles are unnecessary or cost prohibitive

Task

Review transportation projects as an opportunity to make network safer and more accessible



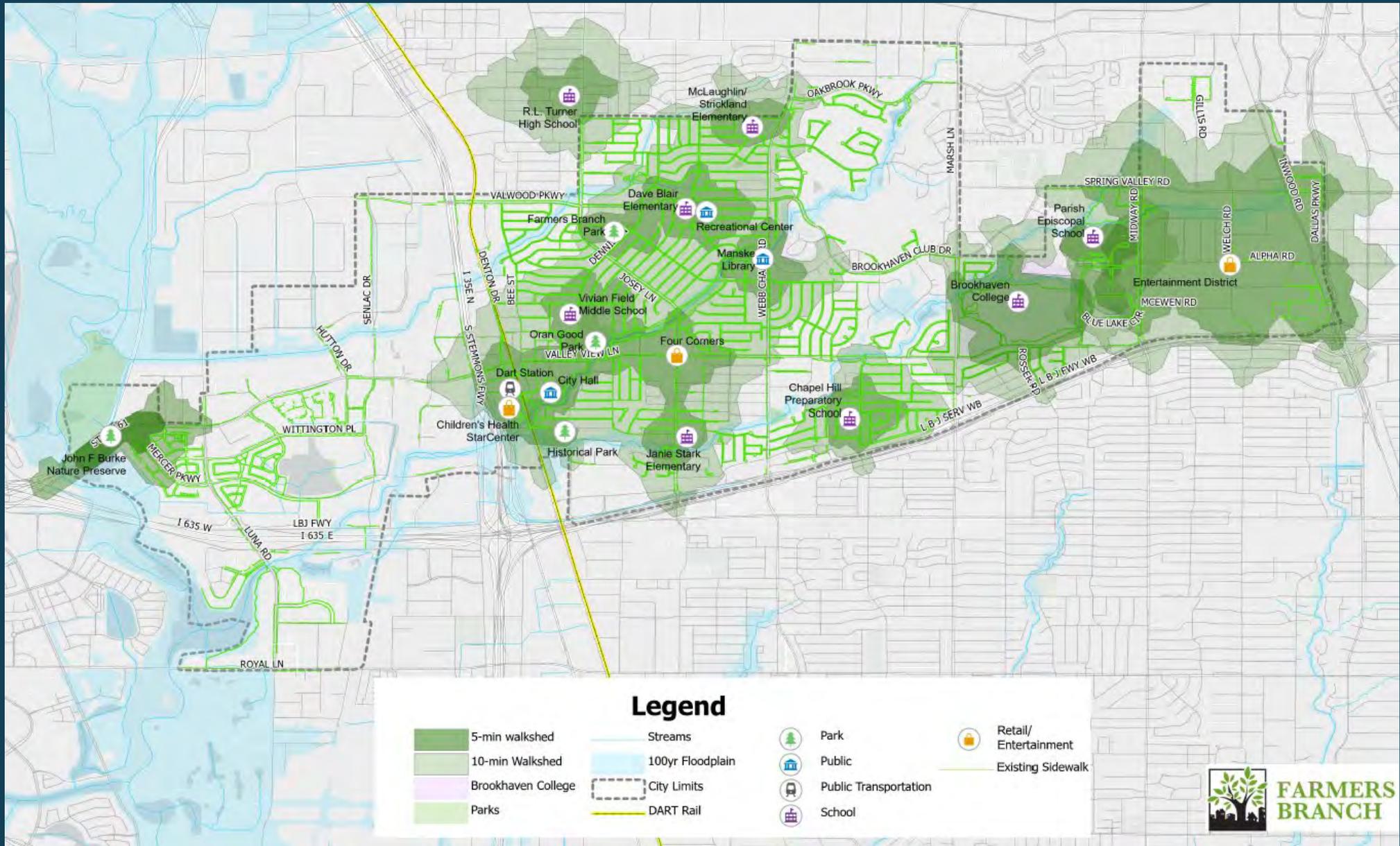
Questions



FARMERS BRANCH
TEXAS

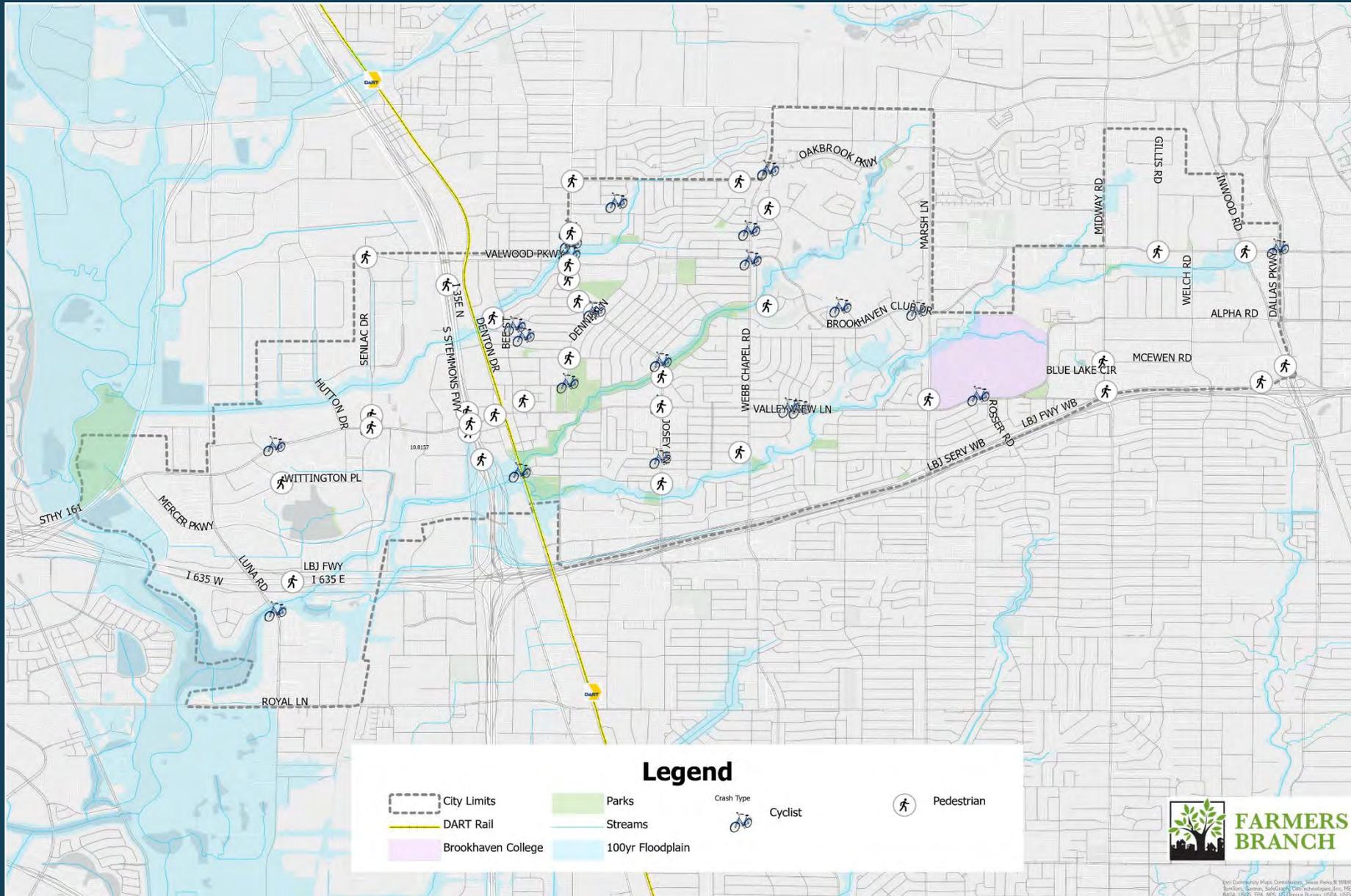
Future Focus

Pedestrian

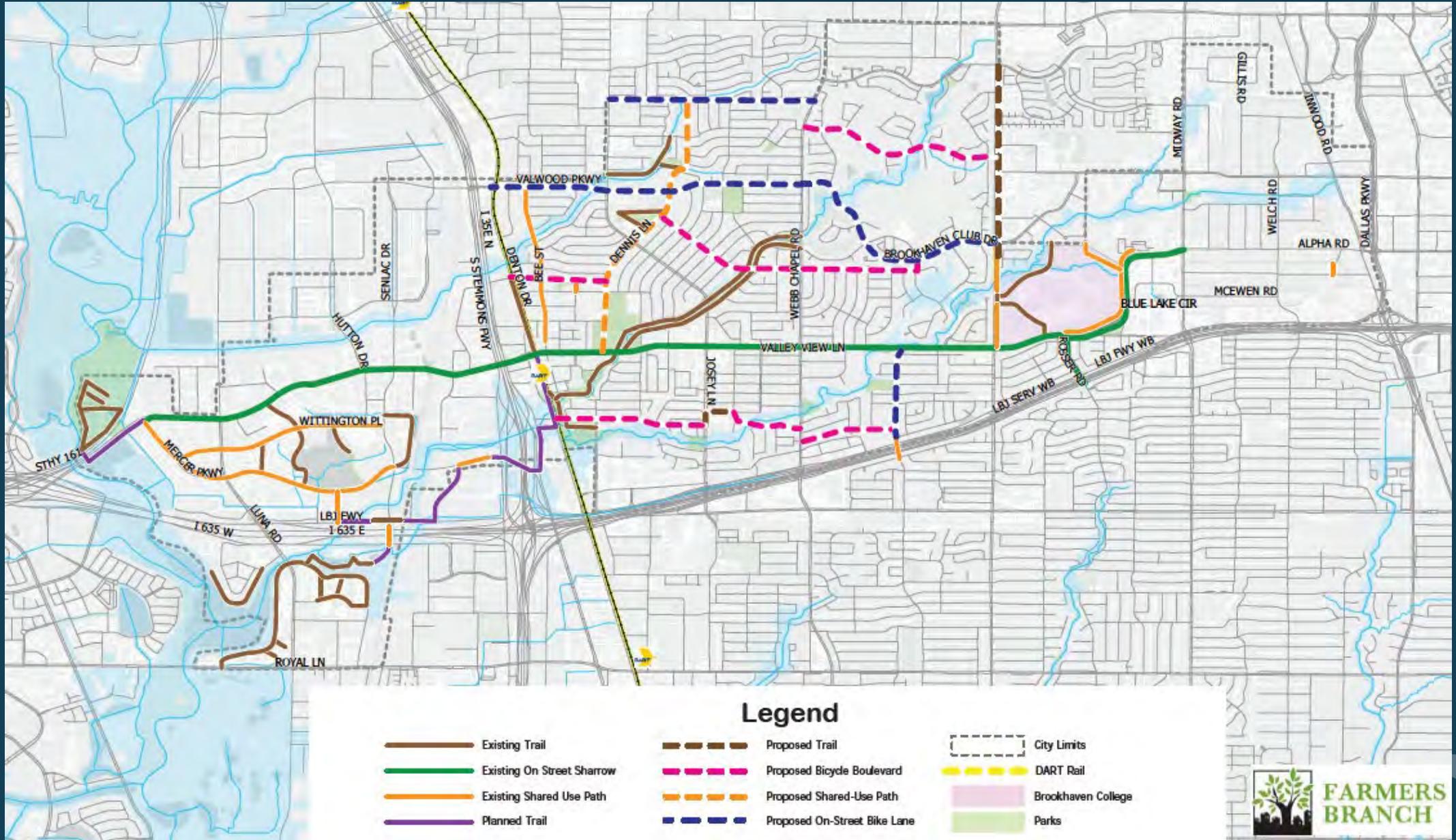


Existing Conditions

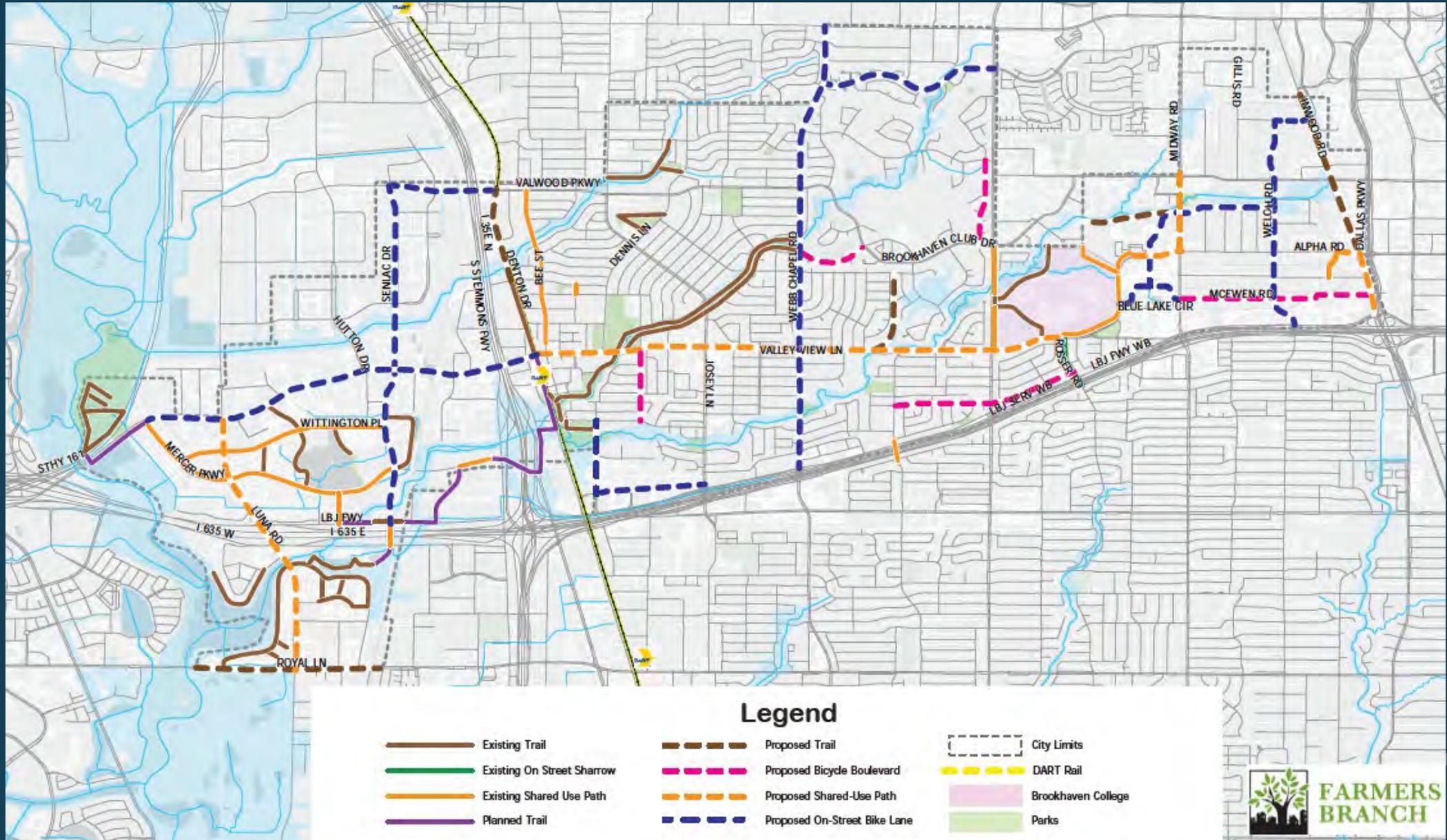
Pedestrian and Bicycle Crash Locations



Near-Term Projects

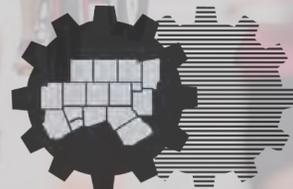


Long-Term Projects



UPCOMING EVENTS AND TRAINING

Bicycle and Pedestrian Advisory Committee
February 18, 2026



North Central Texas
Council of Governments

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://www.bikeleague.org/national-bike-summit)
- Registration is open now!



MAIN STREET NOW 2026

Tulsa, Oklahoma

April 13 – 15

- **Registration is open now!**
- **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 register 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
- Early Bird Registration ends today! (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)

American Planning Association

Celebrate **Trails** Day

powered by rails to trails conservancy

Save the Date!
April 25, 2026



- Celebrate Trails Day is an annual celebration of America's trails. Rails to Trails Conservancy (RTC) invites everyone to celebrate by getting outside to experience the joy and impact of the country's trails
- RTC makes available a limited quantity of free event materials and supplies, the deadline to submit a request for supplies is **Feb 23, 2026**
- For more information visit: railstotrails.org/celebratetrailsday/



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.
- General registration is open until April 24, 2026, or when tickets sell out.
- For more information, visit: <https://events.bizzabo.com/DesigningCities2026>



CNU 34 Northwest Arkansas

Save the Date: May 12-16, 2026

- Early Bird registration is open until March 30, 2026.
- 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

Dallas Bike Ride

May 16, 2026

Register for the Dallas Bike Ride to experience 20-miles of car free streets!

Event is perfect for all levels of cyclist.

For more information or register visit:
<https://register.dallasbikeride.com/>



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/



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/>



CONFERENCE

2026

Pittsburgh, PA

August 10-12, 2026

Save the Date: APBP 2026 Conference

- 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/>

Upcoming NCTCOG Hosted Regional Training Courses

Anticipated months and courses:

- Late May/Early June 2026: American Association of State Highway and Transportation Officials (AASHTO) Guide
- August 2026: Public Right-of-Way Accessibility Guidelines (PROWAG)
- October 2026 Safe Routes to School Planning
- February 2027: National Association of City Transportation Officials (NACTO) Guide

Master Plans Under Development

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



APBP North Texas February Gathering

February 18, 2026 (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:

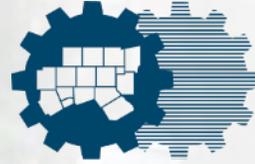
**Catherine
Richardson**

crichardson@nctcog.org



**Chris
Nelson**

cnelson@nctcog.org



PEDESTRIAN SAFETY ACTION PLAN 2026 UPDATE

Catherine Richardson | Bicycle and Pedestrian Advisory
Committee | 02.18.2026

BACKGROUND

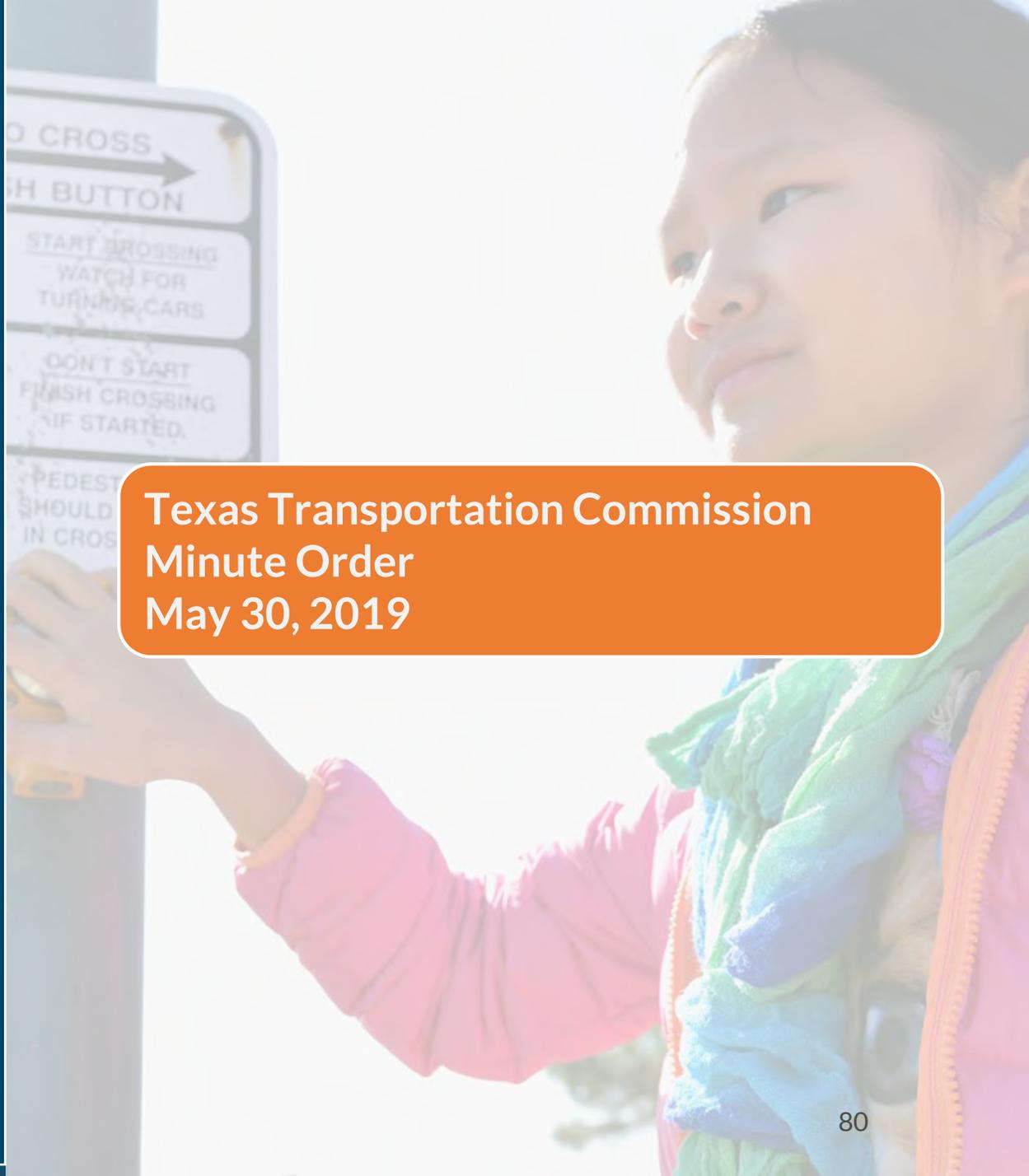
“Even one death on the transportation system is unacceptable. Staff will work with our partners to develop projects, programs, and policies that assist in eliminating serious injuries and fatalities across all modes of travel.”

A young girl with dark hair, wearing a colorful jacket with shades of pink, green, and blue, is looking towards a pedestrian crossing sign. The sign is white with black text and an arrow pointing right. The background is bright and slightly blurred, suggesting an outdoor setting.

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

BACKGROUND

“The Texas Transportation Commission directs the Transportation Department to work toward the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050...”

A young girl with dark hair, wearing a pink jacket and a green and blue patterned scarf, is looking towards a pedestrian crossing sign. The sign is white with black text and an arrow pointing right. The text on the sign includes: "DO NOT CROSS", "PUSH BUTTON", "START CROSSING", "WATCH FOR TURNING CARS", "DON'T START", "FINISH CROSSING", "IF STARTED.", and "PEDESTRIANS SHOULD NOT CROSS". The background is bright and slightly blurred, suggesting an outdoor setting.

Texas Transportation Commission
Minute Order
May 30, 2019

BACKGROUND

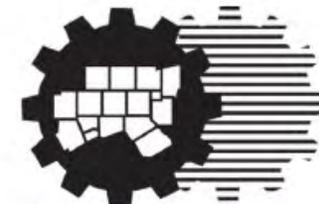
The Regional **Pedestrian Safety Action Plan (PSAP)** was endorsed by the Regional Transportation Council (RTC) on June 20, 2021.

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**.



2021

Regional Pedestrian Safety Action Plan

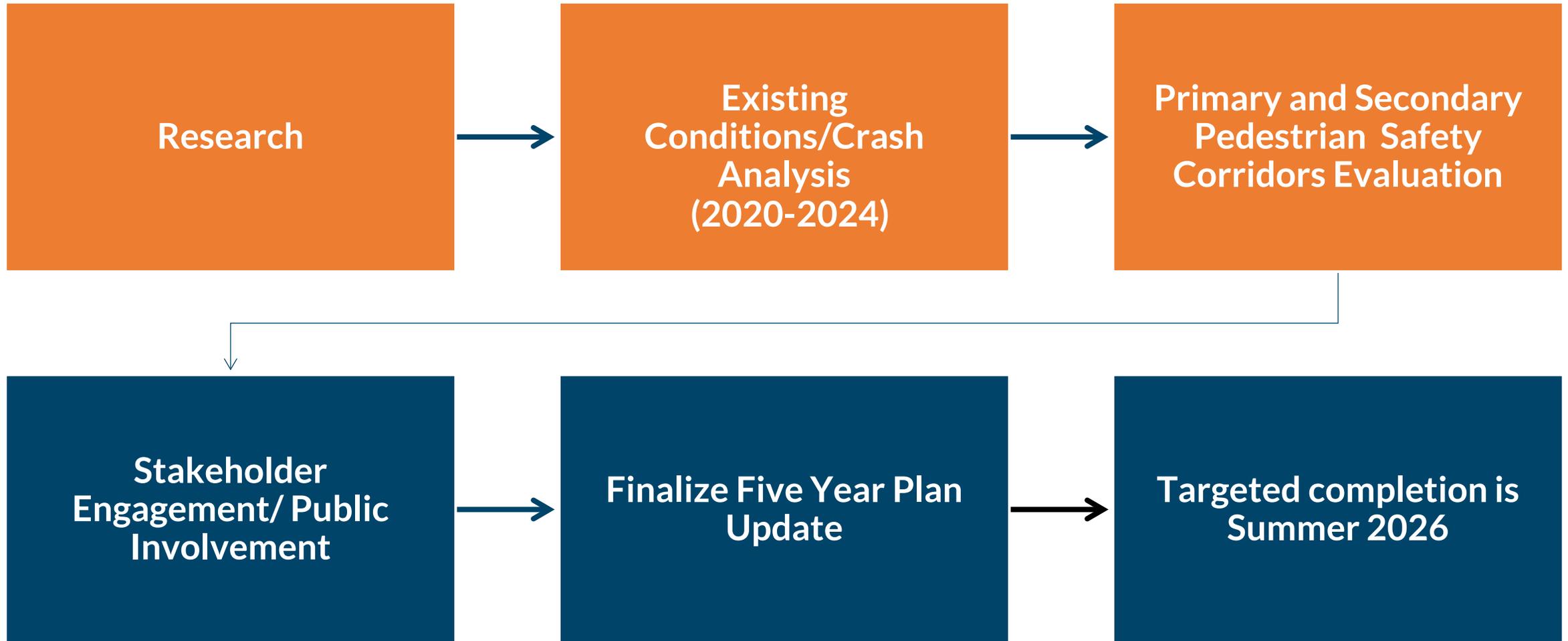


North Central Texas Council of Governments

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

PEDESTRIAN SAFETY ACTION PLAN UPDATE



OVERVIEW OF EXISTING CONDITIONS PEDESTRIAN CRASH ANALYSIS

Source: AASHTOWare Safety Crash Query

Includes crashes in TxDOT's Crash Records Information System (CRIS) 2020 - 2024 data current as of 12/10/2025.

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.



Image Source: NHTSA



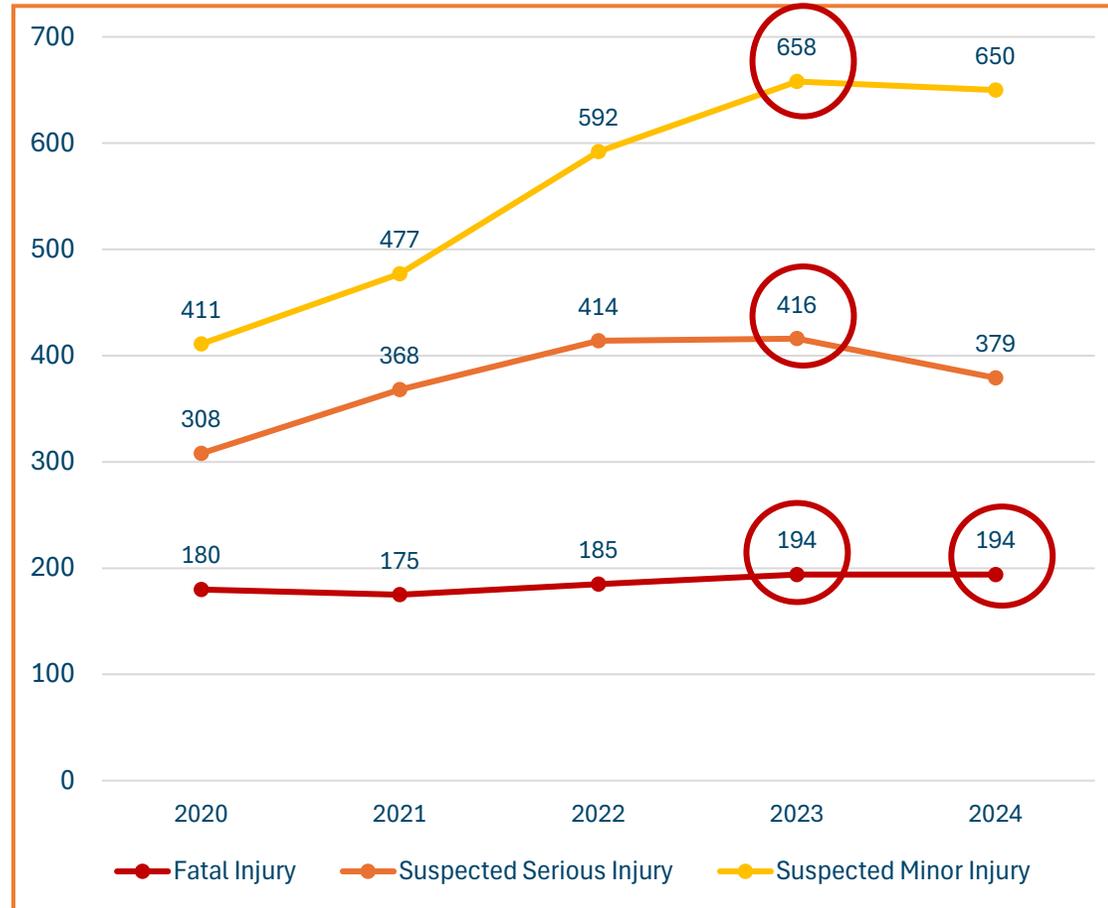
PEDESTRIAN CRASH ANALYSIS (2020-2024)

Year	Crashes	Pedestrians
2020	1,218	1,292
2021	1,301	1,399
2022	1,449	1,534
2023	1,486	1,595
2024	1,483	1,605
Total	6,937	7,425



PEDESTRIAN INJURY SEVERITY

Number of Pedestrians Involved in a Crash by Severity (2020-2024)

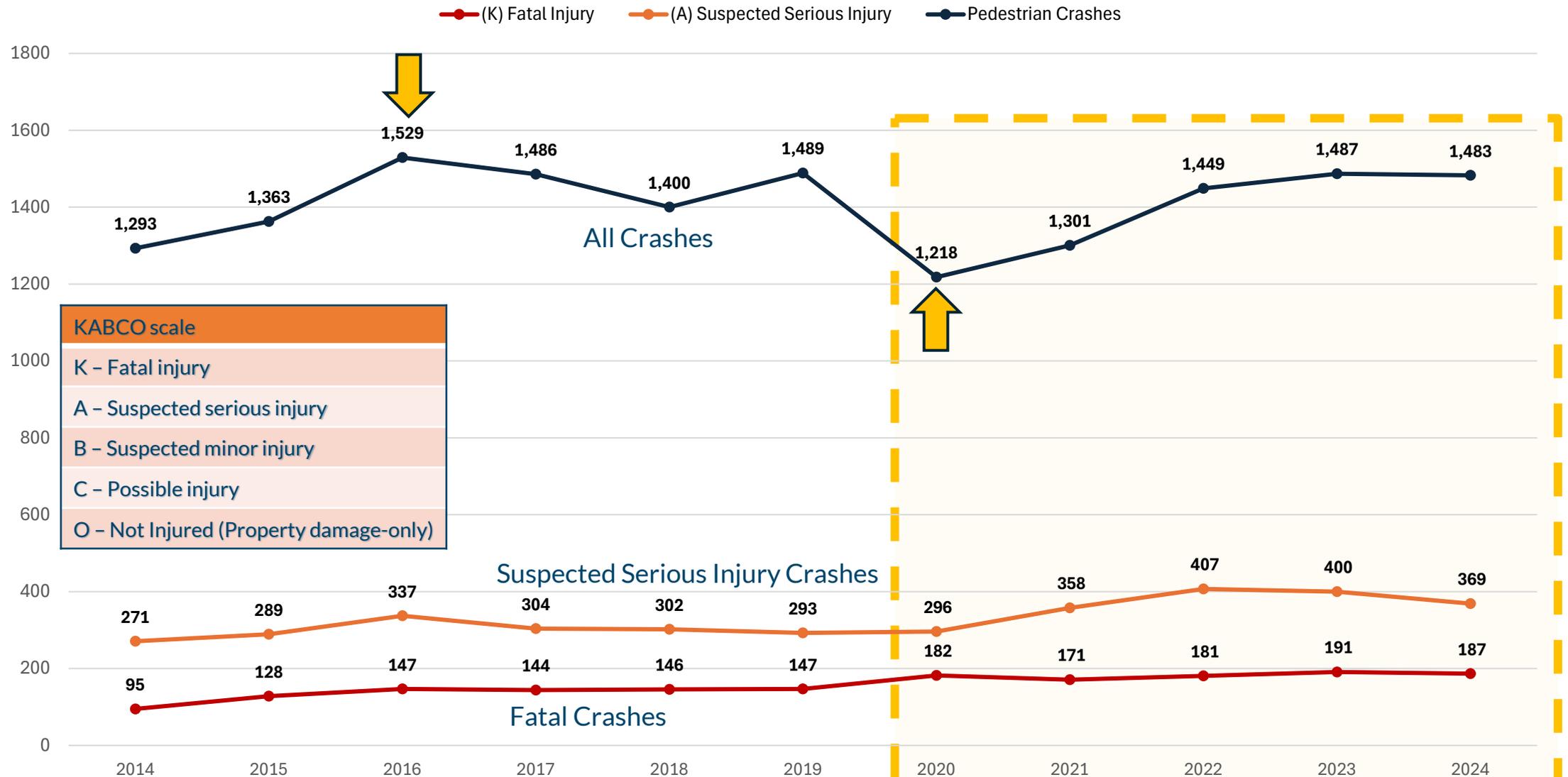


During the analysis period, 37 percent of pedestrians involved in a crash died or were seriously injured
2,813 pedestrians out of 7,425

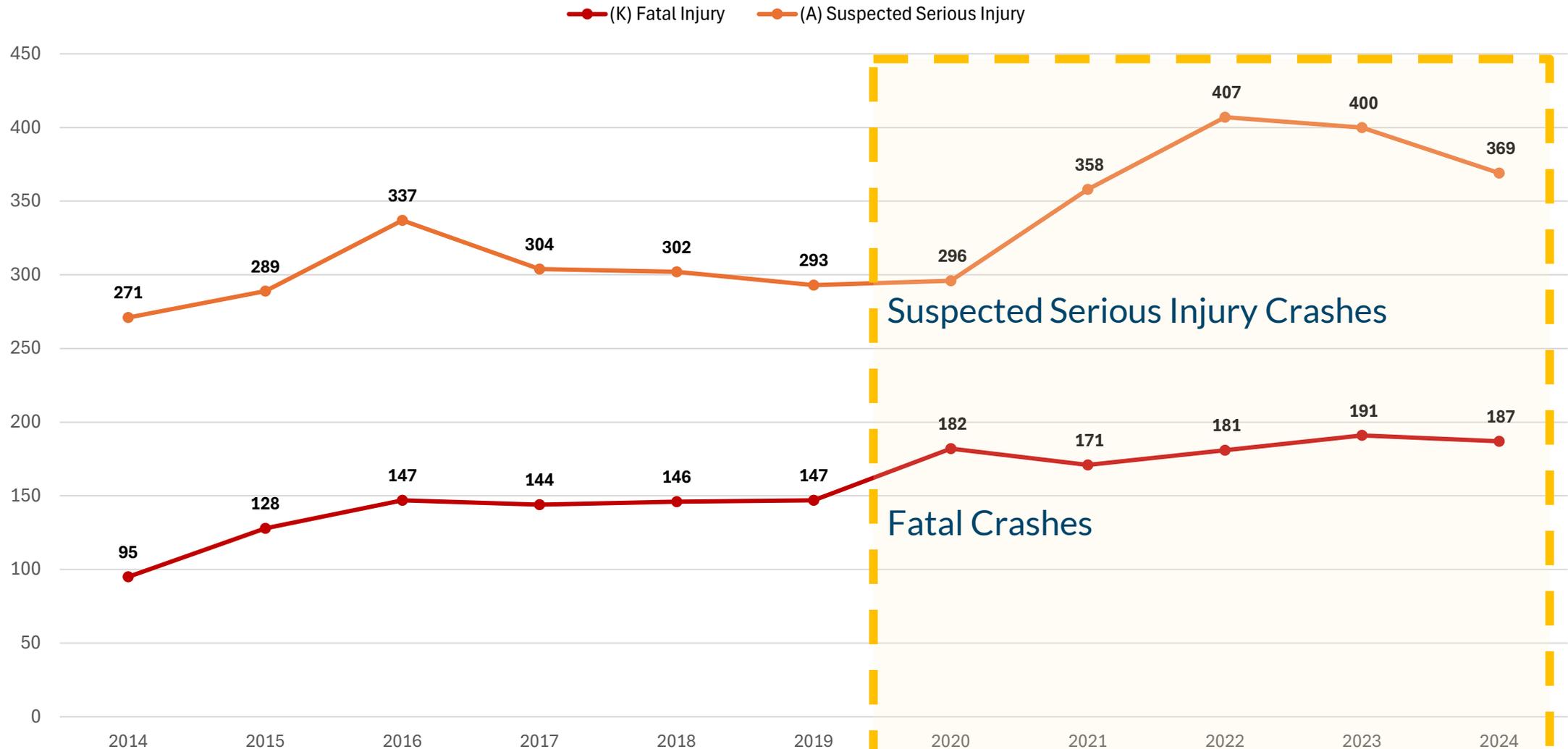
KABCO scale	
K	Fatal injury
A	Suspected serious injury
B	Suspected minor injury
C	Possible injury
O	Not Injured (Property damage-only)



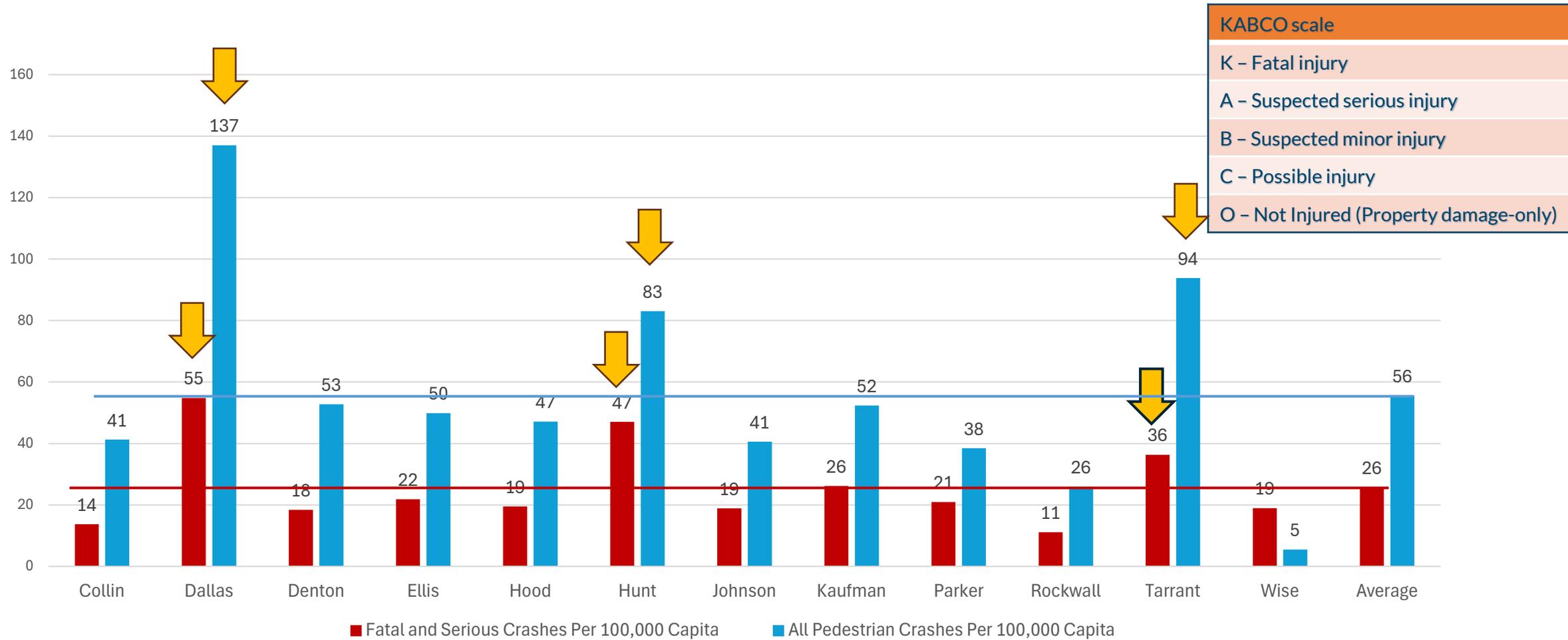
PEDESTRIAN CRASH ANALYSIS (2014-2024)



PEDESTRIAN CRASH ANALYSIS (2014-2024)

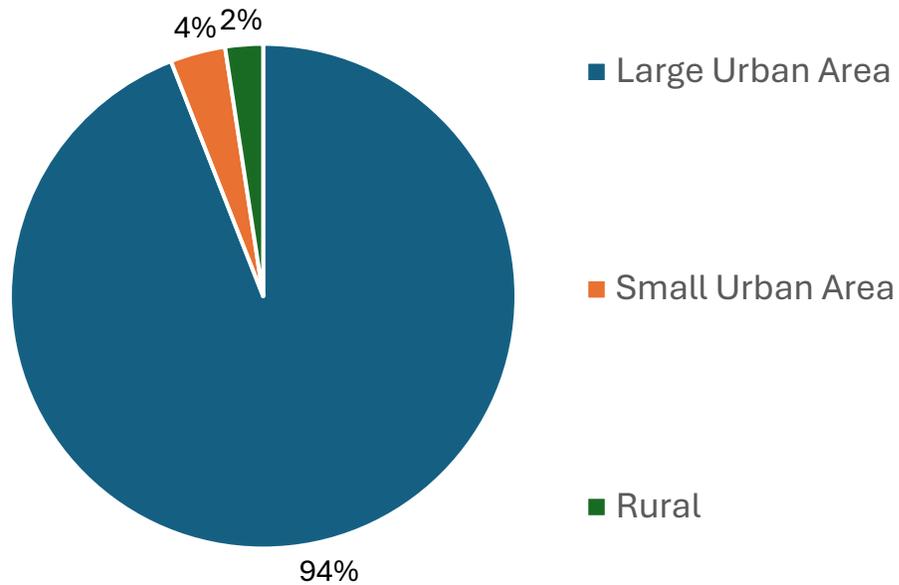


PEDESTRIAN CRASHES PER 100,000 CAPITA BY COUNTY (2020 – 2024)



URBAN AREA VS. RURAL CONTEXT

Percent of All Crash Severities (2020-2024)

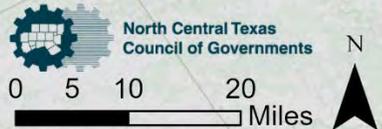


92%
of Fatal & Serious Crashes
are Happening
IN URBAN AREAS

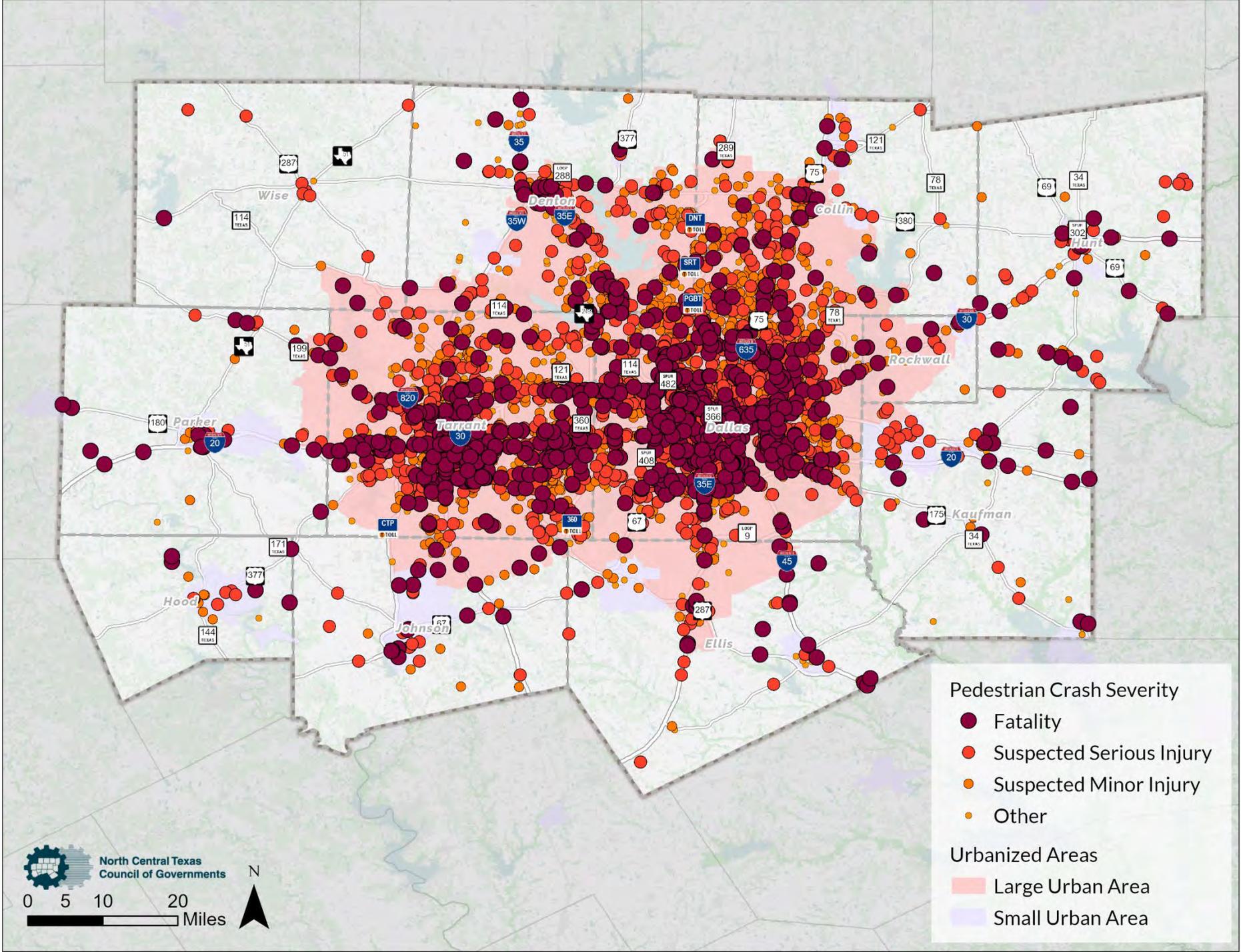
Source: TxDOT Crash Record Information System (CRIS) for the MPA region from 2020-2024

The infographic features a stylized city skyline with blue and yellow buildings at the top right. Below it is a green rural scene with a barn, trees, and a field. The text is prominently displayed in blue, yellow, and red.



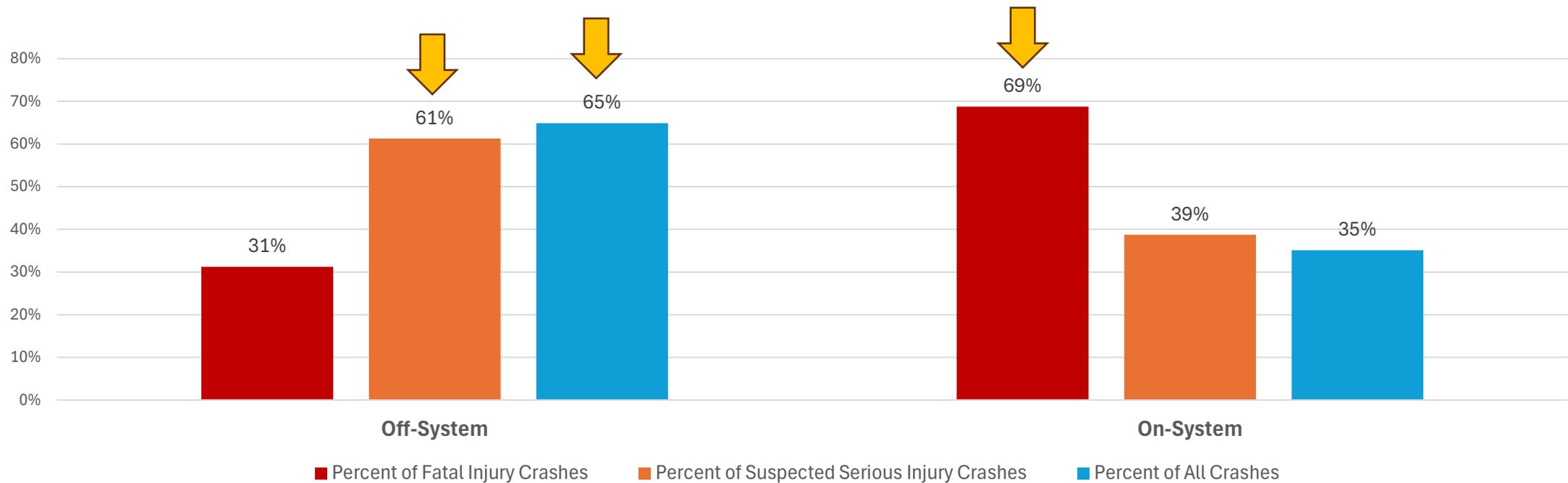


North Central Texas
Council of Governments



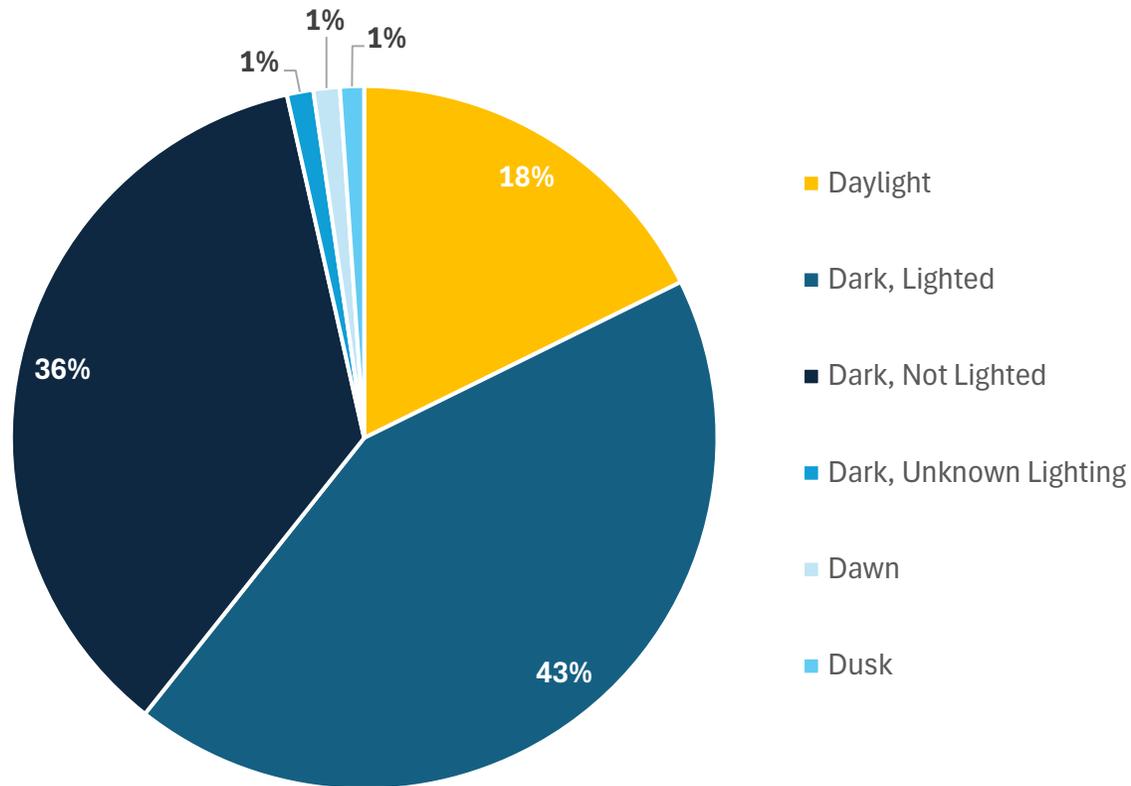
OFF-SYSTEM vs. ON-SYSTEM (2020-2024)

- 65 percent of pedestrian crashes occur off-system
- 61 percent of serious injury crashes occur off-system
- 69 percent of all fatal crashes occur on-system



LIGHTING CONDITIONS

Image Source: NHTSA



Percent of Fatal Crashes (2020-2024)



- Approximately half of all pedestrian crashes occur during daylight hours
- **82 percent of fatal crashes happen during non-daylight hours**



INTERSECTION VS. MID-BLOCK

Percent of Crashes (2020-2024)

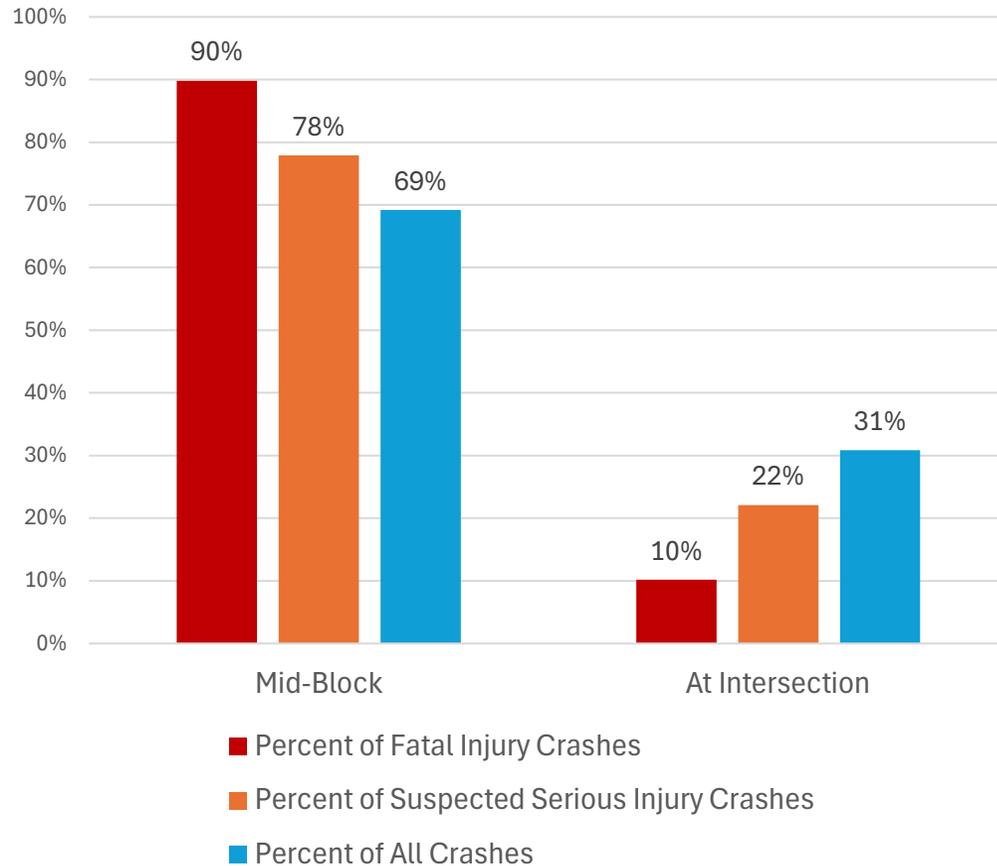


Image Source: NHTSA

- Majority of pedestrian crashes occur at mid-block locations
- 90 percent of fatal and 78 percent of all serious injury crashes occur at mid-block locations



CRASHES IN PROXIMITY TO SCHOOLS

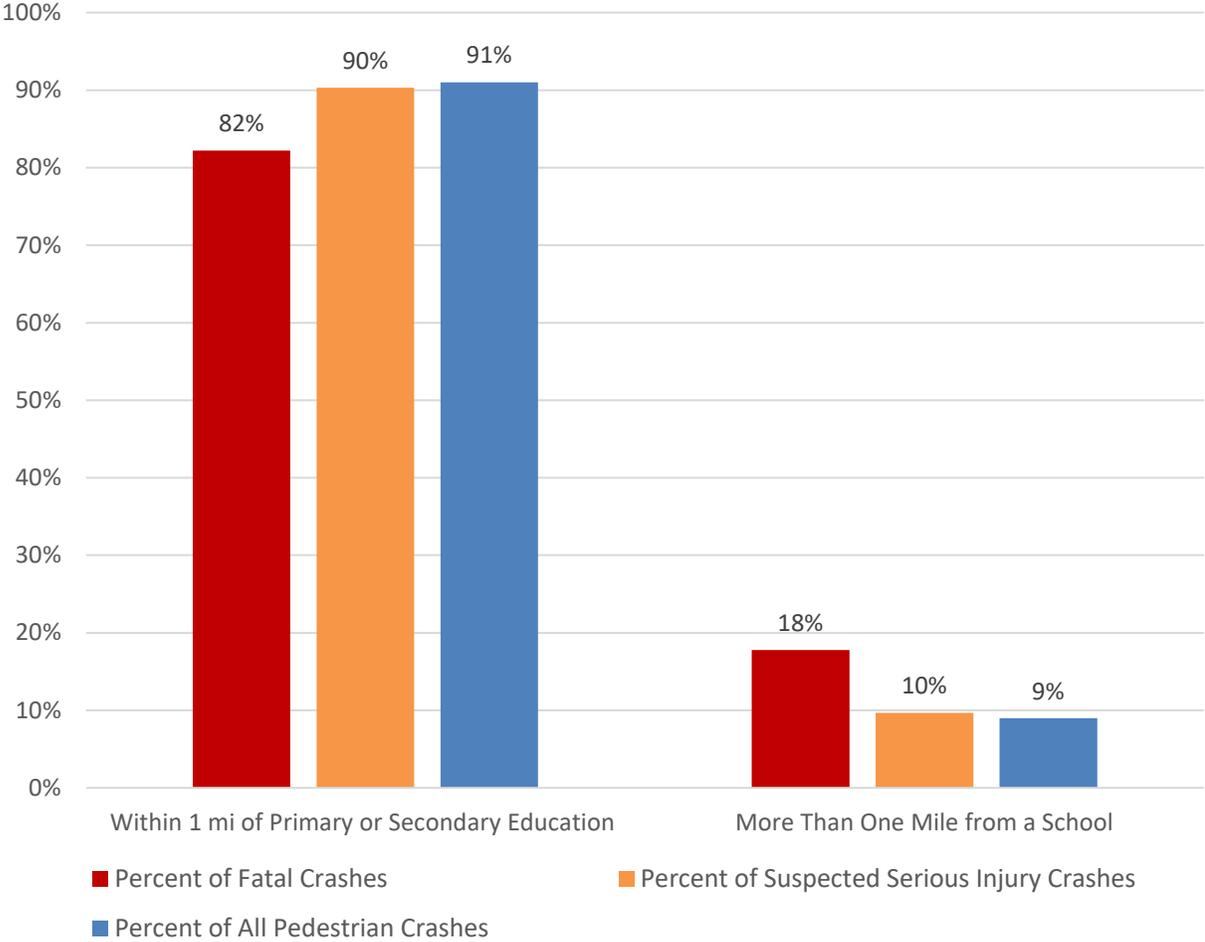


Image Source: NHTSA

More than 90 percent of all crashes occur within one mile of a school.



GENDER

Percent of Fatal and Suspected Serious Injury Crashes (2020-2024)

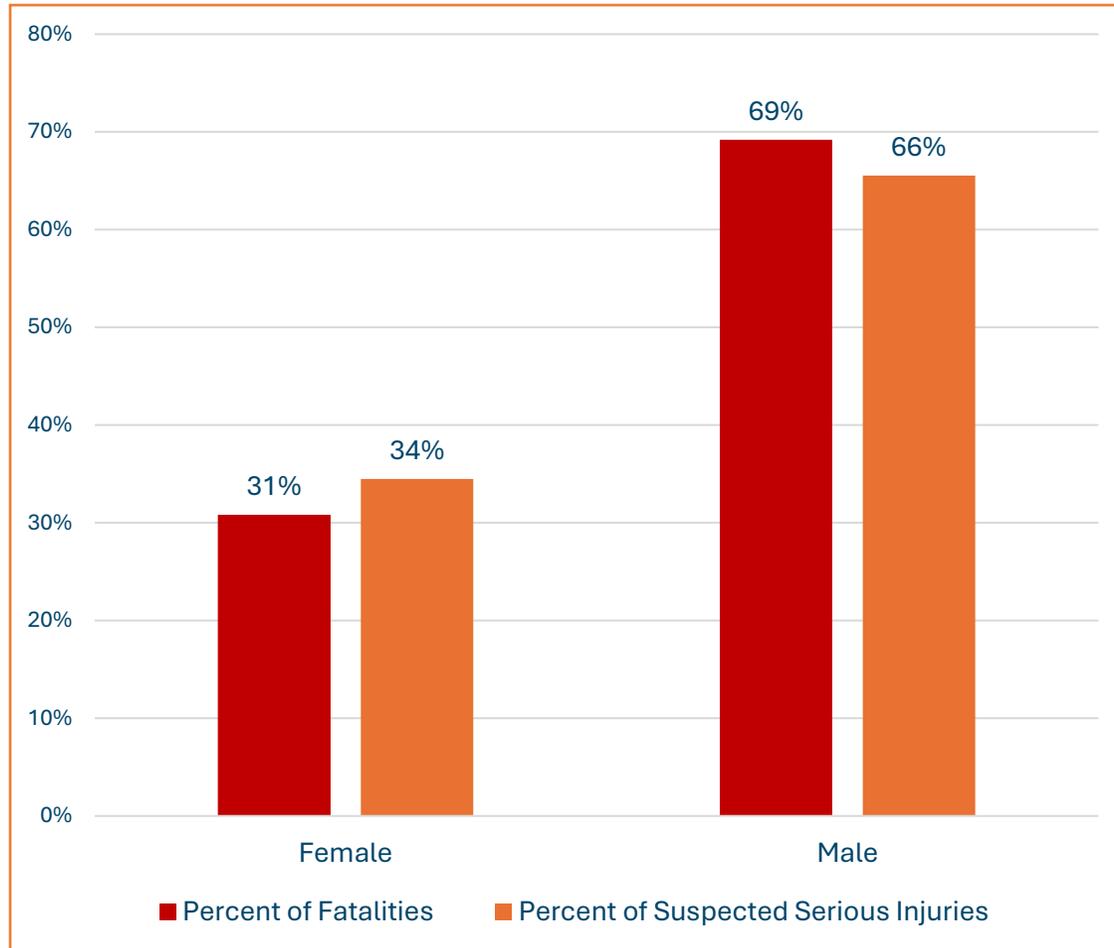
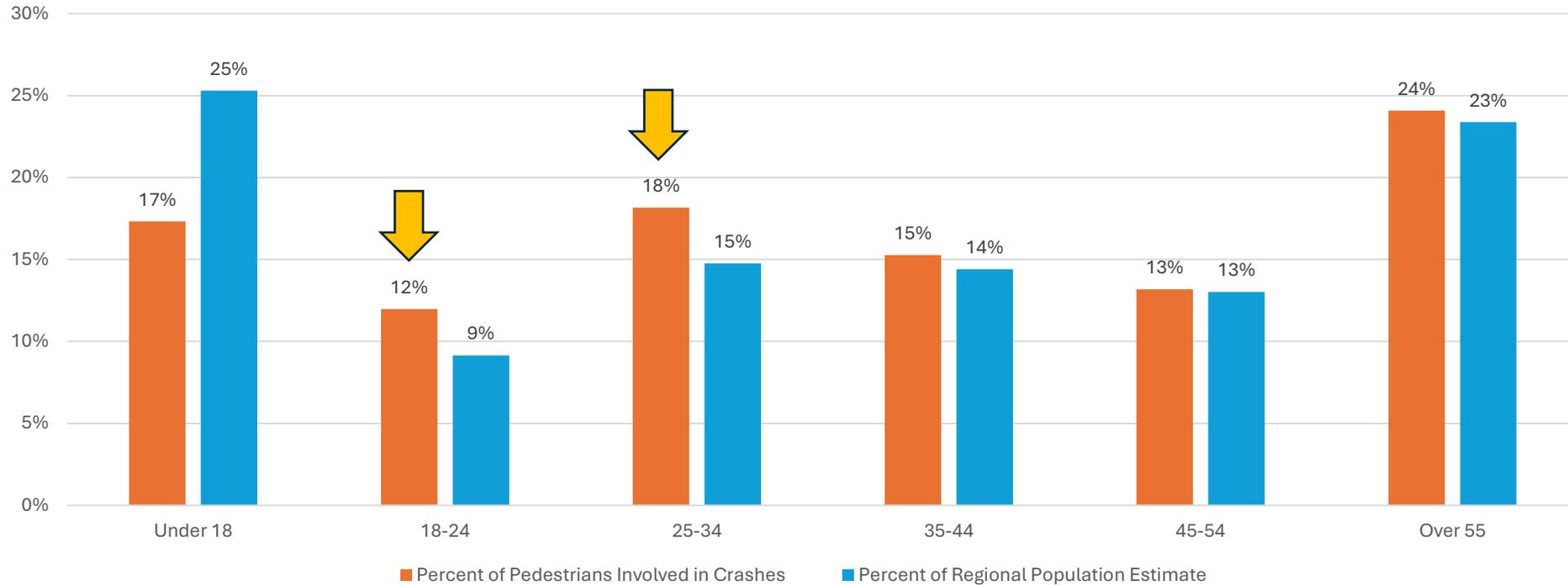


Image Source: NHTSA

More than 2/3rds of all fatal or suspected serious injury crashes involve males.



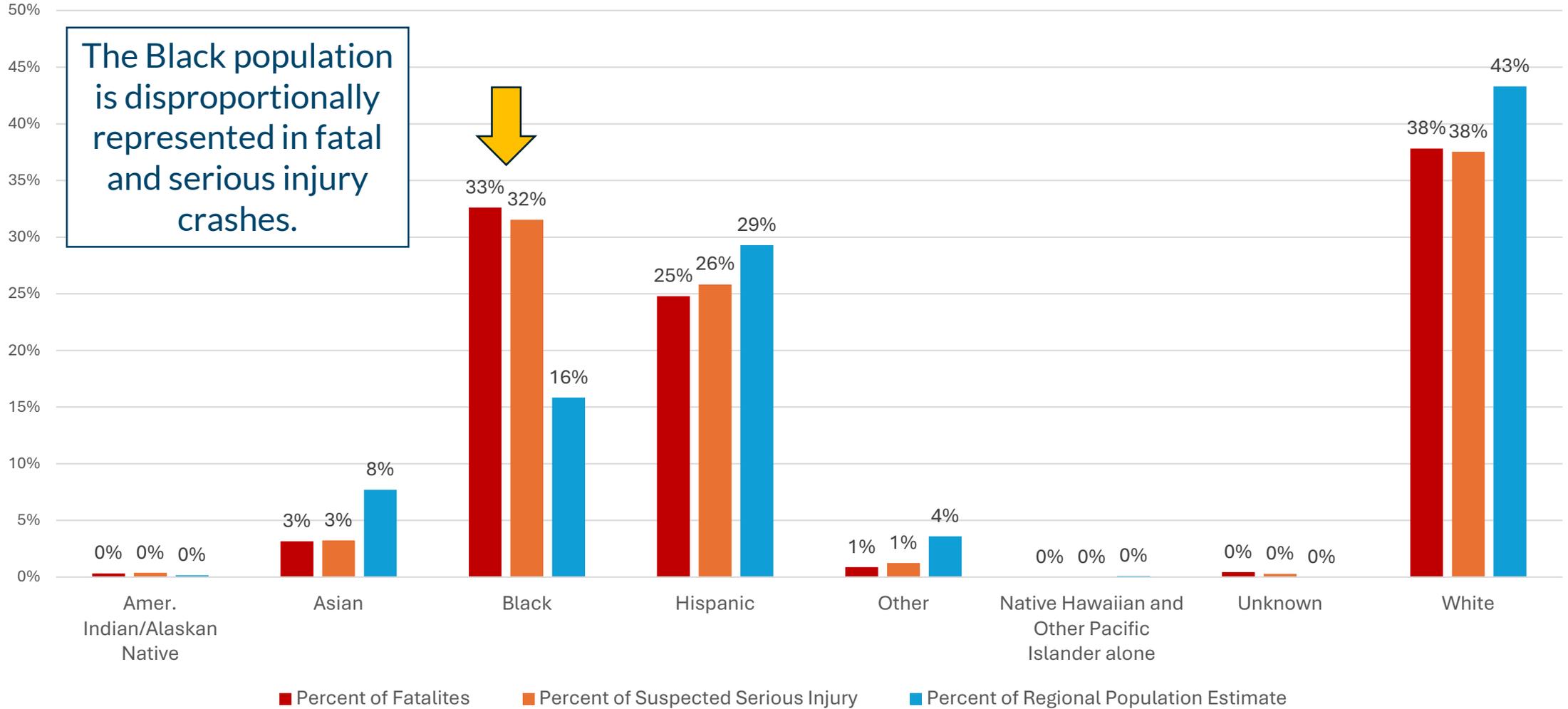
PERCENT OF CRASHES BY AGE COHORT (2020 -2024)



Individuals 18-34 years old are overrepresented in pedestrian crashes.



PERCENT OF FATAL AND SERIOUS INJURY CRASHES BY ETHNICITY/RACE



CONTRIBUTING FACTORS

59%

**of fatal pedestrian
crashes involved**

**PEDESTRIAN
FAILURE TO
YIELD RIGHT-OF-WAY
TO VEHICLE**

AS A CONTRIBUTING FACTOR



Source: TxDOT's Crash Record Information System (CRIS) for MPA region 2020-2024

Top 3 Contributing Factors for All Crashes

- Pedestrian Failed To Yield Right Of Way To Vehicle
- Motorist Failed To Yield Right Of Way To Pedestrian
- Other (Explain In Narrative)

Other Contributing Factors for Fatal Crashes

- Under Influence - Alcohol



NEXT STEPS

- Update Priority Pedestrian Safety Corridors
- Stakeholder Input and Engagement



UNDERWAY SAFETY ACTION PLANS OR SUPPLEMENTAL PLANS FUNDED THROUGH SS4A

Award Year	Lead Applicant	Project Name/Activity
FY23	City of Alvarado	Multimodal Transportation Safety Plan
FY23	City of Balch Springs	SS4A Action Plan Grant
FY23	City of Frisco	Safety Action Plan
FY23	City of Mansfield	Active Transportation and Safety Plan
FY23	City Of McKinney	Safety Action Plan
FY23	City of Mesquite	SS4A Action Plan Grant
FY23	City of Midlothian	Mobility Safety Action Plan
FY23	City of Richardson	Comprehensive Safety Action Plan
FY23	City of Saginaw	Comprehensive Safety Action Plan
FY23	City of Terrell	Road Safety Action Plan
FY23	City of Watauga	SS4A Action Plan
FY23	City of Weatherford	Comprehensive Safety Action Plan
FY23	North Central Texas Council of Governments	Advancing Regional Safety in the Dallas-Fort Worth Region
FY24	City of Arlington	Conduct Demonstration or Other Supplemental Planning Activities
FY24	City of Cresson	Develop a new Comprehensive Safety Action Plan
FY24	City of Denton	Develop or Update an Action Plan and Conduct Demonstration or Other Supplemental Planning Activities
FY24	City of Grand Prairie	Develop a new Comprehensive Safety Action Plan
FY24	City of Grapevine	Develop a new Comprehensive Safety Action Plan

UNDERWAY SAFETY ACTION PLANS OR SUPPLEMENTAL PLANS FUNDED THROUGH SS4A

Award Year	Lead Applicant	Project Name/Activity
FY24	City of Lake Worth	Develop a new Comprehensive Safety Action Plan
FY24	City of Lewisville	Develop a new Comprehensive Safety Action Plan
FY24	City of Pilot Point	Develop or Update an Action Plan and Conduct Demonstration or Other Supplemental Planning Activities
FY24	Dallas County	Develop a new Comprehensive Safety Action Plan
FY24	North Central Texas Council of Governments	Crossing Students Safely in the Dallas-Fort Worth Region (CroSS-DFW)
FY24	Town of Little Elm	Develop or Update an Action Plan and Conduct Demonstration or Other Supplemental Planning Activities
FY 25	City of Balch Springs	ADA Transition Plan
FY 25	City of Decatur	Texas Comprehensive Safety Action Plan and ADA Transition Plan
FY 25	City of Duncanville	Comprehensive Safety Action Plan
FY 25	City of Forney	Safety Action Plan
FY 25	City of Hutchins	Develop Safety Action Plan and Study Sidewalk Improvements
FY 25	City of McKinney	Safe Streets McKinney Tech and Teach Initiatives
FY 25	City of Mineral Wells	Comprehensive Safety Action Plan
FY 25	City of Plano	Safety Action Plan and Pedestrian Crossing Improvement Pilot
FY 25	City of Terrell	ADA Transition Plan and Sidewalk Prioritization
FY 25	Town of Sunnyvale	Comprehensive Safety Action Plan and ADA Transition Plan



Contact Us



Catherine Richardson

Transportation Planner III

crichardson@nctcog.org | (682) 433-0485



Kevin Kokes, AICP

Program Manager

kkokes@nctcog.org | (817) 695-9275



Chris Nelson

Senior Transportation Planner

cnelson@nctcog.org | (817) 704-1513





Bike & Roll to School Day

Kyle Hoener

Bicycle and Pedestrian Advisory Committee

02.18.2026

Bike & Roll to School Day

Save the Date - 05/06/2026

A Part of Bike Month

This annual event celebrates schools, students, bicycles and other nonmotorized ways to “roll” to school!

Learn to bike to school safely together

NCTCOG encourages participation by providing event planning and promotion resources and bike raffle

Who Can Participate

- Students
- Parents
- Crossing Guards
- Bike Shops/Groups
- City Planners
- Police Department
- Fire Department
- Elected Officials
- Church/Community



Raffle and Bike Bus Promotion



To participate:

- Schools complete Walk & Roll to School Day participation agreement with NCTCOG
- Schools register their events on www.walkbiketoschool.org
- Students and parents return signed Promise to Street Safety Pledge to enter bike raffle

PROMISE TO STREET SAFETY

I promise to **BE ALERT** for people biking and walking on sidewalks, trails and streets.

I will also **LOOK OUT** for cars in the street. No matter what, it is never worth endangering my safety or the safety of other people to get somewhere.

I will **RESPECT** the rights of all people to use our streets safely.

I will **OBEBY** all traffic signs and signals for my own safety.

I will **PROTECT** myself by wearing a helmet when I ride my bicycle.

I will **PROTECT** my friends and loved ones by encouraging them to bike, walk and drive safely by following traffic laws and looking out for other people.

I will show my parent or caregiver the 21 Safety Tips at www.LookOutTexans.org.

Together, we can keep our streets safe and build respect for each other.

By signing this card, I promise to do my part to look out for, respect and protect my fellow Texans.

Cut here and keep the top!

Circle which bike you'd like to enter to win! (choose one)

20" Bike: Age 5-10, 45in-54in tall Sky Blue with White Tires Black with Red	24" Bike: Age 8-13, 49in-59in tall Orange Light Pink

Student Name _____ Parent or Guardian Signature _____

Student Age _____ Student Grade _____

Student's Teacher _____ School Name _____



TIMELINE

Early/mid-March
Registration Opens

Mid-April
Registration Closes

04/22/2026
TWO WEEKS
Before Event



05/06/2026
BIKE & ROLL TO
SCHOOL DAY



TWO WEEKS BEFORE EVENT

- Finish collecting raffle and competition entries
- **Bike raffle drawing**
- Get prizes to schools before

BIKE & ROLL TO SCHOOL DAY



Help Us Spread the Word!

May 06, 2026

Be on the lookout for NCTCOG email and website updates with registration information

Help support and celebrate Bike & Roll to School Day

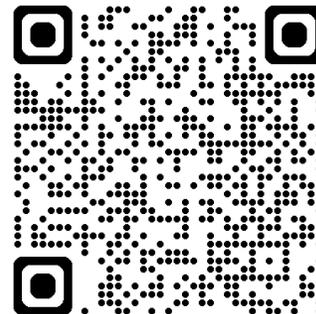
Get the word out to schools, parents, teachers, PTAs, bicyclists, etc.

Also Save the Date: Walk to School Day is **October 7, 2026**



The graphic features a green header with a gear icon containing a map of North Carolina. Below the header, the text reads: "Walk & Roll to School Day", "Be ready to lace up your sneakers!", and "Save the date: October 8, 2025". A central photograph shows a diverse group of children and adults in blue t-shirts posing outdoors. Below the photo are three blue horizontal bars with white text: "Event Information", "Social Media & Event Toolkits", and "How to Start a Walking School Bus".

For more information:



CONTACT US



Karla Windsor, AICP
Senior Program Manager
kwindsor@nctcog.org |



Devia Joshi
Transportation Planner
djoshi@nctcog.org |



Shawn Conrad, PhD
Principal Transportation Planner
sconrad@nctcog.org |



Kyle Hoener
Transportation Planner
khoener@nctcog.org |

For more information:



Upcoming NCTCOG Hosted Regional Training Courses

May-June 2026

American Association of State Highway and Transportation Officials (AASHTO) Guide 5th Edition

Aug. 2026

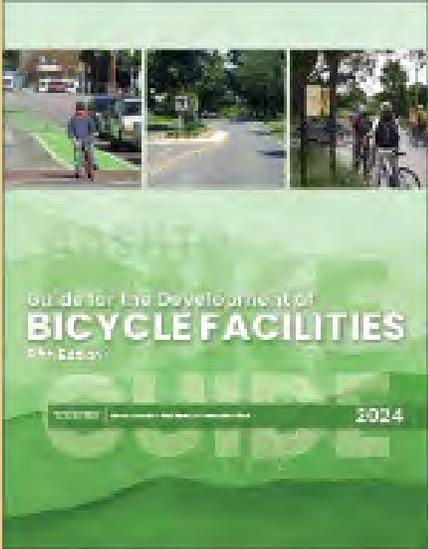
Public Right-of-Way Accessibility Guidelines (PROWAG)

Oct. 2026

Safe Routes to School Planning

Feb. 2027

National Association of City Transportation Officials (NACTO) Guide 3rd Edition



Public Right-of-Way Accessibility Guidelines

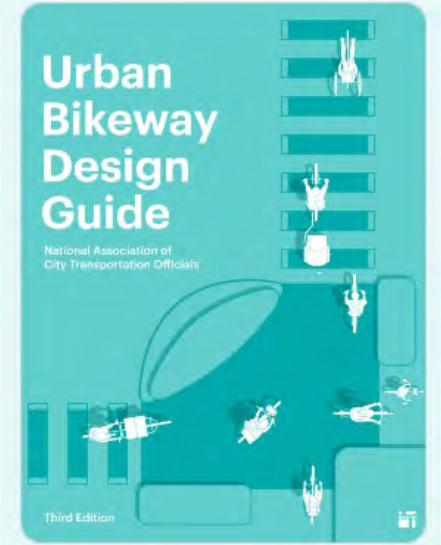
About the ADA and ABA Accessibility Guidelines for the Public Right-of-Way

The Access Board has published new guidelines under the Americans with Disabilities Act (ADA) and the Architectural Barriers Act (ABA) that address access to sidewalks and streets, crosswalks, curb ramps, pedestrian signals, on-street parking, and other components of public right-of-way. These guidelines also review shared use paths, which are designed primarily for use by bicyclists and pedestrians for transportation and recreation purposes.



Background

- July 3, 2024 - GSA OGP Federal Management Regulation adopts PROWAG.
- August 8, 2023 - The Board publishes Guidelines for the Public Right-of-Way.



What elements of the AASHTO/ NACTO Guide would you be interested in expanded training?





District Bicycle Plan (DAL, FTW, PAR)

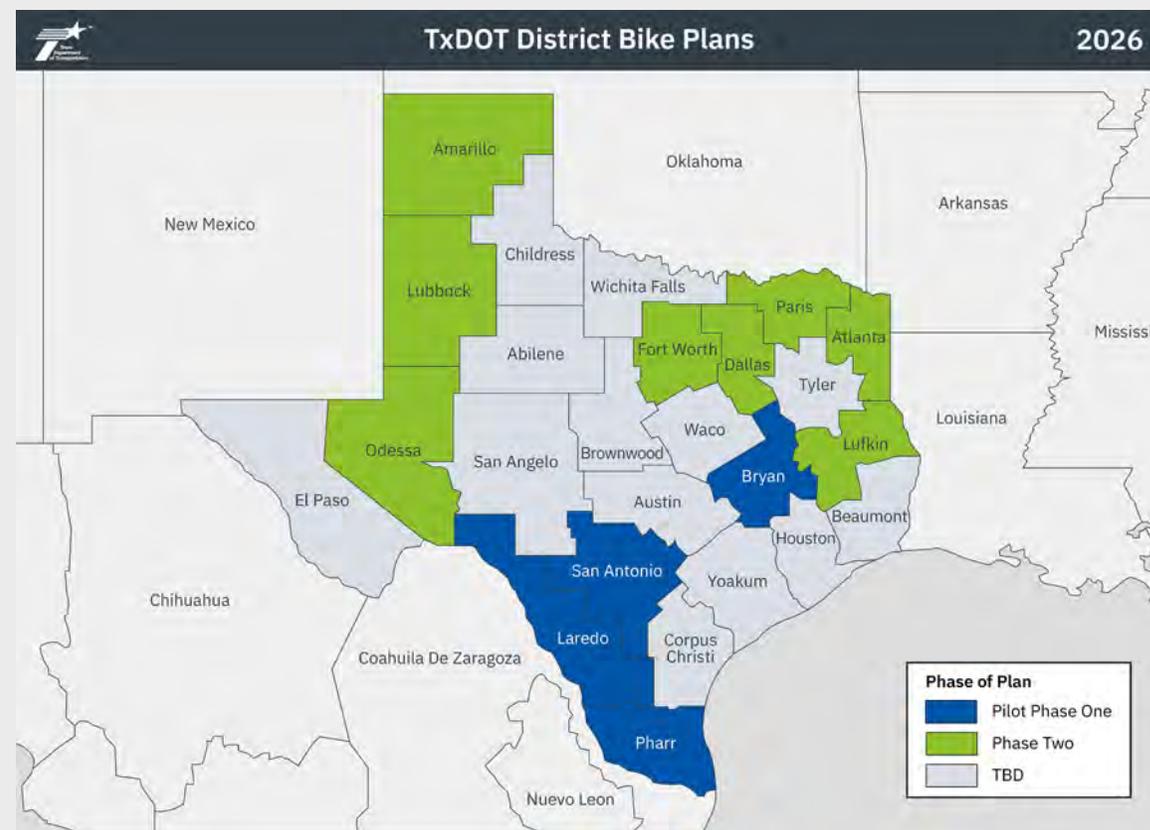


February 23, 2026

Statewide Effort

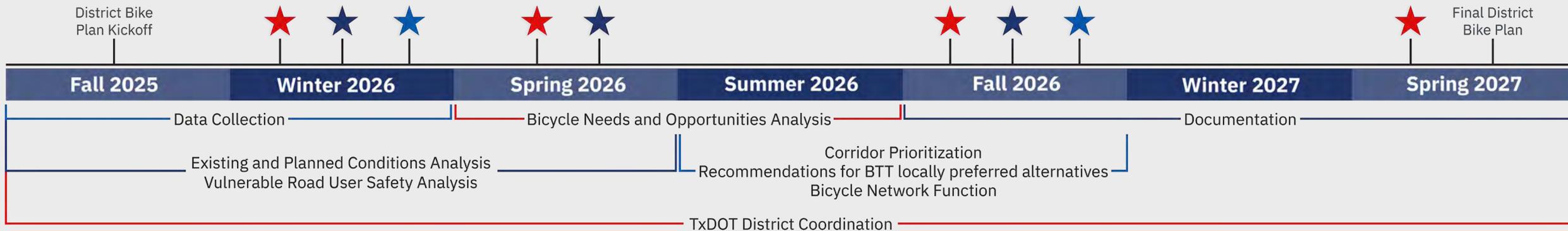
TxDOT is developing regional plans that support safe, thoughtfully designed, and well-maintained bicycling facilities within and between districts.

These plans will help identify existing conditions, inform areas of focus, and guide the prioritization of improvements. They are used in coordination with the Bikeway Design User Guide to support consistent, connected bicycle networks across the state.



District Bike Plan Timeline

-  TWG Meeting
-  CNWG Meeting
-  Virtual Public Meeting



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

Next Steps

- Next Technical Working Group Meeting (Virtual): May
- Next Community Needs Working Group Meeting: March / April
- Virtual Public Meeting
 - February 24th – March 24th
 - Search “Dallas District Bike Plan” on txdot.gov
 - Search “Fort Worth District Bike Plan” on txdot.gov

Scan QR Code to Sign-Up for the TWG





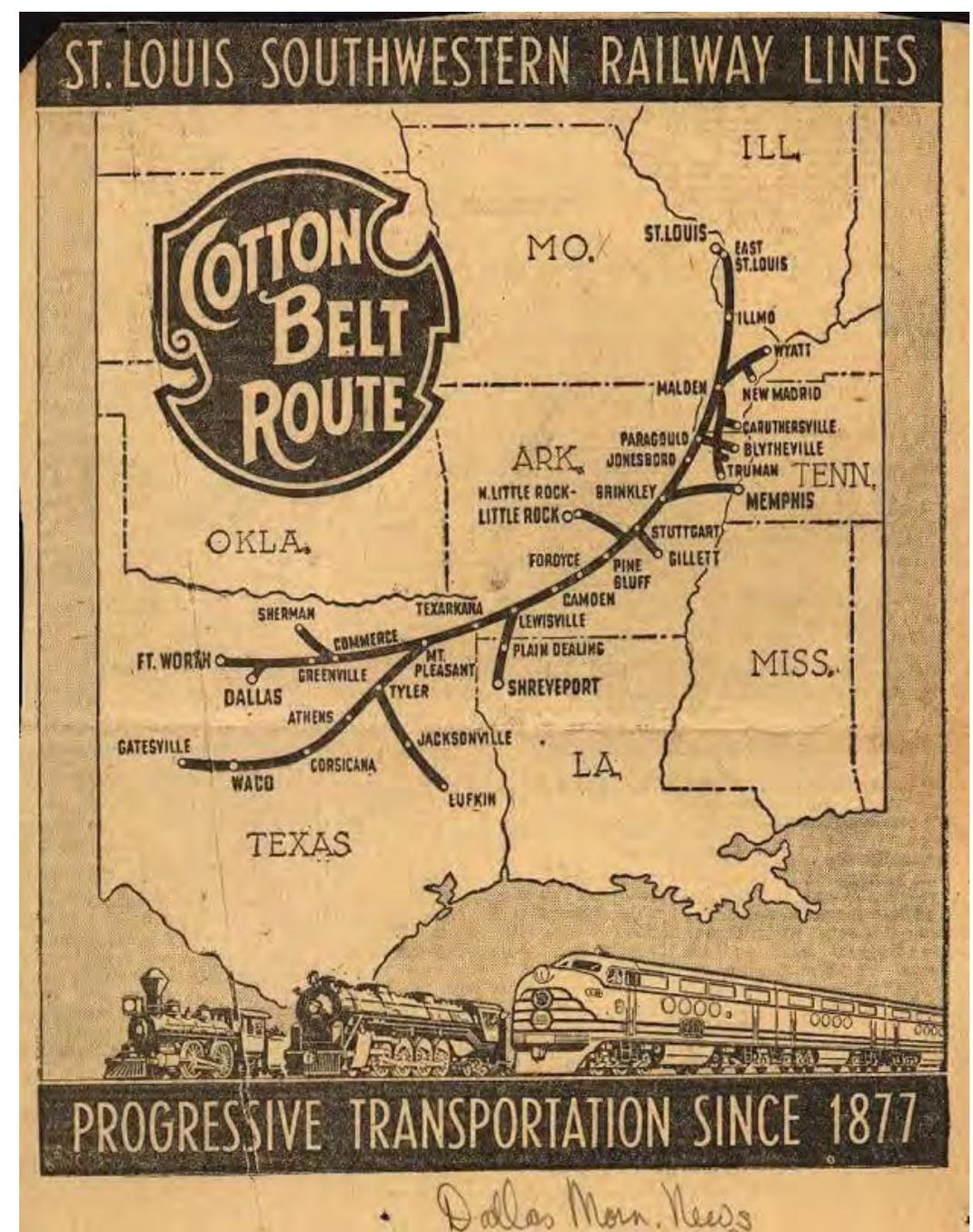
Cotton Belt Trail Branding and Wayfinding Signage Initiative

BPAC Meeting | 2.18.2026



Cotton Belt Rail Line

Originally named the St. Louis Southwestern Railway, the “Cotton Belt” Rail Line transported cotton from the DFW area to St. Louis, Missouri.



Scope of Work

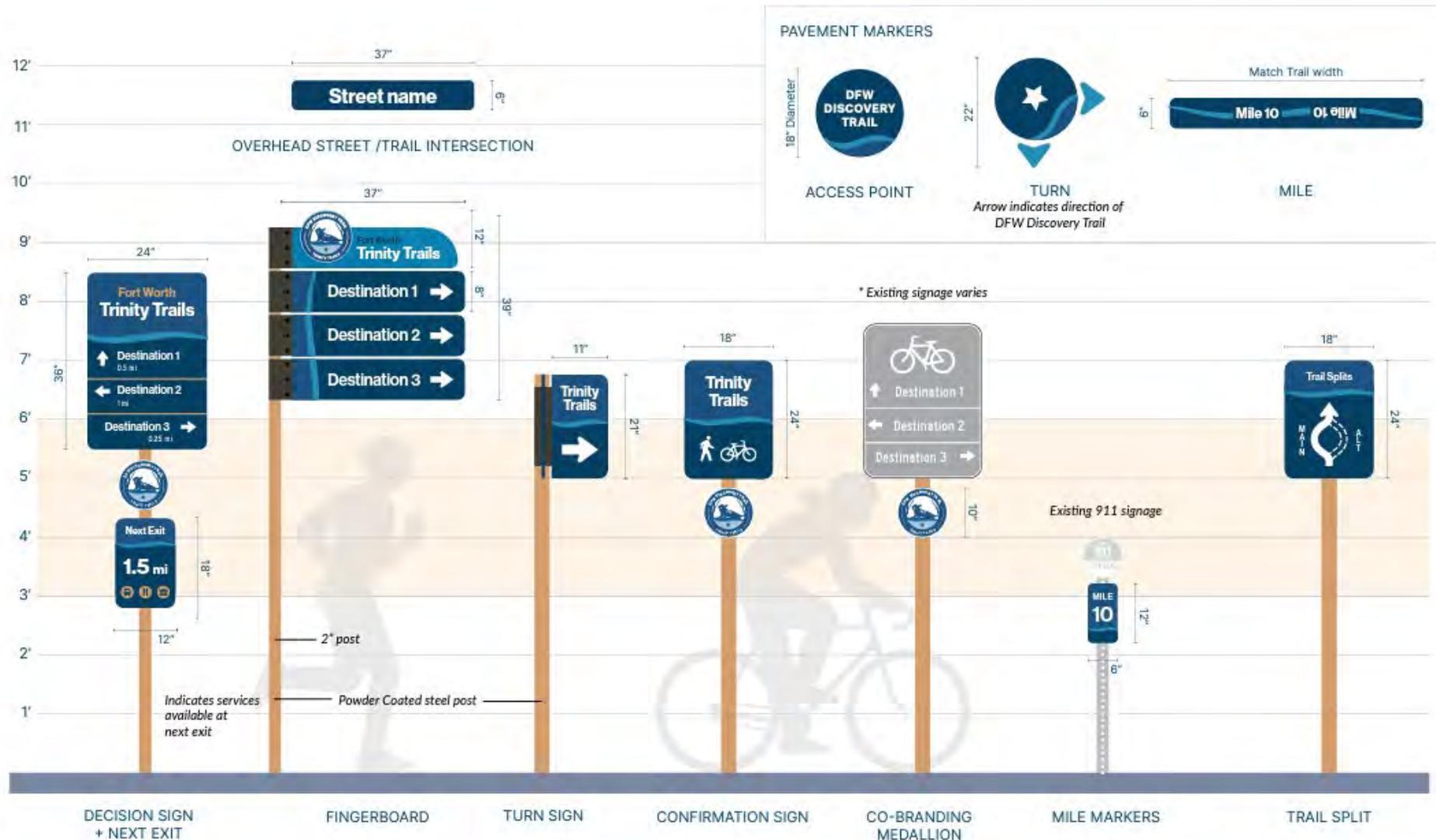
This plan will result in:

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



Shop Drawings for Various Sign Types

Examples for the DFW Discovery Trail



Contact Us



Kevin Kokes, AICP
Program Manager

kkokes@nctcog.org | (817) 695-9275



Chris Nelson
Senior Transportation Planner

cnelson@nctcog.org | (817) 704-1513



Trinity Railway Express (TRE) Bikeways to Rail Stations Study

Three-Station Study Area:
CentrePort/DFW Airport Station

Downtown Irving/Heritage Crossing Station

Trinity Lakes Station

RFP Release Schedule: Spring 2026

Scope (preliminary): Determine feasible roadway retrofits in 28 roadway corridors to accommodate new dedicated bikeway facilities and related intersection safety improvements resulting in high comfort bikeways suitable for people of all ages and abilities. Prepare conceptual schematics based on best practices and design guidance from AASHTO and NACTO and provide opinions of probable construction costs.

Expertise Needed: Transportation planning, on-street bikeway design, intersection safety improvements



Exhibit 1: CentrePort Bikeways Study Area

Draft: 01/21/2026

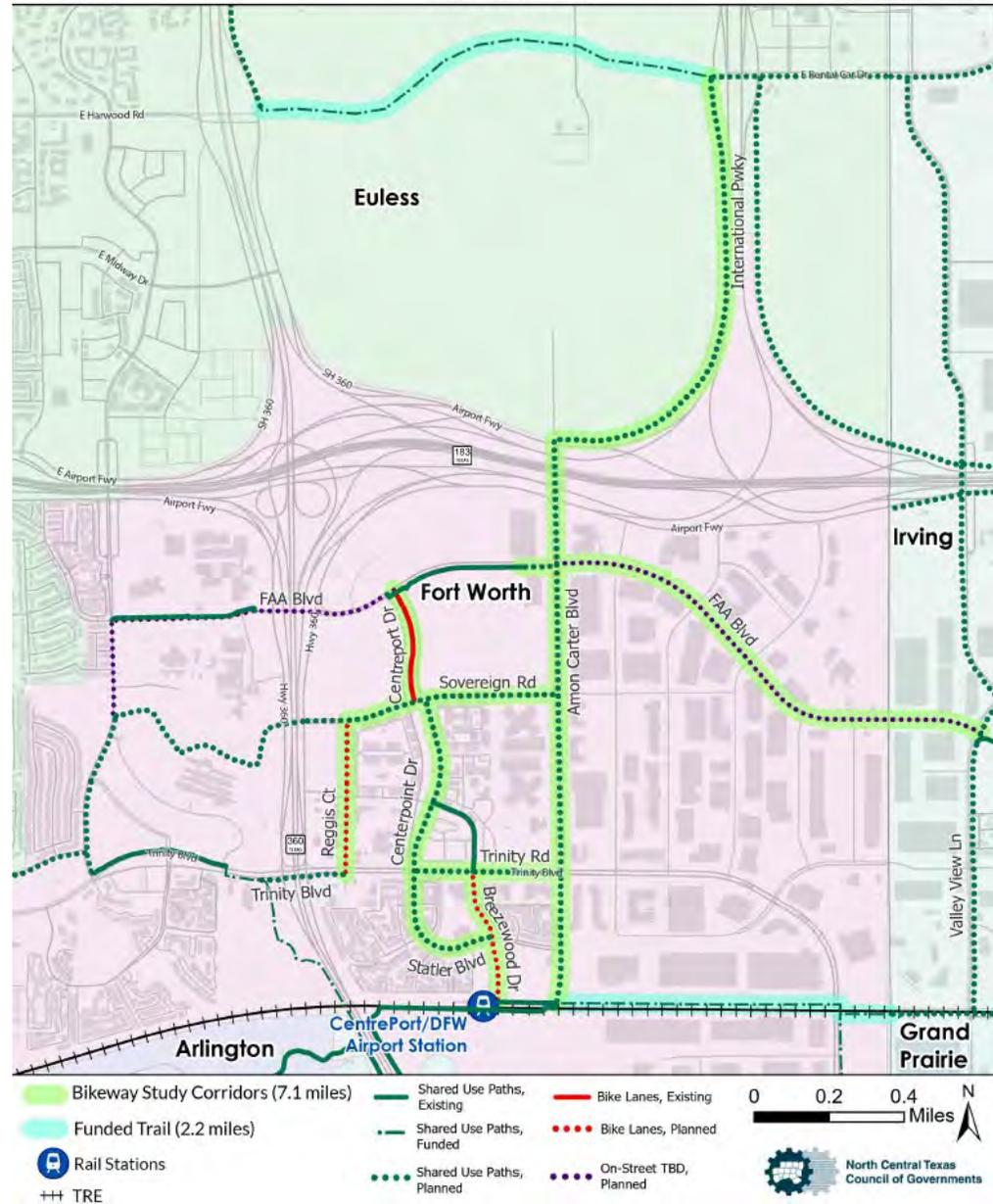
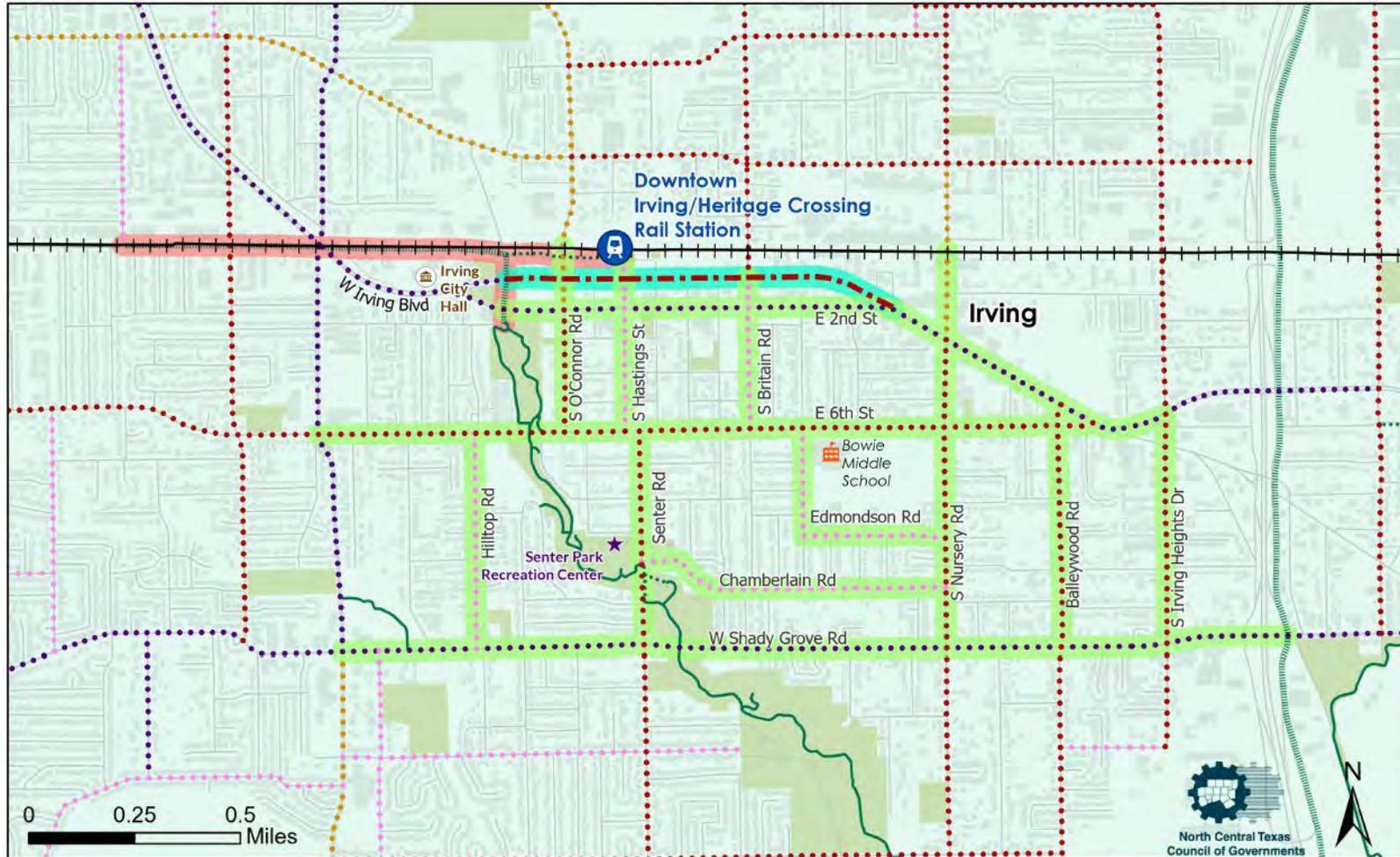


Exhibit 2: Downtown Irving / Heritage District Bikeways Study Area

Draft: 01/20/2026



- Bikeway Study Corridors (11.3 miles)
- Funded (0.9 miles)
- Trail Study by City Parks Department (1.4 miles)
- TRE
- Parks
- Bikeway Blvds, Planned
- On-Street TBD, Planned
- Bike Lanes, Funded
- Bike Lanes, Planned
- Separated Bike Lanes, Planned
- Shared Use Paths, Existing
- Shared Use Paths, Funded
- Shared Use Paths, Planned



Exhibit 3: Trinity Lakes Station Bikeways Study

Draft: 02/18/2026

