

## **MEETING SUMMARY**

### **Bicycle and Pedestrian Advisory Committee**

**November 19, 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 **November 19, 2025**.

See Page 6 for meeting attendance.

#### **1. Welcome and Introductions – Daniel Herrig, Vice Chair, City of Richardson**

Daniel Herrig welcomed attendees and introduced himself as Vice Chair of BPAC, informing the committee that he would be assuming the position as Chair for BPAC in 2026. The August 2025 meeting summary was accepted as submitted.

#### **2. Local Community Updates – Various Community and BPAC Members**

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

As part of a Safe Routes to School Implementation project, the City of Haltom City constructed approximately six linear miles of sidewalks to three schools, Academy of West Birdville, Haltom Middle School, and North Oaks Middle School. The project included three sidewalk crossings of the Fort Worth & Western Railroad. The crossings included railroad pedestrian arms and gates to prevent pedestrians from crossing the rail line when the train approaches.

This project offered key lessons the city and others learned. The first lesson is to account for concrete testing before going to bid. City staff did not initially account for this but were fortunate enough to hire a local company for the testing for approximately \$100,000. Additionally, city staff recommend walking through the project area before approving plans. In this project case, sidewalk installation on a neighborhood street was approved, but on the side where light poles and gas meters were present. Because of the utility location, the sidewalk had to be constructed on the other side of the street resulting in the removal and replacement of several driveways, which reduced the length of sidewalk that could be constructed. And finally, frequently call 811 to check the location of gas lines. There were two incidents of the contractor hitting a gas line.

This presentation can be found on the BPAC website at: [www.nctcog.org/BPAC](http://www.nctcog.org/BPAC).

- b. BikeDFW Activity Highlights - Heather McNair, BikeDFW

This presentation was postponed to a later meeting date.

- c. Upcoming Events and Training – Catherine Richardson NCTCOG

This presentation can be found on the BPAC website at: [www.nctcog.org/BPAC](http://www.nctcog.org/BPAC).

#### **3. Coordinating Design and Construction of Trails within Oncor Right-of-Way – Jon Bowers, Oncor**

In 2011, Oncor released guidance for local communities to develop trails/ pathways in portions of the company's transmission rights-of-way (ROW), part of the new Oncor Texas Trails program. The program

allows Oncor to work proactively with communities to design a template for recreational use of transmission ROW, including native and low maintenance landscape designs.

Hike and Bike Trails are typically allowed on 138,000-volt or 69,000-volt overhead utility transmission corridors owned by Oncor. Oncor staff reviews proposed longitudinal trail locations to ensure property configuration or facility limitations can accommodate a trail. It's recommended that cities interested in coordinating with Oncor to build a trail in the transmission ROW contact Oncor staff early in the design phase with a concept and scope of the proposal.

The local government and Oncor execute a license agreement to construct and maintain the trail on the Oncor ROW, and these agreements typically take approximately six weeks.

There are several design requirements to ensure the safety of the public and Oncor's employees and contractors.

Trail design requirements include:

- 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 FT is required for vehicular access.
- The trail must not be constructed within 25 FT of Oncor's structures.
- The trail must not enter the "sag" zones, or the lowest parts of the electric lines between towers.
- The maximum concrete trail width is 12 FT.
- The trail can include culvert crossings but cannot include bridge crossings.
- Divided concrete trails are not allowed.
- Bollards are typically 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.
- Consent is required from Oncor prior to planting trees within the ROW.
- Landscaping can only cover a maximum of 25% of the eligible area.
- Minor changes will be permitted to comply with the Americans with Disabilities Act.

There are also several amenities, landscaping requirements, and restrictions detailed in the *Oncor Hike and Bike Trail Guidelines* which can be found on NCTCOG's website at:

[https://www.nctcog.org/getmedia/eed74077-4822-4eee-ad7f-6c80c0fec6d6/Oncor\\_HikeBikeTrail\\_Guidelines.pdf.aspx](https://www.nctcog.org/getmedia/eed74077-4822-4eee-ad7f-6c80c0fec6d6/Oncor_HikeBikeTrail_Guidelines.pdf.aspx)

This presentation can be found on the BPAC website at: [www.nctcog.org/BPAC](http://www.nctcog.org/BPAC).

#### **4. Design Downtown Denton Plan: Priority Pedestrian and Bicycle Routes - Sean Jacobson, City of Denton**

Design Downtown Denton was adopted in September 2024 and is an update to the 2002 Downtown Master Plan. The plan was developed with extensive community outreach including over 30 engagement events, over 60 downtown business surveys, and a consultant produced feedback website with the aim of including a diverse range of participants. Many comments received were focused on pedestrian and bicycling mobility and safety, making active transportation recommendations a key plan priority. The plan identified several streets for bicycling and/or pedestrian improvements to enhance walkability and bicycling experience.

Some of the recommendations included right-sizing/ lane conversions to best accommodate both vehicle and active transportation mobility. Additionally, the plan identifies "chill streets" and priority pedestrian routes to improve the experience of those walking to and within downtown. These streets are prioritized for shade trees, vegetation beds, light paving materials, wayfinding, and new crosswalks. The plan includes Public Realm Design Guidelines for Chill Streets, and areas in and outside the Denton Square District with

site elements regarding street furniture, landscaping, end-of-trip bicycle facilities and more. The plan also prioritizes streets to improve bike connections with action items expanding the protected bike network.

The plan has been essential in leveraging capital and developer-led projects to enhance the active transportation safety and mobility.

The Design Downtown Denton plan can be viewed at: <https://www.discussdenton.com/downtown>  
This presentation can be found on the BPAC website at: [www.nctcog.org/BPAC](http://www.nctcog.org/BPAC).

## **5. GREENprint Fort Worth: Connecting the Community to Parks and Green Spaces – Jeremy Williams, City of Fort Worth**

GREENprint Fort Worth is the City's Parks, Recreation, Open Space, and Public Realm Master Plan with the vision of transforming Fort Worth to be a city within a park. The city is in a unique position with great demand for housing due to rapid population growth. So, city staff are faced with the challenge of balancing the preservation of open space, constructing park facilities, and new development. GREENprint Fort Worth and the Good Natured Initiative, launched by Mayor Mattie Parker, addresses the need to preserve open space and enhance public spaces. GREENprint Fort Worth is not only a parks and recreation plan, but a citywide plan that supports the vision and goals of the Good Natured Initiative, Active Transportation Plan, and the Comprehensive Plan.

The plan was developed with a robust public engagement including a statistically significant survey, pop-up and workshops, 11 stakeholder listening sessions, meetings with park advisory board and steering and technical committees, and one-on-one interviews with city council members. Along with the public engagement process, city staff conducted a needs assessment evaluating resources, demand, assets, equity, and access.

Through this process five transformative ideas were established:

1. New Parks and Public Realm Typologies: introducing innovative park designs and public spaces to leverage public and private partnerships. Protecting creek areas by improving the subdivision ordinance.
2. Green Connectivity Network: creating a citywide system of trails and green corridors that link parks and public spaces through active transportation.
3. Living with Nature: integrating natural ecosystems with a focus on education and programming.
4. A Central Common Ground: developing a grand gathering place that reconnects the city with the Trinity River.
5. A New Era of Programming: expanding and diversifying programs to foster engagement, activation, and connection across all public spaces.

A goal of the Plan is to emphasize connections to green spaces, which is accompanied by 14 strategies and action items with lead responsible parties.

The plan includes graphics that other local governments are welcome to use for presentations for a North Texas example. GREENprint Fort Worth can be found at:  
<https://www.fortworthtexas.gov/departments/parks/services/greenprint-fort-worth>

This presentation can be found on the BPAC website at: [www.nctcog.org/BPAC](http://www.nctcog.org/BPAC).

## **6. NCTCOG Updates**

### **a. Regional Cooperative Purchase Program: TXShare – Jonathan Blackman**

TXShare is a cooperative purchasing program created and administered by 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. Currently, NCTCOG has 69 contracts available through TxShare, including contracts with AI vendors. Membership in the TxShare program is free. Local governments can become members through an interlocal agreement, and can purchase products/services from the vendors using an abbreviated procurement process

NCTCOG staff developed an RFP for bicycle safety infrastructure through the program and selected two vendors. The products available through the contracts include bike lane barriers, bicycle signals, safety signage, installation services, pavement markings, and more.

To learn more about TxShare visit: [TXShare.org](http://TXShare.org)

This presentation and results can be found on the BPAC website at: [www.nctcog.org/BPAC](http://www.nctcog.org/BPAC)

**b. BPAC 2026 Member Nominations Reminder - Catherine Richardson**

Catherine informed the committee that NCTCOG staff would be contacting Surface Transportation Technical Committee members to nominate a BPAC representative for 2026. The current BPAC member for each agency will continue unless NCTCOG staff is contacted to designate a new representative. This presentation can be found on the BPAC website at: [www.nctcog.org/BPAC](http://www.nctcog.org/BPAC)

**c. Regional Bicycle Safety Action Plan – Catherine Richardson**

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 priority bicycle safety corridors and intersections, and summarized recommendations and action items in the plan. This presentation can be found on the BPAC website at: [www.nctcog.org/BPAC](http://www.nctcog.org/BPAC)

**d. Regional Pedestrian Safety Action Plan 2026 Update – Catherine Richardson**

Catherine informed the committee on the progress of action items included in the 2022 Pedestrian Safety Action Plan and informed the committee of the update that will be provided in early 2026. This presentation can be found on the BPAC website at: [www.nctcog.org/BPAC](http://www.nctcog.org/BPAC)

**e. Bicycle and Pedestrian Count Equipment and Trail Use Summary– Chris Nelson**

Chris provided an overview of the opportunity to obtain mobile count equipment from the Texas A&M Transportation Institute (TTI) to conduct short term counts of trail usage. 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 before being returned.
- Entities are responsible for costs if the equipment is damaged/vandalized.
- Count equipment does not differentiate between bicyclists and pedestrians.
- Count equipment must be attached to a vertical structure such as a light pole or tree.
- Count equipment must not face in the direction of moving objects or objects with glare.

Additionally, Chris provided an overview of the Bicycle and Pedestrian Trail Use trends based on data collected over the last year. Bike and Pedestrian Traffic Counts StoryMap can be viewed at: <https://www.nctcog.org/trans/plan/lumo/bikeped/counts> This presentation can be found on the BPAC website at: [www.nctcog.org/BPAC](http://www.nctcog.org/BPAC)

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

Postponed to the February 2026 meeting.

g. **Awarded Regional Projects from the TxDOT 2025 Transportation Alternatives Call for Projects – Terrence McAllister**

This presentation can be found on the BPAC website at: [www.nctcog.org/BPAC](http://www.nctcog.org/BPAC)

h. **Statewide BPAC Update – Kevin Kokes**

Postponed to the February 2026 meeting.

i. **Design Guide Training Update – Kevin Kokes**

Postponed to the February 2026 meeting.

7. **Other Business**

After receiving no other comments, Daniel Herrig informed the committee that the BPAC's next scheduled meeting will be held on February 18, 2026. Daniel Herrig adjourned the meeting.

**Members in Attendance at the November 19, 2025, BPAC meeting**

<b>AGENCY</b>	<b>REPRESENTATIVE</b>
City of Allen	Krishan Patel
City of Arlington	Ann Foss
City of Burleson	Randy Morrison
City of Cedar Hill	Shawn Ray
City of Coppell	Aaron Tainter
City of Dallas	Jessica Scott
City of Denton	Roya Etminani
City of Duncanville	Bart Stevenson
City of Farmers Branch	Alex Pharmakis
City of Fort Worth	Kevin Isu (for G Hilton)
City of Grapevine	Kathy Nelson
City of Haltom City	Will Wiegand
City of Irving	James White
City of Keller	Cody Maberry
City of Lewisville	Jose Marines (for SShahooie)
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 The Colony	Nathan Love
City of Waxahachie	David Jones
City of Weatherford	Matt Leppla
Dallas Area Rapid Transit	Patricio Gallo
Dallas County	Minesha Reese
Hood County	Joe Atwood
Hunt County	Kevin St Jacques
Town of Addison	Amber Davis
Town of Flower Mound	John Habern
Trinity Metro	Shawn Tubre
TxDOT, Dallas District	Rachael Twiggs
TxDOT, Fort Worth District	Terrence McAllister

**NCTCOG Staff in Attendance at the November 19 BPAC Meeting**

Kyle Hoener	Devia Joshi
Kevin Kokes	Chris Nelson
Catherine Richardson	Daniel Snyder