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 18, 2026
2:00-4:00 pm
NCTCOG Guest Secured Wireless Connection Password: rangers!

2:00 – 2:05 (5 min)	**1. Welcome** Discussion of August 26, 2026, meeting summary.	**Daniel Herrig,** BPAC Chair, City of Richardson
2:05 – 2:45 (40 min)	**2. Local Community Updates** a) Lessons Learned: Dockless Micromobility Vehicles – Erin Curry, City of Dallas b) The Loop Dallas Updates – Aaron Armstrong, The Loop Dallas ~~c) (2027 League Cycling Instructor Seminar – Heather McNair, BikeDFW~~ *Item 2.c was postponed and is tentatively scheduled for the February 2027 BPAC meeting.* d) Planned Bicycle and Pedestrian Activities in the Region *BPAC Chair will lead a discussion to identify complete, ongoing, or upcoming activities by service area partners.* *Please bring your list of accomplishments, issues, and best practices.* e) Upcoming Events & Training and Local Plans Underway – BPAC Vice-Chair	**Various BPAC and Community Members**
2:45 – 3:00 (15 min)	**3. Addison Pedestrian Safety Toolbox**	**Becky Diviney, Town of Addison**
3:00 – 3:15 (15 min)	**4. Pedestrian Facilities Prioritization Methodology**	**Roya Etminani, City of Denton**
3:15 – 3:55 (40 min)	**5. MPO Updates** a) Transportation Alternatives Call for Projects – Daniel Snyder b) Status of Transportation Alternatives Program funded projects – Daniel Snyder c) BPAC 2027 Member Nominations Reminder and BPAC Member Poll – Catherine Richardson d) Status of Comprehensive Safety Action Plans and SS4A Supplemental Plans – Catherine Richardson e) Statewide BPAC Update – Kevin Kokes	**Various TxDOT and MPO staff**
3:55 – 4:00 (5 min)	**6. Other Business** a) BPAC 2027 Chair and Vice Chair b) Opportunity to bring items of interest before the Committee or propose future agenda items	**Daniel Herrig,** BPAC Chair, City of Richardson

Next BPAC Meeting

The next meeting of the Bicycle and Pedestrian Advisory Committee is scheduled for February 17, 2027, from 2:00-4:00 pm at NCTCOG.

WELCOME

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

November 18, 2026


Source: Getty Images

Chair
Daniel Herrig
City of Richardson

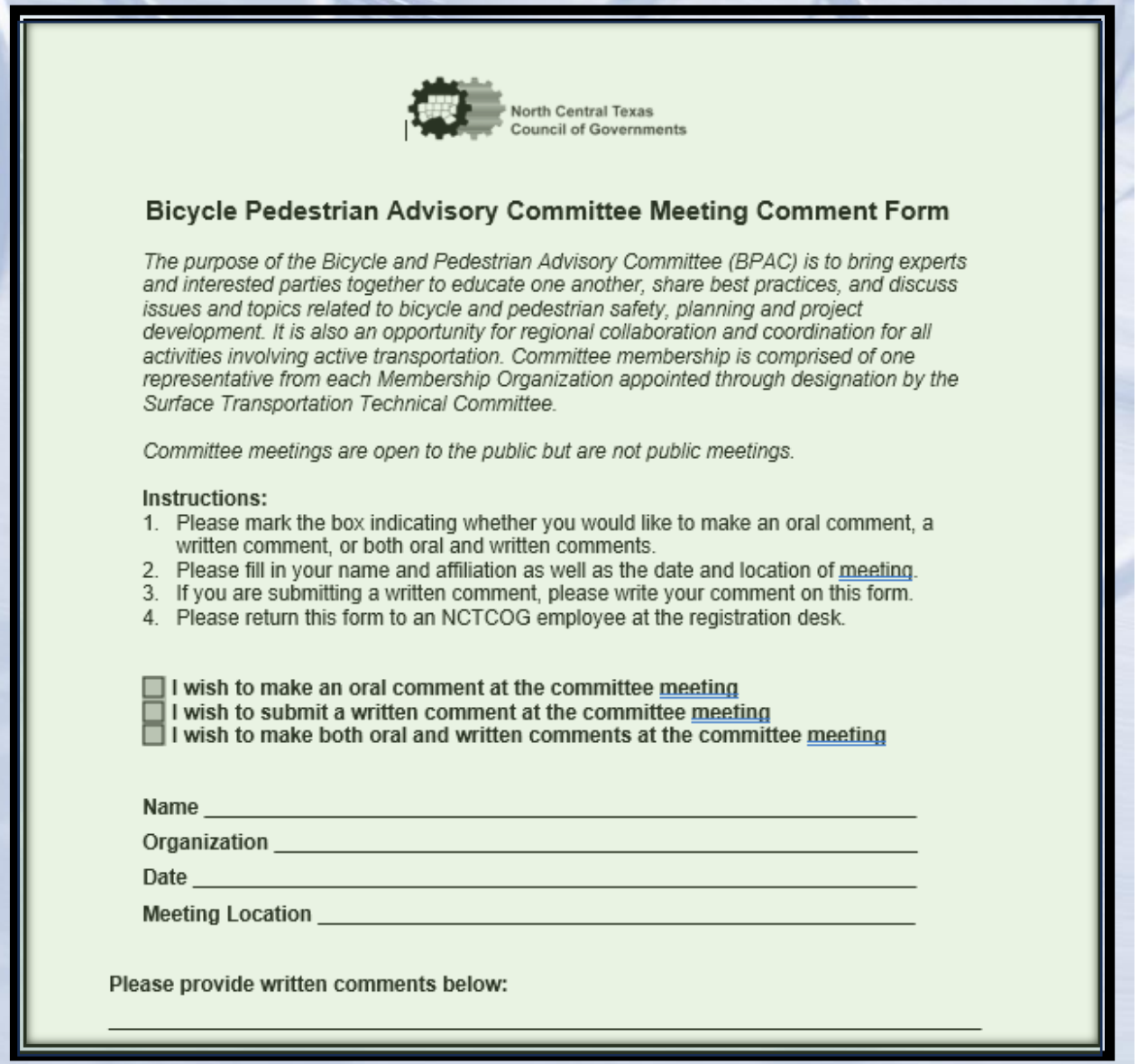

Bledsoe Elementary

Public comment form

Members of the public:

See NCTCOG staff at the entry table if you would like to comment about an agenda item

Speakers should limit their comments to 2-3 minutes



North Central Texas Council of Governments

Bicycle Pedestrian Advisory Committee Meeting Comment Form

The purpose of the Bicycle and Pedestrian Advisory Committee (BPAC) is to bring experts and interested parties together to educate one another, share best practices, and discuss issues and topics related to bicycle and pedestrian safety, planning and project development. It is also an opportunity for regional collaboration and coordination for all activities involving active transportation. Committee membership is comprised of one representative from each Membership Organization appointed through designation by the Surface Transportation Technical Committee.

Committee meetings are open to the public but are not public meetings.

Instructions:

1. Please mark the box indicating whether you would like to make an oral comment, a written comment, or both oral and written comments.
2. Please fill in your name and affiliation as well as the date and location of meeting.
3. If you are submitting a written comment, please write your comment on this form.
4. Please return this form to an NCTCOG employee at the registration desk.

☐ **I wish to make an oral comment at the committee meeting**
☐ **I wish to submit a written comment at the committee meeting**
☐ **I wish to make both oral and written comments at the committee meeting**

Name _____

Organization _____

Date _____

Meeting Location _____

Please provide written comments below:

_____

City of Dallas

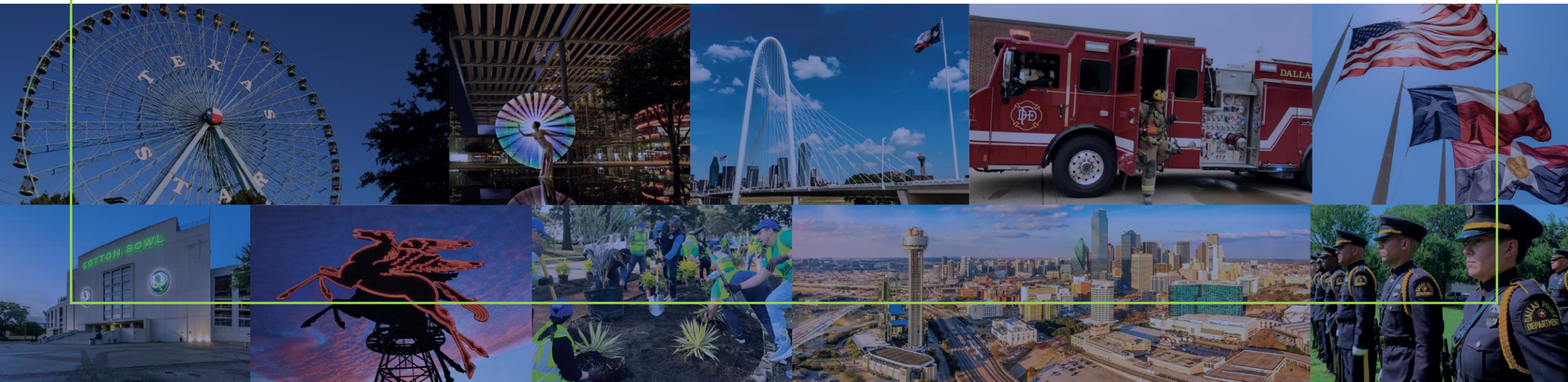
SERVICE FIRST, NOW!

NACTO x Better Bike Share Partnership Shared Micromobility Roundtable

NCTCOG BPAC

November 18, 2026

Erin Curry
Planner II
Transportation and Public Works



Roundtable Overview

- March 30-31 at the University of Arizona in Tucson, AZ
- Hosted by NACTO, Better Bike Share Partnership, and the City of Tucson
- 30 practitioners representing 20 cities
- Mix of docked and dockless systems represented



Roundtable Takeaways: Lessons Learned from Peer Cities

- Local partnerships and financial accessibility are essential to growing programs.
  - Raise public awareness of discount passes.
  - How/where can the service better be offered to more people who need it?
  - *Tugo, (Tucson bike share), partnered with a local community group to redistribute existing bikeshare stations to locations that better serve residents in need and connect to more local destinations. (Redistributing Tugo)*



Business cards advertising dockless vehicle provider discount programs in Baltimore

- Continue to evaluate existing programs and initiatives.
  - Who is not being served by your program? How can they be engaged?
  - *Indego (Philadelphia bike share), saw an unexpected rise in seniors using the service after e-bikes were introduced to the fleet. Indego leaned into this trend to recruit new Indego Community Ambassadors.*

Roundtable Takeaways: Tucson Site Visits

Bicycle Boulevards:* Low-speed, low-volume streets where bicycles share the road with cars.

- Traffic Calming:
  - Incorporated stormwater capturing into the design of chicanes and mini-roundabouts
  - Speed humps with bike cut-outs
- Volume Management
  - "Right Out" TOUCAN signals and traffic calming limit access and desire for potential cut-through traffic
- Wayfinding
  - Confirmation signs and destination signs essential to projects



*Terminology varies by city. The City of Dallas calls these facilities a "Neighborhood Bikeway"

Roundtable Takeaways: Tucson Site Visits

Innovative Signal Designs

- TOUCAN: “Half Signals” that stop traffic fully on intersecting road to allow for bicycles and pedestrians to proceed. (**Tw**O gro**U**ps **CAN**)
  - Brings cyclists to the center of the road to cross
  - Pedestrian crosswalks can be next to bike crossing or at corner

A “Right Out” TOUCAN, a typical treatment for providing safe intersection crossing and vehicular volume management for Tucson’s Bicycle Boulevard* facilities



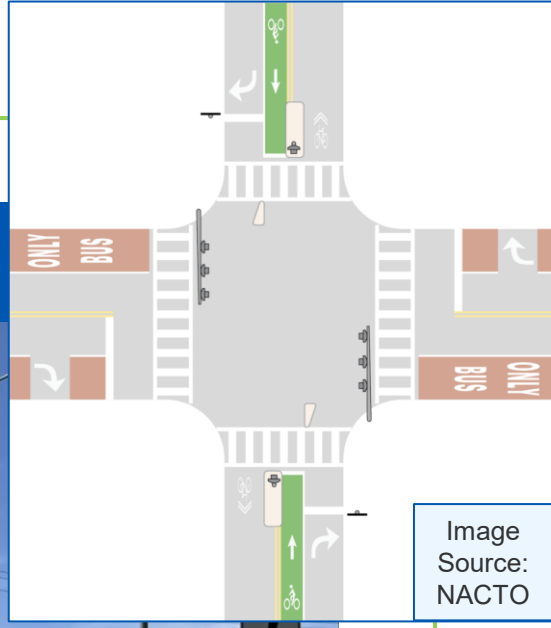


Image Source: NACTO

*Terminology varies by city. The City of Dallas calls these facilities a “Neighborhood Bikeway”

City of Dallas
SERVICE FIRST, NOW!

Roundtable Takeaways: Tucson Site Visits

Innovative Signal Designs (cont):

- HAWK/BikeHAWK (**H**igh-intensity **A**ctivated cross**W**al**K**), also known as Pedestrian Hybrid Beacons
  - BikeHAWKs include green paint across intersection
  - Many BikeHAWKs bring cyclists to one side of street to cross



Crss-Street Signage



BikeHAWK Signals

[Bicycle & Pedestrian Push-Button Crossings City of Tucson]

Signal shown: E Grant St at Treat Ave (Tucson, AZ)

Roundtable Takeaways: Tucson Site Visits

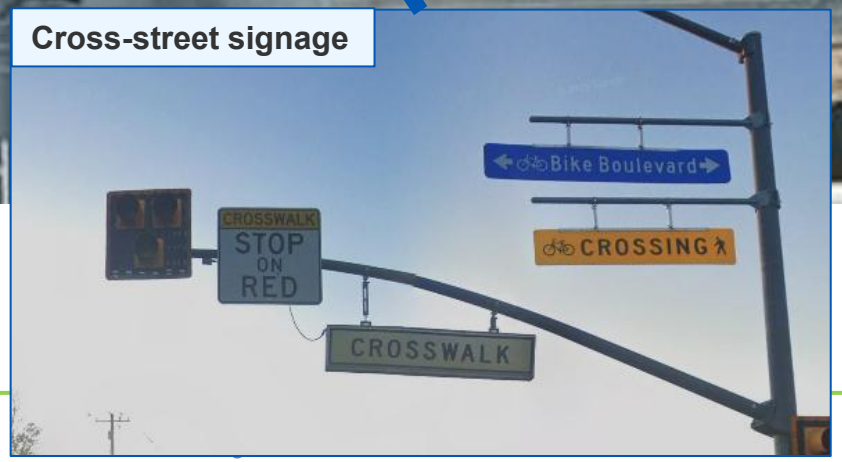
BikeHAWK (cont.):

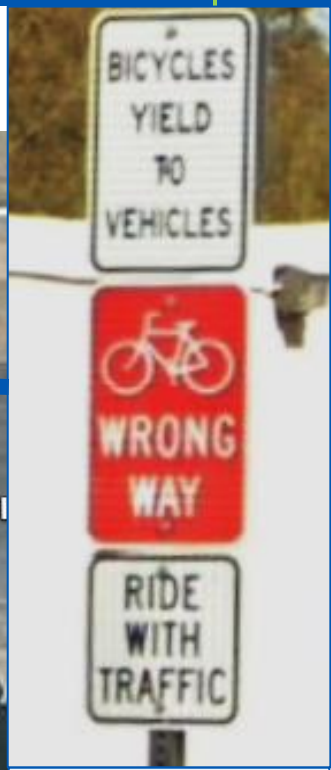


Separate ped and bike heads

Upstream pavement marking and dashed centerline to signal to cyclist to merge to HAWK side of street

Cross-street signage





Downstream signage for cyclists

Signals shown: E Grant St at Treat Ave, W University Blvd at N Main Ave (Tucson, AZ)

Roundtable Takeaways: Tucson Site Visits

Innovative Signal Designs (cont):

- PELICAN (**PE**destrian **LI**ght Control **A**ctivatio**N**)
  - Pedestrian actuated crossing that uses the ped button and a red-yellow-green signal head for vehicles
  - Higher vehicle compliance found, can be a more intuitive design for drivers (City of Tucson)



Signal shown: Hillcrest Rd at Northaven Trail (Dallas, TX)

Thank You!

Contact:
Erin Curry
Planner II
erin.curry@dallas.gov

City of Dallas
SERVICE FIRST, NOW!

THE LOOP DALLAS

Connecting Dallas to Dallas

The Loop Dallas is transforming how residents and visitors experience Dallas by connecting neighborhoods, destinations, transit, and natural resources through a continuous network of active transportation and recreation infrastructure.

By connecting 39 miles of existing trails with 11 miles of newly constructed trails, The Loop creates a 50-mile circuit of interconnected trail corridors.



PARTNERSHIP

The Loop Dallas Board or Directors spearheaded the effort, raising millions of dollars and developing strong partnerships with public entities to bring The Loop to life.

Working with the City of Dallas, Dallas County, TxDOT, and NCTCOG, the The Loop Dallas entered a formal Public-Private Partnership with the City of Dallas Park and Recreation Department to build 11 miles of trail and complete the 50-mile circuit.

Dallas Park & Recreation

City of Dallas

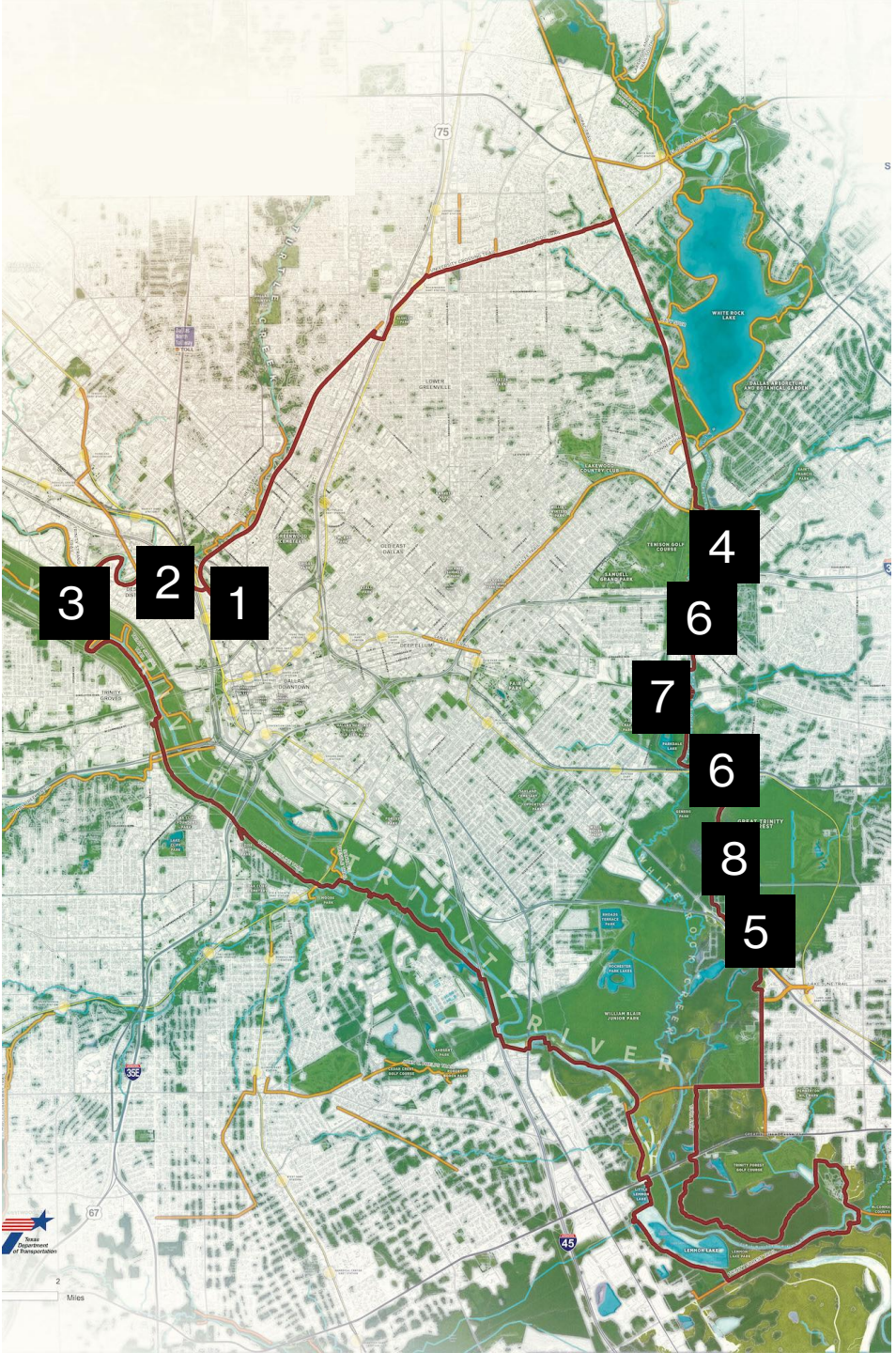
DALLAS ECONOMIC DEVELOPMENT

THE COUNTY OF DALLAS STATE OF TEXAS

Texas Department of Transportation

North Central Texas Council of Governments





CAPITAL PROJECTS

1. Hi Line Connector – Complete
2. The Loop Plaza – Complete (Opened October 2026)
3. Discovery Gateway – Under Construction (Opening Q1 2027)
4. Trinity Forest Spine Trail Phase 1 – Complete
5. Trinity Forest Spine Trail Phase 2 – Complete
6. Trinity Forest Spine Trail Phase 3 – Under Construction
7. Trinity Forest Spine Trail Phase 4 – In Design Phase
8. Trinity Forest Spine Trail Phase 5 – In Design Phase

In just seven years, six of our eight projects are now complete or under construction – transforming years of ambitious planning into new public spaces people are already using.

HI LINE CONNECTOR

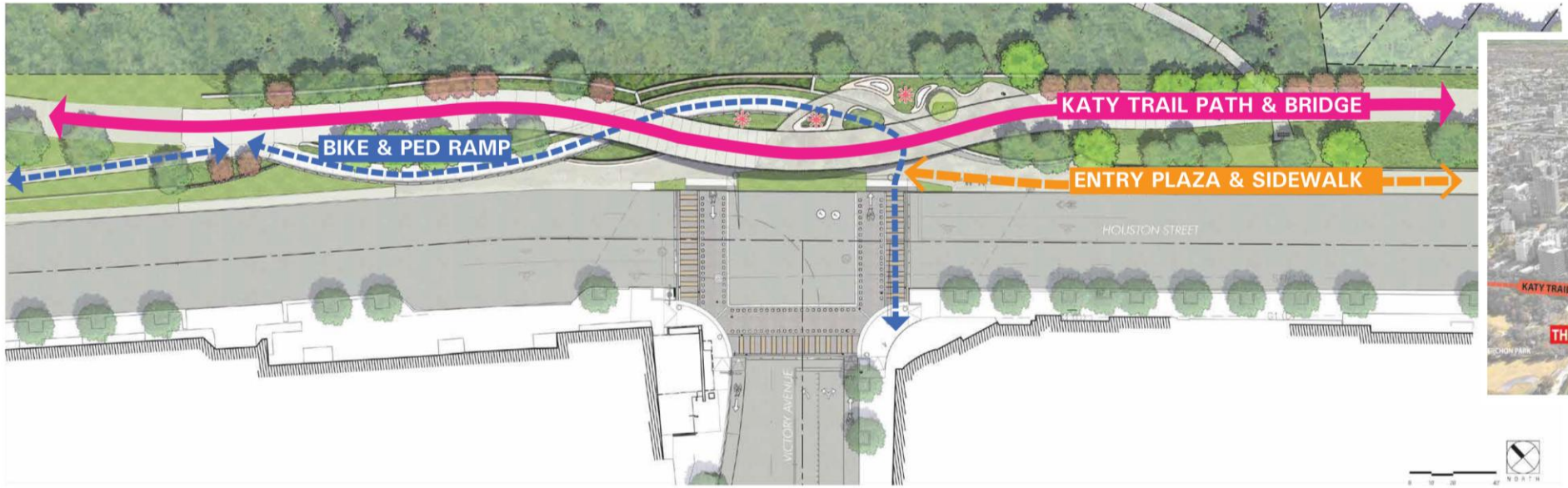


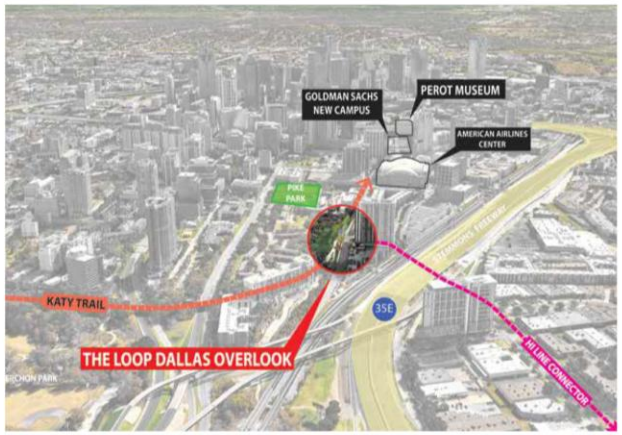
Completed in 2024, The Hi Line Connector is a one-mile urban trail that extends the iconic placemaking of the Katy Trail through Victory Park and the Design District, onto the Trinity Strand Trail and into the Trinity River levees, connecting neighborhoods and Dallasites in ways not previously possible.





THE LOOP PLAZA





Context Diagram

Opened October 2026, The Loop Plaza is a vibrant public space that connects the Hi Line Connector to the Katy Trail, opening a gateway to Victory Park, the Design District, West Dallas and the Trinity Strand Trail. Designed by TBG Partners, the Plaza transforms a former dead end and retaining wall at Victory Avenue and Houston Street into an active gathering place, retrofitting an overlooked piece of urban infrastructure to bring people together.

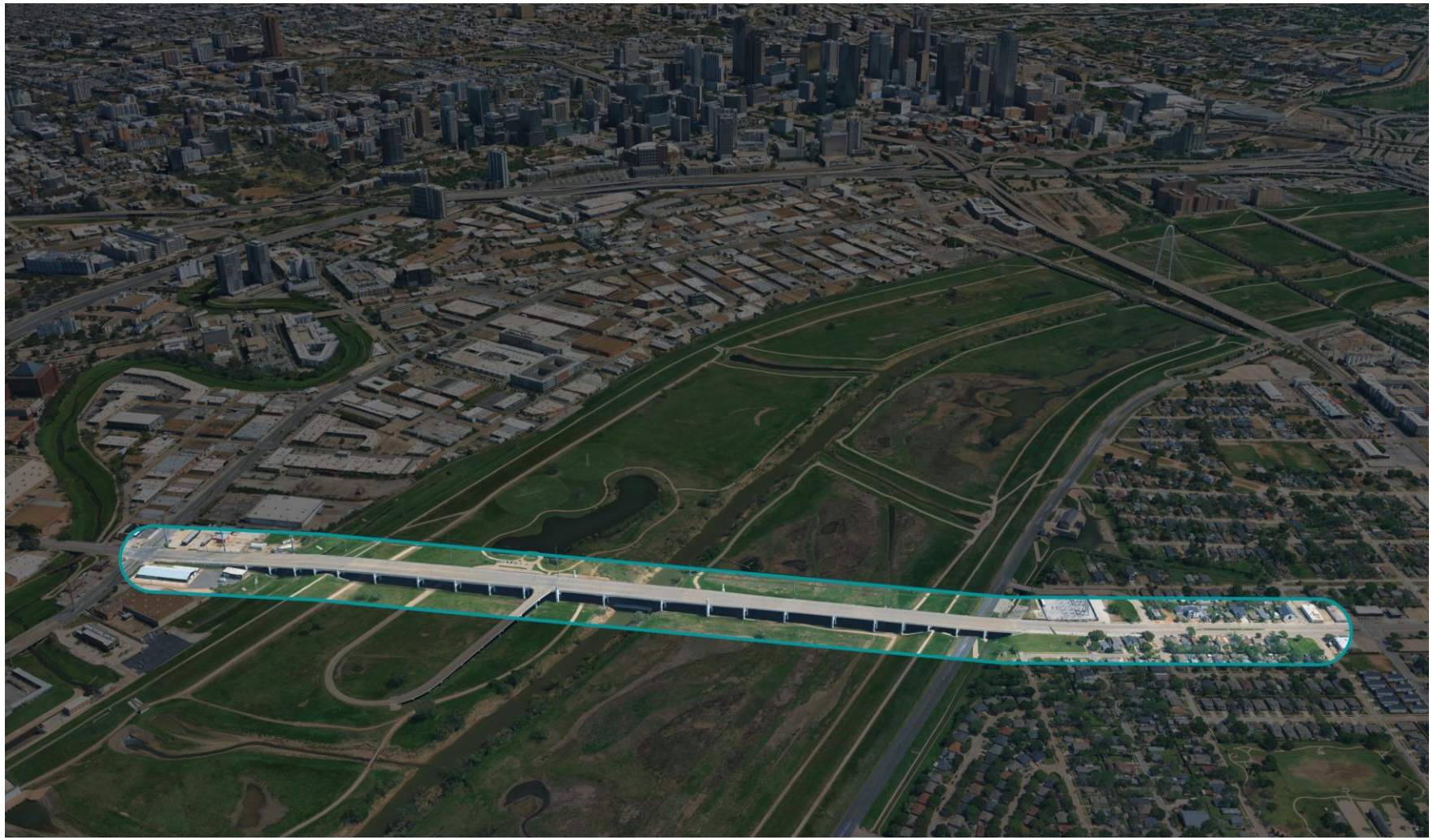




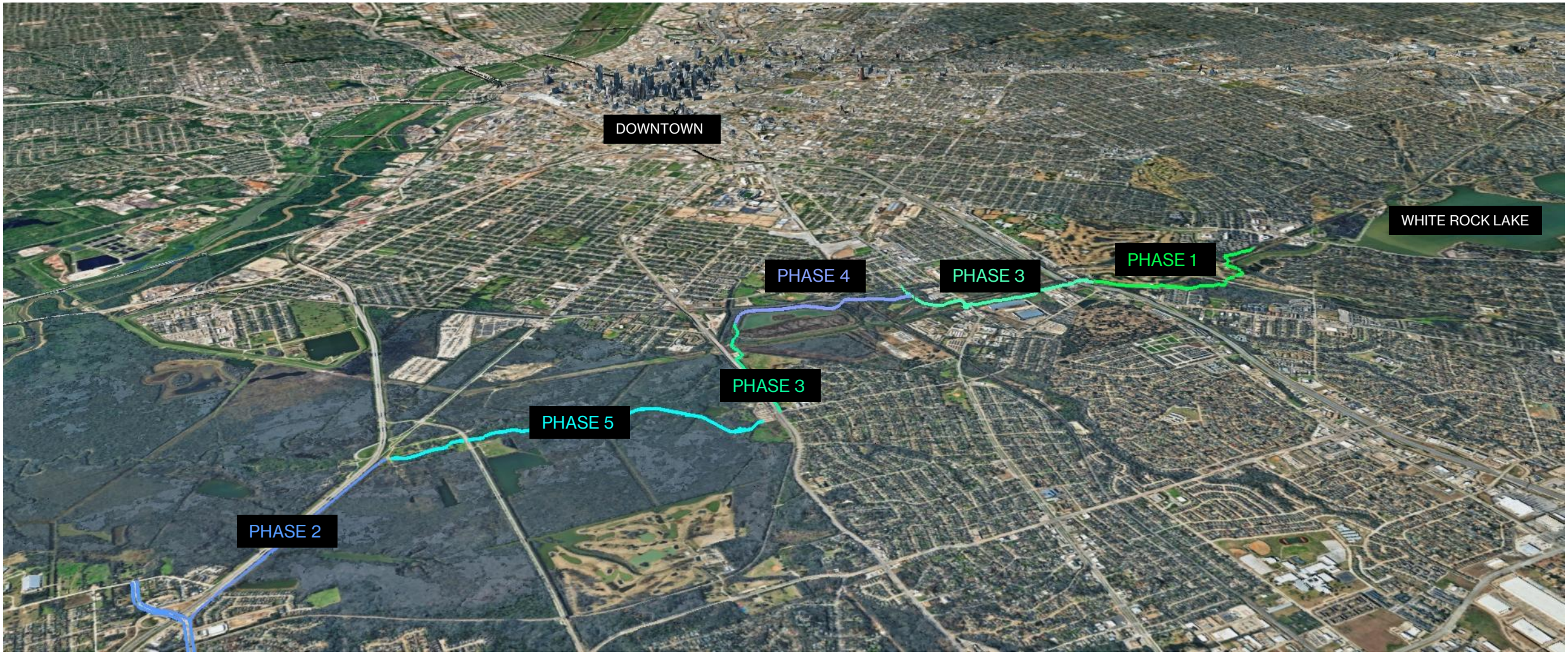
DISCOVERY GATEWAY

Discovery Gateway forges a connection between the Trinity Strand and Skyline Trails, setting a precedent for safer streets. The design replaces one car lane in each direction on the Sylvan Avenue bridge and adds a protected trail for walkers, runners and bike riders traveling between West Dallas, the Design District, and the Trinity River.





TRINITY FOREST SPINE TRAIL



TRINITY FOREST SPINE TRAIL – PHASE 1

Completed in the Fall of 2023, Phase 1 is the first segment of the 9-mile Trinity Forest Spine Trail.

Running along White Rock Creek, it connections from the Santa Fe trail on the North end, through Tenison Glen Golf Course and Creekside Mountain bike Park down to Samuell Blvd on the South, creating new connections to recreational facilities across East Dallas.



TRINITY FOREST SPINE TRAIL – PHASE 2

Completed in the Spring of 2026, Phase 2 represents a meaningful connection to South Dallas by creating a pedestrian connection to the Lake June DART Station and takes another step toward completing the Trinity Forest Spine Trail.

Running along US 175, Phase 2 spans above the Great Trinity Forest and the flood plain below.



TRINITY FOREST SPINE TRAIL – PHASE 3

Under Construction!

Phase 3 completes two separate segments of the Trinity Forest Spine Trail.

The Northern section connects to Phase 1, extending the trail South to Dolphin Heights.

The Southern section connects to the Lawnview DART Station to the Southeast with Park Dale Lake.

The 110 acre lake and land dedication is the largest in Dallas since 1937, opening a piece of the city that only a few people have ever experienced.



TRINITY FOREST SPINE TRAIL – PHASE 4

In the Design Phase.

Phase 4 will fill the gap between the two segments of phase 3, creating a completely connected trail system from White Rock Lake to the Lawnview Dart Station, and creating a complete loop around Park Dale Lake.



TRINITY FOREST SPINE TRAIL – PHASE 5

In the Design Phase.

The final segment of the Trinity Forest Spine Trail, Phase 5 will create a complete trail system from White Rock Lake to the Pemberton Hill Road Trail.

In addition to completing the Spine Trail, Phase 5 will be the final segment connecting the entire 50-mile Loop.



Planned Bicycle and Pedestrian Activities in the Region

Discussion to identify complete, ongoing, or upcoming activities by BPAC members including:

Accomplishments

Issues

Best Practices

UPCOMING EVENTS AND TRAINING

Bicycle and Pedestrian Advisory Committee
November 18, 2026



North Central Texas Council of Governments

Regional Transportation Council

APBP Webinar: Bicycle Level of Traffic Stress 2.0; Revisions based on Global, Cross-Disciplinary Expert Consensus

December 16, 2026, at 3:00 pm ET

- Presenters:
  - Susan Loftus (Principal, Loftus Planning and Design)
  - Camilla Dartnell (Senior Planner and Engineer, Kittelson & Associates, Inc)

- *Bicycle Level of Traffic Stress (LTS) provides an important foundation for assessing how different bicycling environments impact different types of cyclists… This study advances a revised LTS framework through a consensus-building approach with 19 international experts in planning, engineering, psychology, and human-centered design…Findings highlight three core insights. First, demographic categories such as "mainstream adult cyclist" are too heterogeneous to be meaningful; LTS classifications should instead reflect individual physical, cognitive, and psychological differences, with children as the only relatively uniform group. Second, defining lower-stress thresholds (LTS 1 and 2) requires incorporating more complex bicycling environments. Third, current LTS methodologies are less robust than those of high cycling countries and do not fully align with what this panel identified as valid.*

- **Webinar is available for purchase at https://apbp.mclms.net/en/package/18842/course/34396/view**

National Bike Summit
Washington, DC
March 9-11, 2027

- 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: https://bikeleague.org/events/summit/
- Registration is open now!

MAIN STREET NOW 2027
Detroit, MI
MAY 3-5, 2027

Save the Date!

- **Join local leaders and experts in commercial district stewardship for three days of learning, exploring, and connecting. Gain invaluable knowledge and strategies to strengthen the social, civic, and economic fabric of your community.**
- **To view more information and sign up for updates visit: https://mainstreet.org/the-latest/events/save-the-date-2027-main-street-now-conference**

Lifesavers Conference on Road Safety

San Antonio, TX

March 6-9, 2027



Save the Date!

- One of the largest gatherings 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

2027 National Planning Conference

Houston, TX

May 15-18, 2027

Save the Date!

- 2027 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)
- Registration opens February 2027

DESIGNING CITIES 27
Nashville, TN
May 11-14, 2027

Save the Date!

- The NACTO Designing Cities Conference brings together over 1,000 officials, planners, and practitioners to advance the state of transportation in North American cities.

- For more information, visit: https://designingcities.org/2027



Save the Date!

- CNU 35 represents the opportunity to finally gather in a community that never stopped building connection, to explore how thoughtful urban design and strategic planning can support healing, resilience, and long-term investment in both people and place.

- For more information, visit: https://www.cnu.org/cnu35

Congress for the New Urbanism



Save the Date!

- More information will be posted soon at https://www.apbp.org/2026-conference

2027 North American Bikeshare & Scootershare Association (NABSA) Annual Conference

Chicago, IL

October 13-15, 2027

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/

NABSA

NORTH AMERICAN BIKESHARE & SCOOTERSHARE ASSOCIATION

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 16, 2027**

- For more information, visit: bikeleague.org/bfa/community/

Master Plans Under Development

- City of Azle Active Transportation Plan
- City of Colleyville Active Transportation Plan
- City of Keller Active Transportation Plan
- City of Weatherford Active Transportation Plan
- TxDOT Dallas District Bike Plan
- TxDOT Fort Worth District Bike 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 November Gathering

November 18 (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)

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

North Central Texas Council of Governments

Regional Transportation Council



Master Transportation Plan Update

BPAC
11.18.26
Rebecca P Diviney, P.E.
Public Works and Engineering

The 2026 Master Transportation Plan is Addison's roadmap for making it safer, easier and more enjoyable to get around. It guides future projects to support our community's growth, connect people to jobs and destinations, and keep Addison a vibrant, welcoming place to live, work, and visit.



Coordination Across Plans & Partners

PLAN REVIEW AND INTEGRATION

Reviewed and aligned with the 2016 Master Transportation Plan, UDC, 2021 Citywide Trails Master Plan, and other local and regional plans to ensure continuity and build on previous investments.

COMMUNITY ENGAGEMENT

Used surveys, open houses, focus groups, and pop-up events to gather input from residents, employers, and community groups. Public feedback helped define priorities and shape plan recommendations.

GUIDANCE FROM ADVANCE ADDISON 2050

Grounded the plan in the town's vision, values, and decision-making principles —especially the goals of walkability, transit accessibility, and fiscal sustainability.

MULTIMODAL NETWORK PLANNING

Evaluated all travel modes and identified opportunities to improve connectivity, safety, and comfort for users of all ages and abilities.

TRANSIT COORDINATION

Focused on first/last mile connections and development strategies surrounding the upcoming DART Silver Line Addison Station.

DATA ANALYSIS

Assessed transportation system performance, crash data, traffic patterns, and land use context to identify needs and test future improvements.

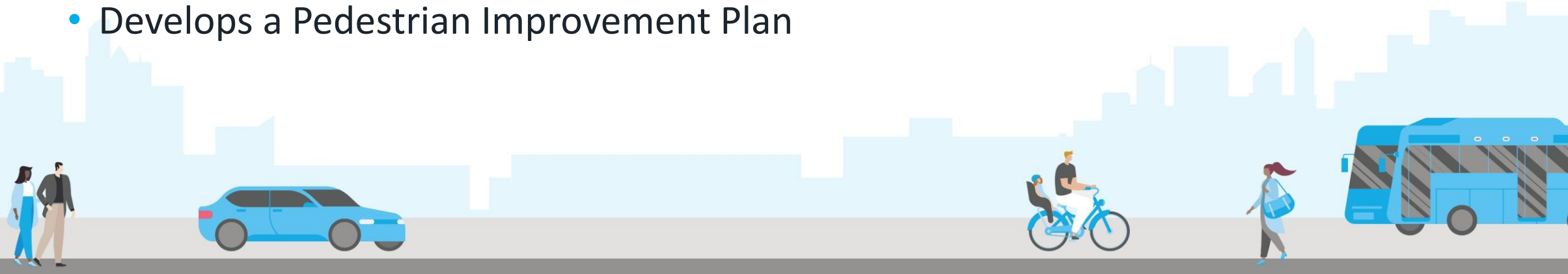
CROSS-DEPARTMENTAL COLLABORATION

Worked with multiple Town departments to ensure the MTP supports broader goals related to economic development, land use, parks, and infrastructure.

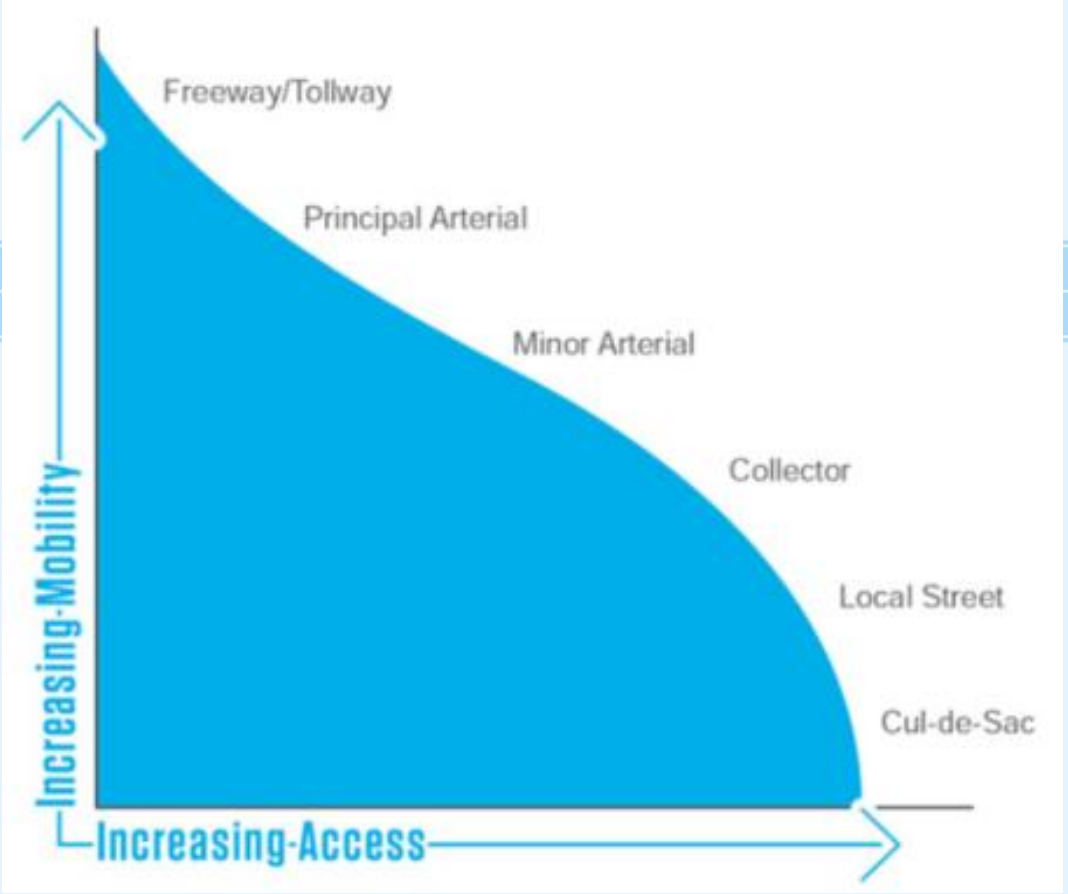


Creation of Plan

- Development of typical “flexible” roadway cross sections
- Sets goals for implementation
- Creates a Thoroughfare Plan
- Creates an Active Transportation Plan
- Creates a Traffic Calming Toolbox
- Develops and Recommends Speed Limits
- Creates a Pedestrian Toolbox
- Creates a Crossing Guidelines
- Develops a Pedestrian Improvement Plan



Typical “Flexible” Cross Sections



1

Principal Arterial

High-capacity corridors facilitating regional traffic flow.

2

Minor Arterial

Roadways connecting neighborhoods and commercial areas.

3

Urban Collector

Streets supporting multimodal travel within walkable centers.

4

Residential Collector

Roads linking local streets to arterials, balancing traffic volumes with multimodal access.

5

Urban Local

Streets in mixed-use, walkable areas with high pedestrian activity.

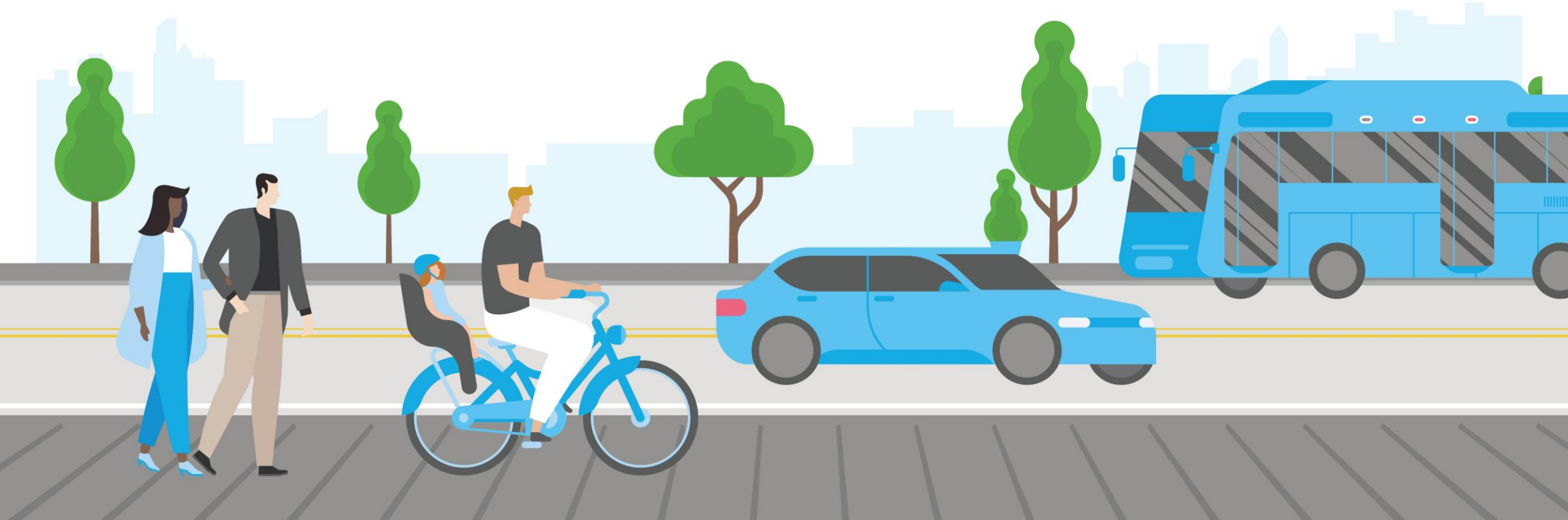
6

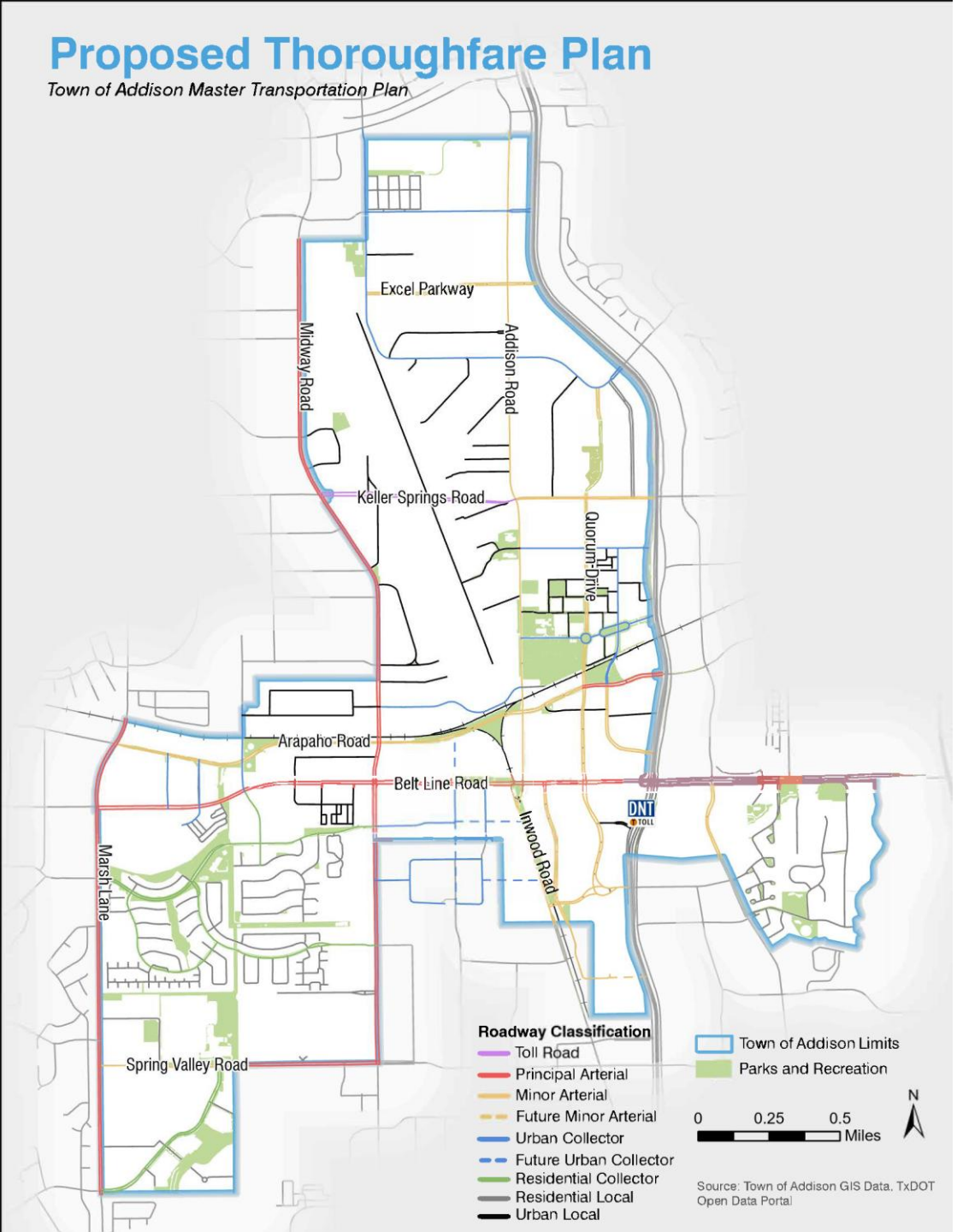
Residential Local

Neighborhood streets prioritizing pedestrian comfort and local access.

Goals

- **Increased Flexibility**– Provide adaptable cross-section “envelopes” so staff can deliver cost-effective roadway modernizations tailored to context and available right-of-way.
- **Hold Developers Accountable –** Establish clear, enforceable standards that ensure private projects build their portion of streets to Town specifications.
- **Deliver Addison’s Vision –** Guarantee that all new or reconstructed streets meet the Town’s expectations for walkability, safety, and quality design.





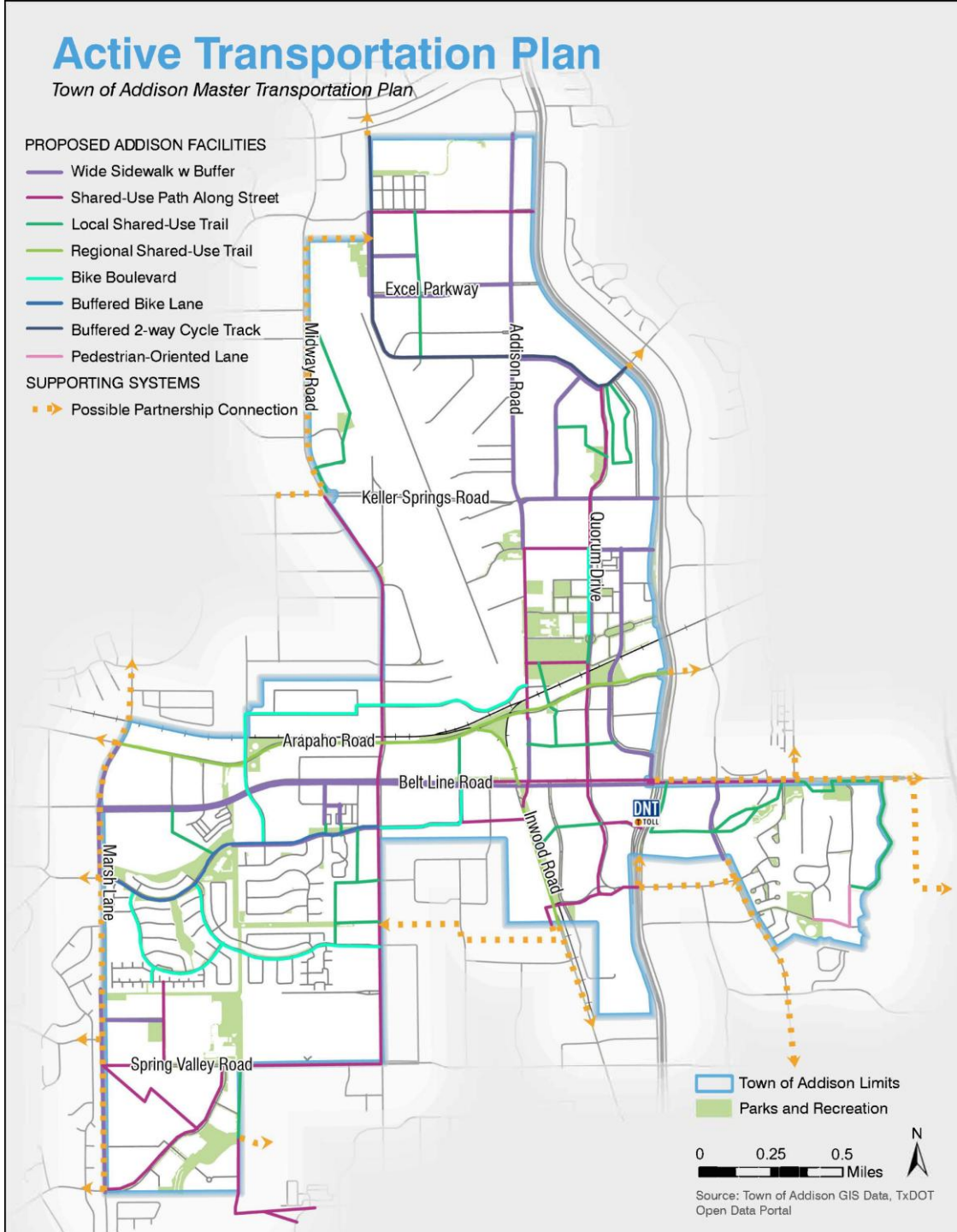
Thoroughfare Plan:

What is it? A plan for Addison's major streets. It designates classifications and cross-sections..

- **New Classifications –** Introduces Urban Local and Urban Collector to better match walkable, mixed-use areas.
- **Development Standards –** Ensures developers construct their share to Town specifications, including right-of-way dedications.
- **Future Segments –** Identifies key new connections to improve circulation and support redevelopment.

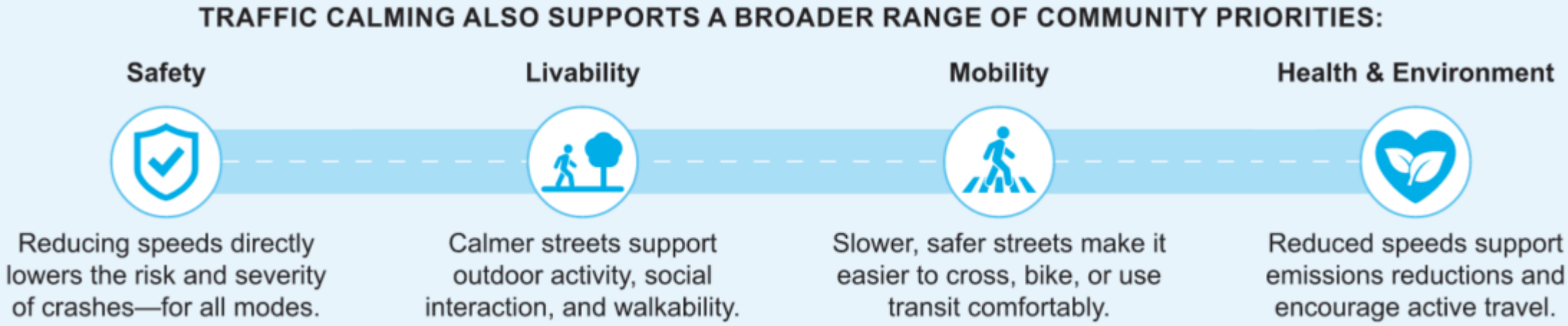
Active Transportation Plan

- Incorporates the adopted 2021 Citywide Trails Master Plan.
- Updates with recent bicycle and trail projects such as Midway Shared-Use Path and Vitruvian connections.
- Provides a long-range vision for a connected walking and biking network along Addison roadways.
- Not all projects are immediate priorities—priority projects are outlined in the report.



Traffic Calming Toolbox

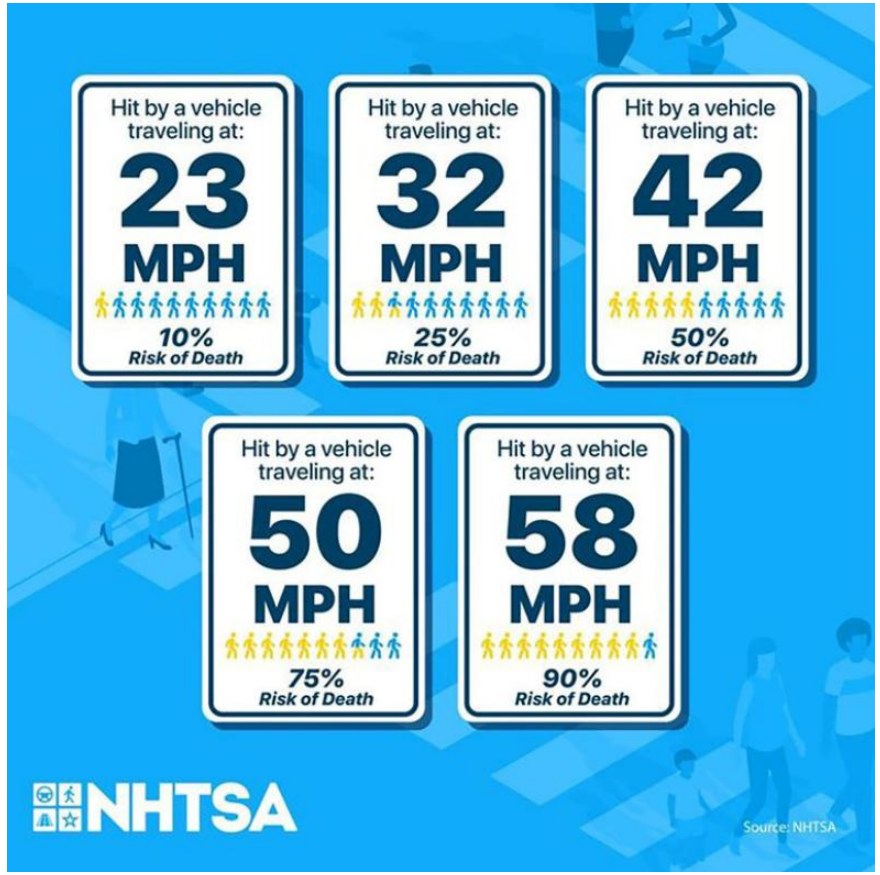
- **Purpose:** Reduce vehicle speeds, improve safety, and enhance comfort for people walking, biking, and driving.
- **Four Categories of Tools:**
  - Speed Management – Raised intersections and radar speed signs.
  - Roadway Delineation Tools – Pavement markings and dividers & medians.
  - Intersection Tools – Roundabouts, curb extensions, in-street crosswalk signs, pedestrian refuge islands, and corner radii's.
  - Community Enhancement Tools – Textured pavement, Street trees & landscaping, and gateway treatments.



Speed Limit Evaluations

- **Legal Framework** – New TMUTCD guidance allows speed limits to consider land use, safety, and engineering judgment—not just the 85th percentile; cities have authority to adjust local/collector speeds.
- **Data-Driven Evaluation** – INRIX speed data used to identify corridors where posted limits don't align with actual driver behavior.
- **Key Findings** – Recommended speed limit reductions on multiple roadways in Addison.

ROADWAY NAME	85TH PERCENTILE SPEED (TIME-BASED)	POSTED SPEED LIMIT
EB Westgrove Drive	37 mph	40 mph
WB Westgrove Drive	37 mph	40 mph
NB Quorum Drive	29 mph	30 mph
SB Quorum Drive	28 mph	30 mph
EB Arapaho Road	41 mph	40 mph
WB Arapaho Road	39 mph	40 mph
SB Addison Road	36 mph	40 mph
NB Addison Road	36 mph	40 mph

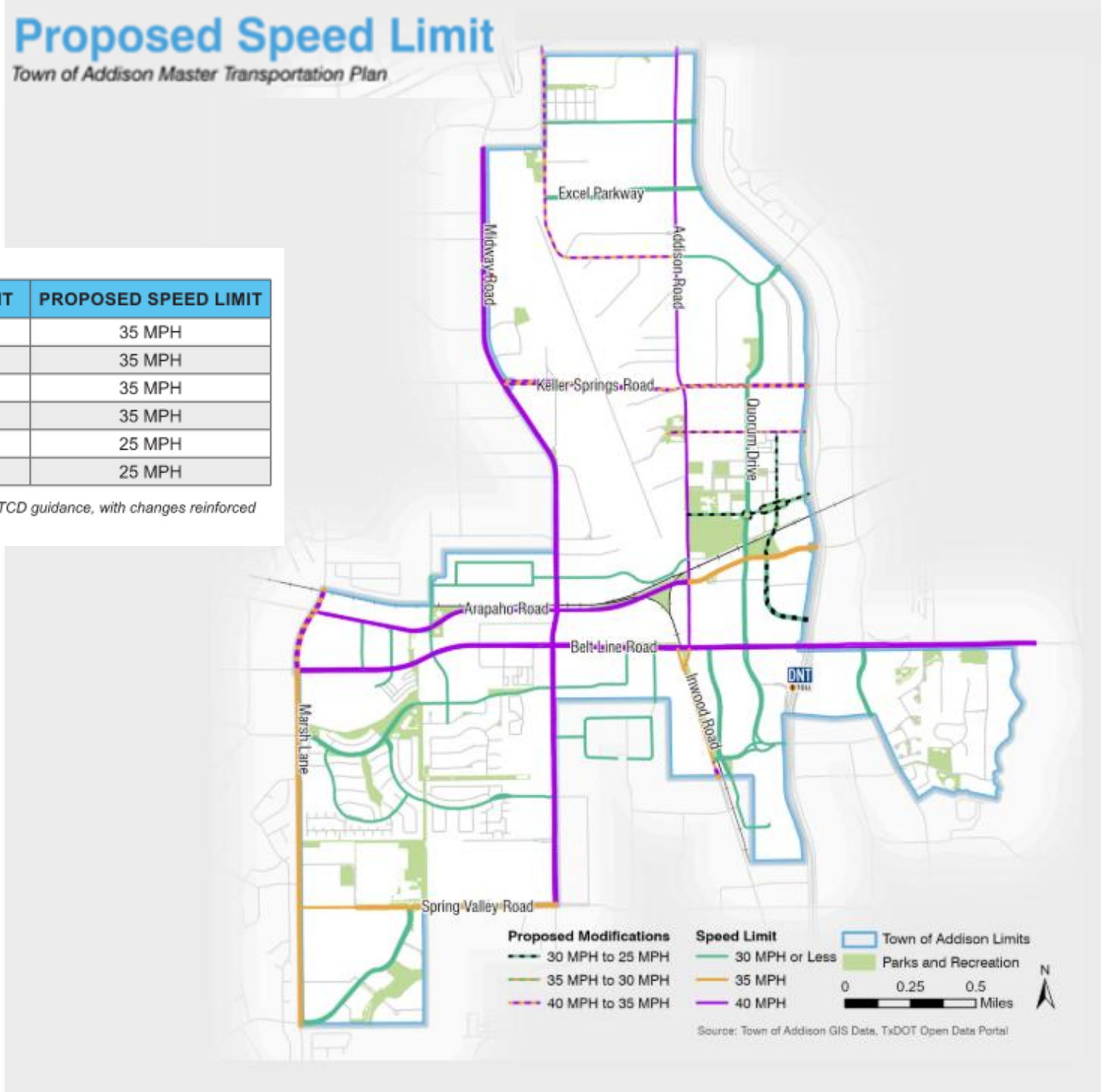


Speed Limit Recommendations

TABLE 16. SPEED LIMIT RESTRICTIONS

ROADWAY	PROJECT LIMITS	EXISTING SPEED LIMIT	PROPOSED SPEED LIMIT
Westgrove Drive	Northern Limits to Addison Road	40 MPH	35 MPH
Keller Springs Road	Midway Road to Dallas North Tollway	40 MPH	35 MPH
Airport Parkway	Addison Road to Dallas North Tollway	40 MPH	35 MPH
Marsh Lane	Northern Limits to Belt Line Road	40 MPH	35 MPH
Spectrum Drive	Airport Parkway to Dallas North Tollway	30 MPH	25 MPH
Addison Circle	Addison Road to Dallas North Tollway	30 MPH	25 MPH

Note: Proposed speed limit reductions reflect safety data, roadway configurations, land use context, and TMUTCD guidance, with changes reinforced by traffic calming design tools or enforcement.



Pedestrian Toolbox

PHB

Shared-Use Path

Marked Crosswalk

Curb Ramps

RRFB

Sidewalk

Crossing Islands

LPI

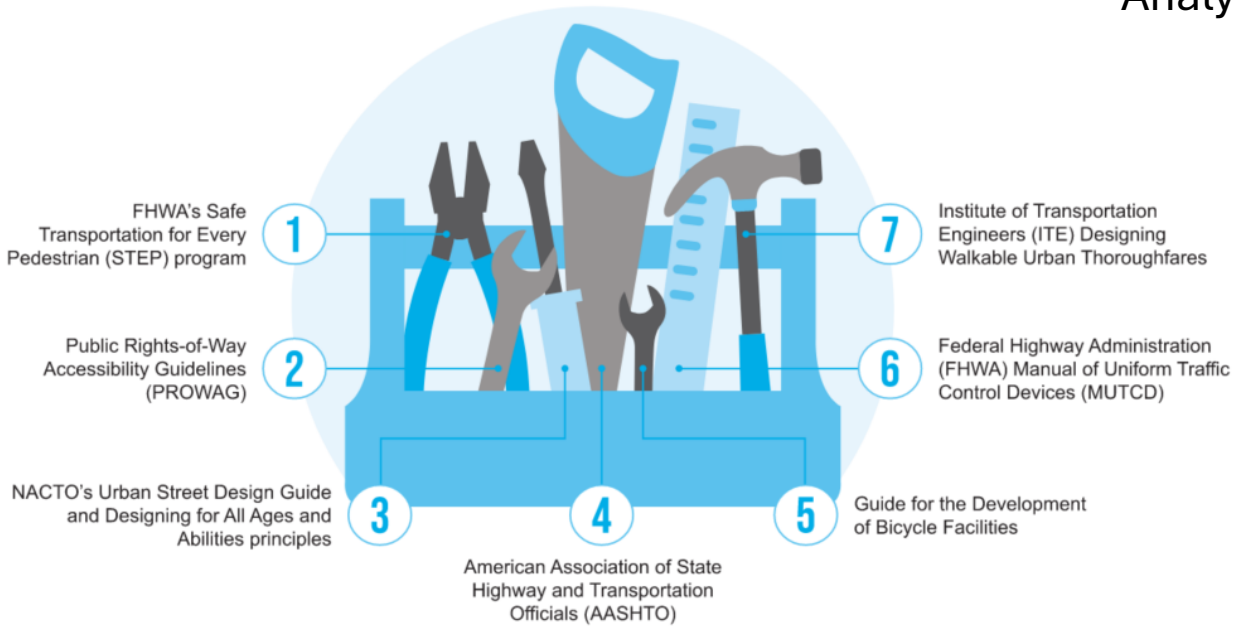
Improved Slip Lanes

Pedestrian Countdown

Curb Extensions

Traffic Signal Warrant Analysis

Lighting



Pedestrian Toolbox Features

Each tool in the Toolbox includes:

- **Purpose:** Explains what the tool addresses and when to install it.
- **Typical Use:** Describes where the tool is most effective.
- **Design Guidance:** Follows and highlights key standards and guidelines.

MARKED CROSSWALKS



Source: Dan Burden

DESCRIPTION

Marked crosswalks play a key role in guiding pedestrians and alerting drivers to pedestrian activity. While crosswalks legally exist at all intersections where sidewalks meet the street—even without striping—markings significantly improve visibility, reinforce pedestrian priority, and clarify expectations for all users.

Ladder and continental styles, featuring wide bars perpendicular to the walking direction, are the most visible and effective. These should be paired with stop bars, signage, and, where appropriate, pedestrian signals or beacons. Decorative treatments may be used to enhance placemaking but must not compromise safety or visibility. In Addison, marked crosswalks are essential to a safe and comfortable pedestrian network, especially along arterials like Belt Line Road, Midway Road, and Addison Road, near schools and in high pedestrian areas such as Addison Circle and Vitruvian Park.

TYPICAL USE

Marked crosswalks are especially appropriate in the following locations:

- Along any roadway with moderate to high traffic volumes (typically >3,000 ADT) or posted speeds above 20 mph
- At all legs of signalized and stop-controlled intersections in high pedestrian activity areas
- At mid-block crossings near schools, parks, trails, transit stops, senior centers, civic buildings, or commercial areas
- Within mixed-use areas where informal crossing behavior is common or where pedestrian desire lines are clearly visible

DESIGN GUIDANCE

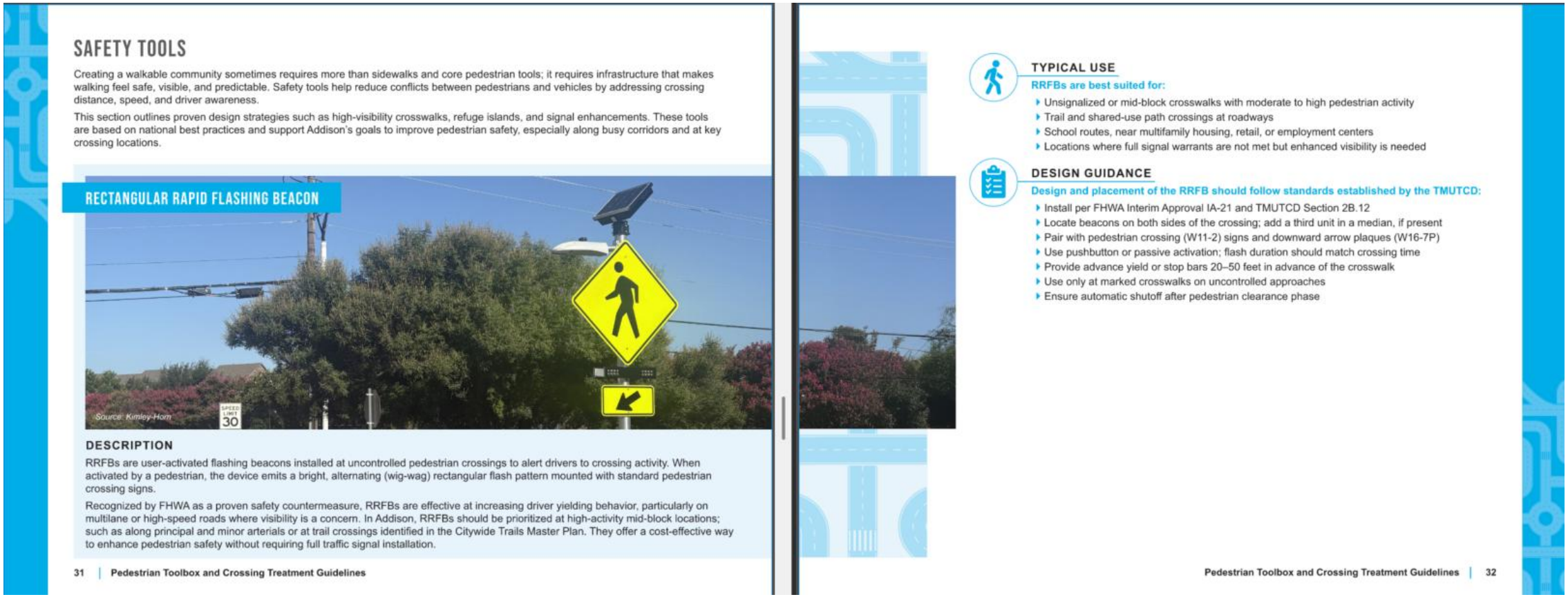
Design and placement of crosswalks should follow TMUTCD, PROWAG, and FHWA guidance, with the following standards recommended for Addison:

- Minimum paved width of 10 feet; reduced to 8 feet only in constrained conditions with low expected volumes
- Two-foot shoulders or clear zones on either side of the path, where space permits
- A minimum 5-foot landscaped buffer between the path and roadway; if less than 5 feet, a physical barrier (e.g., guardrail or curb) should be provided
- Sight lines must be maintained at all crossings and driveways; signage and markings should clearly alert drivers to the presence of path users
- Each end of the sidepath should connect directly to another bicycle-compatible facility—such as an on-street bike lane, another trail, or a neighborhood street
- At signalized intersections, consider prohibiting right turns on red and implementing Leading Pedestrian Intervals (LPIs) to minimize conflicts between turning vehicles and path users
- Lighting, striping, and wayfinding elements should be provided to enhance safety, visibility, and comfort

Pedestrian Toolbox Features

Each tool in the Toolbox includes:

- **Purpose:** Explains what the tool addresses and when to install it.
- **Typical Use:** Describes where the tool is most effective.
- **Design Guidance:** Follows and highlights key standards and guidelines.



SAFETY TOOLS

Creating a walkable community sometimes requires more than sidewalks and core pedestrian tools; it requires infrastructure that makes walking feel safe, visible, and predictable. Safety tools help reduce conflicts between pedestrians and vehicles by addressing crossing distance, speed, and driver awareness.

This section outlines proven design strategies such as high-visibility crosswalks, refuge islands, and signal enhancements. These tools are based on national best practices and support Addison's goals to improve pedestrian safety, especially along busy corridors and at key crossing locations.

RECTANGULAR RAPID FLASHING BEACON

Source: Kimley-Horn

SPEED LIMIT 30

DESCRIPTION

RRFBs are user-activated flashing beacons installed at uncontrolled pedestrian crossings to alert drivers to crossing activity. When activated by a pedestrian, the device emits a bright, alternating (wig-wag) rectangular flash pattern mounted with standard pedestrian crossing signs.

Recognized by FHWA as a proven safety countermeasure, RRFBs are effective at increasing driver yielding behavior, particularly on multilane or high-speed roads where visibility is a concern. In Addison, RRFBs should be prioritized at high-activity mid-block locations; such as along principal and minor arterials or at trail crossings identified in the Citywide Trails Master Plan. They offer a cost-effective way to enhance pedestrian safety without requiring full traffic signal installation.

TYPICAL USE

RRFBs are best suited for:

- Unsignalized or mid-block crosswalks with moderate to high pedestrian activity
- Trail and shared-use path crossings at roadways
- School routes, near multifamily housing, retail, or employment centers
- Locations where full signal warrants are not met but enhanced visibility is needed

DESIGN GUIDANCE

Design and placement of the RRFB should follow standards established by the TMUTCD:

- Install per FHWA Interim Approval IA-21 and TMUTCD Section 2B.12
- Locate beacons on both sides of the crossing; add a third unit in a median, if present
- Pair with pedestrian crossing (W11-2) signs and downward arrow plaques (W16-7P)
- Use pushbutton or passive activation; flash duration should match crossing time
- Provide advance yield or stop bars 20–50 feet in advance of the crosswalk
- Use only at marked crosswalks on uncontrolled approaches
- Ensure automatic shutoff after pedestrian clearance phase

Crossing Guidelines

IDENTIFY
Identify where crossings are needed

EVALUATE
Analyze speed, volume, safety, ADA

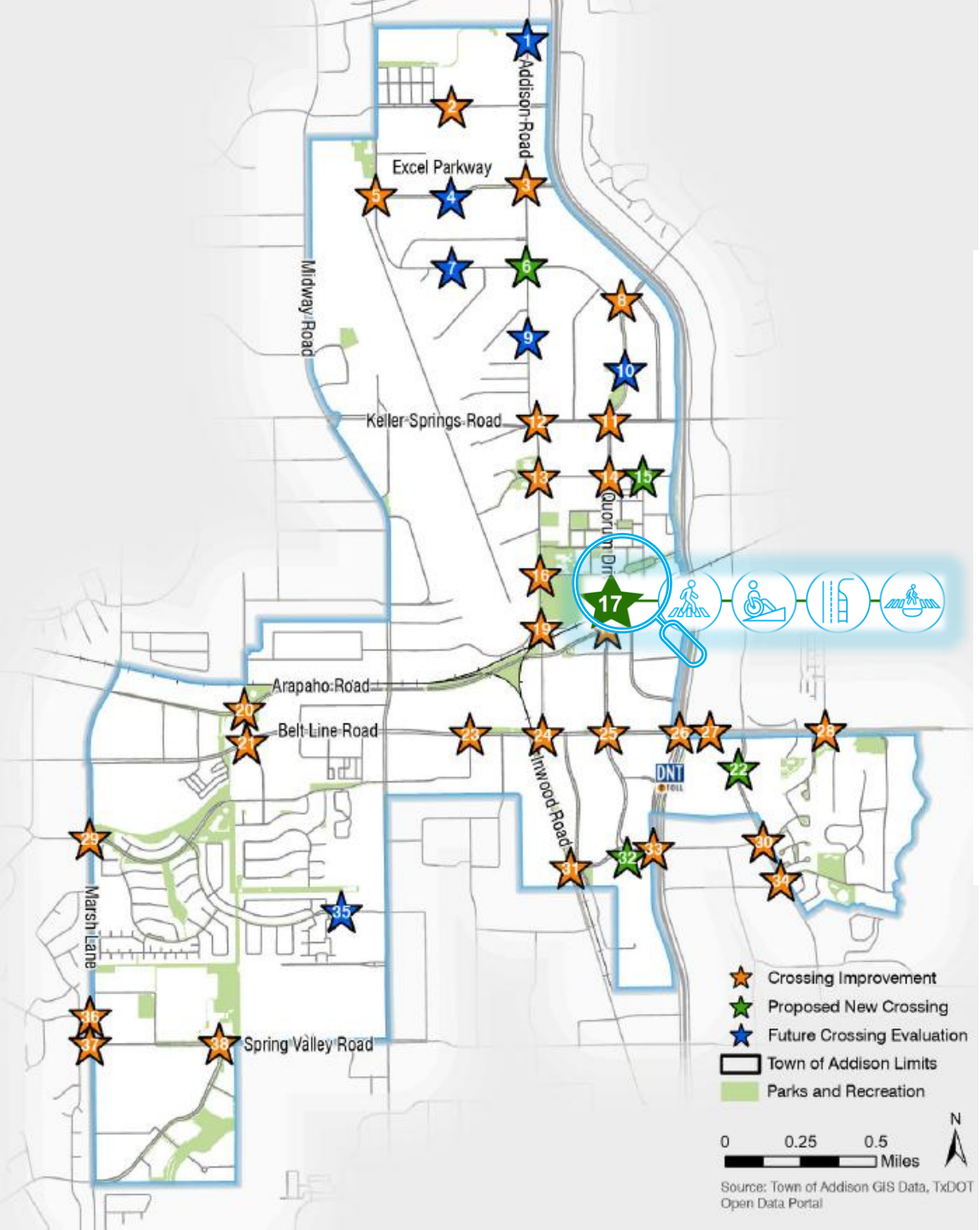
PRIORITIZE
Rank by risk and community benefit

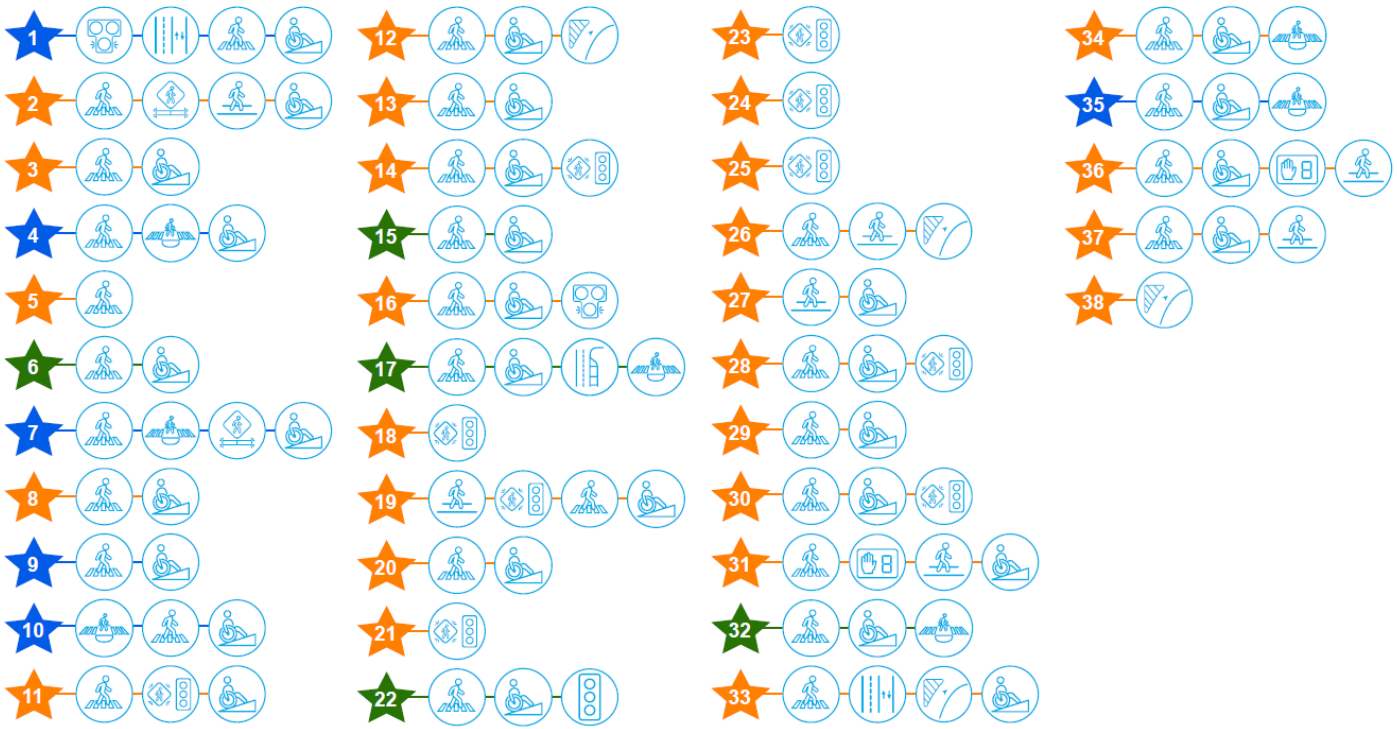
SELECT
Choose right-sized treatment

IMPLEMENT & MONITOR
Deliver, measure, refine



Proposed Improvements





Note: For all Crossing Improvement locations, the listed pedestrian toolbox applications are based on initial analysis and should be evaluated further. Each location should undergo site-specific study using the **Crossing Guidelines** outlined in this report to confirm or refine the proposed treatments.

Pedestrian Dashboard



Projects from the Pedestrian Toolbox

Number	Location	Plan	Potential Improvements	Pedestrian Counts Needed?	Project Type
1	Addison Road at Hospital and TCA	Future Crossing Evaluation	PHB, Shared-Use Path, Marked Crosswalk, Curb Ramps	Yes	Unknown
2	Sojourn Drive Mid-Block Crossing	Crossing Improvement	Marked Crosswalk, Curb Ramps, RRFB, Sidewalk	No	HSIP
3	Addison Road at Excel Parkway	Crossing Improvement	Marked Crosswalk, Curb Ramps	Yes	Unknown
4	Excel Parkway Mid-Block Crossing	Future Crossing Evaluation	Marked Crosswalk, Curb Ramps, RRFB, Crossing Islands	Yes	Unknown
5	Westgrove Drive at Excel Parkway	Crossing Improvement	Marked Crosswalk	No	Unknown
6	Addison Road at Westgrove Drive	Proposed New Crossing	Marked Crosswalk, Curb Ramps	No	Future Bond
7	Westgrove Drive Mid-Block Crossing between Sunbelt and Addison Road	Future Crossing Evaluation	Marked Crosswalk, Curb Ramps, RRFB, Crossing Islands	Yes	Unknown
8	Westgrove Drive at Quorum Drive	Crossing Improvement	Marked Crosswalk, Curb Ramps	No	Unknown
9	Addison Road Mid-Block Crossing between Westgrove Drive and Keller Springs Road	Future Crossing Evaluation	Marked Crosswalk, Curb Ramps	Yes	Future Bond
10	Quorum Drive Mid-Block Crossing between Westgrove Drive and Keller Springs	Future Crossing Evaluation	Marked Crosswalk, Curb Ramps, Crossing Islands	Yes	Unknown
11	Keller Springs Road at Quorum Drive	Crossing Improvement	Marked Crosswalk, Curb Ramps, LPI	No	Bond
12	Keller Springs Road at Addison Road	Crossing Improvement	Marked Crosswalk, Curb Ramps, Improved Slip Lanes	No	Bond
13	Addison Road at Airport Parkway	Crossing Improvement	Marked Crosswalk, Curb Ramps	No	Bond
14	Quorum Drive at Airport Parkway	Crossing Improvement	Marked Crosswalk, Curb Ramps, LPI	No	Bond
15	Airport Parkway at Spectrum Crossing between Quorum Drive and Dallas Parkway	Proposed New Crossing	Marked Crosswalk, Curb Ramps	No	Bond
16	Addison Road at Addison Circle Drive	Proposed New Crossing	PHB, Marked Crosswalk, Curb Ramps	Yes	Unknown
17	Cotton Belt Trail Crossing north of RR Tracks on Quorum Drive	Proposed New Crossing	Marked Crosswalk, Curb Ramps, Crossing Islands, Curb Extensions	No	NCTCOG Grant Project
18	Arapaho Road at Quorum Drive	Crossing Improvement	LPI	Yes	Maintenance
19	Addison Road at Lindbergh Drive	Crossing Improvement	Marked Crosswalk, Curb Ramps, Sidewalk, LPI	No	HSIP

Projects from the Pedestrian Toolbox

20	Arapaho Road at Surveyor Boulevard	Crossing Improvement	Marked Crosswalk, Curb Ramps	No	HSIP
21	Belt Line Road at Surveyor Boulevard	Crossing Improvement	LPI	No	Maintenance
22	Montfort Drive at Sakowitz	Proposed New Crossing	Marked Crosswalk, Curb Ramps, Traffic Signal Warrant Analysis	No	Bond
23	Belt Line Road at Beltway Drive	Crossing Improvement	LPI	No	Maintenance
24	Belt Line Road at Addison Road / Inwood Drive	Crossing Improvement	LPI	No	Maintenance
25	Belt Line Road at Quorum Drive	Crossing Improvement	LPI	No	Bond
26	Belt Line Road at Dallas North Tollway	Crossing Improvement	Marked Crosswalk, Sidewalk, Improved Slip Lanes	No	Unknown
27	Belt Line Road east of Dallas North Tollway	Crossing Improvement	Curb Ramps, Sidewalk	No	Unknown
28	Belt Line Road at Oaks North Drive	Crossing Improvement	Marked Crosswalk, Curb Ramps, LPI	No	Unknown
29	Marsh Lane at Beltway Drive	Crossing Improvement	Marked Crosswalk, Curb Ramps	No	Unknown
30	Montfort Drive	Proposed New Crossing	Marked Crosswalk, Curb Ramps	No	Bond
31	Inwood Drive at Landmark	Crossing Improvement	Marked Crosswalk, Curb Ramps, Sidewalk, Pedestrian Countdown	Yes	Unknown
32	Quorum Drive at Landmark	Proposed New Crossing	Marked Crosswalk, Curb Ramps, Crossing Islands	No	Unknown
33	Quorum Drive at Dallas North Tollway	Crossing Improvement	Shared-Use Path, Marked Crosswalk, Curb Ramps, Improved Slip Lanes	No	Bond
34	Montfort Drive at Celestial Drive	Crossing Improvement	Marked Crosswalk, Curb Ramps, Crossing Islands	No	Bond
35	Proton Drive	Proposed New Crossing	Marked Crosswalk, Curb Ramps, Crossing Islands	Yes	Unknown
36	Marsh Lane	Crossing Improvement	Marked Crosswalk, Curb Ramps, Sidewalk, Pedestrian Countdown	Yes	Unknown
37	Marsh Lane at Spring Valley Road	Crossing Improvement	Marked Crosswalk, Curb Ramps, Sidewalk	Yes	Unknown
38	Spring Valley Road at Vitruvian Way	Crossing Improvement	Improved Slip Lanes	No	Maintenance

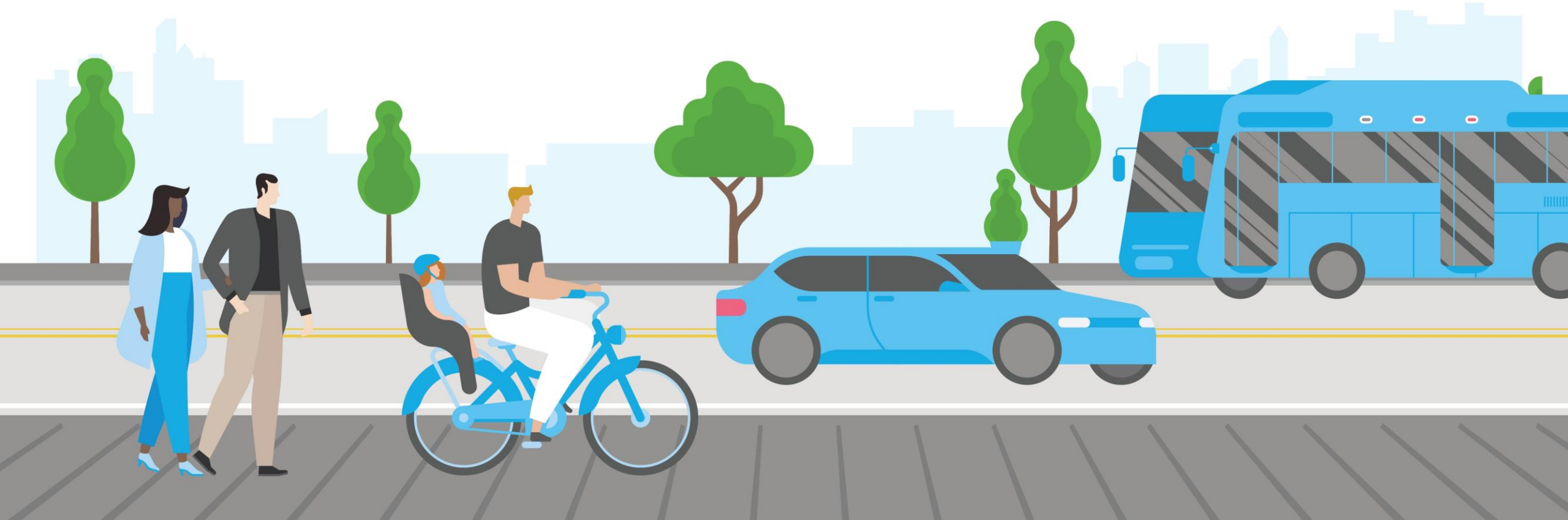
Projects under Design or Construction

Location	Description	Phase	Status	Plan	Potential Improvements	Pedestrian Counts Needed?	Comments
Midway Road at Spring Valley	Evaluate additional improvements to be made including signal timing and striping			Crossing Improvement	Marked Crosswalk, LPI	No	
Hornet and Proton at Midway Road	Evaluating with final punch list of Midway Road Project..	Construction Phase		Crossing Improvement	Marked Crosswalk	No	
Driveways along Midway Road	Concern raised with pedestrians traversing sidewalks along Midway due to the driveways. Evaluate area.			Crossing Improvement		No	
Azure Lane Redding Trail Crossing	Can there be any additional signage or lighting updates made to improve the visibility of the area?	Design Phase	Design	Crossing Improvement		Yes	
Proton at Canot	No crossing or area for pedestrian safely to cross			Crossing Improvement	Marked Crosswalk, Curb Ramps	No	
Waterside, Les Lacs, Lakeway	Evaluate additional improvements to be made.			Crossing Improvement		No	
Beltway Crossing at AAC	HSIP	Design Phase	Design	Crossing Improvement	Marked Crosswalk, RRFB	No	
Surveyor at Arapaho	HSIP	Construction Phase	Under Construction	Crossing Improvement	Marked Crosswalk, LPI	No	HSIP
Area near Chuys	Can we improve the area and take the land over to allow for a sidewalk connection through the Chuy's and Belt Line area? Evaluation during future development projects.						
Belt Line Road at Beltway Drive	Traffic signal rebuild with new signal equipment, pedestrian signal equipment, and pavement markings.	Construction Phase	Under Construction	Crossing Improvement	Marked Crosswalk, Curb Ramps, Pedestrian Countdown	No	Evaluate the new crossing located east of this intersection at Addison Reserve
Addison Road at Belt Line Road Traffic Signal	Traffic signal rebuild with new signal equipment, pedestrian signal equipment, and pavement markings.	Construction Phase	Under Construction	Crossing Improvement	Marked Crosswalk, Curb Ramps	No	
NTTA Pedestrian Crossing at Dallas North Tollway	Additional of thermoplastic sidewalk markings and dedicated walking area to increase visibility of pedestrians. NTTA and City of Dallas.	Design Phase	Design	Crossing Improvement	Marked Crosswalk	No	Design in progress to add additional Thermoplastic sidewalk markings at all pedestrian crossings at Belt Line Road and Dallas North Tollway. Also need to paint the bridge for a refresh. Coordination with NTTA and City of Dallas
Cottonbelt Trail, Quorum Drive, Keller Springs Road, Montfort Drive, Airport Parkway, East Trail Study	Bond projects to include crosswalks or trails and pedestrian improvements.	Design Phase	Design	Proposed New Crossing	Marked Crosswalk, Curb Ramps, Sidewalk, Crossing Islands, LPI, Pedestrian Countdown, Curb Extensions, Traffic Signal Warrant Analysis, Lighting	No	Bond Funded Projects. Separate these out and do specific ones.
HSIP - Belt Line Road at Business Avenue Traffic Signal	Traffic signal rebuild with new signal equipment, ADA pedestrian ramps, pedestrian signal equipment, advanced signage, and pavement markings.	Construction Phase	Under Construction	Crossing Improvement	Marked Crosswalk, Curb Ramps	No	Construction to begin in May 2026. $601,017
HSIP - Citywide Signal Improvements (23 intersections)	Installation of Flashing Yellow Arrow (FYA) heads and retroreflective signal backplates.	Construction Phase	Under Construction			No	Construction to begin in spring 2026. $709,162
HSIP - RRFB/PHB Design (3 locations)	Proposed pedestrian signal, signage, and pavement markings at the following locations: - RRFB: Addison Circle at Quorum Drive - RRFB: Beltway Drive west of Trail - RRFB: Sojourn Drive east of Westgrove Drive	Design Phase	Design	Crossing Improvement	Marked Crosswalk, Curb Ramps, RRFB, Sidewalk	No	AFA approval to City Council on the March 10, 2026 meeting. $656,270
HSIP - Addison Road at Arapaho Road / Lindbergh Drive Traffic Signal	Traffic signal rebuild at Addison Road and Arapaho Road with new signal equipment, ADA pedestrian ramps, pedestrian signal equipment, and pavement markings. New signal connection proposed between Arapaho Road and Lindbergh Drive signals along Addison Rd to improve signal coordination and timing efficiencies. Improvements would compliment the DART Silver Line project which has planned improvements at the existing railroad between the two intersections.	Design Phase	Design	Crossing Improvement	Marked Crosswalk, Curb Ramps, Sidewalk	No	Funding Approved Design Kickoff in January 2026. Construction Approved for $725,007

Projects Completed

Location	Description	Phase	Status	Plan	Potential Improvements	Pedestrian Counts Needed?	Comments
Belt Line Road - in front of Target	Concerns with individuals driving on the curb when in the right turn lane. - Staff installed reflectors on the roadway to bring attention to the curb.	Completed	Complete				
Right Turn Lane at George Bush Elementary School	Enhance crosswalk and change to stop so that residents and students can cross correctly - Staff installed a stop sign in this location. Look to see if trees need to be trimmed and if the stop is correct.	Completed	Complete				
Beltway at Redding Trail	Anything that can be done to alert folks and ensure in alignment with new standard. Improvements Made.	Completed	Complete	Crossing Improvement	Marked Crosswalk, RRFB, Lighting	No	
Belt Line Road HAWK Signal	Look at the signal to see if anything can be improved. Signage and Markings Improved.	Completed	Complete	Crossing Improvement	Marked Crosswalk	No	
Vitruvian Crosswalks	Draw attention to the area of the crosswalks. Improvements Completed	Completed	Complete	Crossing Improvement	Marked Crosswalk	No	Added new signage and markings
Right Turn Lane at northbound Vitruvian at Spring Valley	Can we make any changes to improve Pedestrian safety?	Completed	Complete	Crossing Improvement	Marked Crosswalk	No	Added stop to pedestrian signs. Maybe advance warning signs due to trees.
Proton Drive at Redding Trail RRFB	Lighting, Vehicular Stop for Pedestrian signs and pavement markings.	Completed	Complete	Crossing Improvement	Marked Crosswalk, RRFB, Lighting	No	Completed
Addison Road at Sojourn Road Traffic Signal	Traffic signal rebuild with new signal equipment, pedestrian signal equipment, and pavement markings.	Completed	Complete	Crossing Improvement	Marked Crosswalk, Curb Ramps	No	
Vitruvian Improvements	Signage, and pavement markings at the following locations: -Midblock Crossing: Vitruvian Way at Bella Lane -Midblock Crossing: Vitruvian Way at Park Road -Midblock Crossing: Vitruvian Way at Vitruvian Trail	Completed	Complete	Crossing Improvement	Marked Crosswalk	No	
Morris Avenue at Quorum Drive Intersection Improvements	Installation of a 4 way stop with crosswalk pavement markings to be refreshed. Removal of the RRFB south of the intersection.	Completed	Complete	Crossing Improvement	Marked Crosswalk	No	
Beltway Drive at Le Grande Drive Crosswalk Beltway Drive at AMLI Treehouse Trail RRFB Crosswalk	Signage and pavement markings at Le Grande. RRFB at AMLI Treehouse Trail Crosswalk.	Completed	Complete	Crossing Improvement	Marked Crosswalk	No	
Redding Trail Extension to Midway Road	Trail construction along Redding Trail	Completed	Complete	Proposed New Crossing	Shared-Use Path	No	Done as a part of the Midway Road Project.

Questions?



Pedestrian/Bicycle Facilities Prioritization Methodology

Roya Etminani, Ph.D.

Senior Planner, Bicycle, Pedestrian, and ADA

November 18, 2026

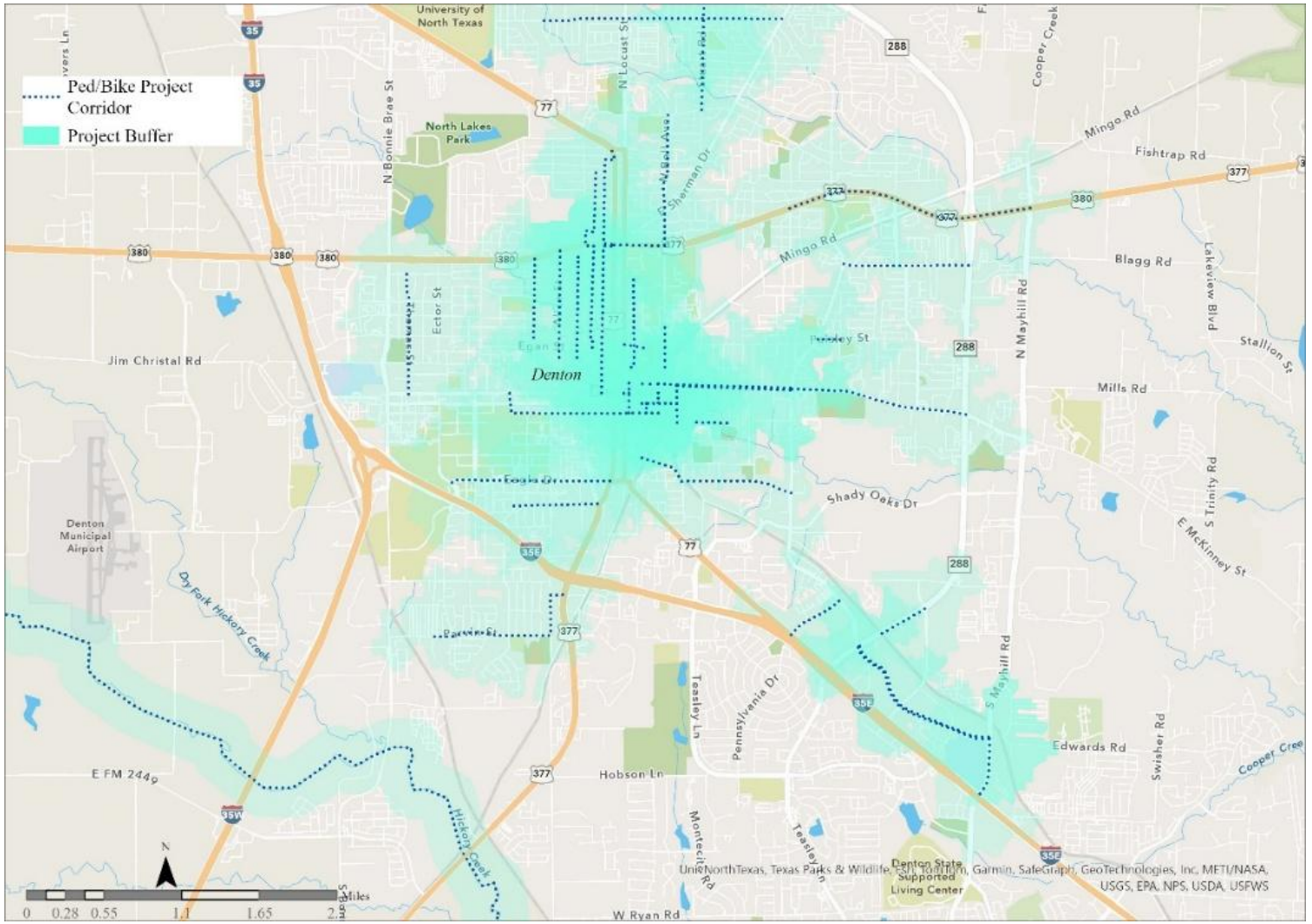
Why Prioritization Matters

From local transportation needs to fundable, deliverable projects

- USDOT: the FY 2022–2026 Strategic Plan targets 50% more active trips than 2020; SS4A and proven safety countermeasures emphasize evidence-based investment.
- TxDOT: the Statewide Active Transportation Plan, Pedestrian Safety Action Plan and district bicycle plans guide strategic improvements.
- Competitive funding makes transparent, defensible selection essential; a documented framework improves competitiveness and accountability.

LOCAL PRIORITIZATION → FEDERAL & REGIONAL FUNDING → PROJECT IMPLEMENTATION

Study Area and Candidate Projects



43

Candidate Ped/Bike Projects

- Adopted plans + resident requests + field observations + engineering audits
- Sidewalk gaps, bikeways, curb ramps and accessibility improvements
- ¼-mile network buffers summarize surrounding conditions along walkable routes

Two-stage methodology: need + delivery



STAGE 1 • MCDA

Normalize different measures, apply weights, combine scores, and rank all 43 projects by transportation need.

STAGE 2 • ISM

Review the top 14 for ROW, easements, urban constraints and engineering readiness; assign implementation tiers.

* Abbreviations: MCDA = Multi-Criteria Decision Analysis; ISM = Implementation Strategy Matrix

MCDA | Criteria, measures & weights

CONNECTIVITY	Intersection density | Pedestrian network density
SAFETY	Fatal crashes • Serious injury • Minor injury Possible injury • No injury • School density
ACTIVE TRAVEL DEMAND	Population • Employment • Walk Score • Land-use mix
ACCESSIBILITY	Sidewalk condition | Curb ramp condition
FAIRNESS / EQUITY	Zero-vehicle households • Adults 65+ Qualified Census Tract • Difficult Development Area
MULTIMODALITY	DCTA trips

Process: Normalize indicators → Calculate weighted criterion scores → Aggregate into overall MCDA priority score

Implementation Strategy Matrix | From need to delivery

Second-stage review of the 14 highest-ranked MCDA projects • ROW, easements, engineering & coordination

HIGH READINESS	MODERATE READINESS	LOW READINESS
Retrofit-Friendly Corridors	**Coordination Corridors**	**Constrained Urban Corridors**
Easy ROW / limited conflicts	Medium ROW / utilities, drainage or easements	Difficult ROW / property and urban constraints
Immediate implementation or opportunity projects	**Coordinated or managed delivery**	**Strategic retrofit or long-term study**
Advance through CIP, grants, resurfacing	Align with planned infrastructure work	Phase acquisition; assess feasibility

ISM does not erase MCDA need rankings; it assigns practical implementation pathways based on delivery readiness.

Source: TRB 2027 PedBike Prioritization, ISM and Implementation Assessment, pp. 12–15; Table 4.

High need does not always mean high readiness

TRANSPORTATION NEED ↑

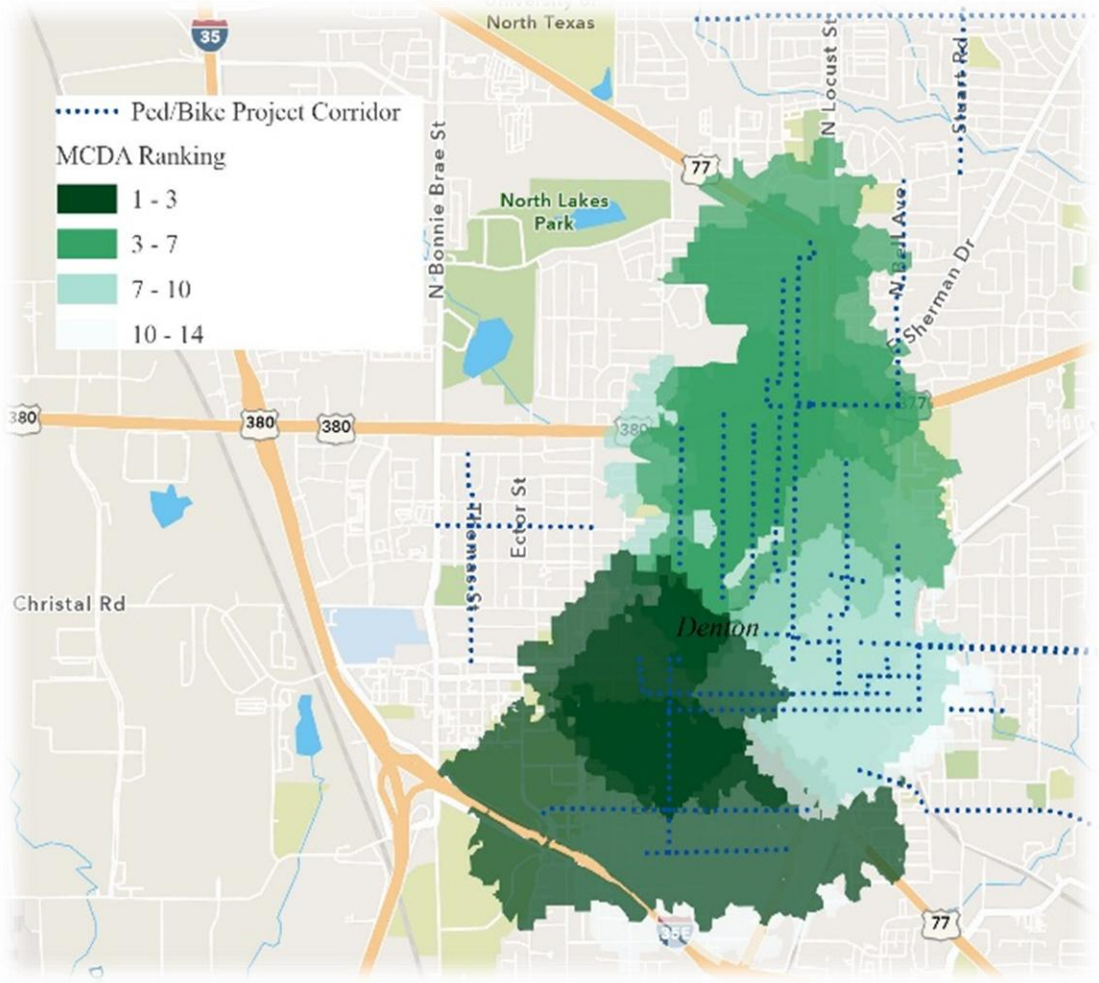
HIGH NEED / LOW READINESS Plan ROW and coordination	**HIGH NEED / HIGH READINESS** Advance to CIP / design
LOWER NEED / LOW READINESS Monitor or defer	**LOWER NEED / HIGH READINESS** Bundle opportunistically

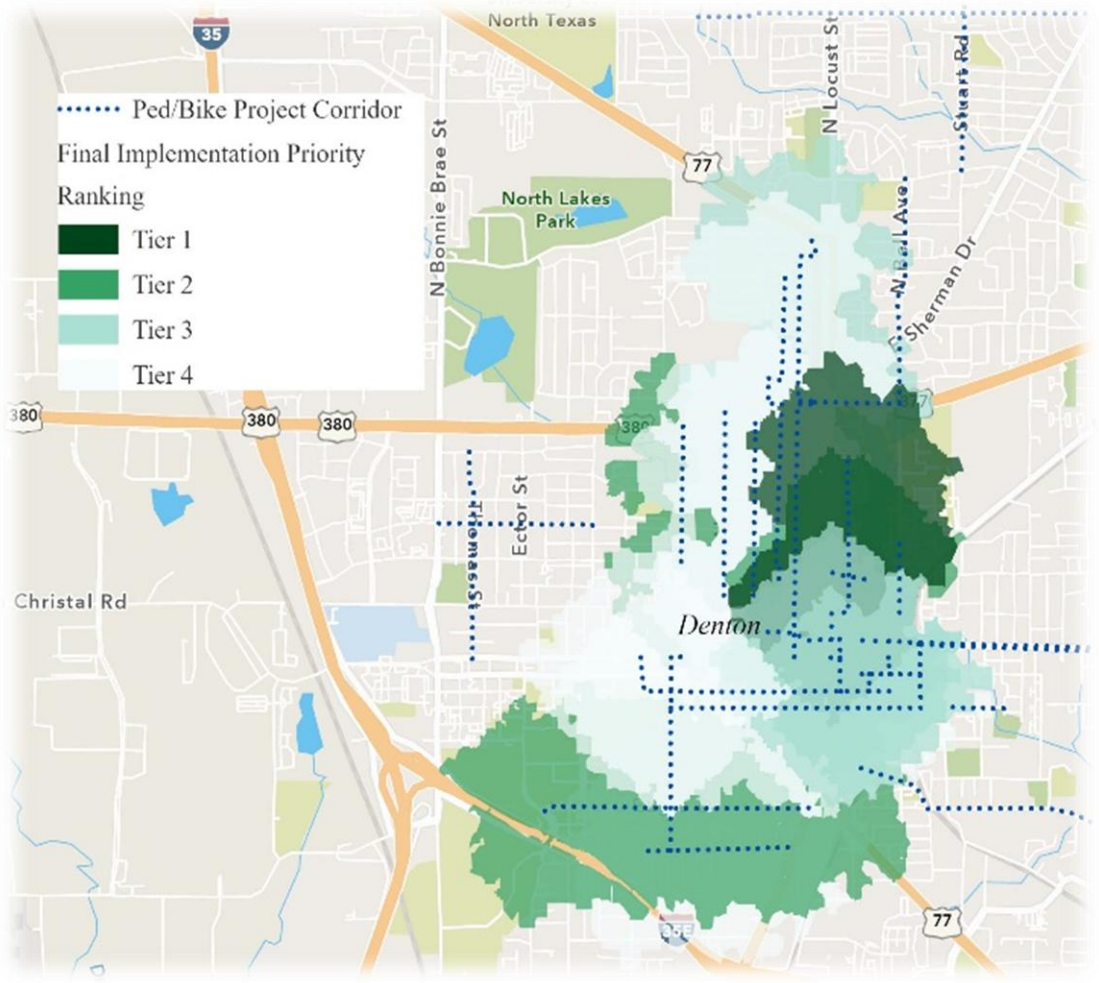
DELIVERY READINESS →

Results: implementation priorities change the order

PROJECT	MCDA RANK	IMPLEMENTATION PATH
Austin St. (north of McKinney)	5	Tier 1 · Immediate
Eagle Drive (both sides)	3	Tier 2 · Coordination
Marshall Street	11	Tier 2 · Coordination
Bolivar Street	4	Tier 3 · Opportunity
Mulberry Street (both sides)	1	Tier 4 · Deferred / long-term
Ave A / Mulberry Street	2	Tier 4 · Deferred / long-term

MCDA ranking vs. final implementation priority





What the framework delivers for Denton

ONE METHOD • TWO DECISIONS

01 WHERE IS THE NEED?

MCDA ranks 43 corridors using six locally defined criteria.

02 WHAT CAN MOVE FORWARD?

ISM assesses delivery constraints for the top 14 corridors.

PRACTICAL APPLICATIONS

Capital programming

Sequence projects and identify early design or ROW needs.

Public accountability

Explain rankings and implementation tradeoffs consistently.

Funding preparation

Build evidence for program-specific grant applications.

Key message: MCDA establishes transportation need; ISM informs realistic implementation pathways.

Adapting the local MCDA for NCTCOG TA

START WITH LOCAL MEASURES → ADD TA-SPECIFIC EVIDENCE → APPLY PROGRAM POINTS

	EXISTING STUDY INPUTS	ADDITIONAL TA EVIDENCE
NETWORK CONNECTIVITY 25 pts	Connectivity: intersection and pedestrian network density	Add regional network links, gaps and eligible route connections
MAJOR DESTINATIONS 20 pts	Active Travel Demand + Multimodality: jobs, density, transit	Measure access to specified destinations and rail/transit
SAFETY & COMFORT 20 pts	Safety: crash severity, schools; Accessibility: facility condition	Document comfort, facility type and design improvements
READINESS & OTHER FACTORS 20 pts	ISM: ROW, easements, engineering and coordination	Verify ROW ownership, design status, schedules and eligibility
CONGESTION REDUCTION 15 pts	Active Travel Demand: walkability and land-use mix	Add program-required forecasts of walking/bicycling trips

Fairness remains a local equity consideration; it is not a separate 2027 TA Table 3 scoring category. The TA point values are program-level, not the study's measure-level weights.

A repeatable pathway from priorities to projects

1

DEFINE LOCAL NEEDS

Six criteria; documented GIS measures

→

2

SCORE & RANK

Normalize and weight; 43 MCDA rankings

→

3

TEST DELIVERY

ISM review of 14 leading candidates

→

4

TAILOR TO FUNDING

Add eligibility, TA measures and program scoring

Local prioritization identifies promising projects. Funding-specific evaluation determines which candidates are eligible and competitive.

BPAC discussion: Are the six criteria and the need-versus-readiness distinction useful for future City programming?

The framework can be updated as conditions, project designs, funding rules and community priorities change.

Validating the Methodology

A Multi-Stage Framework for Prioritizing Pedestrian and Bicycle Infrastructure Projects

Authors: Etminani-Ghasrodashti R., Butt F., Esfandyari S., Crocker J.
Transportation Research Board 106th Annual Conference, Jan 2027
Transportation Research Record (under review)

From Research to Practice: An Interactive Prioritization Tool

A related Denton bicycle prioritization application demonstrates how a data-driven framework can support decisions.

EXPLORE THE INTERACTIVE EXAMPLE

https://bicycle-project-prioritization.roya-etminani.chatgpt.site/

Related application — not the same 43-corridor MCDA–ISM study. The website uses a different bicycle-facility inventory and model.

Scan to explore

Thank you

Roya Etminani-Ghasrodashti, Ph.D. | City of Denton | roya.etminani@cityofdenton.com



2027 TRANSPORTATION ALTERNATIVES CALLS FOR PROJECTS

Daniel Snyder, AICP

Bicycle and Pedestrian Advisory Committee | 11.18.2026

DRAFT

URBAN AREAS AND STATEWIDE TA CALLS FOR PROJECTS OVERVIEW

NCTCOG

- **Call Closes: Jan. 15, 2027**
- NCTCOG Large Urbanized Areas
- Approx. $60 million available
  - Construction: $3M to $10M for project awards (federal portion)
  - Planning (SRTS only) $200k to $500k

TxDOT

- Call Opens: Jan. 8, 2027
- Any area in the state
- Up to $200 million available
- Construction & Design
- Planning

TxDOT 2027 TA Call-for-Projects: Project Categories

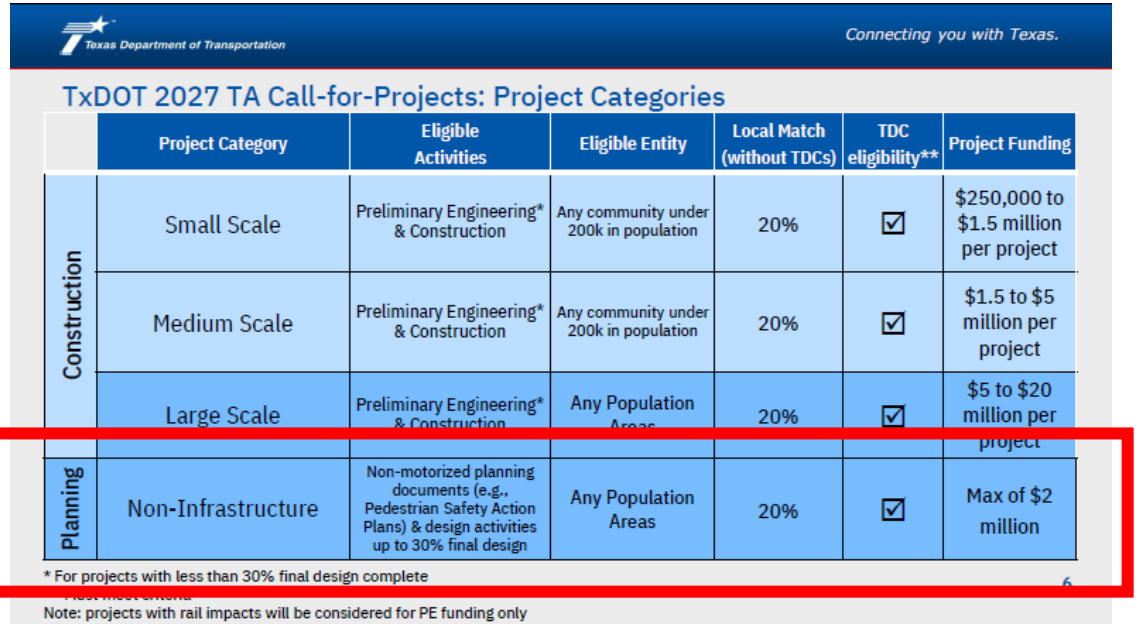
	Project Category	Eligible Activities	Eligible Entity	Local Match (without TDCs)	TDC eligibility**	Project Funding
Construction	Small Scale	Preliminary Engineering* & Construction	Any community under 200k in population	20%	☑	$250,000 to $1.5 million per project
	Medium Scale	Preliminary Engineering* & Construction	Any community under 200k in population	20%	☑	$1.5 to $5 million per project
	Large Scale	Preliminary Engineering* & Construction	Any Population Areas	20%	☑	$5 to $20 million per project
Planning	Non-Infrastructure	Non-motorized planning documents (e.g., Pedestrian Safety Action Plans) & design activities up to 30% final design	Any Population Areas	20%	☑	Max of $2 million

* For projects with less than 30% final design complete
** Must meet criteria
Note: projects with rail impacts will be considered for PE funding only

ELIGIBLE PLANNING ACTIVITIES

May include:

- Safe Routes to School Plans
- ADA Transition Plans (focused on accessibility within public ROW)
- Trail Feasibility and Alignment Plans (that could include up to 30% schematics)
- Similar types of plans for active transportation facilities in addition to the traditional trail or bikeway network plans



Texas Department of Transportation — Connecting you with Texas.

TxDOT 2027 TA Call-for-Projects: Project Categories

	Project Category	Eligible Activities	Eligible Entity	Local Match (without TDCs)	TDC eligibility**	Project Funding
Construction	Small Scale	Preliminary Engineering* & Construction	Any community under 200k in population	20%	☑	$250,000 to $1.5 million per project
Construction	Medium Scale	Preliminary Engineering* & Construction	Any community under 200k in population	20%	☑	$1.5 to $5 million per project
Construction	Large Scale	Preliminary Engineering* & Construction	Any Population Areas	20%	☑	$5 to $20 million per project
Planning	Non-Infrastructure	Non-motorized planning documents (e.g., Pedestrian Safety Action Plans) & design activities up to 30% final design	Any Population Areas	20%	☑	Max of $2 million

* For projects with less than 30% final design complete

Note: projects with rail impacts will be considered for PE funding only

DRAFT

URBAN AREAS AND STATEWIDE TA CALLS FOR PROJECTS TIMELINES

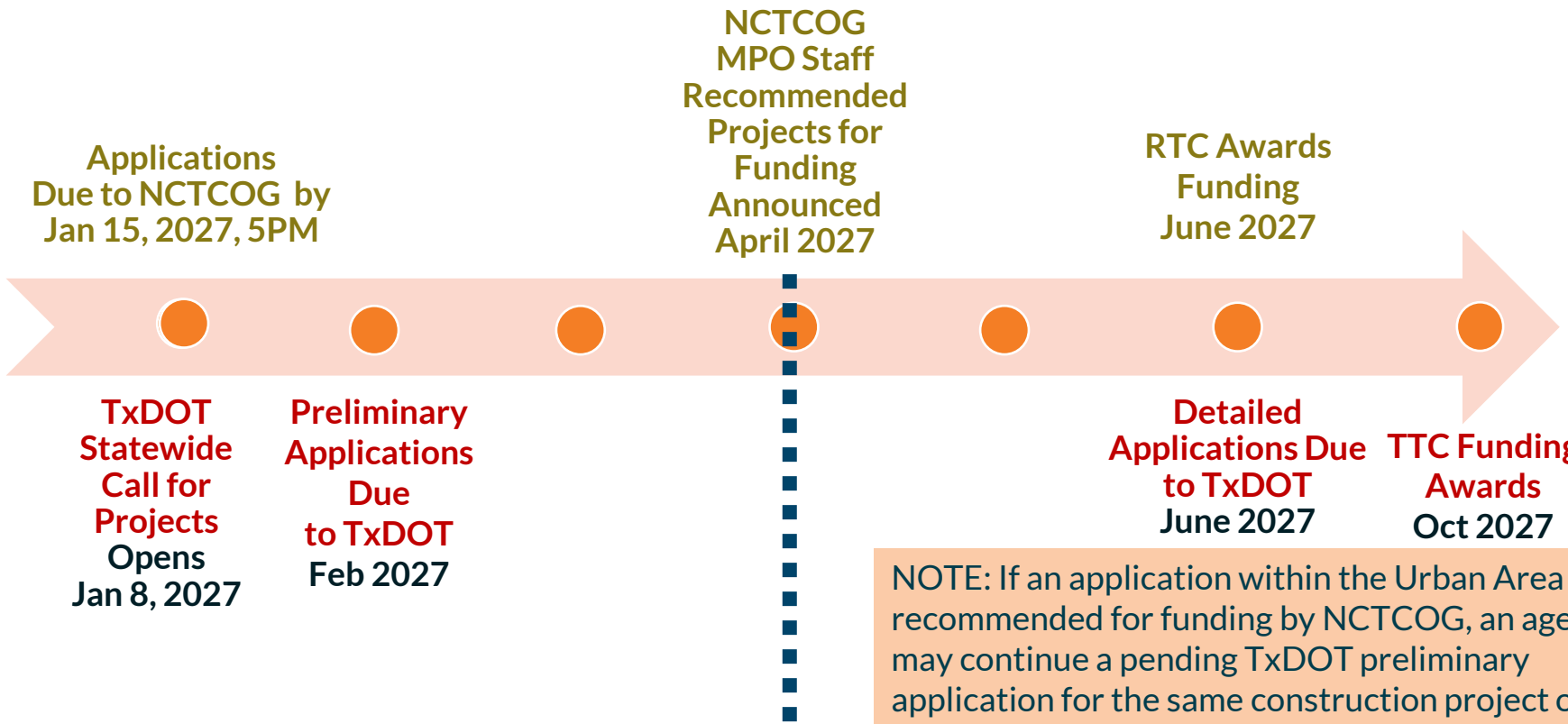
Agencies can potentially submit applications to both the NCTCOG MPO and TxDOT

NCTCOG MPO Urban Areas TA Call

(one application)

TxDOT Statewide TA Call

(two-step process)



NOTE: If an application within the Urban Area is not recommended for funding by NCTCOG, an agency may continue a pending TxDOT preliminary application for the same construction project or non-infrastructure plan and submit a Detailed Application by June 2027 in the TxDOT Call for Projects.

CONTACT US

Daniel Snyder, AICP
Senior Transportation Planner
dsnyder@nctcog.org | 817-608-2394

Kevin Kokes, AICP
Program Manager
kkokes@nctcog.org | 817-695-9275



STATUS OF TRANSPORTATION ALTERNATIVES FUNDED PROJECTS

Daniel Snyder, AICP

Bicycle and Pedestrian Advisory Committee | 11.18.2026

AT RISK OF LAPSING*

Implementing Agency	CSJ #	Project Application Name	Project Status	Date Approved by the RTC	CFP Deadline for Obligating Funds	Anticipated Let Date
City of Frisco	0918-46-348	Iron Horse Trail	Under Design	Dec. 8, 2022	Dec. 8, 2025	Aug. 2027
City of Richland Hills	0902-90-378	Cheney Hills Elem SRTS	AFA not Executed	June 12, 2025	Aug. 31, 2028	Aug. 2029

Project funding may be reprogrammed to another project in the region.

POTENTIALLY AT RISK OF LAPSING

Implementing Agency	CSJ #	Project Application Name	Project Status	Date Approved by the RTC	CFP Deadline for Obligating Funds	Anticipated Let Date
City of Carrollton	0918-46-367	TC Rice Trail	AFA not Executed	June 12, 2025	Aug. 31, 2028	Aug. 2028
City of Denton	0918-46-362	Newton Rayzor Elementary SRTS	AFA not Executed	June 12, 2025	Aug. 31, 2028	Aug. 2028
City of Denton	0918-46-363	Sycamore Trail Sidepath	AFA not Executed	June 12, 2025	Aug. 31, 2028	Aug. 2029
City of Fort Worth	0902-90-379	McPherson-Summer Creek Safe Streets	AFA not Executed	June 12, 2025	Aug. 31, 2028	Aug. 2028



! The deadline to execute an AFA **was June 5, 2026** !

POTENTIALLY AT RISK OF LAPSING

Implementing Agency	CSJ #	Project Application Name	Project Status	Date Approved by the RTC	CFP Deadline for Obligating Funds	Anticipated Let Date
City of Frisco	0918-24-320	Frisco Square Connection and Cottonwood Creek Trail	AFA not Executed	June 12, 2025	Aug. 31, 2028	Aug. 2028
City of Plano	0918-24-319	Los Rios Park Trail	AFA not Executed	June 12, 2025	Aug. 31, 2028	Aug. 2027



! The deadline to execute an AFA **was June 5, 2026** !

NOT CURRENTLY AT RISK OF LAPSING

Implementing Agency	CSJ #	Project Application Name	Project Status	Date Approved by the RTC	CFP Deadline for Obligating Funds	Anticipated Let Date
City of Crowley	0902-90-377	Main Street Trail Extension	Under Design	June 12, 2025	Aug. 31, 2028	Aug. 2028
City of Dallas	0918-47-564	Cotton Belt Trail / Marni Kaner Trail	Under Design	June 12, 2025	Aug. 31, 2028	Aug. 2027
City of Richardson	0918-00-500	Richardson SRTS Program	Obligated	June 12, 2025	Aug. 31, 2028	Aug. 2027
Dallas County	0918-47-561	Chalk Hill Trail Phase 2	Under Design	June 12, 2025	Aug. 31, 2028	Aug. 2028

2025 TA PROJECTS AWARDED FUNDING BY RTC

AGENCIES SHOULD HAVE EXECUTED AN AFA AND NOW BE COORDINATING TO HAVE ENGINEERING AND ENVIRONMENTAL PHASES UNDERWAY

City of Carrollton
City of Crowley
City of Dallas
City of Denton
City of Fort Worth
City of Frisco
City of Plano
City of Richardson
City of Richland Hills
Dallas County

Funding must be obligated **by August 31, 2028**

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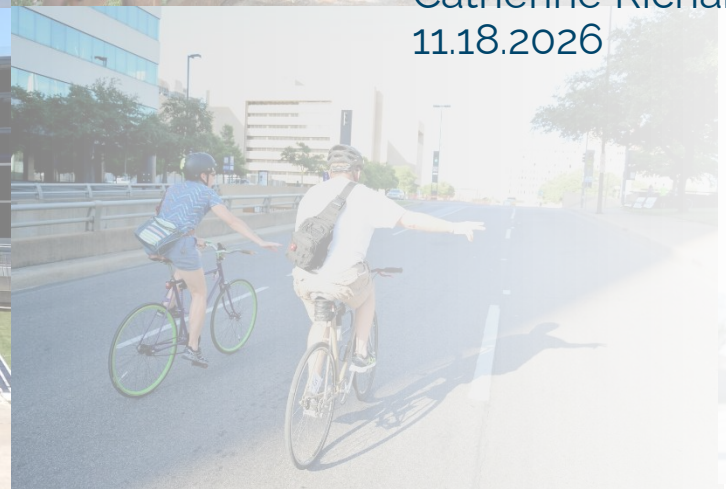


2027 BPAC Members Nomination Process

Catherine Richardson | Bicycle and Pedestrian Advisory Committee
11.18.2026

Nomination Process

- Meeting attendance sheets are reviewed and flagged if your agency representative has lacked consistent attendance the past year
- Surface Transportation Technical Committee (STTC) members nominate your agency representative for BPAC
- STTC members are contacted via email to confirm any new representation for your agency

NOTE: the current BPAC member for each agency will continue unless we are notified of a change for your agency representative



Contact Us

Catherine Richardson
Senior Transportation Planner
crichardson@nctcog.org | (682) 433-0485

Kevin Kokes, AICP
Program Manager
kkokes@nctcog.org | (817) 695-9275

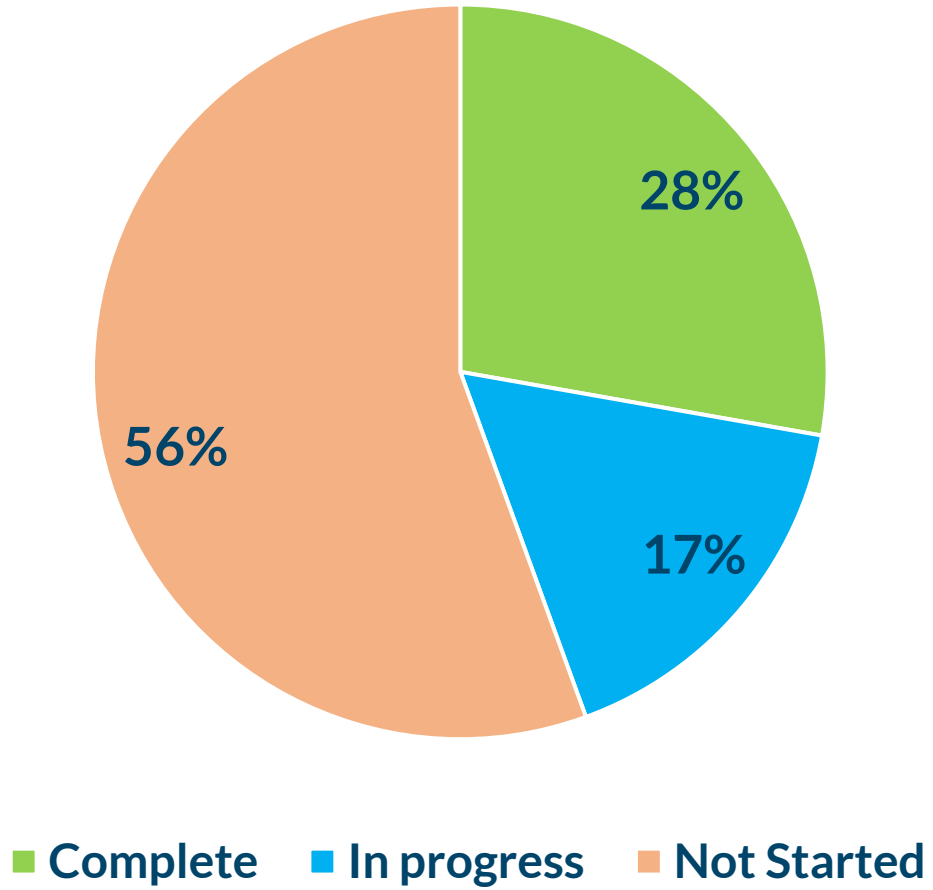

Menti
BPAC Member Survey



Status of Safe Streets and Roads for All Plans Underway

Catherine Richardson | Bicycle and Pedestrian Advisory Committee
11.18.2026

Status of SS4A Comprehensive Safety Action Plans and Supplemental Planning (FY23-26)



Status	SS4A Plans	Percent
Complete	10	28%
In progress	6	17%
Not Started	20	56%
Total	36	100%

Complete SS4A Comprehensive Safety Action Plans or Supplemental Plans

Award Year	Lead Applicant	Project Name/Activity	Status	Completion Date
FY24	City of Arlington	Conduct Demonstration or Other Supplemental Planning Activities (ONLY)	Complete	Dec-24
FY24	City of Pilot Point	Develop or Update an Action Plan and Conduct Demonstration or Other Supplemental Planning Activities	Complete	Jun-25
FY23	City of Weatherford	Weatherford Comprehensive Safety Action Plan	Complete	Jan-26
FY23	City of Mansfield	Mansfield Active Transportation and Safety Plan	Complete	Feb-26
FY23	City of Mesquite	SS4A Action Plan Grant for the City of Mesquite, Texas	Complete	Feb-26
FY23	City of Balch Springs	SS4A Action Plan Grant for the City of Balch Springs, Texas	Complete	Mar-26
FY25	City of Balch Springs	City of Balch Springs ADA Transition Plan	Complete	May-26
FY24	City of Denton	Develop or Update an Action Plan and Conduct Demonstration or Other Supplemental Planning Activities	Complete	May-26
FY23	City of McKinney	City of McKinney Safety Action Plan	Complete	Oct-26
FY23	City of Richardson	Richardson Comprehensive Safety Action Plan	Complete	Nov-26

In Progress SS4A Comprehensive Safety Action Plans or Supplemental Plans

Award Year	Lead Applicant	Project Name/Activity	Status
FY23	City of Midlothian	Midlothian Mobility Safety Action Plan	In progress
FY23	City of Saginaw	Saginaw Comprehensive Safety Action Plan	In progress
FY23	City of Watauga	Watauga Safe Streets and Roads for All Action Plan	In progress
FY23	North Central Texas Council of Governments	Advancing Regional Safety in the Dallas-Fort Worth Region	In progress
FY24	City of Cresson	Develop a new Comprehensive Safety Action Plan	In progress
FY24	City of Grand Prairie	Develop a new Comprehensive Safety Action Plan	In progress

Not Started SS4A Comprehensive Safety Action Plans or Supplemental Plans

Award Year	Lead Applicant	Project Name/Activity	Status
FY23	City of Alvarado	Alvarado Multimodal Transportation Safety Plan	Not Started
FY23	City of Frisco	City of Frisco TX Safety Action Plan	Not Started
FY23	City of Terrell	City of Terrell Road Safety Action Plan	Not Started
FY24	City of Grapevine	Develop a new Comprehensive Safety Action Plan	Not Started
FY24	City of Lake Worth	Develop a new Comprehensive Safety Action Plan	Not Started
FY24	City of Lewisville	Develop a new Comprehensive Safety Action Plan	Not Started
FY24	Dallas County	Develop a new Comprehensive Safety Action Plan	Not Started
FY24	Town of Little Elm	Develop or Update an Action Plan and Conduct Demonstration or Other Supplemental Planning Activities	Not Started

Not Started SS4A Comprehensive Safety Action Plans or Supplemental Plans

Award Year	Lead Applicant	Project Name/Activity	Status
FY25	City of Decatur	City of Decatur, Texas Comprehensive Safety Action Plan and ADA Transition Plan	Not Started
FY25	City of Duncanville	City of Duncanville Comprehensive Safety Action Plan	Not Started
FY25	City of Forney	City of Forney Safety Action Plan	Not Started
FY25	City of Hutchins	Develop Safety Action Plan and Study Sidewalk Improvements for Hutchins, Texas	Not Started
FY25	City of McKinney	Safe Streets McKinney Tech and Teach Initiatives	Not Started
FY25	City of Mineral Wells	Comprehensive Safety Action Plan for the City of Mineral Wells, Texas	Not Started
FY25	City of Plano	City of Plano, Texas Safety Action Plan and Pedestrian Crossing Improvement Pilot	Not Started
FY25	City of Terrell	City of Terrell ADA Transition Plan and Sidewalk Prioritization	Not Started
FY25	Town of Sunnyvale	Town of Sunnyvale, Texas Comprehensive Safety Action Plan and ADA Transition Plan	Not Started

Not Started SS4A Comprehensive Safety Action Plans or Supplemental Plans

Award Year	Lead Applicant	Project Name/Activity	Status
FY26	City of Arlington	Intersection Safety and Public Safety Response Supplemental Planning	Not Started
FY26	North Central Texas Emergency Communications District	Automated Crash Detection and Post-Crash Care Initiative	Not Started

Contact Us

Catherine Richardson
Senior Transportation Planner
crichardson@nctcog.org | (682) 433-0485

Kevin Kokes, AICP
Program Manager
kkokes@nctcog.org | (817) 695-9275

TxDOT BPAC Update

Kevin Kokes

Bicycle and Pedestrian Advisory Committee 11.18.2026

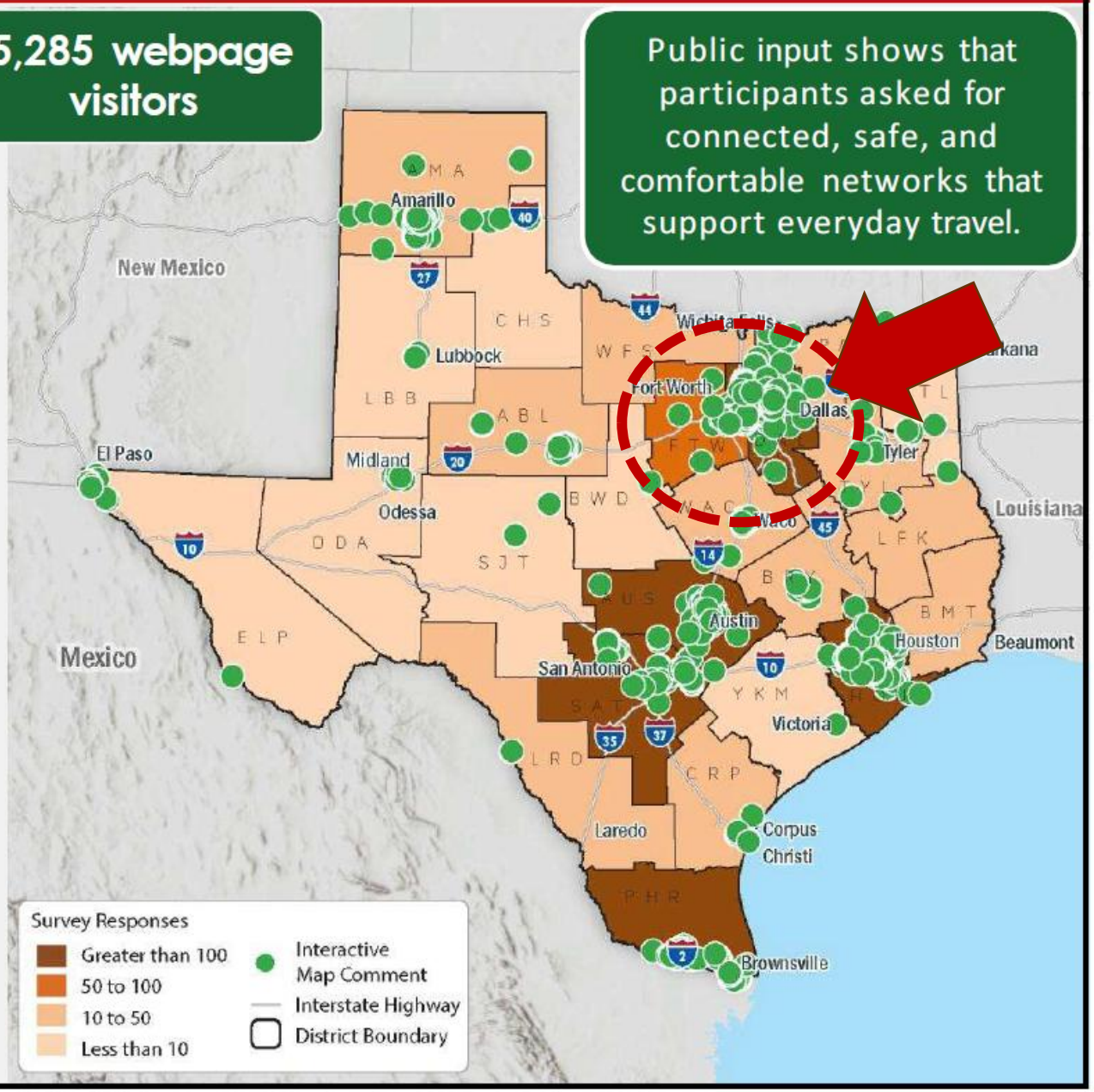


ACTION Engagement

- 1,420 survey responses
- 1,378 interactive map comments
  - **Enhance Connectivity** was ranked as the top goal, followed by **Improve Safety**
  - Safe crossings at major intersections and near schools, parks, and bus stops

5,285 webpage visitors

Public input shows that participants asked for connected, safe, and comfortable networks that support everyday travel.



Top Districts for Map Comments

HOU	AUS	DAL	PHR
385	203	192	112

Top Districts for Survey Responses

HOU	AUS	DAL	PHR
343	223	192	143

Why a Statewide Active Transportation Public Awareness and Education Campaign?

Partnership

- TxDOT alone cannot design, grow and maintain the active transportation system, but partner with local communities and developers to design and operate.
- TxDOT must work with partners and local communities to develop plans, increase awareness, and implement active transportation.



Safer streets require both infrastructure and behavior change.

Drivers remain unfamiliar with safe interactions around vulnerable road users.

Many Texans remain unaware of available active transportation opportunities and benefits.

Projects that will lead to a safer environment for walking and bicycling.

Education and awareness are critical components of SATP implementation.

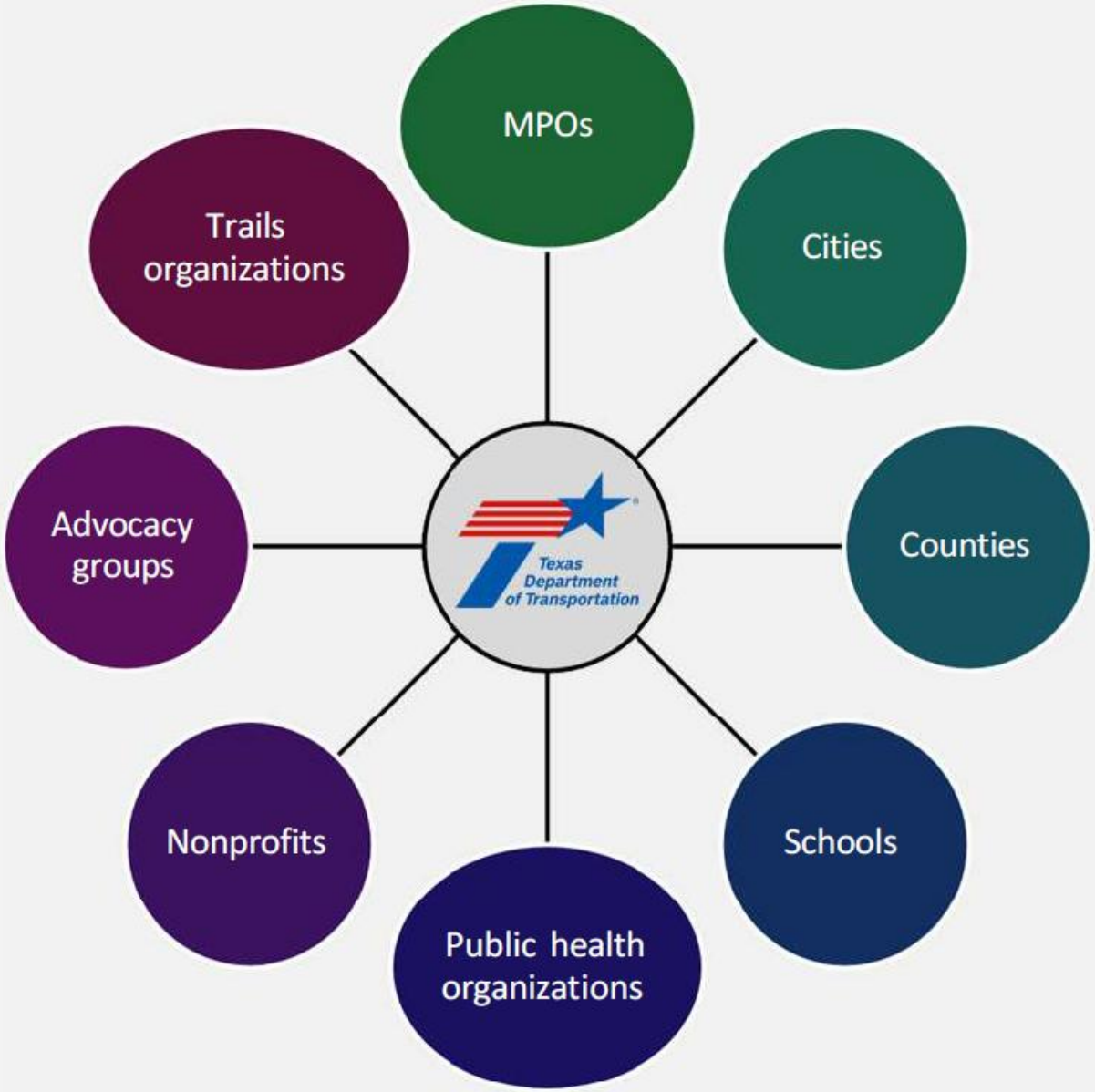
Campaign partnerships

Advantages of collaborating across agencies, community partners, and advocacy groups:

- Campaigns and educational materials provide consistent or complementary messaging at the regional and local levels.
- Collaborating with MPOs and local jurisdictions can encourage integration and expansion of active transportation programs.
- Collaborating to make effective campaign outreach products generates useful and sharable products for TxDOT and local partners.



Who Needs to Be Involved?



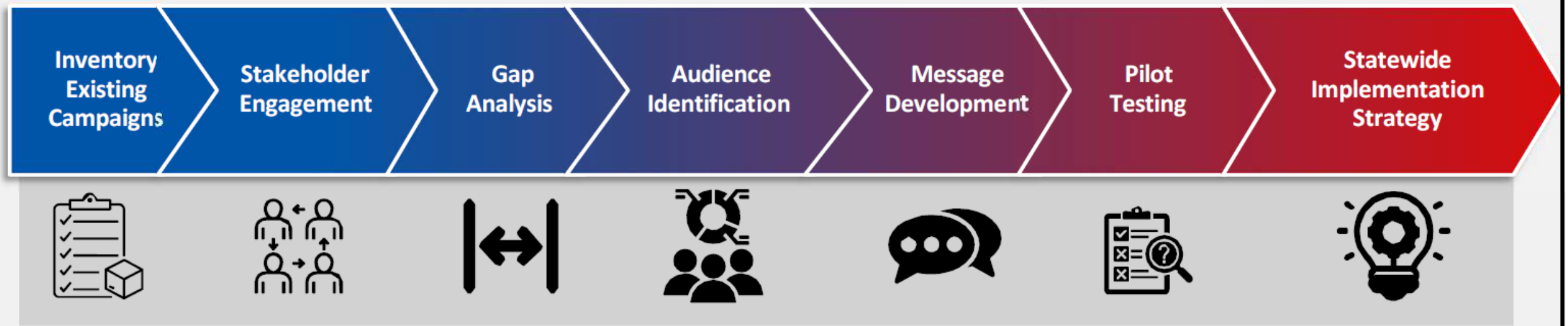
Pilot Projects & Demonstrations

Testing before scaling!

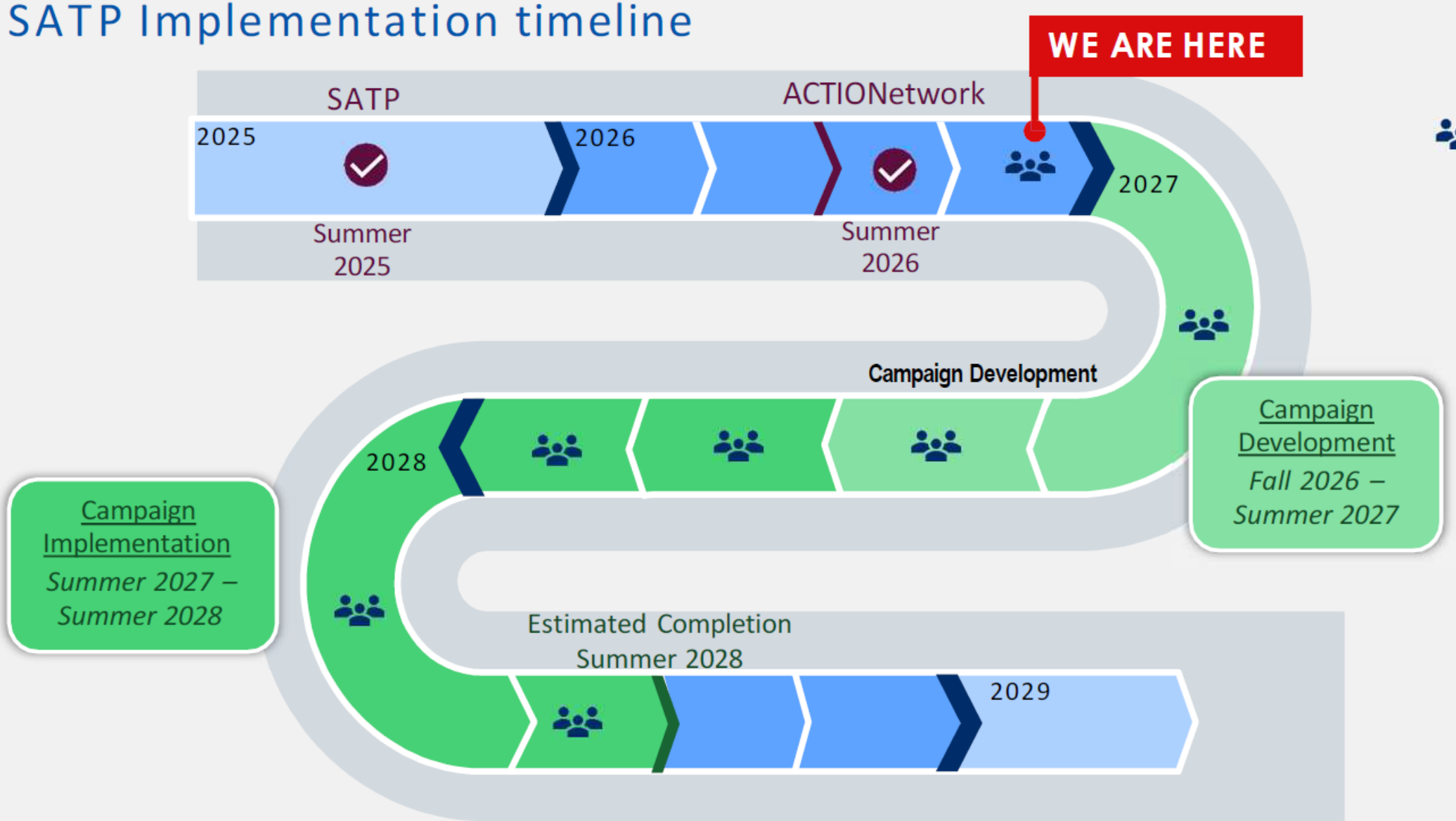
Goal: Identify what resonates in different Texas contexts.

- Rural-focused outreach pilots
- MPO-led awareness campaigns
- Driver education campaigns
- Community walking challenges
- Trail promotion initiatives
- School-based education programs

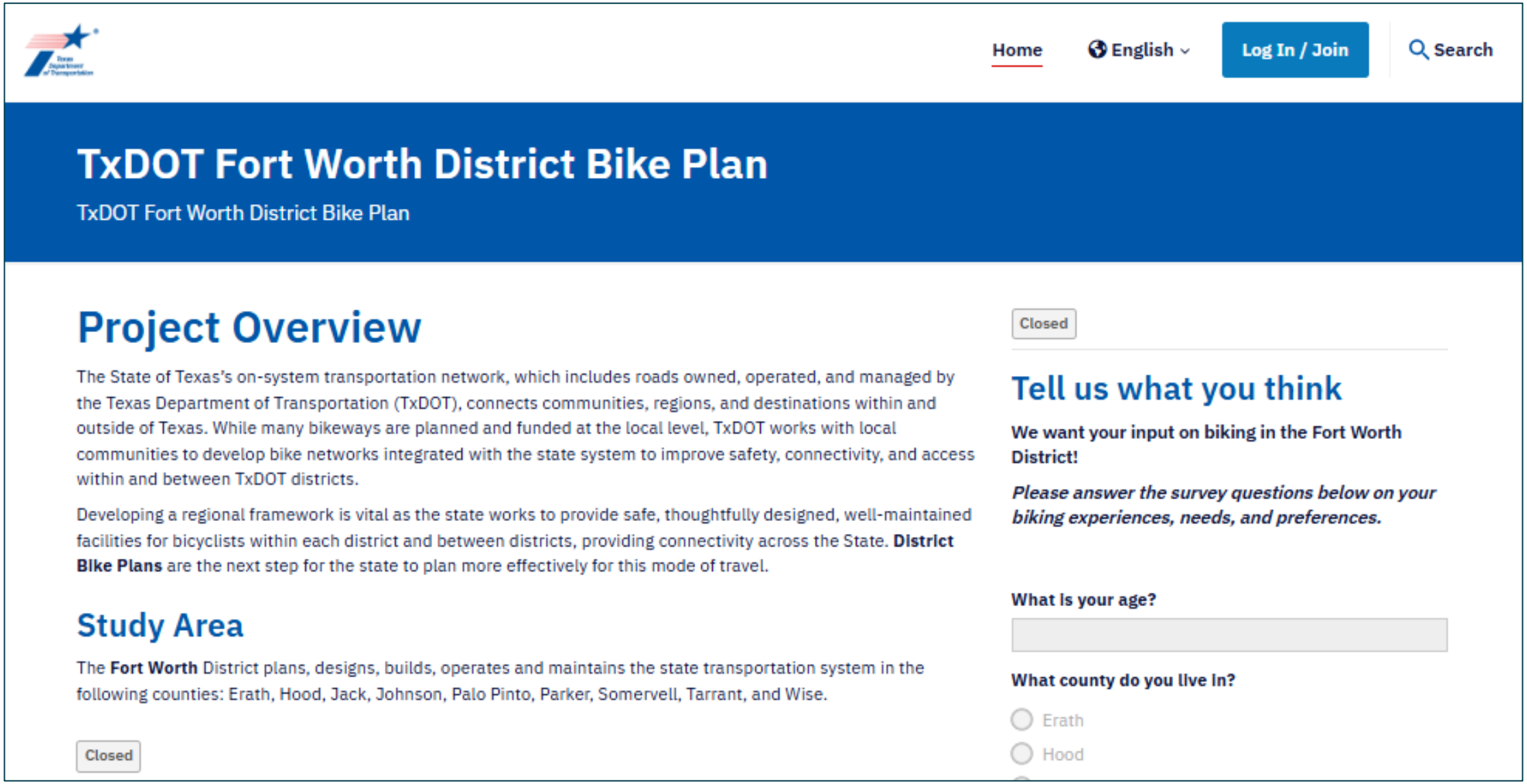
Developing the Campaign



SATP Implementation timeline

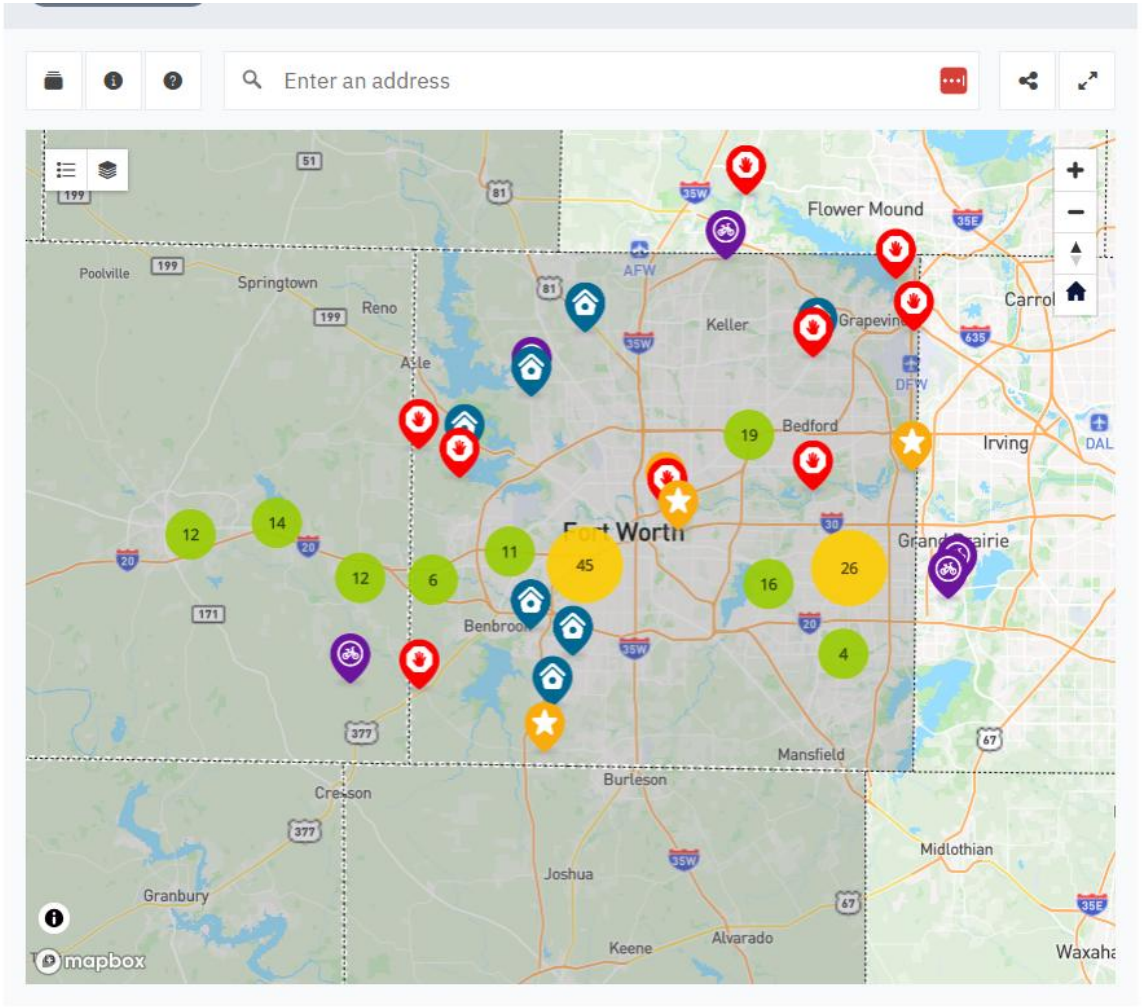


TxDOT District Bike Plans

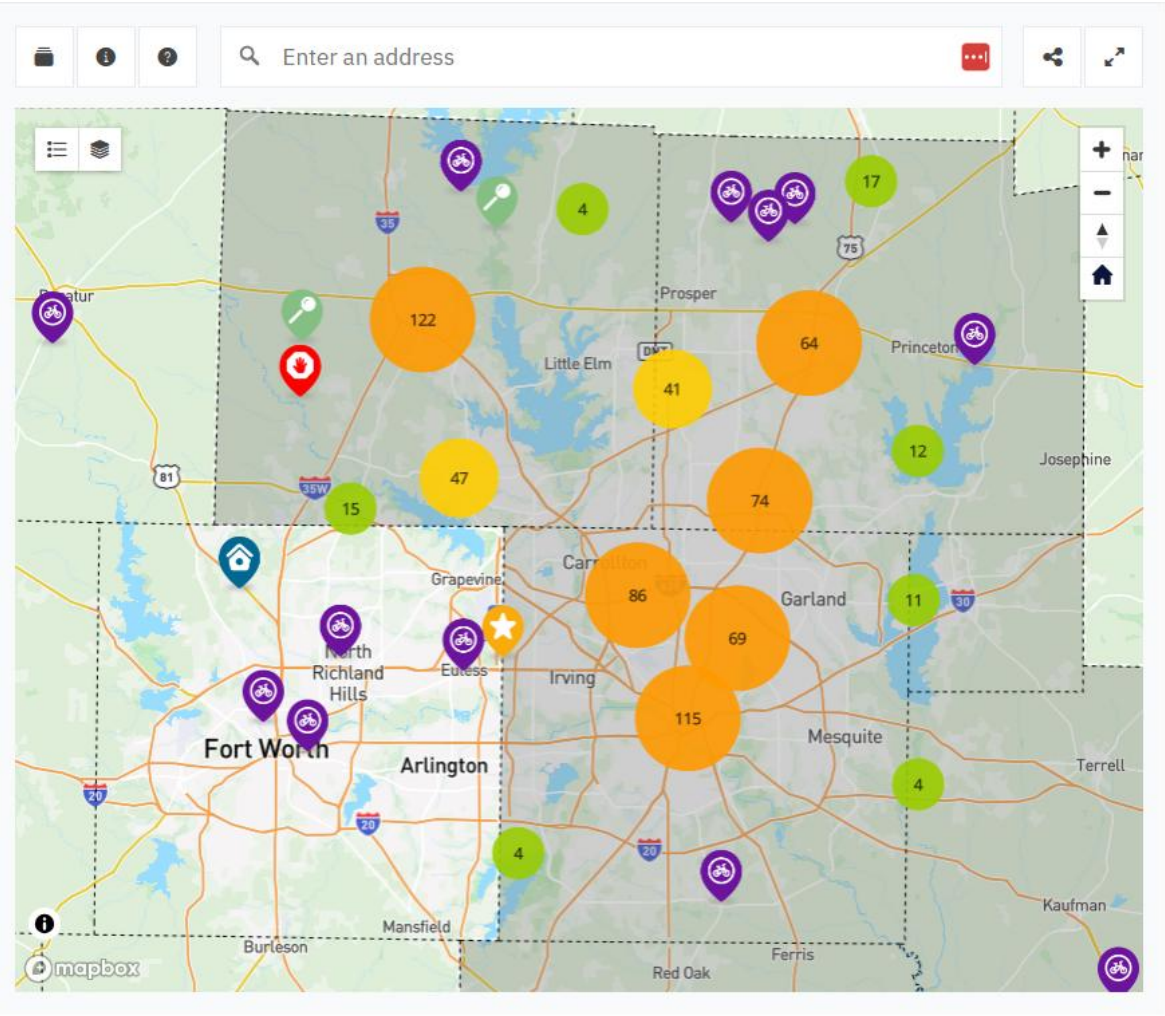


Tell Us Your Ideas on the Map

Fewer Responses in the Fort Worth District
(186)



Good Number of Responses in the Dallas District from Collin, Dallas, and Denton Counties
(726)



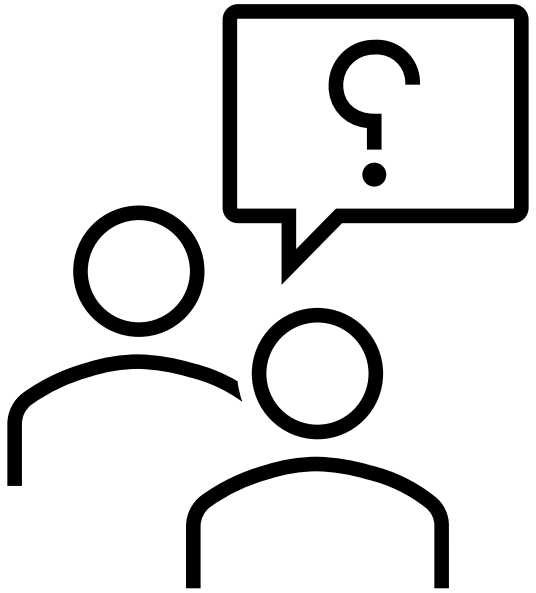
Next Steps

Technical Working Group Meetings – Virtual

- Dallas District: **Dec 7th**, 10:30 AM – 12: 00 PM
- Fort Worth District: **Dec 7th**, 2:00 PM – 3:30 PM

  - District Intersection Prioritization
    - *The development of the intersection prioritization was specifically requested by the TWG and is unique to the DAL and FTW District Bike Plans.*
    - *Your participation to review the prioritization is important to accurately reflect the needs of your respective jurisdictions.*

  - Need feedback back by Dec 14th



Schedule & Next Steps

- TWG Meeting Dec 7th
- Virtual Public Meeting will take place on February 2nd, and comment period will be open for 30 days
  - Purpose is to review the draft report and provide comments
- Plans completed – March 31

Contact Us

Kevin Kokes, AICP
Program Manager
kkokes@nctcog.org | (817) 695-9275

Regional Transportation Council

LOOKOUT TEXANS
BIKE WALK DRIVE SAFELY
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