

North Central Texas  
Council of Governments

## BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

North Central Texas Council of Governments  
616 Six Flags Dr. Arlington TX 76011  
May 20, 2026  
2:00-4:00 pm

NCTCOG Guest Secured Wireless Connection Password: rangers!

<p><b>2:00 – 2:05</b> (5 min)</p>	<p><b>1. Welcome</b> Discussion of February 18, 2026, meeting summary.</p>	<p><b>Garett Smith,</b> BPAC Vice Chair, City of Mansfield</p>
<p><b>2:05 – 2:25</b> (20 min)</p>	<p><b>2. Local Community Updates</b> a) <a href="#">Richardson Bike Month Events Highlight</a> – Michael Deasy, City of Richardson b) <a href="#">Upcoming Events &amp; Training</a> – Catherine Richardson, NCTCOG</p>	<p><b>BPAC Members</b></p>
<p><b>2:25 – 2:40</b> (15 min)</p>	<p><b>3. <a href="#">Dallas Bike Lane Sweeping and Maintenance</a></b></p>	<p><b>Jon Taylor-Brown,</b> City of Dallas</p>
<p><b>2:40 – 3:00</b> (20 min)</p>	<p><b>4. <a href="#">SS4A Road Safety Audit and Safe Route to School Key Findings</a></b></p>	<p><b>Kevin Kokes,</b> NCTCOG and <b>Brendan Yarborough,</b> Kimley-Horn</p>
<p><b>3:00 – 3:20</b> (20 min)</p>	<p><b>5. <a href="#">TxDOT Dallas and Fort Worth District Bike Plan Update</a></b></p>	<p><b>Elizabeth Jones,</b> TxDOT and <b>Hamza Khan,</b> Kimley-Horn</p>
<p><b>3:20 – 3:55</b> (35 min)</p>	<p><b>6. NCTCOG Updates</b> a) <a href="#">Draft Bicycle Safety Action Plan</a> – Catherine Richardson b) <a href="#">American Association of State Highway and Transportation Officials Bike Guide 5<sup>th</sup> Edition Training</a> – Catherine Richardson c) <a href="#">Status of SS4A Plans Underway</a> – Catherine Richardson d) <a href="#">Status of Transportation Alternatives Program Funded Projects</a> – Daniel Snyder e) <a href="#">Statewide BPAC Update</a> – Kevin Kokes</p>	<p><b>Various NCTCOG staff</b></p>
<p><b>3:55 – 4:00</b> (5 min)</p>	<p><b>7. Other Business</b> This item provides committee members an opportunity to bring items of interest before the Committee or propose future agenda items.</p>	<p><b>Garett Smith,</b> BPAC Vice Chair, City of Mansfield</p>

### Next BPAC Meeting

The next meeting of the Bicycle and Pedestrian Advisory Committee is scheduled for August 19, 2026, from 2:00-4:00pm in the Transportation Council Room at NCTCOG.

# WELCOME

## BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

May 20, 2026

Vice Chair  
**Garett Smith**  
City of Mansfield

Source: Getty Images



Bledsoe Elementary

# RICHARDSON BIKE MONTH EVENT HIGHLIGHTS

Michael Deasy, AICP, LCI

Mobility Planner

City of Richardson

## RICHARDSON EVENTS

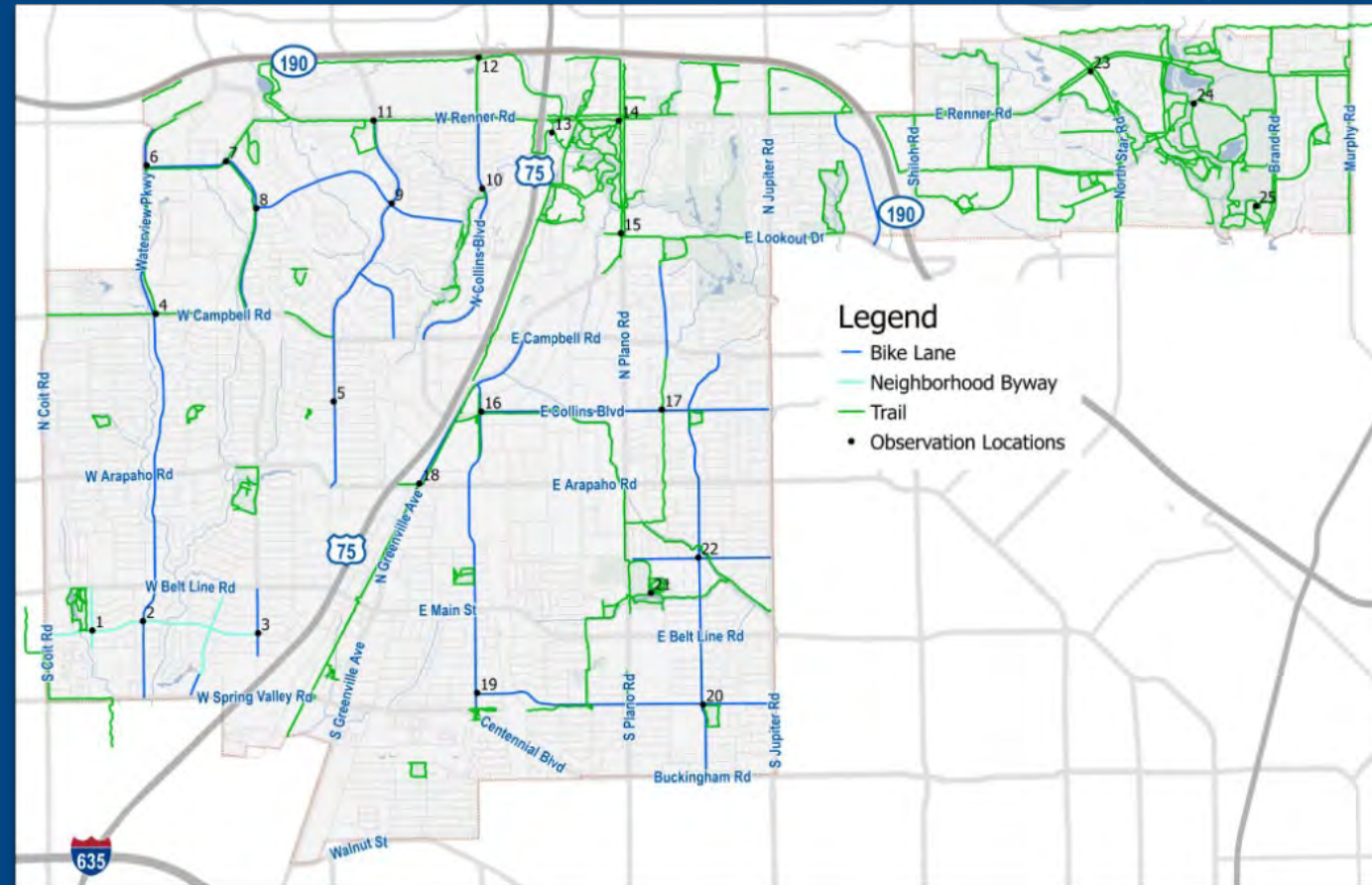
- **Counting People, Planning Progress**
  - May 1 – June 30
- **Bike to School Day**
  - May 6
- **Citywide Bike Rodeo**
  - May 9
- **Bike to Work Day**
  - May 15



# COUNTING PEOPLE, PLANNING PROGRESS

## 2<sup>nd</sup> Annual Volunteer Count Program

- May 1 – June 30
  - Volunteers Sign Up via Google Doc
  - Receive forms, waiver and water bottle
- 25 Locations
  - One weekday and one weekend observation
- Data Collected includes
  - Method of Transportation
  - Perceived Gender
  - Helmet Use



# BIKE TO SCHOOL DAY

- Co-hosted by Richardson Bicycle Coalition and Heights Elementary PTA
- On-site bike safety checks by local bike shops
- Participation from Mayor Omar
- Growing interest from other schools



Join the Heights neighborhood **BIKE BUS!** Wednesday May 6th

Win prizes! Wear our school colors!

Pedal to school with your friends and Mayor Omar!

**What's a Bike Bus?**  
Students meet at neighborhood stops and ride together along a safe planned route to school. Adult volunteers ride at the front and back, so no child is riding alone.

Parents and students can join at any pick-up spot:

**Free bike check!**

**ROUTE & PICK-UP STOPS**  
Students can join at any stop:

1. Thompson & Westwood	7:00
2. Thompson & Newberry	7:10
3. Floyd & Greenview	7:15
4. Floyd & Parkview	7:20
5. Arrive at Heights Elementary	7:30

**SCAN THE QR CODE FOR MORE INFO!**  
**Helmets Required**

# CITYWIDE BIKE RODEO

- Biannual City Bike Rodeo
  - May for Bike Month
  - October for Pedestrian Safety Month
- On-Site Bike Safety and Helmet Checks
- 2 Safety Courses
  - Volunteers located throughout courses
- Family Friendly
  - Lights and Bells
  - Project Information
  - Snacks and Treats



 RICHARDSON  
TEXAS

FREE FAMILY-FRIENDLY EVENT

# BIKE RODEO

PRESENTED BY THE CITY OF RICHARDSON & BIKEDFW

SATURDAY, MAY 9 • 10-11:30 AM  
HEIGHTS PARK • Parking Lot Next to the Baseball Fields  
Children are required to bring a parent, bike and helmet to participate in activities

**INCLUDED ACTIVITIES**

- Bicycle Safety Course
- Helmet Fit Check
- Bicycle Repair
- Bike Skills and Games

 Bike  
DFW

**PRE-REGISTRATION**



# BIKE TO WORK DAY

- **City Employee Event**
  - Lunch-and-Learn format
  - Smart Cycling and Bike Friendly Driver curriculum
    - Safe Riding Tips
    - Rules of the Road
    - Local Resources
  - Short guided ride



# BIKE TO WORK DAY

CityLine / Bush Station

4:00 – 6:00 PM

- Giveaway items and snacks
- Project information and outreach materials
- On-site bike shop offering safety checks and minor adjustments



**{ SAVE THE DATE FOR DART'S }**

**FRIDAY, MAY 15**

**Bike to Work Day**

START YOUR COMMUTE ON TWO WHEELS, AND ENJOY GIVEAWAYS, FREE SNACKS AND MORE!

**Bike to Work CHALLENGE AWARD**  
12:30 p.m. at Akard Station

In partnership with:  
**THE TICKET SPORTSRADIO**  
96.7fm / 1310am

**DART**  
*let's go.*

Akard Station 11 a.m. – 1 p.m. • Buckner Station 4–6 p.m. • CityLine/Bush Station 4–6 p.m.  
Want to **win a FREE bike**? Visit [DART.org/BikeToWork](http://DART.org/BikeToWork)



# Thank you!

## Questions?

**Michael Deasy**

Mobility Planner

[Michael.deasy@cor.gov](mailto:Michael.deasy@cor.gov)

# UPCOMING EVENTS AND TRAINING

Bicycle and Pedestrian Advisory Committee  
May 20, 2026



North Central Texas  
Council of Governments

# MAY: NATIONAL BIKE MONTH



## BIKE FOR FAMILY FUN

Enjoy more than 1,000 miles of trails throughout DFW.



## BIKE TO WORK

Save on gas, lessen congestion and promote a healthy lifestyle.



## BIKE TO SCHOOL

Bicycling can be a healthy and fun way to get to and from school.





# 2026 National Planning Conference

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

# 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/](https://bikeleague.org/bfa/community/)

# Bicycle Friendly Community (BFC) Current Awardee

- Dallas – Bronze
- Frisco – Bronze
- Richardson – Bronze
- Fort Worth – Bronze
- Plano – Bronze



## BICYCLE FRIENDLY COMMUNITIES

**5** Platinum



**32** Gold



**113** Silver



**310** Bronze

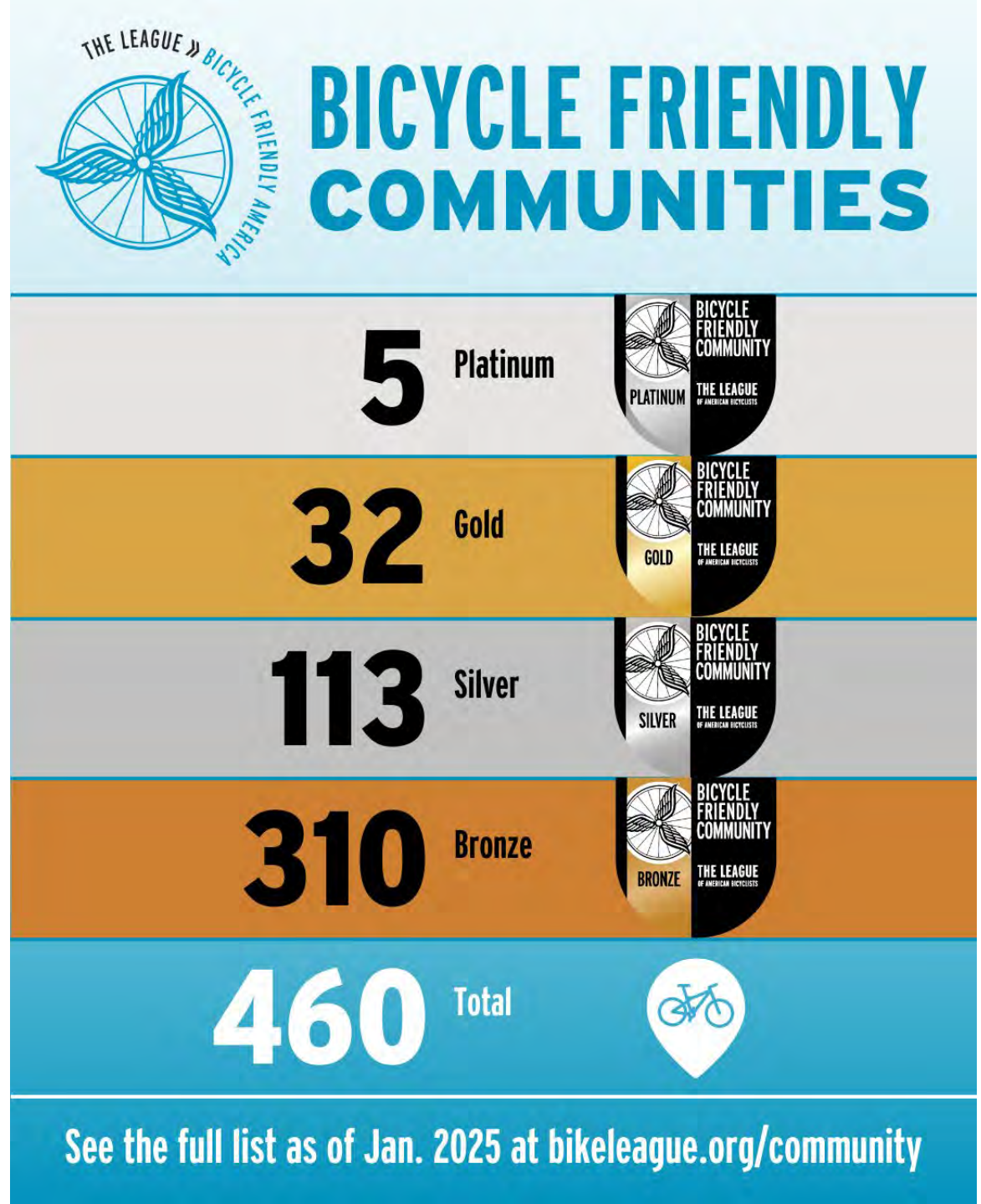


**460** Total



# Bicycle Friendly Businesses (BFB) 2026 Awards

- City of Richardson – Gold
- Deadline to apply is June 3, 2026





# **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/>

The logo for the APBOP Conference 2026. It features the lowercase letters 'apbop' in a stylized font with varying colors: 'a' is dark blue, 'p' is light blue, 'b' is teal, and 'o' is green. To the right of 'apbop' is the word 'CONFERENCE' in a bold, dark blue, sans-serif font. Below 'CONFERENCE' is a teal horizontal bar with the year '2026' in white, bold, sans-serif font.

Pittsburgh, PA

*August 10-12, 2026*

- **Mark your calendars now for an unforgettable event filled with cutting-edge training and engaging networking opportunities designed to elevate your work and your career. Conference attendees (planners and engineers) can earn AICP professional development hours from the American Planning Association.**
- **Early bird registration ends June 1**
- **For more information visit: <https://www.apbp.org/2026-conference>**

# 2026 NABSA Annual Conference

## October 6-8, 2026

### Cincinnati, Ohio



**N A B S A**

NORTH AMERICAN BIKESHARE & SCOOTERSHARE ASSOCIATION

- 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/>

# 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 May Gathering

**May 20, 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](mailto:crichardson@nctcog.org)**





**SERVICE  
FIRST,  
NOW!**

**Jon Taylor-Brown**

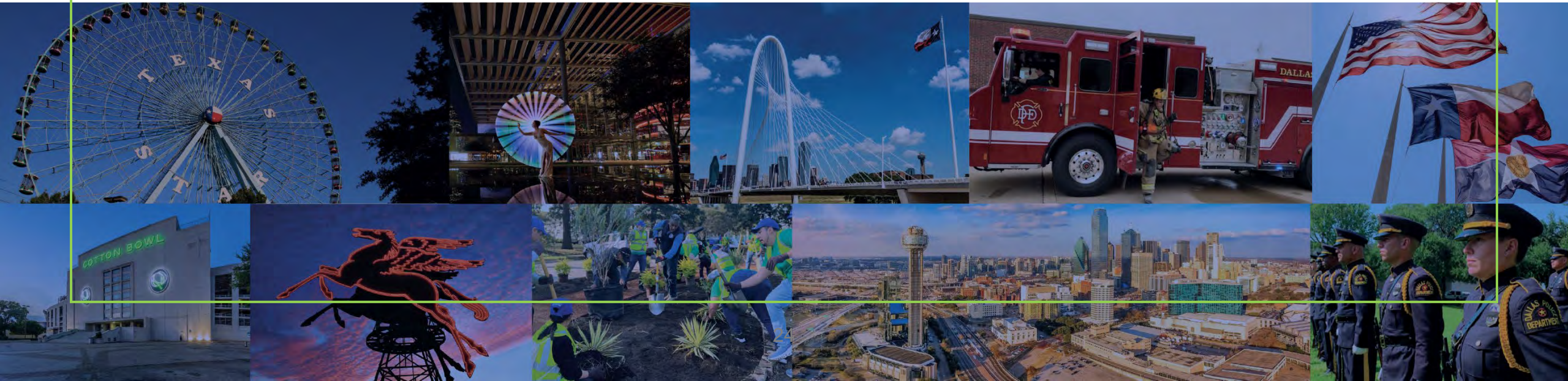
*Program Administrator*

Department of Transportation & Public Works

# City of Dallas Bike Lane Sweeping Program

**Bicycle and Pedestrian Advisory Committee**

May 20, 2026



## Presentation Overview

- This presentation covers the City of Dallas bike lane sweeping program, focusing on its operations, and overall impact.
- It highlights the importance of regular sweeping to maintain accessibility, improve riding conditions, and encourage cycling by reducing debris.
- It also compares in-house crews and contractors, noting differences in flexibility, and control. Environmental factors such as weather, debris buildup, and construction are discussed as key influences on operations.
- Finally, it addresses challenges and emphasizes the program's benefits, including adequately maintained streets, cleaner infrastructure, and support for sustainability goals.

# What is Bike Lane Sweeping?

- Routine removal of debris from bike lanes.
- The goal is simple: keep bike lanes accessible and usable.

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# Importance of Bike Lane Sweeping

**Roadway Conditions:** Removes gravel, glass, leaves, and debris

**Accessibility:** Keeps lanes usable for all ages and abilities

**Encourages Cycling:** Clean lanes can improve rider confidence and comfort

**Protects Infrastructure:** Prevents debris buildup that damages pavement

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# Maintenance Schedule

## Standard Practice

- Bike lanes swept at least one time per month, weather permitting
  - In-house
  - Contractor

## Coordinated with:

- Special events
- City projects

**Documented for accountability and service tracking**



# In-House Sweeping vs Contractor Sweeping

City staff provides maintenance to assigned physically separated bike lanes along thoroughfares across the city.

- Sweeping is not provided along residential streets.
- Staff inspects work to ensure completion per specifications

City contractor provides maintenance to visually separated bike lanes along thoroughfares across the city.

# Physically Separated vs. Visually Separated Bike Lanes

## Physically Separated



Houston St

## Visually Separated



Bexar St

# Sweeping: In-House vs. Contractor - Pros and Cons

## In-House

### Pros

- Greater control over quality & standards
- Faster response time
- More efficient allocation of resources

### Cons

- Budget restraints/limitations
- Limited scalability
- Equipment & maintenance constraints

## Contractor

### Pros

- Flexible scaling (Personnel)
- Lower administrative load
- No training required

### Cons

- Less direct control
- Slower response for urgent needs
- Contract management/oversight required
- Higher fixed cost

# Why the City of Dallas Selected the Dulevo D3 Tier 4 Sweeper

- Compact design allows the unit to effectively complete sweeping operations in narrow areas
- Sweeping system captures fine debris, glass, sand, and dust while maintaining strong dust control
- Lower water and fuel consumption reduces operating costs
- Operator-focused controls deliver good maneuverability
- 360 Camera System
- High pressure washing system
- Approximately \$250,000 which includes a 3-year maintenance package and training



# Environmental Factors Affecting Sweeping

## Seasonal Changes

- Spring: sand, gravel, winter residue
- Fall: leaves and organic debris

## Weather Events

- Heavy rain washes debris into bike lanes
- Wind increases litter and dust accumulation

## Urban Conditions

- Tree-lined streets
- Construction zones
- High-traffic corridors



# Scheduled Bike Lane Maintenance Benefits

- Enhanced bike lane conditions for cyclists and pedestrians
- Supports climate and sustainability goals
- Reduces complaints and service requests
- Promotes active transportation and public health
- Enhances overall city cleanliness and appearance



# Major Challenges

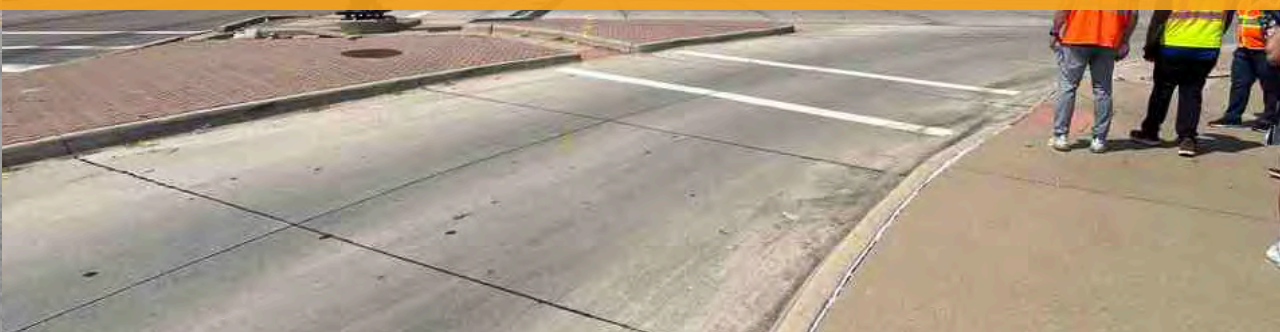
Location	Physical Access	Equipment	Staffing	In the lane during cleaning	Frequent Requests	Cost
<ul style="list-style-type: none"><li>• COD does not sweep residential streets</li><li>• Construction Projects</li></ul>	<ul style="list-style-type: none"><li>• Appropriate Equipment</li><li>• Narrow Lane Widths</li></ul>	<ul style="list-style-type: none"><li>• Maintenance<ul style="list-style-type: none"><li>• Cost</li><li>• Fuel</li></ul></li><li>• Trailering from location to location</li><li>• Not all equipment can be serviced by in-house mechanics</li></ul>	<ul style="list-style-type: none"><li>• Takes multiple individuals to get to locations</li><li>• Training</li><li>• No dedicated sweeping staff</li></ul>	<ul style="list-style-type: none"><li>• Cyclists</li><li>• Parked vehicles</li><li>• Construction barricades</li></ul>	<ul style="list-style-type: none"><li>• Often receive requests days after cleaning</li></ul>	<ul style="list-style-type: none"><li>• \$45,000-\$55,000 annually</li></ul>

## In Summary

The City of Dallas bike lane sweeping program plays an important role in maintaining clean, and accessible cycling infrastructure throughout the city. Through scheduled sweeping operations, the program helps reduce debris, improve riding conditions, and support alternative transportation efforts. Overall, the program contributes to cleaner streets, improved mobility, and the City's long-term sustainability goals.

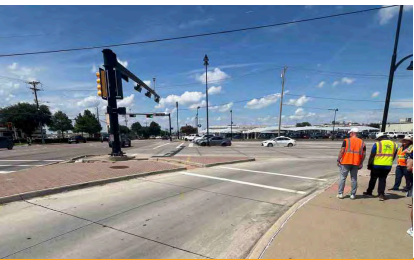


# NCTCOG Road Safety Audit, Safe Routes to School, and Demonstration Activity





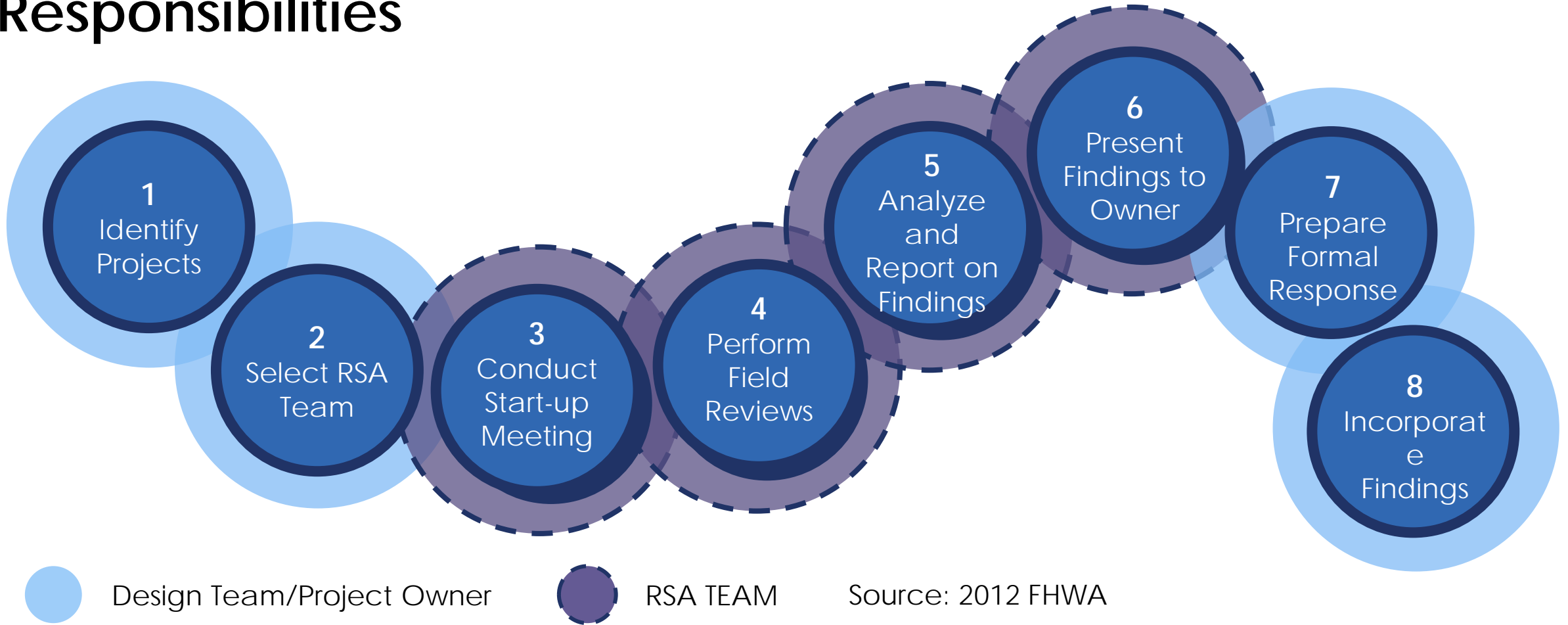
- Project Overview
- Roadway Safety Audits (RSA)
- Safe Routes to School (SRTS)
- Demonstration Activity
- Questions

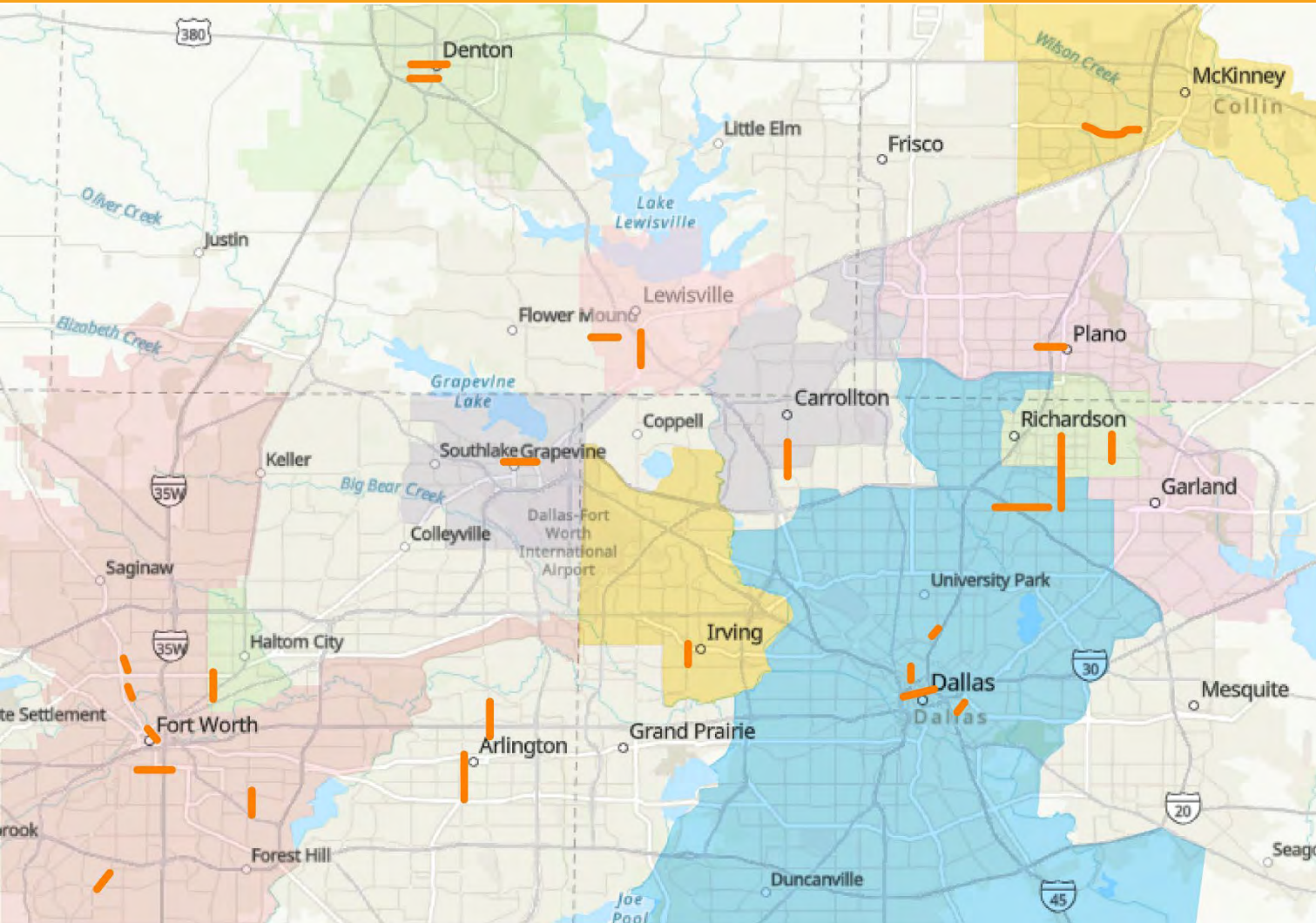


- SS4A funding awarded in 2023 to support safety planning
- RSAs were conducted to evaluate conditions and identify improvements along high-injury corridors
- SRTS plans were completed to provide recommendations for schools near high-injury corridors
- Demonstration activities were implemented to evaluate speed reduction strategies



# Responsibilities





## Map of the Corridors

- 26 corridors
- 36 total miles



## Municipalities/Agencies:

- NCTCOG
- City of Arlington
- City of Dallas
- City of Fort Worth
- City of Grapevine
- City of Carrollton
- City of Farmers Branch
- City of Garland
- City of Richardson
- City of Plano
- City of McKinney
- City of Denton
- City of Haltom City
- City of Irving
- TxDOT – Dallas District
- TxDOT – Fort Worth District



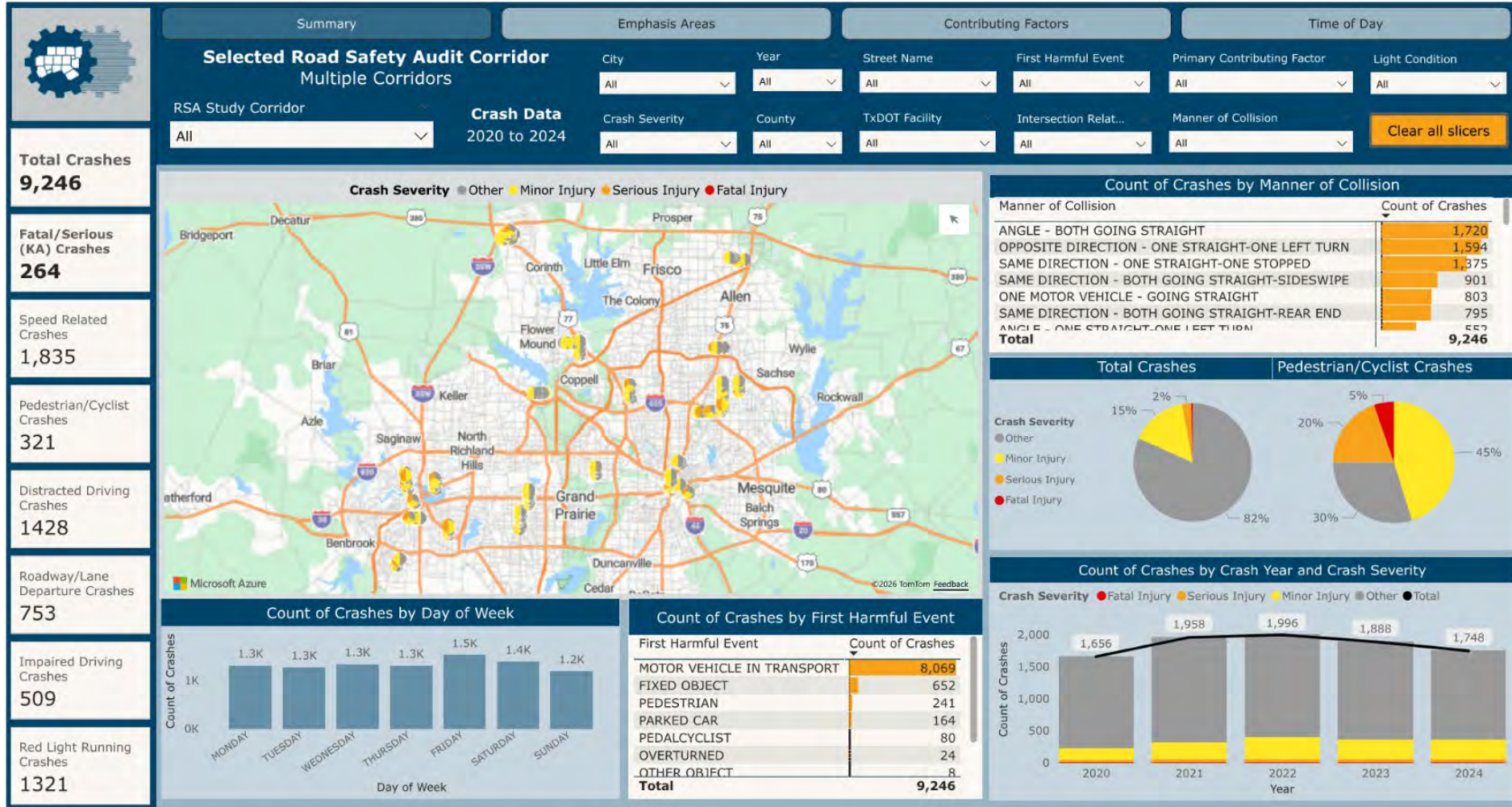
## Transit Agencies:

- DART
- Trinity Metro



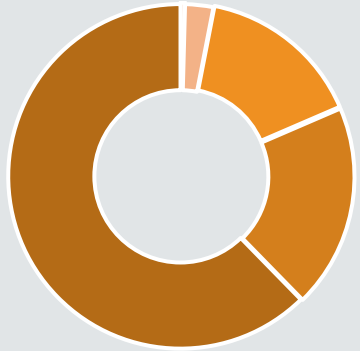
## Consultant Team:

- Kimley-Horn
- Othon Inc.
- Transcend Engineers & Planners
- GramNTX





## CRASH SEVERITY

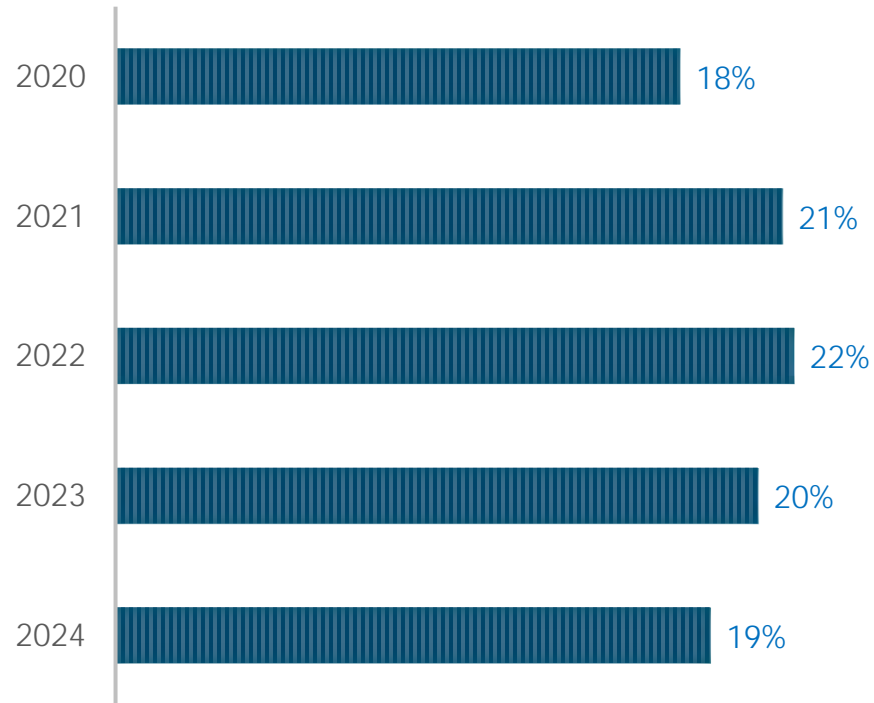


- Fatal Injury (0.4%)
- Serious Injury (3%)
- Minor Injury (15%)
- Possible Injury (19%)
- Not Injured (62%)

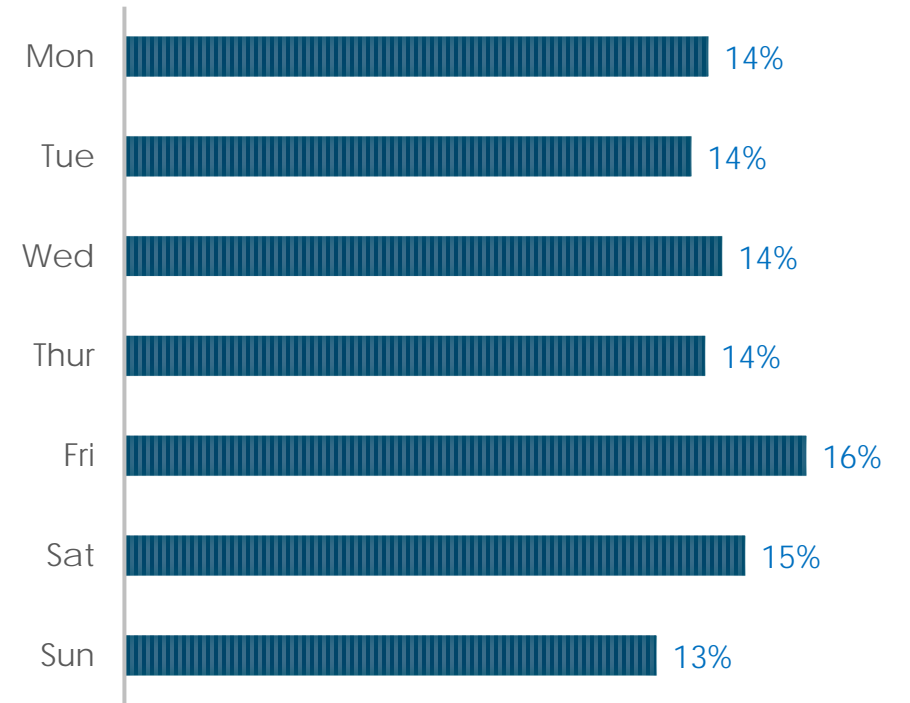
# 9,264

Total Crashes

## CRASH YEAR



## DAY OF WEEK





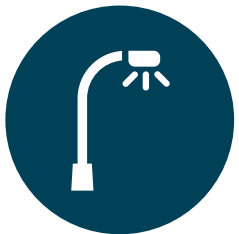
## Other Crash Facts



242 Pedestrian crashes



80 Cyclist crashes



35.7% Crashes occurred during nighttime/dawn/dusk

## CONTRIBUTING FACTORS

- Failed to Control Speed – 1,379 (15.0%)
- Failed to Yield Right of Way– Turning Left – 1,171 (12.7%)
- Disregard Stop and Go Signal – 1,094 (11.8%)
- Driver Inattention – 1,024 (11.1%)
- Change Lane When Unsafe – 700 (7.6%)



Elm Street, Dallas, TX



SH 121 Business, Lewisville, TX



MacArthur Boulevard, Irving, TX



### Houston Street - Dallas, TX

Recommendations Exhibit | Limits: Houston St. Viaduct to McKinney Ave.

#### Corridor-wide Recommendations



DRAFT - January 30, 2026

#### Recommendations for Houston St. from Houston St. Viaduct to McKinney Ave. in Dallas, TX



ID	Study Corridor	Context	Location	Timeline	Simplified Recommendation	Detailed Observation/Recommendation	Countermeasure On Page
B.8	Houston St.	Intersection	Wood St	Long	Drainage Issues	<b>Observation:</b> The pavement on the northwest corner has created a ponding issue in front of the pedestrian curb ramp. <b>Recommendation:</b> Fix panel of crosswalk and roadway pavement to allow for positive drainage.	Sheet 1 of 3
BC.1	Houston St.	Segment	Northeast Corner of Wood St/Houston St	Long	Close Driveway	<b>Observation:</b> Driveway on southside of hotel is not used and is in close proximity to the intersection. <b>Recommendation:</b> Work with property owner to potentially close driveway to prevent any confusion at intersection.	Sheet 2 of 3
BC.2	Houston St.	Segment	East side of Houston St	Long	Replace Sidewalk	<b>Observation:</b> Approximately 100' of sidewalk is cracked in several spots. <b>Recommendation:</b> Replace approximately 100' sidewalk.	Sheet 2 of 3
C.1	Houston St.	Intersection	Jackson St	Short	Replace Right Turn Only Sign	<b>Observation:</b> "RIGHT TURN ONLY" sign on southeast corner of intersection is rotated away from eastbound approach and is damaged. <b>Recommendation:</b> Replace and place "RIGHT TURN ONLY" sign to face traffic exiting the parking on the west side of the intersection.	Sheet 2 of 3
C.2	Houston St.	Intersection	Jackson St	Short	Westbound Turn Lane Improvements	<b>Observation:</b> The westbound movement appears to have a right turn lane from Jackson onto northbound Houston Street. The lane use sign on the east arm does not match the lane geometry. <b>Recommendation:</b> Add turn lane arrows on the westbound right lane. Remove the existing lane use sign on the east arm and replace with updated lane use sign that matches the approach geometry.	Sheet 2 of 3
C.3	Houston St.	Intersection	Jackson St	Long	Pedestrian Curb Ramps	<b>Observation:</b> Pedestrian curb ramps, on the southeast and northwest corners, are not directional. <b>Recommendation:</b> Reconstruct the southeast and northwest corners with directional curb ramps.	Sheet 2 of 3
C.4	Houston St.	Intersection	Jackson St	Long	Remove Bollards	<b>Observation:</b> There are bollards in front of the Federal Building. The bollards closest to the intersection do not provide adequate space for pedestrians. <b>Recommendation:</b> Consider removal of 1-2 bollards at the intersection, with coordination with property owner, to allow adequate space for pedestrians.	Sheet 2 of 3
C.5	Houston St.	Intersection	Jackson St	Long	Signal Rebuild	<b>Observation:</b> Traffic signals are post mounted with outdated equipment and missing push buttons. <b>Recommendation:</b> Full signal rebuild with considerations of the following equipment: - New posts and mast arms - New signal heads with retroreflective backplates - APS push buttons for all crossings - Pedestrian countdown heads - Luminaires on the corners (assuming no conflict with overhead utilities)	Sheet 2 of 3



Countermeasure Identified	Description	Benefit
Pavement Markings	Refresh or restripe lane lines, turn arrows, stop bars, high-visibility crosswalks, and median nose treatments	Low-cost Increased safety Visibility benefits
Pedestrian Facilities & Pedestrian Crossing Studies	Upgrade curb ramps and accessibility features, evaluate for RRFBs, PHBs, and refuge islands based on crossing behavior	Correcting deficiencies Addressing noncompliance
Street Lighting Improvements	Upgrading to LED lighting, repairing inoperable luminaires, adding intersection lighting, and conducting photometric studies	Improved nighttime visibility for all road users
Traffic Signal Visibility & Equipment Upgrades	Outdated traffic signal infrastructure. Upgrades may include, retroreflective backplates, audible pedestrian signal (APS), leading pedestrian interval (LPI), near-side signal heads, and/or new cabinet/controller.	Visibility Pedestrian accommodations Operational flexibility
Access Management	Median extensions, driveway consolidation or closures, and right-in/right-out conversions	Reduce conflicts



- **Local Funds**

- Capital Improvement Program (CIP) Budget
- City Maintenance and Operation Budget
- City Bond

- **Regional/State**

- County Major Capital Improvement Programs
- TxDOT/NCTCOG Transportation Alternatives (TA) Grant
- NCTCOG Regional Traffic Signal Program
- Highway Safety Improvement Program (HSIP)

- **Federal**

- Better Utilizing Investments to Leverage Development (BUILD)
- Transportation Infrastructure Finance and Innovation Act (TIFIA)
- Safe Streets and Roads for All (SS4A)



## Data Collection

- Pulling available information
- Inventorying existing conditions (desktop review)
- School characteristics

## Virtual Kick-off Meetings

- Study Area Limits
- Study Area Scope
- Opportunities and Constraints
- Known Travel Patterns
- Schedule
- Deliverables

## Field Audits

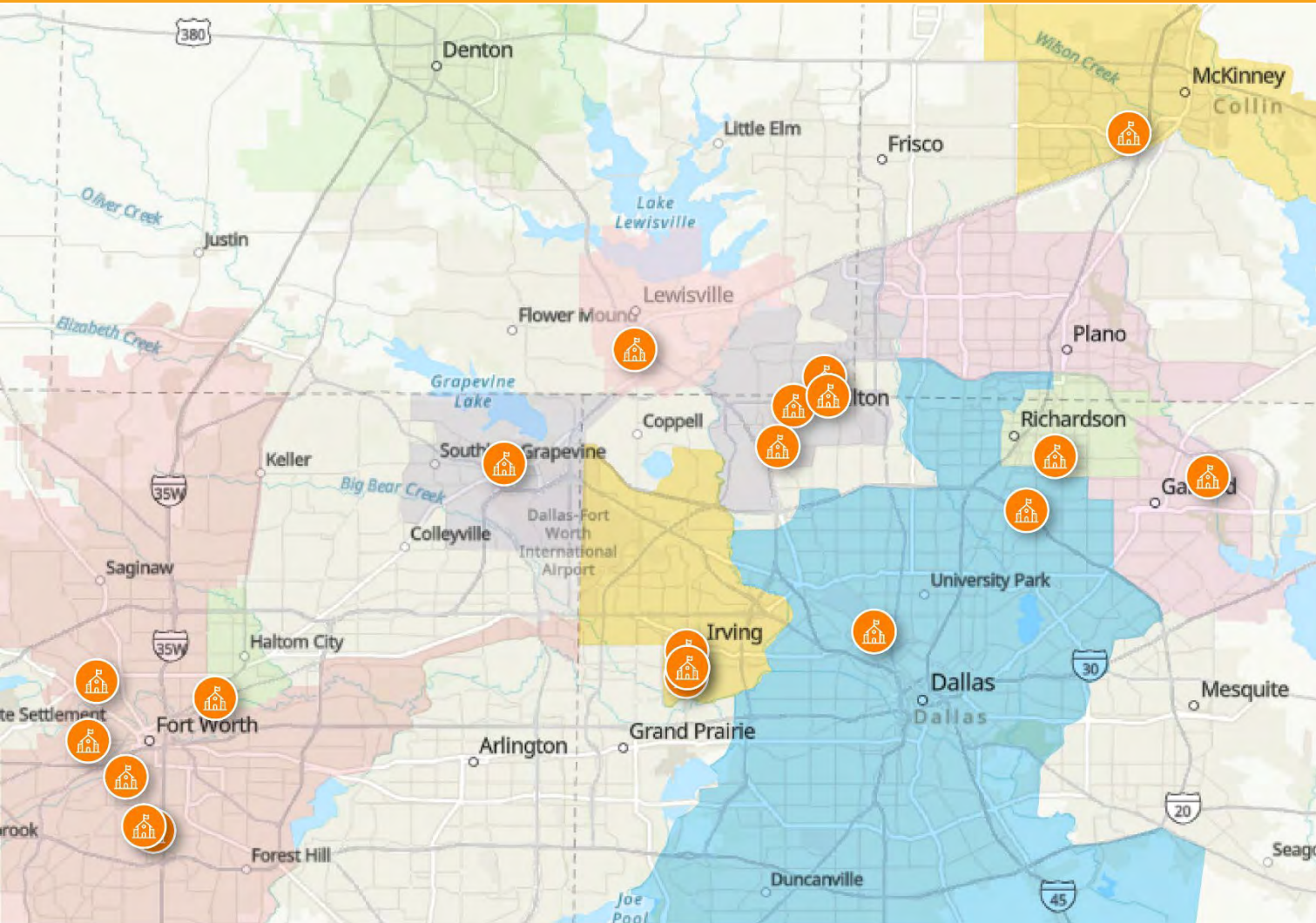
- ¼ mile of school campus
- Drop-off and Pick-up observations
- Walk audit for existing infrastructure

## Assessment and Recs

- Recs focused on engineering
- High-level recs for other E's of SRTS
- OPCCs

## Report

- Report of observations and recs
- NCTCOG and City review



## Map of the Schools

- 20 school plans
- 10 cities



## Municipalities/Agencies:

- NCTCOG
- City of Dallas
- City of Fort Worth
- City of Grapevine
- City of Carrollton
- City of Garland
- City of Richardson
- City of McKinney
- City of Haltom City
- City of Irving
- City of Lewisville



## School Districts/Charter:

- Fort Worth ISD
- Dallas ISD
- Irving ISD
- Richardson ISD
- McKinney ISD
- Carrollton-Farmers Branch ISD
- Lewisville ISD
- Grapevine-Colleyville ISD
- Uplift Preparatory
- Trinity Basin Preparatory
- Harmony Science Academy



## Consultant Team:

- Kimley-Horn
- Lee Engineering
- Fehr and Peers
- Othon Inc.
- Transcend Engineers & Planners



Countermeasure Identified	Description
School Zone Speed Limit Flashing Beacons	Installing yellow flashing beacons at school zone signs to improve driver awareness of active speed limits.
Pedestrian Facilities & Pedestrian Crossing Studies	Upgrading diagonal ramps to directional curb ramps, adding detectable warnings, and evaluating RRFBs, PHBs, and refuge islands based on crossing behavior.
Street Lighting Improvements	Upgrading to LED lighting, repairing inoperable luminaires, adding lighting near the school, and conducting photometric studies to improve nighttime visibility.
Requesting/Implementing Additional Crossing Guards	Implementing additional crossing guards at key locations near the school can help provide a safer, better supervised crossing for students traveling to and from school.
Encouragement Programs	Hosting more special events, clubs, contests, and ongoing activities that encourage more walking, bicycling, or carpooling through fun activities and incentives to generate excitement and participation.



## Demonstration Corridors:

- Temporary pilots deployed on two corridors to test speed reduction strategies



## Equipment Evaluation:

- Compared two speed feedback trailer types (with flashing lights vs. display only)



## Speed Data Collection:

- Speeds measured before, during, and after outreach activities



## Education and Outreach:

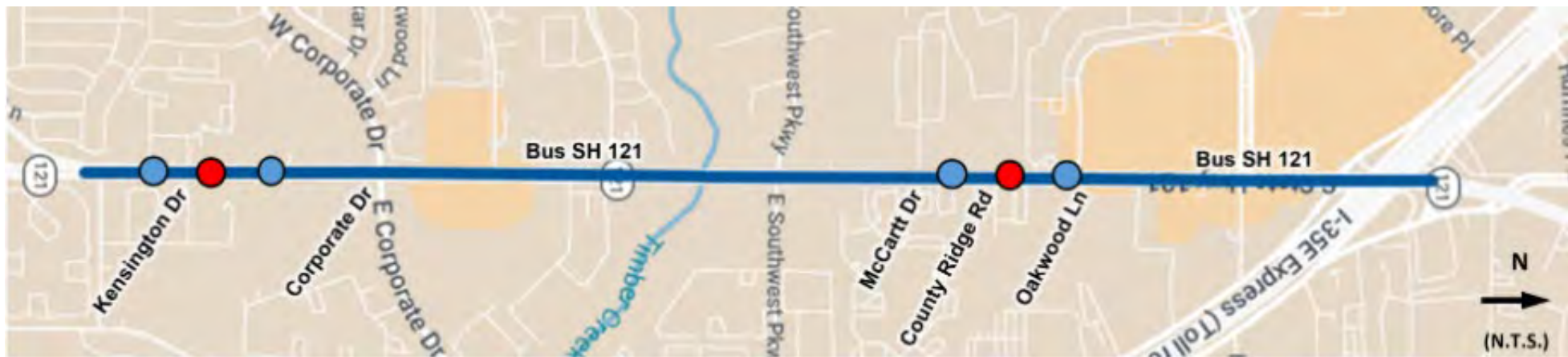
- Targeted safety messaging and community engagement implemented



Forest Lane (Greenville Avenue to Plano Road), Dallas, TX



SH 121 Business (Forestbrook Drive to I-35E), Lewisville, TX

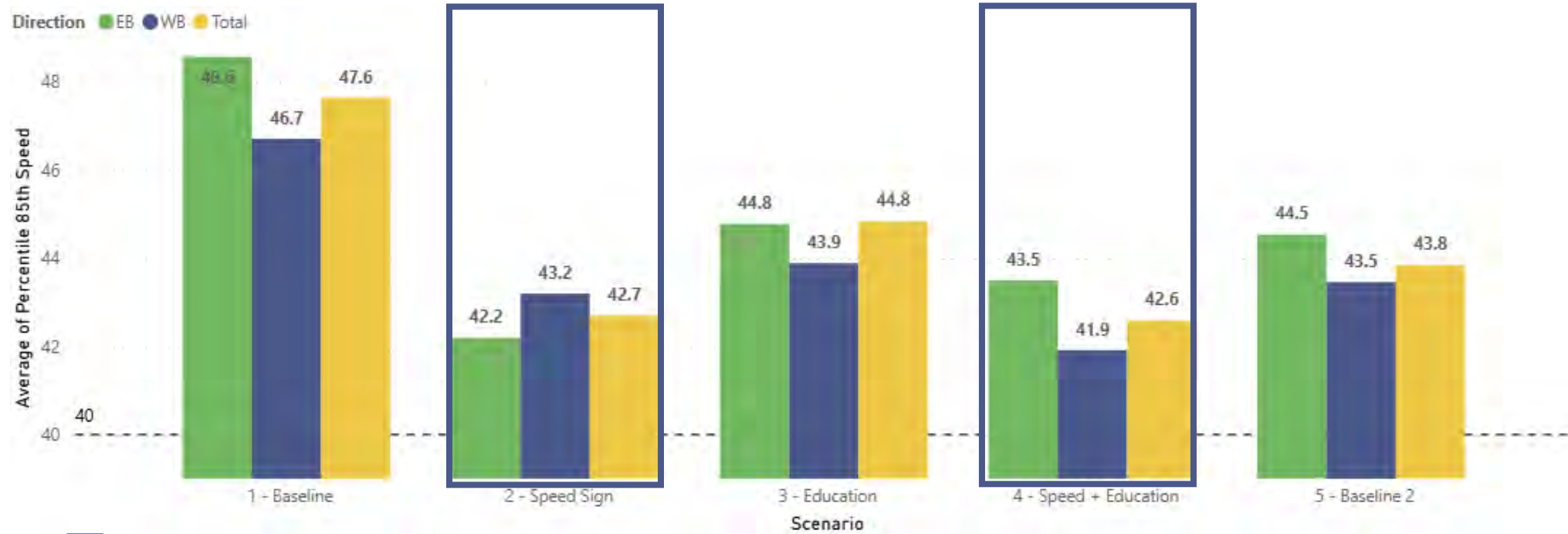




Week	Focus	Speed Collection Activities
<p><b>Weeks 1-2</b> (December 1-15, 2025)</p>	<p>Collect baseline speed counts at the four locations (2 per corridor)</p>	<p>Bi-directional 24-hour speed counts for 14-days</p>
<p><b>Week 3</b> (January 19-25, 2026)</p>	<p>Speed feedback trailers deployed (8 total), along with passive speed counts</p>	<p>Bi-directional 24-hour speed counts for 7 days</p>
<p><b>Weeks 4-6</b> (January 26-February 15, 2026)</p>	<p>Educational outreach and collecting passive speed counts</p>	<p>Bi-directional 24-hour speed counts for 21 days</p>
<p><b>Week 7</b> (February 16-22, 2026)</p>	<p>Speed feedback trailers deployed (8 total), along with passive speed counts</p>	<p>Bi-directional 24-hour speed counts for 7 days</p>
<p><b>Weeks 8-9</b> (February 23-March 8, 2026)</p>	<p>Collect 14-days of speed counts to see "Did it work?"</p>	<p>Bi-directional 24-hour speed counts for 14-days</p>



### Forest Lane (Near Judd Court), Dallas, TX



**Baseline 85<sup>th</sup> Speed 47.6 MPH**



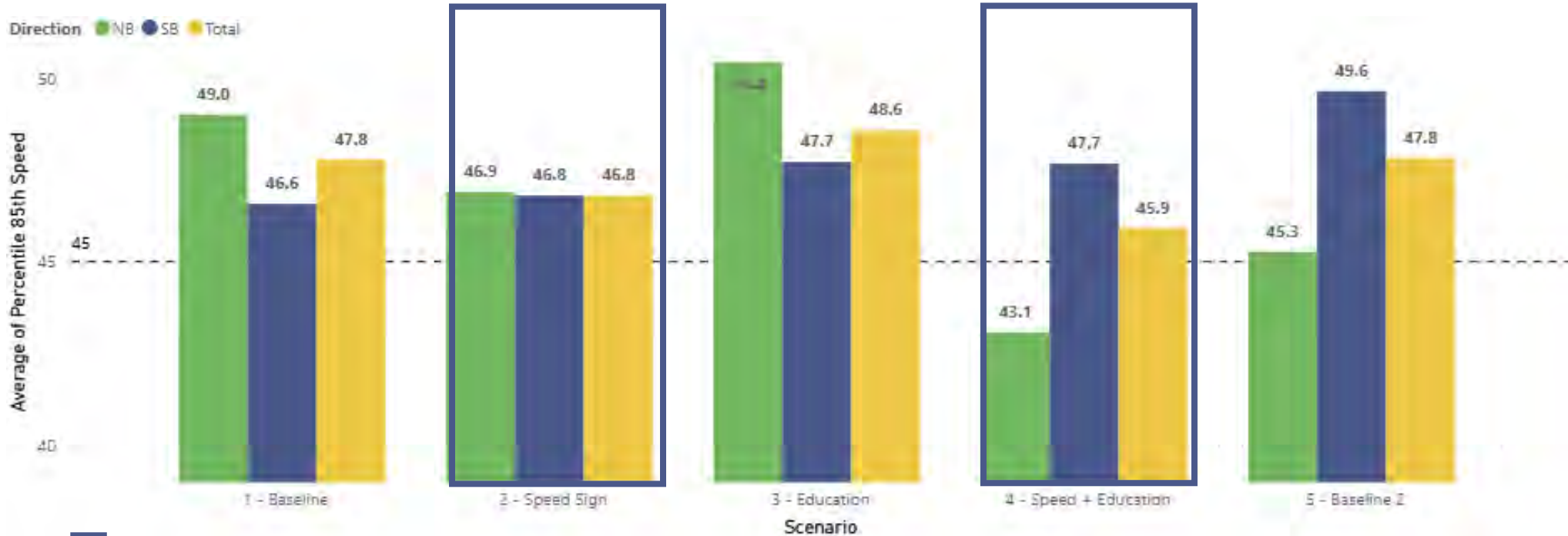
**Speed Feedback Trailer (without flashing lights) 85<sup>th</sup> Speed 43.2 MPH**



**Speed Feedback Trailer (with flashing lights) 85<sup>th</sup> Speed 42.2 MPH**



### SH 121 Business (Near McCartt Drive), Lewisville, TX



**Baseline 85<sup>th</sup> Speed 47.8 MPH**



**Speed Feedback Trailer (without flashing lights) 85<sup>th</sup> Speed 46.8 MPH**



**Speed Feedback Trailer (with flashing lights) 85<sup>th</sup> Speed 46.9 MPH**



## Lesson 1: Speed Feedback Trailers Are Effective Awareness Tools

**Lesson Learned:** The speed analysis also demonstrated that the speed feedback trailer with the red and blue flashing lights was more effective in reducing the 85<sup>th</sup> percentile speeds compared to the speed feedback trailer without flashing lights.

**Recommendations:** Continue integrating speed feedback signs or trailers into both demonstration and long-term safety strategies.



## Lesson 2: Effectiveness of Outreach and Traffic Calming Measures

**Lesson Learned:** Traffic counts were collected continuously alongside speed feedback trailers and educational outreach, individually and combined, due to the short demonstration period.

**Recommendations:** Separate activities over several weeks or months to compare effectiveness in reducing speeds.



## Lesson 3: External Factors Can Impact Implementation Timing

**Lesson Learned:** Unanticipated events, including severe winter weather and vendor scheduling delays, affected the deployment timeline and timing of speed feedback signs, adding variability to the demonstration schedule.

**Recommendations:** Build flexibility into project schedules and coordinate closely with vendors to support timely equipment deployment and removal, with contingency planning to account for weather and operational delays.



## Roadway Safety Audits

Kevin Kokes, AICP  
Program Manager

[kkokes@nctcog.org](mailto:kkokes@nctcog.org)



## Demonstration Activity

Sonya Landrum  
Program Manager

[slandrum@nctcog.org](mailto:slandrum@nctcog.org)



## Safe Routes to School

Shawn Conrad, PhD  
Program Manager

[sconrad@nctcog.org](mailto:sconrad@nctcog.org)



## Consultant

Brendan Yarborough, PE, RSP<sub>1</sub>  
Kimley-Horn

[Brendan.yarborough@kimley-horn.com](mailto:Brendan.yarborough@kimley-horn.com)



# Thank You





# District Bicycle Plan (DAL, FTW)

NCTCOG BPAC 5/20/2026

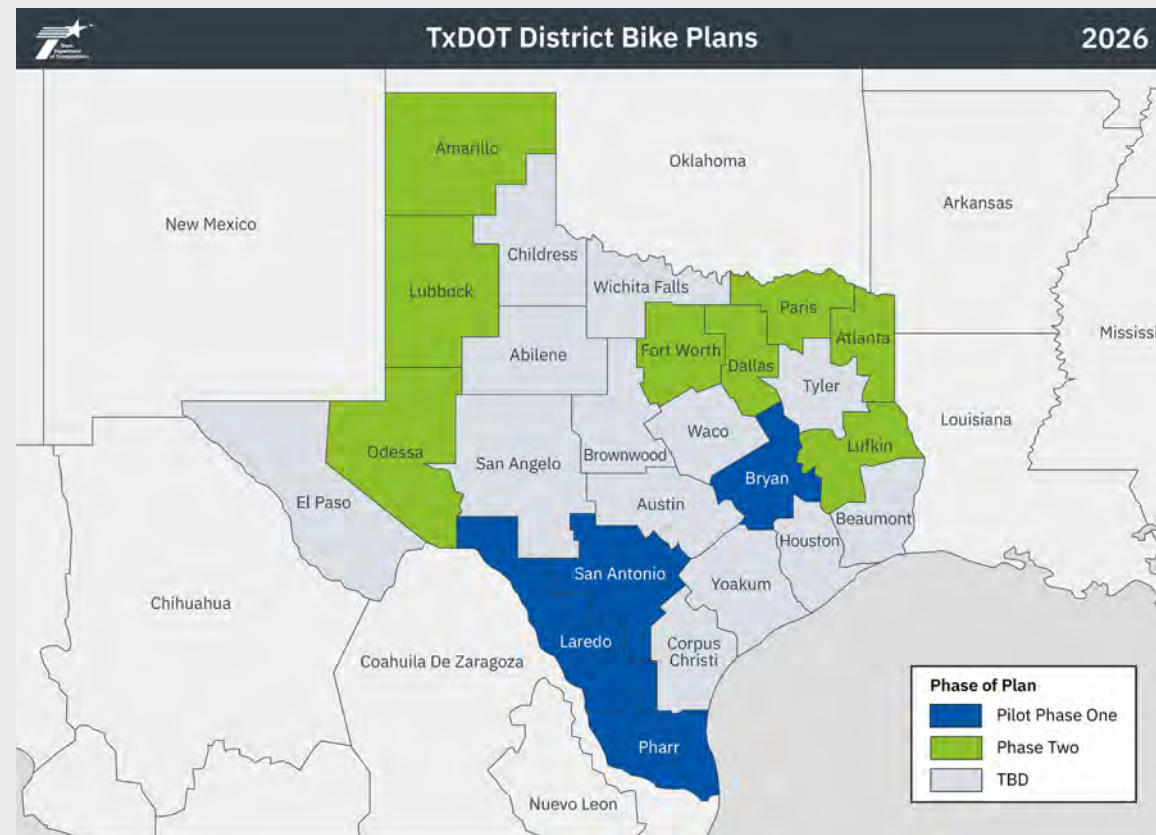


May 22, 2026

## 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.



# TxDOT District Bike Plans – Goal



## **IMPROVE SAFETY AND COMFORT**

Improve safety and comfort for people bicycling on TxDOT roadways.



## **IDENTIFY GAPS AND BARRIERS**

Identify gaps, barriers, and high-stress locations in the existing bicycle network.



## **PRIORITIZE CONNECTIONS**

Prioritize bicycle improvements that better connect communities, schools, destinations, and trails.



## **SUPPORT ECONOMIC & HEALTH BENEFITS**




Support economic development, tourism, and healthier transportation options through expanded bikeway access.

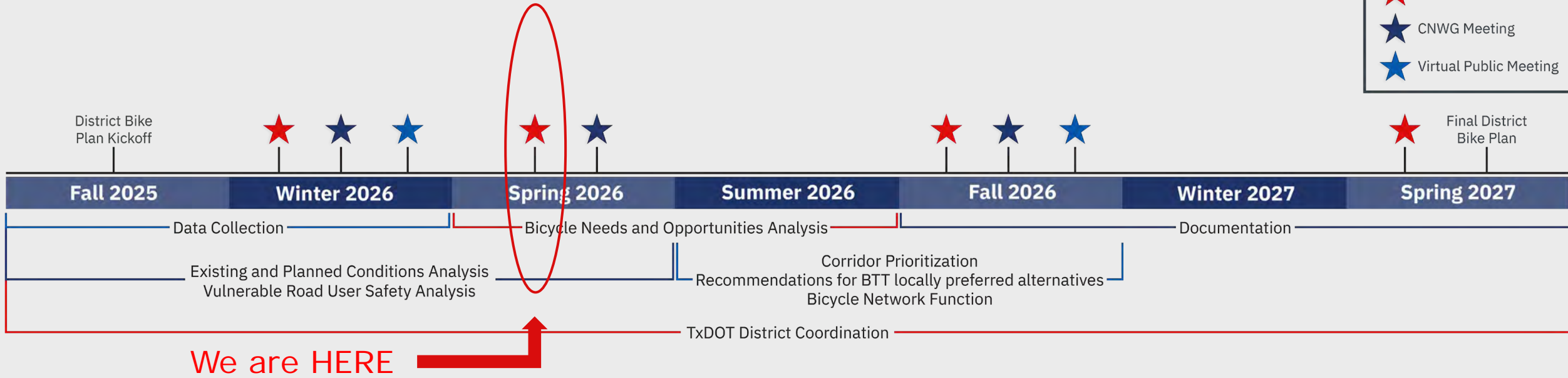


## **GUIDE FUTURE INVESTMENTS**

Support economic development, tourism, and healthier transportation options through expanded bikeway access.

# 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

# Needs Assessment



No Bikeway



High Stress Bikeway



Bicycle Tourism Trail lead



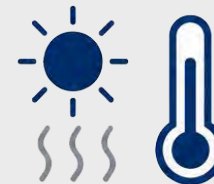
Gap Between Existing Bikeways



Access to Schools Need



Lack of Crossing



Climate Hazard



Water Crossing



High Stress Crossing



Off-System Crossing



T-Intersection Barrier



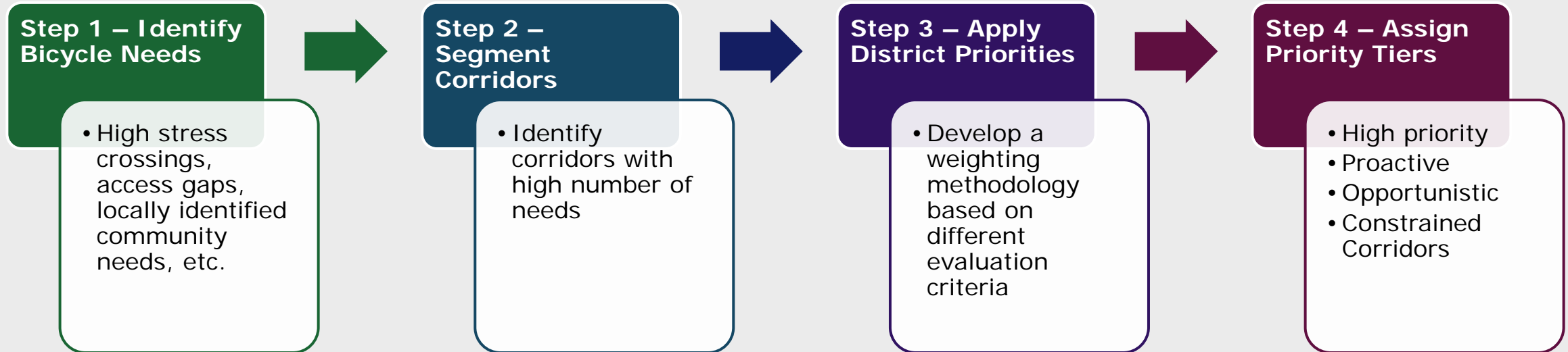
Locally Identified Needs

## Prioritization

- **What Should Be Weighted Most When Prioritizing Bicycle Corridors (Pick Top 3)?**
  - Safety & Comfort
  - Connectivity & Gap Closure
  - High-Stress Intersection Crossings
  - Access to Schools & Community Destinations
  - Public & Stakeholder Input
  - Project Readiness & Funding Opportunity
  - Others (*Option to type in response*)



# Prioritization Framework



## Data Review Portal

- Interactive online portal for reviewing draft bike plan maps and GIS data:
  - Bicycle needs and opportunities maps
  - Corridor prioritization maps showing high, proactive, and opportunistic priority corridors
  - Draft Bicycle Tourism Trail (BTT) refinement maps and locally preferred alternatives
  - Bikeway network function maps (all-ages, daily travel, long-distance, basic bikeways)

## Next Steps

- Next Technical Working Group (TWG) Meeting (Virtual):
  - Dallas, May 26<sup>th</sup> from 2:00 – 3:30 PM
  - Fort Worth, May 28<sup>th</sup> from 10:00 – 11:30 AM
- Data Portal for Review by TWG
- Wrap-up analysis by late Summer early Fall
- Virtual Public Meeting (VPM) – Fall 2026



NCTCOG PRESENTATION

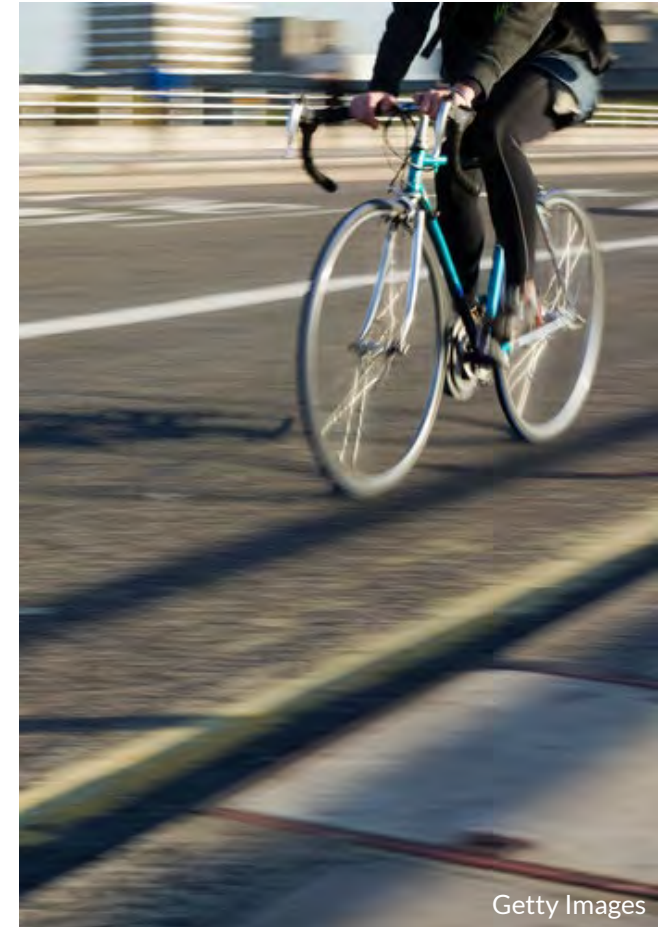
# REGIONAL BICYCLE SAFETY ACTION PLAN

CATHERINE RICHARDSON | BICYCLE AND PEDESTRIAN ADVISORY  
COMMITTEE | 05.20.2026

**LOOK OUT  
TEXANS**  
BIKE WALK DRIVE SAFELY  
[LookOutTexans.org](http://LookOutTexans.org)

# Purpose of the Plan

- 🚲 **Goals and policies** in support of Regional Transportation Council (RTC) safety position.
- 🚲 Provides a **toolbox of safety countermeasures** to address bicyclist safety issues.
- 🚲 Identifies **strategic locations to guide the selection of future projects and programs** offering the greatest return on investment for **safety** and **network connectivity**:
  - Priority Emphasis Areas
  - Priority Bicycle Safety Corridors
  - Priority Bicycle Safety Intersections



# Goals



**Eliminate all serious injury and fatal bicyclist crashes across the region by 2050**



**Address critical bicycle safety needs in priority locations**



**Enhance safe connections to daily destinations**



**Balance the safety and needs of all roadway users**



**Develop a culture of safety**



# Guiding Principles for a Culture of Safety

## Design for All Ages and Abilities



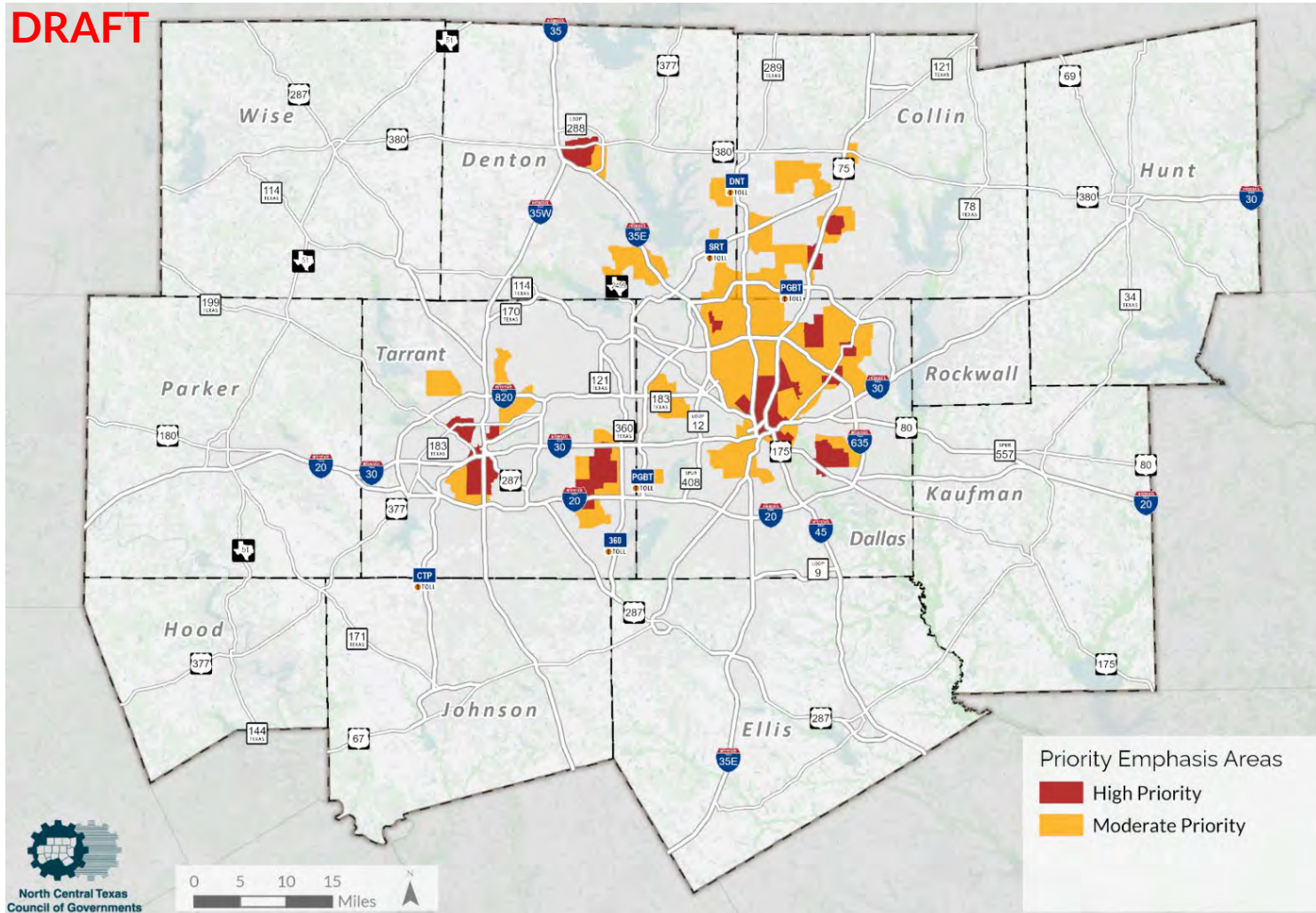
Texas Roadway Design Manual

## Apply the Safe System Approach



# Priority Emphasis Areas

**DRAFT**



## Legend

**High Priority Emphasis Area**

 Average of 6 crashes per square mile

**Moderate Priority Emphasis Area**

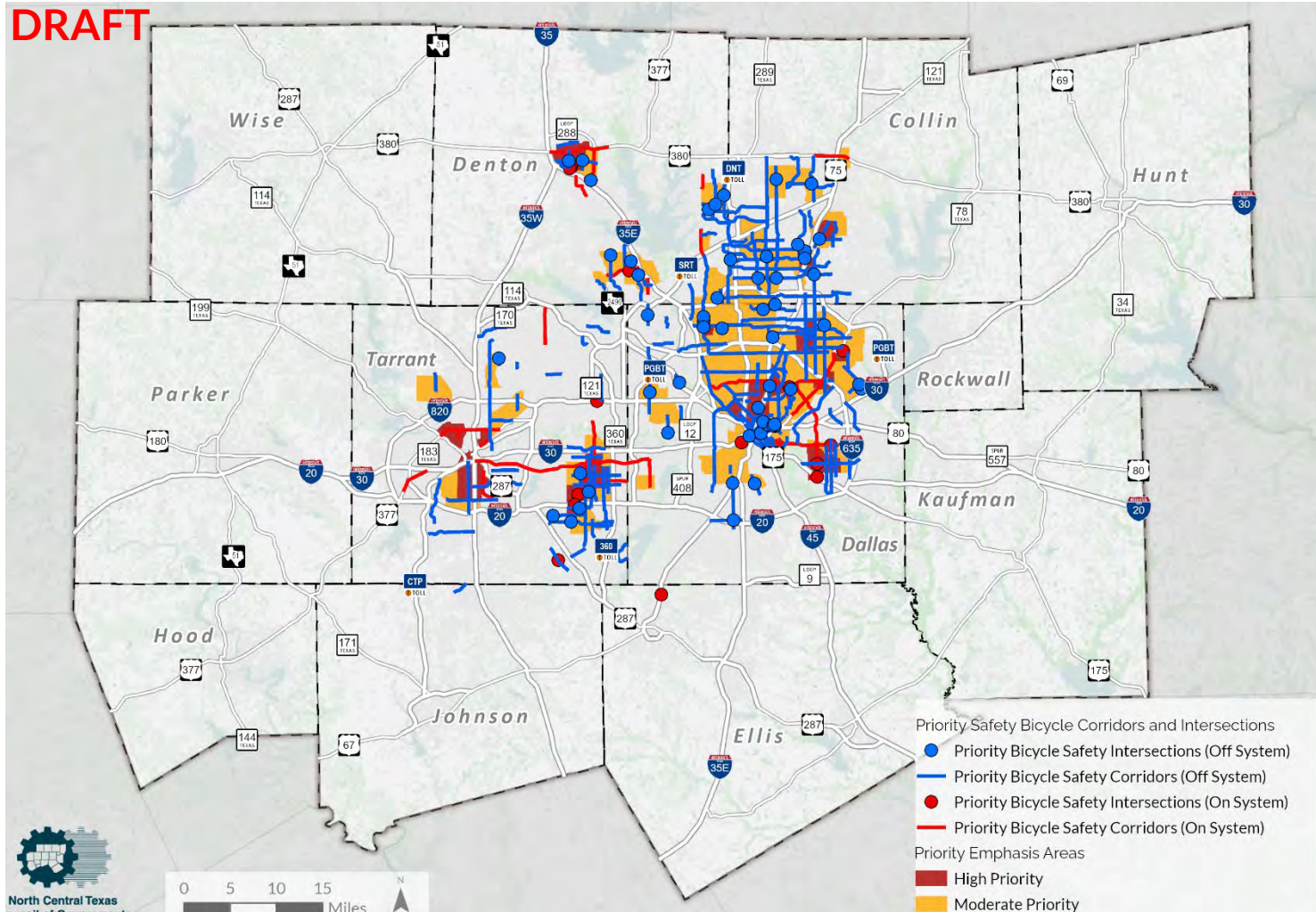
 Average of 2 crashes per square mile

Priority Emphasis Area	% of Urbanized Areas	% of Crashes
High	2.6%	21%
Moderate	9.0%	34%
<b>Total</b>	<b>11.6%</b>	<b>55%</b>



# Priority Bicycle Safety Corridors and Intersections

**DRAFT**



Priority Safety Bicycle Corridors and Intersections

- Priority Bicycle Safety Intersections (Off System)
- Priority Bicycle Safety Corridors (Off System)
- Priority Bicycle Safety Intersections (On System)
- Priority Bicycle Safety Corridors (On System)

Priority Emphasis Areas

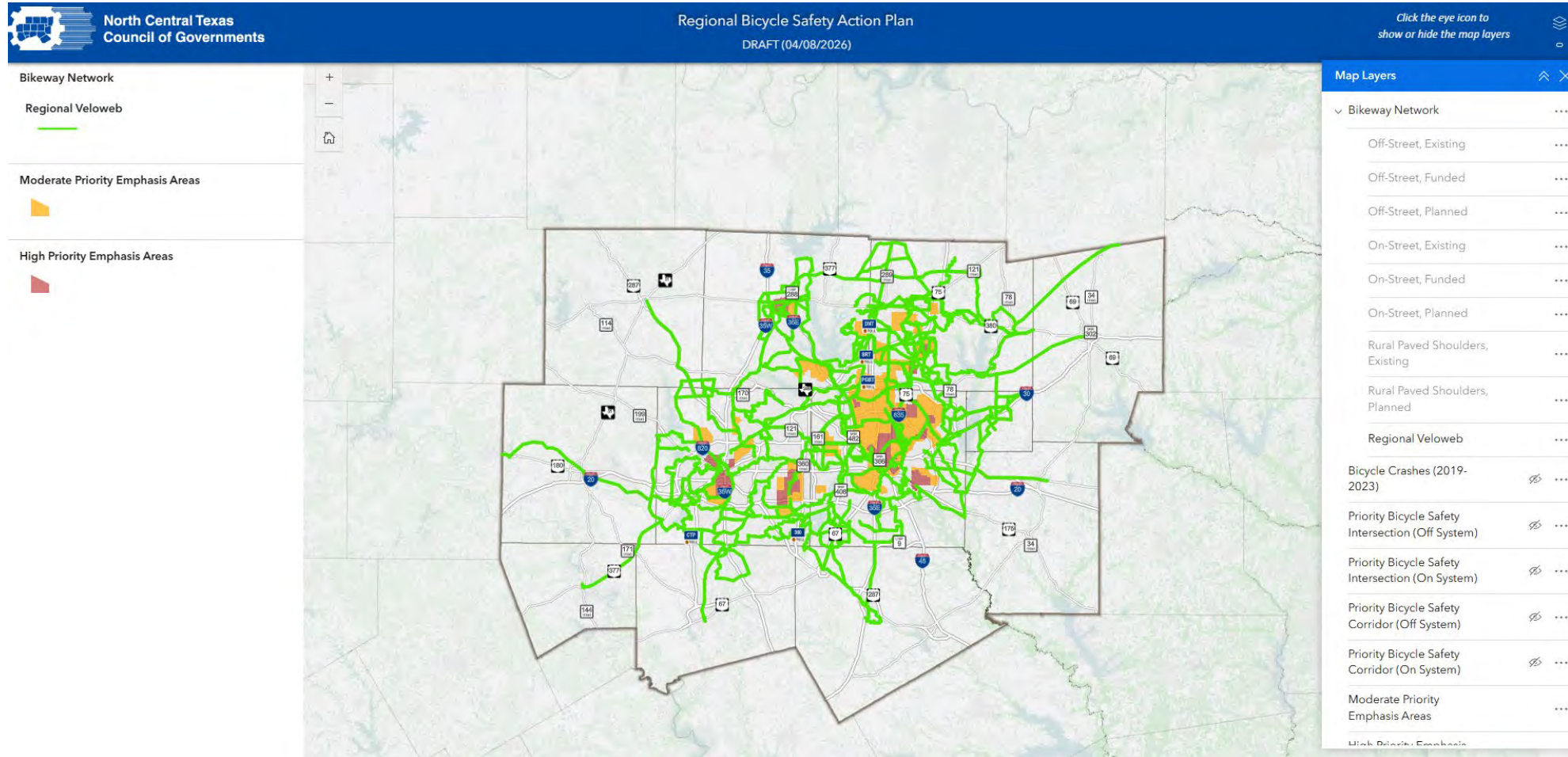
- High Priority
- Moderate Priority

Type	On-System	Off-System	Total
Corridors	25	162	187
Intersections	14	54	68
Miles	127 mi	667 mi	794 mi

Located in 37 cities across the region.







# Draft Plan Interactive Map



# Action Plan for Projects and Programs

Thirty-six action items consisting of strategies, projects, programs, and policies. Each action item identifies the responsible parties and magnitude of cost.

-  **Engineering**: Implement safety countermeasures and bicycle facilities in priority areas and corridors identified in the Plan.
-  **Education**: Promote a culture of safety and safe roadway behavior for all modes of travel and educate professionals on safe roadway and bicycle facility design.
-  **Enforcement**: Prioritize enforcement of traffic laws such as speed limits, distracted driving, operating a motor vehicle while impaired, and compliance with traffic control devices.
-  **Evaluation**: Collect data to make data-driven decisions, monitor and report on progress toward achieving adopted safety targets.



# Schedule

Activity	Date
Bicycle and Pedestrian Advisory Committee Presentation	Feb 19, 2025
Outreach Events	March – May 2025
Stakeholder Committee Meeting	March 27, 2025
Bicycle Safety Survey	April – June 2025
Public Meeting	April 7, 2025
Bicycle and Pedestrian Advisory Committee Presentation	May 21, 2025
Stakeholder Committee Meeting	July 15, 2025
Bicycle and Pedestrian Advisory Committee Presentation	Aug 20, 2025
Bicycle and Pedestrian Advisory Committee Presentation	Nov 19, 2025
Public Meeting	April 13, 2026
Regional Safety Advisory Committee Meeting	April 24, 2026
<b>Draft Plan Posted Online (<a href="http://www.nctcog.org/bikesafety">www.nctcog.org/bikesafety</a>)</b>	<b>May 1, 2026</b>
 <b>Bicycle and Pedestrian Advisory Committee – Information on Draft Plan</b>	<b>May 20, 2026</b>
Surface Transportation Technical Committee – Information on Draft Plan	May 22, 2026
Regional Transportation Council – Information on Draft Plan	June 11, 2026
<b>Public Comment Form Closes</b>	<b>June 26, 2026</b>
Surface Transportation Technical Committee – Action to Recommend Plan Adoption	July 24, 2026
Regional Transportation Council – Action to Adopt Plan	Aug 13, 2026

# Public Comment

- Plan site: [www.nctcog.org/bikesafety](http://www.nctcog.org/bikesafety)
- Public comment form opened [May 1, 2026](#)
- Public comment form closes [June 26, 2026](#)



# Contact Us



Catherine Richardson

Transportation Planner III

[crichardson@nctcog.org](mailto:crichardson@nctcog.org) | (682) 433-0485



Kevin Kokes, AICP

Program Manager

[kkokes@nctcog.org](mailto:kkokes@nctcog.org) | (817) 695-9275



Daniel Snyder, AICP

Senior Transportation Planner

[dsnyder@nctcog.org](mailto:dsnyder@nctcog.org) | (817) 608-2394



Chris Nelson

Senior Transportation Planner

[cnelson@nctcog.org](mailto:cnelson@nctcog.org) | (817) 704-1513



Karla Windsor, AICP

Senior Program Manager

[kwindsor@nctcog.org](mailto:kwindsor@nctcog.org) | (817) 608-2376





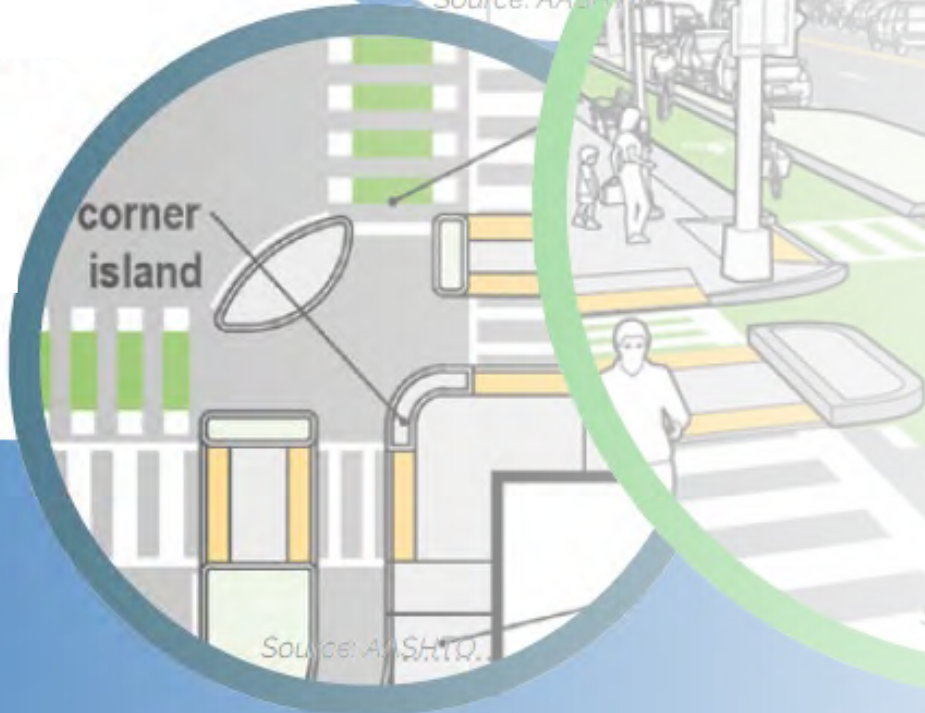
TRAINING

# AASHTO Guide for the Development of Bicycle Facilities, 5th Edition

CATHERINE RICHARDSON  
BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE  
05.20.2026

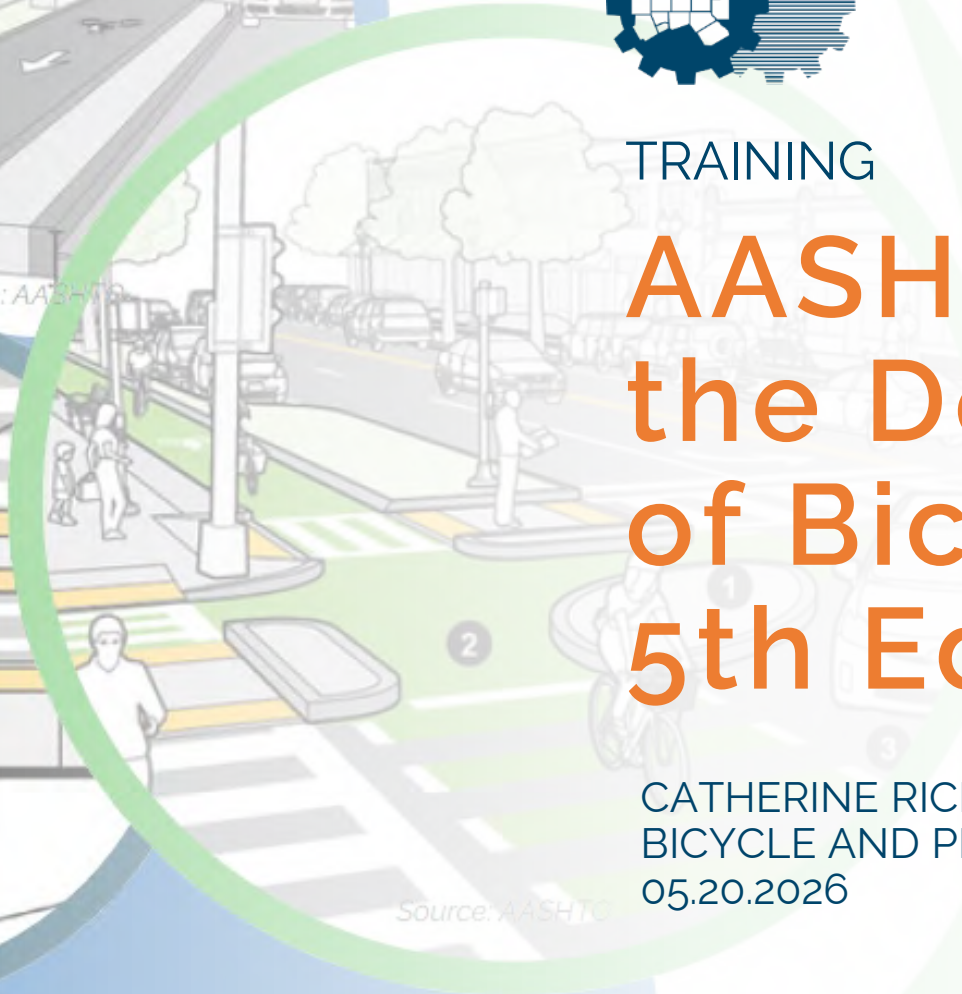


Source: AASHTO



corner island

Source: AASHTO



Source: AASHTO

# Training for the American Association of State Highway and Transportation Officials Bike Guide 5th Edition

## Details

- 1-day in-depth sessions
- Public and private sector planners, engineers, and related transportation professionals in the Dallas - Fort Worth region
- Current design guidance and best practices to plan, design, and construct active transportation facilities

## Course topics

- Overview of the Guide
- Choosing a bikeway type
- Elements of bikeway design
- Retrofitting roadways to include bicycle facilities
- Bicycle Boulevards principles of design and effective traffic calming
- Transitions between off-street bicycle and on-street bicycle facilities

## Dates and Locations

**1. Tuesday, July 21, 2026 (8am)**

*TxDOT DalTrans Traffic Management Center, Mesquite*

**2. Wednesday, July 22, 2026 (8am)**

*Richardson Interim City Hall*

**3. Thursday, July 23, 2026 (8am)**

*NCTCOG, Arlington*



# Registration

Registration is required

\$15 Per Registrant (Lunch Included)

Register by scanning the QR Code  
or visit [nctcog.org/AASHTOBike26](https://nctcog.org/AASHTOBike26)





NCTCOG PRESENTATION

# Status of Safe Streets and Roads for All Plans Underway

CATHERINE RICHARDSON  
BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE  
05.20.2026

Award Year	Lead Applicant	Project Name/Activity	Status	Completion Date
FY23	City of Alvarado	Alvarado Multimodal Transportation Safety Plan	Not Started	
FY23	City of Balch Springs	SS4A Action Plan Grant for the City of Balch Springs, Texas	Complete	Mar-26
FY23	City of Frisco	City of Frisco TX Safety Action Plan	Not Started	
FY23	City of Mansfield	Mansfield Active Transportation and Safety Plan	Complete	Feb-26
FY23	City Of McKinney	City of McKinney Safety Action Plan	In progress	
FY23	City of Mesquite	SS4A Action Plan Grant for the City of Mesquite, Texas	Complete	Feb-26
FY23	City of Midlothian	Midlothian Mobility Safety Action Plan	Not Started	
FY23	City of Richardson	Richardson Comprehensive Safety Action Plan	In progress	
FY23	City of Saginaw	Saginaw Comprehensive Safety Action Plan	In progress	
FY23	City of Terrell	City of Terrell Road Safety Action Plan	Not Started	



Award Year	Lead Applicant	Project Name/Activity	Status	Completion Date
FY23	City of Watauga	Watauga Safe Streets and Roads for All Action Plan	In progress	
FY23	City of Weatherford	Weatherford Comprehensive Safety Action Plan	Complete	Jan-26
FY23	North Central Texas Council of Governments	Advancing Regional Safety in the Dallas-Fort Worth Region	In progress	Phase 1 completed May-26
FY24	City of Arlington	Conduct Demonstration or Other Supplemental Planning Activities (ONLY)	Complete	Dec-24
FY24	City of Cresson	Develop a new Comprehensive Safety Action Plan	Not Started	
FY24	City of Denton	Develop or Update an Action Plan and Conduct Demonstration or Other Supplemental Planning Activities	In progress	
FY24	City of Grand Prairie	Develop a new Comprehensive 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	



Award Year	Lead Applicant	Project Name/Activity	Status	Completion Date
FY24	City of Pilot Point	<i>Develop or Update an Action Plan and Conduct Demonstration or Other Supplemental Planning Activities</i>	Complete	Jun-25
FY24	Dallas County	Develop a new Comprehensive Safety Action Plan	Not Started	
FY24	North Central Texas Council of Governments	Conduct Demonstration or Other Supplemental Planning Activities (only)	Not Started	
FY24	Town of Little Elm	Develop or Update an Action Plan and Conduct Demonstration or Other Supplemental Planning Activities	Not Started	
FY 25	City of Balch Springs	City of Balch Springs ADA Transition Plan	In progress	
FY 25	City of Decatur	City of Decatur, Texas Comprehensive Safety Action Plan and ADA Transition Plan	Not Started	
FY 25	City of Duncanville	City of Duncanville Comprehensive Safety Action Plan	Not Started	
FY 25	City of Forney	City of Forney Safety Action Plan	Not Started	
FY 25	City of Hutchins	Develop Safety Action Plan and Study Sidewalk Improvements for Hutchins, Texas	Not Started	



Award Year	Lead Applicant	Project Name/Activity	Status	Completion Date
FY 25	City of McKinney	Safe Streets McKinney Tech and Teach Initiatives	Not Started	
FY 25	City of Mineral Wells	Comprehensive Safety Action Plan for the City of Mineral Wells, Texas	Not Started	
FY 25	City of Plano	City of Plano, Texas Safety Action Plan and Pedestrian Crossing Improvement Pilot	Not Started	
FY 25	City of Terrell	City of Terrell ADA Transition Plan and Sidewalk Prioritization	Not Started	
FY 25	Town of Sunnyvale	Town of Sunnyvale, Texas Comprehensive Safety Action Plan and ADA Transition Plan	Not Started	



# Contact Us



Catherine Richardson

Transportation Planner III

[crichardson@nctcog.org](mailto:crichardson@nctcog.org) | (682) 433-0485



Kevin Kokes, AICP

Program Manager

[kkokes@nctcog.org](mailto:kkokes@nctcog.org) | (817) 695-9275





NCTCOG PRESENTATION

# STATUS OF TRANSPORTATION ALTERNATIVES FUNDED PROJECTS

Daniel Snyder, AICP

Bicycle and Pedestrian Advisory Committee | 05.20.2026

# 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 Dallas	0918-47-325	Ross Avenue Shared-Use Path	Under Design	Sept. 10, 2020	Sept. 10, 2023	TBD
City of Frisco	0918-46-348	Iron Horse Trail	Under Design	Dec. 8, 2022	Dec. 8, 2025	June 2027



# 2025 TA PROJECTS AWARDED FUNDING BY RTC

**AGENCIES SHOULD NOW BE COORDINATING TO HAVE ENGINEERING AND ENVIRONMENTAL PHASES UNDERWAY**

City of Carrollton

City of Denton

City of Plano

City of Crowley

City of Fort Worth

City of Richardson

City of Dallas

City of Frisco

City of Richland Hills

Dallas County



AFAs must be executed by June 12, 2026



Funding must be obligated by August 31, 2028



# CONTACT US



Daniel Snyder, AICP

Senior Transportation Planner

[dsnyder@nctcog.org](mailto:dsnyder@nctcog.org) | 817-608-2394

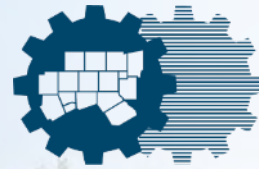
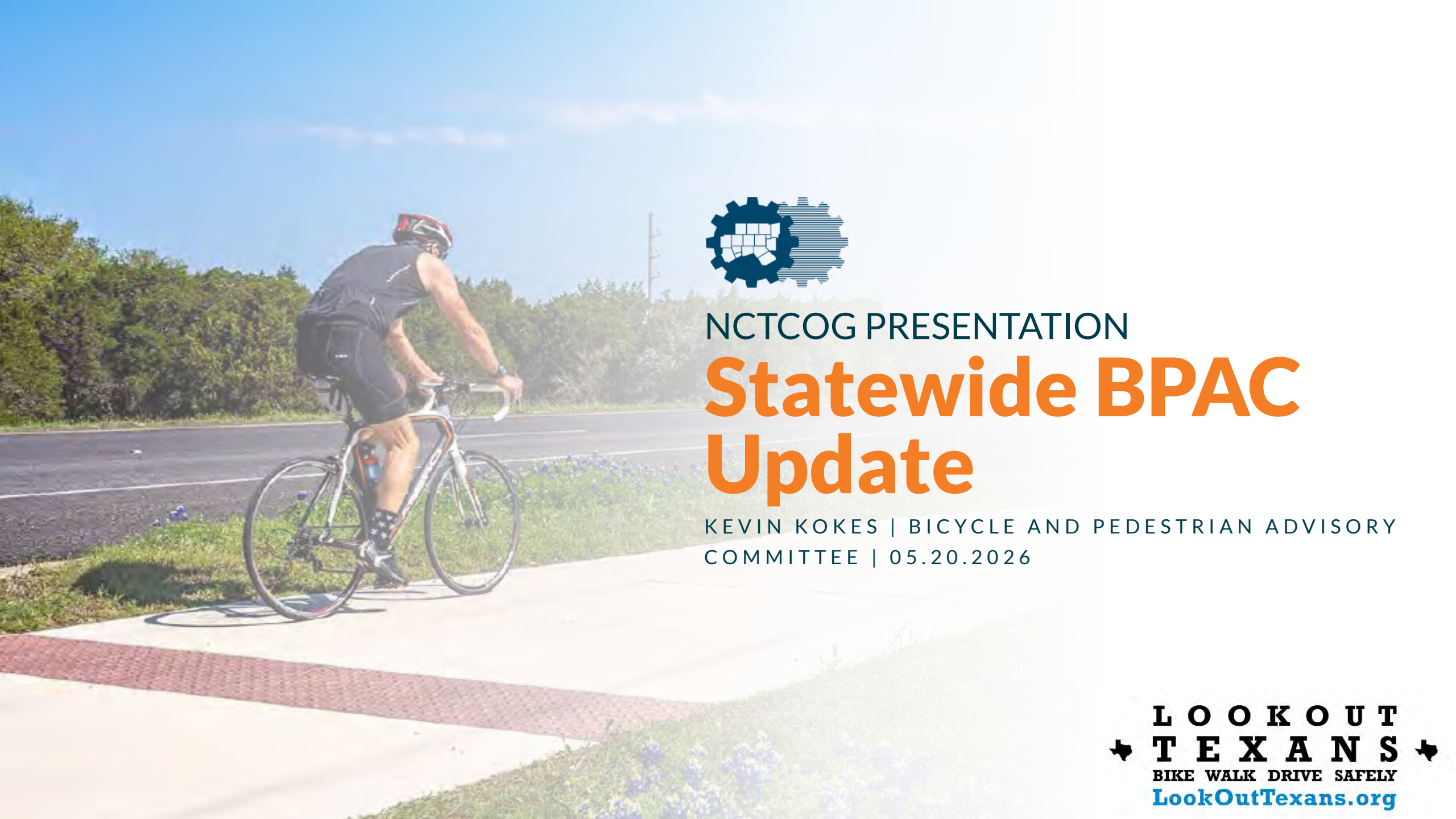


Kevin Kokes, AICP

Program Manager

[kkokes@nctcog.org](mailto:kkokes@nctcog.org) | 817-695-9275







NCTCOG PRESENTATION

# Statewide BPAC Update

KEVIN KOKES | BICYCLE AND PEDESTRIAN ADVISORY  
COMMITTEE | 05.20.2026

**LOOK OUT**  
**TEXANS**    
BIKE WALK DRIVE SAFELY  
[LookOutTexans.org](https://www.LookOutTexans.org)



# TxDOT Active Transportation Investment Opportunity Network (ACTION) Update

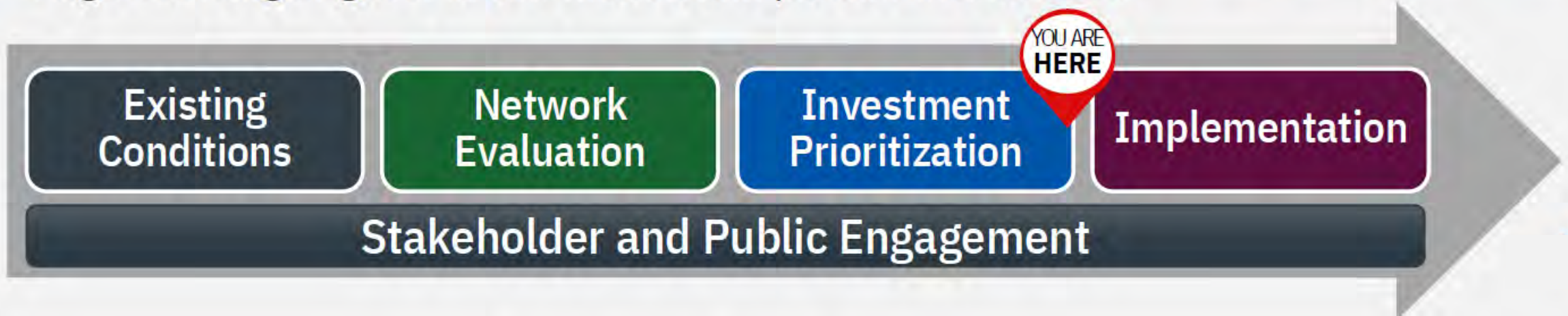


## Purpose

- Identify priority on-system and key off-system active transportation investments by District and Statewide

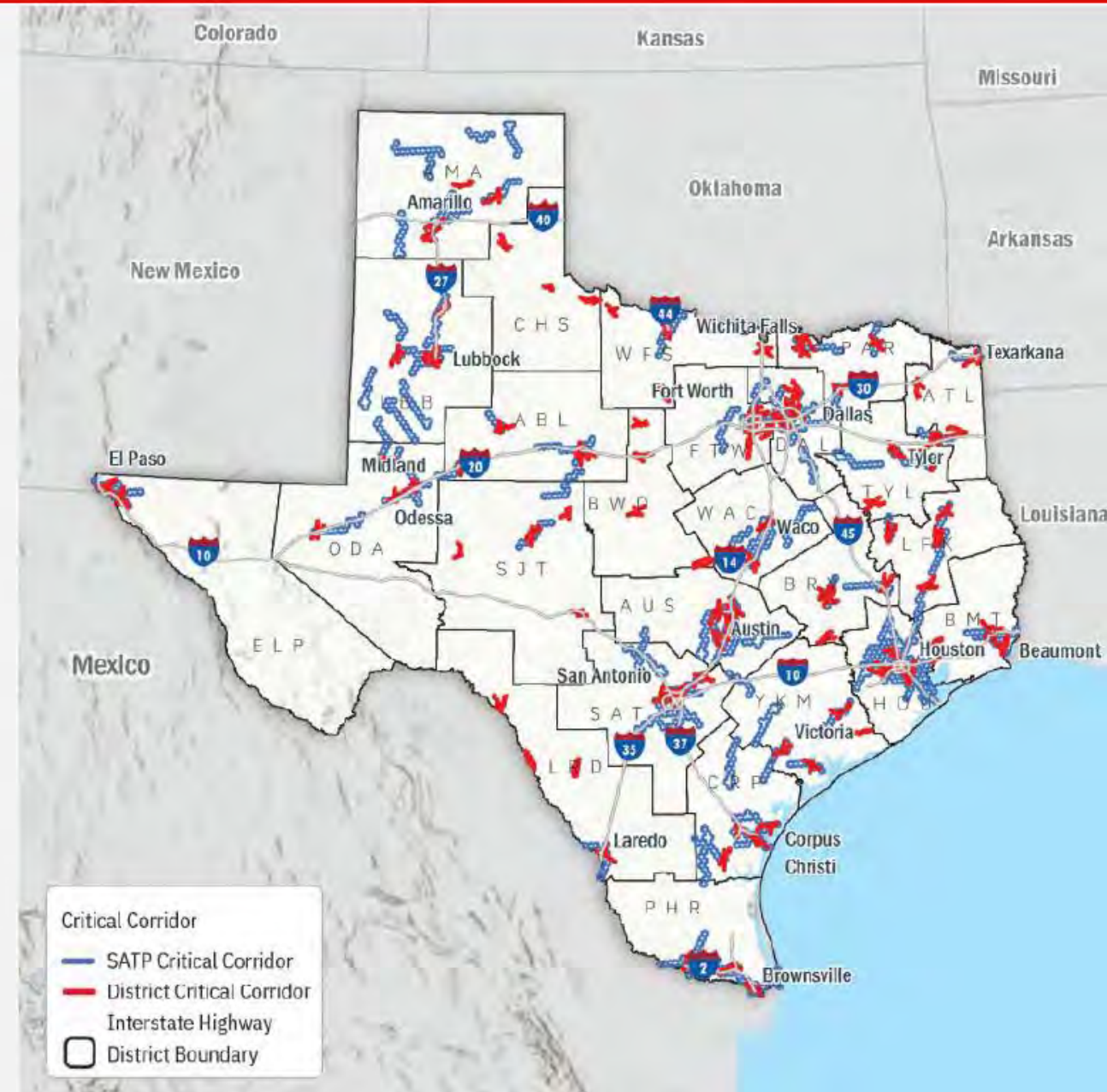
## Goals

- Build upon local, MPO, and District plans and recommendations
- Refine & update SATP safety, connectivity, and network analyses
- Align with ongoing and future District and partner investments



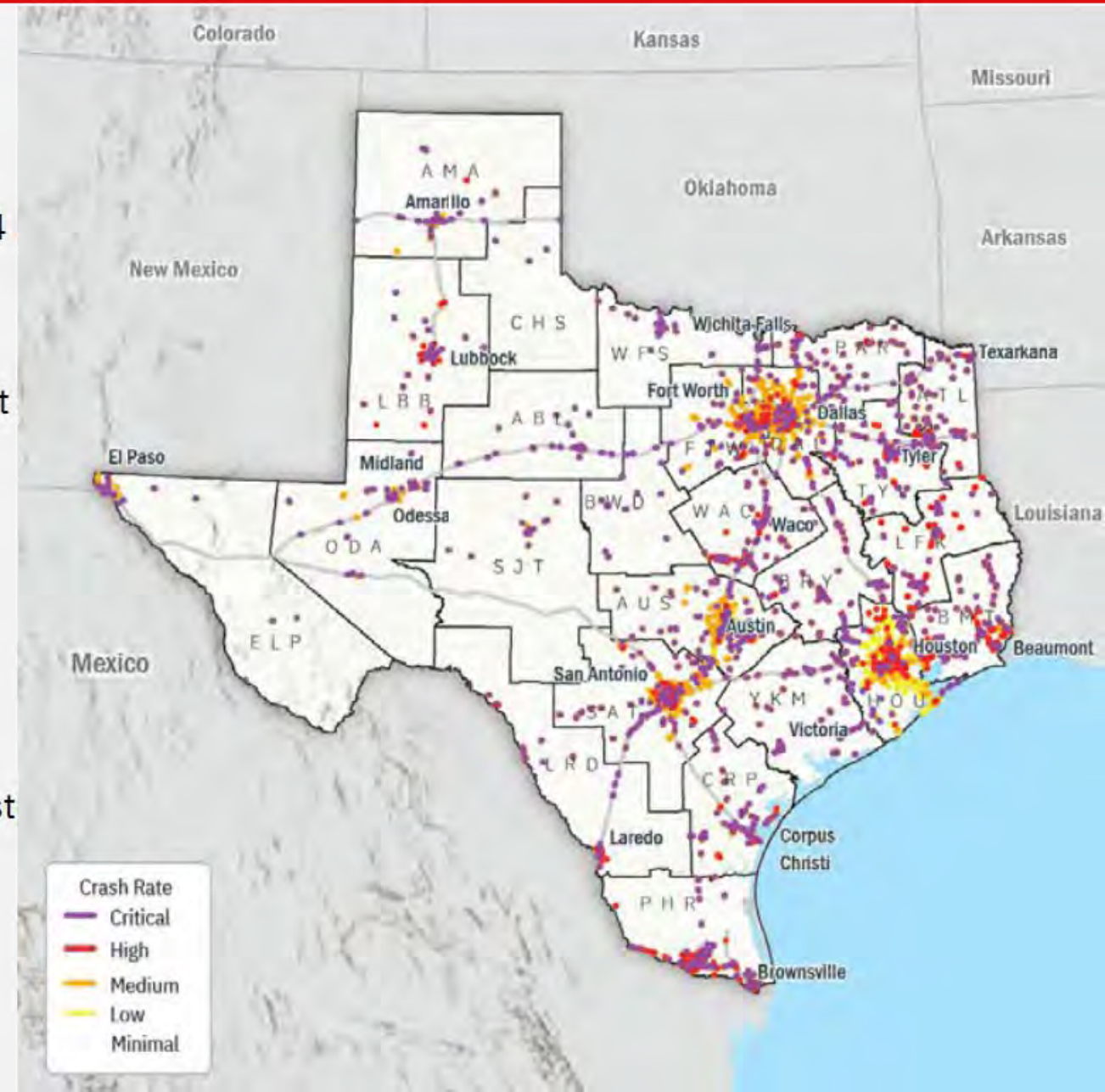
# Critical Corridors

- Initial critical corridors identified in the SATP
  - **100 corridors** representing higher short-trip volumes that could potentially facilitate the most active transportation trips
- District refined critical corridors
  - Updated trip numbers to account for District specific trip totals
  - **8 corridors per District for a total of 200 throughout the State**
- Both measures are used in weighting criteria



# Crash Data

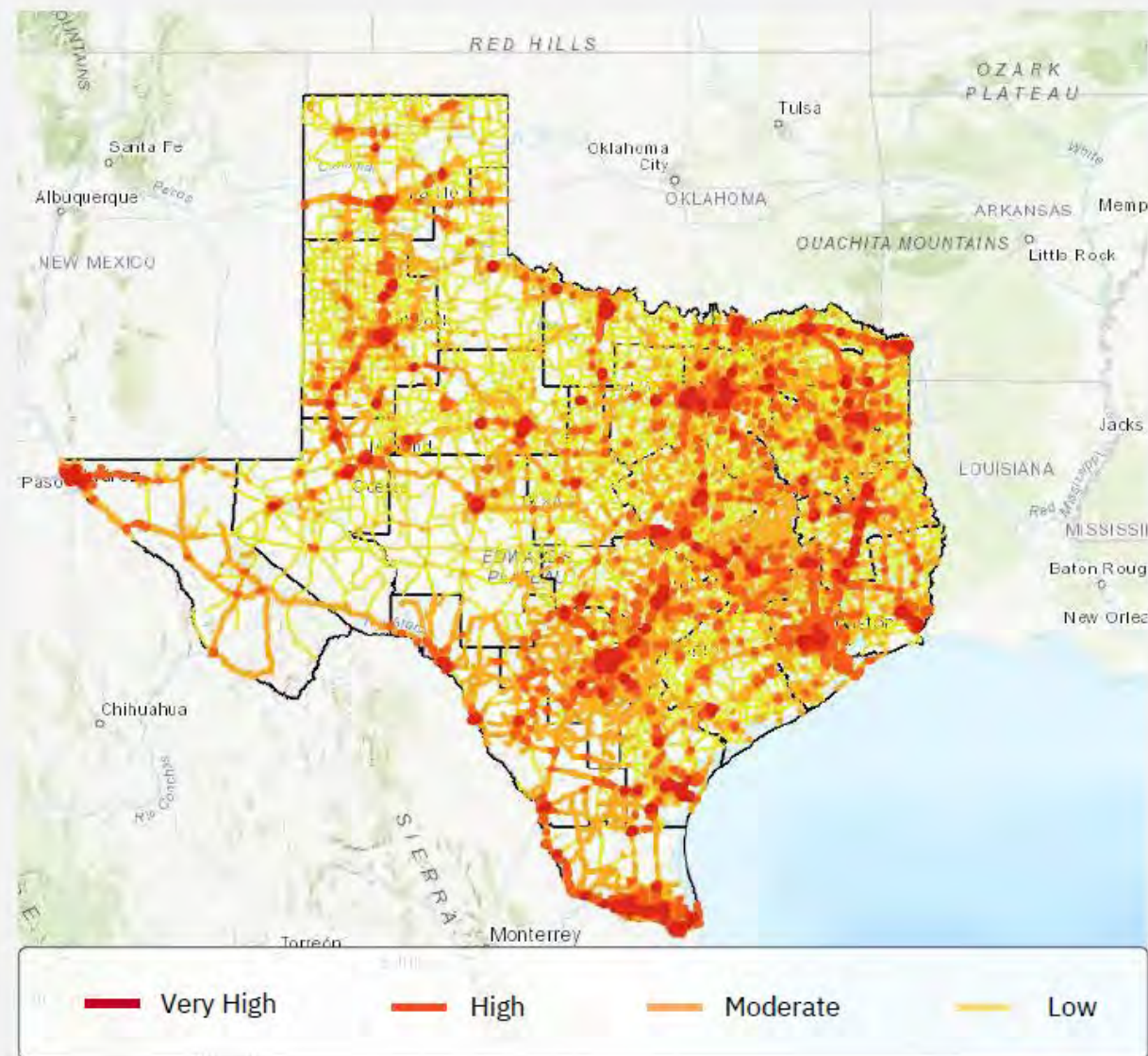
- Data retrieved from TxDOT C.R.I.S database 2022-2024
- Similar methodology used in PSAP
- Top 100 corridors are primarily located in Texas' biggest metro areas
  - Houston: I-45, I-10, and I-69
  - DFW: I-35, US 75 and US 287
  - San Antonio: I-35 and Loop 410
- Austin, El Paso, and Fort Worth districts have the highest corridor segment crash rates
- Pharr, Bryan, and Paris districts have corridors with clusters of high numbers of bike/ped crashes



# Preliminary ACTIONetwork

- Less than 2% of all on-system roadways are identified as Very High Need
  - Similar for Metro/Urban/Rural Districts
- Primarily along major corridors that already support multimodal travel
- Connectivity to high activity areas in both urban and rural contexts

Area	Weight Score Category	Miles	Percent
Statewide	Low	52,429	64.01%
	Moderate	21,783	26.6%
	High	6,642	8.11%
	Very High	1,052	1.28%



# Project Schedule

