

MEETING SUMMARY

Bicycle and Pedestrian Advisory Committee

May 20, 2026

The Bicycle and Pedestrian Advisory Committee (BPAC) met in the Transportation Council Room at the North Central Texas Council of Governments on May 20, 2026.

See Page 6 for meeting attendance.

1. Welcome and Introductions – Garrett Smith, Vice Chair, City of Mansfield

Garrett Smith introduced himself as Vice Chair, sitting in for Chair Daniel Herrig. The February 2026 meeting summary was accepted as submitted.

2. Local Community Updates – BPAC Members

a. Richardson Bike Month Events Highlights – Michael Deasy, City of Richardson

To celebrate Bike Month, the City of Richardson and local organizations hosted several community events to promote safe bicycling, to encourage bicycling more often as a mode of transportation, and to count the use of bicycle facilities. The events included Counting People, Planning Progress, Bike to School Day, a Citywide Bike Rodeo, and Bike to Work Day.

An event unique to the city in the region is Counting People, Counting People, Planning Progress is a two-month volunteer program that tracks bicycle facility use. The data supplements the City's existing pedestrian and bicycle count program, enabling year-over-year trend analysis and helping demonstrate the impact of new infrastructure investments. Volunteers observed 25 locations at various times and recorded data such as travel mode, perceived gender, and helmet use.

For school-aged children, the Richardson Bicycle Coalition and Heights Elementary PTA hosted a Bike to School Day event, featuring on-site bicycle safety checks by local bike shops. Accompanied by Mayor Omar, students and parents participated in a "bike bus," riding approximately one mile to school with three pickup stops along the route. Interest in hosting similar events is growing among other schools in the city.

The City staff also hosted a bike rodeo for children, which included on-site bicycle safety and helmet checks, along with two safety courses designed for different age groups and riding experience levels allowing participants to feel comfortable while enabling volunteers to tailor instruction. Attendees received bicycle lights and bells, project information, and snacks.

For adults, the City staff organized an employee Bike to Work Day event with a short guided ride, recognizing that many employees live beyond a reasonable biking distance. The event included a lunch-and-learn session covering Smart Cycling and Bike Friendly Driver curriculum. The City of Richardson recently earned designation as a Silver Bicycle Friendly Business. In partnership with DART, the City staff also participated in an evening event at CityLine/Bush Station, offering giveaways, outreach materials, and on-site bike shop services for safety checks and minor adjustments.

To learn more about these events visit: <https://www.cor.net/departments/transportation-mobility/active-transportation/events/bike-month>

This presentation can be found on the BPAC website at: www.nctcog.org/BPAC.

b. Upcoming Events & Training – Catherine Richardson, NCTCOG

This presentation can be found on the BPAC website at: www.nctcog.org/BPAC.

3. Dallas Bike Lane Sweeping and Maintenance – Jon Taylor-Brown, City of Dallas

The City of Dallas Bike Lane Sweeping and Maintenance Program helps maintain clean, safe, and accessible bicycling infrastructure through routine debris removal. By clearing gravel, glass, leaves, and other obstructions, the program enhances riding conditions, improves the city's appearance, and encourages greater use of bike lanes.

Bike lanes are typically swept at least once per month, with schedules coordinated around special events and ongoing city projects. Maintenance is performed by both in-house crews and contractors: city staff service physically separated lanes, while contractors maintain visually separated lanes. Each approach offers benefits and drawbacks. In-house sweeping provides greater control over quality and standards, faster response times, and more efficient resource allocation, but is limited in scalability due to budget constraints (limited staff). Contracting allows for flexible scaling and reduced administrative burden, though it comes with higher costs, slower response times, and less direct oversight.

Currently, sweeping efforts are focused primarily on major thoroughfares, resulting in gaps in service on residential streets. Additionally, environmental factors such as seasonal debris, heavy rain, wind, and nearby construction can quickly accumulate in bike lanes, increasing maintenance demands. Despite these challenges, the program delivers significant benefits, including improved roadway conditions, fewer service complaints, enhanced city cleanliness, and stronger support for active transportation, and long-term sustainability goals.

To learn more about the Dallas Bike Lane Sweeping and Maintenance program visit:

<https://dallascityhall.com/departments/transportation/bikeway/Pages/Bikeway-Maintenance.aspx>

This presentation can be found on the BPAC website at: www.nctcog.org/BPAC.

4. SS4A Road Safety Audit and Safe Route to School Key Findings – Kevin Kokes, NCTCOG and Brendan Yarborough, Kimley-Horn

In 2023, the NCTCOG was awarded a planning grant from the United States Department of Transportation FY23 Safe Streets and Roads for All (SS4A) competitive grant program. The grant funding allows for conducting additional detailed planning for targeted high-injury corridors reflected in the regional Road Safety Plan and the regional Pedestrian Safety Action Plan. The consultant team with various stakeholders (local governments, TxDOT, NCTCOG, and transit agencies) completed several Road Safety Audits (RSAs), Safe Routes to School (SRTS) Plans, and a demonstration activity to improve traffic safety in the region.

Road Safety Audits (RSAs)

RSAs were conducted following Federal Highway Administration Process on 26 corridors (36 miles) with multi-agency collaboration. Analysis of 9,264 crashes showed key issues contributing to reported crashes were speeding, failure to yield, signal violations, and driver inattention. Common safety countermeasure solutions to in-field observations include better pavement markings, pedestrian facilities, lighting, signal upgrades, and access management.

Safe Route to School (SRTS) Plans

SRTS Plans were developed for 20 schools across 10 cities with input from municipalities and school districts following a similar in-field observation process as the RSAs. Recommendations to improve safety are focused on flashing school zone beacons, pedestrian infrastructure, lighting, crossing guards, and encouragement programs.

Demonstration Activity

The primary objective of the demonstration activity was to test two different types of speed feedback trailers (one set with flashing red and blue lights and one with speed display only) and whether a combination of speed feedback devices and targeted safety education could measurably influence vehicle speeds and improve perceptions of safety. The demonstration followed a nine-week (December 1 - 15, 2025 and January 19, 2026 - March 08, 2026) phased approach. Vehicle speeds were measured before, during, and after these interventions to assess short-term effectiveness. Results showed that speed feedback trailers, especially those with flashing lights, effectively reduced speeds. Outreach efforts and traffic calming measures require longer evaluation periods, and, in the future, project timelines should allow flexibility due to external factors like weather or delays.

To learn more about RSAs visit: <https://highways.dot.gov/safety/data-analysis-tools/rsa/road-safety-audits-rsa>

This presentation can be found on the BPAC website at: www.nctcog.org/BPAC.

5. TxDOT Dallas and Fort Worth District Bike Plan Update – Elizabeth Jones, TxDOT and Hamza Khan, Kimley-Horn

The Dallas and Fort Worth District Bike Plans are part of a TxDOT statewide effort to develop plans in each TxDOT District that promote safe, well-designed, and connected bicycling facilities within and between the districts. The plan evaluates existing conditions and helps guide improvements to create a more consistent bicycle network across Texas. The primary goals are to improve safety and comfort for cyclists, identify gaps and barriers in the current network, prioritize connections between key destinations such as schools and communities, and support economic development, tourism, and public health through expanded bikeway access while guiding future investment decisions.

A needs assessment was completed to identify several key issues affecting bicycling in the region, including a lack of dedicated bikeways, gaps between existing routes, limited access to schools, and insufficient crossing opportunities. Among these, the most critical concerns are high-stress crossings, off-system crossings, and barriers at T-intersections.

To address the identified needs, the planning process uses a structured prioritization framework, which includes identifying bicycle needs such as safety issues and access gaps, segmenting corridors with the highest concentration of needs, applying district-specific priorities through a weighted evaluation process, and assigning priority tiers such as high priority, proactive, opportunistic, or constrained corridors.

During the presentation the committee was asked to prioritize what should be weighted highest when prioritizing corridors. The top three responses were Safety & Comfort (28%), Connectivity & Gap Closure (26%), High-Stress Intersection Crossings (14%).

As part of the planning process, TxDOT is developing an interactive data review portal showing bicycle needs, corridor priorities, draft bicycle tourism routes, and bikeway network functions.

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Next steps in the planning process include Technical Working Group meetings in May 2026 for both Dallas and Fort Worth Districts, followed by stakeholder review through the data portal, completion of analysis by late summer to early fall, and a virtual public meeting planned for fall 2026.

To learn more about the TxDOT District Bike Plans visit: <https://www.txdot.gov/projects/planning/bicycle-pedestrian-planning-designing/statewide-bicycle-analysis-district-bicycle-plan-pilot.html>

This presentation can be found on the BPAC website at: www.nctcog.org/BPAC.

6. NCTCOG Updates

a. Draft Bicycle Safety Action Plan – Catherine Richardson

Catherine informed the committee the draft Bicycle Safety Action Plan is available online for public review and comment. Public comment closes on June 26, 2026.

The draft Plan can be viewed on the project page at:

<https://www.nctcog.org/trans/plan/lumo/bikeped/bicycle-safety-action-plan>

This presentation can be found on the BPAC website at: www.nctcog.org/BPAC.

b. American Association of State Highway and Transportation Officials Bike Guide 5th Edition Training – Catherine Richardson

Catherine informed the committee that registration is now open for an NCTCOG hosted series one-day in-depth training sessions on the Guide for the Development of Bicycle Facilities 5th Edition American Association of State Highway and Transportation Officials. Training will cover current design guidance for best practices to plan, design, and construct active transportation facilities. Notably, the training will provide an overview of the AASHTO Bike Guide 5th Edition, including topics such as choosing a bikeway type, elements of bikeway design, retrofitting roadways to include bicycle facilities, bicycle boulevards, and transitions between on-street and off-street facilities.

To learn more or to register for the AASHTO Bicycle Facilities Workshop visit:

<https://www.nctcog.org/trans/plan/lumo/bikeped/training-and-workshops/aashto-bicycle-facilities-workshop-2026>

This presentation can be found on the BPAC website at: www.nctcog.org/BPAC.

c. Status of SS4A Plans Underway – Catherine Richardson

Catherine provided a status report on the Safe Streets and Roads for All (SS4A) plans currently underway, not started, and completed.

This presentation can be found on the BPAC website at: www.nctcog.org/BPAC.

d. Status of Transportation Alternatives Program Funded Projects – Daniel Snyder

Daniel provided a status update on transportation alternatives program funded projects. The projects at risk of lapsing are the Ross Avenue Shared-Use Path (City of Dallas) and Iron Horse Trail (City of Frisco). Daniel informed the cities that were awarded 2025 Transportation Alternative Funding by the Regional Transportation Council (RTC) that they should now be coordinating to have engineering and environmental phases underway. AFAs must be executed by June 12, 2026, and Funding must be obligated by August 31, 2028.

This presentation can be found on the BPAC website at: www.nctcog.org/BPAC.

e. Statewide BPAC Update – Kevin Kokes

Kevin highlighted the TxDOT Active Transportation Investment Opportunity Network (ACTION). The network identifies priority on-system and key off-system active transportation investments by District and State to refine and update the State Active Transportation Plan safety, connectivity, and network analyses, build upon local, regional, and District plans, and align with future District and partner investments.

To read more about the Statewide Active Transportation Plan and ACTION visit:

<https://www.txdot.gov/projects/projects-studies/statewide/statewide-active-transportation-plan.html>

This presentation can be found on the BPAC website at: www.nctcog.org/BPAC.

7. Other Business

After receiving no comments, Garrett Smith informed the committee that the next scheduled BPAC meeting will be held on August 19, 2026. Garrett adjourned the meeting.

Members in Attendance at the May 20, 2026 BPAC meeting

Agency	Name
City of Allen	Krishan Patel
City of Arlington	Joyce Palmer
City of Carrollton	Tom Hammons
City of Cedar Hill	Robert Foust
City of Cleburne	Kenneth Overstreet
City of Colleyville	Larry Wright
City of Dallas	Jessica Scott
City of Denton	Roya Etminani
City of Farmers Branch	Alex Pharmakis
City of Grapevine	Kathy Nelson
City of Greenville	Britt Hutcheson
City of Haltom City	Will Wiegand
City of Hurst	Kyle Gordon
City of Irving	James White
City of Lewisville	Sirwan Shahooei
City of Mansfield	Garett Smith
City of McKinney	Robyn Root
City of Midlothian	Heather Dowell
City of North Richland Hills	Michael Wilson
City of Plano	Jason Aprill
City of Richardson	Daniel Herrig (M Deasy May)
City of The Colony	Nathan Love
City of Waxahachie	David Jones
City of Weatherford	Matt Leppla
City of Wylie	Rico Govea
Dallas Area Rapid Transit (DART)	Patricio Gallo
Dallas County	Minesha Reese
Denton County Transportation Authority (DCTA)	Karina Maldonado
Hood County	Mandy Clark
Hunt County	Kevin St Jacques
Tarrant County	Dee Long
Town of Flower Mound	John Habern
Town of Little Elm	Michelle Kuzov
Trinity Metro	Shawn Tubre
TxDOT, Dallas District	Rachael Twiggs
TxDOT, Fort Worth District	Terrence McAllister
Wise County	Chad Davis

Members Absent from the May 20, 2026 BPAC meeting

City of Bedford	Mark Long
City of Burleson	Randy Morrison
City of Coppell	Aaron Tainter
City of DeSoto	Cambria Jordan
City of Duncanville	Bart Stevenson
City of Euless	Duane Strawn
City of Fort Worth	Gadimi Hilton
City of Frisco	Michael Kim
City of Garland	Namoo Han
City of Grand Prairie	Brett Huntsman
City of Keller	Cody Maberry
City of Lancaster	Sylvester Brown
Denton County	Rina Maloney
Ellis County	Alyssa Moore
North Texas Tollway Authority (NTTA)	Joel James
Parker County	Cintia Ortiz
Town of Addison	Amber Davis

NCTCOG Staff in Attendance at the May 20, 2026 BPAC Meeting

Kevin Kokes
Catherine Richardson
Daniel Snyder