MEETING SUMMARY

Bicycle and Pedestrian Advisory Committee

August 26, 2026

The Bicycle and Pedestrian Advisory Committee (BPAC) met in the Transportation Council Room at the North Central Texas Council of Governments on August 26, 2026.

See Page 7 for meeting attendance.

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

Daniel Herrig welcomed attendees and introduced himself as Chair, and Garrett Smith introduced himself as Vice Chair. The May 2026 meeting summary was accepted as submitted.

2. Local Community Updates – BPAC Members

a. City of Denton Vision Zero Plan – Sahar Etminani, City of Denton

The City of Denton recently adopted a Vision Zero Plan to reduce the number of traffic-related fatalities and serious injuries by 50 percent by 2035 with the goal of eliminating crash fatalities on the City of Denton road network by 2050. The plan is focused on preventing severe crashes rather than simply reducing the total number of crashes and aims to design the transportation system in a way so that human mistakes do not result in death or serious injury. Bicycle and pedestrian safety is central to the plan goal and safety countermeasures because bicyclists and pedestrians are least protected in a crash.

The plan used a data-driven process and community input to identify local priorities and safety concerns. Crash data and public feedback helped define safety challenges and recommended treatments. Rather than relying on a single treatment, the plan promotes layered protection through engineering, speed management, and multimodal infrastructure to reduce crash severity.

The plan will guide Safe Streets and Roads for All (SS4A) projects implementation, support complete streets projects, prioritize future bicycle and pedestrian investments, inform capital improvement programming, track progress through measurable performance indicators, and achieve the set vision zero milestones by 2035 and 2050.

To read the plan visit: https://engage.zencity.io/discussdenton/en-US/projects/denton-vision-zero-action-plan-pt0

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

b. Upcoming Events & Training – Garett Smith, City of Mansfield

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

3. Town of Prosper E-Bicycle and E-Motorcycle Regulations – Officer Erin Hubbard, Town of Prosper

Electric micromobility devices are evolving quickly and are becoming an increasingly more common transportation option. Unfortunately, current state transportation statues have not kept pace with the

changes and advancements in micromobility. Texas law clearly defines e-bicycles and their classifications however the State Statutes do not include definitions for devices that fall outside of that framework. Because of this, local jurisdictions, like the Town of Prosper, must create their own regulations and guidance to ensure these new electric micromobility devices are used safely and predictably.

The Town of Prosper developed an ordinance and e-bike permit program to educate the public about e-bicycles and their use, identify devices that fall outside the e-bicycle classification, and prevent illegal devices from operating in town. The permit and sticker are free. The program gives officers an opportunity to inspect devices, explain local rules, and identify illegal devices and impound them before a crash occurs.

To learn more about the Town's e-bike and e-motorcycle rules and regulations visit: https://www.prospertx.gov/795/E-Bike-and-E-Motorcycle-Rules-and-Regula

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

4. Group Discussion: E-Bicycle and E-Motorcycle Regulations

Audience members were quizzed about their knowledge of e-bike and e-motorcycle regulations. Following the quiz, which was won by Officer Hubbard, the audience was polled questions regarding the status of ordinances and education materials for e-bike and e-motorcycle regulations.

During the discussion portion, local agency staff responded that they do not or are unsure if their municipalities currently regulate e-bicycles and e-motorcycles. A majority of respondents claimed that e-bicycles are allowed on trails in their city with only two agencies claiming they are not. Chair Daniel Herrig made an important note about the City of Richardson's interpretation of the Texas Transportation Code where the staff understands that e-bicycles are allowed in the same areas where traditional bicycles are allowed. For example, an e-bike is allowed on trails in Richardson since traditional bicycles are permitted on trails. Additionally, many cities have not yet developed education materials for the public regarding e-bikes and e-motos.

The quiz and discussion presentation with results can be found on the BPAC website at: www.nctcog.org/BPAC.

5. Protected Intersections: Lessons Learned from the City of Richardson – Daniel Herrig, City of Richardson

The City of Richardson constructed protected intersections at Greenville Avenue/Arapaho Road and Glenville Drive/Collins Boulevard with the goal of prioritizing safety with minimal disruptions to existing traffic flow.

At Greenville Avenue and Arapaho Road, the traffic signal was designed to operate by activating a bicycle phase only when needed, minimizing unnecessary disruption to vehicle traffic. Because of the additional bicycle phase, the signal programming required a non-standard cabinet controller. City staff hired a consultant to program the controller. Additionally, signal head alignment created confusion for pedestrians, so the pedestrian signal head was rotated and louvers installed.

At Collins Boulevard and Glenville Drive, the project converted a four-lane, 40-mph roadway with buffered bike lanes into a protected intersection with sidewalk-level bike lanes on Glenville Drive and a protected left-turn signal phase. With the new conditions, some bicyclists expressed concerns about the less direct route through the intersection and the corner islands serving as an obstacle rather than protection.

Additionally, bicyclists were not familiar with using the dedicated bicycle signal instead of the vehicle signal. To address these concerns, city staff have enhanced bicycle lane pavement markings to ensure the bicyclist path of travel is visible, and staff are planning outreach rides with the local bicycling community. Drivers also continued using the former shared bike and vehicle turn lane out of habit, and some vehicles traveled the wrong way within the tighter turn radius. Because static "No Turn on Red" signs had limited compliance, enhanced LED blank-out signs (which display messages only when activated and otherwise remain dark) were installed and demonstrated improved compliance by drivers.

The key takeaways from these projects are that multimodal intersection safety is complex and can reveal issues not anticipated during design. Because intended design use does not always match actual user behavior, ongoing education is essential when introducing new facility types.

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

6. TxDOT and NCTCOG Updates

a. **TxDOT District Bike Plans – Terrance McAllister, TxDOT Fort Worth District**

TxDOT is developing district bike plans that support safe, thoughtfully designed, and well-maintained bicycling facilities within and between districts. The plans will help identify existing conditions, inform areas of focus, and guide the prioritization of improvements. The plans will be used in coordination with the Bikeway Design User Guide to support consistent, connected bicycle networks across the state. The tentative schedule for completion of the district bike plans is February 2027. During plan development, the public and local stakeholders will be engaged through technical stakeholder committee meetings, community needs committee meetings, and a virtual public hearing.

Additional stakeholder meetings are anticipated for late Fall/ early winter. Draft plan is scheduled to be released in December 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.

b. **Annual Updates to the Regional Trails and Bikeways Database – Daniel Snyder and Alexander Young**

Each Fall, MPO staff coordinate with local governments and TxDOT staff to make annual updates to the regional Trails and On-Street Bikeways database as reflected in local adopted master plans. The database is published on the NCTCOG website and reflects existing, funded, and planned facilities throughout the 12-county metropolitan area. The database is also reflected in *Mobility 2050* adopted by the Regional Transportation Council which includes more than 7,600 miles of planned trails and bikeways envisioned by cities and counties throughout the region to be implemented in the next 25 years.

This year, MPO staff introduced a new step in the annual process; to confirm the regional inventory list reflects the local agency's current trail and/or bikeway plan. This step, along with the annual review of the online interactive map by local government staff for edits, will assist MPO staff to ensure alignments are up to date. Feedback for edits to the geodatabase was requested to be provided by September 25, 2026.

To view the trails and on-street bikeways network visit:
https://www.nctcog.org/trans/plan/lumo/bikeped/veloweb

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

c. **Texas Department of Transportation and MPO Call for Projects – Daniel Snyder**

The North Central Texas MPO and TxDOT anticipate opening a 2027 Transportation Alternatives (TA) Call for Projects. Projects located within the large Urbanized Areas are eligible for the MPO TA Call for Projects while projects in any area of the State are eligible for the TxDOT Statewide Call. Daniel provided a high-level overview of the draft TA project focus areas and the anticipated program updates. The MPO TA Call for Projects is scheduled to open October 12, 2026, and close on January 15, 2027, while the Statewide TA Call for Projects is anticipated to open January 2027. Potential applicants are encouraged to begin:

- coordinating with internal departments and stakeholders to select projects for application submittal,
- perform preliminary engineering to best estimate a realistic project budget,
- obtain necessary easements,
- and coordinate local funding Resolution by their governing body by the end of 2026 before the call opens.

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

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

Agencies that were awarded 2025 Transportation Alternative Funding by the Regional Transportation Council (RTC) should have executed an AFA and now be coordinating to have engineering and environmental phases underway; funding must be obligated by August 31, 2028.

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

e. **Walk to School Day 2026 and Safe Routes to School Training – Catherine Richardson**

Walk & Roll to School Day (WRTSD) is an annual celebration where students, parents and community members walk or roll to school together and will be October 7, 2026 this year. NCTCOG encourages local communities to participate by providing free planning and promotion resources and giveaway drawings for schools to encourage participation. MPO staff would like everyone to spread the word about Walk to School Day.

Additionally, Safe Routes to School (SRTS) Training will be hosted by NCTCOG the first week of November (3-5). The SRTS training will be all-day in-depth training focusing on:

- the purpose and need for SRTS planning
- how to select and implement safety improvements for school-aged children
- how to prioritize schools for SRTS
- SRTS project implementation challenges and solutions
- Field safety audits / observations at schools

Transportation planners, engineers, and related transportation professionals are encouraged to attend.

For more information about Walk to School Day visit www.WalkBiketoSchool.com.

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

f. **Annual Safety Performance Report – Catherine Richardson**

The 2026 NCTCOG Annual Safety Performance Report was recently published including crash analysis for the most recent five-year rolling period of crashes (2021-2025). The number of bicycle and pedestrian crashes increased over the five-year period while the number of fatalities decreased. The total number of bicycle and pedestrian crashes that occurred in the region was 8,880 and the number of fatalities was 964.

The full report can be read at: https://www.nctcog.org/getContentAsset/fb29c90d-5e69-407e-98d2-90b6c6e6fee2/dfc3d011-8f63-43f6-9ed8-4b444333a1d0/Performance-Measures_2026.pdf?language=en-US

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

g. **APBP Bicycle Parking Guidelines – Catherine Richardson**

The Association of Pedestrian and Bicycle Professionals (APBP) Bicycle Parking Guidelines, 3rd edition is now available for purchase for PDF download. High level, the guide includes information on the basics of bike parking, policies, requirements, and codes, placement, bicycle rack and locker selection, and installation and maintenance.

A free webinar with more in-depth information about the guide is available to watch at: https://apbp.mclms.net/en/package/20143/course/36914/view

The guide is available for purchase at: https://www.apbp.org/Publications

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

h. **Regional Planning Initiatives – Kevin Kokes**

Beginning in Fall 2026, consultants will begin to develop a Cotton Belt Trail Branding and Wayfinding Signage Plan. The plan will result in a unified brand/logo for the 50+ mile regional rail trail extending from Plano on the east to Fort Worth on the west, including wayfinding sign typologies (e.g. shapes, sizes, colors, and messaging), recommendations for signage placement and locations for the various types of wayfinding signs (including quantities by sign type), and design intent and engineering shop drawings for future construction and installation of the signs.

In September 2026, NCTCOG will release a request for proposals for the regional Fort Worth to North Richland Hills rail trail alignment study to review the feasibility of a trail (shared use path) within rail right-of-way and on-street bikeway alignments, review alternative alignments and grade separation where necessary due to constraints, finalize the preferred alignments, and prepare conceptual schematics, preliminary environmental analysis, and opinions of probable construction costs.

In Fall 2026, NCTCOG will release a request for proposals for a study to determine feasible roadway retrofits in 30 roadway corridors to accommodate new dedicated bikeway facilities and related intersection safety improvements, resulting in high comfort bikeways suitable for people of all ages and abilities. The bikeways will connect nearby areas to CentrePort/DFW Airport Station, Downtown Irving/Heritage Crossing Station, and Trinity Lakes Station. The study will prepare 15 percent conceptual schematics based on best practices and design guidance from AASHTO and NACTO and will provide opinions of probable construction costs.

7. Other Business

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

Members in Attendance at the August 26, 2026 BPAC meeting

Agency	Name
City of Arlington	Joyce Palmer
City of Bedford	Mark Long
City of Carrollton	Tom Hammons
City of Cedar Hill	Robert Foust
City of Duncanville	Bart Stevenson
City of Farmers Branch	Alex Pharmakis
City of Fort Worth	Gadimi Hilton
City of Grand Prairie	Brett Huntsman
City of Haltom City	Will Wiegand (Ronney A. Phillips August)
City of Irving	James White
City of Keller	Jordan Dawson
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 Richardson	Daniel Herrig
City of The Colony	Nathan Love
City of Waxahachie	David Jones
City of Weatherford	Matt Leppla
City of Wylie	Rico Govea (Matt Green August)
Dallas Area Rapid Transit (DART)	Patricio Gallo
Dallas County	Minesha Reese
Denton County Transportation Authority (DCTA)	Karina Maldonado
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, Fort Worth District	Terrence McAllister

NCTCOG Staff in Attendance at the August 26, 2026 BPAC Meeting

Kevin Kokes
Catherine Richardson
Daniel Snyder
Amanda Maloch

Members Absent from the August 26, 2026 BPAC meeting

City of Allen	Krishan Patel
City of Burleson	Randy Morrison
City of Cleburne	Kenneth Overstreet
City of Colleyville	Larry Wright
City of Coppell	Aaron Tainter
City of Dallas	Jessica Scott
City of Denton	Roya Etminani
City of DeSoto	Cambria Jordan
City of Euless	Duane Strawn
City of Frisco	Vacant
City of Garland	Namoo Han
City of Grapevine	Kathy Nelson
City of Greenville	Britt Hutcheson
City of Hurst	Kyle Gordon
City of Lancaster	Sylvester Brown
City of Mesquite	Vacant
City of Plano	Nick Coleman
Denton County	Rina Maloney
Ellis County	Alyssa Moore
Hood County	Mandy Clark
North Texas Tollway Authority (NTTA)	Joel James
Parker County	Cintia Oritz
Rockwall County	Vacant
Town of Addison	Amber Davis
TxDOT, Dallas District	Rachael Twiggs
Wise County	Chad Davis