NAACP Affordable Transportation Panel

May 17, 2022
DART Discount GoPass Tap Card
Pilot Program Discount GoPass® Tap Card

GoPass Tap Card is a reloadable transit card that offers DART riders a convenient way to pay for bus and train fares.
Benefits to you

Benefits of your Discount GoPass® Tap Card

1. **50%**
   - Save 50% on regularly-priced fares.

2. **Get the best fare every time you ride, automatically.**

3. **Never pay more than the total cost of a Reduced Day Pass in a calendar day, or the total cost of a Reduced Monthly Pass in a calendar month.**

Reload your card at hundreds of participating retailers, online at GoPass.org or by calling DART Customer Service at 214-979-1111, Option 1.

Recover your account balance if your card is ever lost or stolen.

Check your balance by managing your account online or over the phone.
Eligibility

WHO IS ELIGIBLE FOR THE NEW DISCOUNT GOPASS® TAP CARD?

If you've met the qualifications for any of the following assistance programs, you automatically qualify for a Discount GoPass® Tap Card.

- **CHIP**: Children's Health Insurance Program
- **DHA**: Housing Solutions for North Texas
- **Equal Housing Opportunity**: Housing Choice Voucher Program (Section 8)
- **SNAP**: Supplemental Nutrition Assistance Program
- **WIC**: Special Supplemental Nutrition Program for Women, Infants and Children
- **TANF**: Temporary Assistance for Needy Families
- **CEAP**: Comprehensive Energy Assistance Program
Three Ways to Apply

In person at DARTmart at Akard Station
Bring a photo ID, proof of participation in a qualifying assistance program, and at least $6 to load onto your new card.

Online at DART.org/TapForHalf
Follow the instructions for attaching your photo and proof of participation in a qualifying assistance program.

Call the DART Tap for Half team at 972-482-6491
DART Rides
DART Rides

Rider assistance program for registered residents of qualified cities or zip codes, who are 65 or older or have a certified disability.

- Apply
  - Online
  - Mail printed applications
  - Phone – 214-828-6717

- Travel within the Service Area

- The maximum value subsidy is $200 per month

- Hours of Operation
  - Monday – Saturday, 5 a.m. to midnight
  - Sundays and Holidays, 7 a.m. to midnight

- Reservations made one hour prior to travel – 214-515-7272
DART Rides - Qualifications

- Qualifying disability (proof required):
  - Vision
  - Hearing
  - Physical Disability
  - SSDI Recipient
  - VA Disability
  - Intellectual Disability
  - Non-ambulatory
  - Semi-ambulatory
  - Seizure Disorder
  - Mental Illness
DART Rides - Qualifications

• Permanent Resident of a Qualified Zip Code or City
  o Carrollton – all zip codes
  o Dallas – all zip codes
  o Plano – all zip codes
  o Rowlett – all zip codes
  o Addison – 75001
  o Farmers Branch – 75006 and 75234
  o Irving – 75038, 75039, 75060, 75061 and 75062

• No Other Means of Transportation
Contactless Payment
Contactless Payment Timeline

- GoPass Tap card launched Dec. 2018
- Discount GoPass Tap card pilot launched Jan. 2020
- Contactless Debit/Credit cards and mobile device payments launch Sept. 2021
Contactless Payment

- GoPass App:
  - Purchase transit passes
  - Trip plan
  - Receive DART notifications

- GoPass Tap:
  - Tap and board
  - Reload with cash or credit
  - Protect balance

- Contactless Payment:
  - Purchase fare with debit or credit card; or
  - Payment-enabled mobile device to tap and pay
Contactless Payments

• Riders can purchase Adult Local transit fare on DART at the electronic card readers with any contactless credit card or debit card, or any payment-enabled mobile device (phone, tablet, watch, etc.)

• Electronic card readers now accept
  – Visa, Mastercard, American Express, Discover, Apple Pay, Google Pay, and Samsung Pay
  – GoPass Tap cards
Contactless Payments

• Riders must tap **every time they board** a DART bus, train, or the Dallas Streetcar.
• Riders are automatically charged the best Adult Local fare based on their taps during the business day.
  – Daily fares are capped at $6.
  – Riders must register at GoPass.org to participate in monthly fare capping.
• A $1 hold is placed on the rider's contactless payment method after the first tap each day.
New Bus Network (DARTzoom)
In August 2021, the DART Board of Directors voted unanimously to approve the DARTzoom plan, including a Final Bus Network Plan and associated January 2022 service changes.

- The Plan is the most significant change to bus service in DART’s history.
- The entire network was redrawn.
- Reduced services associated with the pandemic ended in January – including light rail service, which returned to 15-minute peak frequencies and normal evening schedules.
Focus on Frequency, 7 Day Service

22 core frequent bus routes with rail-like frequencies, operating 4am-1am

All local routes operate minimum 5am-Midnight, 7 days per week

Most routes have more frequent midday and evening service for off-peak work, school, medical, and shopping trips
GoLink Expansion

- 13 new zones (30 total)
- Zones feed into frequent bus/rail service
- Weekend service added for many zones
- Inland Port hours expanded

NO CHANGES:  
- W Carrollton
- Glenn Heights
- Kleberg
- Rowlett
- Lakewood
- Legacy
- S Dallas Pilot

EXPANDED:  
- Far N Plano
- N Central Plano
- Farmers Branch
- S Irving
- Inland Port
- Rylie
- SE Garland
- Park Cities
- N Dallas
- Lake Highlands

NEW:  
- S Central Plano
- E Plano
- E Telecom
- Central
- Richardson
- Keller Springs
- N Carrollton
- Cypress Waters
- Central Irving
- E Irving
- W Dallas
- Mountain Creek
- Preston Hollow
- NW Dallas

PILOT:  
- Plano Zone-to-Zone Pilot

• 13 new zones (30 total)
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- NW Dallas

PILOT:  
- Plano Zone-to-Zone Pilot
What is GoLink?

• DART's on-demand service within a designated zone

• Uses a variety of vehicles

• Each GoLink zone provides service to a rail station or transit center for connections to other DART services.
  – Book on-demand trips for work or to run an errand
GoLink Facts

- A Local Day Pass will cover Rail, Bus, and GoLink Trip!
- Book a trip with the GoPass app or call 214-515-7272 to make a reservation.
How Does GoLink Work
DART Silver Line
Coming December 2024
DART Community Engagement Representative

Christine DeCoudreaux
SilverLine@DART.org
972.885.7991
DART Silver Line Project Facts

- $1.899 Billion Design-Build Project
- 26-Mile alignment serving the 7 cities:
  - Addison
  - Carrollton
  - Coppell
  - Dallas
  - Grapevine
  - Plano
  - Richardson
- 26-mile Veloweb Hike & Bike Trail
- 10 Rail stations
- 5 Rail connections
  (Green, Orange, Red Light Rail, DCTA-A Train and TEXRail)
- 4th Quarter 2024 Revenue Service
- Design-build for Silver Line is 74% complete as of June 1, 2021
- Silver Line vehicle design is 100% complete as of October 22, 2020
DART Silver Line Stations

12th Street Plano Aerial & At-Grade

Station Facts
- Platform Type: Side
- Parking Spaces: 313
- Bus Bays: 5
- Bus Routes: 1

Projected Daily Ridership:
- Opening Day: 200
- 2040: 340

Mode of Access:
- Rail Transfer: 19%
- Bus Transfer: 9%
- Drive: 51%
- Walk: 21%

Station Benefits
- Additional Red Line/Cotton Belt Transfer opportunity
- Part of Plano’s 10-year vision to extend downtown Plano to the south and create pedestrian-oriented development corridor
- Parking serves entire station complex

Key Community Comments
- Supported by the City of Plano
- Envisioned as a development catalyst
- Seen as compliment to planned development
- Seen as multimodal transit hub
Shiloh Road Station

Station Facts
- Platform Type: Center
- Parking Spaces: 672
- Bus Bays: 2
- Bus Routes: 2
- Projected Daily Ridership:
  Opening Day: 400
  2040: 690
- Mode of Access:
  Drive: 48%
  Bus: 13%
  Walk: 39%

Station Benefits
- 146,000 Residents within 5 miles of track shed
- End of line commuter park-and-ride
- Access/visibility from major arterial
- Bus connections to industrial employment areas

Key Community Comments
- Supported by the City of Plano
- Support for terminal station parking
- Interest expressed in extending line eastward
DART Silver Line Stations

CityLine/Bush

Station Facts
Platform Type: Side
Parking Spaces: Existing
Bus Bays: Existing
Bus Routes: 4

Projected Daily Ridership:
Opening Day: 1,000
2040: 1,240

Mode of Access:
Rail Transfer: 64%
Bus Transfer: 10%
Drive: 13%
Walk: 13%

Station Benefits
• Transit-oriented development
• Serves CityLine
• Large employment centers
• DART Red Line connection

Key Community Comments
• Supported by the City of Richardson
• Supported by CityLine developers and businesses
• Seen as compliment to existing and planned development
• Seen as a multimodal transit hub
DART Silver Line Stations

UT Dallas Station

Station Facts
- Platform Type: Side
- Parking Spaces: 249
- Bus Bays: 5
- Bus Routes: 3

Projected Daily Ridership:
- Opening Day: 700
- 2040: 1,205

Mode of Access:
- Rail: 5%
- Bus Transfer: 62%
- Drive: 15%
- Walk: 18%

Station Benefits
- Access to UT Dallas campus
- Near-term shared use parking with UTD opportunity for shared structure parking long-term
- Transit-oriented development adjacent to platform
- Adjacent to two large employers

Key Community Comments
- Supported by City of Richardson
- Supported by UT Dallas
- Seen as a compliment to planned development
- Serves future students but not current students
DART Silver Line Stations

Knoll Trail

Station Facts
- Platform Type: Side
- Parking Spaces: N/A
- Bus Bays: N/A
- Bus Routes: 1

Projected Daily Ridership:
- Opening Day: 500
- 2040: 530

Mode of Access %
- Rail: 2%
- Bus: 6%
- Drive: 8%
- Walk: 85%

Station Benefits
- Proximity to high density residential north and south of station
- Arterial access and proximity to DNT
- Walk distance to Prestonwood Town Center

Key Community Comments
- Supported by City of Dallas
- Good citizen support with limited opposition
- Some concern for lack of parking
- Some concern too close to Addison Station
DART Silver Line Stations

Addison Station

**Station Facts**
- Platform Type: Side
- Parking Spaces: 300 existing
- Bus Bays: 9 existing
- Bus Routes: 17
- Projected Daily Ridership:
  - Opening Day: 1,000
  - 2040: 1,945
- Mode of Access:
  - Bus Transfer: 52%
  - Drive: 5%
  - Walk: 44%

**Station Benefits**
- Existing and Future Transit-Oriented development in walkable area
- Access to special events
- Adjacent to existing transit center for bus connection to area employment

**Key Community Comments**
- Supported by Town of Addison
- Strong citizen support
- Seen as compliment to existing and planned development
- Interest in special events service
DART Silver Line Stations

Downtown Carrollton

Station Facts
Platform Type: Side
Parking Spaces: 251 existing, 231 new
Bus Bays: 4
Bus Routes: 4
Projected Daily Ridership:
Opening Day: 800
2040: 1,855
Mode of Access:
Rail Transfer: 58%
Bus Transfer: 20%
Drive: 7%
Walk: 15%

Station Benefits
- DART Green Line connection
- Existing and future Transit-Oriented Development
- Potential regional rail transfer hub if DCTA extends south and/or Irving/Frisco Line is developed

Key Community Comments
- Supported by City of Carrollton
- Strong citizen support
- Interest in downtown Carrollton as multimodal transit hub
- Seen as compliment to existing and planned development
DART Silver Line Stations

Cypress Waters Station

Station Facts
- Platform Type: Center
- Parking Spaces: 199
- Bus Bays: 4
- Bus Routes: 2
- Projected Daily Ridership:
  - Opening Day: 200
  - 2040: 890
- Mode of Access:
  - Bus Transfer: 17%
  - Drive: 35%
  - Walk: 48%

Station Benefits
- Transit-Oriented Development opportunity
- Serves Cypress Waters via pedestrian trails and bus network
- Large employment centers in area
- Provides opportunity for station in DART Service Area

Key Community Comments
- Supported by City of Coppell Council Resolution
- Supported by City of Dallas
- Supported by Cypress Waters developer
- Coppell citizen support for station
DART Silver Line Stations

DFW North Station

Station Facts
- Platform Type: Center
- Parking Spaces: 362 (Shared)
- Bus Bays: 4 (Shared)
- Bus Routes: 1

Projected Daily Ridership:
- Opening Day: 800
- 2040: 1,305

Mode of Access:
- Rail Transfer: 57%
  - 80% of rail transfers are riders from TEXRail boarding Silver Line to continue east
- Bus Transfer: 10%
- Drive: 27%
- Walk: 6%

Station Benefits
- Airport mixed use development plans
- Transfer opportunity with TEXRail outside of DFW Airport terminal area
- Shared parking

Key Community Comments
- Supported by DFW Airport
- Supported by Fort Worth Transportation Authority
- Interest in Transit-Oriented Development
Silver Line Vehicle Update

- Automatic Passenger Counters (APC)
- Vehicle Business System (VBS)
- Closed Circuit Television System (CCTV)
- Number of seats per vehicle: 230
Silver Line Vehicle Update

Overview

*Single Vehicle
Silver Line Vehicle Update
Vehicle Frequency

- Weekday service is currently scheduled to be from 6:00 a.m. to 9:00 p.m.
- Service hours could be as early as 5:00 a.m. or as late as 11:00 p.m.
- 30-minute peak and 60-minute non-peak
Construction Notifications

- Construction Activity Notifications (Doorhangers, Emails, Social Media, etc.)
- DART and Archer Western Herzog Project Websites
- DART Silver Line Project Newsletters
- DART Silver Line Project At-A-Glance Fact Sheets
- Bi-Annual Design and Construction Community Meetings
- Stakeholder Meetings with Businesses and Residents
- Project Hotline: 972-833-2856
Veloweb Hike & Bike Trail
Veloweb Hike & Bike Trail
Typical Cross Section
Overview

- Active Transportation Overview
- Regional Trails and On-Street Bikeway Network
- Trail Usage Data Collection (User Counts)
- Bicycle Public Opinion Survey
- Pedestrian Routes to Rail Stations
- Trail of the Month Promotional Video Series
- Other Resources
Walking and Bicycling are Modes of Transportation

We cannot build our way out of motor vehicle congestion.

With a forecasted 4 million + more population by 2045, the region needs to provide a variety of transportation options.
Community Shared-Use Paths

- Community Shared-Use Paths supplement the Regional Intoweb network. These paths do not include recreational paths, loops, private paths, equestrian or nature trails, or wide sidewalks less than 10 feet in width.
- Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics will be determined through ongoing project development.
- Community Path facility mileages are based on linear miles.

- Existing: 470 Miles
- Funded: 94 Miles
- Planned: 3,135 Miles
- Total: 3,699 Miles
Combined Regional Veloweb, Community Paths, and On-Street Bikeway Network

- The Regional Veloweb and Community Shared-Use Path network does not include recreational paths/loops, private paths, equestrian or nature trails, or wide sidewalks less than 10 feet in width.
- On-street bikeways in the urbanized area include: separated or protected bike lanes/cycle tracks, bike lanes, marked shared lanes, and marked bicycle boulevards. On-street bikeways in the urbanized area do not include: signed bike "trares," signed "share-the-road," unmarked wide outside lanes, or signed wide shoulders.
- The use of wide shoulders is included on various roadways linking rural communities outside of the urbanized area.
- Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics for the network will be determined through ongoing project development.
- Regional Veloweb and Community Path facility mileages are based on linear miles. On-street bikeway facility mileage is based on centerline miles.

Existing/Funded: 1,838 Miles
Planned: 6,780 Miles
Total: 8,618 Miles
TxDOT’s Bicycle Tourism Trails Study

Example Network

Legend
Example Network Routes by Category
- Cross-state Spines
- Connecting Spurs
- Regional Routes

Trail alignments in the DFW metropolitan area are part of TxDOT’s Bicycle Tourism Trail Example Network
## Cotton Belt Regional Veloweb Trail

[Link to Cotton Belt Trail](http://nctcog.org/CottonBeltTrail)

<table>
<thead>
<tr>
<th>Project Area</th>
<th>56.5 miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Counties</td>
<td>3</td>
</tr>
<tr>
<td>Cities</td>
<td>12</td>
</tr>
<tr>
<td>TEXRail Stations</td>
<td>5</td>
</tr>
<tr>
<td>DART Silver Line</td>
<td>9</td>
</tr>
<tr>
<td>Stations</td>
<td></td>
</tr>
</tbody>
</table>

| Existing Trail        | 21.3 miles |
| Funded Trail          | 20.4 miles |
| Planned Trail         | 14.8 miles |

[Map of Cotton Belt Regional Trail Corridor](http://nctcog.org/CottonBeltTrail)

**Construction Design Underway by DART**

Last Update: 1/10/2022

North Central Texas Council of Governments
Highlighted Regional Trail Corridors

- Fort Worth to Dallas Regional Trail Corridor: 63 miles
- Cotton Belt Regional Trail Corridor: 42 miles
- McKinney to Dallas Regional Trail Corridor: 63 miles
- Denton to Dallas Regional Trail Corridor: 45 miles
- Southern Dallas County Regional Trail Corridor: 20 miles

Existing/Funded: 66 miles
Planned: 60 miles
Total: 126 miles
Dallas to McKinney Regional Veloweb Trail

nctcog.org/Dal_McKinneyTrail

<table>
<thead>
<tr>
<th>Project Area</th>
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<tbody>
<tr>
<td><strong>79 miles</strong></td>
<td></td>
</tr>
<tr>
<td>Counties</td>
<td>2</td>
</tr>
<tr>
<td>Cities</td>
<td>6</td>
</tr>
<tr>
<td>DART Stations with direct access</td>
<td>9</td>
</tr>
<tr>
<td>Existing Trail</td>
<td>61 miles</td>
</tr>
<tr>
<td>Funded Trail</td>
<td>2 miles</td>
</tr>
<tr>
<td>Planned Trail</td>
<td>16 miles</td>
</tr>
</tbody>
</table>

North Central Texas Council of Governments

Last Update: 01/13/2022
Permanent Trail Count Equipment (Data Collection)
Monthly Trail Usage Update

Increase in Full Week Trail Usage vs Baseline

<table>
<thead>
<tr>
<th>Month</th>
<th>2020</th>
<th>2021</th>
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</thead>
<tbody>
<tr>
<td>Mar</td>
<td>25%</td>
<td>25%</td>
</tr>
<tr>
<td>Apr</td>
<td>55%</td>
<td>19%</td>
</tr>
<tr>
<td>May</td>
<td>64%</td>
<td>57%</td>
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<tr>
<td>Jun</td>
<td>34%</td>
<td>10%</td>
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<td>Jul</td>
<td>19%</td>
<td>10%</td>
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<tr>
<td>Aug</td>
<td>51%</td>
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<td>Sep</td>
<td>50%</td>
<td>6%</td>
</tr>
<tr>
<td>Oct</td>
<td>38%</td>
<td>-8%</td>
</tr>
<tr>
<td>Nov</td>
<td>52%</td>
<td></td>
</tr>
<tr>
<td>Dec</td>
<td>35%</td>
<td></td>
</tr>
</tbody>
</table>

Source: NCTCOG – collected at 7 sites located in Plano, North Richland Hills, Dallas, Fort Worth, and Allen.
Note: The count location in Denton previously used in the analysis was removed due to equipment failure.
Note: Baseline is March 2019-February 2020; No adjustments for weather were applied.
Note: Trail usage impacted in February 2021 by week-long winter storm.
Daily Average Trail Volumes
(May 2019 vs May 2020)

Source: NCTCOG - collected at 8 sites located in Plano, North Richland Hills, Denton, Dallas, Fort Worth, and Allen.
Note: No adjustments for weather were applied.
Public Opinion Survey: Bicycling in the 12-County Region (2017)

- Frequency of Bicycling
- Access to Bicycling Facilities
- Perceived Barriers to Bicycling
- Level of Comfort

nctcog.org/bikesurvey
Frequency Of Bicycling

I would like to travel more by bike more than I do now.

55% Would like to bicycle more

- Strongly Agree 30%
- Somewhat Agree 25%
- Strongly Disagree 31%
- Somewhat Disagree 14%

ALL Respondents

North Central Texas Council of Governments
Obstacles To Bicycling More Often

- Weather is too hot: 64%
- Lack of secure bike parking: 54%
- Biking lanes, trails, and paths are not connected: 53%
- No showers or place to freshen up at my destination: 49%
- Biking lanes, trails, and paths are not available: 48%
- Destinations are too far: 48%
- I don't own a bike: 37%
- It doesn't fit my lifestyle: 37%
- It takes too long: 35%
- I do not feel safe: 34%
- Weather is too cold: 27%
- Existing bikeways are in poor condition: 24%
- I am not physically able: 23%
- My bike is not in good working condition: 20%

Lack of bicycle facilities are among the top barriers to bicycling more.
Availability Of Bicycle Facilities

Do you think there are too many, about the right amount, or too few in your community?

Percent of **ALL Respondents** rating as **“TOO FEW”**

- **BICYCLE PARKING**: 75%
- **DEDICATED ON-STREET BIKE LANES**: 73%
- **BICYCLE-FRIENDLY STREETS**: 63%
- **OFF-STREET BICYCLE PATHS AND TRAILS**: 62%

**ALL Respondents**
Level Of Comfort

How Comfortable Are you Riding a Bike on the following?

Percent of ALL respondents reporting they would feel “VERY COMFORTABLE” or “SOMewhat COMFORTABLE”

- A PATH OR TRAIL THAT IS SEPARATED FROM A STREET: 85%
- A MAJOR STREET WITH TWO OR THREE TRAFFIC LANES IN EACH DIRECTION, TRAFFIC SPEEDS OF 35 TO 40 MILES PER HOUR, AND NO BIKE LANE: 9%
- THE SAME STREET WITH A STRIPED BIKE LANE ADDED: 60%
- WHAT IF IT ALSO HAD A WIDE BICYCLE LANE SEPARATED FROM TRAFFIC BY A RAISED CURB: 78%
Four Types of Cyclists*
Regional Comparison

<table>
<thead>
<tr>
<th>Region</th>
<th>Strong &amp; Fearless</th>
<th>Enthused &amp; Confident</th>
<th>Interested But Concerned</th>
<th>No Way No How</th>
</tr>
</thead>
<tbody>
<tr>
<td>NCTCOG 12 Co. Region</td>
<td>2%</td>
<td>14%</td>
<td>48%</td>
<td>36%</td>
</tr>
<tr>
<td>City of Austin, TX</td>
<td>2%</td>
<td>15%</td>
<td>44%</td>
<td>39%</td>
</tr>
<tr>
<td>City of Portland, OR</td>
<td>6%</td>
<td>9%</td>
<td>25%</td>
<td>60%</td>
</tr>
<tr>
<td>National Survey (Metro Areas)</td>
<td>7%</td>
<td>5%</td>
<td>37%</td>
<td>51%</td>
</tr>
</tbody>
</table>

* Determined in large part by comfort of cycling on different types of facilities.
Planning/Designing for All Ages & Abilities

Adults

Commute

Children

Errands

Recreation
Pedestrian and Bicycle Routes to Rail Stations

Rail Station  | Barriers and Gaps in the Network  | Destination
---|---|---
| | | |

0.5 mile  
actual walk distance

0.5+ mile  
Disconnected pedestrian facility
The Pedestrian Routes to Rail study identifies all existing pedestrian facilities within a half-mile radius of existing light rail and commuter rail stations in the Dallas-Fort Worth region based on 2014 data. ArcGIS Network Analyst tool was used to identify continuous facilities that are less than or greater than a half-mile actual walking distance to a station. The maps also reflect existing facilities that are disconnected due to gaps or other barriers not allowing a continuous pedestrian route to a station. The maps do not reflect the condition or ADA compliance of the existing infrastructure. More information on the Routes to Rail study and methodology is available at:
Trail of the Month Video Series

Videos highlight the benefits of our trail system, such as:

- Transportation
- Regional connectivity
- Access to job centers and schools
- Community enhancement
- History of the trails

NCTCOG.org/BikeWeb
Other Resources

ACTIVE TRANSPORTATION HOME PAGE:
nctcog.org/BIKEPED

REGIONAL NETWORK:
nctcog.org/Veloweb

DFW LOCAL TRAILS AND WEBSITES:
nctcog.org/bikeweb

BICYCLE OPINION SURVEY:
nctcog.org/bikesurvey
CONTACT US

Kevin Kokes
Program Manager

kkokes@nctcog.org | 817-695-9275
Questions