



WELCOME
Virtual Public Meeting

TxDOT District Bicycle Plan

Paris District



February 17, 2026

Script: The Texas Department of Transportation welcomes you to this virtual public meeting regarding the development of Paris district bicycle plan. Your participation and input are key to developing and delivering a plan that will guide bicycle transportation planning and investment strategies across the district.

Paris District Bicycle Plan

Virtual Public Meeting
Tuesday, Feb. 24 to Tuesday,
March 24, 2026



Project Webpage

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TxDOT.gov Keywords:
"Paris District Bicycle Plan"

2

Script: This pre-recorded presentation was made available online on Tuesday, February 24, 2026. There will be a comment period open through Tuesday, March 24, 2026. This QR Code is available for your convenience, to access the online survey and interactive comment map in addition to viewing meeting materials on the project website.

Meeting Purpose



Learn about the planning process.



Identify locations where better bikeways would enhance mobility, connectivity, safety and tourism.



Provide input and comments that will help guide the District in future project development and investment decisions.

3

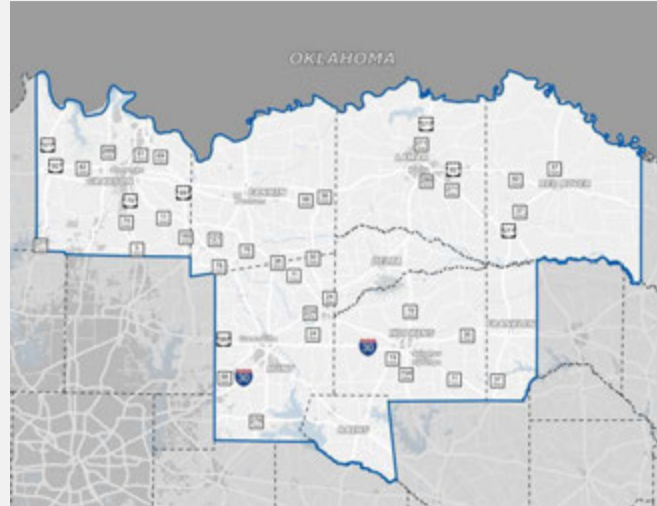
Script: During this virtual public meeting, TxDOT invites you to learn about the Paris district bicycle planning process and share your experiences, vision, and comments regarding the future of bicycling through our online survey and interactive map. Your input is a vital part of this process. Your participation is important. Please talk to your colleagues, friends, and neighbors about the plan and refer them to the project webpage which is available at www.TxDOT.gov, keyword search "Paris district bicycle plan". This presentation provides an overview of why these plans are important, how the plans are being developed, and how you can provide input for the planning process. Toward the end of the presentation, there are instructions for completing the online survey, using the interactive map and submitting written comments.



is part of Phase Two, along with seven additional districts highlighted in green. Through these efforts, TxDOT works in partnership with local communities to plan and implement bikeways along and across state-owned roadways, improving safety, connectivity, and access to key destinations. At the same time, many cities and communities are enhancing bicycling opportunities on their own local road networks.

Study Area

The TxDOT Paris District covers the following counties: Delta, Fannin, Franklin, Grayson, Hopkins, Hunt, Lamar, Rains and Red River.



5

Script: The TxDOT Paris District study area includes nine counties, Delta, Fannin, Franklin, Grayson, Hopkins, Hunt, Lamar, Rains, and Red River, encompassing a diverse mix of rural communities, small towns, and regional centers in Northeast Texas. The district serves just under half a million residents and is responsible for the design, construction, operation, and maintenance of the state-owned transportation system that connects these communities and supports everyday travel across the region.

District Bike Plan Goals

The Paris District Bicycle plan will:

- **Analyze** bicycling needs on highways and other state-owned roads
- **Identify** and **prioritize** locations where bicycling improvements would benefit communities
- **Recommend** how different routes function as part of the bicycling network
- **Provide** guidance for designing future bikeway projects

6

Script: The Paris district bicycle plan will achieve four objectives:

Analyze needs on the Texas' on-system transportation network, which consists of roads owned, operated, and managed by TxDOT, and prioritize locations for bicycling improvements, and

- Identify and prioritize locations where bicycling improvements would benefit communities
- Recommend what role different routes should play in the bicycling network.
- Provide guidance for designing future bikeway projects

This effort includes technical analysis, coordination with stakeholders and opportunities for public input, including this virtual public meeting.

Benefits



**Reduce barriers
to bicycling in
the region**



**Improve health
outcomes**



**Support
economic
development**



**Improve safety
for all people
traveling**

7

Script: The benefits of this planning process include:

- the potential to reduce barriers to bicycling in the region by enhancing safety along Texas' on-system transportation network and improving crossing locations
- improve health outcomes through additional opportunities for outdoor recreation and active transportation
- support economic development and build on Texas' Bicycle Tourism Trails Network and;
- improve safety for all people traveling and moving goods by reducing conflicts.

Needs Analysis

What is a need?

A state highway location where there is a bicycling gap or existing bikeways aren't sufficient

Needs can be:



Data-driven



Locally identified through plans or TxDOT/partner input

8

Script: Now that we've discussed the purpose of the District Bicycle Plan and the benefits it can bring, this slide explains how the plan identifies bicycling needs within the district.

In this planning effort, a need is defined as a location on the state highway system where there is a gap in the bicycling network, or where an existing bikeway does not adequately meet current conditions or user needs.

To identify these needs, the plan combines data-driven analysis with local knowledge. This includes reviewing roadway characteristics, crash history and potential bicycling demand, as well as coordinating with city, county and regional partners to better understand conditions on highways and other state-owned roads.

Some needs occur in locations where no bikeway exists today. Others occur where a bikeway is present, but the facility type, width or design is not sufficient for how people travel now.

Together, this process helps build a clear picture of where improvements would make the bicycling network safer, more connected and more comfortable for people biking throughout the district.

Needs Types

Segments	Points (Crossing)
<ul style="list-style-type: none">• No bikeway• Gap between existing bikeways• High stress bikeway• Access to schools• Bicycle Tourism Trail route• Lack of crossing opportunity• Locally identified need	<ul style="list-style-type: none">• High stress crossing• Water crossing• Locally identified need

9

Script: Some needs are represented as segments of the state road network. These include locations where bikeways are missing, areas where traffic volumes and speeds create high-stress conditions, places where existing bikeways are not sufficient for children traveling to school or for recreational riders on long-distance routes, and stretches of roadway where bicyclists lack safe crossing opportunities.

Other needs are represented as points on the roadway system. These include locations where existing crossings are stressful for bicyclists to use, as well as bridges over streams or rivers that do not currently include a bikeway.

Both segment and point needs also include locations where a bicycling need has been identified through a previous plan or by a local agency or partner.

Recommending priorities for developing future projects

Opportunity Improvement	Proactive Improvement	Constrained Corridor	High-Priority Improvement
Locations where bikeways should be improved when another project is planned	Locations where bikeway benefits justify standalone project development and funding pursuit	High-priority locations with significant barriers such as, right-of-way limits, utilities, or local constraints	Locations where bikeways should be improved as soon as feasible due to strong needs and benefits

10

Script: Wherever one or more bicycling needs are identified through this planning process, TxDOT applies a prioritization approach to assess the potential benefits of improving bikeways. This process considers a range of factors, including safety, public health, potential users, nearby destinations and locations where short trips could reasonably be made by bicycle.

Based on the resulting prioritization scores, the plan recommends how bikeway improvements at each location should move toward project development, recognizing that different locations require different implementation strategies.

In many locations, bikeway improvements are expected to occur as part of other TxDOT projects, such as roadway repaving, restriping or signal upgrades. Because funding is limited, improvements on highways and other state-owned roads are often timed to coincide with planned construction or maintenance activities. These locations are identified as Opportunity Improvements.

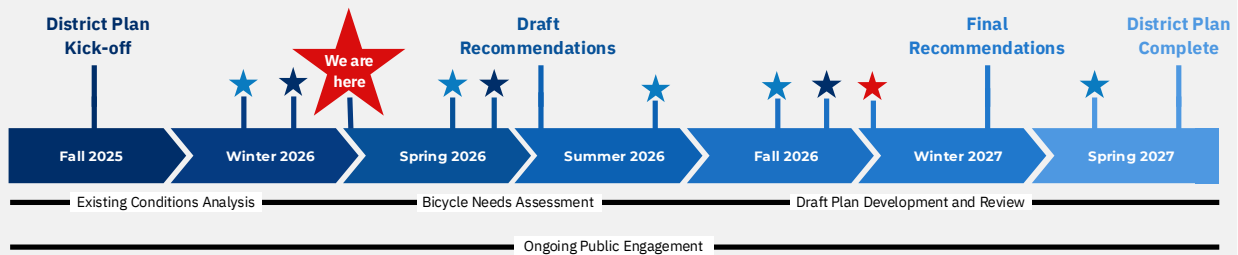
In some locations, the plan recommends that TxDOT proactively develop a bikeway project and pursue funding, rather than waiting for another project

to occur. These Proactive Improvements are locations where prioritization scores indicate strong benefits from bikeway investments.




Other locations are identified as Constrained Corridors. These are areas with high bicycling needs and potential benefits, but where significant barriers—such as right-of-way limitations, utility conflicts or other constraints—make near-term improvements more challenging. In these corridors, the plan helps document constraints and identify opportunities to advance improvements over time as conditions change.

The highest-priority locations are those with the most pressing needs or greatest potential benefits. For these High-Priority Improvements, TxDOT or its local partners may begin developing bikeway projects as soon as feasible. Recent federal funding opportunities may help advance some of these projects.

Paris District Bicycle Plan Timeline



LEGEND

-  Virtual Public Meeting with Survey
-  Technical Work Group Meeting
-  Community Needs Work Group Meeting

11

**This schedule is approximate and subject to change.*

Script: The development of the Paris District Bicycle Plan follows a structured schedule designed to ensure the plan is thorough, coordinated and responsive to input from partners and the public.

The planning process is organized by existing conditions, needs assessment, and plan development. The process began in fall 2025 with project kickoff, including coordination with TxDOT staff and key partners, and confirmation of the planning approach.

In fall and winter 2026, the project moved into an existing conditions analysis. During this phase, current bicycling conditions on the state highway system were evaluated, including roadway characteristics, traffic conditions, safety data and existing bikeways.

The needs assessment occurs in spring 2026, when bicycling needs are identified across the district using both data-driven analysis and input from local partners and the public. We are currently at this point in the schedule.

In summer 2026, identified needs will be prioritized to assess potential benefits and determine how different locations should move forward toward implementation.

The project then would advance to recommendations in fall 2026, developing guidance for bikeway improvements and identifying how routes can function together as part of a districtwide bicycling network.

Currently, the department is conducting this virtual public meeting to request feedback on existing conditions. There will be a second virtual public meeting in late 2026 with an additional opportunity to provide feedback on specific recommendations.

Following this public meeting and survey, TxDOT will use input from the public and local government partners to refine draft recommendations. In early 2027, the draft plan will be available for public review, providing an opportunity for input from local partners and the public. The district bicycle plan will be completed in spring 2027. Timing is subject to change. Opportunities for public and stakeholder input, including this virtual public meeting, are integrated throughout the schedule.

Next Steps

- 1 Document, evaluate and address public input
- 2 Collect and analyze additional data
- 3 Identify priority needs and develop strategic recommendations

12

Script: TxDOT staff will integrate public input and survey responses as part of their review of this spring and summer's technical work, so that community members' on-the-ground knowledge can shape district plan recommendations. Using this information, TxDOT will then identify priority needs across the district and begin developing strategic recommendations to guide future bicycle improvements on state-owned roadways.

Once the public meeting is completed, TxDOT will document, evaluate, and address public input; collect and analyze any additional data; and begin identifying priority needs and developing strategic recommendations.



 Connecting you with Texas.

Online Survey and Meeting Materials

Please take the time to visit the project online survey and interactive map to provide input on:

- **Your bicycling experience today**
 - Comfort level, safety concerns, near-misses or crashes, and how drivers interact with cyclists
- **What would make bicycle safer and easier**
 - Infrastructure needs (bike lanes, shared-use paths), signage, education, enforcement, and maintenance
- **Where changes are needed most**
 - Use the interactive map to mark specific locations, near schools, parks, neighborhoods, and key routes

Meeting materials available on the TxDOT website:

[Presentation](#) [Survey](#) [Comment form](#)

Scan Me



Visit www.TxDOT.gov, keyword Search "Paris District Bicycle Plan"

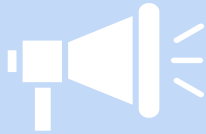
13

Script: In support of this initial outreach effort, please take a few minutes to visit the project’s online survey and interactive map to share your bicycling experience today, including your comfort level, safety concerns, near-misses or crashes, and how drivers interact with cyclists. Tell us what would make biking safer and easier and where improvements are needed most. Use the interactive map to pinpoint specific locations, especially near schools, parks, neighborhoods, and key routes.

The project webpage contains all materials presented in the virtual public meeting, including this presentation in both English and Spanish, a link to the online survey, and a comment form.

If you need technical assistance, please contact the team at 972-960-4431. We encourage you to complete the survey and share it with your friends and family.

How to comment



To be included in the public involvement summary, comments must be received or postmarked by **Tuesday, March 24, 2026.**



Online

Submit a survey and comment online

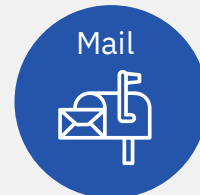
Access links to the online survey and comment form by visiting www.TxDOT.gov, keyword search “Dallas District Bicycle Plan”



Email

Submit a comment by e-mail to:

elizabeth.jones@txdot.gov



Mail

Submit a comment by mail to:

TxDOT Public Transportation Division
District Bike Plans c/o Elizabeth Jones
125 E. 11th St., Austin, TX 78701

14

Script: Your feedback is an important part of TxDOT’s planning process. You can submit a written comment via email to Elizabeth.Jones@txdot.gov. You may also fill out our online survey and submit your comments online. Access both the online survey and the online comment form by visiting www.TxDOT.gov, keyword search “Paris district bicycle plan”. Additionally, you may submit comments via postal mail to: TxDOT Public Transportation Division, District Bike Plans c/o Elizabeth Jones, 125 E. 11th St., Austin, TX 78701. To be included in the public involvement summary, all comments must be postmarked or received by Tuesday, March 24, 2026. Should you have any questions or comments at any time during the planning process, you may contact the TxDOT Project Manager at 214-535-7261 or Elizabeth.Jones@txdot.gov.

Thank you for your participation!

Please remember to submit your comments by
Tuesday, March 24, 2026.



Online Survey and Comment Map

Scan the QR code above to access
the virtual survey.

Visit www.TxDOT.gov, keyword
search "Paris District Bicycle Plan"



Mail

TxDOT Public Transportation Division
District Bike Plans c/o Elizabeth
Jones
125 E. 11th St.
Austin, TX 78701



E-Mail TxDOT Project Manager

Elizabeth.jones@txdot.gov

Script: Thank you for participating in this public meeting. Please remember to submit comments by Tuesday, March 24, 2026. Comments can be submitted online, through the mail, or through email. Please visit the project webpage by scanning this QR code with your electronic device to find the meeting materials such as this presentation and downloadable comment form. Thank you for your participation in the development of the Paris district bicycle plan. This concludes the presentation.