



REGIONAL TRANSPORTATION COUNCIL PRESENTATION

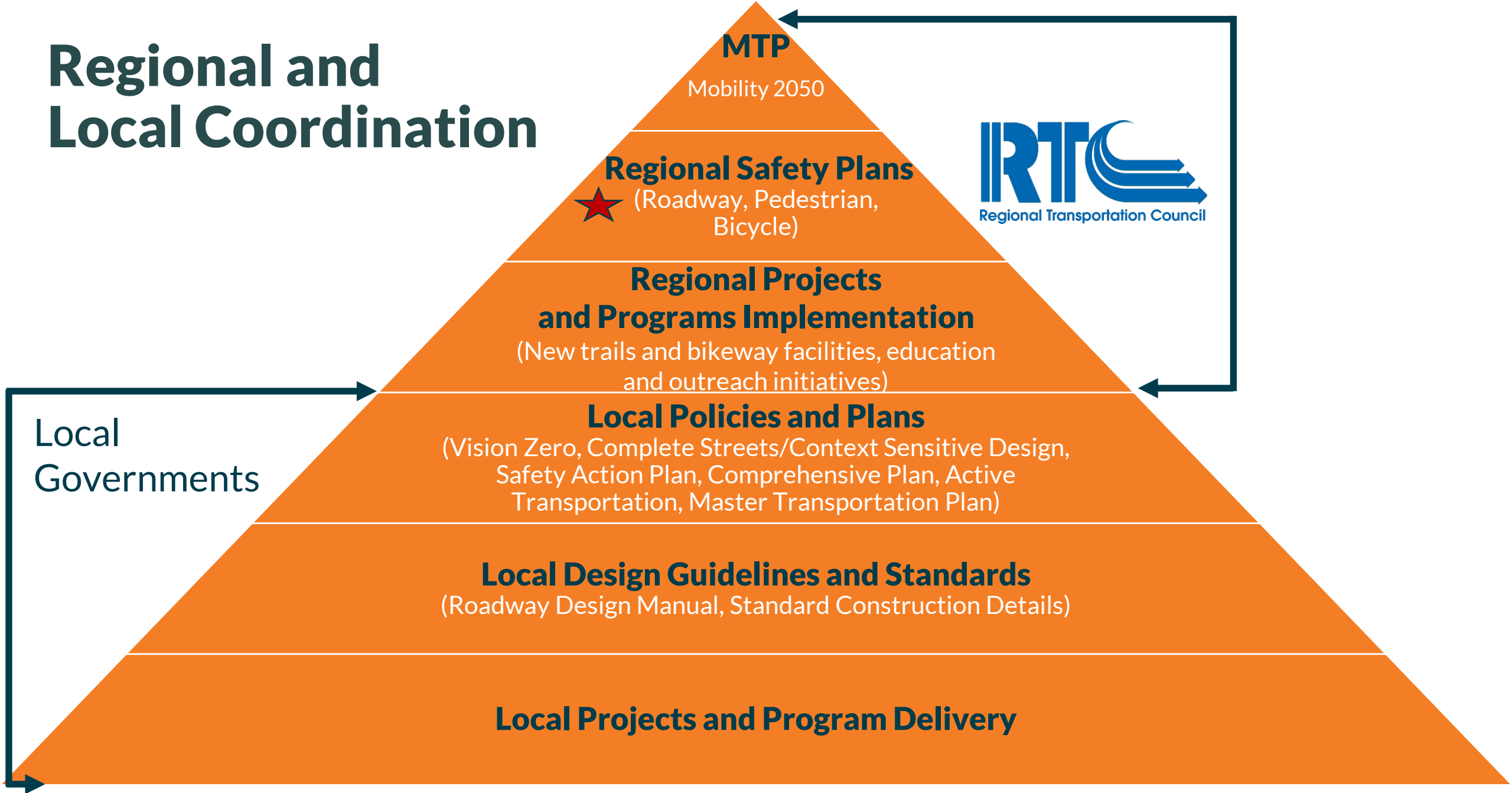
REGIONAL BICYCLE SAFETY ACTION PLAN

KEVIN KOKES, AICP

08.13.2026

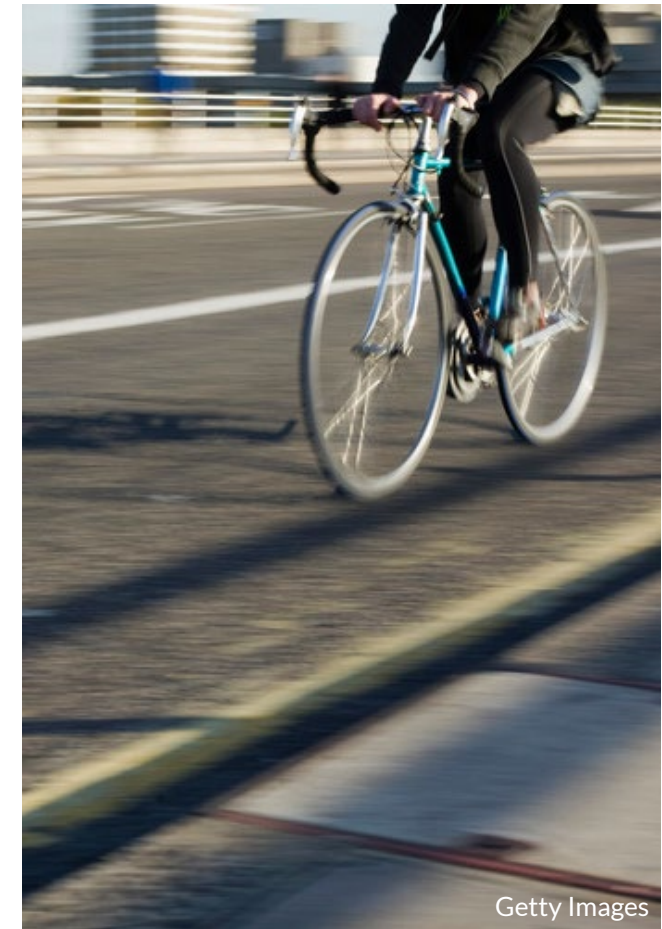
**LOOK OUT
TEXANS**  
BIKE WALK DRIVE SAFELY
LookOutTexans.org

Regional and Local Coordination



Purpose of the Safety 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



Getty Images

State and Regional Goals

Supports Regional Transportation Council and Texas Department of Transportation (TxDOT) safety goals.

Supports the regional safety performance measure targets to reduce the number of non-motorized fatalities and serious injuries.



Regional Safety Position:

“Even one death on the transportation system is unacceptable. Staff will work with our partners to develop projects, programs, and policies that assist in eliminating serious injuries and fatalities across all modes of travel”

Affirmed by the Regional Transportation Council on February 14, 2019

Texas Transportation Commission Minute Order:

“The Texas Transportation Commission directs the Transportation Department to work toward the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050...”

Approved by the Texas Transportation Commission on May 30, 2019

Planning Process

Robust, grass roots engagement (February – November 2025)

- Stakeholder workgroup
- Bike group and committee meetings
- Outreach events
- Regional opinion survey

Data-driven approach

- Crash data analysis and contributing factors
- Hot spot crash densities with context sensitive targeted areas and corridors



Bicyclist Crash Data Overview

TxDOT Crash Records Information System (CRIS)

A "Reportable Motor Vehicle Traffic Crash" is defined by TxDOT as:

"any crash involving motor vehicle in transport that occurs or originates on a traffic way, results in injury to or death of any person, or damage to the property of any one person to the apparent extent of \$1,000."



Note: Includes "pedalcyclist" crashes from bicycles and other human-powered conveyances, including tricycles, unicycles, and electric bicycles (e-bikes) that have operable pedals and attain a top speed of 28 miles per hour or less.



*"Pedalcyclist" crash data does **not** include scooters, e-moto devices, and other micromobility devices.*

E-Bikes vs. E-Motos*

E-BIKES		E-MOTORCYCLES*
	VS	
Pedals with electric assistance	 POWER	Powered by an electric motor
Up to 20 or 28mph, depending on class	 SPEED	Greater than 28mph
Up to 750W	 MOTOR	Greater than 750W
Driver's license and license plate not required	 OPERATION	Driver's license (with motorcycle endorsement) and license plate required

Source: City of Mercer Island, WA

Electric Bicycle (E-Bike)



Source: Denago eBikes

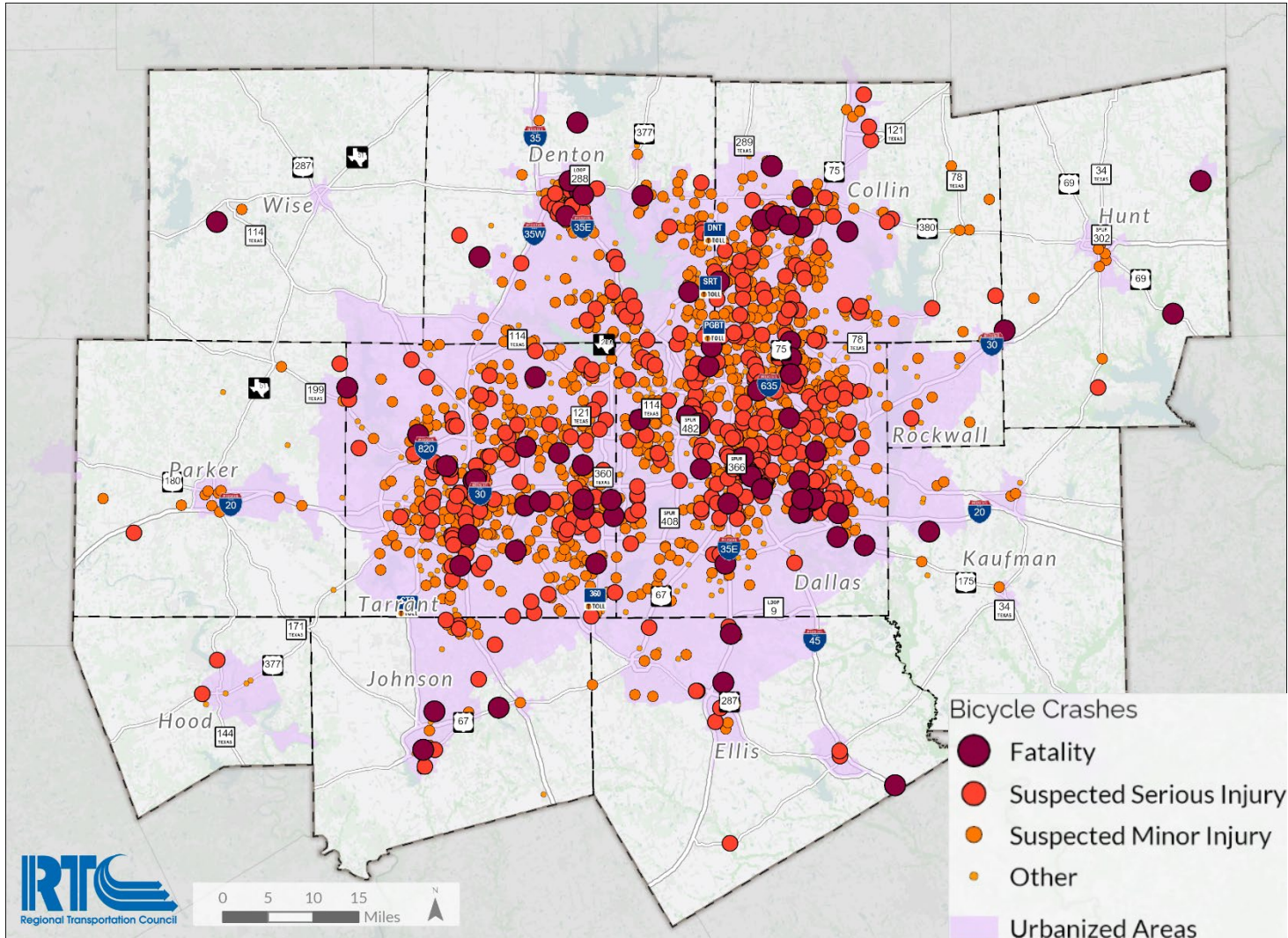
Electric Motorcycle (E-Moto)*



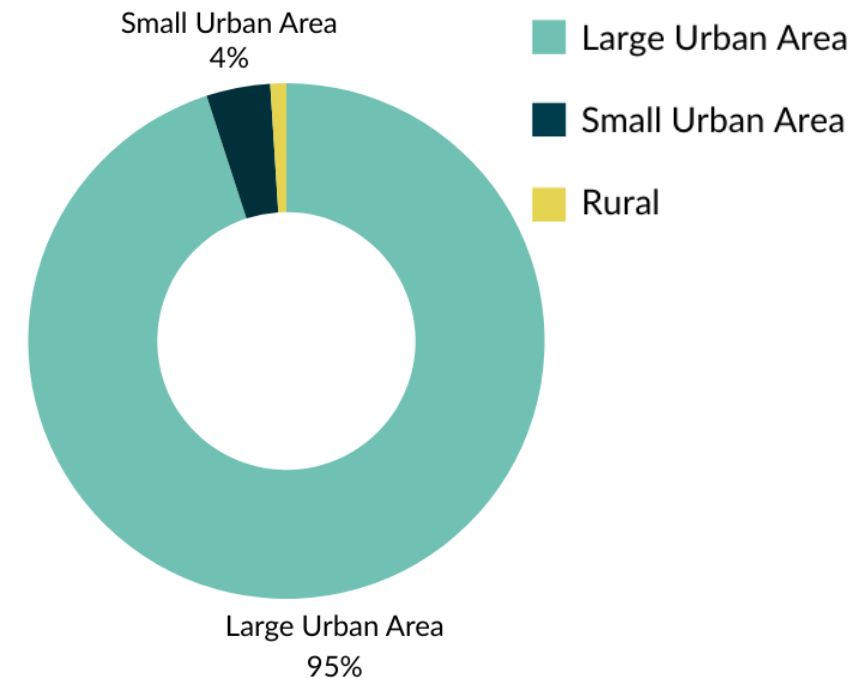
Source: ENGWE

* Not included in the Plan

Bicyclist Crashes in the MPA (2019 – 2023)



99% of all reported bicycle crashes occur in urbanized areas of the region



Bicyclist Crash Data Statistics (2019 – 2023)

2,471

**TOTAL BICYCLE
CRASHES IN the MPA from
2019-2023**

Source: TxDOT's Crash Records Information System (CRIS)
for MPA region from 2019-2023

73

**TOTAL BICYCLIST
FATALITIES OCCURRED
REGION WIDE from
2019-2023**

Source: TxDOT's Crash Records Information System (CRIS)
for MPA region from 2019-2023

86%
of All Fatal &
Serious Injuries
Involved
MALES



Source: TxDOT's Crash Records Information System (CRIS)
for MPA region from 2019-2023

81% of bicyclists
killed were not wearing
HELMETS.

Source: TxDOT's Crash Records Information System (CRIS)
for MPA region from 2019-2023



Source: TxDOT's Crash Records Information System (CRIS) for
MPA region from 2019-2023

Bicyclist Crash Locations (2019 – 2023)

In Proximity to Schools and Transit

90%

of bicyclist
crashes
occur within



1 MILE

of a school

Source: TxDOT's Crash Records Information System (CRIS)
for MPA region from 2019-2023

Over

1/3rd



**OF BICYCLE CRASHES OCCUR
WITHIN A 2-MILE RADIUS OF A
RAIL STATION**

Source: TxDOT's Crash Records Information System (CRIS) for MPA region from
2019-20123

Bicyclist Crash Locations (2019 – 2023)

74%

of all bicycle crashes
occurred at

INTERSECTIONS

*Source: TxDOT's Crash Records Information System (CRIS)
for MPA region from 2019-2023*



NCTCOG

Bicyclist Crash Locations (2019 – 2023)



Only 1% of all reported bicyclist crashes in the region occur on an existing bicycle facility at a non-intersection location.

Stakeholder and Public Engagement

Over 40 Meetings and Outreach Events

Stakeholder Engagement

- City and transportation planning staff, health agencies, transit agencies, and bicycling advocates assisted in developing goals, priority areas, and action items
- 2 regional stakeholder meetings (March 2025 – July 2025)
- 6 meetings of the regional Bicycle and Pedestrian Advisory Committee and Regional Safety Advisory Committee
- 20 individual meetings with local agency and TxDOT staff

Public Engagement

- 14 outreach events
- 2 local bicycle group meetings
- Chamber of Commerce Transportation Committee meeting
- Institute of Transportation Engineers meeting
- Distributed bicycle safety materials
- 718 Map Your Experience comments (2020 – 2025)
- 837 online page views of the draft plan (May-June 2026)

Bicycle Safety Survey

- Over 1,600 participants
- Administered online in English and Spanish via PublicInput.com
- Surveyed both safety-related challenges and solutions to implement
- Promoted through social media platforms, local publications, library table tents, and outreach events

Regional Bicycle Safety Survey Results

Focus of Questions:

- 🚲 Frequency of bicycling
- 🚲 Perceptions of safety
- 🚲 Obstacles to bicycling more often
- 🚲 Barriers to safe bicycling



Key Findings:

- **87%** of respondents are interested in bicycling more than they do now.
- **52%** of respondents cited safety concerns as their primary reason for not bicycling more often.
- **The top three bicycle safety countermeasures** selected by respondents are focused on the need to construct new or upgraded bicycle facilities.

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

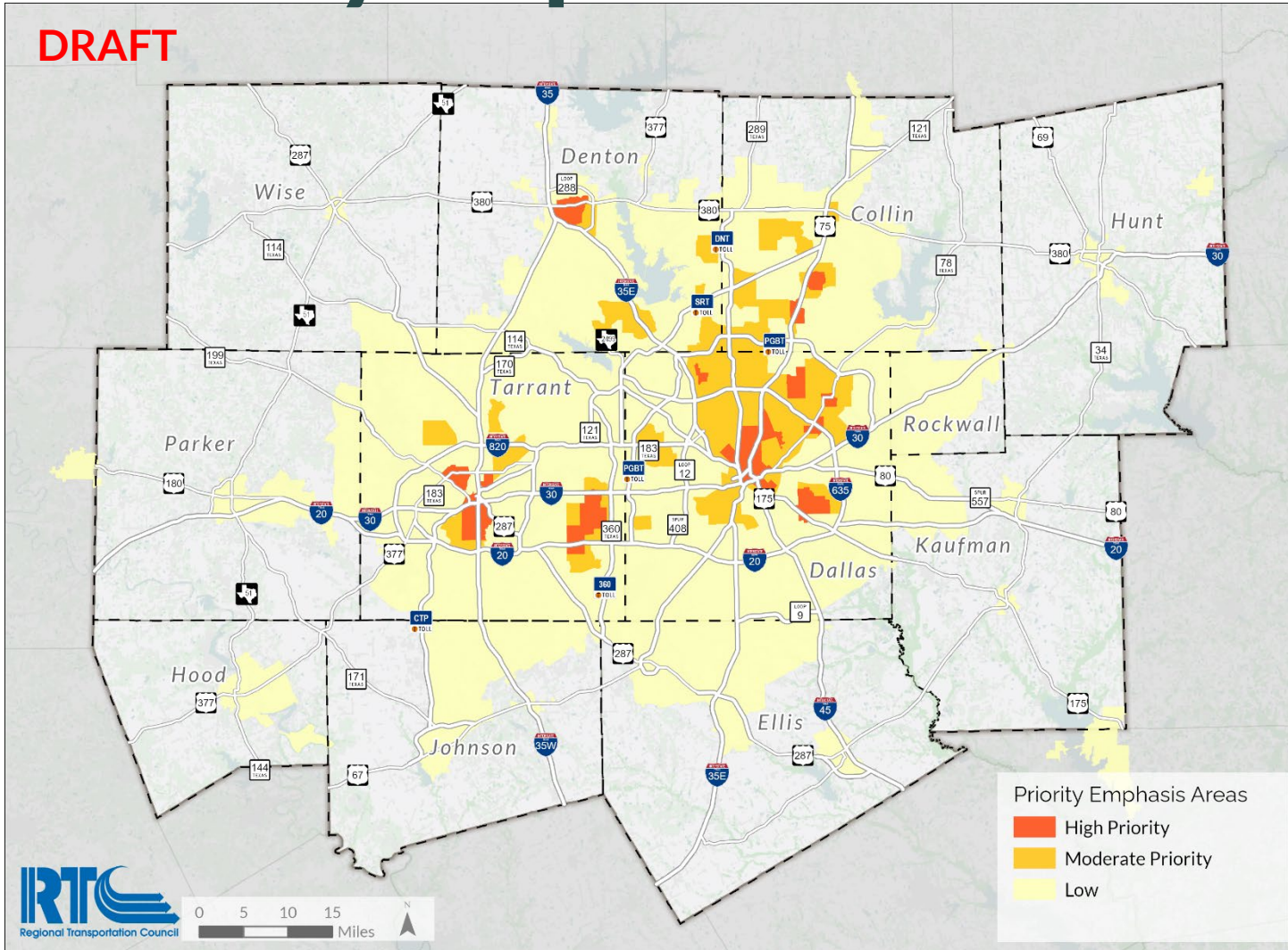
Apply the Safe System Approach



U.S. Department of Transportation

Priority Emphasis Areas

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Legend

High Priority Emphasis Area

 Average of 6 crashes per square mile

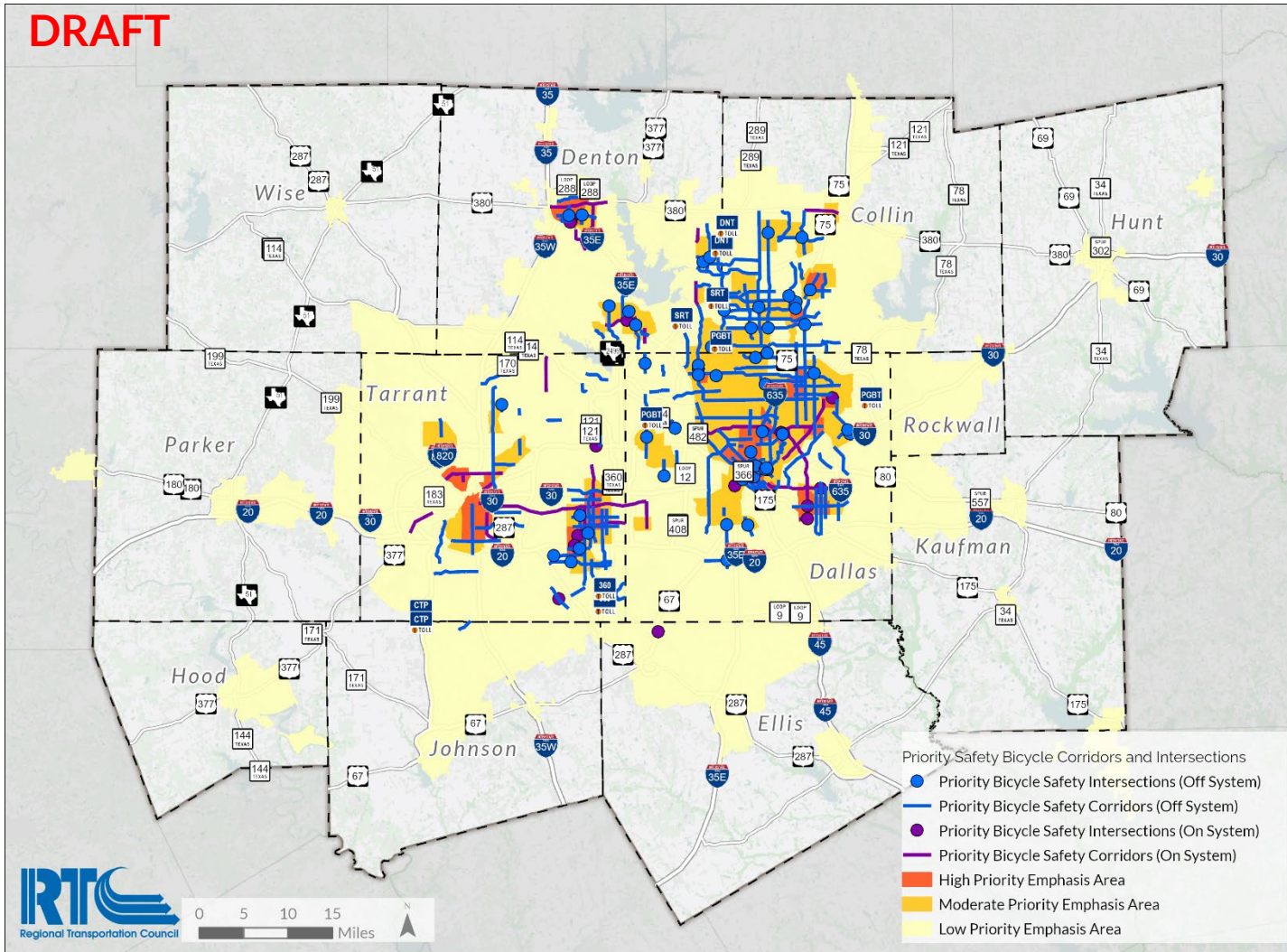
Moderate Priority Emphasis Area

 Average of 2 crashes per square mile

Priority Emphasis Area	% of Urbanized Areas	% of Crashes	Mi. of Planned Bikeways
High	2.6%	21%	315
Moderate	9.0%	34%	810
Total	11.6%	55%	1,125

Priority Bicycle Safety Corridors and Intersections

DRAFT



Located in 37 cities across the region.

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

Action Plan for Projects and Programs

Over thirty 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 of a motor vehicle while impaired, and compliance with traffic control devices.

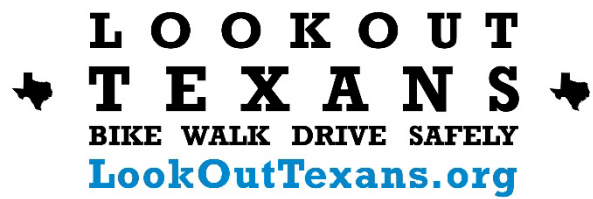


Evaluation:

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
Draft Plan Posted Online	May 1 – June 26, 2026
Bicycle and Pedestrian Advisory Committee – Information on Draft Plan	May 20, 2026
Surface Transportation Technical Committee – Information on Draft Plan	May 22, 2026
Regional Transportation Council – Information on Draft Plan	Aug 13, 2026
Surface Transportation Technical Committee – Action to Recommend Plan Adoption	Aug 28, 2026
Regional Transportation Council – Action to Adopt Plan	Sept 10, 2026



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