



# REGIONAL BICYCLE SAFETY ACTION PLAN

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Committee | 04.25.2025

# AGENDA



Plan Timeline



Draft Purpose of the Plan



Draft Goals



Overview of Existing Crash Conditions



Prioritization of the Network



Discussion



Next Steps



# TIMELINE

*Research*  
**July-September 2024**

**September 2024 -  
February 2025**  
*Existing Conditions  
Crash Analysis*

*Stakeholder Engagement and  
Public Opinion Survey (April – June)*  
**February-August 2025**



**April-November 2025**  
*Plan Development*

*Final Plan  
Endorsement*  
**December 2025-  
April 2026**





# PURPOSE OF THE REGIONAL PLAN

(DRAFT)

To provide a framework to state, regional, and local governments for reducing bicycle crashes and fatalities in the NCTCOG Metropolitan Planning Area

To serve as the guide for NCTCOG and the region in the development of:

- bicycle-related safety policies,
- enhancing existing bicycle facilities,
- programming and implementing new projects and programs, and
- Local Safety Action Plans



# PURPOSE OF THE REGIONAL PLAN

*(DRAFT)*

## Accommodating All Ages and Abilities of Bicyclists



# GOALS *(DRAFT)*



**Eliminate** all serious injury and fatal bicyclist crashes across the region by 2050.



**Balance** the safety and needs of all modes of transportation in the system design, maintenance, and operation phases. Priority should be given to the most vulnerable bicyclists including older adults, youth, persons with disabilities, and less-skilled bicyclists.



**Provide** a high level of comfort for users of all ages and abilities in the design, construction, and maintenance of bicycle facilities.



**Integrate** within roadway design the most direct facility alignments that prioritize safe bicyclist movements.



**Implement** all reasonable bicycle safety countermeasures to achieve adopted regional safety performance targets.



# OVERVIEW OF EXISTING CONDITIONS / CRASH DATA ANALYSIS

## TxDOT Crash Records Disclaimer

TxDOT's Crash Records Information System (CRIS) 2019 - 2023 data current as of 4/3/2024 - all TxDOT disclaimers apply to this information

This data is only composed of TxDOT "Reportable Crashes".

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

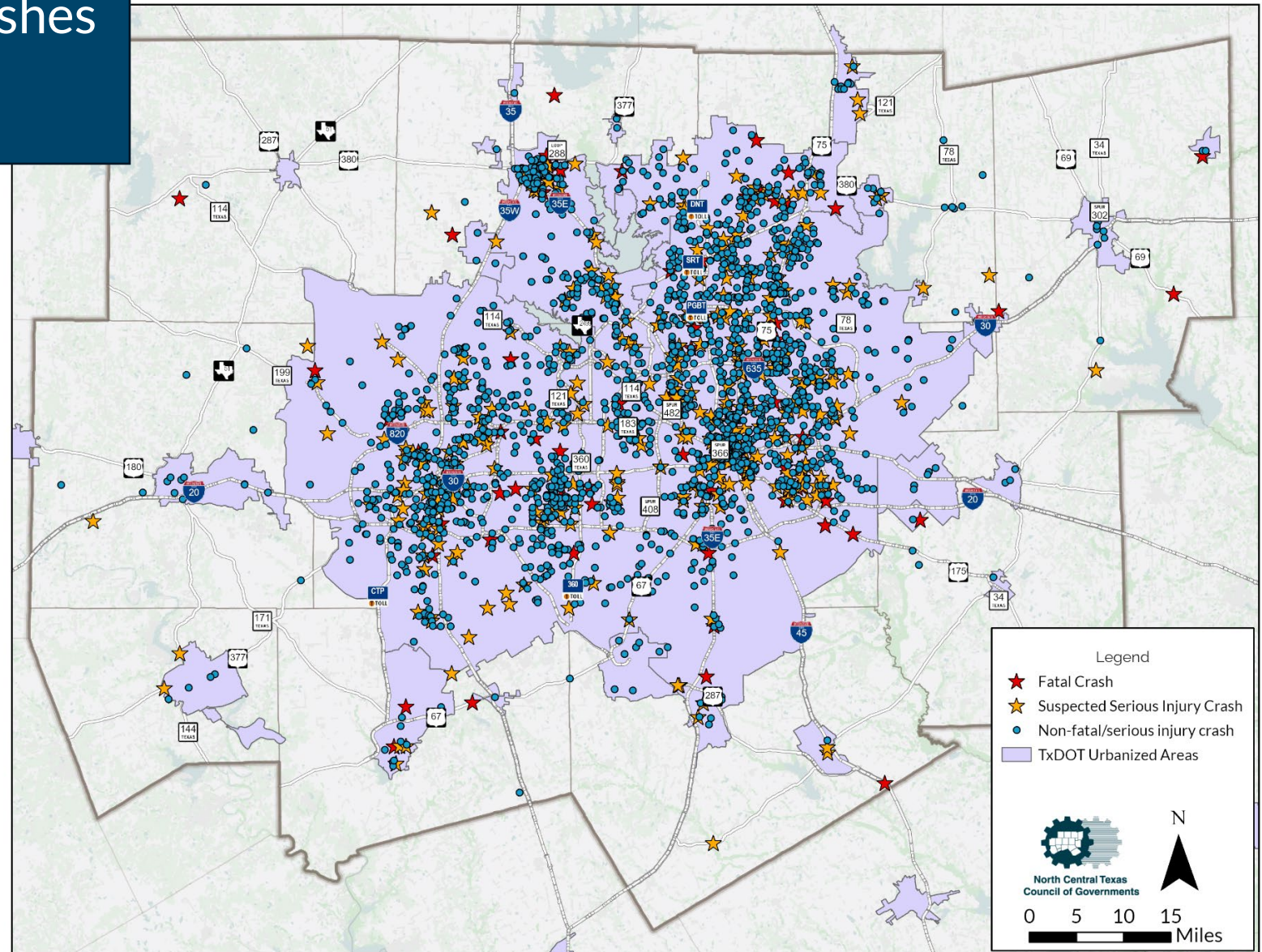
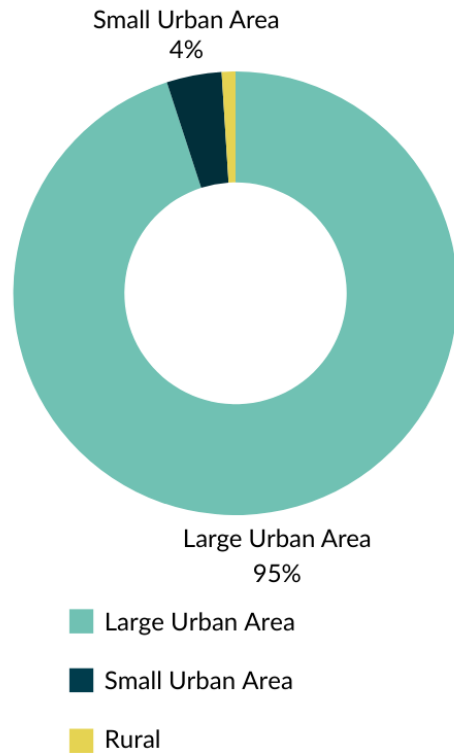
**any crash involving motor vehicle in transport that occurs or originates on a traffic way, results in injury to or death of any person, or damage to the property of any one person to the apparent extent of \$1,000.**





# 2019-2023 BICYCLE CRASHES IN THE MPA

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





# 2019-2023 BICYCLE CRASHES IN THE MPA



**2,471**  
crashes



**74** fatal  
(3%) injury



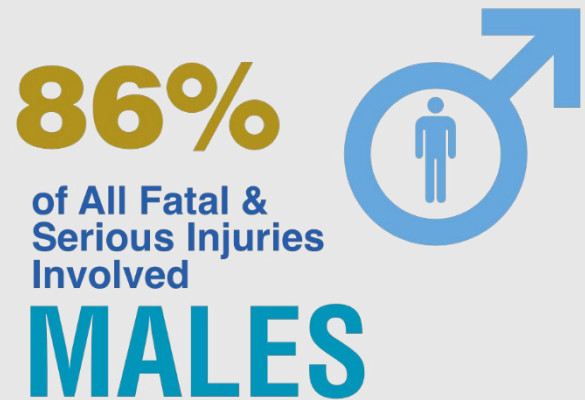
**355** suspected  
(14 %) serious injury



**1,182** suspected  
(48%) minor injury



# 2019-2023 BICYCLE CRASHES



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

Individuals  
under the age of  
**24**

**ARE DISPROPORTIONATELY  
REPRESENTED IN BICYCLE  
CRASHES**

Source: 2019 American Community Survey 5-Year Estimates and TxDOT's Crash Records  
Information System (CRIS) for the MPA region from 2019-2023



**AFRICAN  
AMERICANS**

comprise only

**16%**

of the REGION's population, but

**20%**

of BICYCLE CRASHES

Source: 2019 American Community Survey 5-Year  
Estimates and TxDOT's Crash Records Information  
System (CRIS) for the MPA region from 2019-2023



# 2019-2023 BICYCLE CRASHES

**81%** of fatalities  
involved bicyclists  
not wearing a  
**HELMET**



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





# 2019-2023 BICYCLE CRASHES

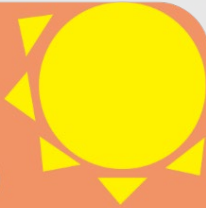
THE HIGHEST NUMBER of  
FATAL & SERIOUS INJURIES  
occurred on

**MONDAYS**

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
						

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

**72%**



of BICYCLE  
CRASHES  
occurred during  
the day

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

**29%**

of all bicycle crashes  
occurred  
in the



**FALL...**

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



# 2019-2023 BICYCLE CRASHES

**74%**  
of all bicycle crashes  
occurred at  
**INTERSECTIONS**

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



# TOP BICYCLE MOVEMENTS INVOLVED WITH CRASHES\*

## Top 5 most common crash groups at or nearby intersections

- Motorist failed to yield – sign-controlled intersection
- Bicyclist failed to yield - signalized intersection
- Bicyclist failed to yield – sign-controlled intersection
- Motorist left-turn/merge
- Motorist failed to yield – signalized intersection

### Intersections

74%

of all bicycle crashes  
in the region

## Top 5 most common crash groups at non-intersection locations

- Motorist overtaking bicyclist
- Bicyclist failed to yield – midblock
- Motorist failed to yield – midblock
- Motorist left turn/merge
- Head-on

### Non-Intersections

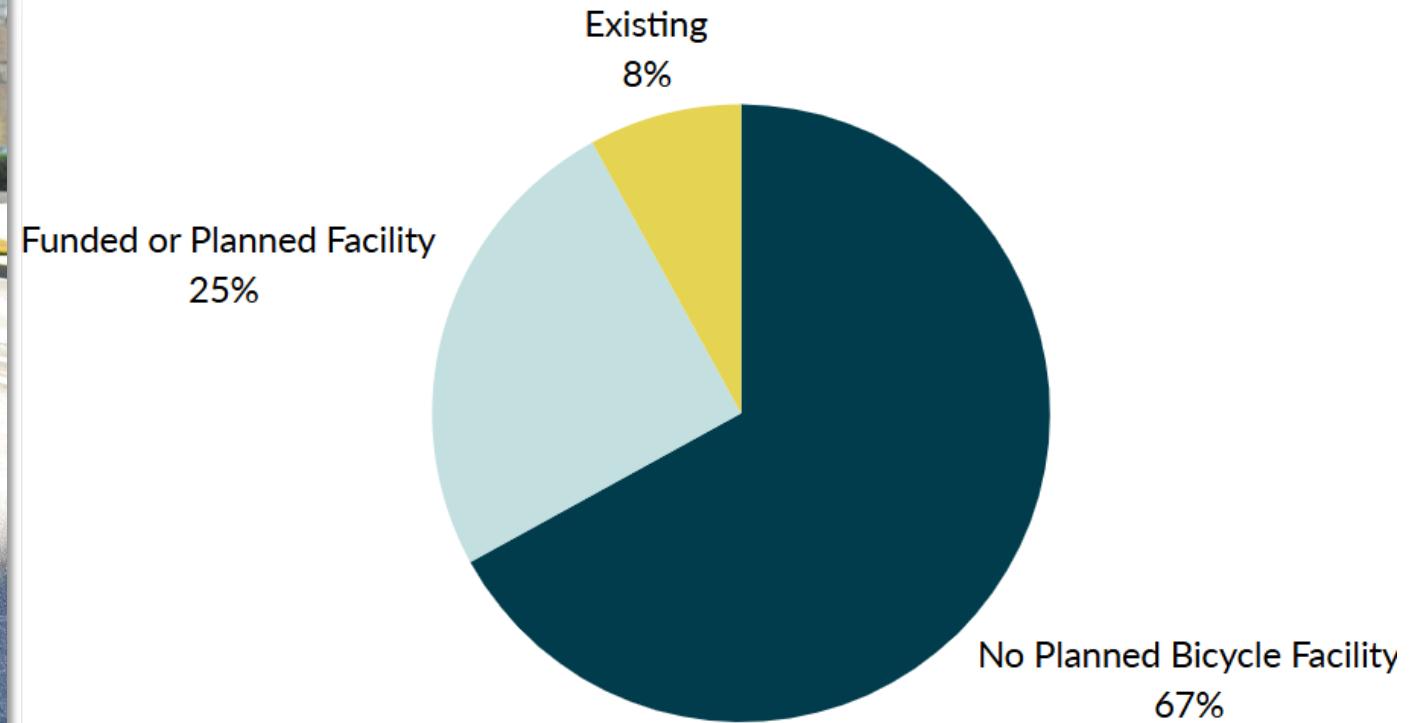
26%

of all bicycle crashes  
in the region





# PERCENT OF BICYCLE CRASHES BY BIKEWAY STATUS

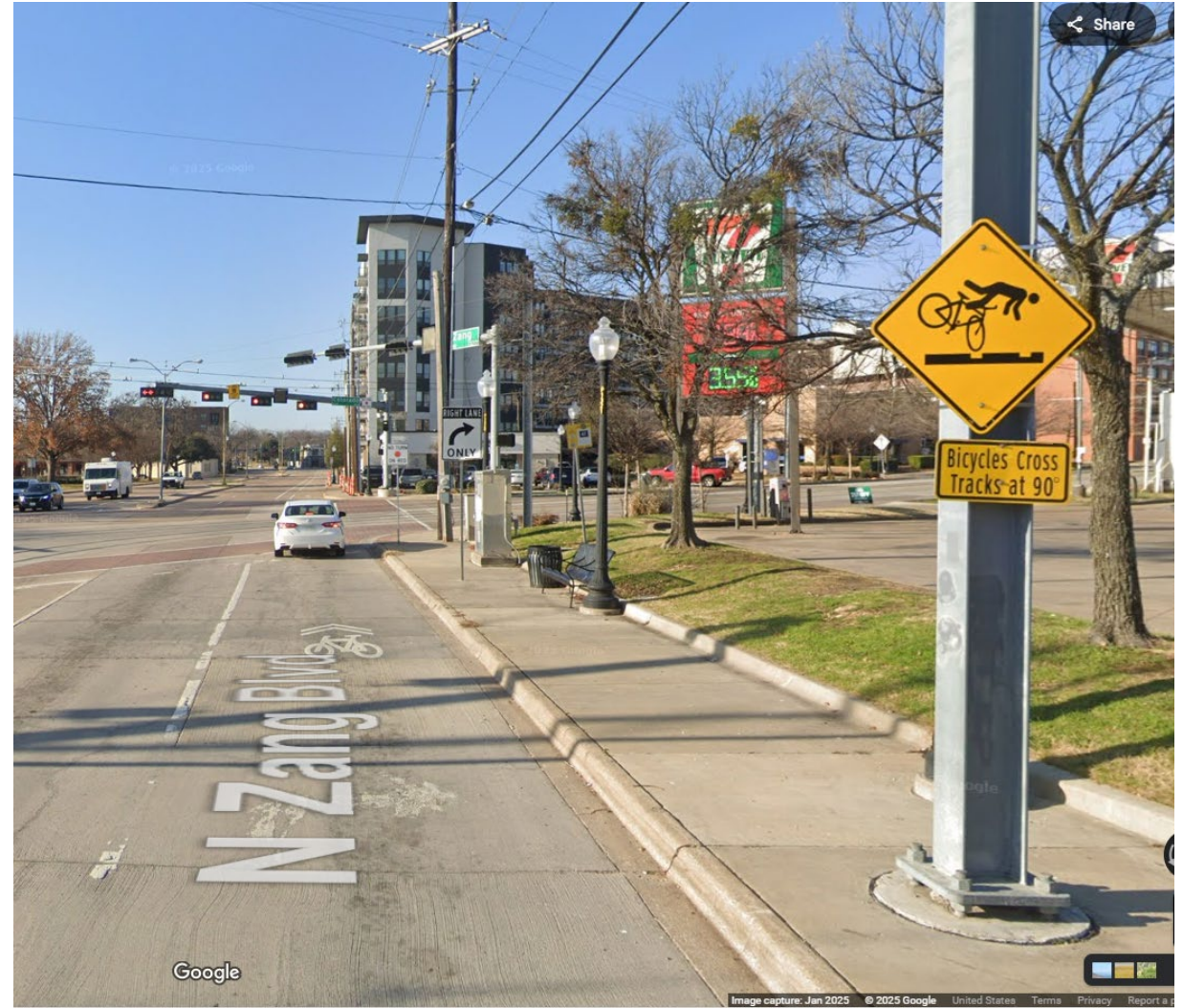


# BICYCLE CRASHES ON EXISTING FACILITIES

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

ONLY 25 crashes  
(out of 2,471 total)

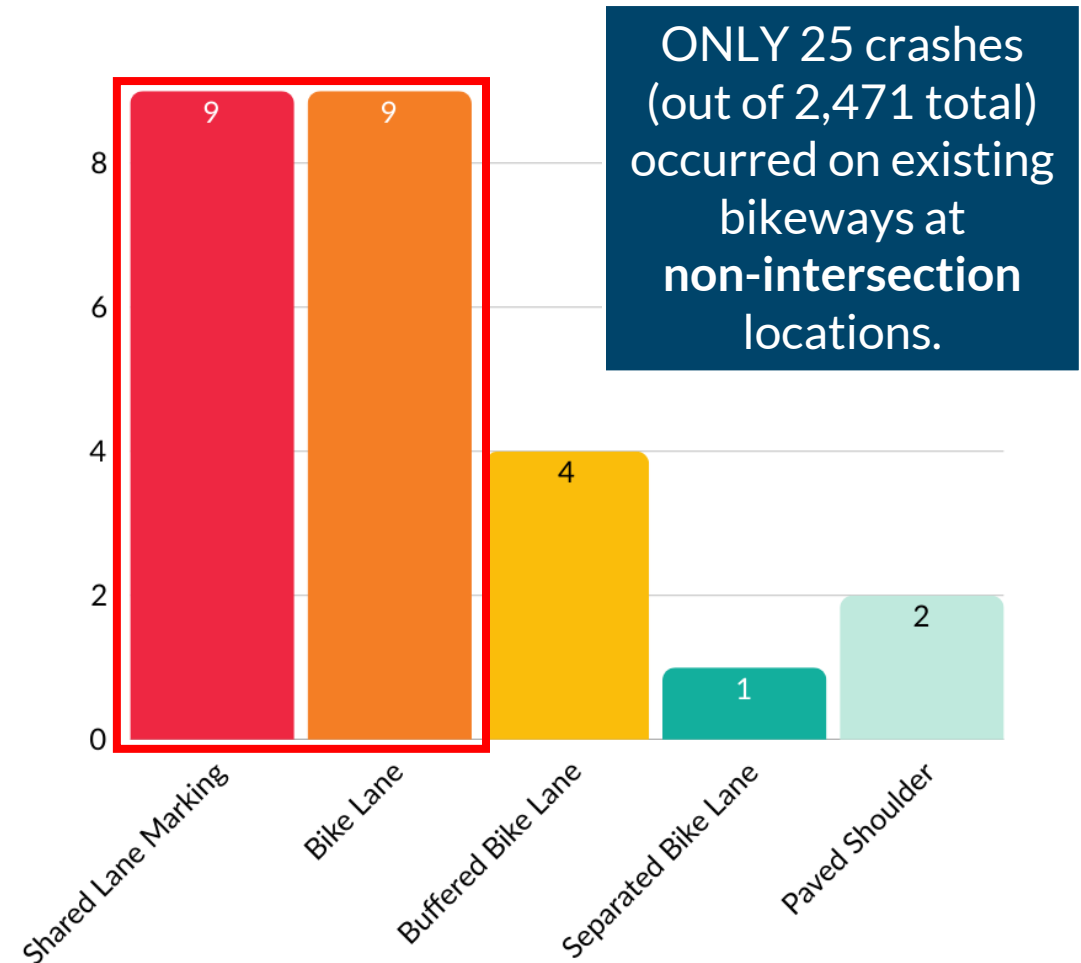
Retrofitting streets and constructing dedicated bicycle facilities improves safety and saves lives!





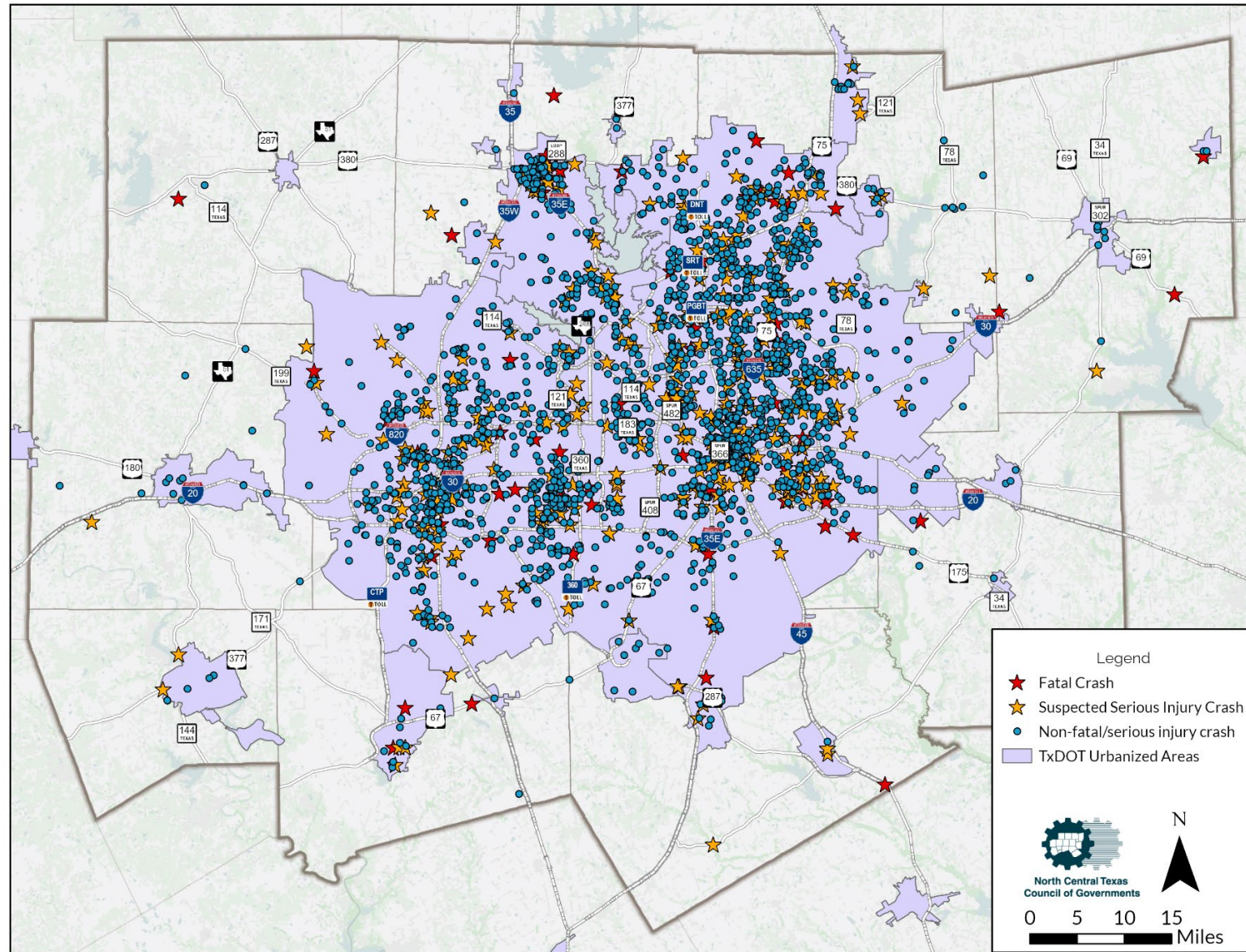
# BICYCLE CRASHES ON EXISTING FACILITIES (BY FACILITY TYPE)

Crashes on **existing facilities (non-intersection locations)** more frequently occur on facilities with less protection.





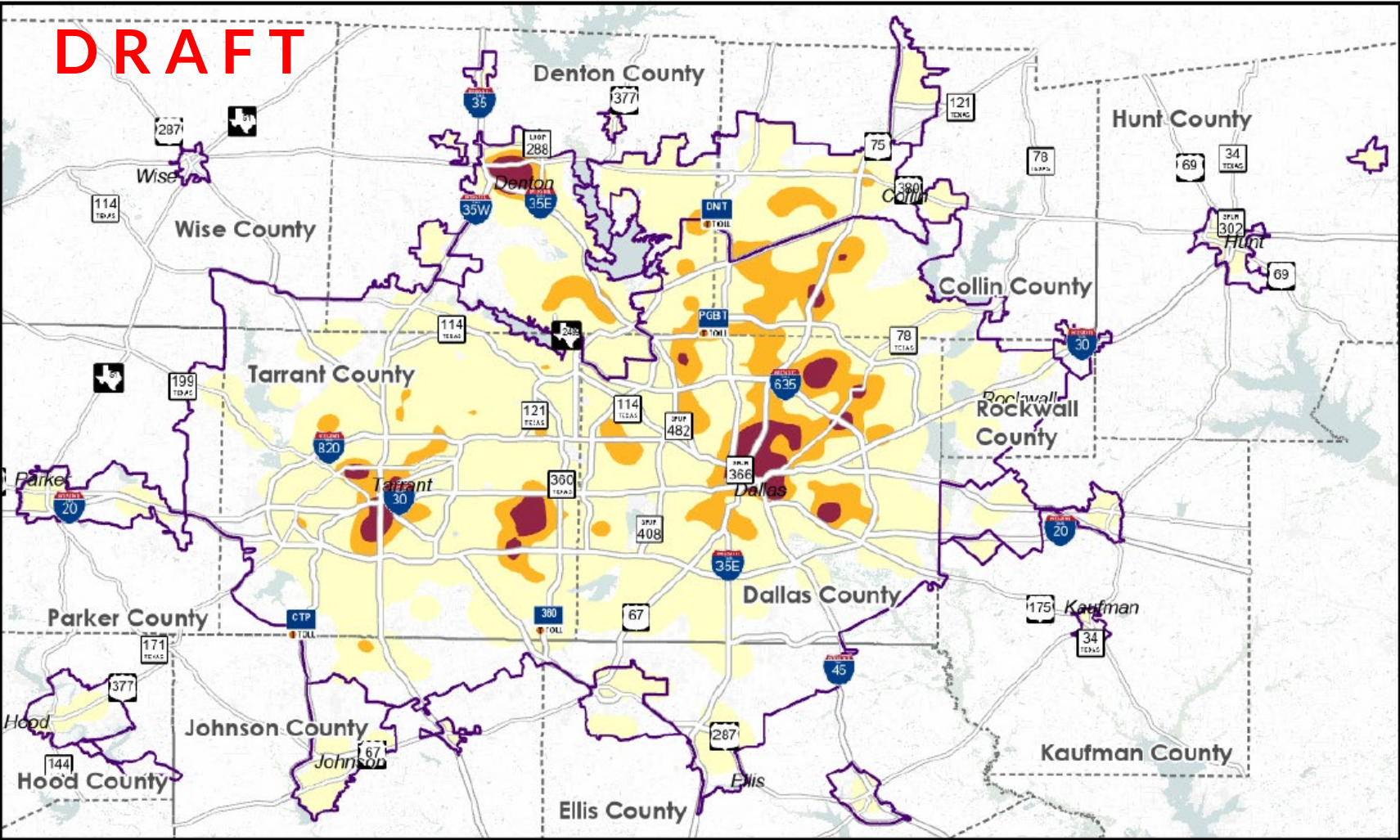
# 2019-2023 BICYCLE CRASHES IN THE MPA





# BICYCLE CRASH DENSITY WITHIN URBANIZED AREAS

**DRAFT**



## Legend

### High Crash Density Area

Exceeds average of 5.7 crashes per square mile

### Moderate Crash Density Area

Exceeds an average of 2.5 crashes per square mile

### Low Crash Density Area

Less than an average of 2.5 crashes per square mile

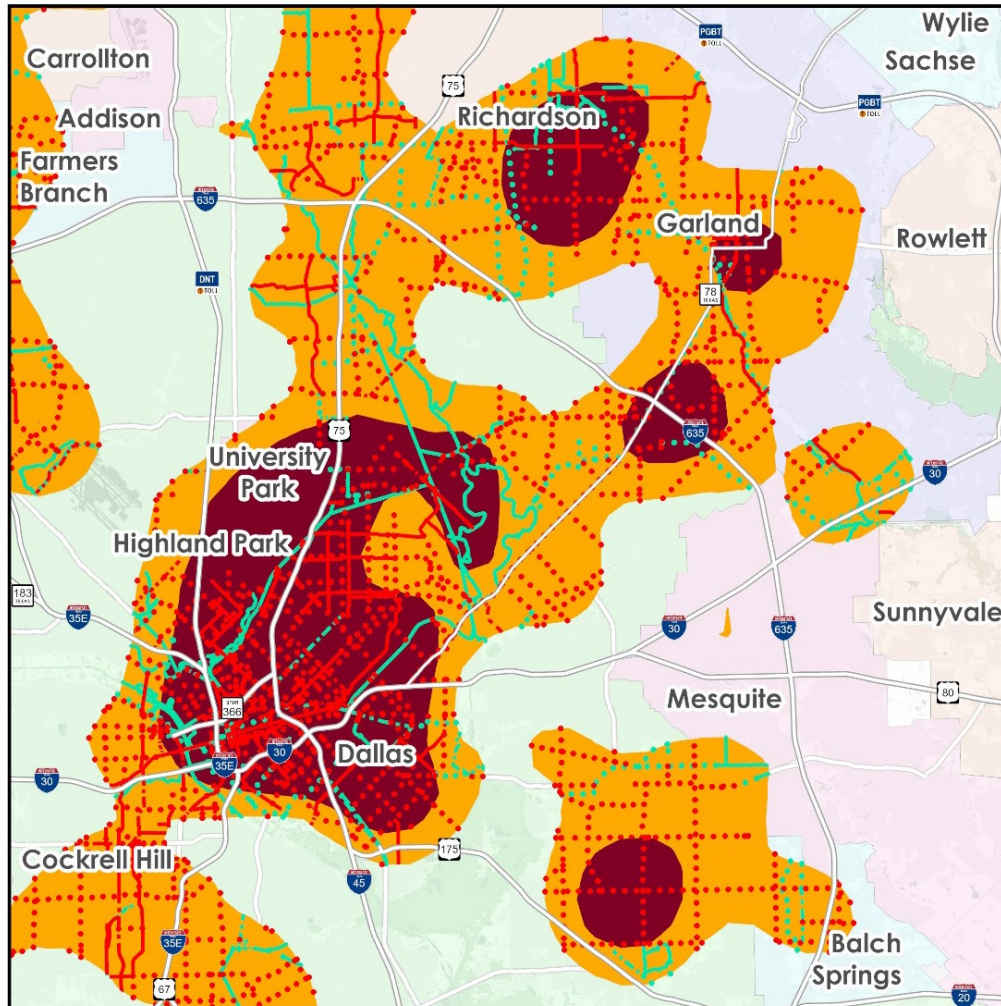
Urbanized Area

<i><b>Crash Density Area</b></i>	<i><b>% of Urbanized Area</b></i>	<i><b>% of Crashes</b></i>
<i><b>High</b></i>	2.6%	20%
<i><b>Moderate</b></i>	9.6%	33%
<i><b>Total</b></i>	<b>12.2%</b>	<b>53%</b>



# BIKEWAY FACILITY NETWORK WITHIN HIGH AND MODERATE CRASH DENSITY AREAS

DRAFT



## Legend

### High Crash Density Area

Exceeds average of 5.7 crashes per square mile

### Moderate Crash Density Area

Exceeds an average of 2.5 crashes per square mile

### Bikeway Corridors

- ..... Planned, Off-Street
- Funded, Off-Street
- Existing, Off-Street
- ..... Planned, On-Street
- Funded, On-Street
- Existing, On-Street

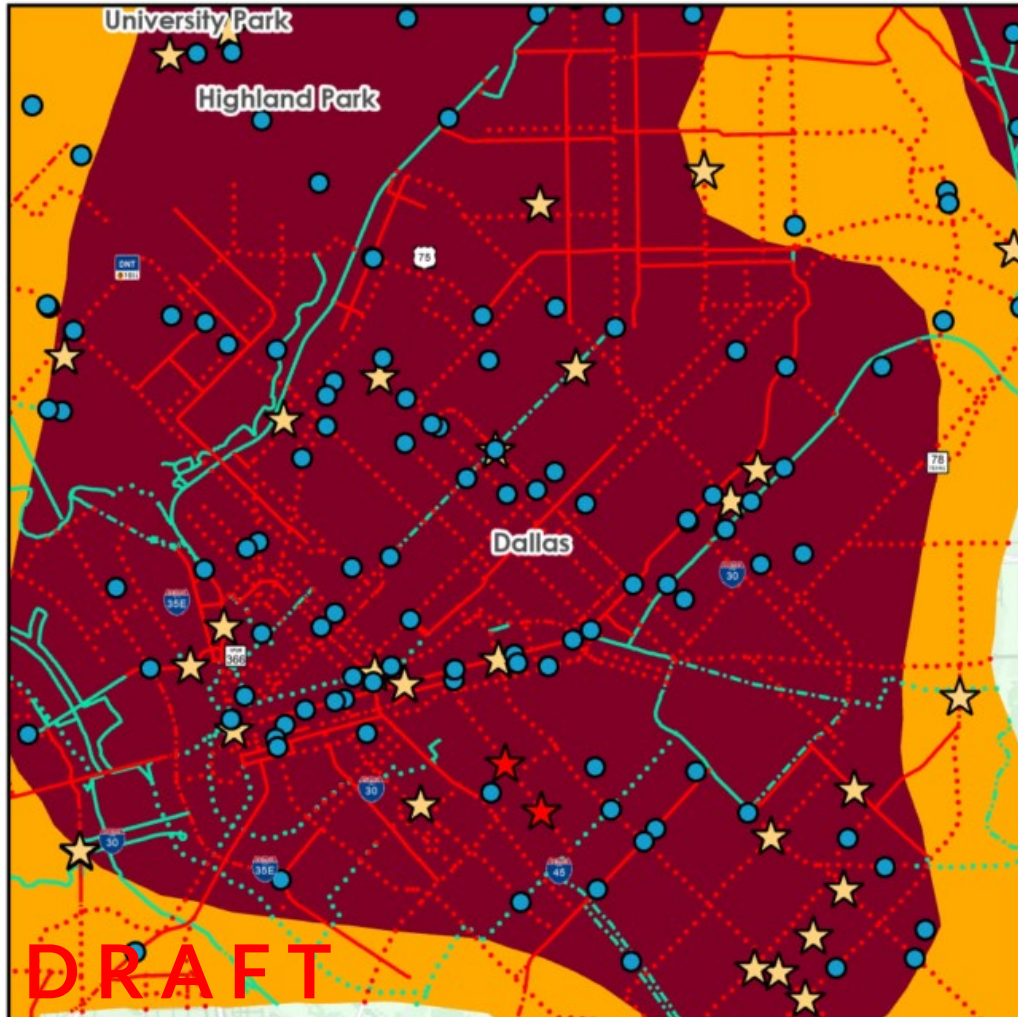
## Bikeway Corridors (Miles)

Bike Corridor Status	High Crash Density	Moderate Crash Density
Existing	222	541
Funded	26	74
Planned	472	1,431
<b>Total</b>	<b>720</b>	<b>2,046</b>





# BICYCLE CRASHES AT INTERSECTIONS



Of the 8% of crashes in the region occurring on existing bikeway facilities, 87% were at intersection locations

## Legend

### High Crash Density Area

Exceeds average of 5.7 crashes per square mile

### Moderate Crash Density Area

Exceeds an average of 2.5 crashes per square mile

### Bikeway Corridors

- ..... Planned, Off-Street
- Funded, Off-Street
- Existing, Off-Street
- ..... Planned, On-Street
- Funded, On-Street
- Existing, On-Street

### Intersection Crashes

- ★ Fatality
- ★ Suspected Serious Injury
- Non-fatal/serious injury crash

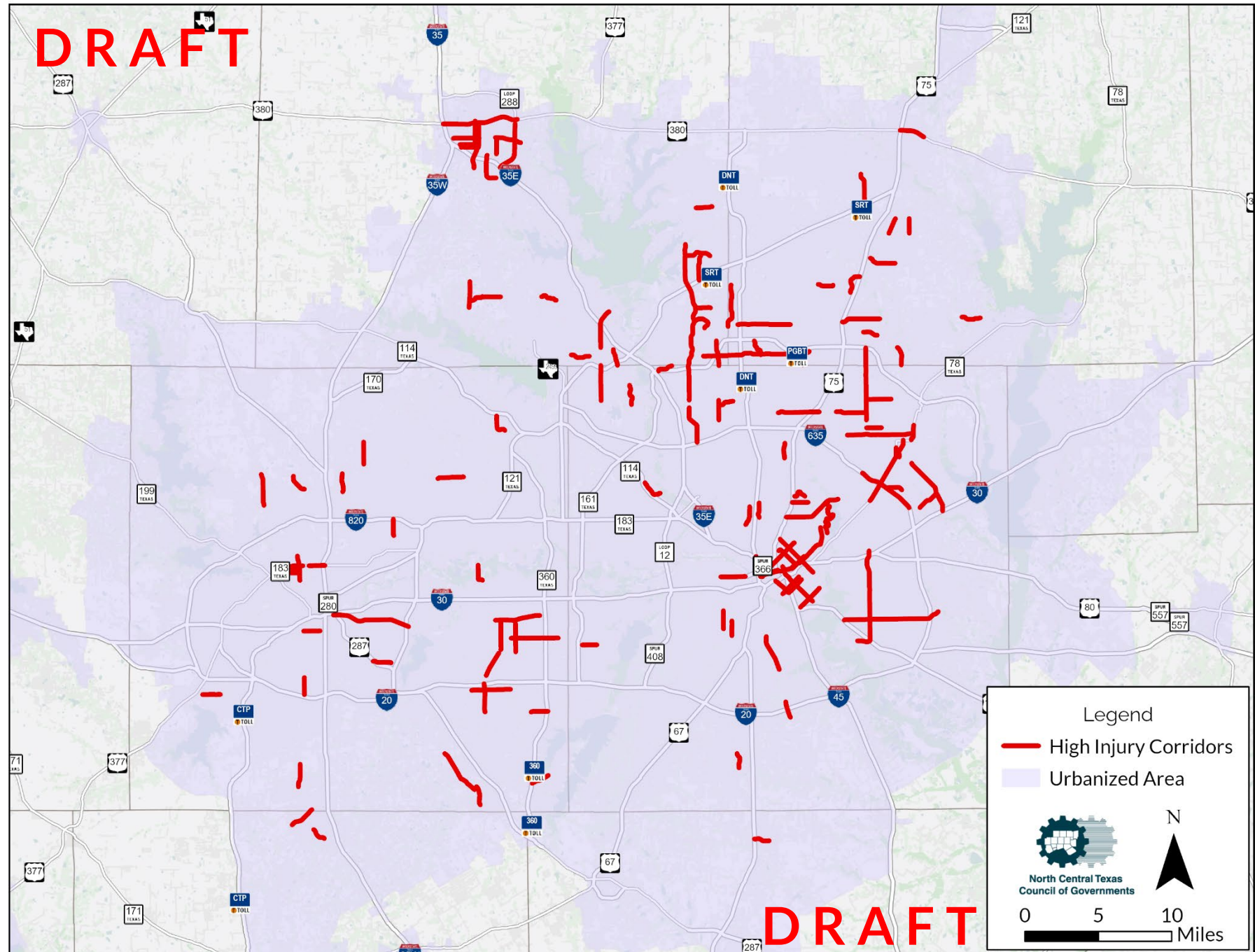


# HIGH INJURY CORRIDORS (132)

- Roadway over (1) mile in length
- Crash severity weight per mile above the regional average

AND

- Number of crashes per mile above the regional average





# PRIORITIZING THE NETWORK

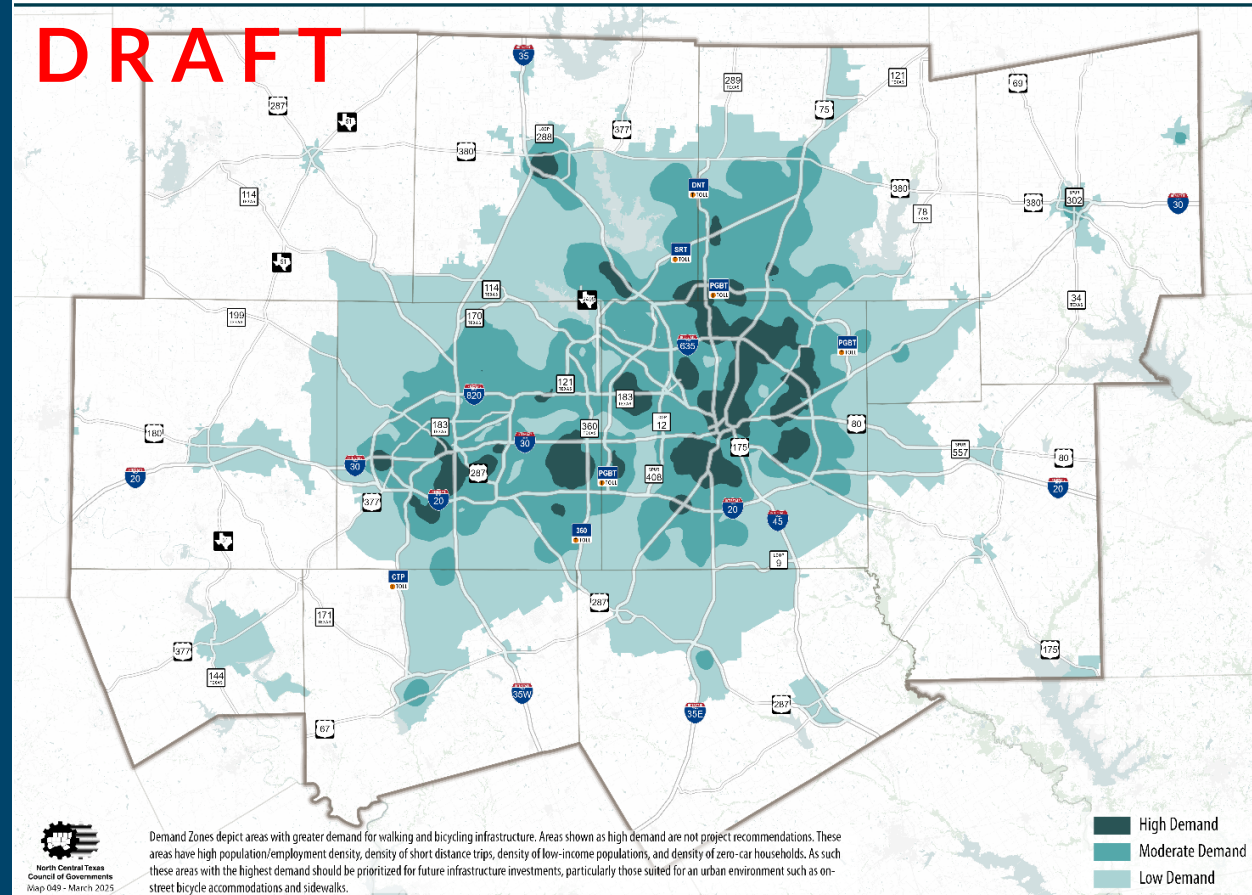
- Crash Density
- High Injury Corridors
- Demand for Walking and Bicycling
- Feasibility
- Other Local Priorities and CIP Projects



## Demand Zones for Walking and Bicycling Travel

MOBILITY2050

**DRAFT**





# REGIONAL BIKE SAFETY SURVEY

Please share with Bicyclists of All Ages and Abilities and encourage them to take the survey!

[publicinput.com/bikesafety](https://publicinput.com/bikesafety)

## Survey Topics :

- Safety perceptions
- Barriers to bicycling
- Priority safety improvements

Take the Safety Survey  
and enter for a chance to  
win a \$100 Visa gift card!



# NEXT STEPS (Anticipated Schedule)

## Stakeholder engagement (Feb – August 2025)

- Stakeholder Workgroup (Kickoff meeting on 3/27/25)
- Local Bicycle Groups and Committees
- Regional Public Opinion Survey

## Action Plan Development (April – November 2025)

- Goals and Policies
- Risk Factors
- Recommended Countermeasures
- Priority Districts
- Priority On-Street and Off-Street Network
- Action Plan
- Performance Measures
- Draft Plan



# CONTACT US



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