



REGIONAL BICYCLE SAFETY ACTION PLAN for North Central Texas

Stakeholder Workgroup
Meeting #1 (Kickoff)

03.27.2025

LOOKOUT
TEXANS
BIKE WALK DRIVE SAFELY
LookOutTexans.org

MEETING #1 (KICKOFF) ATTENDEES

Krishan Patel	City of Allen
Jana Wentzel	City of Arlington
Sabino Martin	City of Arlington
Andrea Ruales	City of Arlington
Glenn Barker	City of Corinth
Jessica Scott	City of Dallas
Greg Scott	City of Denton
Gadimi Hilton	City of Fort Worth
Matt Grubisich	City of Garland
Brett Huntsman	City of Grand Prairie
Christie Pruitt	City of Haltom City
Phil Lozano	City of Highland Village
James White	City of Irving
Jon Beckham	City of Lewisville
Michael Wilson	City of North Richland Hills
Tanner Arwine	City of North Richland Hills
Adrien Pekurney	City of North Richland Hills

Darrell Gentry	City of Pilot Point
Jason Aprill	City of Plano
Robert Gey	Town of Prosper
Daniel Herrig	City of Richardson
Bradley Barnes	City of Waxahachie
Oanh Vu	City of Waxahachie
Sin Kroll	City of Weatherford
Jaycob Kirkpatrick	City of Weatherford
Terrence McAllister	TxDOT Fort Worth District
Amelia Hayes	Federal Highway Administration
Rebekah Kornblum	Dallas Bicycle Coalition
Ashley Rossini	The Loop Dallas
Daniel Snyder	NCTCOG
Kevin Kokes	NCTCOG
Catherine Richardson	NCTCOG
Jill Krauter	NCTCOG
Chris Nelson	NCTCOG



AGENDA

Plan Development Timeline

Role of the Stakeholder Workgroup Member

Purpose of the Regional Plan (Draft)

Goals (Draft)

Regional Bicycle Safety Survey (Underway)

Overview of Existing Conditions Crash Data Analysis

Prioritization of the Network

Next Steps

Discussion



TIMELINE

Research
July-September 2024

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

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



April-November 2025
Plan Development

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



ROLE OF A WORKGROUP MEMBER



Technical guidance



Lend expertise to develop goals and action plan



Individual meetings with city staff to review areas and corridors to prioritize for implementation



Meeting 2: Review draft recommendations, action items, and performance measures



Meeting 3: Review final draft Safety Action Plan

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



DRAFT GOALS



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.

REGIONAL BIKE SAFETY SURVEY

Survey is live now – June 2025!

publicinput.com/bikesafety

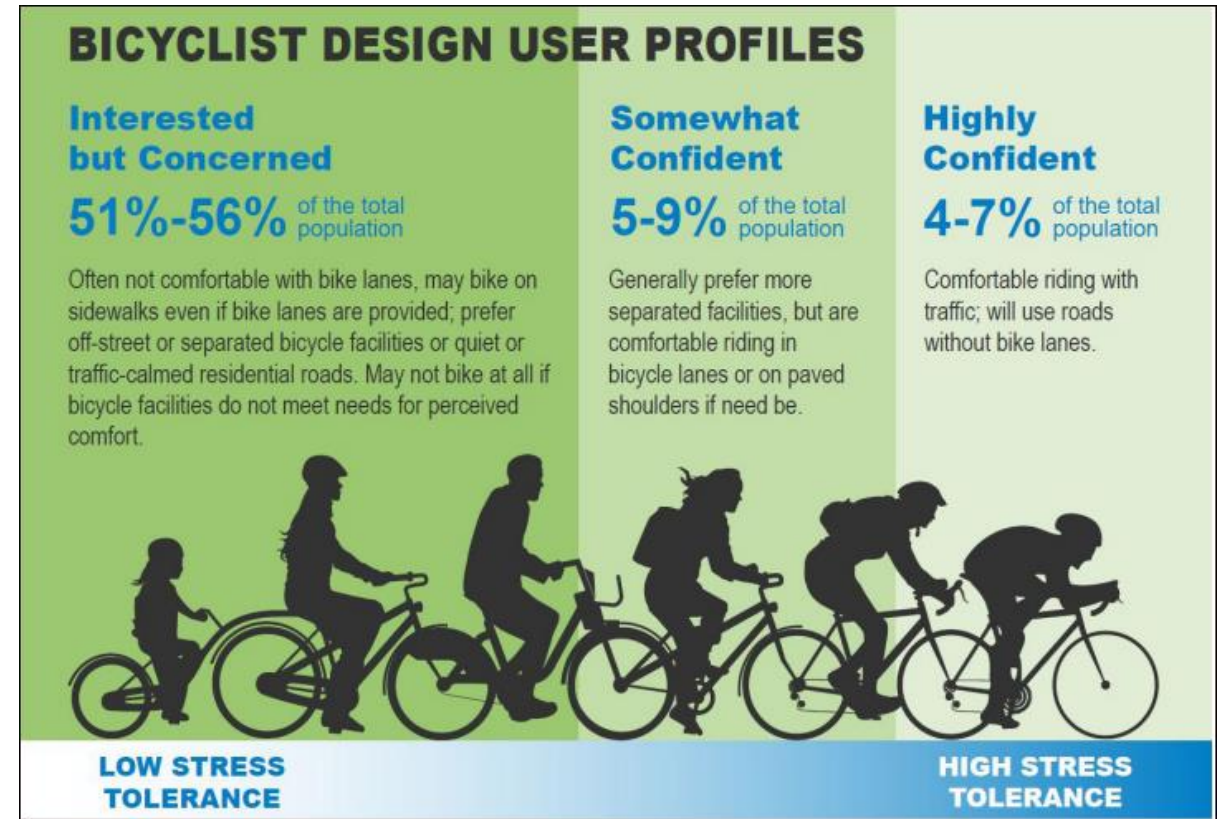
Topics:

- Safety perceptions
- Barriers to bicycling
- Priority safety improvements



SAFETY SURVEY TARGET AUDIENCE

- All bicyclists including potential bicyclists (All Ages and Abilities)
- Interested but Concerned to Highly Confident bicyclists
- Those who do not bicycle due to safety concerns
- Disadvantaged populations



Source:
FHWA: Bikeway Selection
Guide (Feb 2019)



SURVEY OUTREACH EFFORTS

(April-June)



SOCIAL MEDIA

- ✓ Stakeholders and Advocates Share NCTCOG posts



TABLE TENTS

- ✓ Public Libraries
- ✓ Other Public Buildings?



FLYERS

- ✓ Bike Shops
- ✓ Outreach Events



LOCAL PUBLICATIONS

- ✓ Message Boards
- ✓ Citywide or City Council Newsletters
- ✓ Other Publications?



OUTREACH EVENTS

- ✓ NCTCOG staff attending 13 events



OUTREACH EVENTS

NCTCOG staff attending 13 events in the spring to promote the **Look Out Texans** campaign safety tips and the Bike Safety Survey

- Keep Fort Worth Beautiful
- Allen Earth Fest
- Cedar Hill Beautification and Arbor Day
- Oak Cliff Earth Day (Dallas)
- DFW Airport Employee Earth Day
- Dallas College Earth Day 2025
- Texas Instruments Employee Earth Day
- Grand Prairie Earth Day

- UTA Earth Day Fair
- UNT Health Science Center Earth Day Fair
- Lockheed Martin Earth Day
- Grapevine's Earth Day
- Earth Day Mansfield



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"

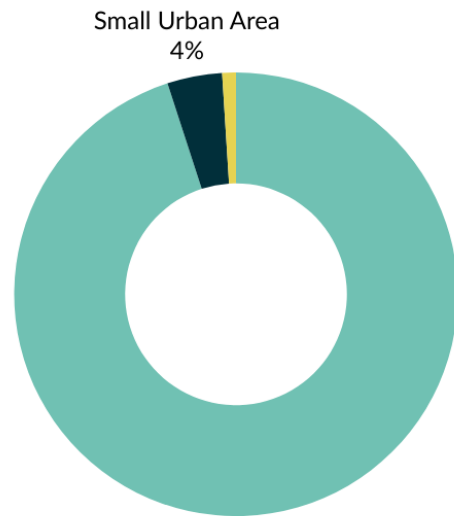
A "Reportable Motor Vehicle Traffic Crash" is defined by TxDOT as:

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

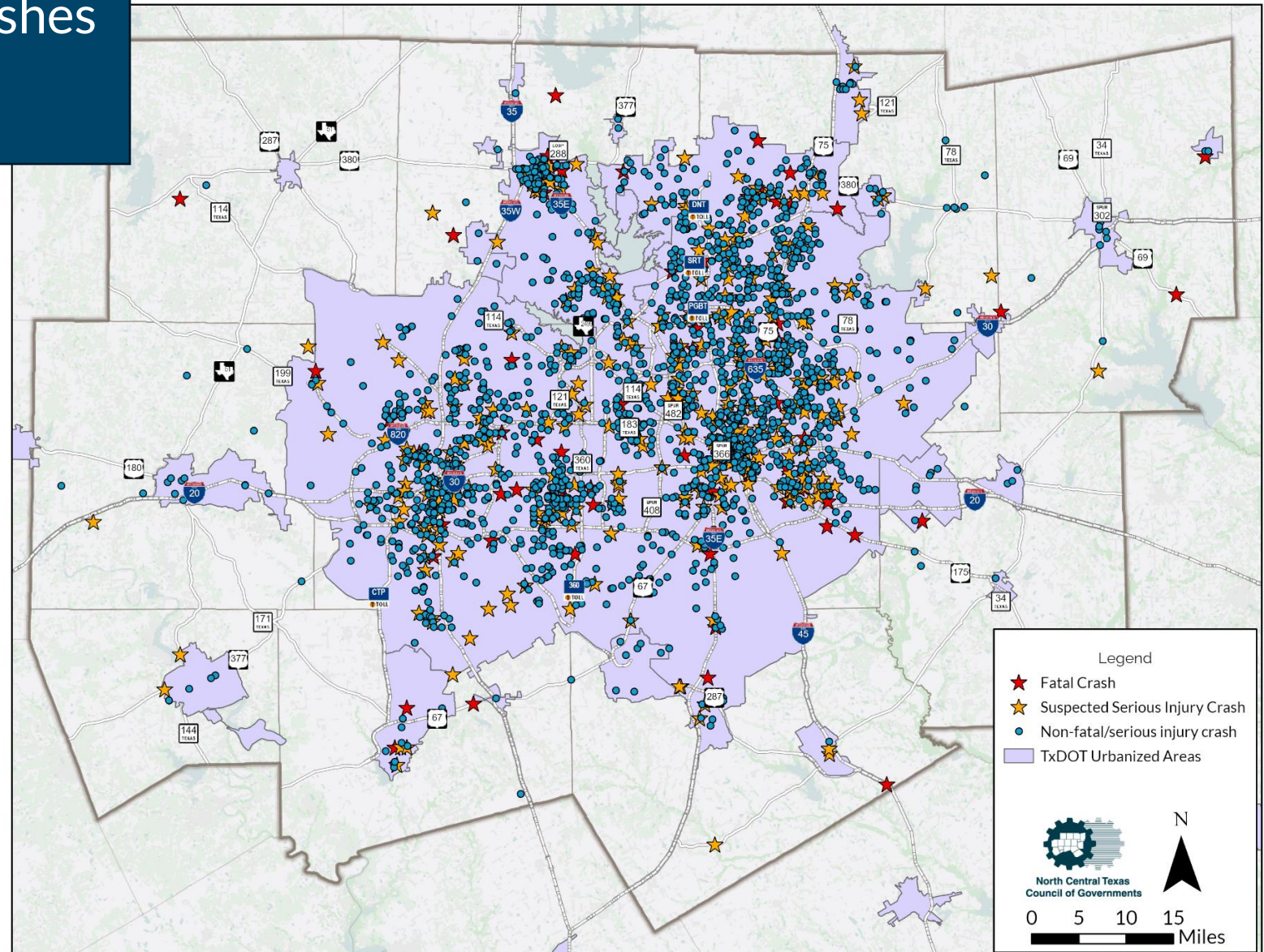
99% of all reported bicycle crashes occur in urbanized areas of the region



Large Urban Area
95%

Small Urban Area

Rural



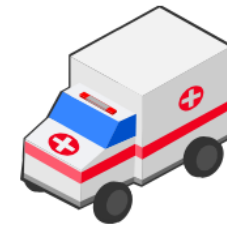
2019-2023 BICYCLE CRASHES IN THE MPA



2,471
crashes



74 fatal
(3%) injury



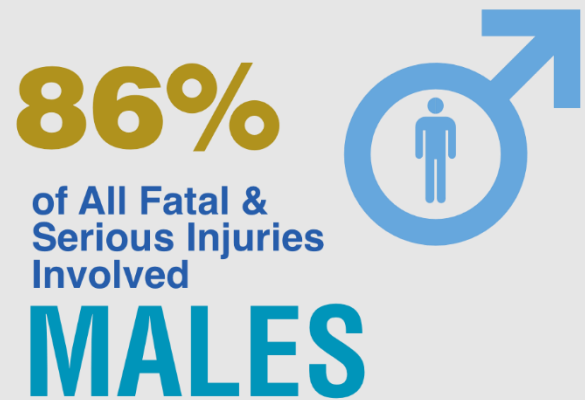
355 suspected
(14 %) serious injury



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



**AFRICAN
AMERICANS**

comprise only

16%

of the REGION's population, but

20%

of BICYCLE CRASHES

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

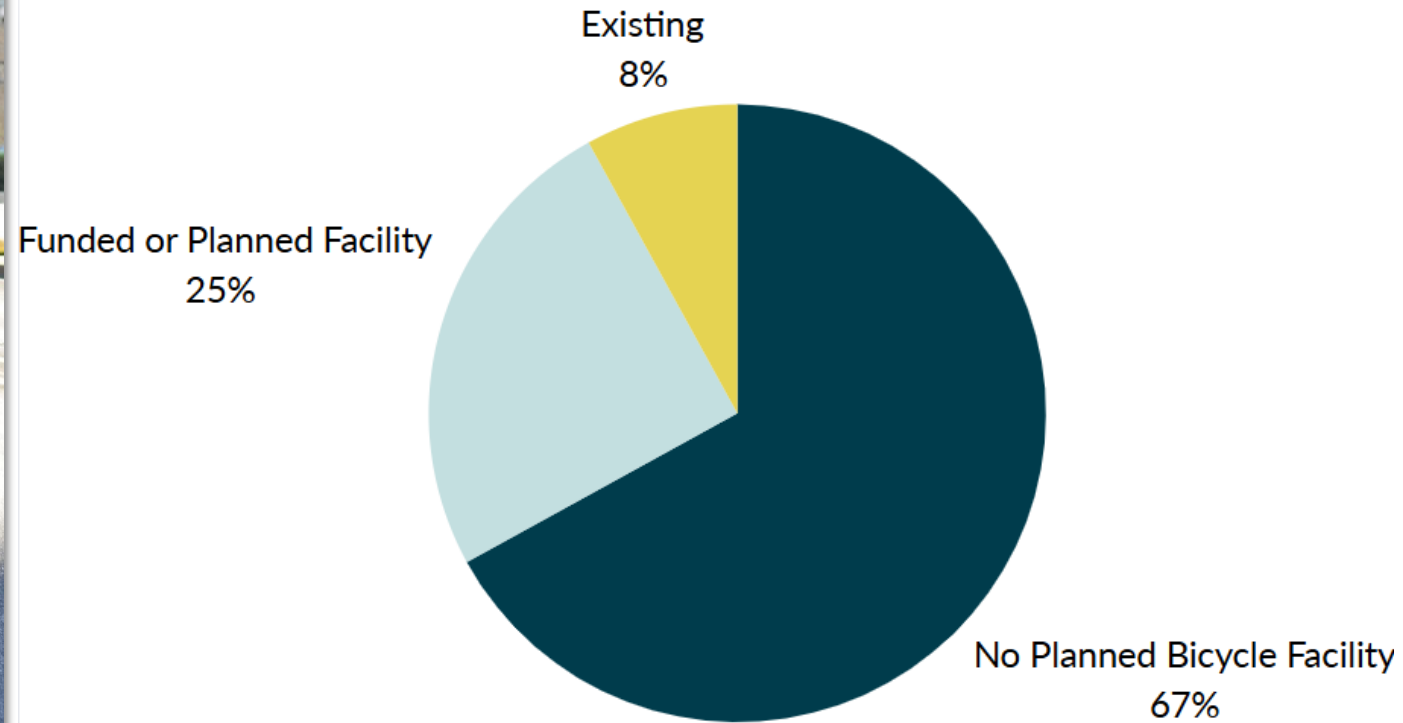
Non-Intersections

26%

of all bicycle crashes
in the region



PERCENT OF BICYCLE CRASHES BY BIKEWAY STATUS

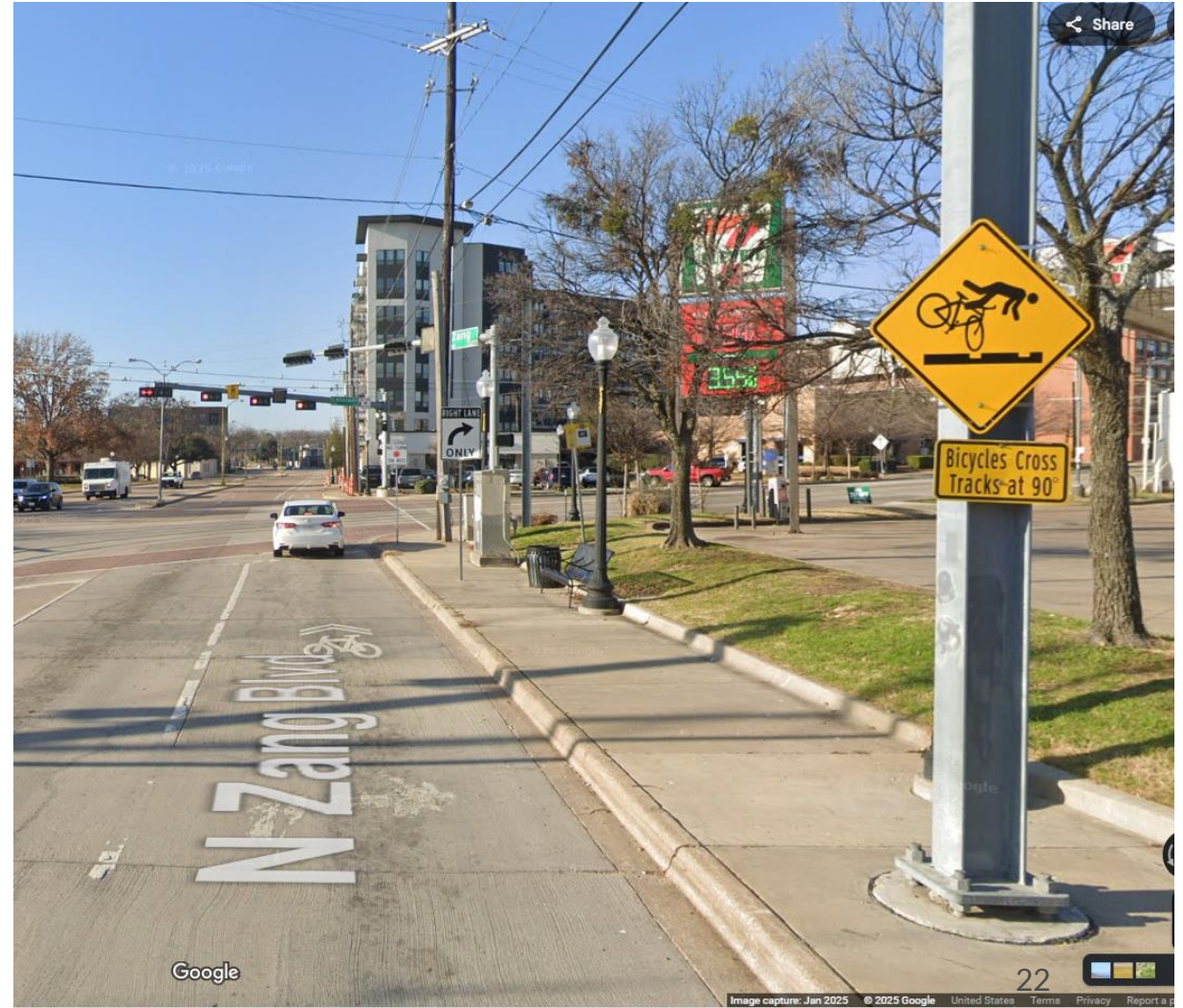


BICYCLE CRASHES ON EXISTING FACILITIES

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

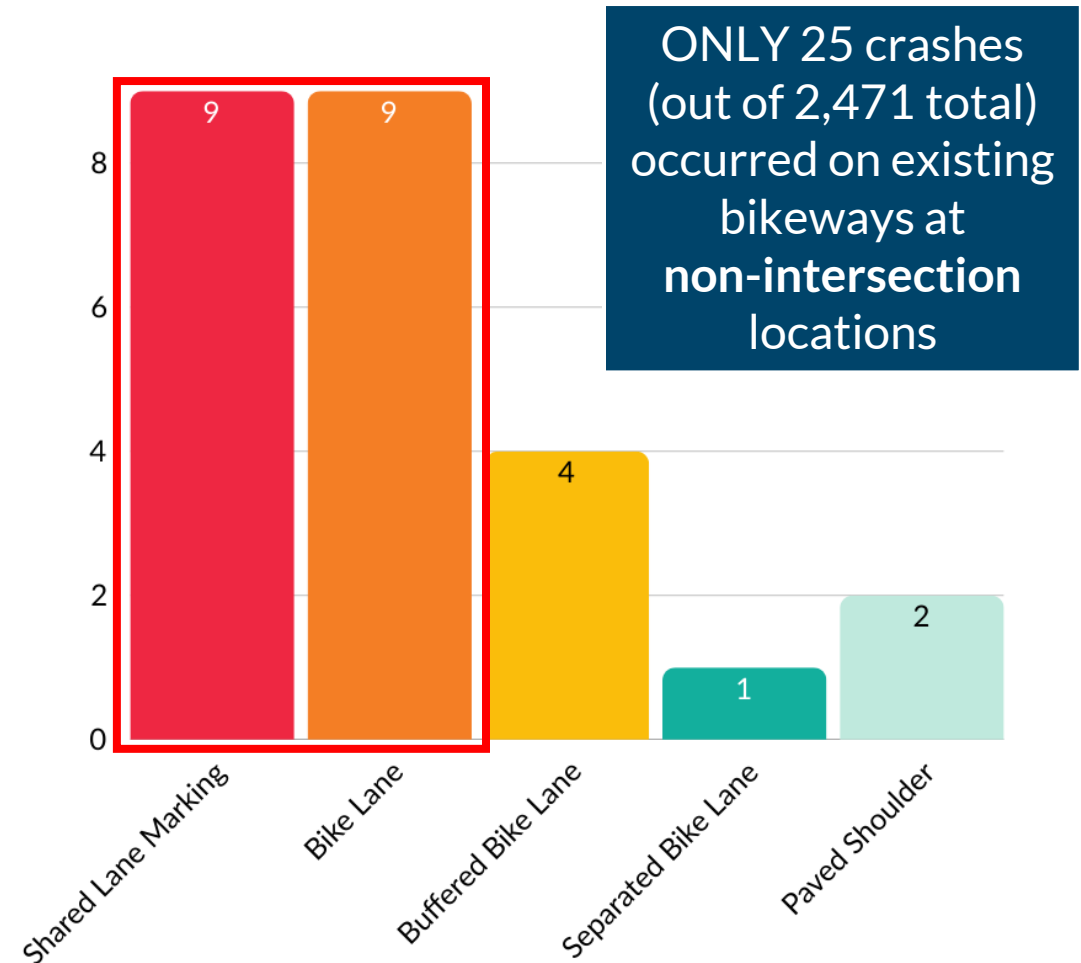
ONLY 25 crashes
(out of 2,471 total)

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



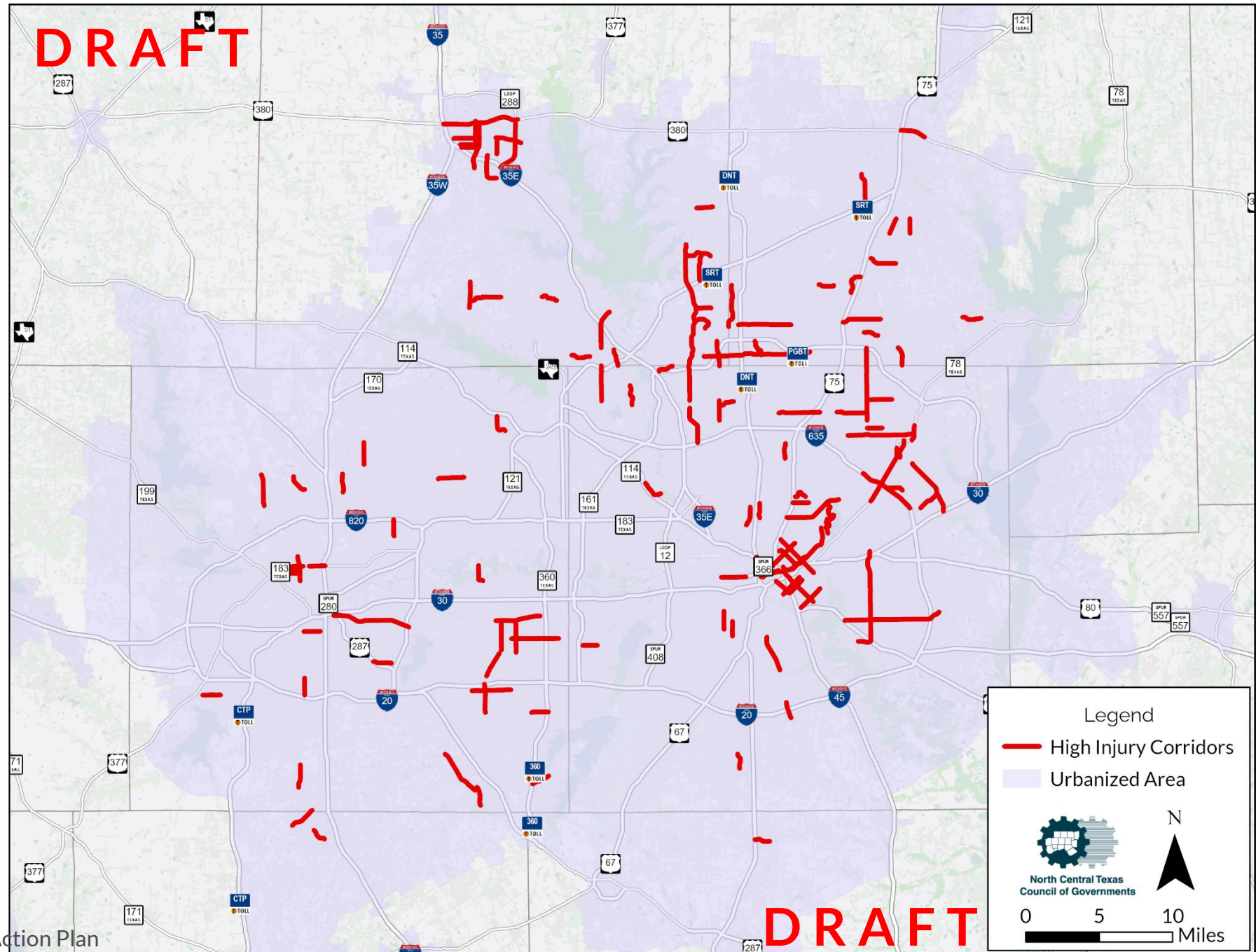
BICYCLE CRASHES ON EXISTING FACILITIES (BY FACILITY TYPE)

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

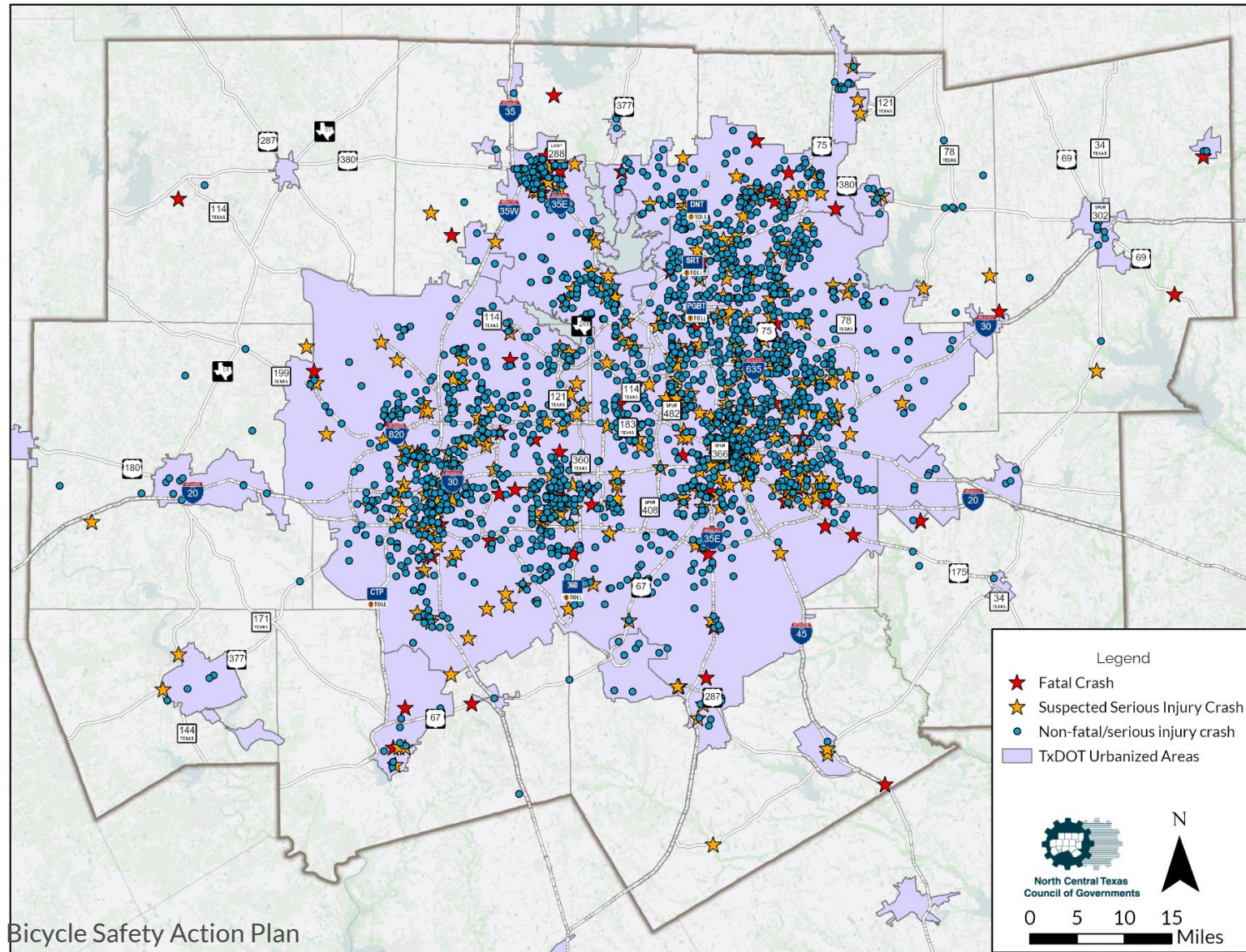


- Roadway over (1) mile in length
- Crash severity weight per mile above the regional average

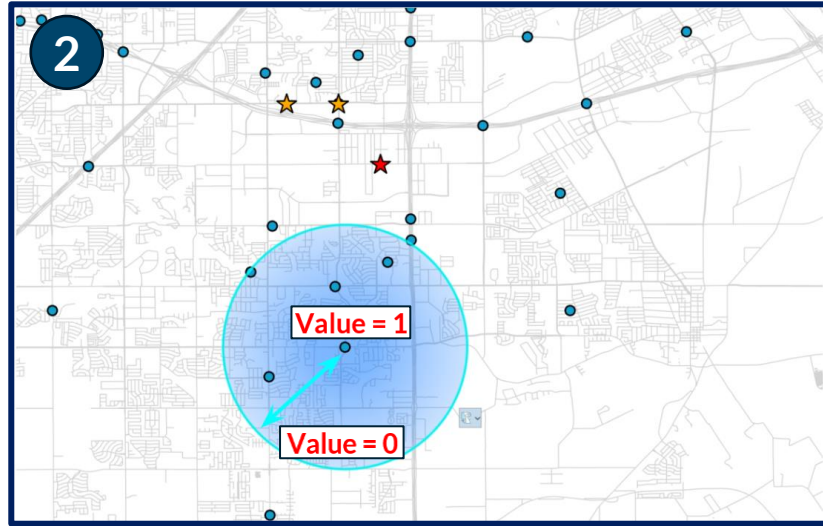
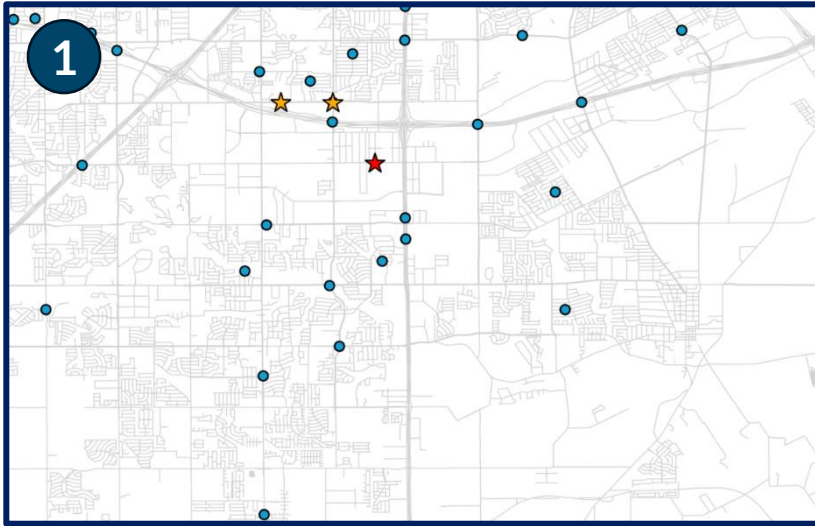
- Number of crashes per mile above the regional average



2019-2023 BICYCLE CRASHES IN THE MPA

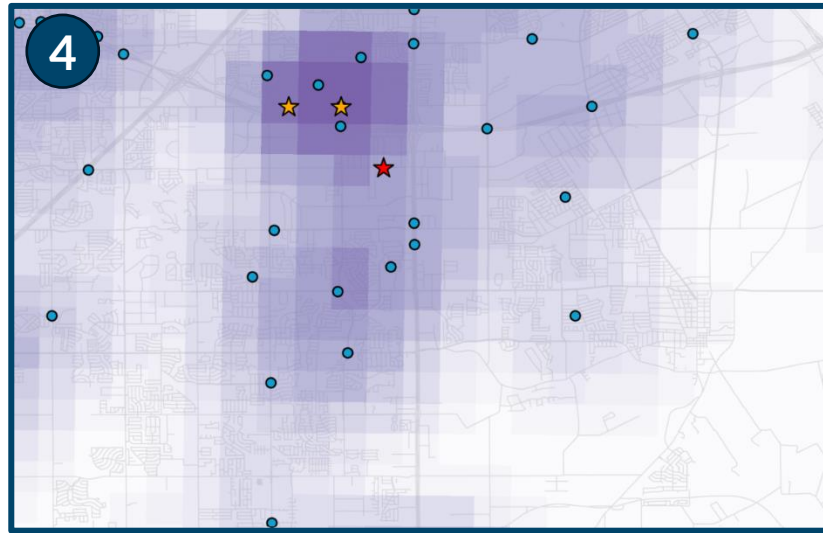
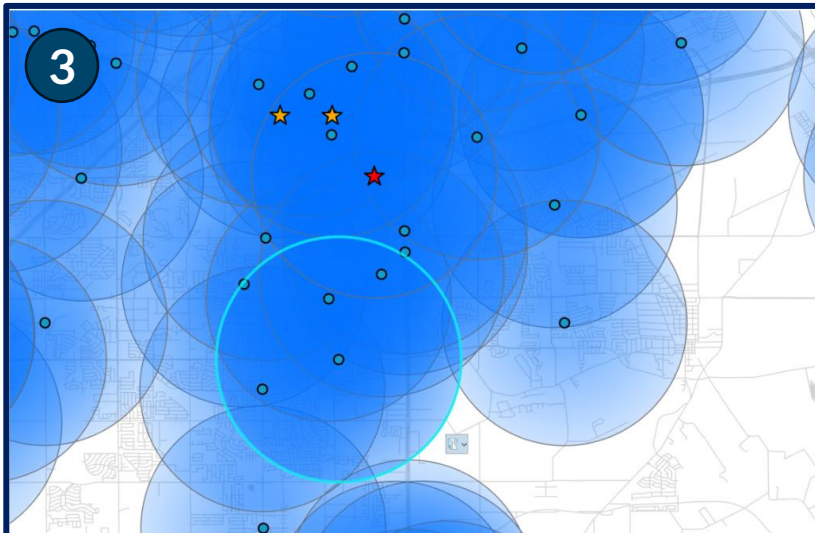


KERNEL DENSITY ANALYSIS METHODOLOGY



Crash points are overlaid with a two-mile search radius.

The crash value decreases across the search radius.



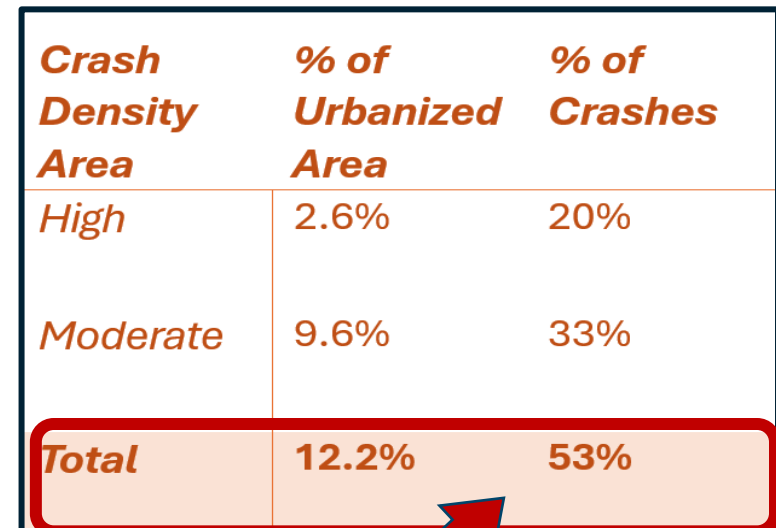
Half-mile output cells are overlaid.

Total value of all search radii where they overlap the cell center point is summed.

Total search radii value is used for output cell value.

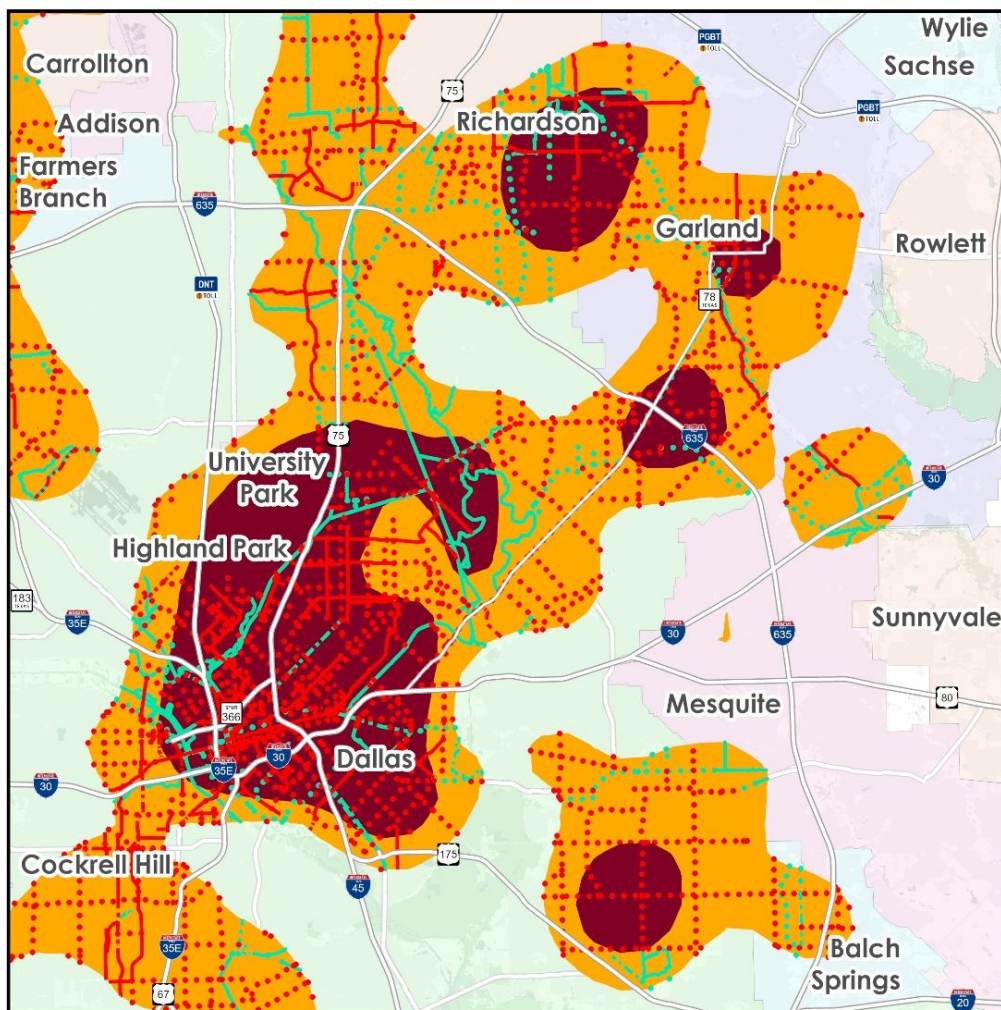


DRAFT



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

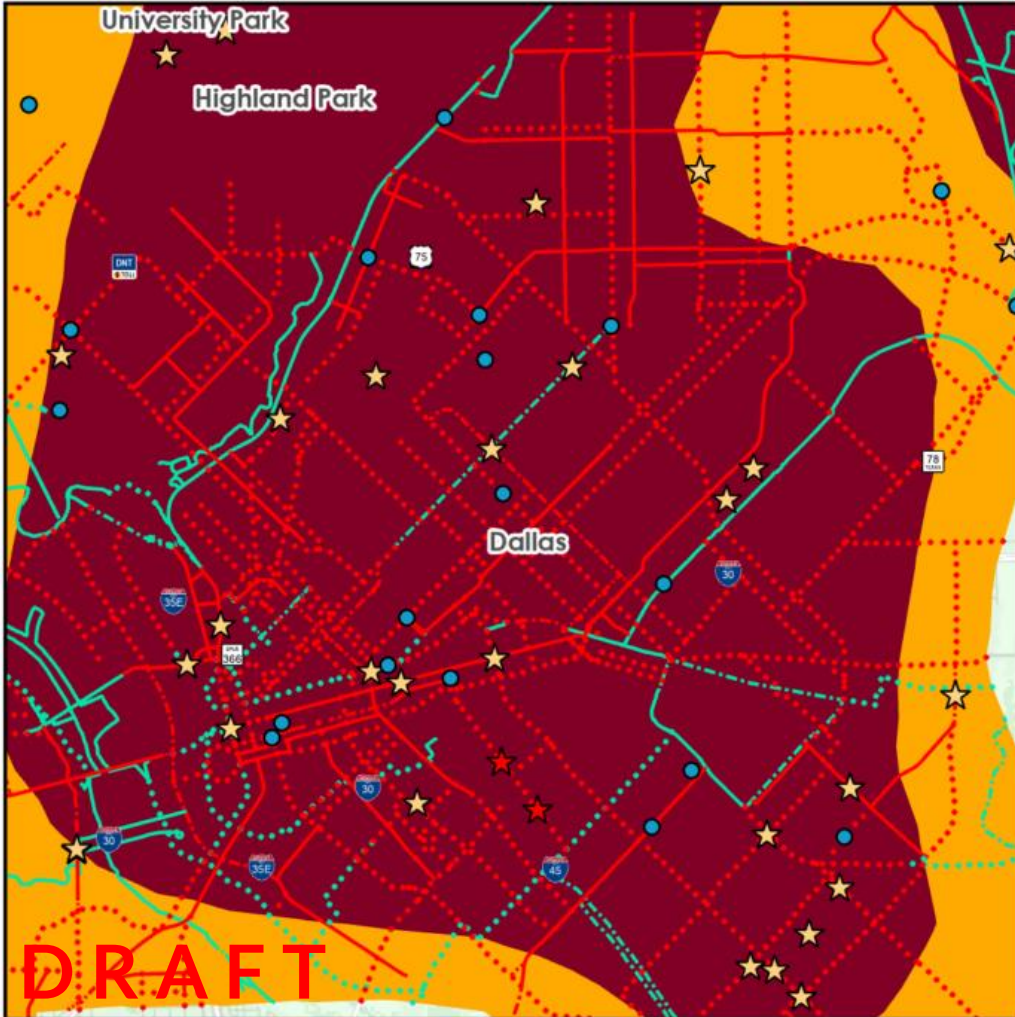
..... Existing, On-Street

Bikeway Corridors (Miles)

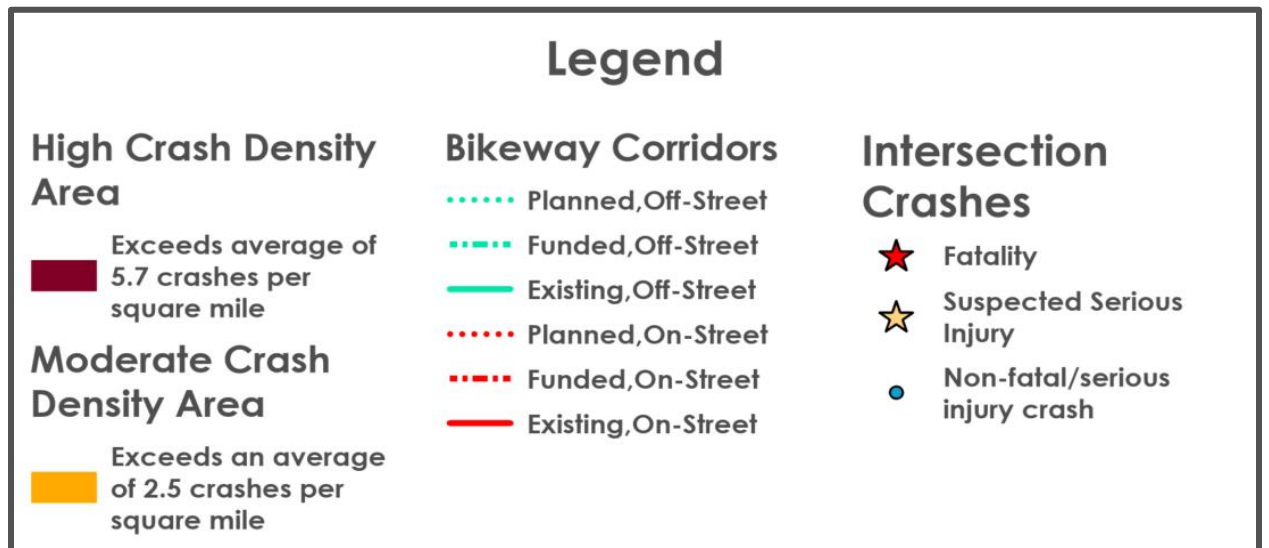
Bike Corridor Status	High Crash Density	Moderate Crash Density
Existing	222	541
Funded	26	74
Planned	472	1,431
Total	720	2,046



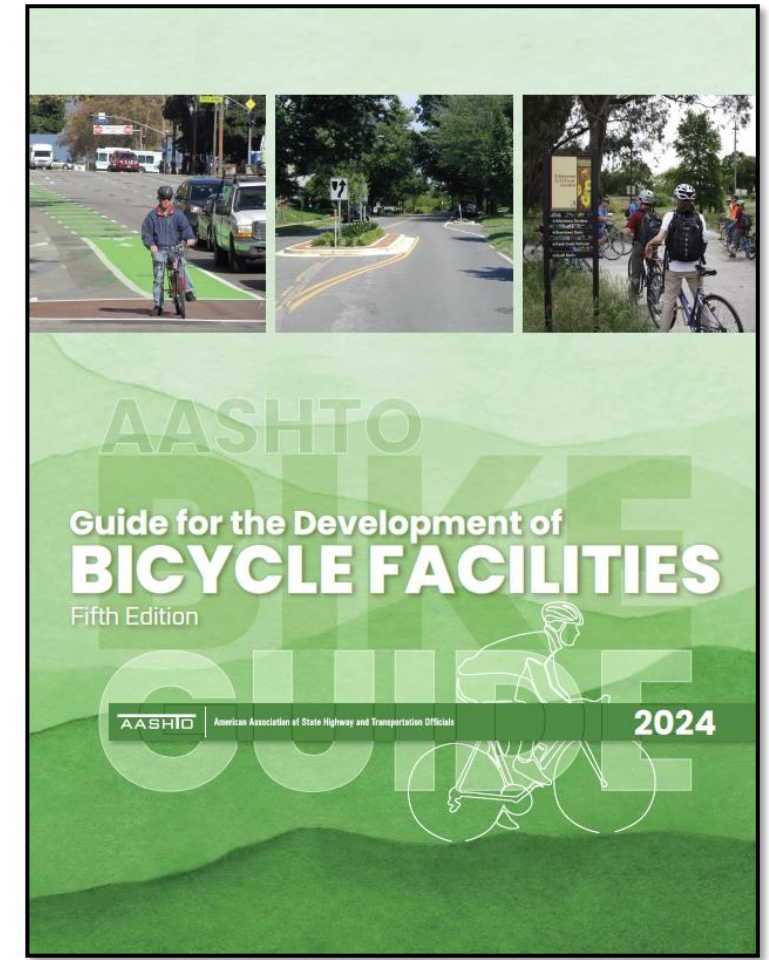
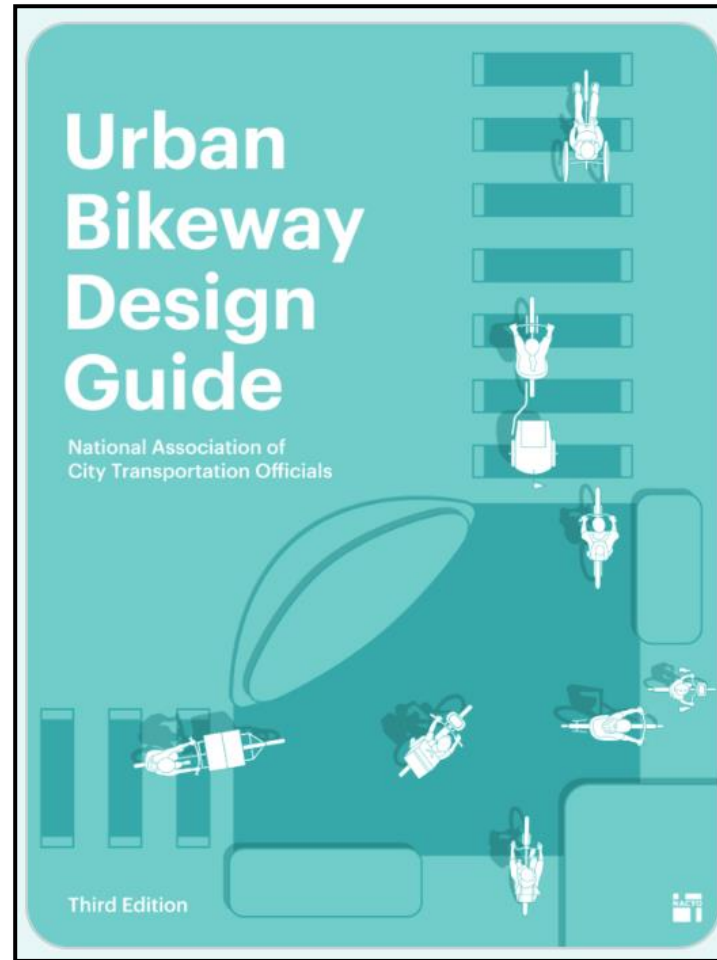
BICYCLE CRASHES AT INTERSECTIONS



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



BEST PRACTICES FOR NEXT-GENERATION INTERSECTION DESIGNS



PRIORITIZING THE NETWORK

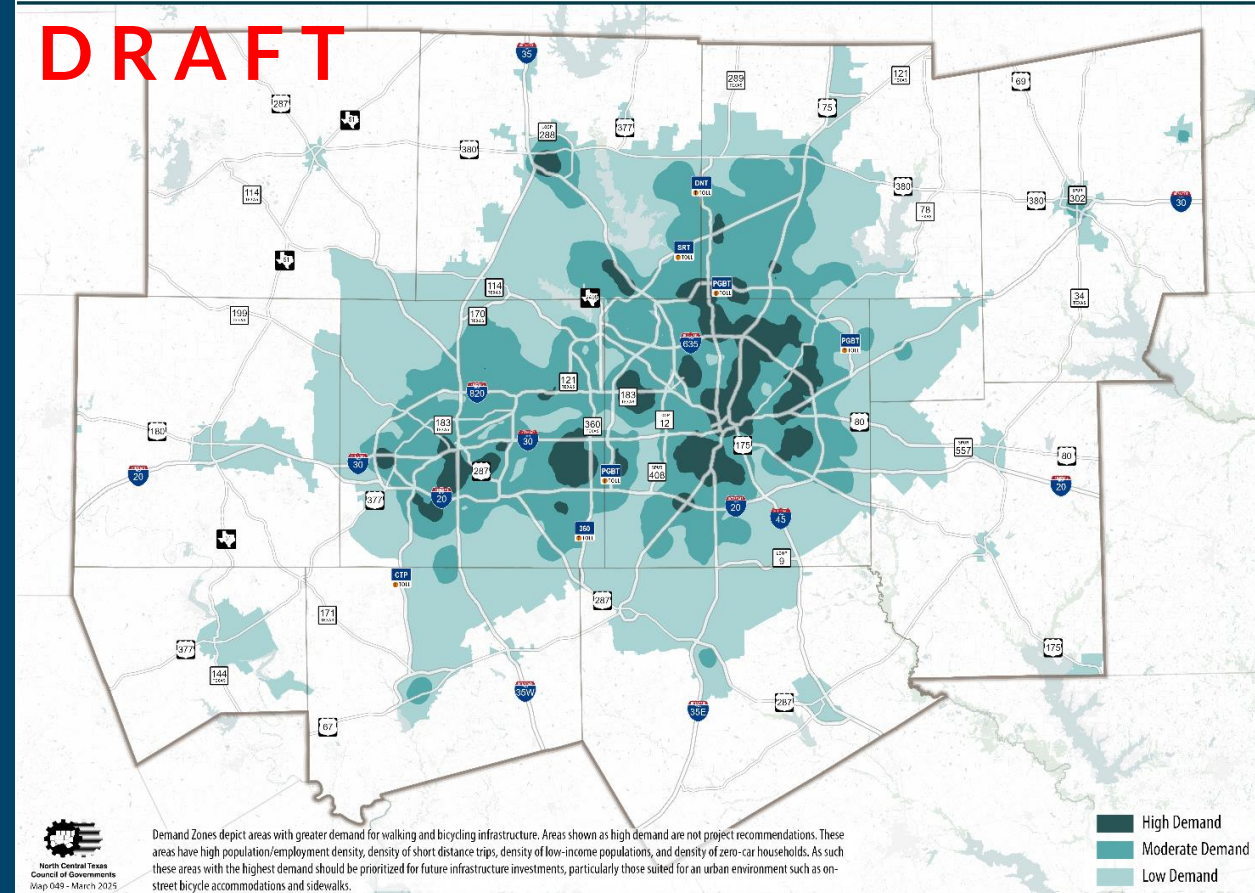
- Crash Density
- High Injury Corridors
- Demand for Walking and Bicycling
- Feasibility
- Other Local Priorities and CIP Projects



Demand Zones for Walking and Bicycling Travel

MOBILITY2050

DRAFT



NEXT STEPS (Anticipated Schedule)

Stakeholder engagement (February – August 2025)

- Stakeholder Workgroup (Meeting #1 Kickoff on 3/27/25)
- Local Bicycle Groups and Committees
- Regional Public Opinion Survey (April – June)

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



DISCUSSION

- Other Agencies and Advocates to invite to future meetings?
- Need your help with the Opinion Survey Distribution
- NCTCOG Presentations to Local and Regional Bike Groups
 - 13+ Outreach events scheduled in April
 - Dallas Bicycle Coalition (April 17)
 - Richardson BPAC (May 8)
 - NCTCOG BPAC (May 21)
 - Others?
- Priority Districts / Areas for the Plan?
- How to Prioritize the Bikeway Network within Priority Areas?
- Other Questions or Comments?



CONTACT US



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