





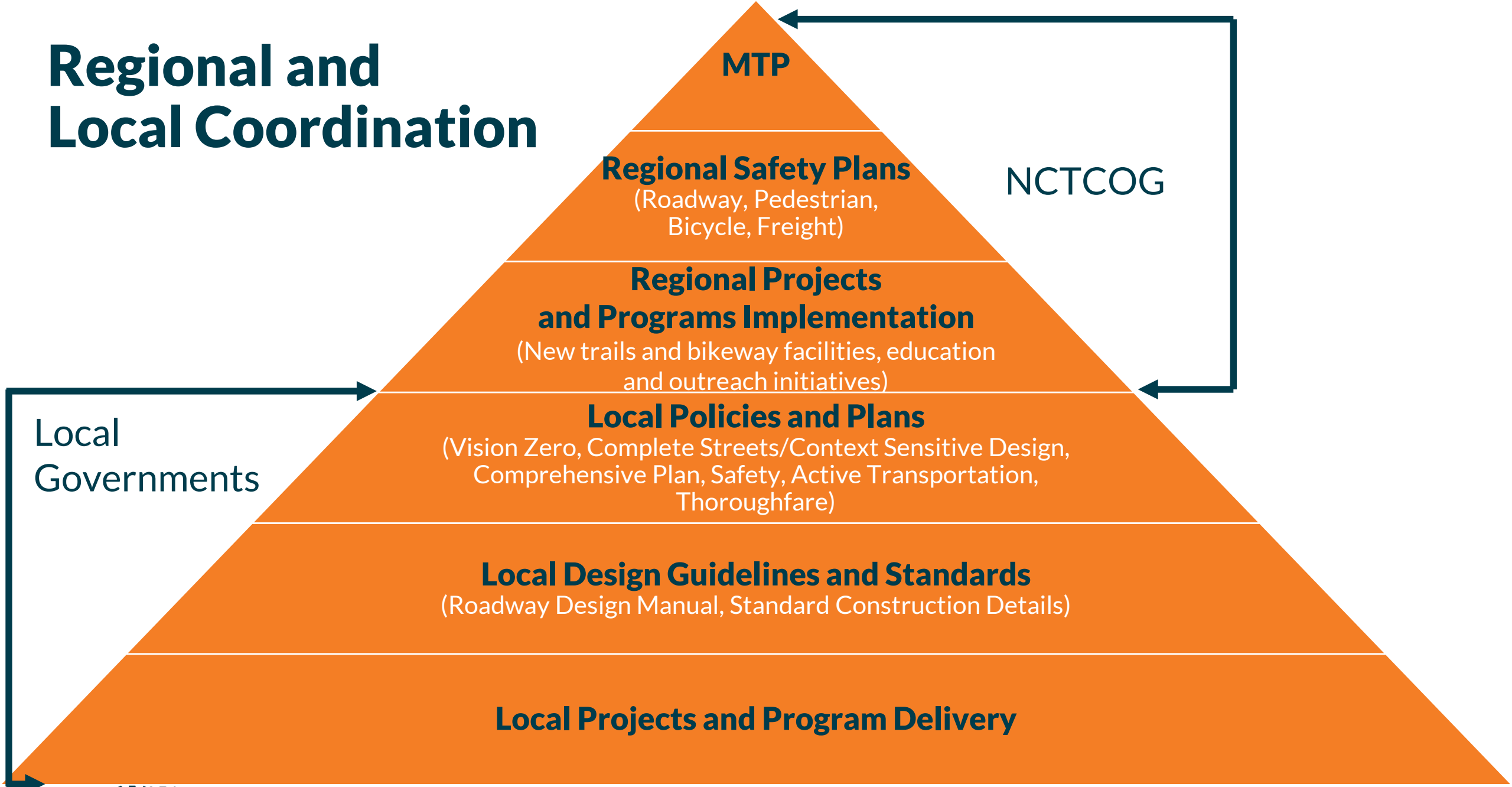
NCTCOG PRESENTATION

REGIONAL BICYCLE SAFETY ACTION PLAN

DANIEL SNYDER, AICP | PUBLIC MEETING | 04.13.2026

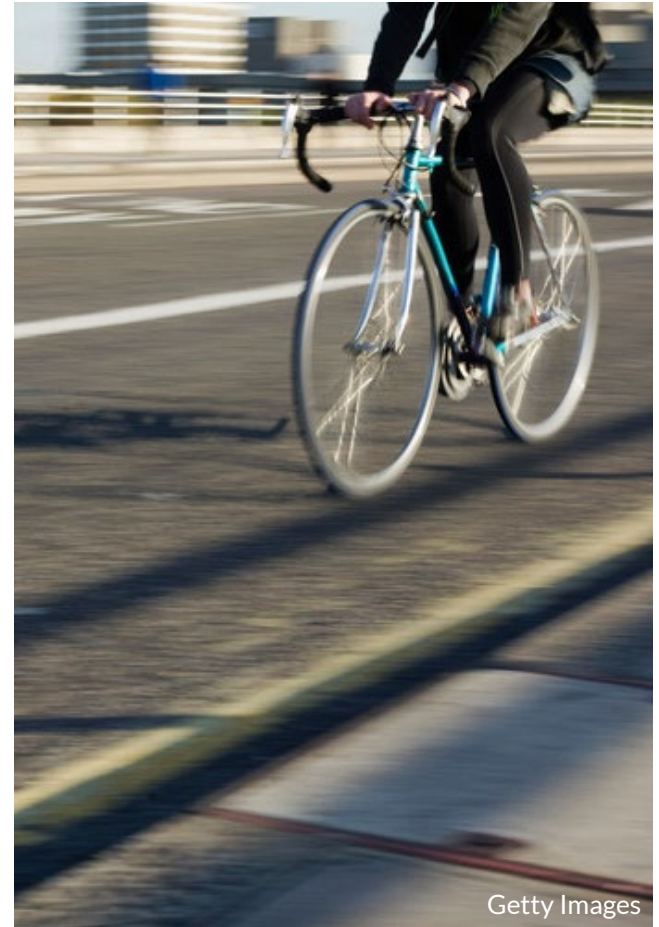
**LOOK OUT
TEXANS**  
BIKE WALK DRIVE SAFELY
[LookOutTexans.org](https://www.LookOutTexans.org)

Regional and Local Coordination



Purpose of the 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



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

- Targeted and systemic crash analysis
- Contributing factors for crashes



Bicyclist Crash Data Overview

TxDOT Crash Records Information System

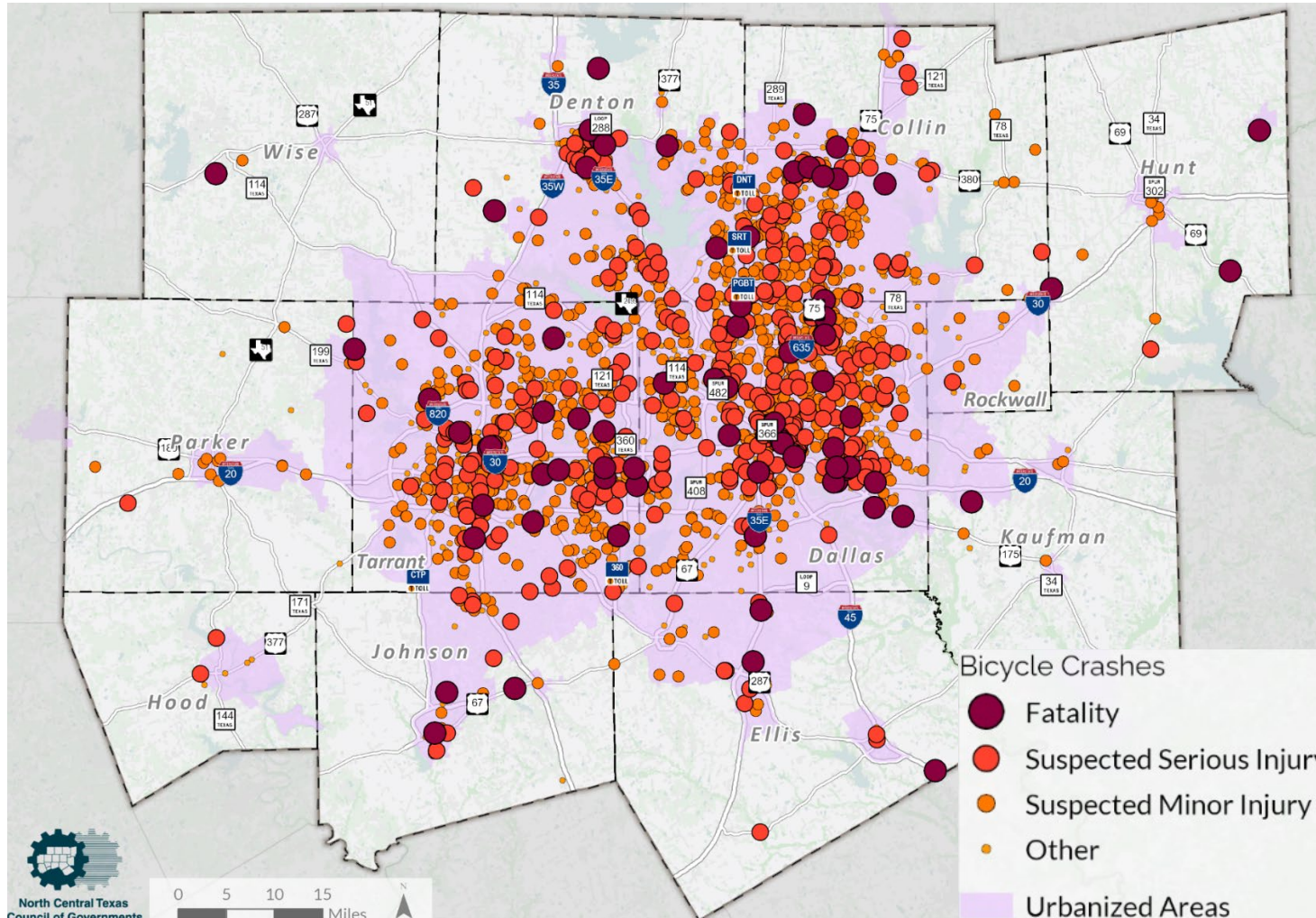
A "Reportable Motor Vehicle Traffic Crash" is defined by TxDOT as:

“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.”

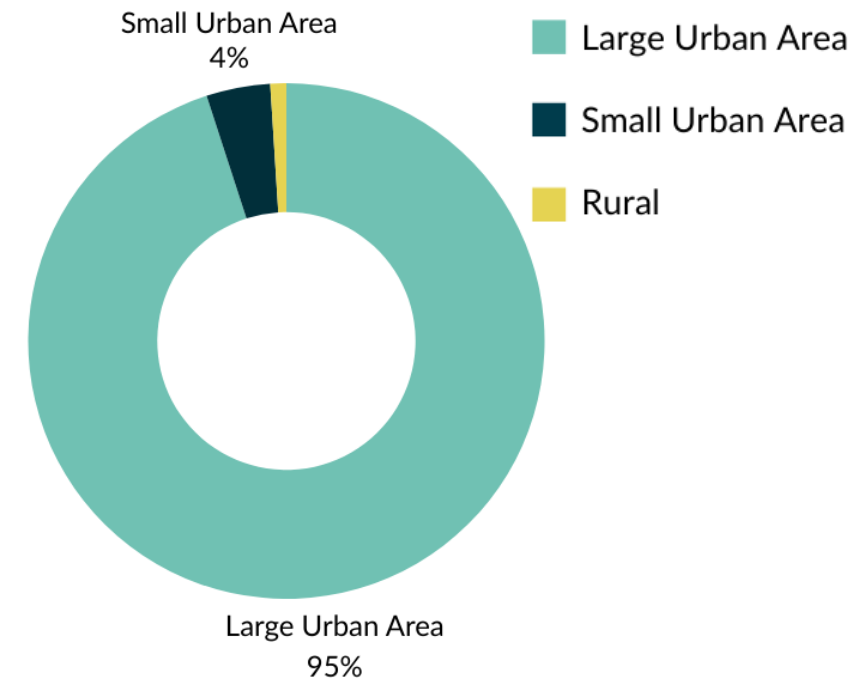
Note: Data does not include scooters or other forms of micromobility devices



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**

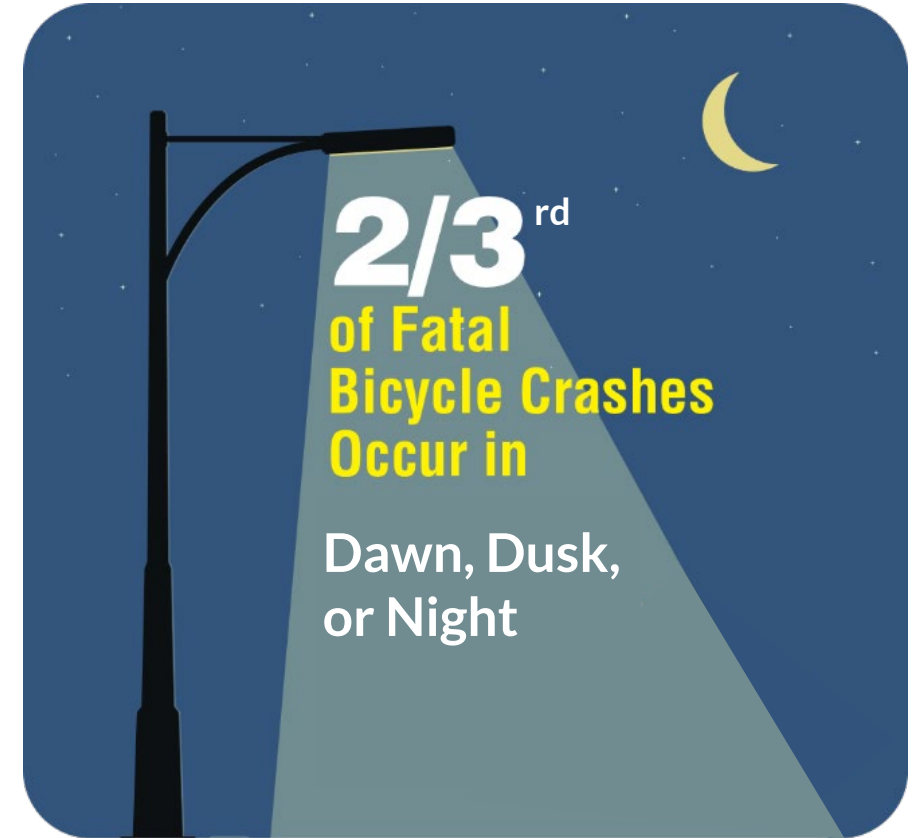
MALES



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



Economic Impact

National Highway Traffic Safety Administration estimates unit costs associated with bicyclist fatalities and serious injuries range from \$2.9M to \$9.5M per crash based on:

- 🚲 Medical expenses
- 🚲 Work loss
- 🚲 Household productivity
- 🚲 Insurance administration
- 🚲 Legal costs
- 🚲 Lost quality of life



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*



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)



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



Chicago Cycling Strategy



Stakeholder and Public Engagement

Over 40 Meetings and Outreach Events

Stakeholder Engagement

- Included city and transportation planning staff, health agencies, transit agencies, and bicycling advocates
- Assisted in developing goals, priority areas, and action items
- 2 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)
- Regional bicycle safety survey

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



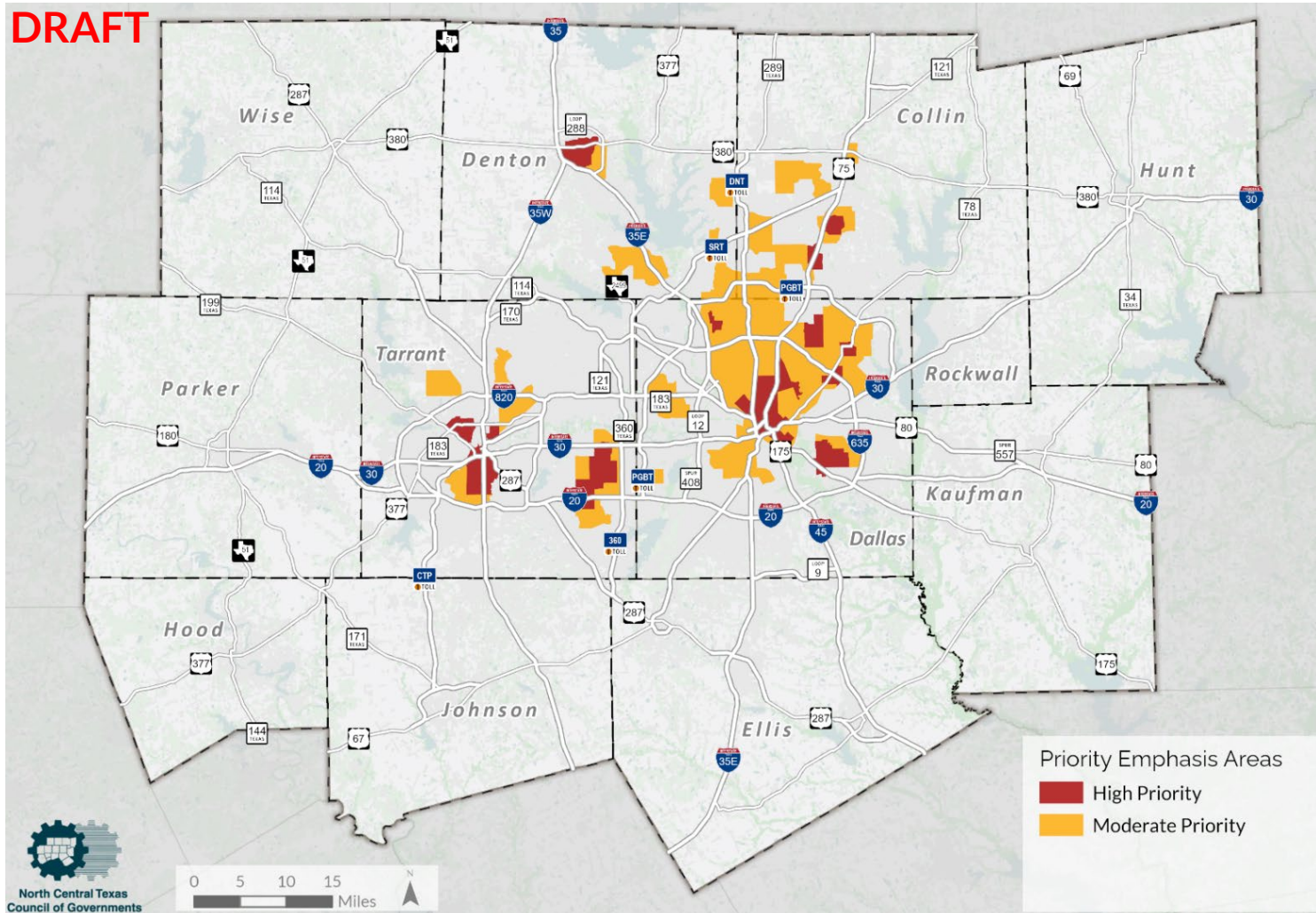
Texas Roadway Design Manual

Apply the Safe System Approach



Priority Emphasis Areas

DRAFT



Legend

High Priority Emphasis Area

 Average of 6 crashes per square mile

Moderate Priority Emphasis Area

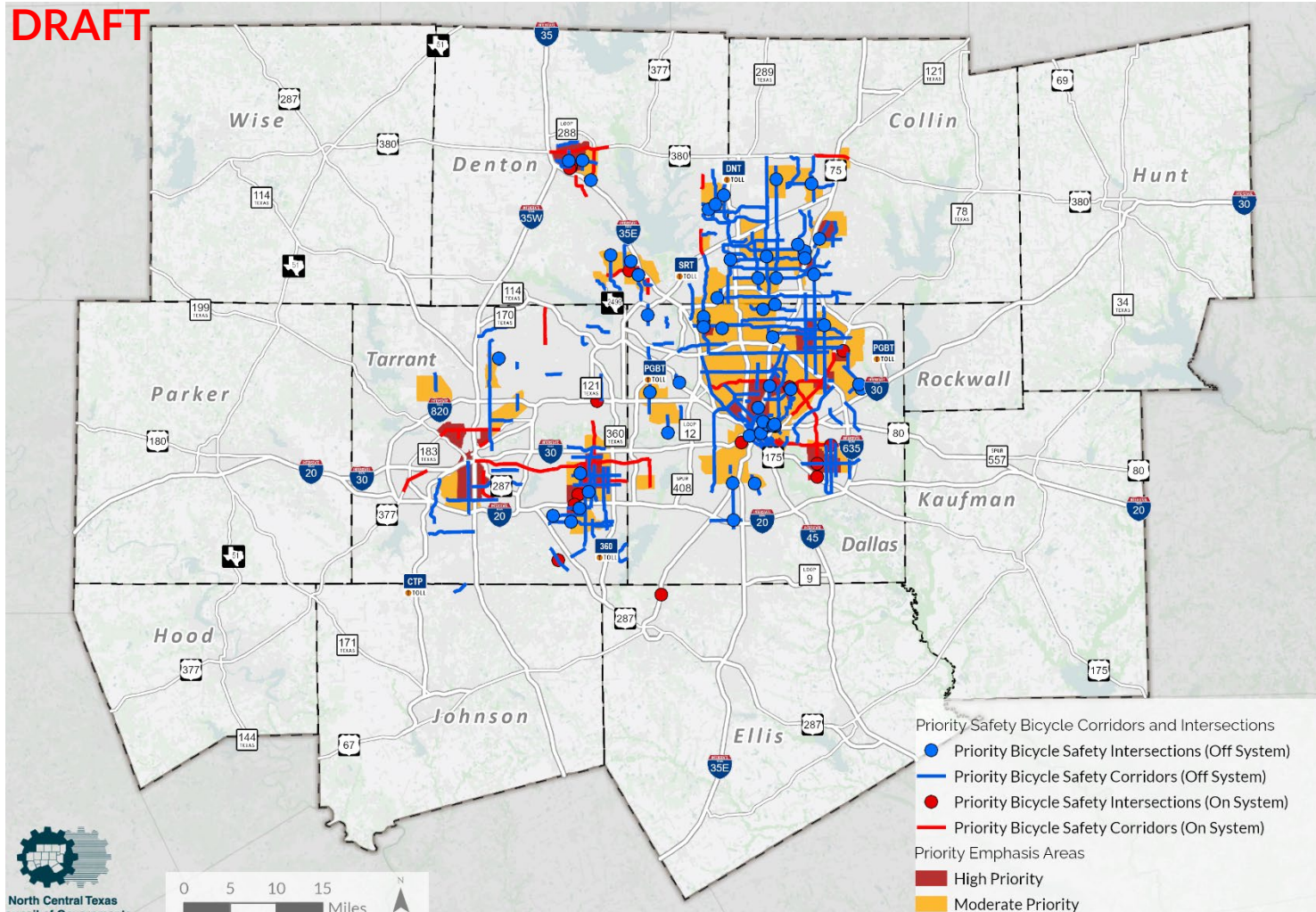
 Average of 2 crashes per square mile

Priority Emphasis Area	% of Urbanized Areas	% of Crashes
High	2.6%	21%
Moderate	9.0%	34%
Total	11.6%	55%



Priority Bicycle Safety Corridors and Intersections

DRAFT



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

Located in 37 cities across the region.



Action Plan for Projects and Programs

Thirty-six 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 intoxicated, 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
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	June 11, 2026
Surface Transportation Technical Committee – Action to Recommend Plan Adoption	July 24, 2026
Regional Transportation Council – Action to Adopt Plan	Aug 13, 2026

Summary

- 🚲 The RTC safety position is **even one death on the transportation system is unacceptable.**
- 🚲 Transportation professionals and road users are responsible to **practice a culture of safety.**
- 🚲 Survey respondents expressed an **interest in bicycling more often but have safety concerns.**
- 🚲 Survey respondents desire **dedicated bicycle facilities separated from motor vehicle traffic.**
- 🚲 Action items include **strategies, projects, programs, and policies.**
- 🚲 **Strategic locations are prioritized** for the greatest return on investment for safety and network connectivity.



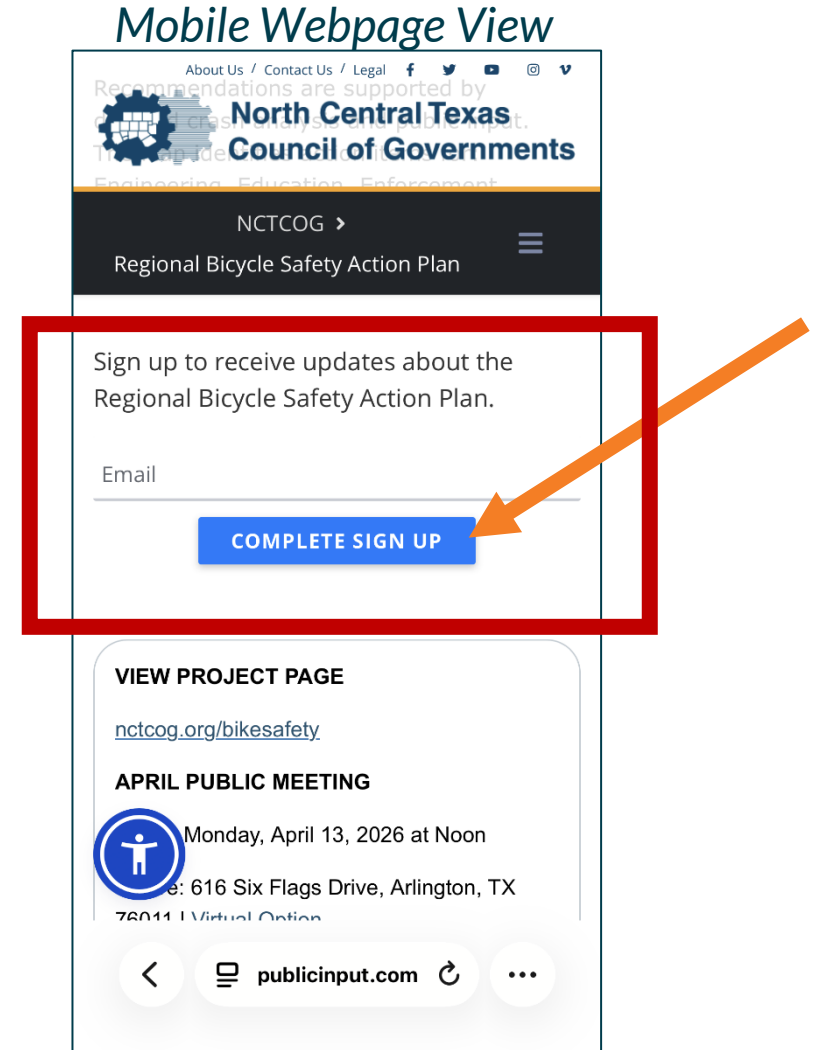
Next Steps

- 🚲 Draft Plan will be published and available for review:
 - Public comment form opens **May 1, 2026**
 - Public comment form closes **June 26, 2026**

Scan here to be notified when the draft plan is published!



publicinput.com/BikeSafetyActionPlan



Next Steps, Continued

- 🚲 Refine draft Plan based on public feedback
- 🚲 Plan adoption by the Regional Transportation Council
- 🚲 Implement projects and programs
- 🚲 Complete regular updates to the Plan



REGIONAL BICYCLE SAFETY ACTION PLAN



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