

DRAFT Appendix C: Summary of Public and Stakeholder Feedback

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Bicycle and Pedestrian Advisory Committee

Throughout development of the Regional Bicycle Safety Action Plan, plan findings, draft recommendations, and proposed action items were presented to the Regional Bicycle and Pedestrian Advisory Committee (BPAC) at multiple meetings to gather stakeholder input and ensure the Plan reflected local needs and implementation realities. BPAC meetings provided valuable opportunities for committee members representing local governments, transportation agencies, advocacy organizations, and other partners to review recommendations and share feedback based on their community experience.

Interactive polls and discussions were conducted throughout the planning process to better understand regional bicycle safety concerns, identify priority strategies, and evaluate the feasibility and level of support for potential action items. Input received through these meetings helped refine the Plan’s recommendations, confirm areas of consensus, and identify implementation considerations for communities across the region. The following summarizes responses and feedback collected during the 2025 BPAC meetings.

February 19, 2025 BPAC Poll Results: Community Bicycle Safety Issues

Committee members were asked to identify the most significant safety issue for bicycling in their community. The most common responses were related to their communities not having a connected on-street and off-street bikeway network, followed by issues related to distracted drivers and riders, and traffic speed and congestion.

Committee members were also asked to prioritize safety countermeasures they would like to implement in their community. The top-ranking countermeasure was to increase the separation of existing bike lanes to protected bike lanes, followed by reducing vehicle speeds through traffic calming measures, and thirdly, constructing an all ages and abilities bikeway network.

BPAC members were asked to respond to a live mentimeter poll with questions regarding their community’s bicycle safety issues. The questions and responses are listed below.

Question	What is the most significant safety issue for bicyclists in your community?
Response Options	Votes
Distracted drivers/riders	8
Traffic speeds/congestion	8
Large vehicles	0
None/ not enough connected on-street and off-street bicycle facilities	13
Other (write in on next slide)	0

Question	Rank the following safety tools and countermeasures you would prioritize for implementation in your community
Response Options	Rank
Improve existing bike lanes to protected bike lanes (physically separated from traffic)	1
Reduce vehicle speeds through traffic calming measures	2
Implement more all ages and abilities bicycle facilities (build out the bicycle network)	3
Improve safety of bicycle crossings at intersections	4
Education for bicyclists and drivers	5
Enforcement	6

May 21, 2025 BPAC Meeting Poll Results: Bicycle Safety at Intersections

Committee members were asked how to improve bicycle safety at intersections. Responses were varied but centered on reducing conflicts between bicycle and motor vehicle traffic by separating each mode through space and time. Some comments included separate or leading traffic signal phases for bicyclists, dedicated bicycle crossings through intersections, and protected intersections designed to separate bicyclists from motor vehicles.

Committee members were asked how NCTCOG can best assist their community in improving bicycle safety at intersections. The most frequent response received was related to education and training for the public, elected officials, and transportation professionals related to bicycle safety and best practices.

At the May BPAC meeting, members were asked to respond to a live mentimeter poll with questions regarding bicycle safety at intersections. The questions and responses are listed below.

Question	What do you think are contributing factors for bicycle crashes at intersections?
Responses	Votes
Motorist failure to yield	26
Bicyclist failure to yield	0
Motorist left-turn/merge	13
Other	0

Question	How can bicycle safety be improved at intersections?
	Responses (Free Response)
Signals + detection	Signal priority for bicyclists, pedestrians, and transit
Dedicated bike crossings	eliminating right on red, bicycle boxes
Separate by space and time (physical separation, signal timing)	Enhanced pavement markings
Bicycle specific streetlights	Leading interval for bike peds
Protected intersections, 2-stage turn boxes	Accept bikes as a way of transportation
Road tables	Visibility and signage
Better striping and MMA	Flashing lights
Site lines landscape	Improved markings and visibility
Dedicated bike crossings	Improve visibility of intersection from motorists
Paving color and texture change	better signage and visual cues
Dedicated lanes	Reduce conflict points
Flashing communication	Better education and clearer signage to help motorists/ cyclists better understand intersections
Signal, dedicate crossing, striping	Area lighting, detection
Better roads for bikes	Auto Detection for bikes to go first through the light
Fund/deliver more projects!	Most of this applies to the metro area of DFW. But they are not being done in the more rural towns and cities to get the word out

Question	How can NCTCOG assist your community improve bicycle safety at intersections?
	Responses (Free Response)
Work with State to include bicycle safety when you get a driver's license	Messaging for elected officials who do not share the sentiment of bike/ped professionals
Attend city & advisory council meetings.	Policy on left turn phasing at traffic signals, educating engineers on new metrics for traffic analysis
Education - classes or meetings, or even handouts and videos at a smaller level	Understand the culture and education/promotion needs in the smaller cities and not just the larger Cities. I think attending local fairs and farmers markets with bike safety information is a good tool
Training for design staff (city and consultants), tell the story of importance of bike/ped for elected officials, highlight local examples as best practices	Don't spend any more money on projects that don't directly support vision zero or bike plan implementation. By constantly funding roadway expansion, and "safety" be sure that safety truly protects bikes
Survey local bike groups that are immediate to the area	Local intersection videos to be shared in social media platforms

August 20, 2025 BPAC Meeting Poll Results: Action Items Feasibility and Support

Committee members were asked to rank on a scale from 1 to 3 the feasibility and support level of various draft action items with (1) representing low or no support/feasibility, (2) representing the agency may be supportive or feasible, and (3) representing support or high feasibility. Results from the poll are shown in

At the August BPAC meeting, members were asked to respond to a live mentimeter poll with questions regarding Plan action items to gage support feasibility and support.

For each action item, members were asked to use a sliding scale to measure support and feasibility. The scale range was one to three: one representing a ‘no’ (or not in support or not feasible for their agency to implement) while a two represented a ‘maybe’, and a three a ‘yes’ (or this is feasible or their agency does support this action item).

In terms of feasibility, NCTCOG staff posed the question, “is it feasible for your agency to implement the action item?”. In terms of support, staff asked, “should the action item be included in the Regional Bicycle Safety Action Plan?” with the goal of gaging actions items that may not be feasible at the current moment due to funding constraints or political will, but would be worthwhile to implement later or a goals to achieve.

The action item receiving the highest support and feasibility rating by the committee was related to conducting public safety investigations and local government department coordination to address contributing factors to all bicycle crashes.

Table 1: Local Government Action Items: Feasibility and Support Poll

Conduct public safety investigations and coordinate with local government departments to address contributing factors of all bicycle crashes	
	Average (scale 1-3)
Feasibility	2.7
Support	2.8
Decrease posted speed limits and implement traffic calming measures on local roadways with bikeways in Priority Emphasis Areas	
	Average
Feasibility	2.6
Support	2.5
Adopt a citywide Context Sensitive Design (Complete Streets) policy prioritizing the safety of vulnerable road users	
	Average
Feasibility	2.5
Support	2.6
Conduct before and after assessments for implemented safety projects and report results	
	Average
Feasibility	2.5
Support	2.4
Establish budgets with dedicated funding for maintenance and implementation of bicycle infrastructure	
	Average
Feasibility	2.4
Support	2.6
Purchase and maintain on-street permanent and/or mobile count equipment to collect bicycle volume data	
	Average
Feasibility	1.9
Support	2.3

November 19, 2025 BPAC: Draft Plan Review

The recommendations included in the Action Plan were reviewed with the BPAC members in November 2025 and were subsequently finalized for the Plan (See Section 4 in the Plan document).

Meetings and Outreach Events Public Input

NCTCOG staff attended over 25 meetings and outreach events to gather public input on the Plan analysis and findings. At outreach events, NCTCOG staff asked for the public to respond to the 2025 Bicycle Safety survey. At local meetings, attendees were asked to respond to live interactive mentimeter polls. The full list of activities are detailed in the chart below.

Meeting/Outreach Events	Date	Location
Stakeholder Workgroup First Meeting (Slides)	March 27, 2025	Virtual
NCTCOG April Public Meeting	April 7, 2025	Arlington, TX/ Virtual
Cedar Hill Beautification and Arbor Day Event	April 12, 2025	Cedar Hill, TX
Oak Cliff Earth Day Event	April 13, 2025	Dallas, TX
DFW Airport Earth Day Event	April 15, 2025	Euleless, TX
El Centro College Earth Day Event	April 15, 2025	Dallas, TX
Texas Instruments Earth Day Event	April 17, 2025	Dallas, TX
Dallas Bicycle Coalition Meeting	April 17, 2025	Dallas, TX
UTA Earth Day Event	April 21, 2025	Arlington, TX
UNT Health Science Center Earth Day Fair	April 22, 2025	Fort Worth, TX
Lockheed Martin Earth Day Event	April 23, 2025	Fort Worth, TX
Regional Safety Advisory Committee Meeting	April 25, 2025	Arlington, TX/ Virtual
Grapevine's Earth Day Event	April 26, 2025	Grapevine, TX
Earth Day Mansfield	April 26, 2025	Mansfield, TX
Richardson Bicycle and Pedestrian Advisory Committee	May 8, 2025	Richardson, TX
DART Bike to Work Day - Akard Station	May 16, 2025	Dallas, TX
DART Bike to Work Day - Parker Station	May 16, 2025	Plano, TX
DART Bike to Work Day - Downtown Irving Station	May 16, 2025	Irving, TX
DART Bike to Work Day - Southwestern Medical District/ Parkland Station	May 16, 2025	Dallas, TX
NCTCOG Bicycle and Pedestrian Advisory Committee Meeting	May 21, 2025	Arlington, TX
North Dallas Chamber of Commerce Surface Transportation Committee Meeting	July 8, 2025	Dallas, TX
Stakeholder Workgroup Second Meeting	July 15, 2025	Virtual
Bicycle and Pedestrian Advisory Committee Meeting	August 20, 2025	Arlington, TX
Bicycle and Pedestrian Advisory Committee	November 19, 2025	Arlington, TX
TexITE Greater Fort Worth Section	March 26, 2026	Fort Worth, TX
NCTCOG April Public Meeting	April 13, 2026	Arlington, TX/ Virtual
Regional Safety Advisory Committee Meeting	April 24, 2026	Arlington, TX/ Virtual
Bicycle and Pedestrian Advisory Committee Presentation	May 20, 2026	Arlington, TX

Feedback from local bicycle group meetings

The following section includes poll responses from local bicycle groups and committees.

Dallas Bicycle Coalition Meeting Responses

Question	What type of cyclist are you?
Response Options	Votes
I do not bicycle	2
Interested But Concerned	2
Somewhat Confident	11
Highly Confident	20

Question	How safe is it to bicycle on roadways in your community?
Response Options	Votes
Safe	1
Somewhat Safe	8
Neutral	6
Somewhat Dangerous	11
Dangerous	9

Question	What is the TOP safety concern for bicyclists on roadways in your community?
Response Options	Votes
Driver behavior	12
Traffic Speeds	3
Large vehicles operating on the road	0
Roadways and intersections are not designed to accommodate bicyclists	12
Inadequate lighting	0
Roadways and intersections are not properly maintained (potholes, debris, pavement condition)	6

Question	What do you think are contributing factors for crashes at intersections?
Response Options	Votes
Motorist failure to yield	26
Bicyclist failure to yield	1
Motorist left-turn/merge	4
Other	2

Question	How can bicycle safety be improved at intersections?
Responses (Free Response)	
Adding protected bike lanes	Design for bikes!
Better bike lanes	Traffic calming on roads
Bicycle priority (bike people can go first)	Prioritize bicyclists
Eliminate right turn on red	Protected bike lanes
Protected bike lane through intersection	Separated facilities. Idaho stop
More money, better programming, and city leaders actually implementing the plans and policies they adopt!!	Bicycle specific signaling for separated bike infrastructure. Less aggressive drivers
Better defined bike and pedestrian infrastructure	Better bike lanes
Ride by traffic rules to be more predictable. Build brightly colored, separated lanes.	Barricades/protected lanes
Priority for cyclist and pedestrian traffic	Curb bulb outs to narrow intersections
Pedestrian crossing lights or crossing	Bicycle signals
Red light cameras would stop redlights runners which cause wrecks and deaths	Pedestrian/cyclist only lights that give them time to cross the intersection without having to go at the same time as vehicles
No right turn on red, or slip lanes for turns.	Knowledge of how to interact with cyclist for motorists
Better bike infrastructure	Bike signals
Designated bike lanes with barricade	More protected bike lanes
Clear infrastructure in place that motorists can see and have to follow.	Priority for bikes and pedestrians
Roadway designs that support motorists and cyclists Higher tech for signaling	Cyclist/pedestrian specific signals with a head start for those users in combination with cycling stop area and Idaho Stops/Rolls.
Not using vehicle LOS as a tool	Idaho stop
We need more roundabouts to calm the traffic	Better lighting

Richardson Bicycle and Pedestrian Advisory Committee Responses

Question	What type of cyclist are you?
Response Options	Votes
I do not bicycle	1
Interested But Concerned	2
Somewhat Confident	5
Highly Confident	2

Question	How can bicycle safety be improved at intersections?
Responses (Free Response)	
Designated traffic lights for cyclists.	Dedicated signals for bikes and pedestrians
Teach people how to do right on red properly	Separate by space and time (protected intersections, traffic signal phasing)
Signals for bikes, signal for cars	Safe harbors/green paint
Some alerting device so the cars operators can spot pedestrians or bikers	Dutch intersections, curb extensions to slow turns
Separation and less right on reds	

Question	How safe is it to bicycle on roadways in your community?
Response Options	Votes
Safe	0
Somewhat Safe	8
Neutral	1
Somewhat Dangerous	1
Dangerous	1

Question	What is the TOP safety concern for bicyclists on roadways in your community?
Response Options	Votes
Driver behavior	7
Traffic Speeds	0
Large vehicles operating on the road	0
Roadways and intersections are not designed to accommodate bicyclists	3
Inadequate lighting	0
Roadways and intersections are not properly maintained (potholes, debris, pavement condition)	0

Question	What do you think are contributing factors for crashes at intersections?
Response Options	Votes
Motorist failure to yield	6
Bicyclist failure to yield	1
Motorist left-turn/merge	3
Other	1

North Dallas Chambers of Commerce Surface Transportation Committee Responses

Question	What type of cyclist are you?
Response Options	Votes
I do not bicycle	2
Interested But Concerned	4
Somewhat Confident	6
Highly Confident	1

Question	How safe is it to bicycle on roadways in your community?
Response Options	Votes
Safe	0
Somewhat Safe	4
Neutral	3
Somewhat Dangerous	3
Dangerous	3

Question	What is the TOP safety concern for bicyclists on roadways in your community?
Response Options	Votes
Driver behavior	3
Traffic Speeds	3
Large vehicles operating on the road	0
Roadways and intersections are not designed to accommodate bicyclists	6
Inadequate lighting	0
Roadways and intersections are not properly maintained (potholes, debris, pavement condition)	1

Question	What do you think are contributing factors for crashes at intersections?
Response Options	Votes
Motorist failure to yield	8
Bicyclist failure to yield	3
Motorist left-turn/merge	2
Other	0

Question	How can bicycle safety be improved at intersections?
Responses (Free Response)	
Dedicated bike lane or take up entire lane for cyclists. Barriers included to separate them	Create/increase signal timing cycles
Redesigning to force drivers to act safely.	Flashing lights for both motorists and cyclists
Pedestrian crossing signals	Traffic chicanes More painted crosswalks Better education for motorists Speed limitations
Traffic chicanes More painted crosswalks Better education for motorists Speed limitations	Create protected arrow lights for cyclists turning.