

Appendix C: Summary of Stakeholder Feedback

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Bicycle and Pedestrian Advisory Committee

Throughout development of the Regional Bicycle Safety Action Plan, the crash analysis, 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 various 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 from motor vehicle traffic via the construction of protected bike lanes, followed by reducing vehicle speeds through traffic calming measures, and constructing an all ages and abilities bikeway network.

BPAC members were asked to respond to a mentimeter poll with questions regarding their community's bicycle safety issues, with the number of responses identified in the following tables.

Table C-1: What is the most significant safety issue for bicyclists in your community?

Response Options	Votes
None/not enough connected on-street and off-street bicycle facilities	13
Distracted drivers/riders	8
Traffic speeds/congestion	8
Large vehicles	0
Other (write in on next slide)	0

Table C-2: 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.

BPAC members were asked to respond to a mentimeter poll with questions regarding bicycle safety at intersections. The questions and responses are listed in the following tables.

Table C-3: What do you think are contributing factors for bicycle crashes at intersections?

Response Options	Votes
Motorist failure to yield	26
Motorist left-turn/merge	13
Bicyclist failure to yield	0
Other	0

Table C-4: How can bicycle safety be improved at intersections?

Responses (free response)
Signals + detection
Dedicated bike crossings
Separate by space and time (physical separation, signal timing)
Bicycle specific street lights
Protected intersections, 2-stage turn boxes
Road tables
Better stripping and MMA
Site lines Landscape
Dedicated bike crossings
Paving color and texture change
Dedicated lanes
Flashing communication
Signal, dedicate crossing, striping
Better roads for bikes
Fund/deliver more projects!
Signal priority for bicyclists, pedestrians, and transit
Eliminating right on red, bicycle boxes
Enhanced pavement markings
Leading interval for bike peds
Accept bikes as a way of transportation
Visibility and signage
Flashing lights
Improved markings and visibility
Improve visibility of intersection from motorists
Better signage and visual cues
Reduce conflict points
Better education and more clear signage to help motorists/ cyclists better understand intersections
Area lighting, detection
Auto Detection for bikes to go first through the light
Most of this applies to the metro area of Dallas-Fort Worth, but there are not being done in the more rural towns and cities to get the word out

Table C-5: How can NCTCOG assist your community improve bicycle safety at intersections?

Responses (free response)
Work with the state to include bicycle safety when you get a driver's license
Attend city and advisory council meetings.
Education – classes or meetings, or even handouts and videos at a smaller level
Training for design staff (city and consultants), tell the story of importance of bike/ped for elected officials, highlight local examples as best practices
Survey local bike groups that are immediate to the area
Messaging for elected officials who do not share the sentiment of bike/ped professionals
Policy on left turn phasing at traffic signals, educating engineers on new metrics for traffic analysis
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
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
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 the level of support and the level of feasibility of various draft action items on a scale from:

- 1: low or no level of support or feasibility
- 2: the agency may be supportive, or the action may be feasible to implement
- 3: high level of support or feasibility

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 or a goal to strive towards.

The following tables identify the results of the level of support and feasibility for the various action items. The action item receiving the highest support and feasibility rating by the committee was to *“conduct public safety investigations and local government department coordination to address contributing factors to all bicycle crashes.”*

Table C-6: Action item – conduct public safety investigations and coordinate with local government departments to address contributing factors of all bicycle crashes

Level of	Average Rank of 1 (low) to 3 (high)
Feasibility	2.7
Support	2.8

Table C-7: Action item – Decrease posted speed limits and implement traffic calming measures on local roadways with bikeways in Priority Emphasis Areas

Level of	Average Rank of 1 (low) to 3 (high)
Feasibility	2.6
Support	2.5

Table C-8: Action item – Adopt a citywide context-sensitive design (Complete Streets) policy prioritizing the safety of vulnerable road users

Level of	Average Rank of 1 (low) to 3 (high)
Feasibility	2.5
Support	2.6

Table C-9: Action item - Conduct before and after assessments for implemented safety projects and report results

Level of	Average Rank of 1 (low) to 3 (high)
Feasibility	2.5
Support	2.4

Table C-10: Action item – Establish budgets with dedicated funding for maintenance and implementation of bicycle infrastructure

Level of	Average Rank of 1 (low) to 3 (high)
Feasibility	2.4
Support	2.6

Table C-11: Action item – Adopt a citywide ordinance addressing safe passing of vulnerable road users

Level of	Average Rank (1 (low) to 3 (high))
Feasibility	2
Support	2.4

Table C-12: Action item – Purchase and maintain on-street permanent and/or mobile count equipment to collect bicycle volume data

Level of	Average Rank of 1 (low) to 3 (high)
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

Metropolitan Planning Organization (MPO) staff attended over 25 meetings and outreach events, and stakeholder meetings to gather public input on the plan analysis and findings. At outreach events, MPO staff asked the public to respond to the 2025 Bicycle Safety survey. At local meetings, attendees were asked to respond to mentimeter polls. The full list of activities is detailed in the chart below, not including additional one-on-one meetings with local city and Texas Department of Transportation (TxDOT) staff to discuss priority corridors, intersections, and areas.

Table C-13: List of Meetings and Outreach Activities

Meeting/Outreach Events	Location
Stakeholder Workgroup First Meeting	Virtual
Keep Fort Worth Beautiful Event	Fort Worth
Allen Earth Fest Event	Allen
NCTCOG April 2025 Public Meeting (Virtual)	Dallas
Cedar Hill Beautification and Arbor Day Event	Cedar Hill
Oak Cliff Earth Day Event	Dallas
DFW Airport Earth Day Event	Euless
El Centro College Earth Day Event	Dallas
Texas Instruments Earth Day Event	Dallas
Dallas Bicycle Coalition Meeting	Dallas
UTA Earth Day Event	Dallas
UNT Health Science Center Earth Day Fair	Fort Worth
Lockheed Martin Earth Day Event	Fort Worth
April 2025 Regional Safety Advisory Committee Meeting (Virtual)	Arlington
Grapevine's Earth Day Event	Grapevine
Earth Day Mansfield	Mansfield
Richardson Bicycle and Pedestrian Advisory Committee	Richardson
DART Bike to Work Day Event – Akard Station	Dallas

Meeting/Outreach Events	Location
DART Bike to Work Day Event – Parker Station	Plano
DART Bike to Work Day Event – Downtown Irving Station	Irving
DART Bike to Work Day Event – Southwestern Medical District/ Parkland Station	Dallas
May 2025 Regional Bicycle and Pedestrian Advisory Committee Meeting	Arlington
North Dallas Chamber of Commerce Surface Transportation Committee Meeting	Dallas
Stakeholder Workgroup Second Meeting	Virtual
August 2025 Regional Bicycle and Pedestrian Advisory Committee Meeting	Arlington
November 2025 Regional Bicycle and Pedestrian Advisory Committee Meeting	Arlington
TexITE Greater Fort Worth Section Meeting	Fort Worth
NCTCOG April 2026 Public Meeting (Virtual)	Arlington
April 2026 Regional Safety Advisory Committee Meeting (Virtual)	Arlington
May 2026 Regional Bicycle and Pedestrian Advisory Committee Meeting	Arlington

Feedback from Local Bicycle Group Meetings

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

Dallas Bicycle Coalition Meeting Responses (April 17, 2025)

Table C-14: What type of cyclist are you?

Response Options	Votes
Highly confident	20
Somewhat confident	11
I do not bicycle	2
Interested but concerned	2

Table C-15: How safe is it to bicycle on roadways in your community?

Response Options	Votes
Somewhat dangerous	11
Dangerous	9
Somewhat safe	8
Neutral	6
Safe	1

Table C-16: What is the TOP safety concern for bicyclists on roadways in your community?

Response Options	Votes
Driver behavior	12
Roadways and intersections are not designed to accommodate bicyclists	12
Roadways and intersections are not properly maintained (potholes, debris, pavement condition)	6
Traffic Speeds	3
Large vehicles operating on the road	0
Inadequate lighting	0

Table C-17: What do you think are contributing factors for crashes at intersections?

Response Options	Votes
Motorist failure to yield	26
Motorist left-turn/merge	4
Other	2
Bicyclist failure to yield	1

Table C-18: How can bicycle safety be improved at intersections?

Responses (free response)
Adding protected bike lanes
Better bike lanes and infrastructure
Bicycle priority (bike people can go first)
Eliminate right turn on red
Protected bike lane through intersection
More money, better programming, and city leaders implementing the plans and policies they adopt!!
Better defined bike and pedestrian infrastructure
Ride by traffic rules to be more predictable. Build brightly colored, separated lanes.
Priority for cyclists and pedestrian traffic
Pedestrian crossing lights or crossing
Red light cameras would stop redlights runners which cause wrecks and deaths
No right turn on red or slip lanes for turns.
Designated bike lanes with barricade
Clear infrastructure in place that motorists can see and must follow.
Roadway designs that support motorists and cyclists Higher tech for signaling
Not using vehicle Level of Service (LOS) as a tool
We need more roundabouts to calm the traffic
Design for bikes!
Traffic calming on roads
Prioritize bicyclists

Responses (free response)
More Protected bike lanes
Separated facilities. Idaho stop
Bicycle specific signaling for separated bike infrastructure. Less aggressive drivers
Barricades/protected lanes
Curb bulb outs to narrow intersections
Bicycle signals
Pedestrian/cyclist only lights that give them time to cross the intersection without having to go at the same time as vehicles
Knowledge of how to interact with cyclist for motorists
Priority for bikes and pedestrians
Cyclist/pedestrian specific signals with a head start for those users in combination with cycling stop area and Idaho Stops/Rolls.
Better lighting

Richardson Bicycle and Pedestrian Advisory Committee Responses (May 8, 2025)

Table C-19: What type of cyclist are you?

Response Options	Votes
Somewhat confident	5
Interested but concerned	2
Highly confident	2
I do not bicycle	1

Table C-20: How can bicycle safety be improved at intersections?

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

Table C-21: How safe is it to bicycle on roadways in your community?

Response Options	Votes
Somewhat Safe	8
Neutral	1
Somewhat Dangerous	1
Dangerous	1
Safe	0

Table C-22: What is the TOP safety concern for bicyclists on roadways in your community?

Response Options	Votes
Driver behavior	7
Roadways and intersections are not designed to accommodate bicyclists	3
Traffic Speeds	0
Large vehicles operating on the road	0
Inadequate lighting	0
Roadways and intersections are not properly maintained (potholes, debris, pavement condition)	0

Table C-23: 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

Dallas Chambers of Commerce Surface Transportation Committee Responses (July 8, 2025)

Table C-24: What type of cyclist are you?

Response Options	Votes
Somewhat confident	6
Interested but concerned	4
I do not bicycle	2
Highly confident	1

Table C-25: How safe is it to bicycle on roadways in your community?

Response Options	Votes
Somewhat safe	4
Neutral	3
Somewhat dangerous	3
Dangerous	3
Safe	0

Table C-26: What is the TOP safety concern for bicyclists on roadways in your community?

Response Options	Votes
Roadways and intersections are not designed to accommodate bicyclists	6
Driver behavior	3
Traffic Speeds	3
Roadways and intersections are not properly maintained (potholes, debris, pavement condition)	1
Large vehicles operating on the road	0
Inadequate lighting	0

Table C-27: 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

Table C-28: 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
Redesigning to force drivers to act safely
Pedestrian crossing signals
Traffic chicanes More painted crosswalks Better education for motorists Speed limitations
Create/increase signal timing cycles
Flashing lights for both motorists and cyclists
Create protected arrow lights for cyclists turning