



REGIONAL BICYCLE SAFETY ACTION PLAN

Dallas Bicycle Coalition
Spring 2025 General Meeting

Catherine Richardson | 04.17.2025

AGENDA



Plan Timeline



Draft Purpose of the Plan



Draft Goals



Overview of Existing Crash Conditions



Prioritization of the Network



Improving Safety at Intersections



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".

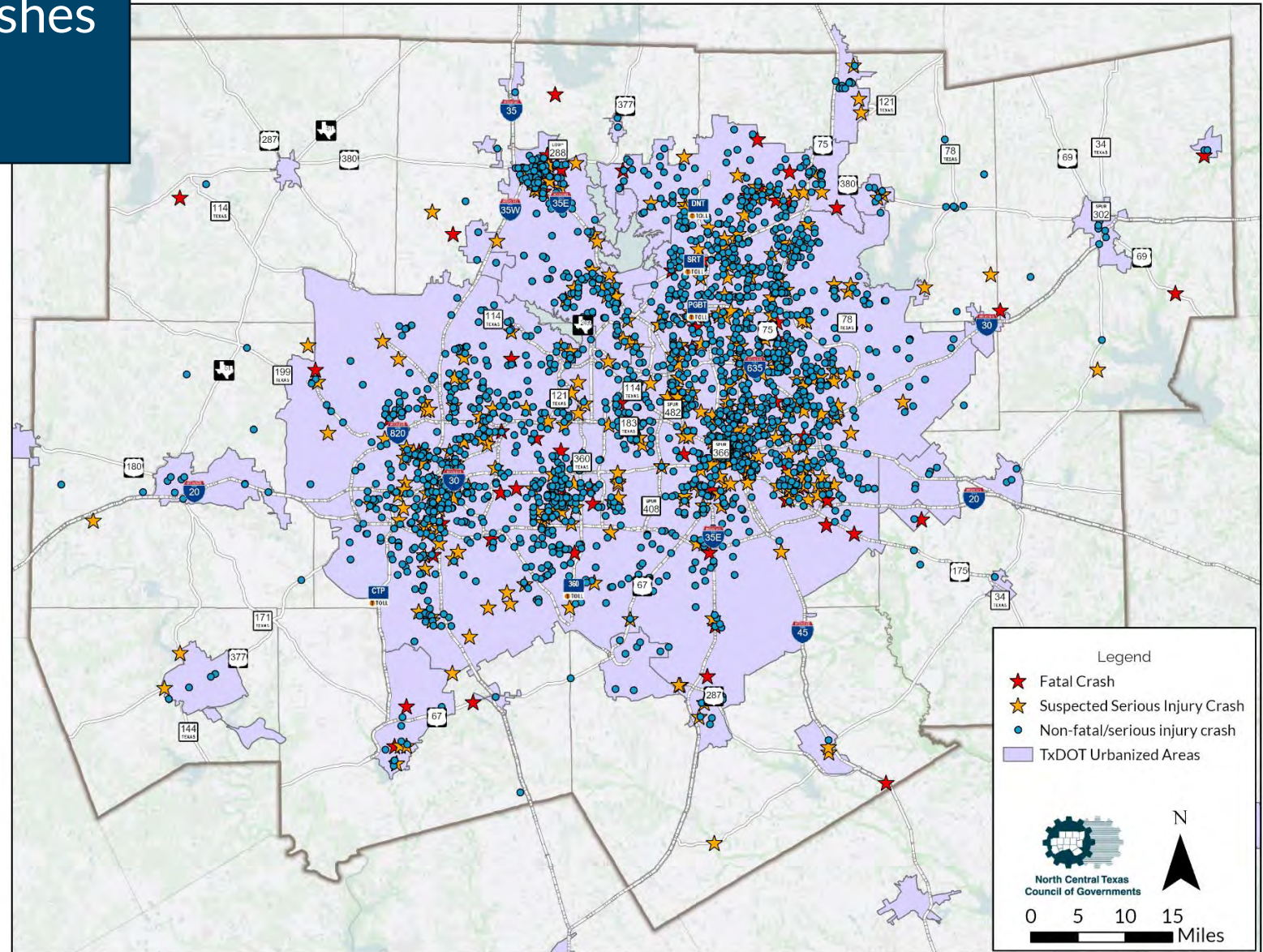
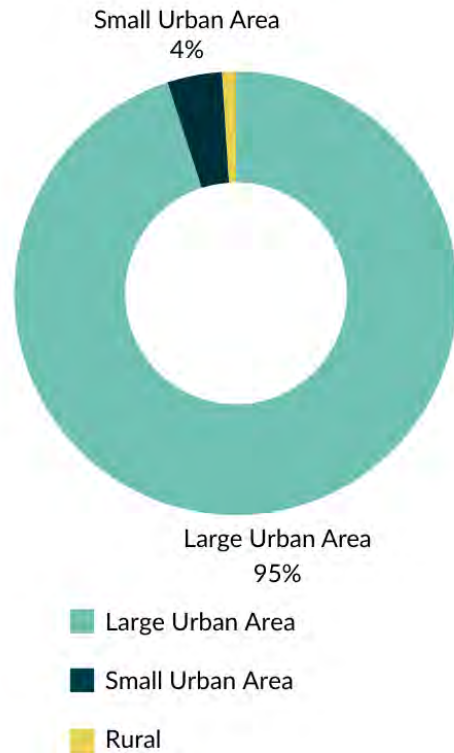
A "Reportable Motor Vehicle Traffic Crash" is defined by TxDOT as:

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

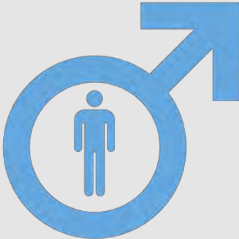


1,182 suspected
(48%) minor injury



2019-2023 BICYCLE CRASHES

86%
of All Fatal &
Serious Injuries
Involved
MALES



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*

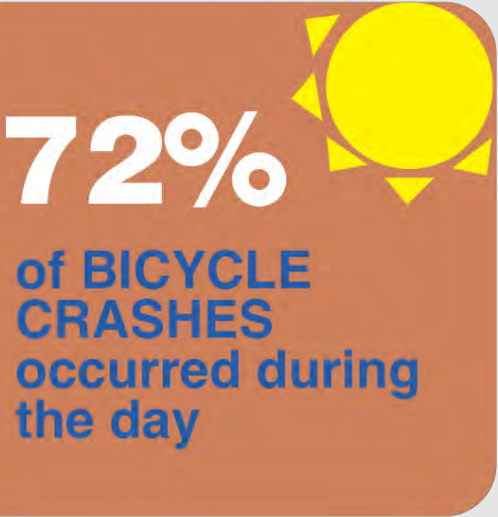


2019-2023 BICYCLE CRASHES

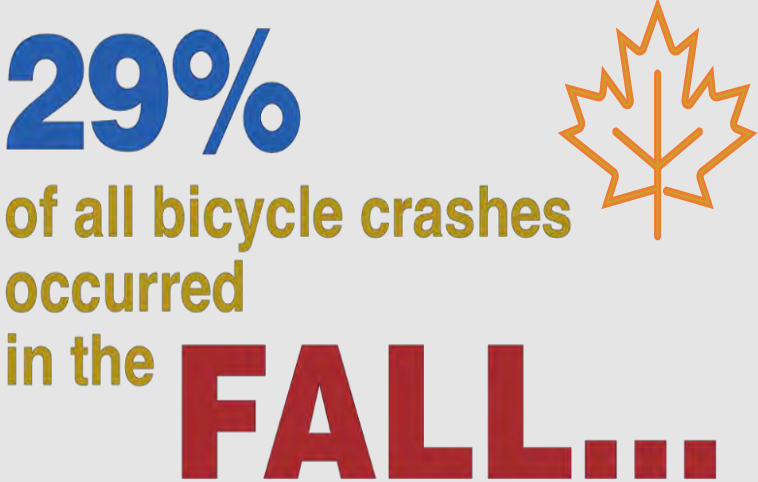
THE HIGHEST NUMBER of
FATAL & SERIOUS INJURIES
occurred on
MONDAYS

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
						

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



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



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

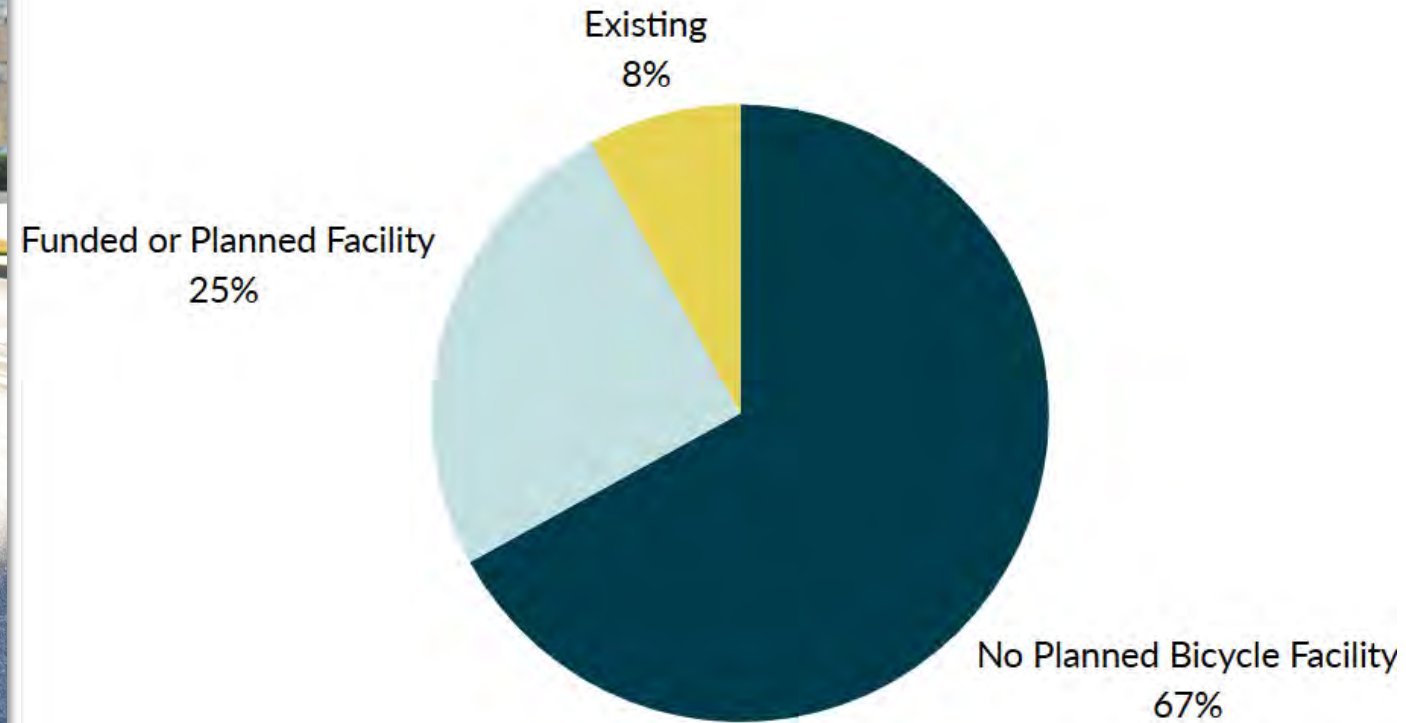
Non-Intersections

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

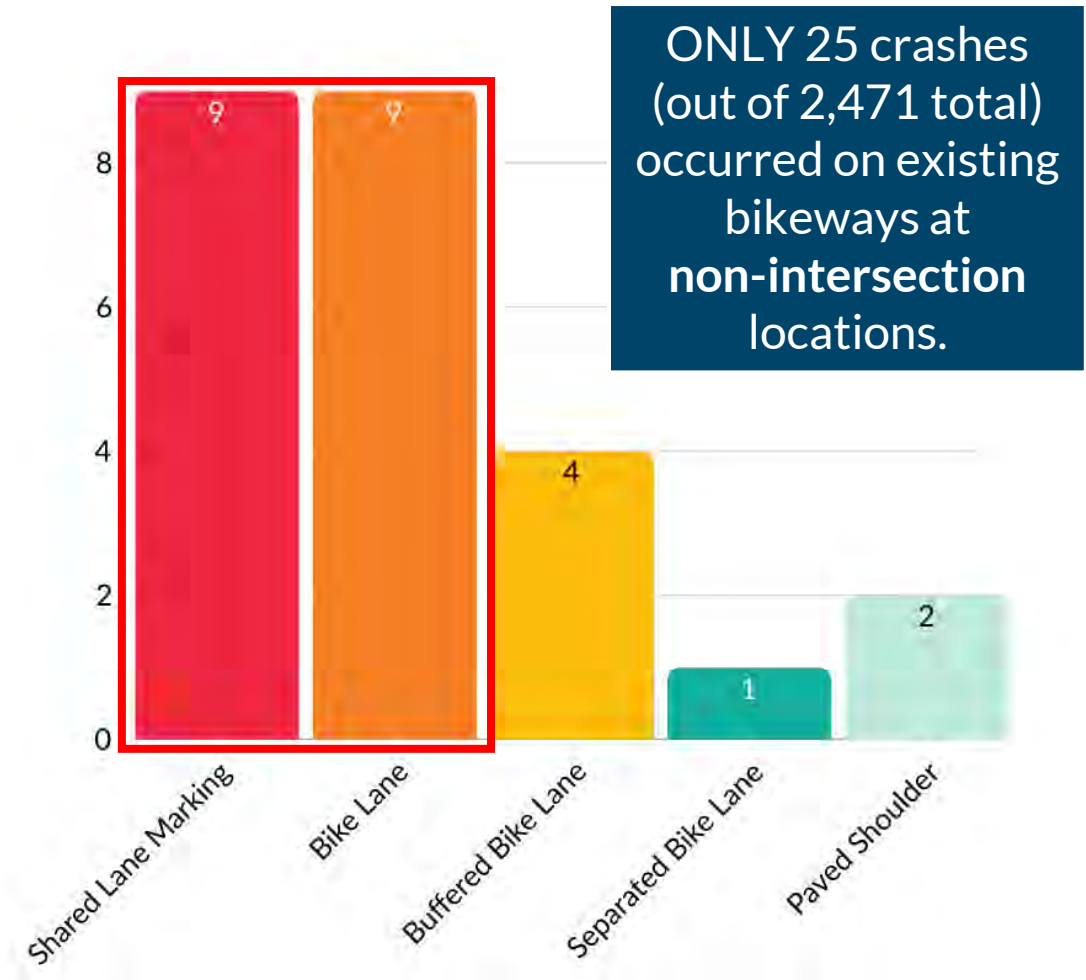
ONLY 25 crashes
(out of 2,471 total)

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

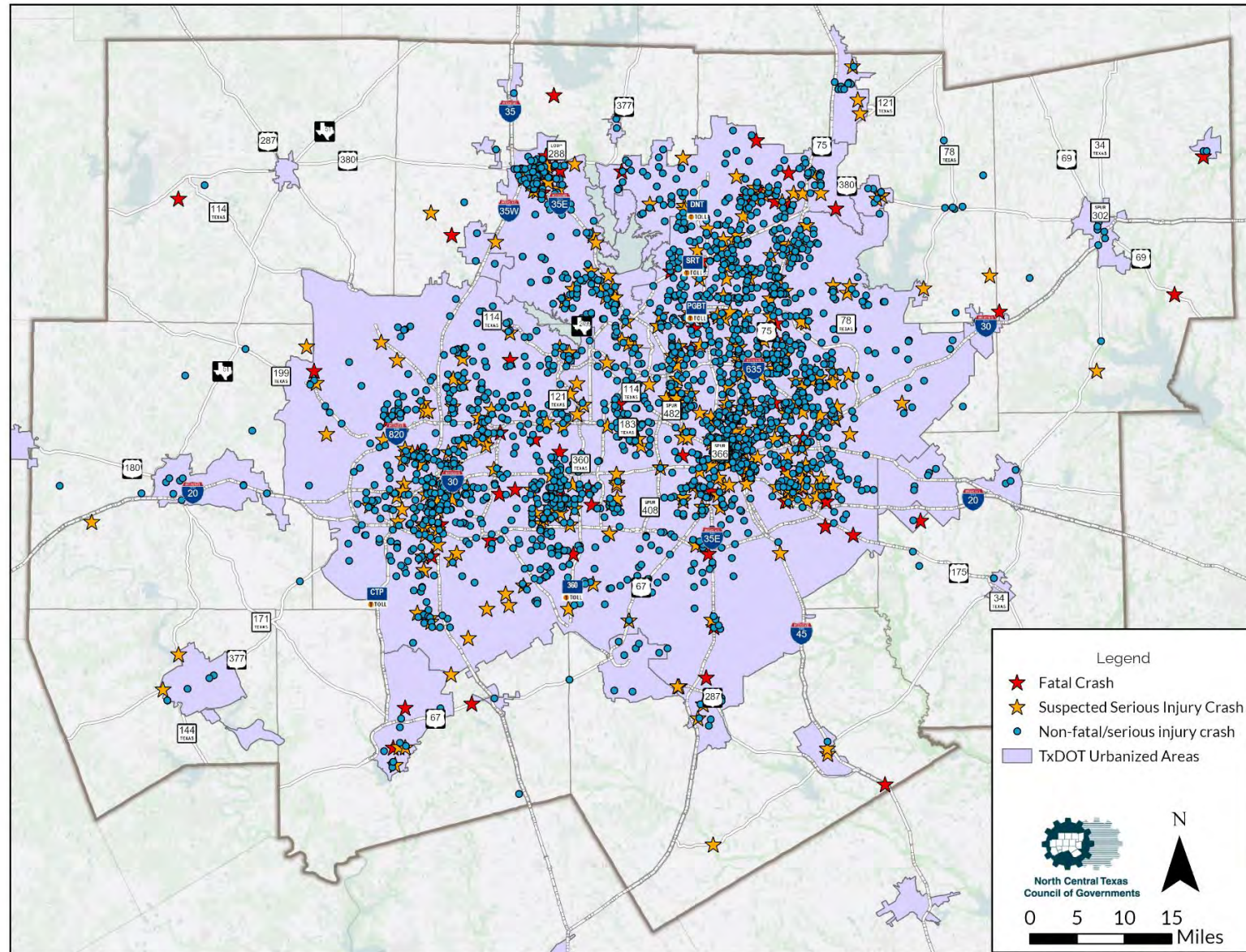


BICYCLE CRASHES ON EXISTING FACILITIES (BY FACILITY TYPE)

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

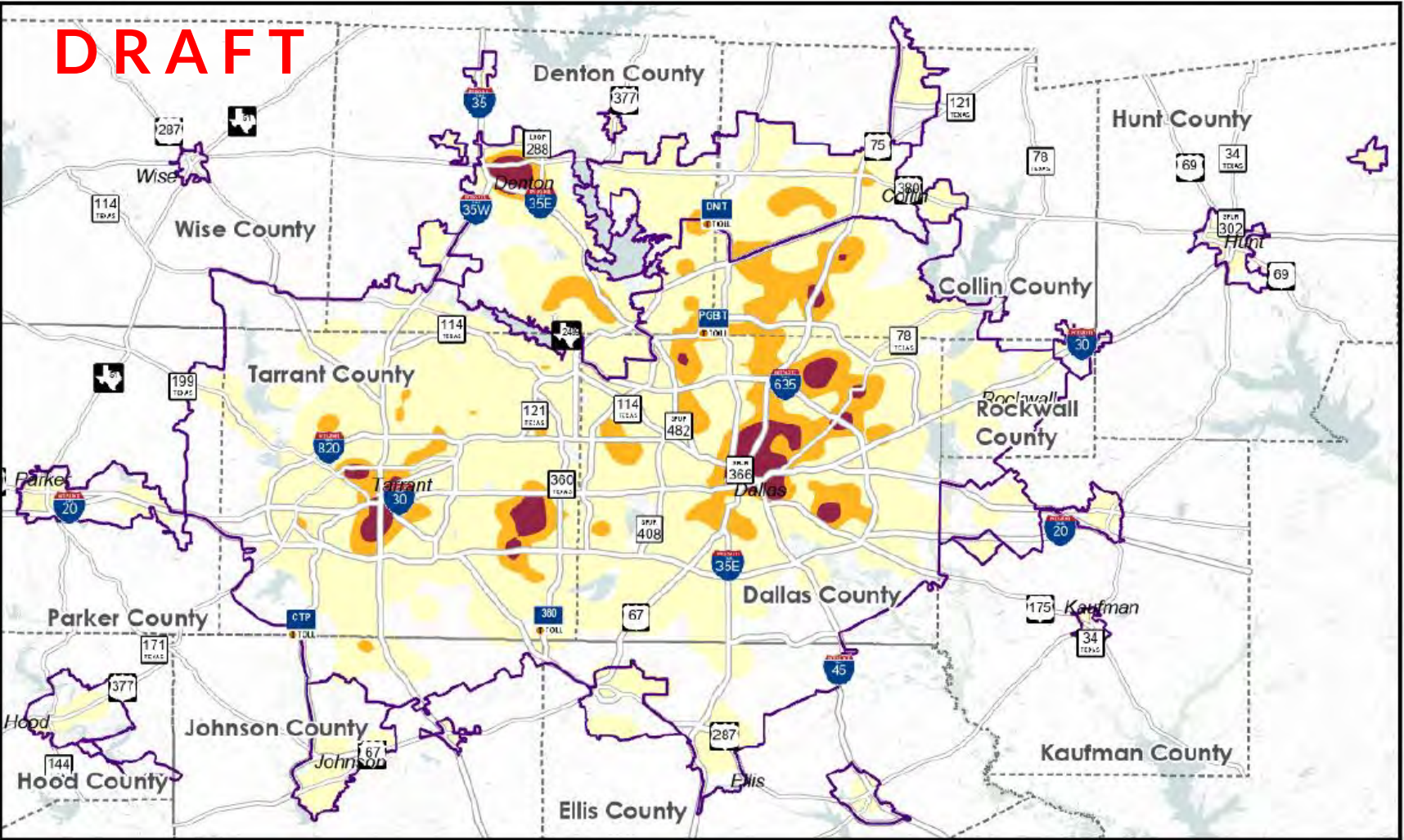


2019-2023 BICYCLE CRASHES IN THE MPA



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

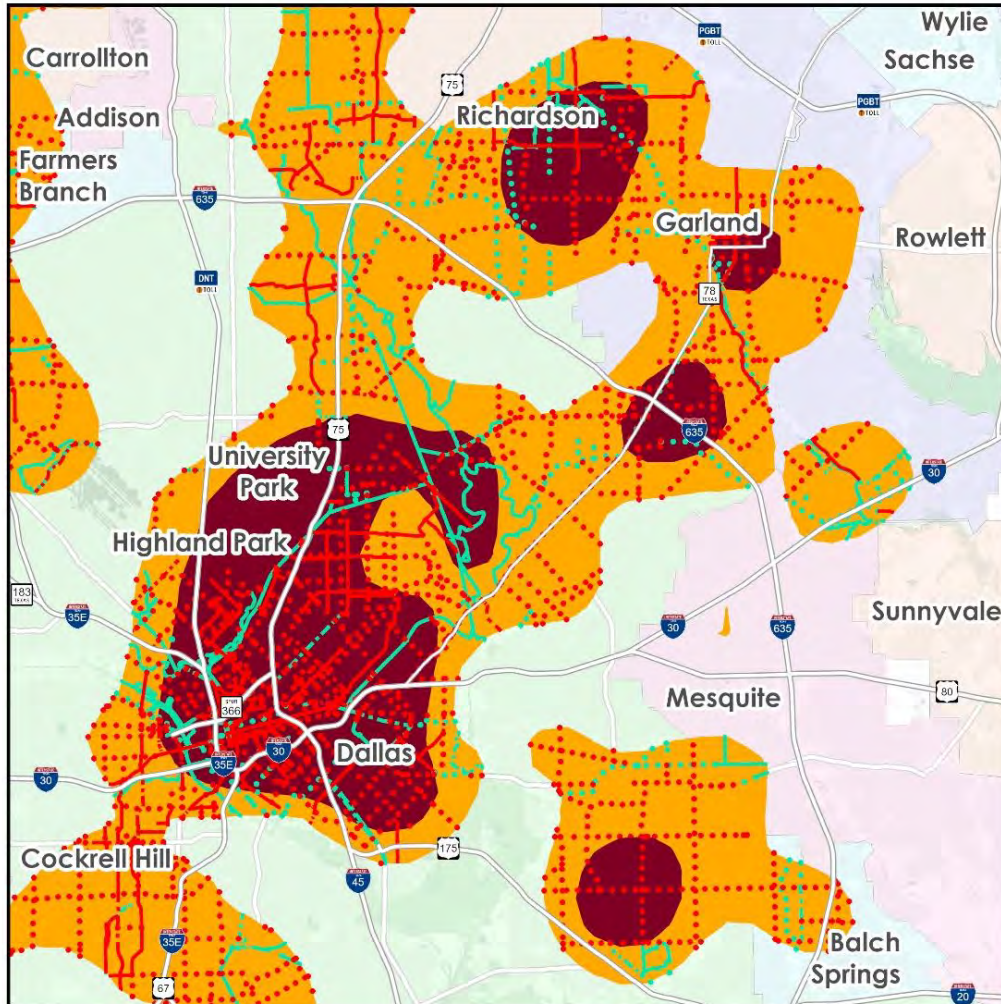
Urbanized Area

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



BIKEWAY FACILITY NETWORK WITHIN HIGH AND MODERATE CRASH DENSITY AREAS

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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

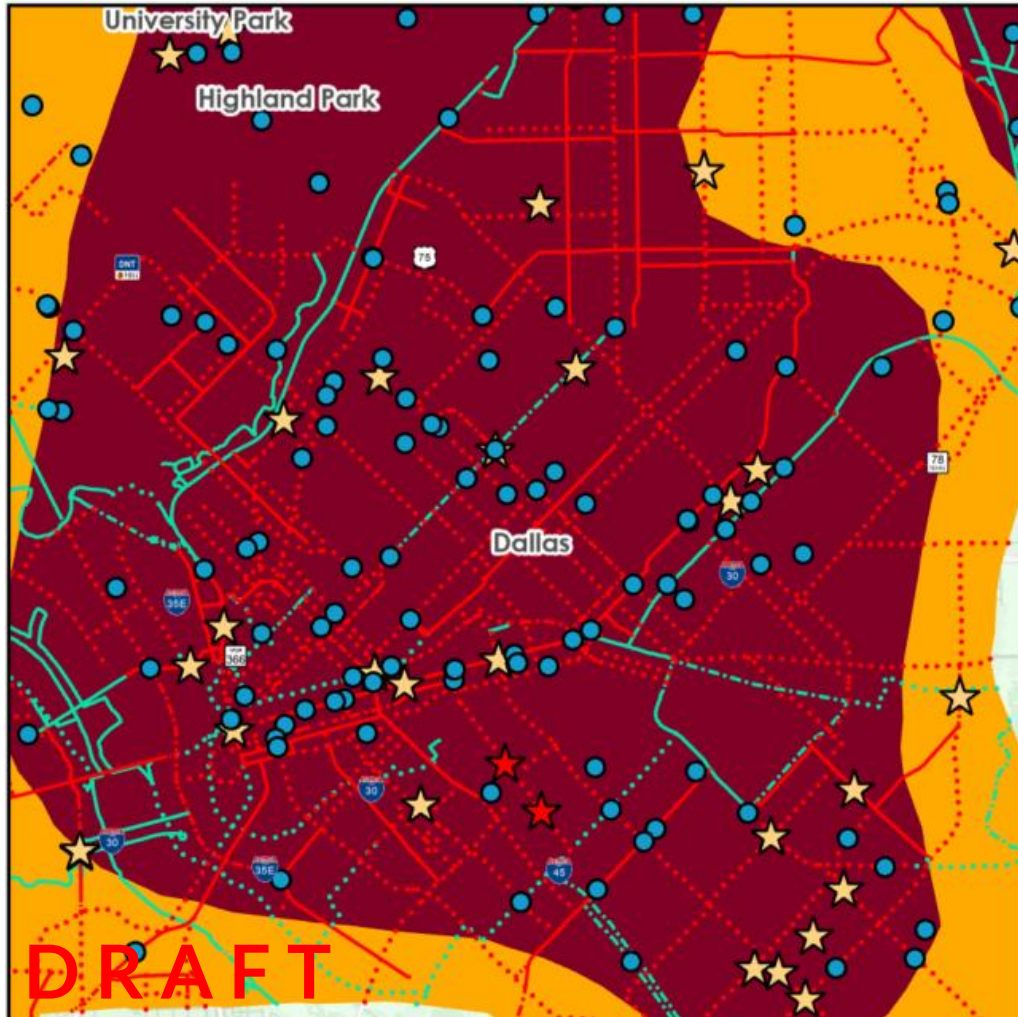
- Planned, Off-Street
- Funded, Off-Street
- Existing, Off-Street
- Planned, On-Street
- Funded, On-Street
- Existing, On-Street

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

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

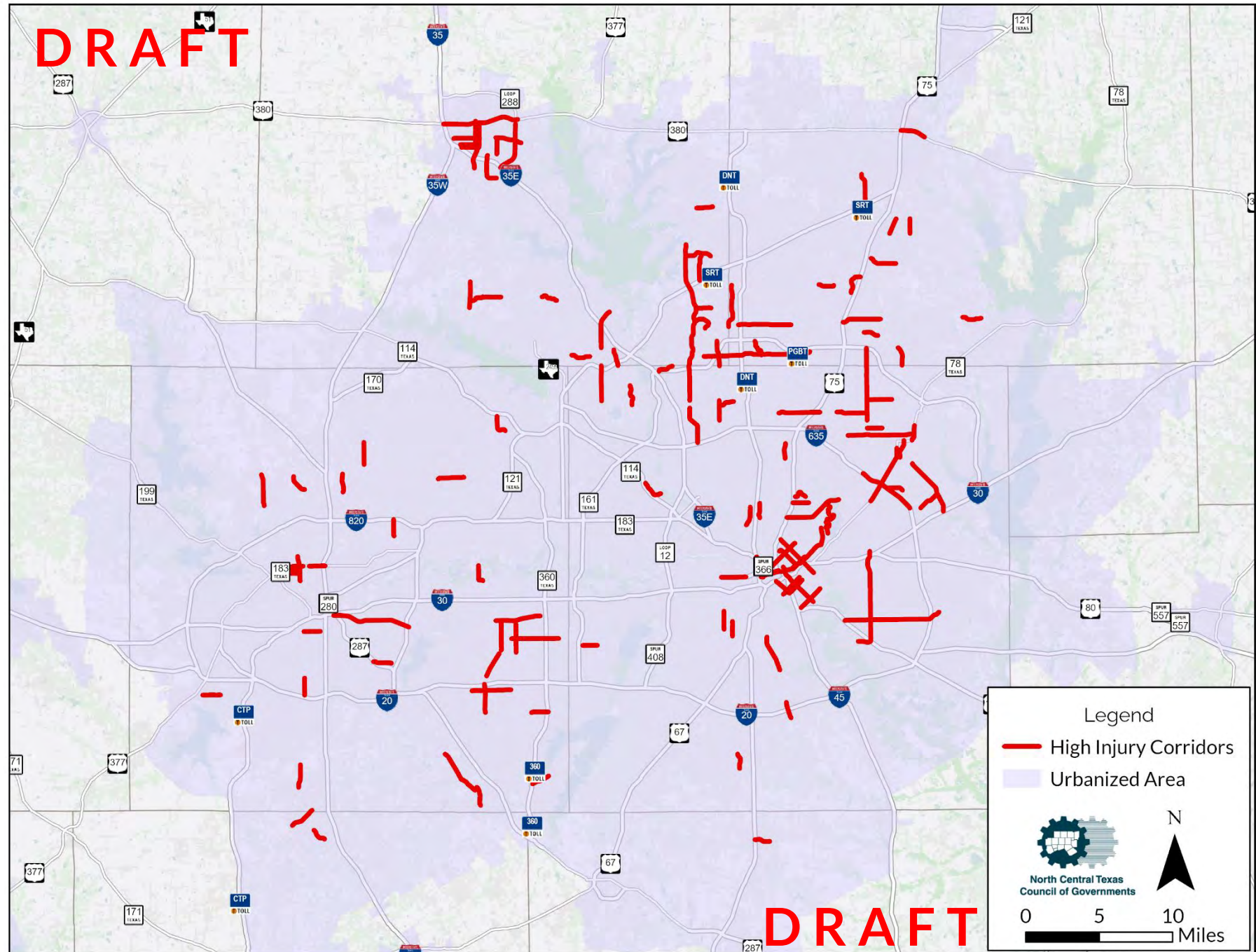
Intersection Crashes

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



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

- Number of crashes per mile above the regional average

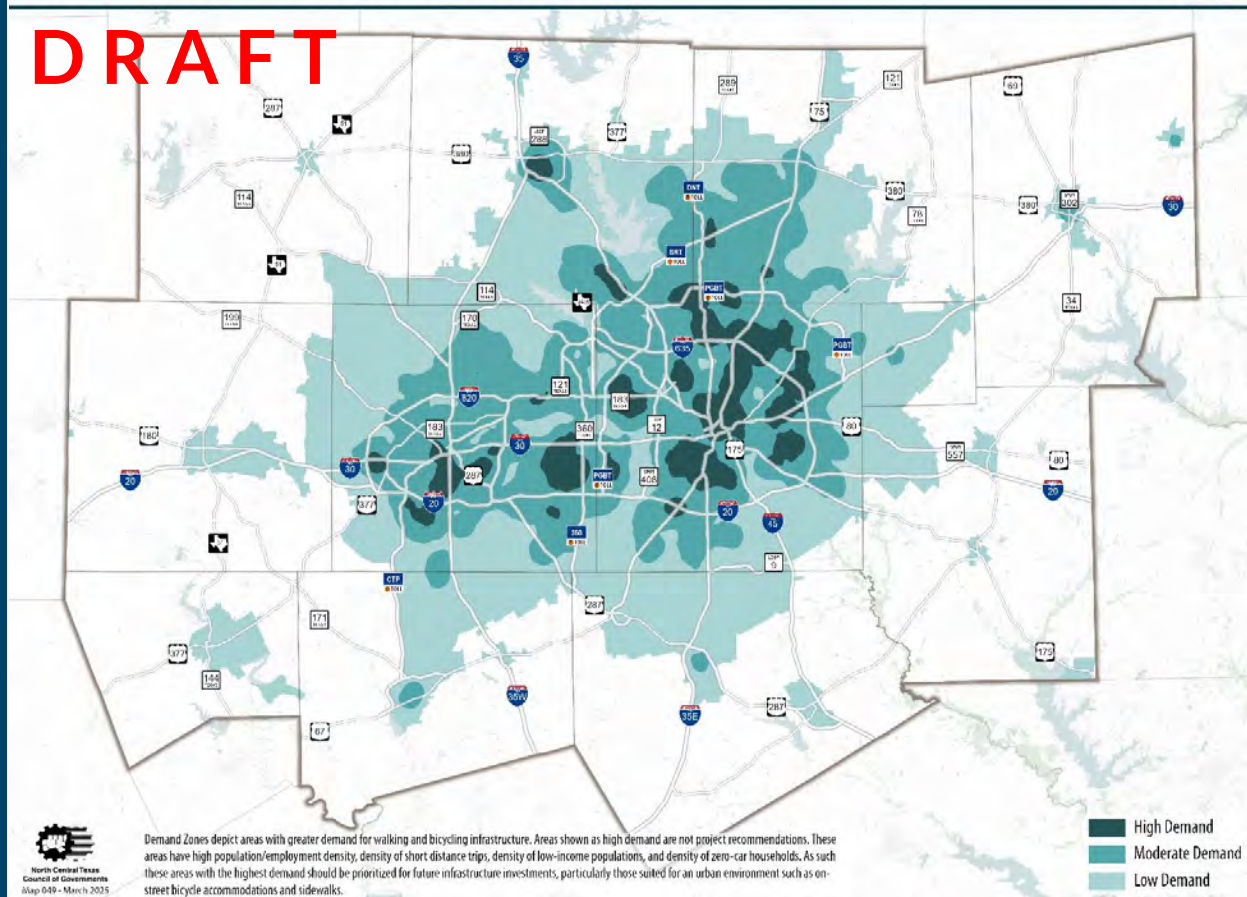


PRIORITIZING THE NETWORK

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



DRAFT



Discussion (Mentimeter Poll)



REGIONAL BIKE SAFETY SURVEY

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

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



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