

Pedestrian Safety Action Plan Annual Implementation Summary Report 2022

The regional Pedestrian Safety Action Plan was endorsed by the Regional Transportation Council (RTC) on June 10, 2021 and adopted by reference in the Metropolitan Transportation Plan, Mobility 2045 Update, on June 9, 2022. This annual Progress Report provides updates on the Action Items listed in the Plan.

Action Item Status	Underway
	Ongoing
	Future

	Recommended Action	Action Item Type	Implementors	Timeline <i>(from June 2021 RTC Endorsement)</i>	Recommended Policy	Costs (H/M/L)
1	Facilitate collaboration with TxDOT, local governments and regional organizations in support of projects and programs that improve regional pedestrian safety.	Engineering	TxDOT, local governments, regional organizations, and NCTCOG	Continuous	1, 2, 3, 5	Low
	Status		Next Steps			
	NCTCOG is continually working with TxDOT, local governments, and regional organizations to support ongoing collaboration for projects and programs that improve pedestrian safety in the region.		NCTCOG will continue to work with TxDOT, local governments, and regional organizations for ongoing collaboration for regional pedestrian safety projects and programs.			
2	Conduct Roadway Safety Audits (RSA) for the pedestrian safety corridors.	Engineering	TxDOT, local governments, and NCTCOG	2-3 years (2023-2024)	2, 3, 4	Medium
	Status		Next Steps			
	<ul style="list-style-type: none"> In partnership with FHWA, two Roadway Safety Audits have been conducted in the region: MLK Blvd (Dallas) and Belknap Ave (Fort Worth). Both are Primary Pedestrian Safety Corridors as highlighted in the Plan. A Road Safety Audit is anticipated to be conducted in fall 2022 in Richardson. The location is a Primary Pedestrian Safety Corridor highlighted in the Plan. The City of Fort Worth engaged a consultant to conduct safety audits on eight corridors from the City's designated High Injury Network (HIN). Five of the corridors are designated part of the city's Pedestrian HIN and two are designated part of the city's Bike HIN. Three of these corridors are identified as Primary Pedestrian Safety Corridors by the Regional Pedestrian Safety Action Plan. 		<ul style="list-style-type: none"> Continue supporting RSA efforts through collaboration with FHWA. Identify funding to initiate additional RSAs. 			
3	Implement safety improvements based on RSA findings for pedestrian safety corridors.	Engineering	TxDOT, local governments, and NCTCOG	10 years (2031)	2, 3, 4	Medium-High
	Status		Next Steps			
	Implementing safety improvements based on RSA findings will occur once RSAs can be completed, recommendations provided, and funding secured. However, NCTCOG actively pursues funding opportunities, whether from the state or federal government, to fund safety audits and/or improvements.		Continue supporting RSA efforts and pursue funding opportunities to fund safety improvements.			

	Recommended Action	Action Item Type	Implementors	Timeline (from June 2021 RTC Endorsement)	Recommended Policy	Costs (H/M/L)
4	Develop performance measures to evaluate the effectiveness of implemented countermeasures based on measurable data.	Education/Evaluation/Encouragement	TxDOT, local governments, and NCTCOG	2-5 years (short-term) and 10 years (long-term) (2023-2026; 2031)	2, 3, 4	Low
	Status		Next Steps			
	With focus on first conducting safety audits and then implementing recommended safety improvements, development of performance measures will come after.		Performance measures are expected to be developed in the next couple of years as more safety audits are conducted and safety improvements funded and constructed.			
5	Coordinate and/or support the development of educational workshops and webinars aimed at informing law enforcement of pedestrian rights and responsibilities and the importance of accurate pedestrian crash reporting.	Education/Evaluation/Encouragement	Local governments, Police/enforcement agencies, and NCTCOG	2-3 years (2023-2024)	6	Medium
	Status		Next Steps			
	<ul style="list-style-type: none"> Texas A&M Transportation Institute (TTI) hosted Law Enforcement Trainings on Pedestrian and Bicycle Laws in the DFW region in March and June 2022. NCTCOG hosts Traffic Incident Management First Responder and Managers Training six times throughout the year. This training includes addressing the importance of accurate crash reporting. NCTCOG's Regional Safety Advisory Committee is discussing creating a crash report working group, which would include law enforcement personnel. 		NCTCOG will begin developing a plan to coordinate and support workshops and webinars aimed at law enforcement professionals to inform of pedestrian rights and responsibilities and accurate pedestrian crash reporting.			
6	Coordinate and/or support educational programs and marketing campaigns aimed at informing the public, including drivers and pedestrians, of their rights and responsibilities when traveling on the roadway. Education campaigns, including Lookout Texans, should be cognizant of their intended audience, based on the demographics historically involved in reported pedestrian crashes.	Education/Evaluation/Encouragement	City offices for community planning, schools, and educational institutions,	1-2 years; Continuous (Education) (2022-2023)	5, 6	Medium
	Status		Next Steps			
	<ul style="list-style-type: none"> Through its Look Out Texans brand, NCTCOG shared safety messaging aimed at pedestrians and drivers through a variety of marketing avenues, including: social media (paid and unpaid); Spotify paid ads; Google paid ads; two promotional appearances on Good Morning Texas; paid ads in Dallas Morning News; and, paid ads with Community Impact. Partner campaign Walk.Bike.Safe. from TTI and TxDOT shared pedestrian safety messaging throughout the year, including statewide messaging on billboards, tv ads, and social media. 		NCTCOG will continue to share safety messaging through the Look Out Texans campaign, and will continue to coordinate with other partners sharing pedestrian safety messaging.			

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7	Coordinate and/or support the development and implementation of policies, programs and marketing campaigns aimed at improving safety and higher levels of physical activity for students.	Education/Evaluation/Encouragement	NCTCOG, local governments, independent school districts (ISDs) and other educational institutions	1-2 years; Continuous (Education) (2022-2023)	5	Low
	Status		Next Steps			
	<ul style="list-style-type: none"> Prepared a Safe Routes to School (SRTS) Action Plan for three elementary schools for City of Dallas and Dallas ISD Prepared a SRTS Action Plan for Webb Elementary School for City of Arlington and Arlington ISD. NCTCOG has the following resources available to schools: School District-Transit Coordination in the Dallas-Fort Worth Region (2020), and Planning for Community-Oriented Schools: A Guide to School Siting in North Texas (2017) 		NCTCOG is working on developing a Safe Routes to School Action Plan, which will create a region-wide strategic approach to enabling safe travel by walking and/or biking, and identify where improvements are most needed. It is expected to be completed in late 2022.			
8	Complete updates to the Regional Pedestrian Safety Action Plan (PSAP) at least every five years to integrate as part of the Metropolitan Transportation Plan, using updated data and regional analysis.	Education/Evaluation/Encouragement	NCTCOG	5 years (2026)	1	Low
	Status		Next Steps			
	<ul style="list-style-type: none"> The PSAP was adopted by reference in the Mobility 2045 Update, endorsed by the Regional Transportation Council on June 9, 2022. NCTCOG staff conducted the first annual review of the Plan. Proposed updates include an Environmental Justice analysis and a section related to annual monitoring and outcomes. Minor edits were made to Appendix B to delete duplicative tables. The PSAP 2022 Update is expected to be scheduled for action by the Regional Transportation Council in August 2022. 		NCTCOG expects to update the Plan with updated annual crash and other data as needed at least every five years.			
9	Conduct annual monitoring of pedestrian safety trends and reported crashes.	Education/Evaluation/Encouragement	NCTCOG, TxDOT, local governments	1 year; Continuous (2022)	1	Low
	Status		Next Steps			
	<ul style="list-style-type: none"> NCTCOG produces an annual Safety Program Performance Measures report each year, which reports on the number of crashes and fatalities in the region and safety performance measure targets. This report can be found on NCTCOG's website: https://www.nctcog.org/trans/quality/safety/transportation-safety The Regional Transportation Council approved safety performance targets for all modes for 2019-2022, which include a target of 2% reductions by 2022 of number of fatalities, fatality rate, and number of serious injuries. TxDOT has set targets of 50% reduction in fatalities and fatality rate by 2035, and to be zero by 2050. 		<ul style="list-style-type: none"> Continue producing the Safety Program Performance Measures report. NCTCOG Transportation Department staff will determine if additional performance measures need to be included in that annual report. Reducing pedestrian fatalities is one of the focus areas of the Statewide Safety Task Force. TxDOT and MPOs are identifying countermeasures to be implemented as part of the Task Force initiatives over the next year. 			

	Recommended Action	Action Item Type	Implementors	Timeline <i>(from June 2021 RTC Endorsement)</i>	Recommended Policy	Costs (H/M/L)
10	Support a Regional Transportation Council (RTC) legislative program that addresses lower traffic speeds, yielding to pedestrians, and the use of wireless communication devices while operating a motor vehicle.	Enforcement	Local governments, Police/enforcement agencies, and NCTCOG	2-3 years (2023-2024)	7	Low
	Status			Next Steps		
	In the 2021 Texas legislative session, SB1055 was passed and signed by the Governor. The new law requires vehicle drivers to stop and yield for pedestrians in crosswalks and included a penalty to drivers that do not.			The RTC's legislative program will be updated in fall 2022. It is expected to include programs related to increased safety, including but not limited to texting while driving, speed limits, driving under the influence, and bicycle and pedestrian safety.		