



North Central Texas Council of Governments

Regional Pedestrian Safety Action Plan (2022 Update)

Julie Anderson

August 2022

BACKGROUND

“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.”

Regional Safety Position,
approved by the Regional Transportation Council, December 14, 2017
and reaffirmed on February 14, 2019



BACKGROUND

The **Regional Pedestrian Safety Action Plan (PSAP)** was endorsed by the Regional Transportation Council (RTC) on June 20, 2021.

RTC adopted the Plan by reference as part of Mobility 2045 (2022 Update) on June 9, 2022.



ANNUAL IMPLEMENTATION SUMMARY REPORT

| | |
|--------------------|----------|
| Action Item Status | Underway |
| | Ongoing |
| | Future |

| Action Item | Timeline | Status |
|--|--|----------|
| 1) Facilitate collaboration with TxDOT, local governments, and regional organizations in support of projects and programs that improve regional pedestrian safety. | Continuous | Ongoing |
| 2) Conduct Roadway Safety Audits (RSA) for the pedestrian safety corridors. | 2-3 years | Underway |
| 3) Implement safety improvements based on RSA findings for pedestrian safety corridors. | 10 years | Future |
| 4) Develop performance measures to evaluate the effectiveness of implemented countermeasures based on measurable data. | 2-5 years (short-term) 10 years (long-term) | Future |



ANNUAL IMPLEMENTATION SUMMARY REPORT

Action Item Status

Underway

Ongoing

Future

| Action Item | Timeline | Status |
|---|--------------------------|----------|
| 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. | 2-3 years | Underway |
| 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 Look Out Texans, should be cognizant of their intended audience, based on the demographics historically involved in reported pedestrian crashes. | 1-2 years; Continuous | Underway |
| 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. | 10 years | Underway |



ANNUAL IMPLEMENTATION SUMMARY REPORT

Action Item Status

Underway

Ongoing

Future

| Action Item | Timeline | Status |
|--|--------------------------|----------|
| 8) Complete updates to the Regional Pedestrian Safety Action Plan at least every five years to integrate as part of the Metropolitan Transportation Plan, using updated data and regional analysis. | 5 years | Underway |
| 9) Conduct annual monitoring of pedestrian safety trends and reported crashes. | 1-2 years; Continuous | Underway |
| 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. | 2-3 years | Future |



PSAP (2022 UPDATE)

- ❑ Added Environmental Justice Analysis
- ❑ Added more information on annual monitoring and outcomes
- ❑ Removed duplicative tables of Safety Corridors in Appendix B

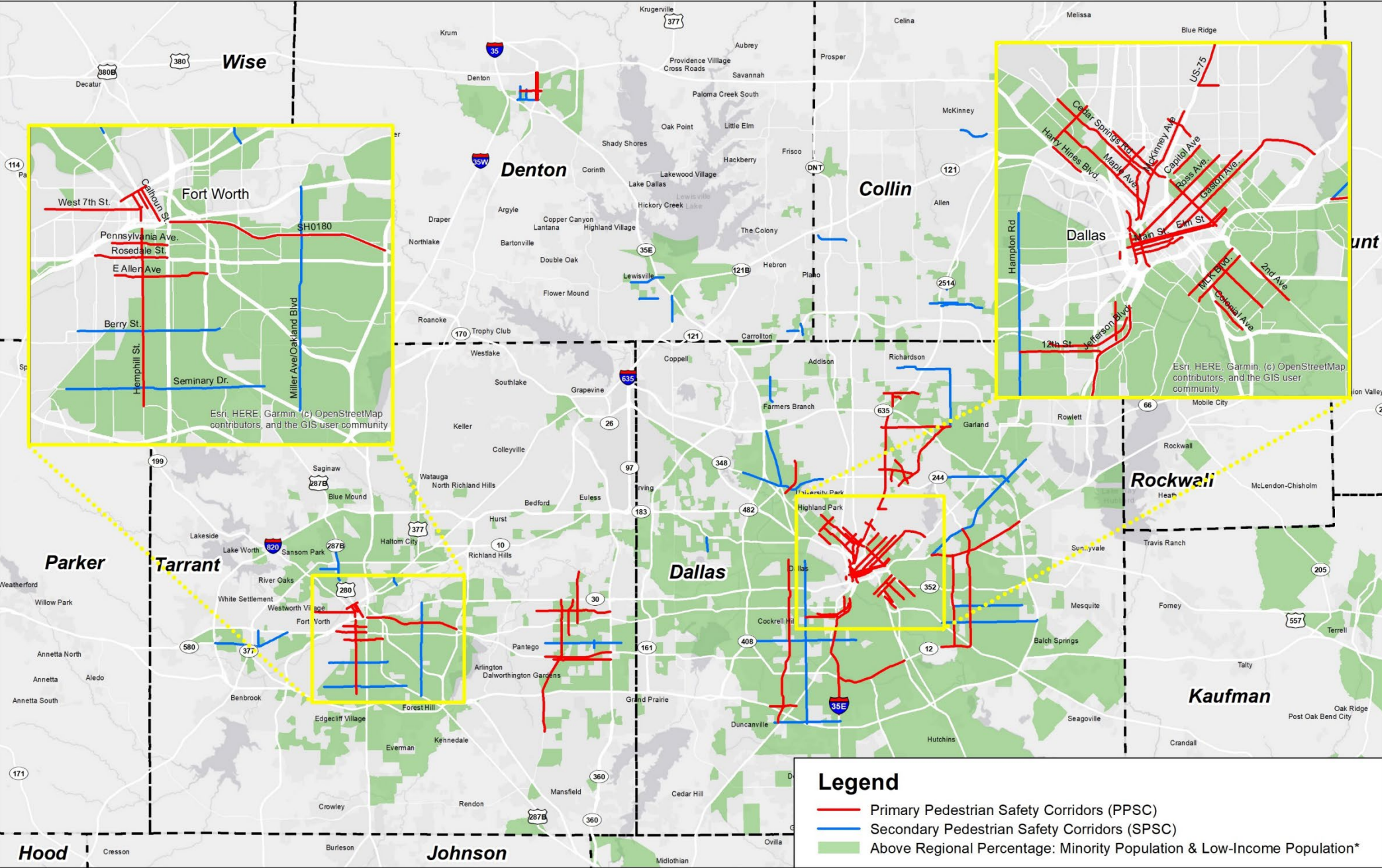
Public comment period open
June 21 – August 17

A redline version was posted to
the NCTCOG website.

Information was provided to
the PSAP Committee and the
Bicycle and Pedestrian Advisory
Committee to review and
provide comments.

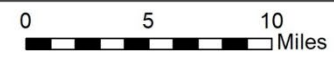


Primary and Secondary Pedestrian Safety Corridors (PPSC/SPSC) Urbanized Area: Environmental Justice Index



Legend

- Primary Pedestrian Safety Corridors (PPSC)
- Secondary Pedestrian Safety Corridors (SPSC)
- Above Regional Percentage: Minority Population & Low-Income Population*



* = Boundaries are from NCTCOG's 2021 Environment Justice Index (EJI) based on the 2015-2019 ACS 5-year Estimates

PSAP (2022 UPDATE)

Table 5 Excerpt

| Primary Pedestrian Safety Corridors (PPSC) | | | | | | | | | | |
|--|---------|------------|-----------------------------|---------------------------|-----------------|------------|----------------|---------------|---------------------------|-----------------------|
| Name | County | City | Begin Point | End Point | On / Off-System | # of Lanes | Length (Miles) | Total Crashes | Avg # of Crashes Per Mile | EJ Area ²⁵ |
| Main St. | Tarrant | Fort Worth | Weatherford (N) | 9th St (S) | Off | 4 | 0.45 | 20 | 44.19 | No |
| Lamar St. | Dallas | Dallas | Victory (N) | Canton (S) | Off | 4 | 1.16 | 43 | 37.22 | Partial |
| Cole Ave. | Dallas | Dallas | Lemmon Ave. (S) | Blackburn (N) | Off | 3 | 0.16 | 5 | 31.22 | No |
| Riverfront Blvd. | Dallas | Dallas | Reunion Blvd. (S) | Commerce St. (N) | Off | 8 | 0.17 | 5 | 28.62 | No |
| Knox St. Henderson Ave. | Dallas | Dallas | Abbott (N) | Homer (S) | Off | 4 | 0.73 | 20 | 27.34 | No |
| MLK Blvd. | Dallas | Dallas | Junis St. (N) | Parnell St. (S) | Off | 4 | 1.52 | 39 | 25.60 | Yes |
| Houston St. | Dallas | Dallas | Houston Viaduct (S) | McKinney (N) | Off | 4 | 0.76 | 18 | 23.82 | Partial |
| Taylor St. | Tarrant | Fort Worth | Belknap (N) | Lancaster (S) | Off | 2 | 0.73 | 15 | 20.60 | No |
| Shady Brook Ln. | Dallas | Dallas | Dallas Park Lane (N) | Southwestern (S) | Off | 2 | 0.70 | 14 | 20.13 | Yes |
| Belknap St. | Tarrant | Fort Worth | Lexington St (W) | N Pecan (E) | Off | 5 | 0.75 | 14 | 18.56 | No |
| McKinney Ave | Dallas | Dallas | N Akard (S) | Atwater Alley (N) | Off | 4 | 2.94 | 49 | 16.69 | No |
| Jackson St. | Dallas | Dallas | Houston (W) | S. Cezar Chavez Blvd. (E) | Off | 5 | 1.01 | 16 | 15.77 | No |
| Young St. | Dallas | Dallas | S Houston St. (W) | US 75 (as Canton St) (E) | Off | 4 | 1.29 | 20 | 15.54 | No |
| Oak Lawn Ave. | Dallas | Dallas | Maple (W) | Blackburn (E) | Off | 4 | 1.01 | 14 | 13.89 | No |
| Elm St | Dallas | Dallas | Houston (W) | Carroll (E) | Off | 5 | 2.54 | 35 | 13.80 | Partial |
| SL 12 (Ledbetter Dr) | Dallas | Dallas | Julius Schepps Loop (E) | IH 35E Service Rd. (W) | On | 6 | 4.42 | 59 | 13.34 | Yes |
| Maple Ave. | Dallas | Dallas | Inwood Dr. (W) | McKinney Ave. (SE) | Off | 4 | 2.76 | 36 | 13.06 | Yes |
| Inwood Rd. | Dallas | Dallas | Redfield (SW) | Lemmon (NE) | Off | 6 | 1.16 | 15 | 12.94 | Yes |
| Main St. | Dallas | Dallas | US 77 (SW) | S Carroll Ave. (NE) | Off | 4 | 2.75 | 35 | 12.73 | Partial |
| S Malcolm X Blvd. | Dallas | Dallas | Elsie Faye Heggins St. (SE) | Al Lipscomb Way (NW) | Off | 4 | 1.53 | 19 | 12.40 | Yes |



81%

of identified **PEDESTRIAN SAFETY CORRIDORS**
are located in a low income/
minority population area.



Source: NCTCOG's 2021 Environmental Justice index, 2015-2019 ACS 5-year estimates



PSAP (2022 UPDATE)

Monitoring and Outcomes

- PSAP reviewed on an annual basis
- Produce an annual implementation summary report
- Track progress towards goal of zero pedestrian fatalities by 2050



PSAP (2022 UPDATE) Schedule

| Date | Milestone |
|----------------------------------|--|
| June 21 – August 17, 2022 | Public Comment Period |
| June 21, 2022 | PSAP Redline distributed to PSAP Committee and BPAC for review and comment |
| July 22, 2022 | STTC Action |
| August 8, 2022 | Public meeting |
| August 18, 2022 | RTC Action |



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