



PEDESTRIAN SAFETY ACTION PLAN 2026 UPDATE

Catherine Richardson | Regional Safety Advisory Committee |
1.23.2026

BACKGROUND

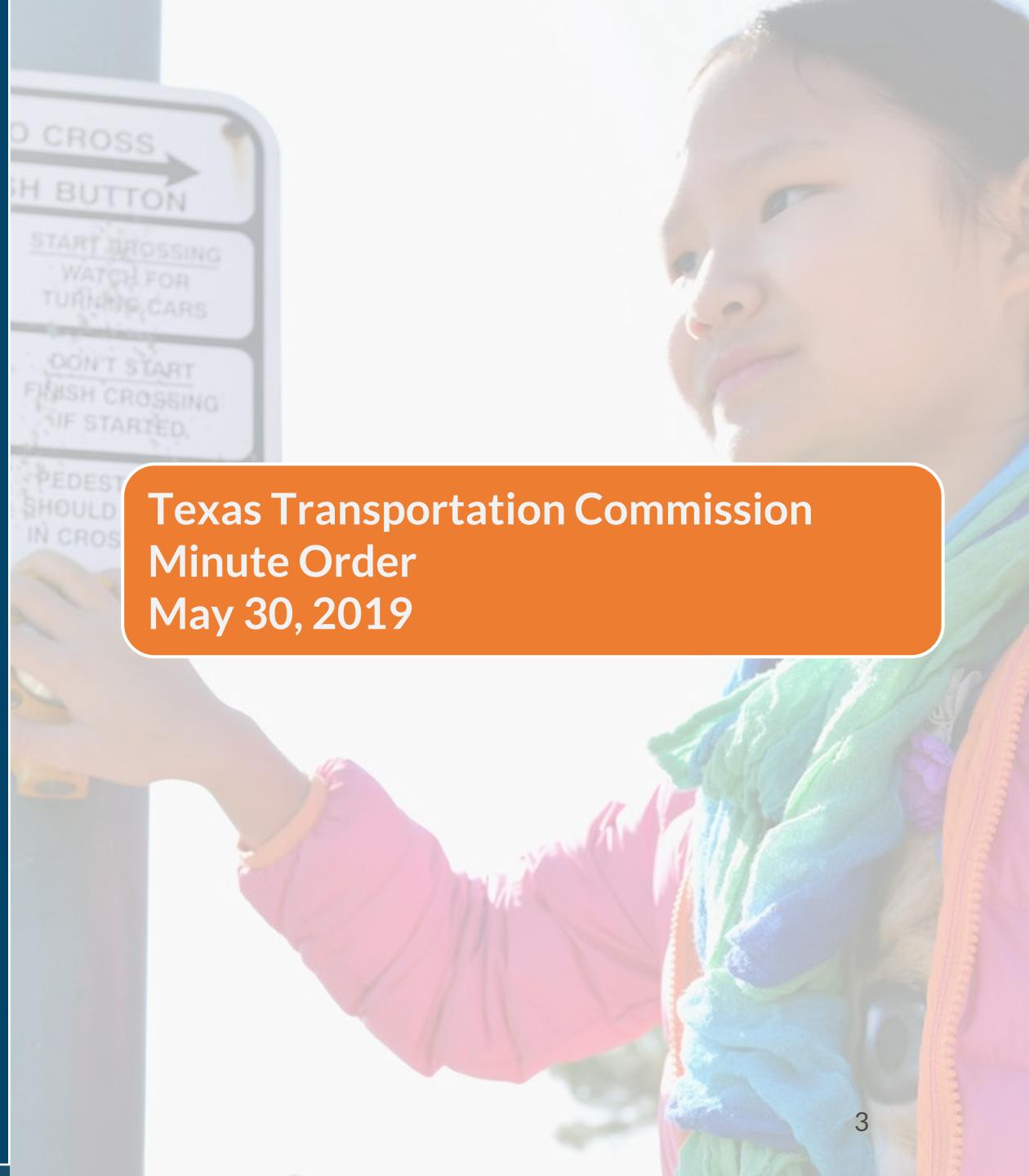
“Even one death on the transportation system is unacceptable. Staff will work with our partners to develop projects, programs, and policies that assist in eliminating serious injuries and fatalities across all modes of travel.”



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

BACKGROUND

“The Texas Transportation Commission directs the Transportation Department to work toward the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050...”

A photograph of a woman with dark hair, wearing a colorful jacket with a rainbow pattern, crossing a street. A pedestrian signal is visible on the left, showing instructions for crossing. The background is bright and slightly overexposed.

Texas Transportation Commission
Minute Order
May 30, 2019

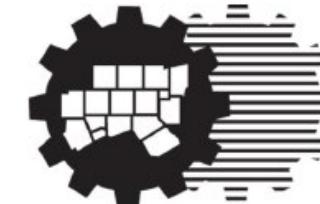
BACKGROUND

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, and is included by reference in **Mobility 2050**.

2021

Regional Pedestrian Safety Action Plan



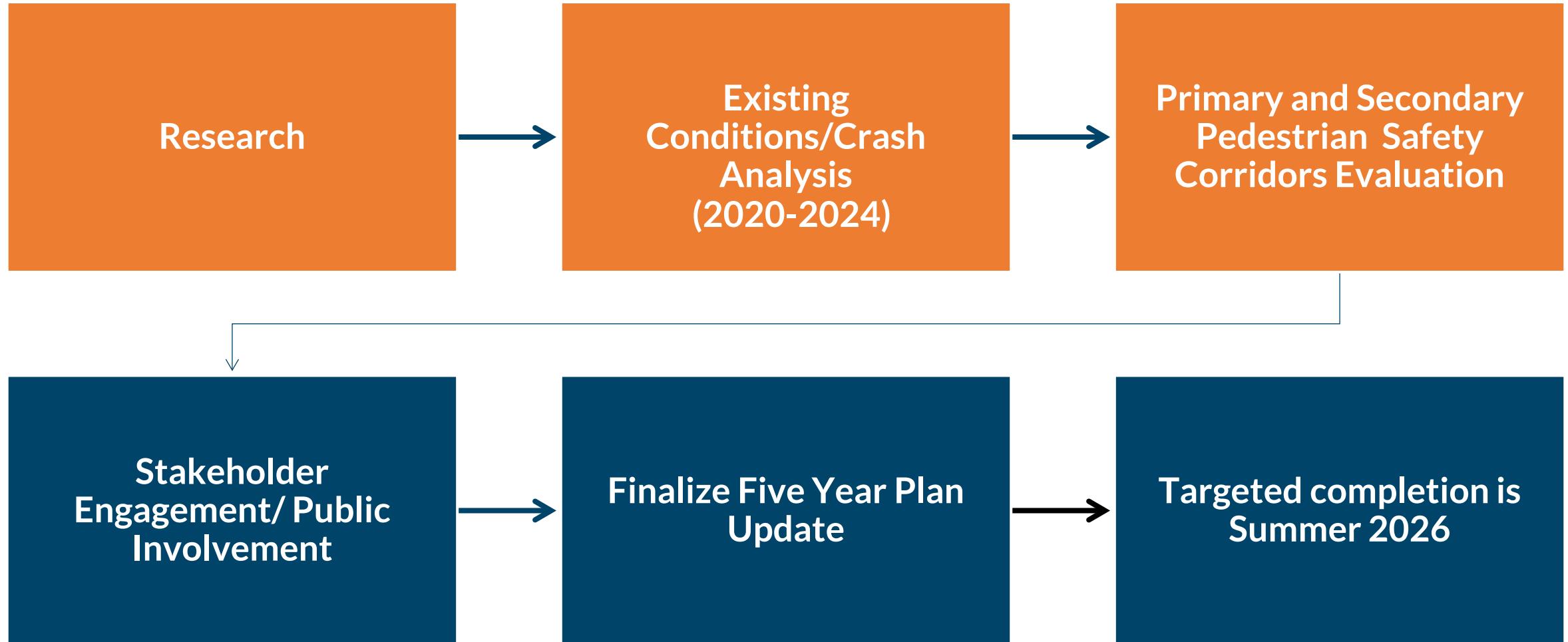
North Central Texas
Council of
Governments

The Surface Transportation Technical Committee took action to recommend the Plan on 05/28/2021, and action was taken by the Regional Transportation Council to endorse the Plan on:

06/10/21



PEDESTRIAN SAFETY ACTION PLAN UPDATE



OVERVIEW OF EXISTING CONDITIONS PEDESTRIAN CRASH ANALYSIS

Source: AASHTOWare Safety Crash Query

Includes crashes in TxDOT's Crash Records Information System (CRIS) 2020 - 2024 data current as of 12/10/2025.

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.



Image Source: NHTSA



PEDESTRIAN CRASH ANALYSIS (2020-2024)

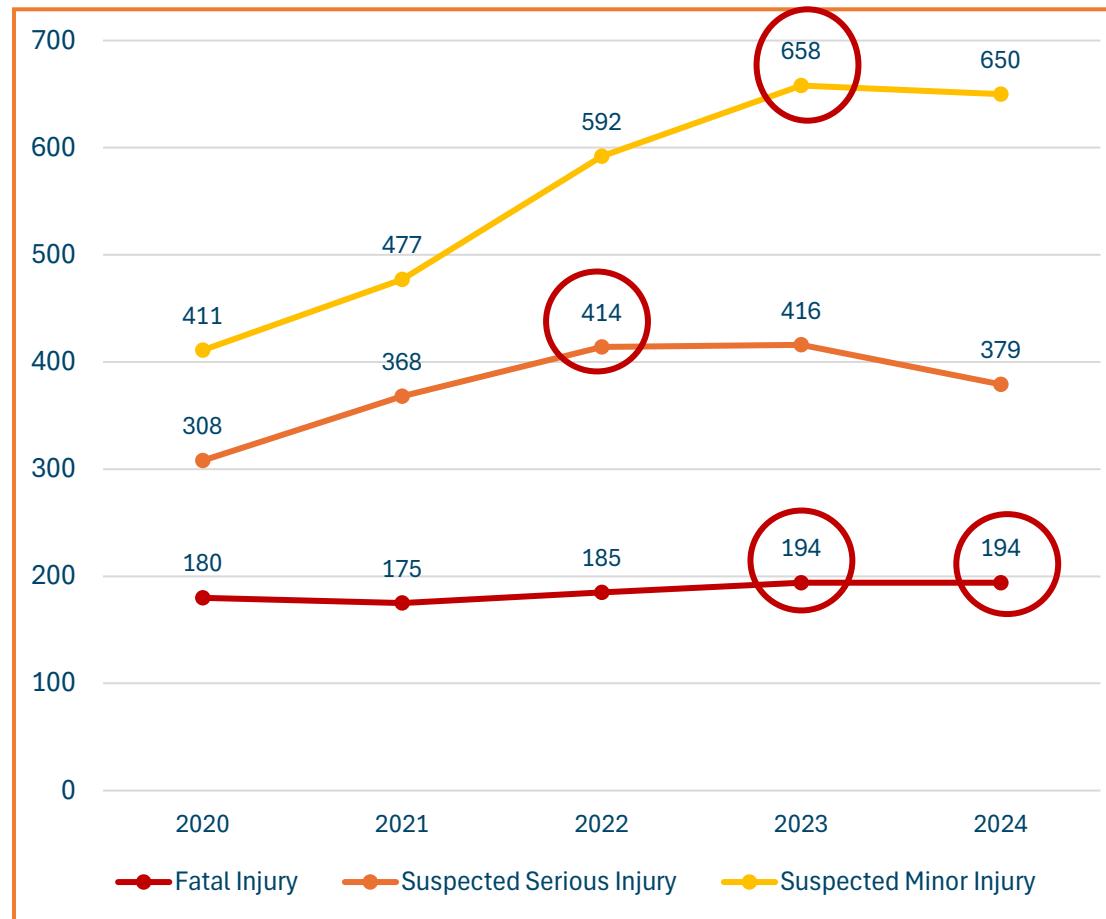
Year	Crashes	Pedestrians
2020	1,218	1,292
2021	1,301	1,399
2022	1,449	1,534
2023	1,486	1,595
2024	1,483	1,605
Total	6,937	7,425



PEDESTRIAN INJURY SEVERITY

During the analysis period, 37 percent of pedestrians involved in a crash died or were seriously injured
2,813 pedestrians out of 7,425

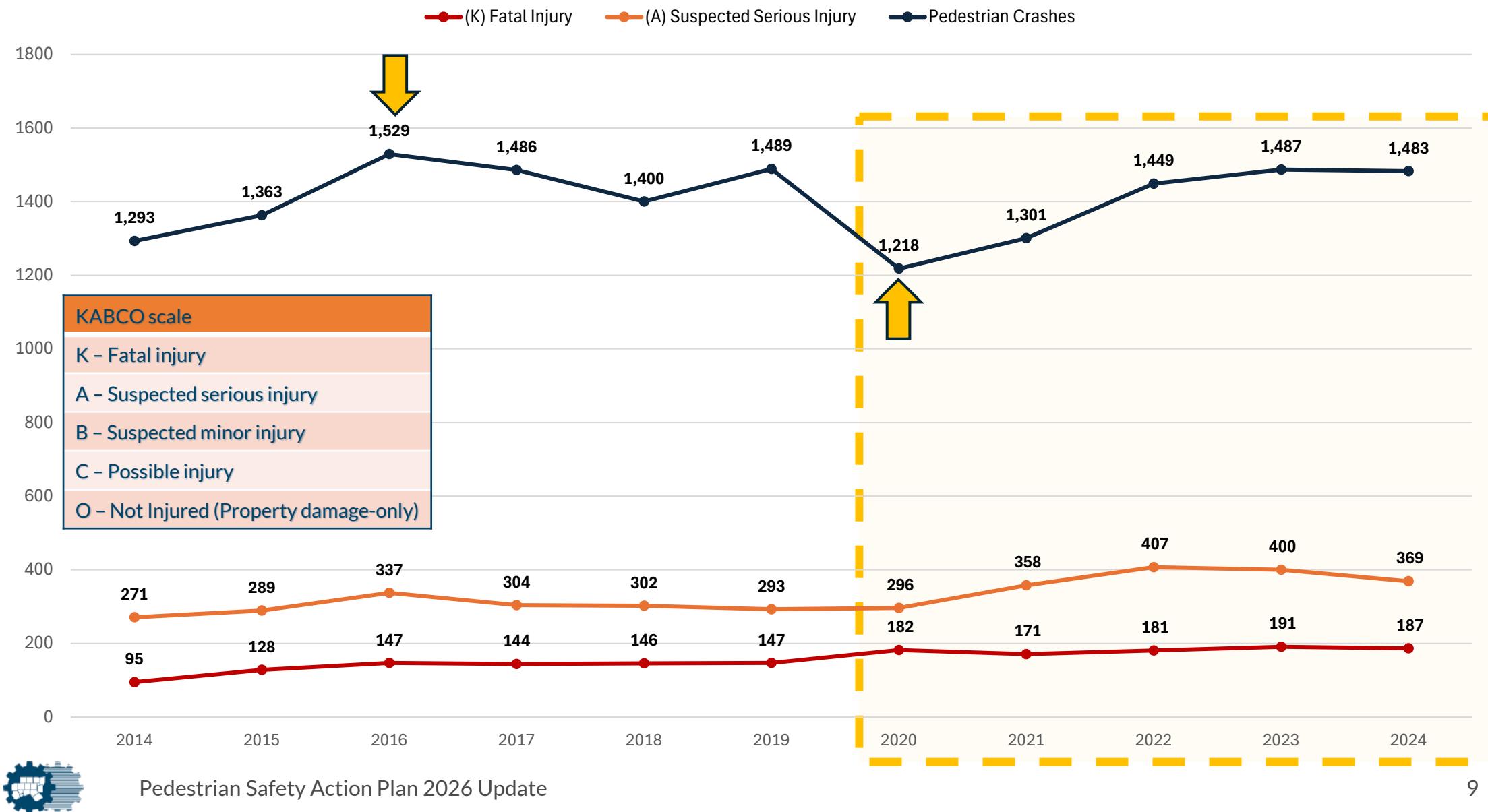
Number of Pedestrians Involved in a Crash by Severity (2020-2024)



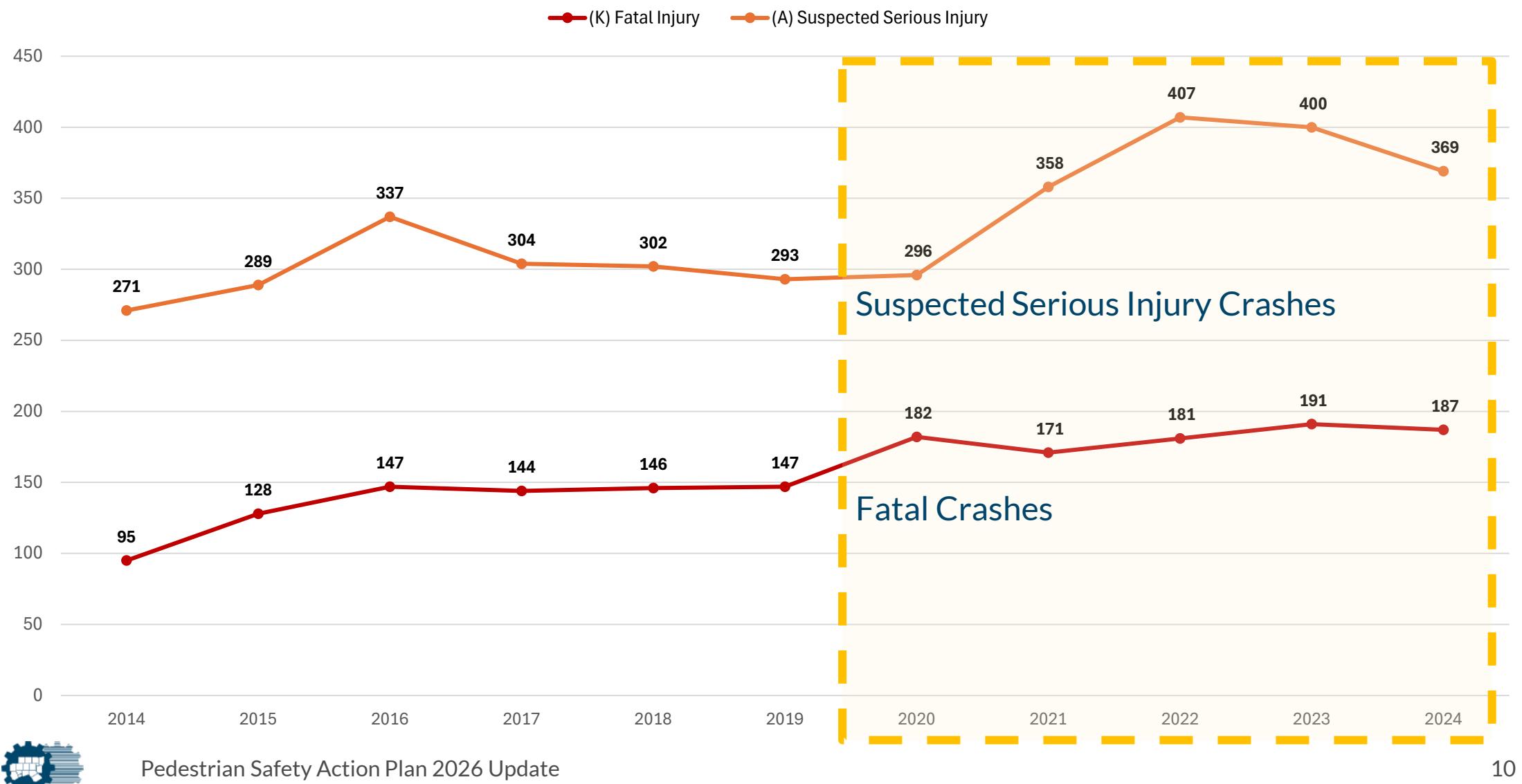
KABCO scale	
K - Fatal injury	
A - Suspected serious injury	
B - Suspected minor injury	
C - Possible injury	
O - Not Injured (Property damage-only)	



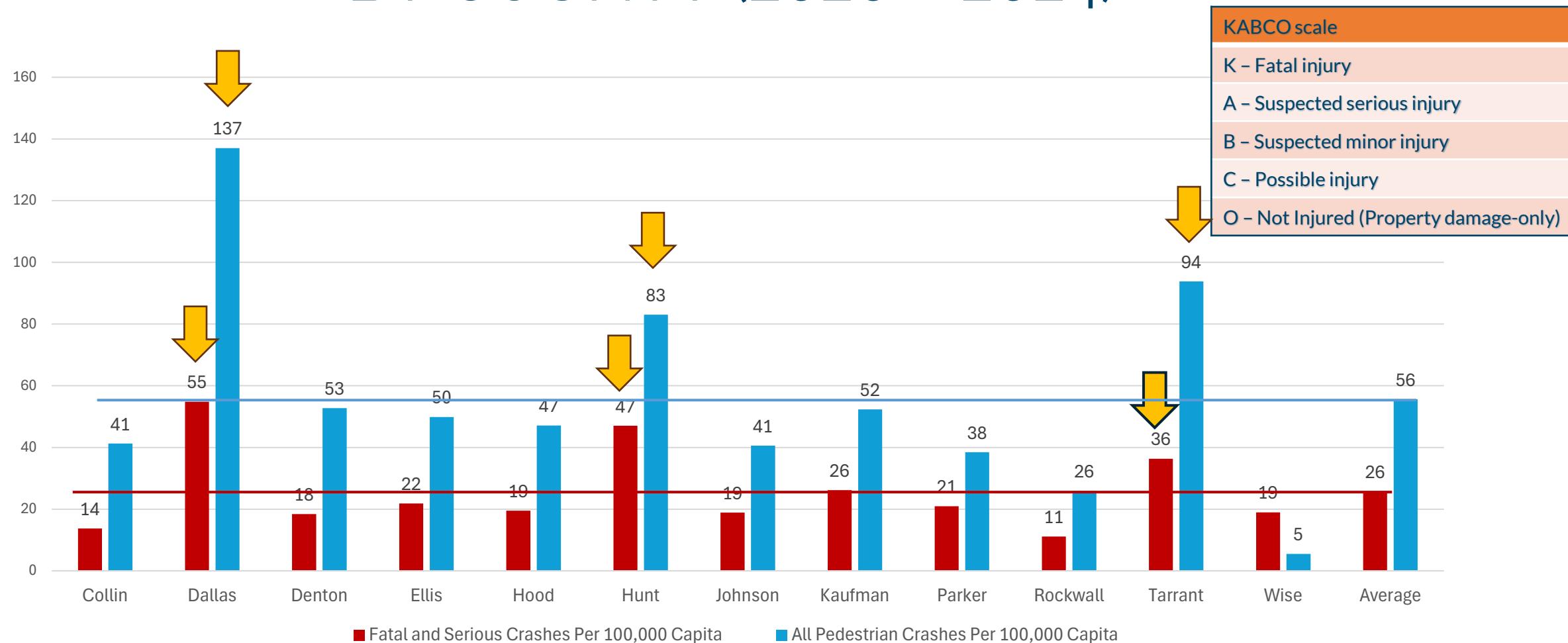
PEDESTRIAN CRASH ANALYSIS (2014-2024)



PEDESTRIAN CRASH ANALYSIS (2014-2024)

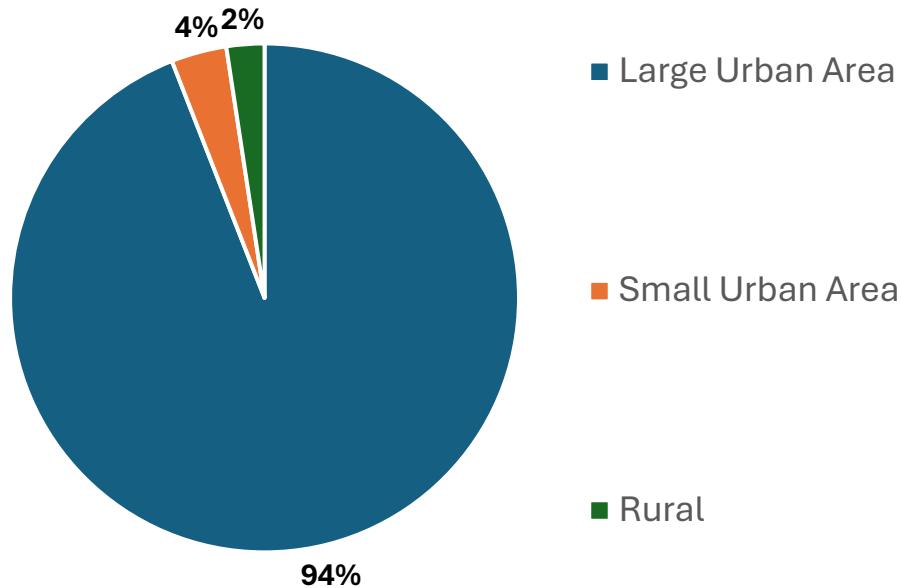


PEDESTRIAN CRASHES PER 100,000 CAPITA BY COUNTY (2020 – 2024)



URBAN AREA VS. RURAL CONTEXT

Percent of All Crash Severities (2020-2024)



92%
of Fatal &
Serious Crashes
are Happening
IN URBAN AREAS

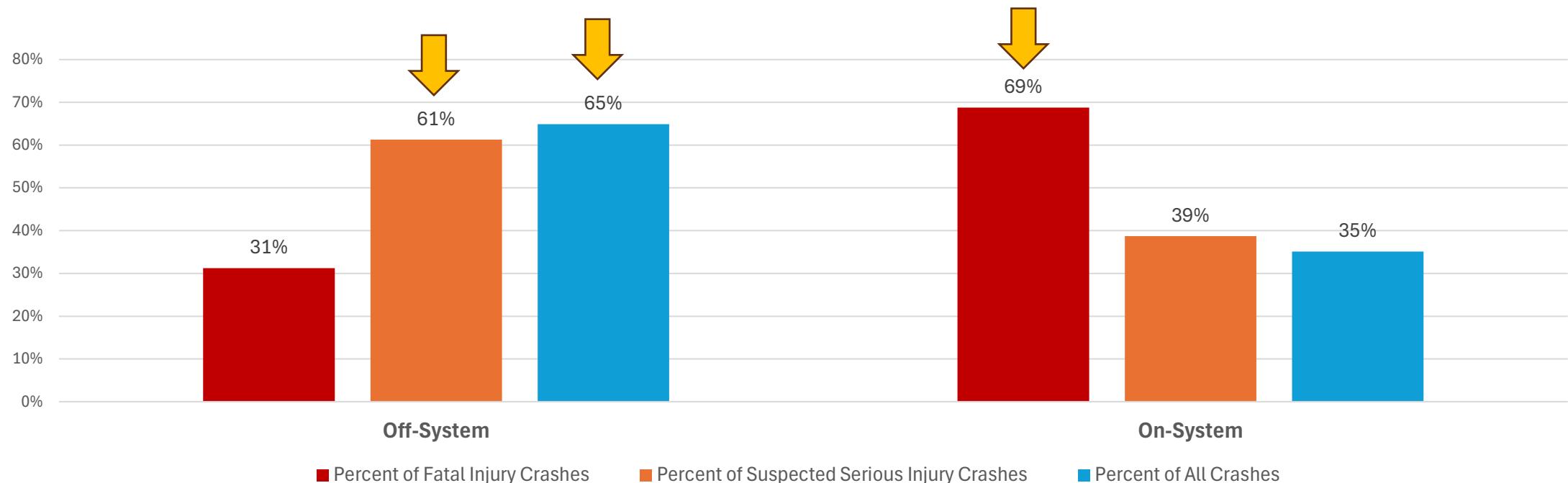


Source: TxDOT Crash Record Information System (CRIS) for the MPA region from 2020-2024



OFF-SYSTEM VS. ON-SYSTEM (2020-2024)

- 65 percent of pedestrian crashes occur off-system
- 61 percent of serious injury crashes occur off-system
- 69 percent of all fatal crashes occur on-system



LIGHTING CONDITIONS

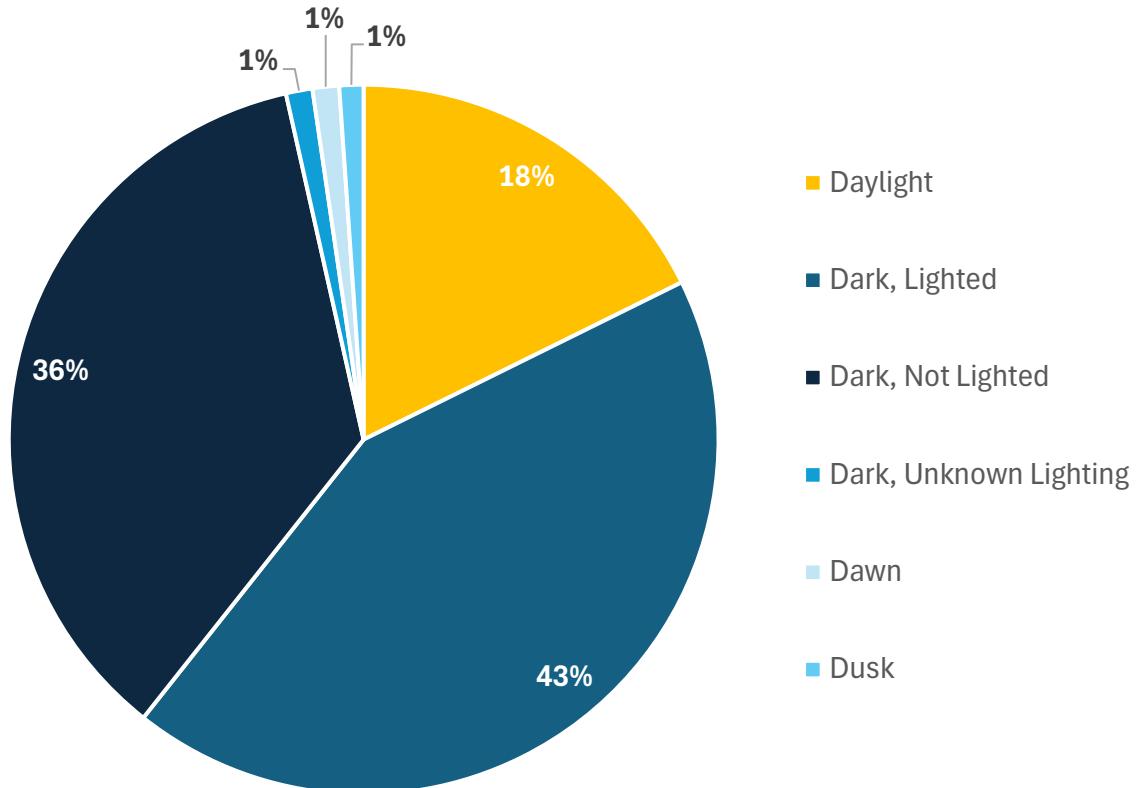


Image Source: NHTSA



- Approximately half of all pedestrian crashes occur during daylight hours
- **82 percent of fatal crashes happen during non-daylight hours**



LOOK OUT TEXAN ADVERTISING



PARTICIPATING AGENCIES

Arlington

Burleson

Fort Worth

Grand
Prairie

Grapevine

Hurst

Mansfield

McKinney

Parker
County

Trinity
Metro

Weatherford

Willow Park

Your Agency
Here



INTERSECTION VS. MID-BLOCK

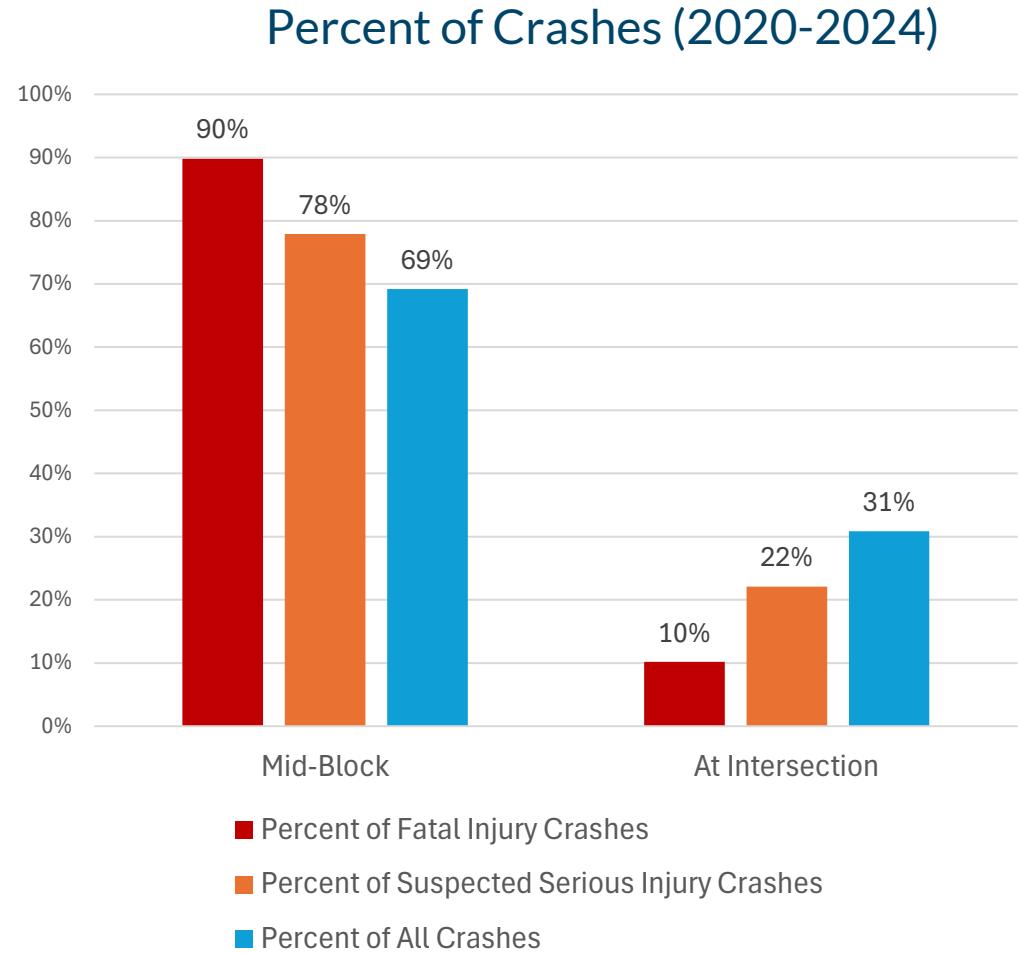
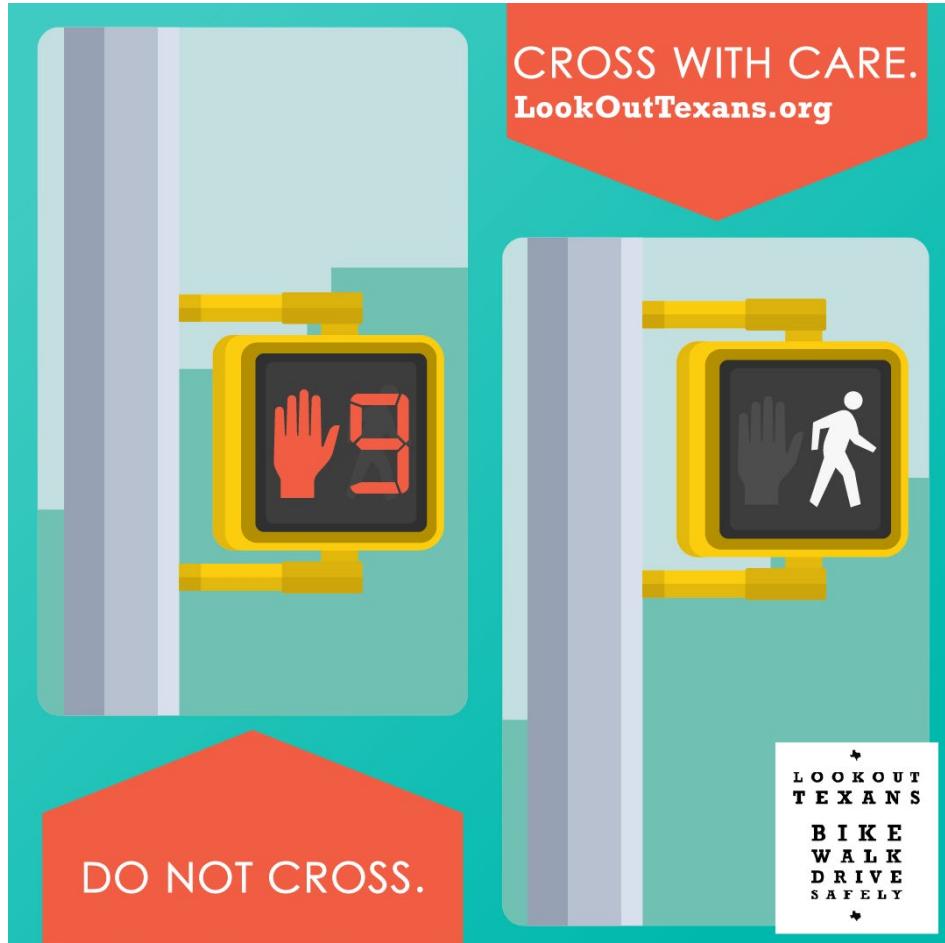


Image Source: NHTSA

- Majority of pedestrian crashes occur at mid-block locations
- 90 percent of fatal and 78 percent of all serious injury crashes occur at mid-block locations



LOOK OUT TEXAN ADVERTISING



CRASHES IN PROXIMITY TO SCHOOLS

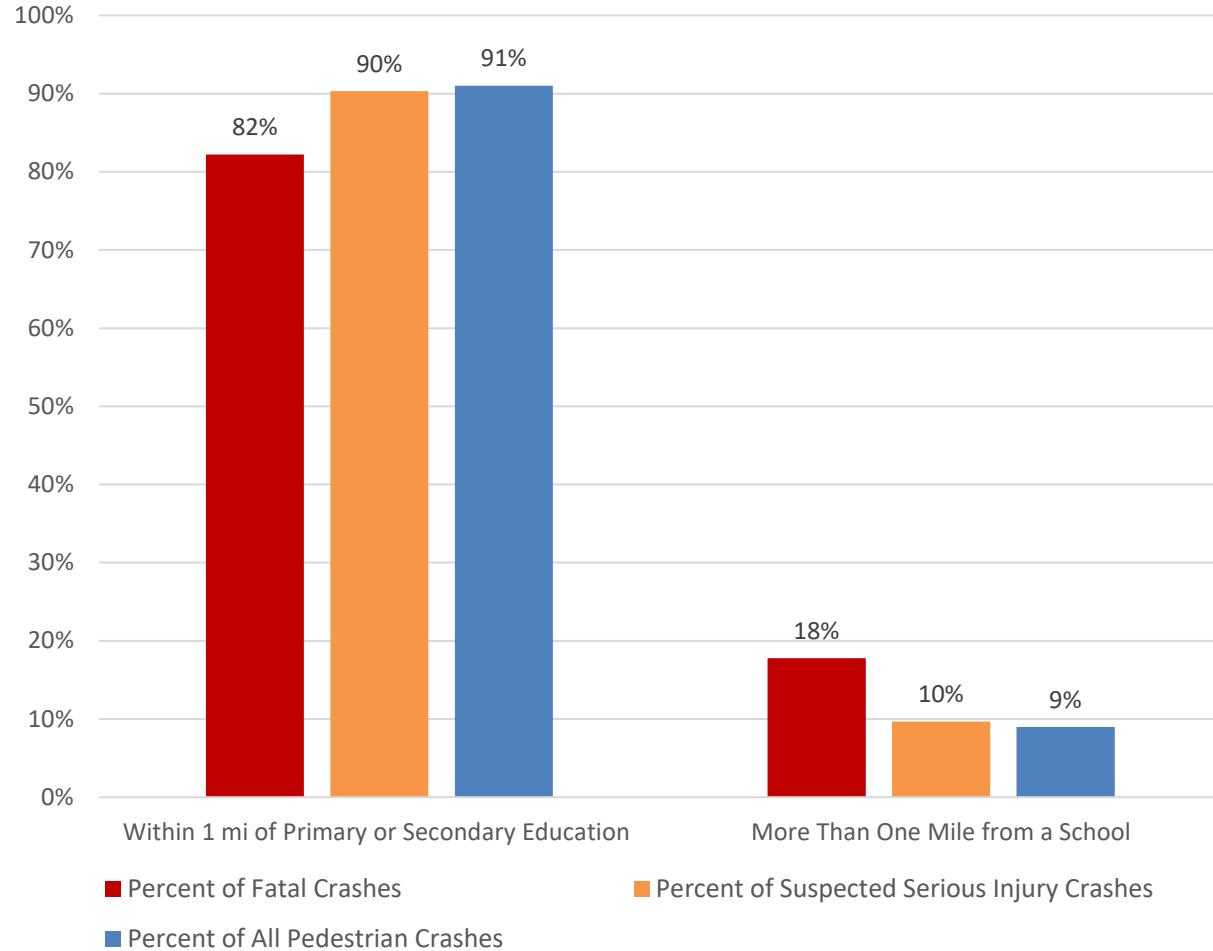


Image Source: NHTSA

More than 90 percent of all crashes occur within one mile of a school.



GENDER

Percent of Fatal and Suspected Serious Injury Crashes (2020-2024)

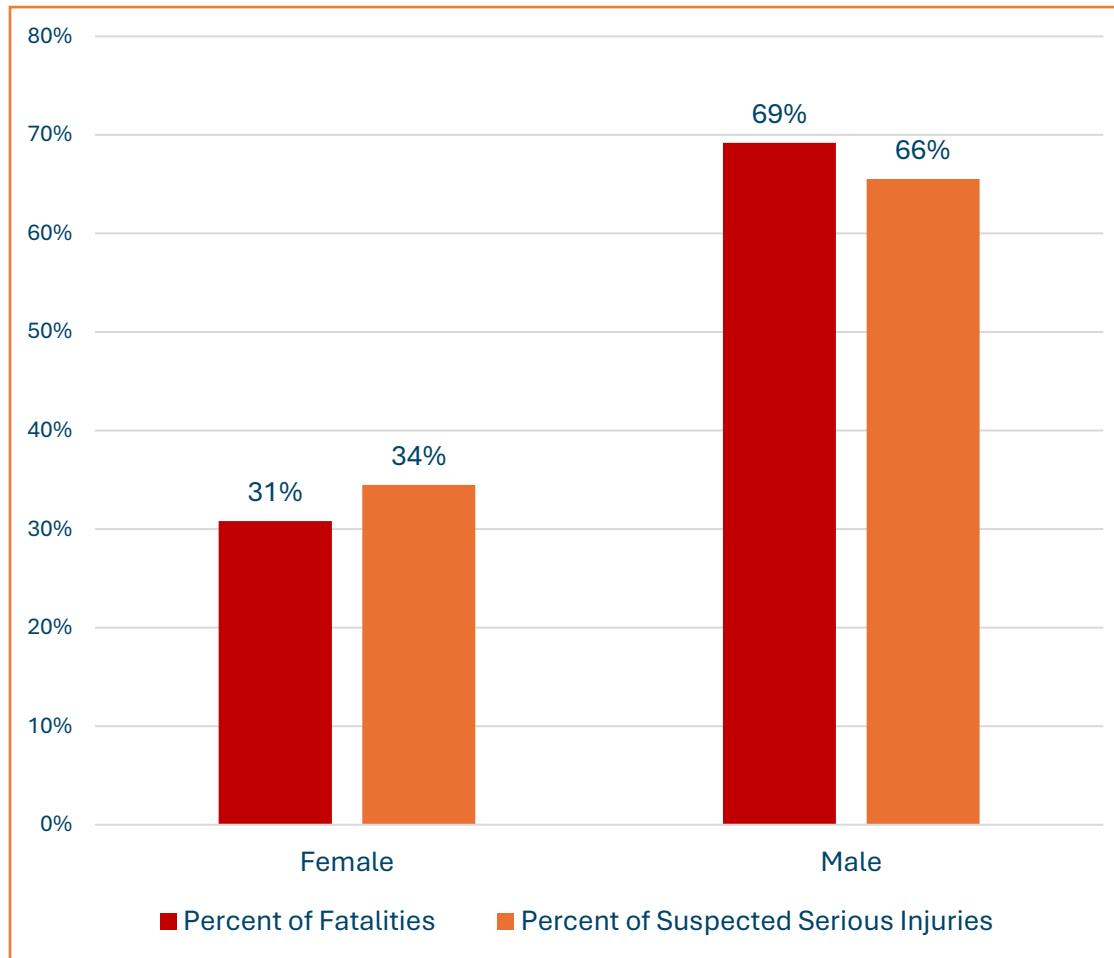
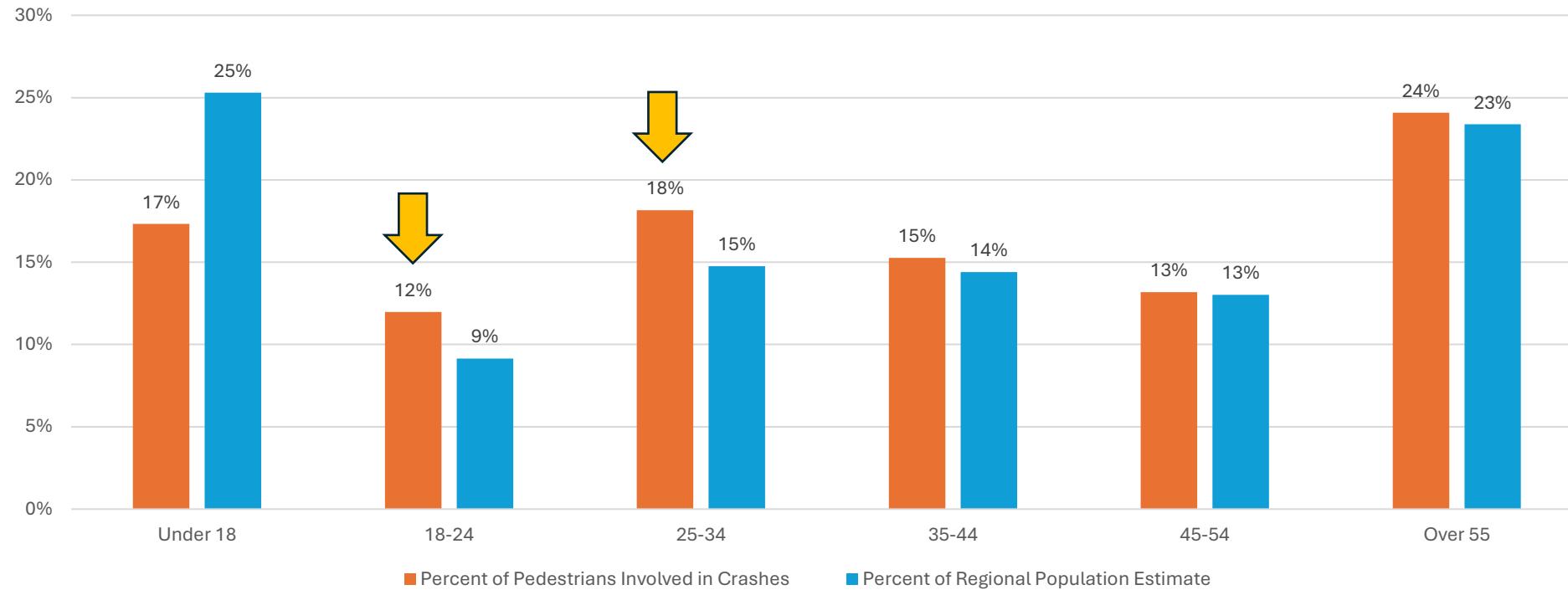


Image Source: NHTSA

More than 2/3rds of all fatal or suspected serious injury crashes involve males.



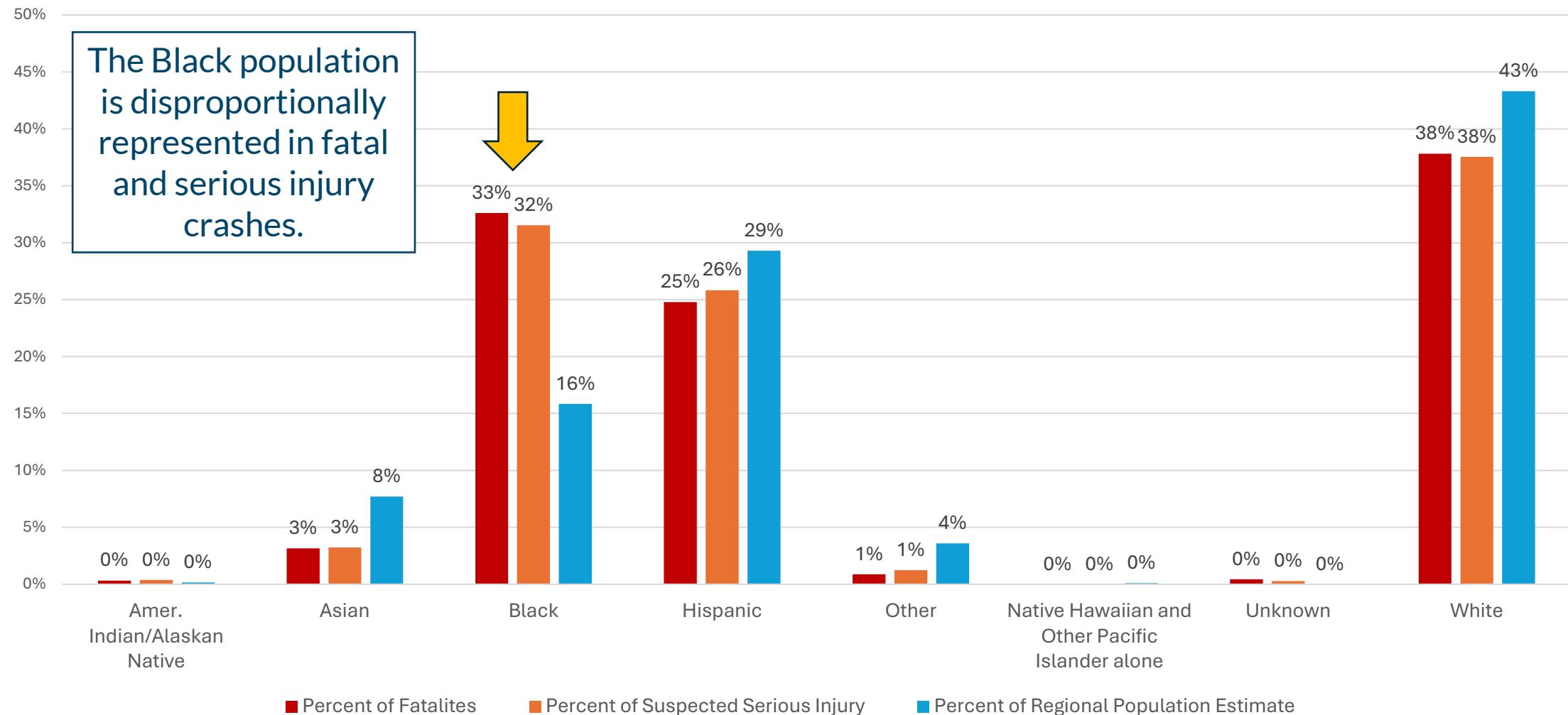
PERCENT OF CRASHES BY AGE COHORT (2020 -2024)



Individuals 18-34 years old are overrepresented in pedestrian crashes.



PERCENT OF FATAL AND SERIOUS INJURY CRASHES BY ETHNICITY/RACE



CONTRIBUTING FACTORS

59%

of fatal pedestrian
crashes involved

**PEDESTRIAN
FAILURE TO
YIELD RIGHT-OF-WAY
TO VEHICLE**

AS A CONTRIBUTING FACTOR



Source: TxDOT's Crash Record Information System (CRIS) for MPA region 2020-2024

Top 3 Contributing Factors for All Crashes

- Pedestrian Failed To Yield Right Of Way To Vehicle
- Motorist Failed To Yield Right Of Way To Pedestrian
- Other (Explain In Narrative)

Other Contributing Factors for Fatal Crashes

- Under Influence - Alcohol



NEXT STEPS

- Update Priority Pedestrian Safety Corridor
- Stakeholder Input and Engagement
 - Primary Contact is your regional Bicycle and Pedestrian Advisory Committee representative
 - Contact Catherine Richardson (crichardson@nctcog.org) if you would like to be part of the conversation



IMPLEMENTATION SUMMARY

Collaboration & Training

- Continuous coordination with TxDOT, local governments, and regional partners
- Pedestrian safety training workshops planned for 2026
- Ongoing technical and programmatic support to local agencies

Roadway Safety Audits (RSAs)

- 5 RSAs completed across the region (2021–2024)
- USDOT SS4A planning grant (2023) supporting:
 - 30 priority corridor RSAs
 - 20 Safe Routes to School plans

Safety Implementation & Funding

- Safety improvements implemented as RSAs are completed and funding is secured
 - \$27M SS4A implementation grant awarded to City of Dallas (MLK Jr. Blvd.)
 - Continued pursuit of state and federal funding opportunities



ROADWAY SAFETY AUDITS AND SAFE ROUTE TO SCHOOL (SRTS) PLANS

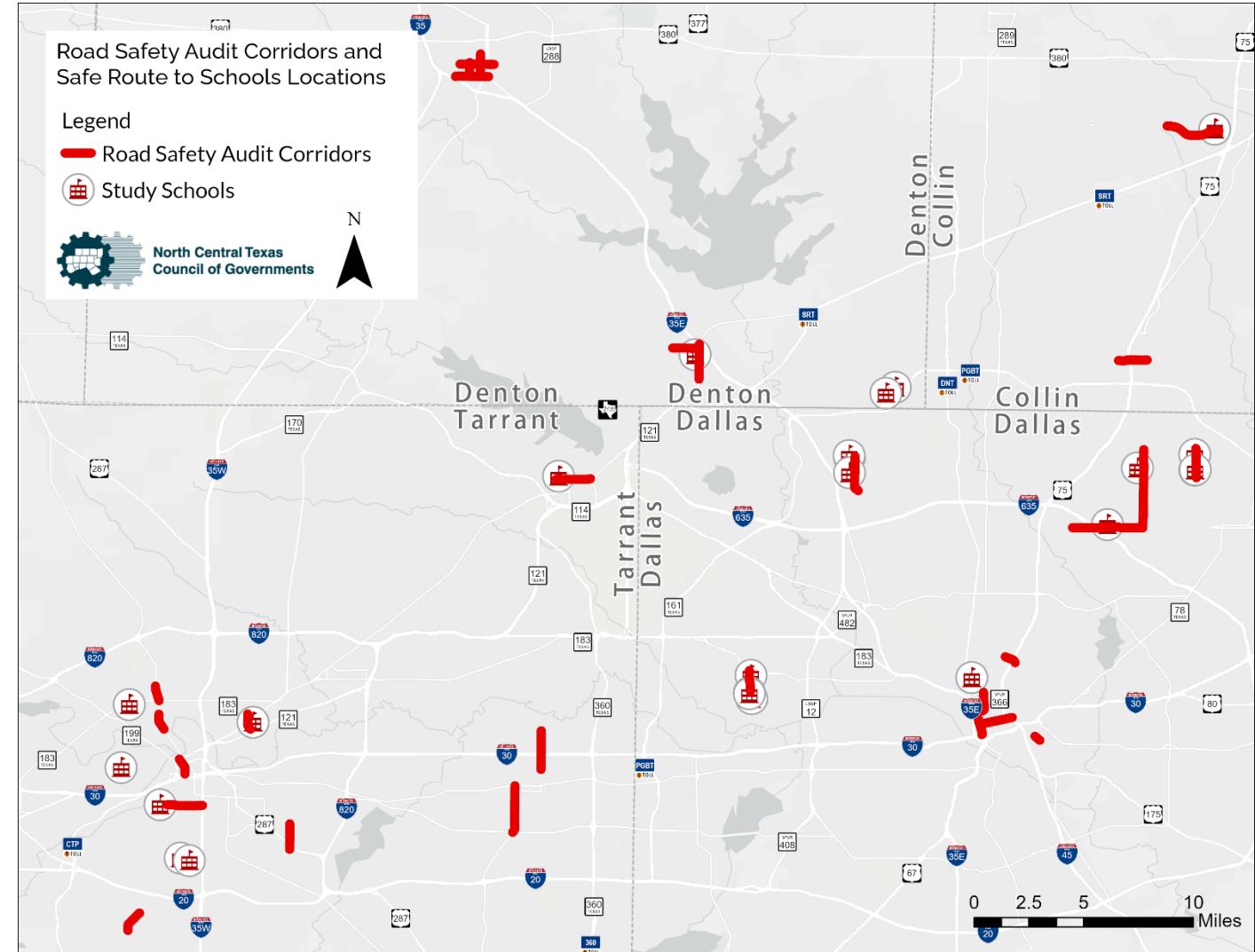
NCTCOG is performing roadway safety audits in the DFW region based on corridors identified in the *Roadway Safety Plan* and *Pedestrian Safety Action Plan*.

13 Cities and 30

Corridors

- Dallas
- Fort Worth
- Arlington
- Denton
- Lewisville
- Richardson
- McKinney
- Grapevine
- Garland
- Irving
- Plano
- Haltom City
- Carrollton

Additionally completing SRTS Plans for
20 schools in nine cities.



Road Safety Audit Corridors and School Locations

IMPLEMENTATION SUMMARY

Student & School Safety

- Completed:
 - Dover Elementary Safe Routes to School Plan
 - Regional SRTS Action Plan (2025)
- SS4A planning grant (2024) for *Crossing Students Safely in the DFW Region*
 - Focus on crossing guards and student walking/biking safety



UNDERWAY SAFETY ACTION PLANS OR SUPPLEMENTAL PLANS FUNDED THROUGH SS4A

Award Year	Lead Applicant	Project Name/Activity
FY23	City of Alvarado	Multimodal Transportation Safety Plan
FY23	City of Balch Springs	SS4A Action Plan Grant
FY23	City of Frisco	Safety Action Plan
FY23	City of Mansfield	Active Transportation and Safety Plan
FY23	City Of McKinney	Safety Action Plan
FY23	City of Mesquite	SS4A Action Plan Grant
FY23	City of Midlothian	Mobility Safety Action Plan
FY23	City of Richardson	Comprehensive Safety Action Plan
FY23	City of Saginaw	Comprehensive Safety Action Plan
FY23	City of Terrell	Road Safety Action Plan
FY23	City of Watauga	SS4A Action Plan
FY23	City of Weatherford	Comprehensive Safety Action Plan
FY23	North Central Texas Council of Governments	Advancing Regional Safety in the Dallas-Fort Worth Region
FY24	City of Arlington	Conduct Demonstration or Other Supplemental Planning Activities
FY24	City of Cresson	Develop a new Comprehensive Safety Action Plan
FY24	City of Denton	Develop or Update an Action Plan and Conduct Demonstration or Other Supplemental Planning Activities
FY24	City of Grand Prairie	Develop a new Comprehensive Safety Action Plan
FY24	City of Grapevine	Develop a new Comprehensive Safety Action Plan

UNDERWAY SAFETY ACTION PLANS OR SUPPLEMENTAL PLANS FUNDED THROUGH SS4A

Award Year	Lead Applicant	Project Name/Activity
FY24	City of Lake Worth	Develop a new Comprehensive Safety Action Plan
FY24	City of Lewisville	Develop a new Comprehensive Safety Action Plan
FY24	City of Pilot Point	Develop or Update an Action Plan and Conduct Demonstration or Other Supplemental Planning Activities
FY24	Dallas County	Develop a new Comprehensive Safety Action Plan
FY24	North Central Texas Council of Governments	Crossing Students Safely in the Dallas-Fort Worth Region (CroSS-DFW)
FY24	Town of Little Elm	Develop or Update an Action Plan and Conduct Demonstration or Other Supplemental Planning Activities
FY 25	City of Balch Springs	ADA Transition Plan
FY 25	City of Decatur	Texas Comprehensive Safety Action Plan and ADA Transition Plan
FY 25	City of Duncanville	Comprehensive Safety Action Plan
FY 25	City of Forney	Safety Action Plan
FY 25	City of Hutchins	Develop Safety Action Plan and Study Sidewalk Improvements
FY 25	City of McKinney	Safe Streets McKinney Tech and Teach Initiatives
FY 25	City of Mineral Wells	Comprehensive Safety Action Plan
FY 25	City of Plano	Safety Action Plan and Pedestrian Crossing Improvement Pilot
FY 25	City of Terrell	ADA Transition Plan and Sidewalk Prioritization
FY 25	Town of Sunnyvale	Comprehensive Safety Action Plan and ADA Transition Plan



Contact Us



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