Pedestrian and Bicycle Safety Programs for Schools

Regional Safety Advisory Committee

April 28, 2017
FROM 2011-2015

School-age children (5 to 17 years) were involved in...

2,380 CRASHES

50 FATAL

In the 12-county Dallas-Fort Worth region

1.) Source: TxDOT’s Crash Records Information System - 2015 data is current as of January 2016. All TxDOT disclaimers apply.
2.) Data displayed contains reportable crashes with latitude and longitude information. Additional crashes may have occurred.
3.) This data is composed of TxDOT “Reportable Crashes” that occurs or originates on a traffic way, results in injury to or death of any person, or damage to the property of any person to the apparent extent of $1,000.
Look Out Texans
Bike Walk Drive Safely

School Resources
School Resource Development

- **Focus group of educators**
  - Elementary teachers, secondary teachers, school safety coordinator, P.E. teacher, librarian
  - Districts represented: Arlington, Denton, Fort Worth, Irving, Richardson

- **Review panel**
  - P.E. teacher, district health and P.E. coordinator
  - Bicycle/pedestrian city planners with safety certification from League of American Bicyclists
Lesson Plan

- Lesson takes one class period
  - Instructional video and quiz (20 minutes)
  - Classroom activities (15-25 minutes)
- Lessons for two age groups:
  - Grades 3-5
  - Grades 6-8
- Designed for P.E. classes but adaptable to any classroom
Parent/Caregiver Resources

- Teacher letter to parents and caregivers
- Safety tips for parents and caregivers
- Article for school or classroom newsletter
Features

- Fulfills Texas Essential Knowledge and Skills (TEKS) standards for P.E. and Health
- Bilingual content
- Online access to download, stream or print everything for free

www.LookOutTexans.org/SchoolKit
Bike Rodeos

In May, NCTCOG is partnering with BikeDFW to conduct bike rodeos at:

- Zaragoza Elementary – Dallas
- Applied Learning Academy – Fort Worth
- James F. Delaney Elementary - Kennedale
Other Educational Resources
New Safe Routes to School Brochure

Features:

• Benefits of SRTS
• How to start
• Safety tips for kids and parents
Coming Soon

School Zone Safety Fact Sheet for Parents

- Traffic laws and common signs
- Reminder to look out for students walking and bicycling

Posters for Schools

- One walking or bicycling safety tip per poster

Source: Seattle Department of Transportation
Walking Safety Audits

Safety Programs at Schools in the Region
Irving ISD students receive walking/bicycling safety lessons in P.E. class. Various city streets also designated as “Safe Routes”

Denton’s Sustainable Schools program includes a Bike and Walk Safety Presentation given by City’s Bike and Pedestrian Coordinator.

Many schools incorporate safety education as part of Walk or Bike to School Day events.
Questions?

Source: Fort Worth ISD
Contact Information

Safe Routes to School

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Principal Transportation Planner
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Safety Performance Management: 
Target Setting and Coordination

Stephen Ratke, P.E. 
FHWA – Texas Division
Agenda

- Safety Performance Management Overview
  - Regulation and Policy
  - Safety Performance Measures
  - Target Setting
- Target Setting Workshop Recap
- Coordination and Current Activities
- Activity timeline
- Resources
Safety Performance Management (SPM)

- Transportation Performance Management is required by MAP-21 and the FAST Act
- Safety is just one aspect of several TPM areas required by law
- Regulation further defines TPM in 23 CFR §490
- Policy, guidance, and other materials produced by FHWA are online: [https://safety.fhwa.dot.gov/hsip/spm/](https://safety.fhwa.dot.gov/hsip/spm/)
5 Safety Performance Measures

- Number of Fatalities
- Rate of Fatalities
- Number of Serious Injuries
- Rate of Serious Injuries
- Number of Non-motorized Fatalities plus Serious Injuries

Targets are based on 5-year averages (2014-2018 for 2018 targets)
Aligning Safety Measures and Targets

SHSP Measurable Objectives

HSP Measures and Targets

Annual Targets Must be Identical

HSIP Measures and Targets
Types of Target Setting

- **Evidence-Based Target Setting**
  - Estimate of achievements for a specific set of investments, policies, and strategies
  - Achievable
  - Relatively short timeframe (5 to 10 years)

- **Aspirational or Vision-Based Target Setting**
  - Long-term vision for future performance
  - Vision for zero fatalities (Vision Zero, TZD, Target Zero)
Aspirational: Halve Fatalities by 2030

Reduce fatalities by 50% from 67 in 2010 to 33 by 2030
Evidence Based Safety Target Setting Framework

**Step 1**
- **Safety Measure**
- **Time**
- Where are we now?
- Estimate existing trend

**Step 2**
- **Safety Measure**
- **Time**
- What external factors will impact our target?
- Adjust trend for expected external/exogenous factors

**Step 3**
- **Safety Measure**
- **Time**
- What is the impact of improvements?
- Estimate target based on forecasted fatality reduction from safety plans
Safety Targets:

- Evidenced based, data driven targets are required
- Best Practices
  - Integrate Target into Communications
  - Institutionalize Safety Targets
  - Practice Substantive Safety
A State DOT is determined to have met or made significant progress toward meeting its targets when at least four of the five established performance targets

a) are met

-- or --

b) the outcome for a performance measure is less than the five-year rolling average data for the performance measure for the year prior to the establishment of the State’s target
MPO Safety Target Requirements

- MPOs establish targets for each of the five measures within 180 days after the State DOT reports targets.
- MPOs have two options when setting targets for each measure:
  - Establish a numerical target for each performance measure specific to the MPO planning area.
  - Agree to support the State DOT target.
- MPO reporting of targets to DOT to be agreed upon between DOT and MPO.
Integration with MPO Activities

- If updated after May 27, 2018

- Long Range Statewide Transportation Plans (LRSTPs) and Metropolitan Transportation Plans (MTPs) must include safety performance measures and targets

- Statewide Transportation Improvement Programs (STIPs) and Transportation Improvement Programs (TIPs) must include a description of how the STIP & TIP contributes to achieving the targets in the LRSTP & MTP

- Evaluated through TMA planning certification review

https://safety.fhwa.dot.gov/hsip/spm/timeline.cfm
Texas Safety Target Setting Coordination Workshop

- Held January 18 in Austin
- ~100 people invited including all MPOs and SHSP stakeholders
- ~30 attendees in person
- ~40 attendees via web
- Facilitated by FHWA and FHWA consultant
Workshop Summary

- Discussed Texas’ experience to date with reporting safety measures to NHTSA
  - TxDOT has been reporting increases in fatalities
    - A goal of reducing from the projected increase
- Built a draft timeline for meeting the NHTSA and FHWA deadlines for state target setting
- Began the conversation of coordination with MPOs
- MPO deadlines and reporting mechanisms TBD
Coordination and Current Activities

- TxDOT is currently:
  - Pulled data for target setting April 14
  - Will establish draft targets by early May
  - Will distribute through TEMPO and SHSP stakeholders for comments
  - Will finalize HSP targets in time for end of May TxDOT Commission meeting
  - Will submit to NHTSA by July 1
  - Will submit to FHWA by August 31
Timeline for 2018 Targets

Target Setting Coordination
- By Spring, begin engaging DOT, SHSO, and MPO stakeholders
- Set targets for CY 2018

Target Approval
By June, secure CY 2018 target approval from DOT/SHSO leadership

2017
July 1
SHSO submits HSP to NHTSA including 3 identical safety targets

2018
August 31
State DOT submits HSIP Annual Report to FHWA, including safety targets

By February 27
MPOs establish safety targets

2019 - 2020
December 2019
Data available to evaluate targets

March 2020
States notified whether they met or made significant progress toward CY 2018 targets

Process repeats for each calendar year
MPO Activities

- State targets available no later than August 31
- Decide to support state targets or establish region specific targets
- Finalize targets by February 27, 2018
- Reporting of targets to TxDOT to be determined
- Integrate performance measures and targets into other plans (MTP, STIP) after May 27, 2018

Technical assistance with target setting is available as needed
Resources

http://safety.fhwa.dot.gov/hsip/spm/

Safety Performance Management (Safety PM)

GENERAL INFORMATION

Overview

Safety Performance Management (Safety PM) is part of the overall Transportation Performance Management (TPM) program, which FHWA defines as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. The Safety PM Final Rule supports the Highway Safety Improvement Program (HSIP), as it establishes safety performance measure requirements for the purpose of carrying out the HSIP and to assess fatalities and serious injuries on all public roads.

The Safety PM Final Rule establishes five performance measures as the five-year rolling averages to include:

1. Number of Fatalities
2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
3. Number of Serious Injuries
4. Rate of Serious Injuries per 100 million VMT
5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries

The Safety PM Final Rule also establishes the process for State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to establish and report their safety targets, and the process that FHWA will use to assess whether State DOTs have met or made significant progress toward meeting their safety targets. The Safety PM Final Rule also establishes a common national definition for serious injuries. Below are helpful resources to support the implementation of the Safety PM Final Rule.

Resources

- Policy & Guidance
- Fact Sheets & Informational Webinars
- Target-Setting Resources
- Safety Data Resources

https://www.fhwa.dot.gov/tpm/
2016
TRANSPORTATION SAFETY PERFORMANCE MEASURES

Regional Safety Advisory Committee

Camille Fountain
April 28, 2017
North Central Texas Council of Governments
2016 Safety Performance Measures

- NCTCOG Crash and Fatality Statistics
- Contributing Factors
- Crash Rates by County
- TIM Attendance at a Glance
- HazMat Stats
- MAPP Stats
# 2016 Safety Performance Measures

## 2014-2016 Crashes

<table>
<thead>
<tr>
<th>County</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
<th>% Change 2015 to 2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collin</td>
<td>11,845</td>
<td>12,893</td>
<td>13,865</td>
<td>7.54%</td>
</tr>
<tr>
<td>Dallas</td>
<td>42,895</td>
<td>48,811</td>
<td>55,642</td>
<td>13.99%</td>
</tr>
<tr>
<td>Denton</td>
<td>9,886</td>
<td>11,655</td>
<td>12,182</td>
<td>4.52%</td>
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<tr>
<td>Ellis</td>
<td>2,173</td>
<td>2,401</td>
<td>2,595</td>
<td>8.08%</td>
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<tr>
<td>Erath</td>
<td>624</td>
<td>674</td>
<td>714</td>
<td>5.93%</td>
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<tr>
<td>Hood</td>
<td>752</td>
<td>749</td>
<td>795</td>
<td>6.14%</td>
</tr>
<tr>
<td>Hunt</td>
<td>1,110</td>
<td>1,317</td>
<td>1,396</td>
<td>6.00%</td>
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<tr>
<td>Johnson</td>
<td>1,998</td>
<td>1,983</td>
<td>2,269</td>
<td>14.42%</td>
</tr>
<tr>
<td>Kaufman</td>
<td>1,480</td>
<td>1,752</td>
<td>2,011</td>
<td>14.78%</td>
</tr>
<tr>
<td>Navarro</td>
<td>1,073</td>
<td>1,253</td>
<td>1,356</td>
<td>8.22%</td>
</tr>
<tr>
<td>Palo Pinto</td>
<td>534</td>
<td>548</td>
<td>557</td>
<td>1.64%</td>
</tr>
<tr>
<td>Parker</td>
<td>1,999</td>
<td>1,981</td>
<td>2,175</td>
<td>9.79%</td>
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<tr>
<td>Rockwall</td>
<td>1,019</td>
<td>1,285</td>
<td>1,362</td>
<td>5.99%</td>
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<tr>
<td>Somervell</td>
<td>135</td>
<td>135</td>
<td>169</td>
<td>25.19%</td>
</tr>
<tr>
<td>Tarrant</td>
<td>28,222</td>
<td>30,714</td>
<td>34,596</td>
<td>12.64%</td>
</tr>
<tr>
<td>Wise</td>
<td>910</td>
<td>791</td>
<td>915</td>
<td>15.68%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>106,655</strong></td>
<td><strong>118,942</strong></td>
<td><strong>132,599</strong></td>
<td><strong>11.48%</strong></td>
</tr>
</tbody>
</table>

## 2014-2016 Fatalities

<table>
<thead>
<tr>
<th>County</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
<th>% Change 2015 to 2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collin</td>
<td>41</td>
<td>36</td>
<td>50</td>
<td>38.89%</td>
</tr>
<tr>
<td>Dallas</td>
<td>235</td>
<td>256</td>
<td>317</td>
<td>23.83%</td>
</tr>
<tr>
<td>Denton</td>
<td>36</td>
<td>34</td>
<td>49</td>
<td>44.12%</td>
</tr>
<tr>
<td>Ellis</td>
<td>23</td>
<td>25</td>
<td>28</td>
<td>12.00%</td>
</tr>
<tr>
<td>Erath</td>
<td>16</td>
<td>18</td>
<td>13</td>
<td>-27.78%</td>
</tr>
<tr>
<td>Hood</td>
<td>8</td>
<td>3</td>
<td>15</td>
<td>-400.00%</td>
</tr>
<tr>
<td>Hunt</td>
<td>18</td>
<td>18</td>
<td>29</td>
<td>61.11%</td>
</tr>
<tr>
<td>Johnson</td>
<td>23</td>
<td>23</td>
<td>23</td>
<td>0.00%</td>
</tr>
<tr>
<td>Kaufman</td>
<td>24</td>
<td>17</td>
<td>28</td>
<td>64.71%</td>
</tr>
<tr>
<td>Navarro</td>
<td>10</td>
<td>11</td>
<td>6</td>
<td>-45.45%</td>
</tr>
<tr>
<td>Palo Pinto</td>
<td>8</td>
<td>10</td>
<td>8</td>
<td>-20.00%</td>
</tr>
<tr>
<td>Parker</td>
<td>15</td>
<td>19</td>
<td>21</td>
<td>10.53%</td>
</tr>
<tr>
<td>Rockwall</td>
<td>3</td>
<td>4</td>
<td>11</td>
<td>175.00%</td>
</tr>
<tr>
<td>Somervell</td>
<td>3</td>
<td>2</td>
<td>2</td>
<td>0.00%</td>
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<tr>
<td>Tarrant</td>
<td>142</td>
<td>155</td>
<td>159</td>
<td>2.58%</td>
</tr>
<tr>
<td>Wise</td>
<td>14</td>
<td>20</td>
<td>19</td>
<td>-5.00%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>619</strong></td>
<td><strong>651</strong></td>
<td><strong>778</strong></td>
<td><strong>19.51%</strong></td>
</tr>
</tbody>
</table>
### 2016 Contributing Factors
Serious Injury and Fatal Crashes

<table>
<thead>
<tr>
<th>Top Ten Contributing Factors</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Speeding (Failed to Control Speed / Overlimit / Unsafe Speed)</td>
<td>34.63%</td>
</tr>
<tr>
<td>2 Changed Lane When Unsafe</td>
<td>13.02%</td>
</tr>
<tr>
<td>3 Driver Related (Distraction in Vehicle / Driver Inattention / Drove Without Headlights / Road Rage / Cell/Mobile Device Use - (Talking / Texting / Other / Unknown [0.68%])</td>
<td>12.23%</td>
</tr>
<tr>
<td>4 Followed Too Closely</td>
<td>10.83%</td>
</tr>
<tr>
<td>5 Faulty Evasive Action</td>
<td>7.09%</td>
</tr>
<tr>
<td>6 Failed to Drive in Single Lane</td>
<td>6.95%</td>
</tr>
<tr>
<td>7 Under Influence - (Had Been Drinking / Alcohol / Drug)</td>
<td>3.19%</td>
</tr>
<tr>
<td>8 Failed to Yield ROW (To Pedestrian / Turn on Red / Turning Left / Yield Sign)</td>
<td>2.80%</td>
</tr>
<tr>
<td>9 Fatigued or Asleep</td>
<td>1.50%</td>
</tr>
<tr>
<td>10 Turned Improperly (Cut Corner on Left / Wide Right / Wrong Lane)</td>
<td>1.13%</td>
</tr>
</tbody>
</table>
2016 Crash Rates By County

Note:
2016 Regional Crash Rate = 71.00
Crash Rates per 100 million vehicle miles traveled
Hood County is N/A as it does not have a limited access facility

Source:
Crash Data - TxDOT Crash Records Information System (CRIS)
VMT Data - Interpolated NCTCOG Trans Model Performance Reports

North Central Texas Council of Governments
Traffic Incident Management Attendance (At a Glance)

TIM Training Attendance Overview

- First Responders Training – 2,270 Attendees
- Executive Level Training – 712 Attendees
- Photogrammetry Training – 190 Attendees (Basic) 120 Attendees (Advanced)
HazMat Stats

<table>
<thead>
<tr>
<th>County</th>
<th>2013</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
<th>Total</th>
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<tr>
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<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Dallas</td>
<td>6</td>
<td>10</td>
<td>9</td>
<td>4</td>
<td>29</td>
</tr>
<tr>
<td>Denton</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>2</td>
<td>5</td>
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<tr>
<td>Ellis</td>
<td>0</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>2</td>
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<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
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<tr>
<td>Hood</td>
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</tr>
<tr>
<td>Johnson</td>
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<td>0</td>
<td>1</td>
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<tr>
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<td>2</td>
<td>0</td>
<td>0</td>
<td>2</td>
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<td>Palo Pinto</td>
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<td>1</td>
<td>1</td>
<td>0</td>
<td>3</td>
</tr>
<tr>
<td>Rockwall</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>3</td>
</tr>
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<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Tarrant</td>
<td>3</td>
<td>1</td>
<td>6</td>
<td>4</td>
<td>14</td>
</tr>
<tr>
<td>Wise</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>12</td>
<td>20</td>
<td>20</td>
<td>11</td>
<td>63</td>
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## Mobility Assistance Patrol Program

<table>
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<tr>
<th>Agency</th>
<th>2015 Assist</th>
<th>2016 Assist</th>
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<tbody>
<tr>
<td>Dallas County Operations</td>
<td>66,501</td>
<td>63,686</td>
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<tr>
<td>Tarrant County Operations</td>
<td>26,460</td>
<td>28,493</td>
</tr>
<tr>
<td>NTE</td>
<td>3,479</td>
<td>4,394</td>
</tr>
<tr>
<td>LBJ</td>
<td>3,928</td>
<td>6,681</td>
</tr>
<tr>
<td>NTTA</td>
<td>24,535</td>
<td>22,942</td>
</tr>
</tbody>
</table>
Mobility Assistance Patrol Program

In 2016, Dallas and Tarrant County Mobility Assistance Patrols provided:

- 38,310 Driver Assistance / Stalled Vehicle
- 3,620 Crash Assistance
- 6,930 Protection to First Responders
- 27,735 Courtesy Check / Directions
- 5,987 Debris Removal
- 6,646 Abandoned Vehicle Check

Total Combined Assists: 92,179
Combined Highway Miles Patrolled: 464

**Hours of Operation**

- **Dallas County**
  - Mon - Fri: 5 AM - 9:30 PM
  - Sat - Sun: 11 AM - 7:30 PM

- **Tarrant County**
  - Mon - Sun: 6 AM - 10 PM

- **NTTA**
  - Mon - Sun: 24 Hours a Day

- **NTE and LBJ TEXpress**
  - Mon - Sun: 24 Hours a Day
2016 MAPP Assists By Roadway – Dallas County Operations
2016 MAPP Assists By Roadway – Tarrant County Operations
Contacts

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(817) 704-2521

- Kevin Kroll
kkroll@nctcog.org
(817) 695-9258

- Sonya Landrum
slandrum@nctcog.org
(817) 695-9273