Governors Highway Safety Association

2018 Preliminary Data

From 2008-2017, pedestrian fatalities increased by 35%. When combined, all other traffic deaths decreased 6% over the same period.

*2018 is projected to have the largest number of pedestrian fatalities in the U.S. since 1990.
North Central Texas Region
2013 - 2017

Pedestrian Crashes & Fatalities

21.6% Increase
Urbanized Area
Pedestrian
Crash Density

Legend
- No Crash Density
- Low Crash Density
- Medium Crash Density
- High Crash Density
- Very High Crash Density
- Highway

NCTCOG 12 County Metropolitan Planning Area

Note: Density concentration is calculated as a magnitude per unit area from crash point features and is based on the geography of the census designated urbanized area. Blue symbolizes higher concentration of crashes and yellow displays lower concentrations.

1. Source: TxDOT’s Crash Records Information System - 2017 data is current as of April 2018. 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’s “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.
Dallas County Pedestrian Crash + Fatality Locations + Density 2013-2017

Legend

- Fatal Pedestrian Crash Location - (337)
- Non-Fatal Pedestrian Crash Location - (3,371)
- No Crash Density
- Low Crash Density
- Medium Crash Density
- High Crash Density
- Very High Crash Density

NCTCOG 12 County Metropolitan Planning Area

Note: Density concentration is calculated as a magnitude per unit area from crash point features and is based on each county’s geography. Blue symbolizes higher concentration of crashes and yellow displays lower concentrations.

1. Source: TxDOT’s Crash Records Information System - 2017 data is current as of April 2018. 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 on or originates on a traffic way, results in injury or death of any person, or damage to the property of any person to the apparent extent of $1,000.
Tarrant County
Pedestrian Crash + Fatality Locations + Density

Legend

- Fatal Pedestrian Crash Location - (175)
- Non-Fatal Pedestrian Crash Location - (1,707)

No Crash Density
Low Crash Density
Medium Crash Density
High Crash Density
Very High Crash Density

NCTCOG 12 County Metropolitan Planning Area

Note: Density concentration is calculated as a magnitude per unit area from crash point features and is based on each county's geography. Blue symbolizes higher concentration of crashes and yellow displays lower concentrations.

1. Source: TxDOT's Crash Records Information System - 2017 data is current as of April 2018. 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 occur or originate on a traffic way, result in injury to or death of any person, or damage to the property of any person to the apparent extent of $1,000.
The on-state system roadway crashes account for 26% of pedestrian and bicycle crashes in the region and 65% of all pedestrian and bicycle fatalities.
Regional Safety Position:
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.
Directives of the Mobility Plan

Providing Traveler Choice

All urban trips <2 miles should have non-motorized or transit modes of travel

All urban roadways should be designed & constructed to accommodate at least 3 modes

Roadway projects should implement context-sensitive design compatible surrounding land uses
What is a Pedestrian Safety Action Plan? (PSAP)

A safety action plan provides a framework for focusing your community’s attention on improving conditions for walking. The plan lays out a vision for:

- improving safety,
- examining existing conditions, and
- using a data-driven approach

to match safety programs & improvements with demonstrated problems.

FHWA – How To Develop a Pedestrian Safety Action Plan
PSAP PROCESS
1. Establish Goals and Objectives
2. Analyze Safety Data
3. Identify Safety Improvements
4. Implement and Evaluate Programs
<table>
<thead>
<tr>
<th>Key Plan Elements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vision, Goals, &amp; Objectives</td>
</tr>
<tr>
<td>Historic &amp; Systemic Crash + Fatalities</td>
</tr>
<tr>
<td>Priority Cluster Analysis + Systemic/Predictive Corridors</td>
</tr>
<tr>
<td>Recommended Programs, Project Types and Performance Measures</td>
</tr>
<tr>
<td>Policy Template</td>
</tr>
<tr>
<td>Action Plan</td>
</tr>
</tbody>
</table>
Historic & Systemic Analysis
Prioritize Corridors & Districts
**Action Items**

### Education
- Educating the public, law enforcement, policy and law makers.

### Engineering
- Action Item – Example: TxDOT Research Project to determine contributing factors to bicycle / pedestrian crashes and fatalities in the region.

### Encouragement
- Action Item

### Enforcement
- Action Item – Example: Using 405 funds to educate law enforcement on bicycle and pedestrian-related laws.

### Evaluation
- Action Item
Vision Zero Action Plan

Austin’s Vision Zero Action Plan sets forth the ambitious goal of reducing traffic-related deaths and serious injuries to zero by 2025. The plan is underpinned by the principle that traffic deaths and injuries are a public health issue and that any traffic death is too many.

Key recommendations included in the Vision Zero Action Plan fall under five focus areas: Education, Engineering, Evaluation, Enforcement and Policy.

More information on Austin’s Vision Zero Program can be found at austinstx.gov/visionzero

Proposed PSAP Performance Measures

<table>
<thead>
<tr>
<th>Pedestrian Safety Goal</th>
<th>Performance Metric</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reduce severe injury and fatal pedestrian crashes.</td>
<td>Achieve a 4 percent reduction in the five-year average for severe injury and fatal crashes statewide.</td>
</tr>
<tr>
<td>Accelerate consideration of pedestrian improvements at high-exposure pedestrian priority clusters and corridors.</td>
<td>Annually, track percentage of the PSAP priority clusters/corridors where projects are funded by SMART SCALE, TAP, Revenue Sharing, Safe Routes to School, HSIP, or other programs.</td>
</tr>
<tr>
<td>Create policies that promote pedestrian safety.</td>
<td>Annually, assess pedestrian safety policy gaps and updates and track PSAP listed policies that are improved.</td>
</tr>
<tr>
<td></td>
<td>Annually, increase stakeholder participation in the development of pedestrian safety policies or plans (as determined by number of meeting attendees, survey respondents, and public comment responses).</td>
</tr>
</tbody>
</table>
Regional Pedestrian Safety Action Plan Committee Membership

- FHWA Texas Division
- TxDOT Districts
- Local Governments: cities & counties
- County Health Depts
- Injury Prevention Centers
- Transit Agencies
- School Districts
- Safe Kids Coalition
- AARP: Aging Adults
- Disability Advocates
- Law Enforcement
- EMS
- NCTCOG
Please visit DFWPedestrianSafety.MetroQuest.com

Complete the survey by July 5th to be entered to win a $100 cash card!
Thank you!

Questions?

Kevin Kokes, AICP
Program Manager
kkokes@nctcog.org

Matt Fall
Senior Transportation Planner
mfall@nctcog.org

Jessica Scott
Transportation Planner
jscott@nctcog.org

Check out the project website!
NCTCOG.org/PedSafetyPlan