

## **PEDESTRIAN SAFETY ACTION PLAN COMMITTEE**

North Central Texas Council of Governments

April 17, 2019 - Transportation Council Room

### **Meeting #1 Summary**

#### **1. Overview**

NCTCOG staff provided an overview of national and regional pedestrian crash data and trends. Remarks outlined that due to the high rate of pedestrian crashes and fatalities, the Federal Highway Administration has designated the State of Texas as a pedestrian and bicycle “focus state,” and the cities of Fort Worth and Dallas as “focus cities,” which establishes priority in terms of federal resources. Staff reiterated NCTCOG’s Regional Transportation Council’s established stance on safety which states:

“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.”

#### **2. The Pedestrian Safety Action Plan (PSAP)**

The PSAP provides a framework for improving regional walking conditions by examining existing conditions and using a data-driven approach to determine safety countermeasures in areas with high incident crash rates. NCTCOG staff provided a summary of commonly found plan elements:

- a. Purpose, goals and performance measures
- b. Crash/fatality data and recommended safety countermeasures
- c. Development and implementation of policy and actionable items

#### **3. Committee Feedback**

Committee members were then asked to provide ideas for topics they would like to see addressed in the plan. Committee input included the following:

- Policies that support the notion of all crashes being preventable
- Safe design necessary, including lighting and ADA curb ramps
- Equity considerations, accessibility needs, and data driven decisions to develop safety countermeasures
- Education and targeting demographics with specific outreach
- Determining safe speeds for neighborhood streets
- Planning for all ages and abilities
- The inclusion of transit planning as part of the walk/ride dynamic
- Improving collaboration and communication between all stakeholders, including ISD/city/region/state/developers, etc.
- Maintenance of sidewalks, curb ramps, and crosswalks
- Aligning funding with predictive approach using common factors (Highway Safety Improvement Plan funding awards are primarily focused on projects where crashes have happened)
- Analysis on contributing factors for why the crash occurred
- Enforcement of traffic laws
- Pedestrian safety at intersections
- Use of ITS elements to improve safety
- Approaches to reducing driver and pedestrian distraction

- Collaboration with developers to design walkable sites including commercial and residential developments
- Collaboration with media outlets to improve educational outreach and safety awareness
- Emphasize the urgency of pedestrian safety and align with Vision Zero policies

#### **4. Role of the PSAP Committee**

The PSAP Committee is tasked with providing input in the development of the plan as their agencies may be responsible for carrying out specific action items identified by the plan. The committee's primary role is to assist with:

- Outreach
- Provide Professional/Technical Guidance
  - Guide the overall Vision and Goals of the plan
- Coordination Opportunities to work together on outreach, education, and enforcement of pedestrian safety

It was noted that a few more stakeholders from other agencies should be present on the committee, including the National Safety Council, school districts, law enforcement, fire departments, regional trauma committee, amongst others.

#### **5. Questions and Discussion**

The next committee meeting will occur in late summer and will include further analysis of crashes in the region, updates on community safety initiatives and draft PSAP purpose, goals and performance measures for review and approval.