

PEDESTRIAN SAFETY ACTION PLAN (PSAP) COMMITTEE

North Central Texas Council of Governments

May 29, 2020 – Online MS Teams Meeting

Meeting #2 Summary

1. Overview

NCTCOG staff provided an overview of our function as a regional Metropolitan Planning Organization (MPO), detailing the boundaries and population of the Metropolitan Planning Area (MPA). Staff also provided information regarding the Regional Transportation Council's (RTC) established stance on safety, goals and policies from the Mobility Transportation Plan 2045, and the role of the PSAP committee.

2. Regional Overview

Pedestrian Safety Public Survey

Outreach to the committee and the public is a continual element of the PSAP. As part of this outreach, an online public opinion survey regarding regional pedestrian safety was conducted between May-July 2019, garnering feedback from 1,045 respondents. Results indicated that public would prefer to travel more by walking, given more connected, safe, and well-maintained pedestrian facilities. Results also indicated that the public wants wide sidewalks and shared-use paths and roadway user education for travelers in all modes. A full report with a summary of all results can be found on the PSAP website at the following address: nctcog.org/pedsafetyplan

TxDOT Research Project: North Texas Bicycle and Pedestrian Crash Analysis

At the request of NCTCOG, TxDOT hired researchers from the University of Texas at El Paso (UTEP) to code all 2014-2018 pedestrian/bicycle crash reports for the MPA region to identify corridors with high concentrations of crashes, and to provide recommended safety countermeasures and recommendations for further study. Results from the study are anticipated to be completed before 2021. More details can be found on the presentation slides located at the following address:

nctcog.org/nctcg/media/Transportation/DocsMaps/Plan/Bike/PSAP_Presentation_052920.pdf

3. Local Analysis and Initiatives

Understanding Dallas District Pedestrian Safety Issues

Minh Le presented the results from the Texas A&M Transportation Institute's study on pedestrian safety issues in Dallas County. Minh's research concluded that the number of pedestrian crashes has been increasing since 2010 as well as the percentage of pedestrian crashes within all modal crashes (surface transportation modes such as autos, bicycles, pedestrians, etc.). Males and African Americans are overrepresented in terms of number of crashes and Hispanics are overrepresented within the city of Dallas. Further, most pedestrian crashes are not happening on freeways, and those that do involve mostly "intentional" pedestrians.

Dallas Vision Zero Updates

Andrew Pagano, Transportation Planner with the City of Dallas, updated the committee as to Dallas' state of traffic safety, the city council's resolution on VZ policies, the identified Dallas High Injury Network (corridors), integration of the Connect Dallas (mobility plan) deliverables, and next steps. Dallas City Council adopted a resolution in December of 2019 that:

- Commits the City to a Vision Zero goal of zero traffic fatalities and a 50 percent reduction in severe injuries by 2030.
- Directs the City Manager to develop a Vision Zero Action Plan by December 2021.
- Directs the City Manager to develop a Vision Zero Task Force that will collaborate with City Departments on development of a Vision Zero Action Plan.
- Directs key City Departments to participate in Vision Zero Action Plan development, implementation, and evaluation.

Information from both Minh's study and Andrew's update on Vision Zero adoption in Dallas can be found on the meeting's presentation slides here:

nctcog.org/nctcog/media/Transportation/DocsMaps/Plan/Bike/PSAP_Presentation_052920.pdf

4. Draft Purpose, Goals and Policies

The draft purpose, goals and policies were shared with the committee prior to the meeting to solicit feedback. Policies from the plan align with the policies within NCTCOG's current mobility plan. These policies will help shape the Plan's actionable items and overall effectiveness. Draft policies are as follows:

- Proven safety countermeasures will be integrated as part of all future roadway projects as guided by the FHWA Office of Safety, and a data-driven approach with countermeasure selection based on analytical techniques.
- Priority will be given to implement safety countermeasures and other actions in the Priority Pedestrian Safety Corridors.
- Multimodal Level of Service (MMLOS) analysis will be used by NCTCOG, local agencies and TxDOT as part of the roadway design process. This analysis will include the evaluation of the levels of service (LOS) for each mode, to balance the LOS needs of auto drivers, transit riders, bicycle riders, and pedestrians holistically, with priority given to the safety and comfort of the most vulnerable road users.
- Educational programs and resources will be developed and made available for communities, schools, and driver's education programs, which emphasize responsible roadway sharing for all modes.
- Law enforcement personnel will be provided information and training in the enforcement of laws concerning the rights and responsibilities of the most vulnerable roadway users.

5. Project Schedule

A draft version of the Plan is slated to be completed in July of 2020. Following review and finalization, the Plan will be presented to the Bicycle and Pedestrian Advisory Committee (BPAC), the Surface Transportation Technical Committee (STTC), and the RTC. Completion of the plan may be followed by road safety audits along the Prioritized Pedestrian Safety Corridors (PPSC).