WELCOME

ROAD SAFETY AUDIT
VIRTUAL WORKSHOP
PEDESTRIAN AND BICYCLE SAFETY

April 27-29, 2021
North Central Texas Council of Governments

Metropolitan Planning Organization for the Dallas-Fort Worth Region

Metropolitan Planning Area (MPA)

- 209 cities
- 13 cities larger than 100,000 pop.

MPA Population

- 2020 Estimate = 7.6 million
- 2045 Forecast = 11.2 million
FHWA Designated Bicycle And Pedestrian Safety Focus Cities

States and cities with the highest pedestrian fatalities and/or fatality rates
North Central Texas Region
Pedestrian Crashes & Fatalities

Total Pedestrian Crashes in MPA from 2015-2019

All crash data available using this tool represents reportable data collected from Texas Peace Officer’s Crash Reports (CR-3) received and processed by the Texas Department of Transportation (Department) as of 04/27/2021. CRIS Query by NCTCOG staff 04/27/2021.
Crashes Involving Pedestrian Fatality within MPA 2015-2019

North Central Texas Region
Pedestrian Crashes & Fatalities

Total Pedestrian Crashes with Pedestrian Fatalities Reported: 2015-2019

723

Killed

All crash data available using this tool represents reportable data collected from Texas Peace Officer’s Crash Reports (CR-3) received and processed by the Texas Department of Transportation (Department) as of 04/27/2021. CRIS Query by NCTCOG staff 04/27/2021.
Pedestrian Fatalities by County: 2015-2019

Source: TxDOT's Crash Records Information System (CRIS) - 2015-2019 data current as of 04/27/2021 - all TxDOT disclaimers apply to this information
Pedestrian Traffic Fatalities: 2020 U.S. Preliminary Data

Though there were far fewer cars on the road in 2020, the pedestrian fatality rate (per 1 billion vehicle miles traveled) jumped 20%.

Percentage increase in number of fatalities (2010-2019)

Source: NHTSA Fatality Analysis Reporting System
Pedestrian Crashes and Fatalities
12-County MPA

7,072 TOTAL PEDESTRIAN CRASHES IN MPA from 2014-2018

Source: TxDOT’s Crash Records Information System (CRIS) for MPA region from 2014-2018

672 TOTAL PEDESTRIAN FATALITIES REGIONWIDE from 2014-2018

Source: TxDOT’s Crash Records Information System (CRIS) for MPA region from 2014-2018

1 in 5 of ALL FATALITIES for all modes of travel is a PEDESTRIAN

Source: TxDOT’s Crash Records Information System (CRIS) for MPA region from 2014-2018

70% of All Fatal & Serious Injury Pedestrian Injury Crashes involve MALES

Source: TxDOT’s Crash Records Information System (CRIS) for MPA region from 2014-2018

AGE RANGE with the highest number of FATAL AND SERIOUS INJURY PEDESTRIAN CRASHES is

23-29 for MALES

and

25-33 for FEMALES

Source: TxDOT’s Crash Records Information System (CRIS) for MPA region from 2014-2018
Pedestrian Crashes and Fatalities
12-County MPA

95% of Fatal & Serious Crashes are Happening IN URBAN AREAS
Source: TxDOT’s Crash Records Information System (CRIS) for MPA region from 2014-2018

More than 2/3 of FATAL & SERIOUS INJURY PEDESTRIAN CRASHES are happening at NON-INTERSECTIONS
Source: TxDOT’s Crash Records Information System (CRIS) for MPA region from 2014-2018

Nearly 2/3 of all pedestrian crashes and 80% of fatal pedestrian crashes happen in DARK LIGHTING CONDITIONS
Source: TxDOT’s Crash Records Information System (CRIS) for MPA region from 2014-2018
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.

✓ Approved by the NCTCOG Regional Transportation Council (RTC) on December 14, 2017, and reaffirmed on February 14, 2019.

nctcog.org/RTC
Elements of the Regional Pedestrian Safety Action Plan

- Goals
- Prioritized Pedestrian Safety Corridors
- Recommended Countermeasures, Programs, Project Types and Performance Measures
- Policy Recommendations
- Action Plan (Actionable Items)
PSAP Goals:

1. **Eliminate** all serious injury and fatal pedestrian crashes across the region by 2050
   
   (Supports RTC and the TxDOT/TTC safety goals)

2. **Balance the safety and needs** of all users of all ages and abilities in the transportation system design, maintenance and operation phases, with priority given to the most vulnerable users

3. **Provide a high level of comfort** in the design, construction and maintenance of transportation facilities

4. **Integrate** within roadway design the most direct facility alignments that prioritize safe pedestrian movements

5. **Implement** all reasonable pedestrian safety countermeasures to achieve adopted regional safety performance targets
TxDOT Research Project: North Texas Bicycle And Pedestrian Crash Analysis (R1-6983)

- Led by TxDOT’s Research and Technology Implementation Division
- Manually coded 5 years of crash records from TxDOT’s Crash Records Information System (CRIS) using **FHWA’s Pedestrian and Bicycle Crash Analysis Tool (PBCAT)**
- Identified the most common crash types, locations, contributing factors, and demographics of individuals involved in crashes
- Methodology to identify “High-Risk Incidence Crash Corridors”
- Identified a list of possible countermeasures for each corridor, based on the identified crash types/attributes
Urbanized Area
Pedestrian
Crashes per Square Mile
(2014 - 2018)

Legend

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<thead>
<tr>
<th>Category</th>
<th>Countires</th>
<th>Urbanized Area</th>
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Areas examined for high-risk crash corridors
Common Characteristics Used In Identifying The Pedestrian Safety Corridors

**Example Patterns of Land Use**
- Single or Multi Family
- Commercial
- Office
- Retail
- Mixed-Use
- Industrial
- Schools
- Railroad
- Parking

**Street Topology**
- Number of travel lanes
- Vehicle direction of travel
- Posted speeds
- Intersections
- Average Annual Daily Traffic (AADT)
- Sidewalks, signals, signage, bike facilities and access points (driveways for vehicles)
Pedestrian Safety Corridors

- Total number of corridors = 106
- Total linear miles of corridors = 95 mi.
- Total centerline miles in the 12-county region = 38,229 mi.
- (LM of corridors) / (LM of total centerline miles) = 0.62%
- Corridors capture 25.61% of all reported pedestrian crashes between 2014-2018
Primary And Secondary Pedestrian Safety Corridors: Attribute Information

Corridor Tables Included in PSAP:

- Name
- County
- City
- On/Off System (TxDOT)
- Number of Lanes
- Length
- Total Crashes (along corridor)
- Corridor ID for corresponding map

<table>
<thead>
<tr>
<th>Corridor ID</th>
<th>Name</th>
<th>County</th>
<th>City</th>
<th>Begin Point</th>
<th>End Point</th>
<th>On/Off System</th>
<th>Number of Lanes</th>
<th>Length (Miles)</th>
<th>Total Crashes</th>
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<td>Tarrant</td>
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<td>S SH 360 (E)</td>
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<td>Fort Worth</td>
<td>Weatherford (N)</td>
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<td>Dallas</td>
<td>Ferguson Rd (N)</td>
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</table>
The number of people struck and killed by drivers nationwide while walking increased by an astonishing 45 percent over the last decade (2010-2019). During this ten-year period, 53,435 people were hit and killed by drivers nationwide.

The four most recent years on record (2016-2019) are the deadliest years for pedestrian deaths since 1990.

In 2019, the 6,237 people killed is the equivalent of more than 17 people dying per day.

smartgrowthamerica.org/dangerous-by-design/
Thank You!

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