

Fort Worth Vision Zero Safety Action Plan

City Council Work Session

August 19, 2025

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Agenda

- Safe Streets and Roads for All Grant Program
- Vision Zero Concept and Plan Purpose
- Vision Zero Safety Action Plan Activities
 1. Crash Data Analysis
 - Key Findings
 - High-Injury Network Development and Prioritization
 - Top 10 HIN Roadway Safety Assessments
 2. Public Outreach and Stakeholder Engagement
 3. Action Strategy Development
 4. Traffic Safety Education Campaign
 5. Next Steps

Safe Streets and Roads for All (SS4A)

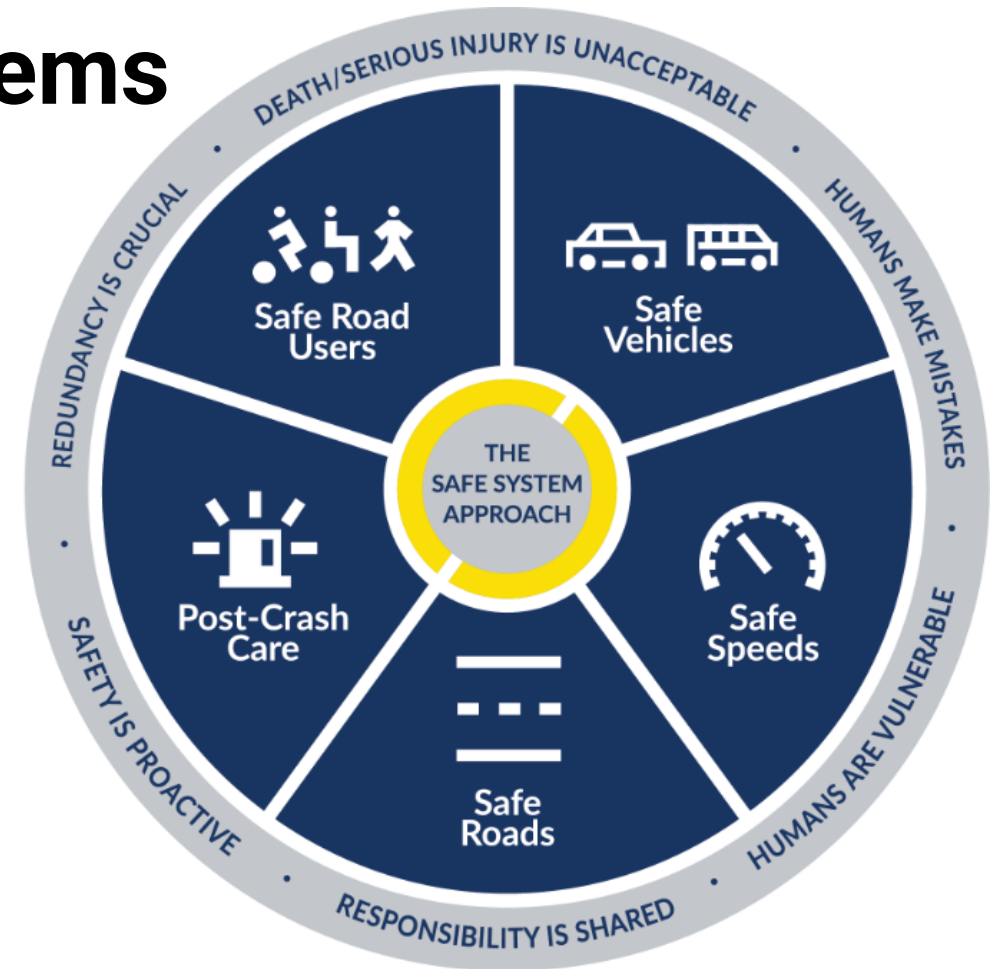
- Grant program that supports US Department of Transportation National Roadway Safety Strategy
- Provides funding for transportation planning and capital projects aimed at preventing roadway fatalities and serious injuries using the **Safe Systems Approach**
- Fort Worth applied for and received a \$524,382.00 grant award from the Federal Highway Administration (FHWA) to develop a Vision Zero Safety Action Plan
- Adoption of Vision Zero Safety Action Plan increases eligibility for federal implementation dollars
- FHWA Grant Agreement requires City Council Adoption of Vision Zero Safety Action Plan – Final report submission deadline November 2025

Vision Zero Promotes Safe Systems Approach

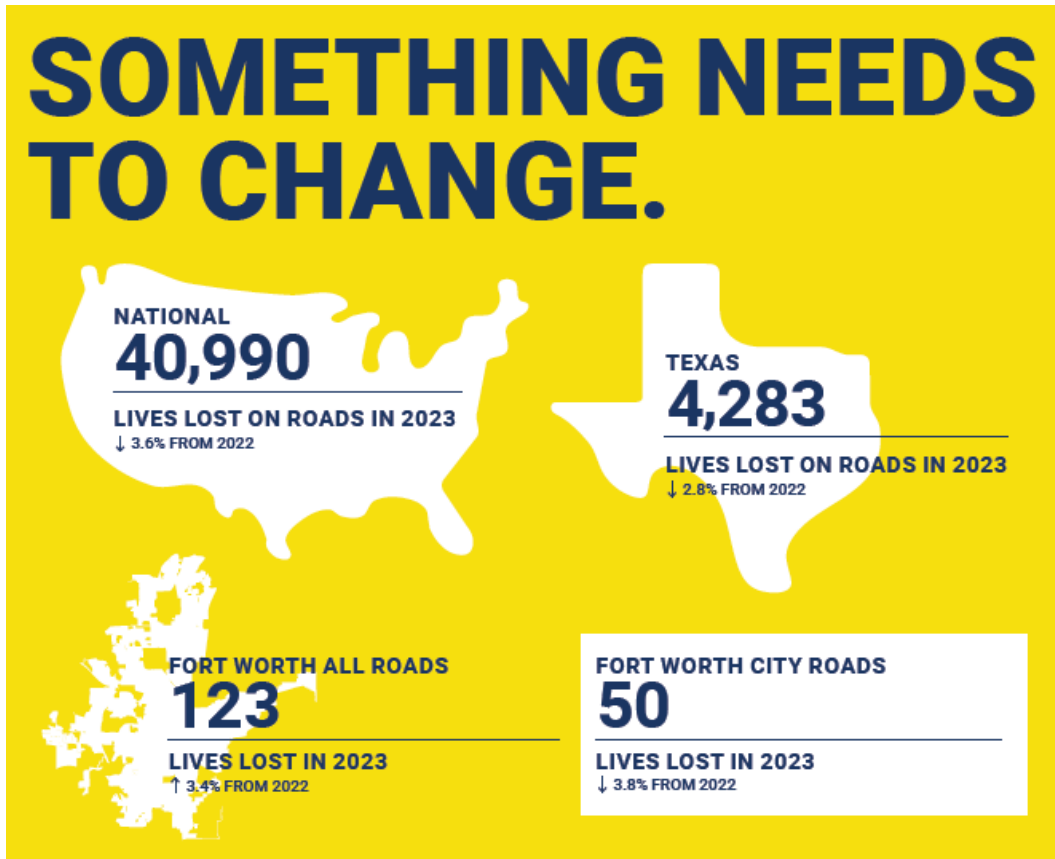


Vision Zero aims to **eliminate** fatal and serious injuries for all road users by:

- Accounting for human mistakes
- Reducing impacts to the human body



Vision Zero Safety Action Plan Purpose



- Establish target year (2050) for Fort Worth to eliminate traffic fatalities and serious injuries
- Recommend action strategies that prioritize safe, accessible, and equitable transportation for **ALL USERS**

M1M Master Transportation Plan Goals

Goal #1

Safety First



Implement safety measures that reduce crashes and eliminate traffic fatalities and injuries across all transportation modes and trips.

Goal #2

Fix It First



Ensure cost-effectiveness of transportation assets throughout their life cycle.

Goal #3

Human Comfort



Create a network that is convenient, connected, and considerate for community use.

Goal #4

Economy



Support businesses, improve regional and global connectivity, facilitate trade and investment, promote labor mobility, and enhance prosperity.

Goal #5

Technology



Embrace flexible and resilient technology to adapt to evolving transportation needs and challenges.

Goal #6

Equity



Ensure accessible, affordable, and reliable transportation options for all ages and abilities.

Crash Data Analysis

- Reported crashes from 2019 to 2023 were examined
- State of Safety Report developed detailing crash data patterns, trends and top contributing factors

Mode	# of Crashes	% of Crashes	# of KSI Crashes	% of KSI Crashes	% Crashes Resulted in KSI
Bicycle	292	0.4%	49	1.9%	16.8%
Pedestrian	1,174	1.7%	465	18%	39.6%
Motorcycle	1,317	1.9%	387	14.9%	29.4%
Motor Vehicle	66,153	96%	1,688	65.2%	2.6%
Total	68,936	100%	2,589	100%	3.8%

KSI = Killed and Serious Injury Crashes

Crash Data Analysis Key Findings

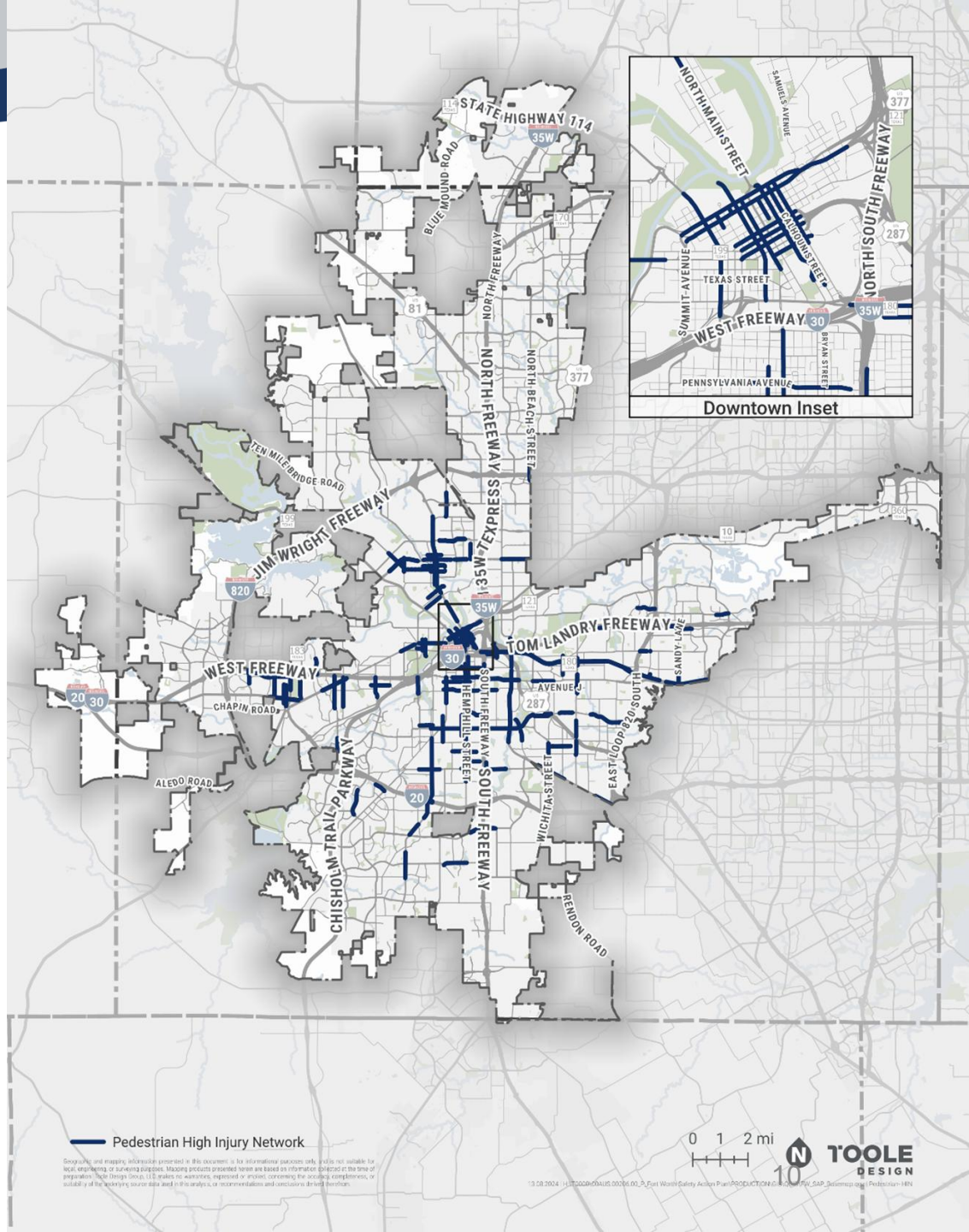
- **Vulnerable roadway user** (i.e. bicycle and pedestrian) and **motorcycle crashes** represent only 4% of total crashes but 34% of Killed and Serious Injury (KSI) collisions
- **On-system (i.e. TXDOT)** roads account for 84% of vehicle miles traveled and represent approximately 53% of KSI crashes
- **Off-system (i.e. non-TxDOT)** roads account for only 16% of vehicle miles traveled but represent 47% of KSI crashes
- City of Fort Worth has the highest proportion of **commercial vehicle and large truck** crashes (9%) compared with the six largest cities in Texas
- **Young adults aged 15 to 34** represented 46% of people involved in total crashes and 49% of people in KSI crashes

Crash Data Analysis Key Findings Cont'd

- **Speeding** and **Distracted Driving** are the top contributing factors. **Speeding-related crashes** tend to result in more severe outcomes
- **Driving Under the Influence** and **Lack of Safety Restraints** aren't top crash contributing factors but are more likely to result in more severe outcomes
- **High and medium-high social vulnerability areas** accounted for more than 60% of total and KSI crashes

Crash Data Analysis High-Injury Network

- Identified roadways with higher frequency of fatal and serious injury crashes to develop the Vision Zero High-Injury Network (HIN)
- Mode-Specific HIN's
 - Pedestrian
 - Bicycle
 - Motorcycle
 - Motor Vehicle
 - Commercial Vehicle

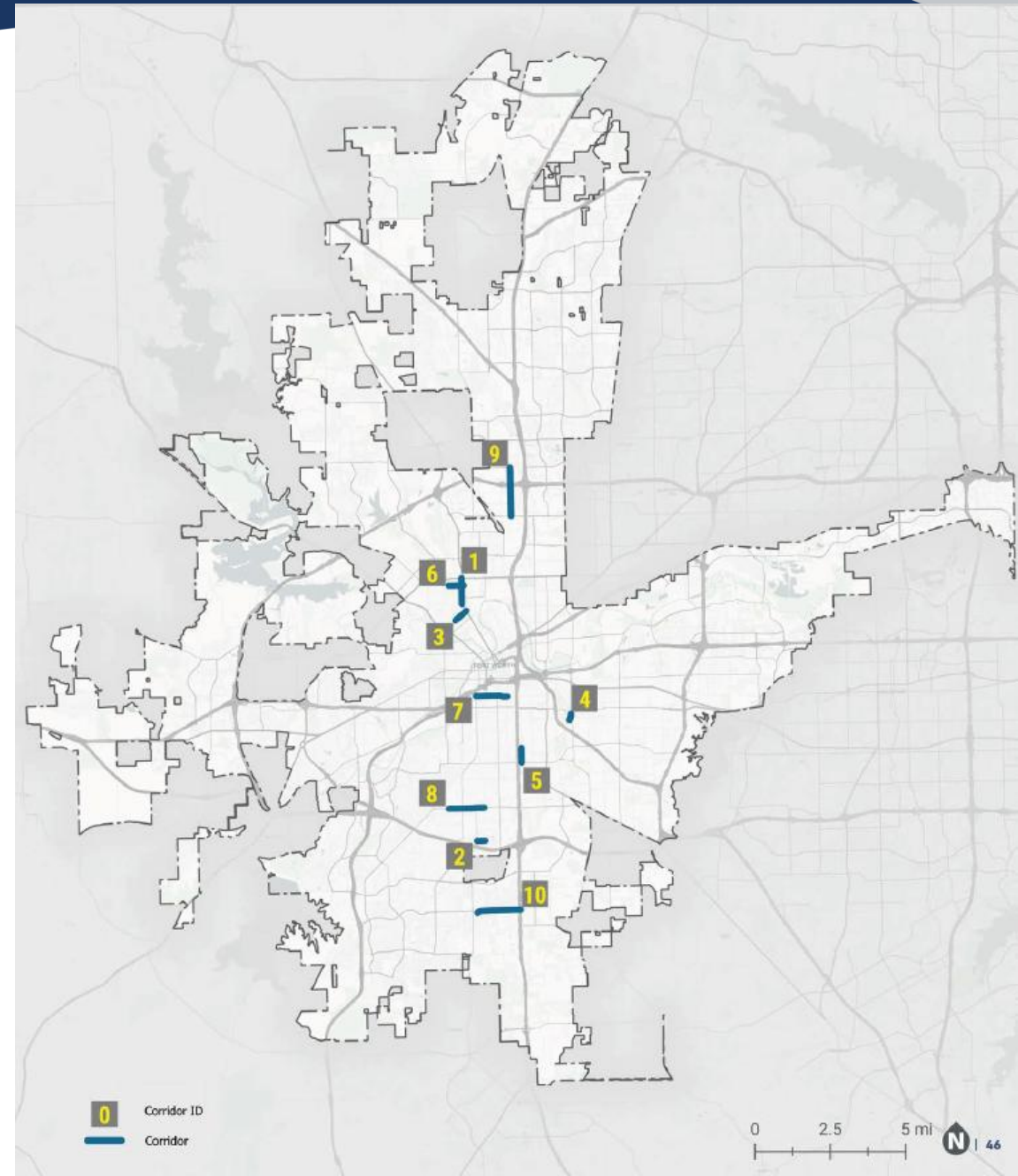


Crash Data Analysis

Top 10 Corridors for Roadway Safety Assessments

Ranked among the Top 15 based on a prioritization framework considering:

- Crash history
- Roadway characteristics
- Land use context
- Centers for Disease Control Social Vulnerability Index
- Often are part of multiple modal HINs





Top 10 HIN Corridors for Roadway Safety Assessments

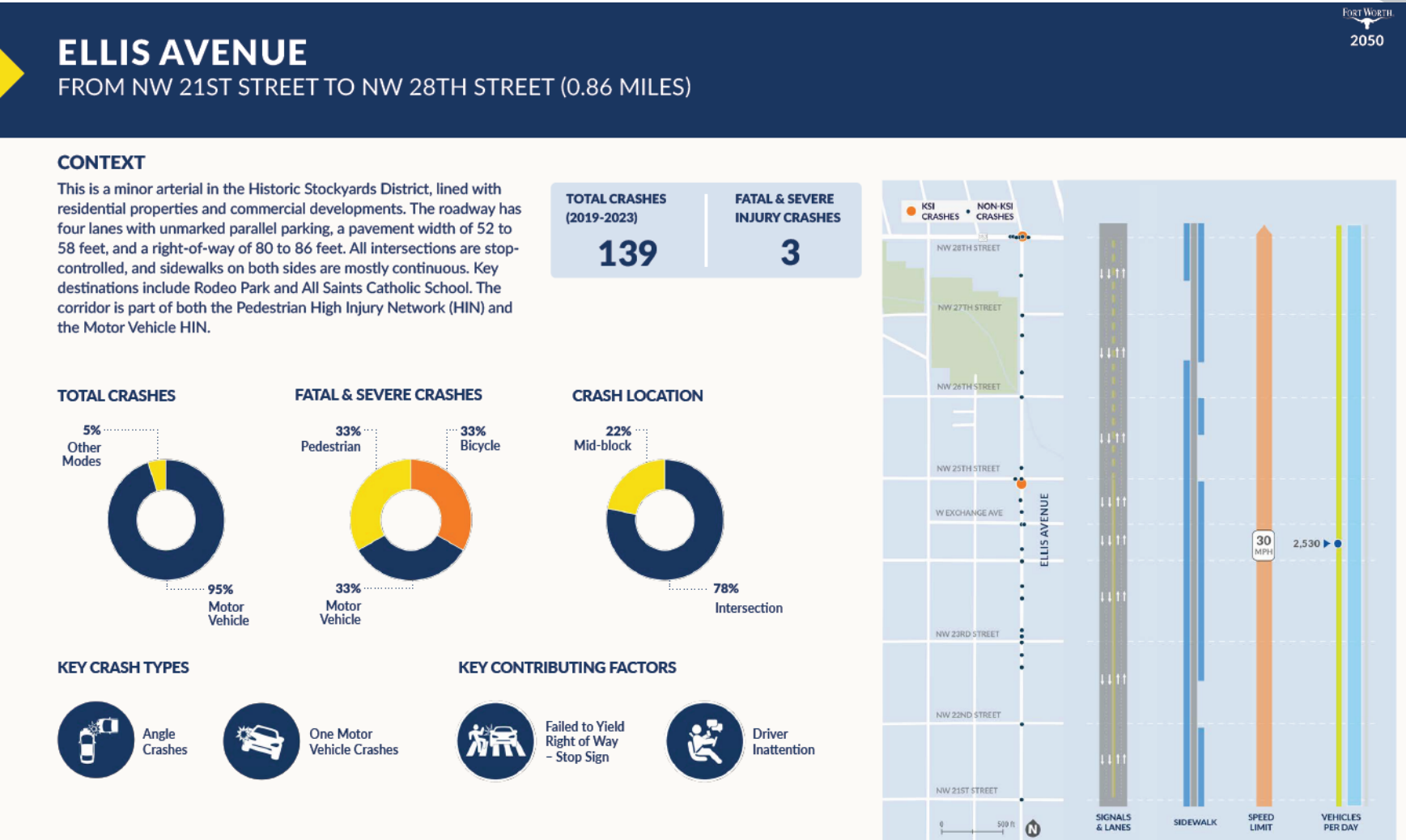
CD	Roadway	From	To	Functional Classification	HIN Mode
2	Ellis Ave	NW 21st St	NW 28th St	Residential	Pedestrian, Motor vehicle
9	Sharondale St	6th Ave	James Ave	Residential	Bicycle
2	NW 14th St	N Main St	Gould Ave	Residential	Pedestrian
8	S Beach St	Ave H	Mitchell Blvd	Major Arterial	Motor vehicle
8	Evans Ave	E Morningside Dr	E Berry St	Minor Arterial	Motor vehicle
2	NW 26th St	N Main St / Stockyards Blvd	Angle Ave / Refugio Ave	Residential	Pedestrian
9	Pennsylvania Ave	E Pennsylvania Ave / S Main St	8th Ave	Minor Arterial	Pedestrian, Motor vehicle
11	W Seminary Dr	6th Ave	Rector Ave	Major Arterial	Bicycle, Pedestrian
2	Mark IV Pkwy	Meacham Blvd	Crossover Ramp	Major Arterial	Motor vehicle, Commercial motor vehicle, Motorcycle
8	Sycamore School Rd	South Fwy Sr Nb	W Everman Pkwy	Minor Arterial	Bicycle, Pedestrian, Motor vehicle



Roadway Safety Assessment Example

Corridor Profile

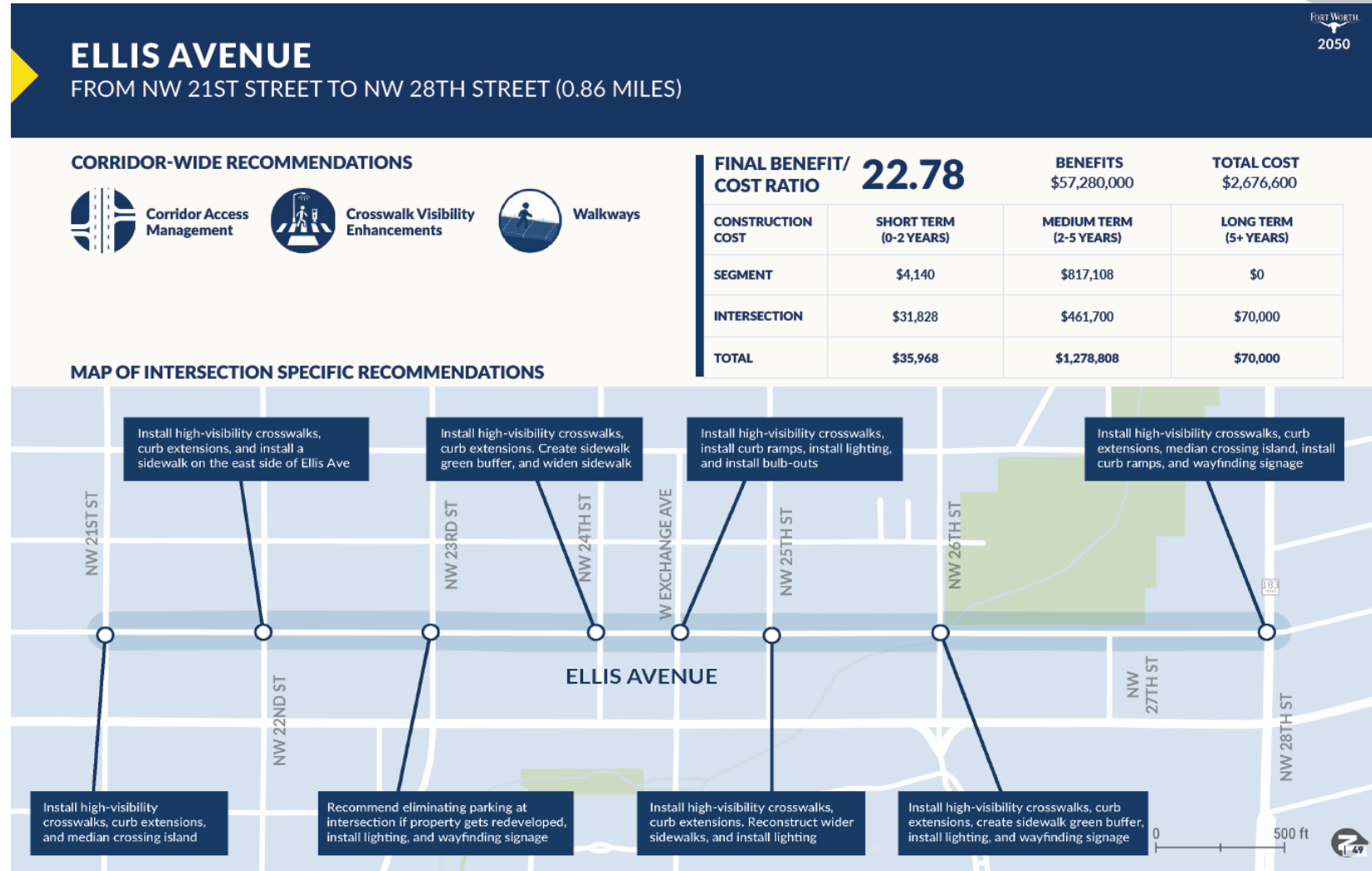
- Context
- Crash History



Roadway Safety Assessment Example Cont'd

Corridor Profile

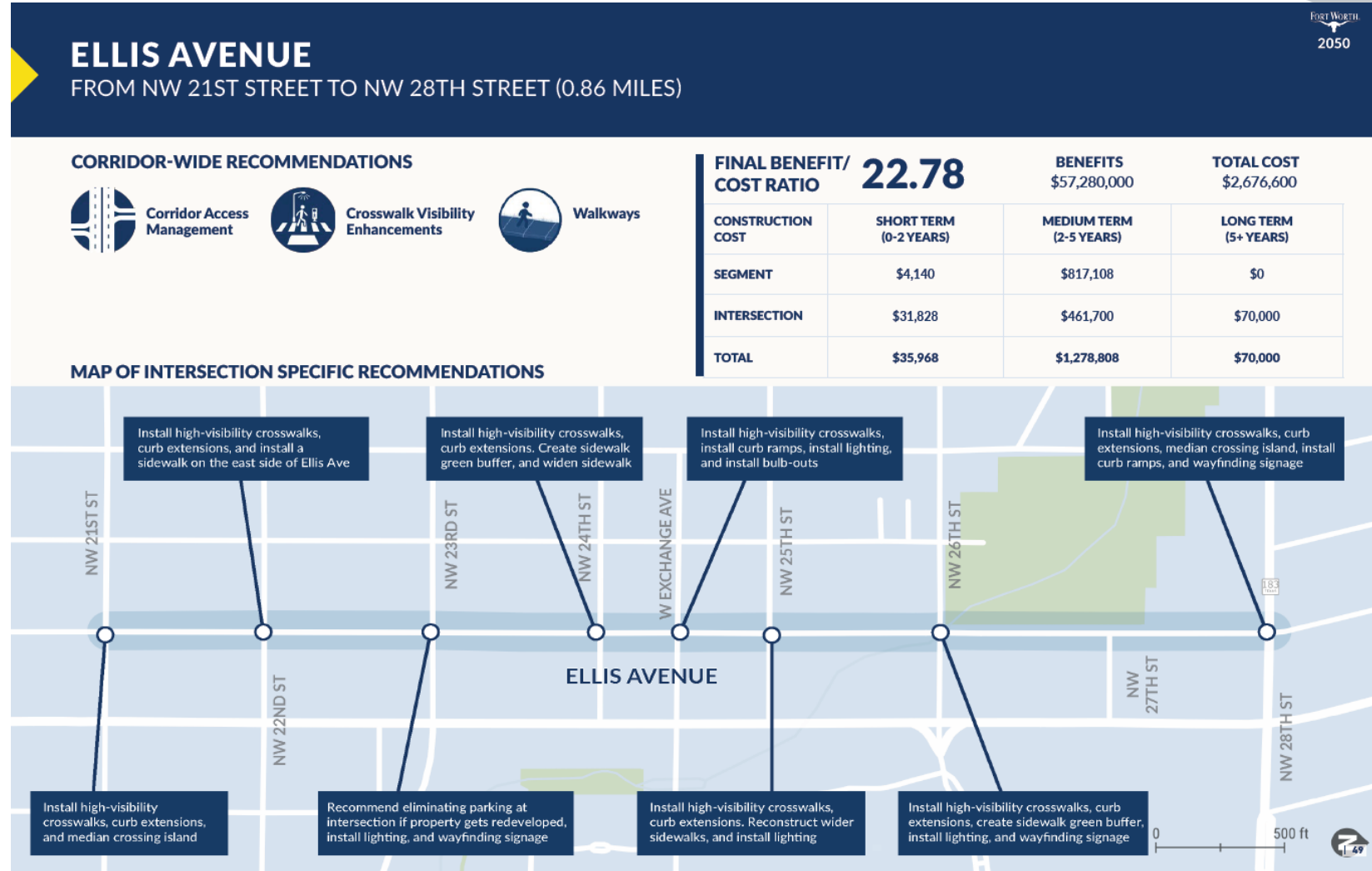
- Recommendations
- Benefit-Cost Analysis Results



Roadway Safety Assessment Example Cont'd

Corridor Profile

- Recommendations
- Benefit-Cost Analysis Results



Public Outreach and Stakeholder Engagement

- Two rounds of open houses in Summer and Fall 2024 and Spring 2025 – Over 300 attendees
- Thirteen (13) pop-up events at various festivals, school events, and transit centers
- 1,000+ survey responses
- Three Community and Technical Advisory Committee meetings
 - One Vision Zero Safety Action Strategies Workshop



Trinity Metro
Transfer Station
Outreach



Tarrant County
Harambee Festival



ArtsGoggle



National Night Out

Key Concerns from Public Feedback

- Aggressive drivers, speeding, red light running, distracted driving
- Pedestrians not using crosswalks, not enough crosswalks
- Large trucks on city streets
- Lighting
- Lack of bike lanes
- Infrastructure improvements addressing missing sidewalks, potholes, missing lane markings
- School area safety issues
- More bus stops and covered/shaded stops
- People not familiar with how to navigate a roundabout

Vision Zero Action Strategies

- Policy, program, and project activities that the City will pursue towards the elimination of traffic fatalities and serious injuries over a 25-year period
- Crash data key findings and public feedback were used to develop 34 strategies
 - Community and Technical Advisory Committees provided input
- Action strategies will be incorporated into Transportation Management Division workplan



Vision Zero Action Strategy Goals

- 1. Encourage **Paradigm Shift** to Safe Systems approach
- 2. Create **Safe Speeds** that are context sensitive and increase traffic crash survivability
- 3. **Reduce Conflicts** between various modes of transportation
- 4. Adopt **Polices and Programs** that support and facilitate Safe Systems approach

Paradigm Shift 12 Actions	Safe Speed 6 Actions	Reduce Conflicts 9 Actions	Policies and Programs 7 Actions
3 actions - CMV/Freight 2 actions - Communications 2 actions - Coordination 1 action - Education 1 action - Reporting 1 action - Safety Committee 1 action - Safe Routes to School	5 actions - Speed 1 action - CMV/Freight	3 actions - Access CMV/Freight 2 actions - Management 2 actions - Intersections 1 action - Crossings 1 action - Networks	2 actions - Guidelines 1 action - Data Analysis 1 action - Demand Management 1 action - Maintenance 1 action - Road Safety Audits 1 action - Transit

Action Strategy Example

- Goal #2 | Safe Speeds – Designing for Life
- Speed Limit Setting de-emphasizes 85th percentile approach and embraces context sensitive approach

2.2

SPEED LIMIT SETTING

Evaluate and update the City's policy for setting posted speed limits on local roadways to de-emphasize the 85th percentile approach and use a more contextual approach to speed limit setting (SLS). The City's SLS policy should rely on the latest best practice in understanding the impact of speeds on roadway safety and be paired with design and infrastructure improvements to set and enforce safe speeds. Additional factors for SLS should include traffic volumes, road geometry, traffic control devices, multimodal access needs, and surrounding land use and development density.



FOCUS AREA

Speed



TIMEFRAME

Intermediate



COST

\$-\$\$



LEAD AGENCY

TPW



SUPPORT AGENCY

NCTCOG, TxDOT



NEEDS

None

Traffic Safety Education Campaign

- A multi-faceted effort to educate Fort Worth residents about Vision Zero
 - Introduce Vision Zero and publicize that Fort Worth is Vision Zero city
 - Increase real and perceived safety for people walking and biking
 - Highlight behaviors that cause the most crashes in Fort Worth and encourage roadway users to change behaviors, as necessary
 - Create a campaign that speaks to Fort Worth residents of all ages, abilities, races, and backgrounds



Example of Vision Zero Education Campaign Social Media Content

Next Steps

- **City Council Agenda - Proposed Plan Adoption**
 - 09/30/2025
- **Submit Final Plan to Federal Highway Administration**
 - Deadline - 11/17/2025