

REGIONAL SAFETY ADVISORY COMMITTEE
North Central Texas Council of Governments
Transportation Council Room
Friday, August 24, 2018
10:00 am – 11:30 am

AGENDA

1. Introduction of 2018 – 2019 RSAC Committee Members
2. Approval of April 27, 2018 Meeting Summary – Matt Hotelling, RSAC Chair
3. Fort Worth Abandoned Vehicle Program – Sergeant Ryan Stepp, Fort Worth Police Department
4. Highway Safety Manual Update – Karen Dixon, Ph.D., P.E., TTI
5. Toward Zero Death Safety Initiative Update and NCT Regional Plan Development – Millie Hayes, FHWA and Sonya Landrum, NCTCOG
6. Road Zipper System – Natalie Bettger, NCTCOG
7. 2018 TIM Call for Projects Overview – Camille Fountain, NCTCOG
8. Update Items
 - a) Takata Airbag Recall Update
9. Safety-Related Reference Items, Topics or Training Courses
 - a) [2017 Preliminary Data - Pedestrian Traffic Fatalities by State](#)
 - b) [2016 Pedestrian Traffic Safety Fact Sheet](#)
<https://crashstats.nhtsa.dot.gov/Api/Public/Publication/812493>
 - c) [2016 Bicyclists and Other Cyclists Traffic Safety Fact Sheet](#)
<https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812507>
10. Upcoming Safety-Related Events and Training Announcements
 - a) [Traffic Incident Management First Responder and Manager Course](#):
 - September 12 – 13, 2018, NCTCOG
 - October 17 – 18, 2018, NCTCOG
11. Other Business (Old or New): This item provides an opportunity for members to bring items of interest before the group
12. Next RSAC Meeting: October 26, 2018 at 10 am

Fort Worth Police AVE Unit



History

- * • AVE began with TCT units working central division downtown prior to 2008. The main responsibilities of the TCTs were to enforce parking meter violations downtown and tow illegally parked vehicles. TCTs occasionally assisted in traffic control for incidents that occurred in and in the area immediately around downtown.
- * • Civilian personnel would receive their daily complaints of parking issues and respond accordingly.

- * • Because they were routinely towing vehicles and had an understanding of the laws regarding the towing of vehicles, Officer Smith began noticing illegally parked vehicles on the freeway's each day as he came to work. Officer Smith also observed that frequently, these abandoned vehicles would be hit and officers would be working accidents as a result.
- * • Officer Smith received permission from his supervisor at the time to begin addressing these illegally parked vehicles on the freeway when not responding to parking issues downtown.
- * • Around 2008-2009, TPW took over the responsibility of parking meter enforcement downtown. TCT personnel were given the option of remaining in central division or transferring to Traffic division.

- * • Officers Smith and Shallenberger were the first two to transfer to Traffic.
- * • They worked with motors who, as part of their duties, were assigned to deal with the abandoned vehicles.
- * • Officer Smith presented a proposal to the chief at the time to create a new unit to deal with abandoned vehicles.
- * • Abandoned Vehicle/Freeway Clearance Unit was created.
- * • At the time, there were only 2 AVE officers.
- * • At first the problem was massive. Officers would routinely see multiple parked or abandoned vehicles lined up in a row, blocking the emergency shoulder.

- * Over time, as more and more personnel joined AVE, the number of vehicles decreased. It is common for people to think that they have 24hrs or so to come back to their car. As word of mouth spread that cars were being towed immediately, the number of cars abandoned decreased.
- * • Superbowl 2011 was the first large test for the AVE unit. AVE personnel were highly effective clearing cars blocking freeways and ramps during icy conditions. Because they also worked with motors, they were folded into motor escorts assisting in blocking lanes and slow rolling traffic.
- * • Due the success of those details, AVE responsibilities increased and more personnel were added.
- * • Now AVE's default daily activity is to address abandoned vehicles on the freeway, however, they are frequently called to assist in accidents and escort details.

Goals

- * • First and foremost, public safety to include the safe/efficient clearing of the freeways. We accomplish this by:
- * • Primary: clear freeways of abandoned vehicles (property) that blocks the roadway or endangers public safety. Authority granted under TRC 545.305 for sworn personnel and TRC 545.3051 for civilian personnel.

Video



2017/04/15 22:31:11

- * Danger is easy to articulate, emergency responders need access to accidents by utilizing the emergency shoulders and any vehicle remaining on the shoulders removes an escape route for other traffic with emergencies.
- * • Secondary: clear neighborhoods and other streets of abandoned, dumped, stored or otherwise illegally parked vehicles. We respond to request for assistance from Neighborhood Patrol Officers as well as citizen requests.
- * • Assist with accident scenes, providing visibility and blocking. Valuable as a force multiplier.

- * Reduce the amount of time emergency responders are on the freeway. Our communications officer is now monitoring the amount of time we spend on accidents. We will compare the patrol data to the traffic enforcement data (those that have been to traffic incident management). The goal being to enforce to the command staff that accident clearance is a major area we can improve upon.
- * TIMS class/compliance with MUTCD
- * • Point control and parking enforcement (issuing citations) for major events (TCU/TMS/Stock Show)
- * • Motor/Traffic escorts to include dignitary escorts, major events (Superbowl, funeral processions, Armed Forces bowl). Utilized as slow roll vehicles at major freeway intersections

Organization

- * ● Civilian personnel
- * ● X2 shifts (Day shift 0600-1400 and EVE shift 1200-2000)
- * ● X5 officers Day shift, x4 Eve shift
- * ● Reports to enforcement sergeant who oversees daily activities
- * ● Each officers is assigned to a division and is responsible for freeway clearance and side street clearance in their area

Equipment

- * • Current, 2wd Ford F150 crew cab trucks, equipped with large directional arrow and emergency lighting/siren and push bumpers.
- * • X50 cones each truck with flares and fire extinguishers.
- * • Mentioned earlier about AVE units being force multipliers; one AVE truck is capable (not ideal) of effectively shutting of an entire freeway and re-routing traffic where it would take 2-3 or more patrol officers.
- * • Future vehicles will be 4x4 Dodge crew cab trucks and we will request them to be equipped with upgraded push bumpers and electronic sign boards instead of directional arrows, winches.
- * • Officers wear high-vis yellow/black shirts and ANSI approved traffic vests when on freeway operations.





Issues

- * • Currently the major issue AVE/FCU deals with is the lack of coordination of enforcement of the traffic code/city code with patrol. Patrol officers, especially Neighborhood Patrol Officers are not aware of the traffic code giving the authority to remove vehicles from right of ways (freeways) on normal routine abandoned vehicles on the highway shoulders.
- * • Frequently, AVE officers will locate a vehicle, which creates a danger or hinders a governmental operation, and it will have a “red tag” on it stating it will be removed within 24hrs or whatever time frame the officer decided to put on it
- * o Can overcome this issue through roll call briefings and initial training in the academy (I have received notice from officers who I contact about this issue that they received no training in the academy.

- * • Same issue with lack of coordination on accident scenes. If we want to reduce injuries/fatalities for first responders and the general public, we need to reduce the amount of time we are on the freeway. AVE and traffic personnel will push, pull, drag any vehicle we can from the freeway and deal with accidents on the service road or large medians where there is room to do so safely. Patrol frequently will not. Patrol will routinely work any accident where it sits and leave freeway lanes closed until the wrecker arrives and pulls the car. We see more coordination with fire department personnel on accident scenes because traffic incident management seems to be a required training class for fire personnel.
- * o Can overcome this issue by requiring TIM be taught in the academy and adding it into the mix as a course in continuing education training
- * o This will help educate officers as well as patrol supervisors/commanders

- * • Lack of ability to deal with large tractor trailers that are simply disabled, not involved in accident, in a lane of traffic or on the shoulder in a timely fashion.
- * • Lack of understanding of the seriousness of TIM with command staff. Traffic issues (speeders, lane closures, accident information seem to be a frequent topic of discussion on FWPD social media.
- * o Command staff need to review TIM material and understand issues regarding liability
- * • Develop system to have wreckers arrive quicker.
- * o GPS system explored however \$ issues would have squeezed out smaller services
- * o Wreckers under new contract with City of Fort Worth
- * • Equipment does not comply with TXDOT specifications or MUTCD best practices which may open us up for liability
- * o Working on this currently, getting new trucks with new equipment
- * o Plan on getting proper equipment through grant \$

Lessons Learned

- Need coordination with TXDOT to include sharing of contact info with key personnel
- * • Need coordination with FD/patrol (simply get patrol on the same page)
- * • Need to make sure equipment complies with TXDOT/ANSI/MUTCD standards

Successes

- * • Large freeway closure 820 West near White Settlement. We had a trailer spill a load of corn/lumber which occurred on midnight shift. Patrol handled it best they could however when we arrived on scene, we closed the freeway in accordance with MUTCD best practices (safer closure) and we coordinated more clearly with TXDOT to clear the scene faster. AVE and enforcement officers have a better understanding than patrol of how to keep traffic flowing, simply a result of more experience.

- * • Major fatality s/b IH35 @ Ripy. Closed the freeway and coordinated with TXDOT. Had everything lined up quickly. Coordination with TXDOT was the key on this accident. When detectives were done, having everything queued up ready to go expedited the clearance.
- * • Routinely arrive first on accidents and it allows for a police department employee witness to see the scene and if possible, guide the vehicles off the freeway while patrol/traffic officers are enroute.
- * • Multiple accidents within a mile of each other on north bound IH35 (fatality/jackknifed tractor trailer, major accident) all handled by 3 AVE (again, reduced the need for patrol involvement)
- * • Utilization of WAZE (tech) to identify locations of abandoned/hazard vehicles

Expansion

- We would like to be able to expand the unit to include an officer dedicated to each side of town (sworn enforcement and AVE personnel). Currently, we are only staffing 4 AVE and 5 officers on each shift for 6 sides of town. Expansion would allow patrol to reduce the amount of time they spend answering traffic related calls (frequent call for patrol is something blocking a lane of traffic and stranded motorists) and keep them in the neighborhoods.
- * • Equipment upgrades are necessary. (effective push bumpers, equipment to deal with broken air lines on tractor/trailers – common problem, better warning signs to comply with MUTCD best practices, camera systems in marked vehicles)
- * • Specialized vehicle (large truck chassis F450) that would carry additional cones/equipment, air compressor (for tractor trailers) which would help moving large vehicles from roadway
- * • Development of similar program to utilize old FD equipment as blocking vehicles.

AASHTO Highway Safety Manual, 2nd Edition (NCHRP 17-71)

Overview of New and Updated Content

CONTENT OF HSM (1ST EDITION)



HSM Current Content

Volume	Part	Description
1	A	<ul style="list-style-type: none"> • Introduction • Human Factors • Fundamentals
1	B	<ul style="list-style-type: none"> • Safety Management Process (including network screening, diagnosis, economic assessment, etc.)
2	C	<p>Safety Performance and SPFs for:</p> <ul style="list-style-type: none"> • Rural Two-Lane Highways • Rural Multilane Highways • Urban and Suburban Arterials
3	D	Crash Modification Factors (Includes detailed list of “HSM Approved” CMFs)
--	Supplement	Safety Performance for Freeways, Interchanges, and Terminal Intersections

Research Efforts to be Included

- NCHRP 17-71: HSM Production Contract (Active)
- NCHRP 17-72: Changes to Part D (Active)
- NCHRP 17-77: Systemic Safety Improvements (Active)
- NCHRP 17-84: Incorporating Bicycle and Pedestrian Methodologies into the HSM2 (Active)
- **Other Completed Research Projects :**
 - NCHRP 17-54 (Roadside Features)
 - NCHRP 17-62 (Crash Type and Severity)

NCHRP 17-71 Project: *HSM2 Production Contract*

Joe Toole, Kittelson (PI)

NCHRP 17-72 Project:
***Update of Crash Modification Factors
for the Highway Safety Manual***

Raghavan Srinivasan (PI)

NCHRP 17-77: *Systemic Safety Improvements*

Darren Torbic (PI)

NCHRP 17-84:

***Incorporating Bicycle and Pedestrian
Methodologies into the HSM2***

Darren Torbic (PI)

HSM2 CONTENT



General Changes for HSM2

- Review and Update of All Chapters
- Enhance the Human Factors Chapter
- Clarification in Terminology for CMFs versus SPF Adjustment Factors
- Change Format of Example Calculations
- Add Sample Problems

Critical Enhancements for HSM2

- Incorporate Expanded Information About Systemic Safety
- Update of All Existing Safety Performance Functions for Part C
- Expand Bicycle and Pedestrian Content
- Add New SPF Information including Roundabouts, One-way Urban Arterials, and 6-Lane Urban Arterials

Critical Enhancements for HSM2 (cont.)

- Elevate Calibration from Appendix to Chapter
- Elevate Weighting Procedure (EB Method)
- Completely Revise Part D (CMF) Content

HSM2 Content

Volume	Part	Description
1	A	<ul style="list-style-type: none">• Introduction• Human Factors• Fundamentals
1	B	<ul style="list-style-type: none">• Safety Management Process (including network screening, diagnosis, economic assessment, etc.)
2	C	<p>Safety Performance and SPFs for:</p> <ul style="list-style-type: none">• Rural Two-Lane Highways• Rural Multilane Highways• Urban and Suburban Arterials (including one-way and 6-lane arterials)• Freeways, Interchanges, and Terminal Intersections• Enhanced Intersection Content• Bicycle and Pedestrian Facilities
3	D	<p>Crash Modification Factors (How to Develop, Select, and Apply CMFs)</p>
TBD	TBD	<p>Systemic Safety, Calibration Chapter, EB Procedure</p>

Schedule

Closely Monitoring Active Research

- Critical Research Activities Ending in 2019
- HSM2 Production Effort Late 2019 (or early 2020)
- Document Belongs to AASHTO so then must undergo Balloting

Questions?

Karen Dixon, Ph.D., P.E.

Email: k-dixon@tti.tamu.edu

If you are interested in receiving a copy of the Toward Zero Death Safety Initiative Update presentation, please contact [Millie Hayes, P.E.](#), FHWA directly.



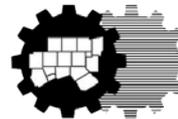
NCTCOG Incident Management 2018 Equipment Purchase Call for Projects

Regional Safety Advisory Committee Meeting

Camille Fountain

August 24, 2018

North Central Texas Council of Governments



North Central Texas
Council of Governments

CONGESTION
MANAGEMENT
PROCESS



NCTCOG Incident Management Equipment Purchase Call for Projects



Purpose: To Assist Partner Agencies in Purchasing Equipment and Technology that Aid in Quick Incident Clearance and Mitigation.

Supports Current Incident Management Training Recommendation to Use Best Practice Equipment and Technology

Emphasizes Importance of Implementing Incident Management Strategies and Training



Funding Availability

\$2 Million Available



Funding Split:

66% Eastern Sub-Region = \$1,320,000

34% Western Sub-Region = \$ 680,000



Buy America Certification Compliance



Proposed Eligible Recipients and Activities



Eligible Recipients

- Public Sector Partner Agencies within the NCTCOG 10-County Non-attainment Area Actively Involved in Incident Management
 - Police, Fire/EMS, Courtesy Patrol, Transit, Etc.

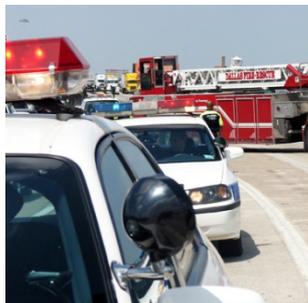
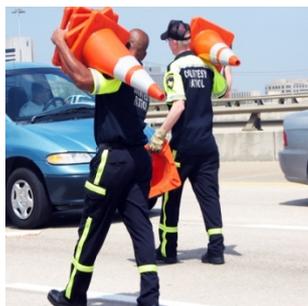
Eligible Activities

- Purchase of Equipment and Technology Used in Mitigating Crashes
 - Examples include: traffic barriers, cones, flares, protective clothing, signs, cameras, lighting, crash reconstruction technology, etc.

Ineligible Activities

- Personnel and Staffing Charges

Proposed Scoring Criteria



Scoring Component	Available Points
TIM Training Attendance - NCTCOG or In-house <i>(Since August 2013)</i>	15
Crash Data in Jurisdiction <i>(2013-2017)</i>	10
Adoption of Incident Management Resolution	10
Incident Management Goals/Targets in Place	5
Completion of Incident Management Commitment Level Survey	5
Adoption/Implementation of Regional Performance Measure Standard Definitions	5
Explanation of How Equipment will be Used to Mitigate Crashes	50
Total Score	100



Proposed Schedule

DATE	ACTION
August 24, 2018	RSAC (Presentation) –IM Equipment Purchase Call for Projects (CFP) Proposed Criteria Overview
September 2018	STTC (Action Item – Request Approval to Conduct CFP
October 2018	RTC (Action Item) – Request Approval to Conduct CFP
October 2018	Open Call for Projects (45 or 60 days)
December 2018	Close Call for Projects
Dec. 2018 – Jan. 2019	Evaluate Submitted Proposals (30 days)
January 2019	Regional Safety Advisory Committee Meeting (Info)
February 2019	STTC (Action) – Approval of Selected Projects
February/March 2019	Public Meetings
March 2019	RTC (Action) – Approval of Selected Projects
April 2019	Executive Board Meeting



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