MEETING SUMMARY

REGIONAL SAFETY ADVISORY COMMITTEE

Friday, April 26, 2019

The Regional Safety Advisory Committee met at 10 am on April 26, 2019 at NCTCOG offices.

<u>**Members in Attendance**</u>

Matt Hotelling, Chair, Town of Flower Mound; Alonzo Linan, Co-Chair, City of Keller; George Barnes, Dallas Area Rapid Transit; John Denholm, Lee Engineering; Rama Dhanikonda, City of Plano; Amelia Hayes, FHWA; Daniel Herrig, City of Richardson; Kirk Houser, City of Dallas; Paul Iwuchukwu, City of Arlington; Rich Larkins, City of Grapevine; Minh Le, Texas Transportation Institute; Brian McNuelty (for Ron Hartline) City of The Colony; Alex McGinley (for Danny Bailey) Denton County Transportation Authority; Laura Melton, City of Burleson; Yang Ouyang, North Texas Tollway Authority; Cody Owen (for Nathan Benditz) City of Irving; Mohammed Quadeer, TxDOT Fort Worth District; Randy Skinner, Tarrant County; Anthony Smith, Dallas County; Kerin Smith (for Brian Moen) City of Frisco; Cheryl Taylor (for Robert Severance) City of Cleburne; Mark Titus, City of Richardson.

<u>**NCTCOG Staff in Attendance**</u>

Natalie Bettger, Shawn Dintino, Matthew Fall, Camille Fountain, Sonya Jackson Landrum, Kevin Kroll, Barbara Walsh

<u>**Meeting Summary Outline**</u>

1. Approval of January 25, 2019 Meeting Summary
2. Congestion Management Process Update
3. Traffic Incident Management and After-Action Reporting
4. North Texas Crash Data Observations
5. Review of Regional Crash Data and Safety Performance Overview
6. Update Items
7. Safety-Related Reference Items, Topics or Training Courses
8. Upcoming Safety-Related Events and Training Announcements
9. Other Business
10. Next RSAC Meeting: July 26, 2019, 10 am

1. **Approval of January 25, 2019 Meeting Summary – Matt Hotelling, Chair, Town of Flower Mound**

    The January meeting summary was accepted as written.

2. **Congestion Management Process Update – Mike Galizio, NCTCOG**

    Mike Galizio, a Principal Transportation Planner with NCTCOG, informed the committee on the Congestion Management Process (CMP) which is federally required for any urbanized areas with a population exceeding 200,000. Mike updated the committee today on the CMP statutory requirements and history. The focus of the CMP is more on operational and management-type strategies that are lower-cost and quick-to-implement, such as demand management reduction strategies like ride sharing, vanpooling, traffic operational improvements, traffic signal coordination, public transportation options, ITS technology, and other improvements that can help traffic flow. If an MPO is in an air quality nonattainment area for ozone as NCTCOG is, a process must be identified to show that capacity expansion projects (i.e. roadways where general purposes lanes for single occupant vehicles are being added) are integrating CMP strategies. Mike displayed a flow chart identifying the most common CMP elements and how the CMP relates to other documents in the metropolitan transportation planning process. The last CMP update approved by the Regional Transportation Council was in 2013. The 2019 CMP Update is expected to go to the RTC for approval by the end of this calendar year.

    The presentation is available on the [RSAC website](#).

3. **Traffic Incident Management and After-Action Reporting – Anthony White, TxDOT**

    Anthony White with TxDOT Traffic Operations Division, Fort Worth District is currently working on traffic incident management (TIM) team growth. Anthony is trying to contact all first responders in the approximate 130 cities and nine counties in TxDOT Fort Worth's district to build a TIM team. The program will be built on the TIM National Unified Goal (NUG) principles – responder safety, safe and quick clearance, and prompt reliable interoperable communications. This is a good framework to base on, but it doesn't fit every group trying to be fit into the TIM program.

    Command means something different to each agency involved in an incident, but there can't be one single command post on-scene. The idea is to "be in command of your area of expertise"; "relieve non-essential equipment and personnel from the scene"; and a "smooth and timely transition of responsibilities". The best way to address these items is in after-action reports. The goal has been set to have an after-action report in 72 hours, but it is difficult to assemble responders who were at the scene to add to the conversation and identify pros and cons of an incident. After-action meetings and reports require trust; relationships; and better, safer scenes – this is where TxDOT comes in.

    From TxDOT's perspective, traffic incident management is about to change. There are seven teams within the district. The next Regional TIM Team Semi-Annual meeting is scheduled for June 20 at the TxDOT Fort Worth offices. RSAC members are invited to attend. A newsletter was being prepared and Anthony could make it available to anyone interested in receiving it.

4. **North Texas Crash Data Observations – John Denholm, Lee Engineering**

John Denholm's presentation came about because Lee Engineering staff were seeing issues in under-reporting crash data. Action cannot be taken based on risk – data is needed. John has taken on the under-reporting issues he is seeing in the metroplex. Working with the cities and conducting safety analyses, one problem identified is that crash reporting in general is decreasing, including crash rates at signalized intersections. State Statute Sec. 550.041 reads that an officer may investigate a crash (more than $1000 damage). Statute Sec. 550.062 reads that if an officer investigates a crash, they shall report it. However, the word 'investigate' is not defined in the statutes. The definition of 'investigation' is left to the discretion of the law enforcement agency.

John went over the effects of under-reporting. When reviewing and using some of the predictive methodologies in the Highway Safety Manual, to do network screening of a city or region, the impact of crash reporting policies can be seen. It may skew data, making comparisons to other jurisdictions difficult. John requested three years of crash information (crashes to which police responded) from 11 cities in the region and pulled Crash Records Information System (CRIS) data for the same period and same cities. After studying and comparing the crash rates from both, John found that less than 40% of crashes are being reported into CRIS, therefore not making it into the datasets being analyzed and used to try to make informed changes to roadway network and gauging the performance of our systems. In that three-year period, the data showed that police responded to approx. 150,000 crashes that were not reported to CRIS. He cautioned to know the limitations of crash data you are working with; some differentiations are due to interpretation of information on the crash report itself, and the data being input into CRIS.

A House Bill is amending Sec. 550.062(a) Transportation Code to read that an officer shall make a report of an accident with damages to the extent of $5,000 (increasing from the current $1,000).

Sonya and Natalie discussed having NCTCOG host a workshop with police officers to get their direct feedback on reporting crashes, the benefits of reporting and the problems with not reporting, and informing them how CRIS data can be used to improve safety. Millie announced that FHWA has a workshop specific to safety and how law enforcement agencies can help engineers, really focusing on shared efforts. She will send information to Sonya and Natalie.

The presentation is available on the RSAC website.

5. **Review of Regional Crash Data and Safety Performance Overview – Kevin Kroll, NCTCOG**

Kevin Kroll provided a preliminary review of crash data and safety performance measures. NCTCOG receives the data in February and uses it for the annual safety report, but staff has been recently asked to wait until April for the data to go through post-processing for more accuracy. The data presented to RSAC today may change before it gets presented to STTC and RTC.

FHWA requires states and MPOs reporting on five safety performance targets: Number of Fatalities; Fatality Rate (per 100 million vehicle miles traveled [VMT]); Number of Serious Injuries; Serious Injury Rate per VMT; and Number of Non-motorized Fatalities and Serious

Injuries. Kevin's presentation listed TxDOT and NTCOG 2018 targets and 2019 targets. Through a collaborative multi-year process, TxDOT came up with a target of 2.0% reduction in the rate of fatal and serious injury crashes by 2022. This began in 2018 with a targeted 0.4% reduction and increases by 0.4% annually each year through 2022. Targets are based on a five-year rolling average to try to take out the regression to the mean for each year.

Kevin presented the reported crashes in 2018; there was a 3.22% reduction in the number of crashes from 2017. Fatalities also showed a 13.36% decrease from 2017. However, that is about 12.5% increase from 2014; over the last five years there has been an increase in the number of fatalities. The regional crash rate has decreased from 72.1 in 2017 to 56.66 in 2018 on limited access facilities.

The presentation also included traffic incident management attendance, 2018 HazMat Incidents by County; Mobility Assistance Patrol Program assists; the numbers and types of assists by Dallas and Tarrant County MAPP only; Wrong-Way driving crashes in the 12-county MPA; and crashes involving impaired drivers in the 16-county MPA. Please remember all data in this presentation is preliminary.

John Denholm suggested including data from the Texas Department of Public Safety highway patrol stops in rural counties.

The presentation is available on the RSAC website

6. **Update Items**

   a) Public Transportation Agency Safety Plan Final Rule – Shawn Dintino

   Shawn Dintino, a Transportation Planner at NCTCOG, informed the committee that the Federal Transit Administration (FTA) has implemented a Final Rule effective July 19, 2019, relating to the Public Transportation Agency Safety Plan (PTASP), which requires transit agencies to develop new safety programs. Plans must be in place by July 2020. The federal government has recently been implementing performance measures in several areas. This Final Rule is along those lines. It requires transit providers that receive federal urbanized area funds to develop and follow safety plans, which themselves have several requirements: Designate a chief safety officer; Develop performance targets based on safety performance measures and an employee reporting program; Document the agency safety management system, and; Update the plan annually. This Rule applies to the larger rail transit agency or bus operator with more than 100 vehicles in peak service; they must develop and implement their own safety plan.

   NCTCOG does not operate service so will not be developing a plan, but as an MPO we do have a role in using the data that is collected in these performance measures to feed into planning for the Transportation Improvement Program and Metropolitan Transportation Plan.

   b) Commercial Motor Vehicle Violations Training for Prosecutors and Judges – Kevin Kroll

   Two prosecutors from National District Attorney Association Traffic Law Center provided training in March at NCTCOG to local judges and prosecutors, and CVE

officers about the importance of commercial vehicle violations and how those should be treated in our court system. The training focused on basic concepts of what makes a commercial driver's license different from a regular driver's license, and what separates commercial motor vehicles from other types of vehicles, before moving into more advanced topics such as masking (changing the citation given to the driver for one reason or another, therefore lessening the penalty for that offense), which has been a problem. The training was recommended by the Commercial Vehicle Enforcement Working Group, which meets on an ad hoc basis. The last training was held in 2016 but as there is a large staff turnover in the local court systems, this year's training served as an update and good refresher. NCTCOG is looking at offering the training on a more frequent basis.

c) Our Driving Concern Employer Safety Train the Trainer Opportunity – Sonya Landrum

Sonya Landrum informed the committee on this employer safety training program offered through the National Safety Council in cooperation with TxDOT. The focus of this safety program is on fleet owners, helping them develop safety policies and programs as well as providing training on distracted driving or other measures that will help reduce crashes within an agency. The training is free, and all course materials are provided – paper and electronically. Staff are planning to invite trainers with the program to present at a future RSAC meeting. Members will be asked to communicate with HR personnel and safety trainers on the availability of the training program and encourage participation in it.

d) Future RSAC Meeting Location and Schedule

NCTCOG is undergoing reconstruction and the first-floor meeting rooms will not be available from July through September. This schedule impacts the July RSAC meeting. Sonya asked if any committee member would be willing to host the July RSAC at their location. Any member interested in hosting should send Sonya an email.

7. **Safety Related Reference Items, Topics or Training Courses**

a) [Speed Management for Safety Resource Hub Released](#)
b) [Analysis of Crashes Resulting in a Pedestrian Fatality or Serious Injury 2010-2017](#) – TTI
c) [GHSA Pedestrian Traffic Fatalities by State](#)

8. **Upcoming Safety-Related Events and Training Announcements**

a) Traffic Incident Management Executive Level Course – NCTCOG, May 2, 2019
b) [Traffic Incident Management First Responder and Manager Course](#):
   - May 29 – 30, 2019, NCTCOG
   - July 17 – 18 2019, Collin College, McKinney
   - September 24 – 25, 2019, Cedar Hill Recreation Center, Cedar Hill
   - October 16 – 17, 2019, NCTCOG
c) [Talking TIM Webinar Series](#), May 29, 2019
d) [2019 Traffic Safety Conference](#), San Antonio, TX, May 29 – 31, 2019

e) ATSIP Traffic Records Forum, Austin, TX, August 4 – 7, 2019

9. Other Business

The question was asked if there was an update on the Incident Management Equipment Call for Projects. Sonya replied that NCTCOG is waiting for TxDOT approval and an updated agreement on where the funding for the equipment will be coming from.

Matt Hotelling was thanked for his service as 2018 – 2019 RSAC Chair. Anyone interested in serving as the 2019 – 2020 co-chair should email Sonya.

10. Next Regional Safety Advisory Committee Meeting

The next meeting of the RSAC is July 26, 2019. Location to be determined.

Chair Hotelling concluded the meeting.