

**MEETING SUMMARY**  
**REGIONAL SAFETY ADVISORY COMMITTEE**  
**Friday, January 22, 2021**

The Regional Safety Advisory Committee met via Microsoft Teams at 10 am on January 22, 2021.

**Members in Attendance**

Alonzo Liñán, Chair, City of Keller; Asma Tuly, Co-Chair, City of Allen; Joe Acosta, Trinity Metro; Joe Atwood, Hood County; Rick Cortez, City of Mesquite; Chad Davis, Wise County; Caryl deVries, City of Grand Prairie; John Denholm, Lee Engineering; Buz Elsom, Rockwall County; Amelia Hayes, FHWA; Daniel Herrig, City of Richardson; Matt Hotelling, Town of Flower Mound; Gus Khankarli, City of Dallas; Sagar Medisetty, City of Lewisville; Brian Moen, City of Frisco; Yang Ouyang, North Texas Tollway Authority; Cody Owen, City of Irving; Jeff Pugh, City of Arlington Police Dept.; Mohammed Quadeer, TxDOT Fort Worth District; Elizabeth Reynolds, City of Grapevine; John Romberger, City of Carrollton; Rob Severance, City of Cleburne; Anthony Smith, Dallas County; Kevin St. Jacques, Hunt County; Matthew Tilke, City of Plano; Jason Wu (for Minh Le), Texas Transportation Institute.

**Guests in Attendance**

Ed Burgos-Gomez, FHWA; Rama Dhanikonda, City of Richardson; David Halloin, Kimley-Horn Assoc. Inc.; Tezera Hanok, Kimley-Horn Assoc. Inc.; Dhruva Lahon, Kimley-Horn Assoc. Inc.; Rich Larkins, Bartlett & West; Brian Shamburger, Kimley-Horn Assoc. Inc.

**NCTCOG Staff in Attendance**

Tom Bamonte, Natalie Bettger, Matt Fall, Camille Fountain, Clinton Hail, Jeff Hathcock, Michael Johnson, Kevin Kokes, Kevin Kroll, Sonya Landrum, Michael Misantonis, Ricardo Serrano, Morgan Tavallae, Barbara Walsh.

**Meeting Summary Outline**

1. Approval of October 23, 2020 Meeting Summary
2. Freight Vehicle Optimization Project
3. At-Grade Crossing Incidents Analysis
4. Steps in Identifying Pedestrian Safety Corridor Networks
5. NCTCOG Proposed Safety Performance Targets Updates
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: April 23, 2021, 10 am

### **1. Approval of October 23, 2020 Meeting Summary – Alonzo Liñán, Chair, City of Keller**

The October 23, 2020 meeting summary was accepted as written.

### **2. Freight Vehicle Optimization Project: Introduction and Safety Implications – Tom Bamonte, Clint Hail, NCTCOG**

Tom Bamonte introduced himself and explained his presentation's topic and welcomed committee members to share their insights and ideas on how NCTCOG might shape this project to advance safety goals.

Dallas is a major freight center and continues to grow in this capacity. There is a large number of freight hubs distributed throughout the region and freight vehicle drivers have to make connections on local streets and arterials to the expressways. Optimizing truck flow on both the expressways and connections between expressways and hubs is a real opportunity. NCTCOG staff is working with partners at TxDOT on the TxDOT Connected Freight Corridors Project, approved by RTC at the September 2020 meeting. This project is to add connected vehicle technology to our major expressways serving the region. This is a way to provide traveler information, work zone warnings, etc. to truck drivers traveling on our expressways. The project will address how the movement of the freight vehicles from the hubs to the expressways can be optimized. The technology being studied to optimize freight movement is sometimes called signal priority.

There are multiple technological approaches to provide this kind of optimized movement for freight vehicles. The market will be tested to find out what those technologies are. Working with other NCTCOG program area teams, the Automated Vehicle team will try to find the best intersections in the region to use this optimization technology. This will not only benefit truck travel time savings but also address if there are ways to advance public health and safety. A preliminary set of intersections should be available in early February and then project staff will reach out to local partners and the freight industry. Once technology is installed, staff will monitor performance and adapt as needed.

Clint Hail spoke on the work NCTCOG has been doing on the safety aspects of this project. Research has found that most truck crashes occur away from intersections and most by a pretty large margin. Only 15 – 17.5 percent of truck crashes occur at intersections. Movement along arterials is also a concern, but the proximity of signals and intersections close together makes it difficult to isolate and analyze if the relationship between accidents and the roadway's geometric features have anything to do with each other.

The presentation can be found on NCTCOG's website.

### **3. At-Grade Crossing Incidents Analysis – Morgan Tavallae, NCTCOG**

Morgan Tavallae reminded everyone that an at-grade railroad crossing is where railroad track and a roadway intersect at the same level of elevation. This generates the probability that incidents between rail and auto traffic, pedestrians, and bicyclists will happen. It is important to learn and identify what causes the incidents so steps can be taken to mitigate the risk to the community. All data in this presentation was sourced from the Federal Railroad Administration's website.

Morgan provided quantitative data for years 2014 – 2019. The data included the lowest and highest number of incidents; the main causes of incidents; the counties with the highest rates of incidents; the effect of visibility and weather on incidents; and fatality and injury rates. The top three motorist actions resulting in incidents were 1) Going around the gates (18.9 percent); 2) Going through the gates (16.2 percent); and 3) Other (27.6 percent).

Morgan provided the lessons learned, concluding that tracking the data can help us understand why incidents happen and the information can be used for better planning and educating the public about at-grade railroad crossings. She ended with a summary of how to approach crossings in a safe manner.

The presentation can be found on NCTCOG's website.

#### **4. Steps in Identifying Pedestrian Safety Corridor Networks – Matt Fall, NCTCOG**

Matt Fall presented to the committee the methodology used in identifying datasets of pedestrian safety corridors for the recently completed regional Pedestrian Safety Action Plan (PSAP). In 2004, as part of a focused/targeted approach to safety, the Federal Highway Administration (FHWA) designated states and cities with the highest number of pedestrian fatalities and fatality rates as pedestrian safety focus states and focus cities, giving these areas priority in allocation of federal resources. Texas was designated as a focus state and Dallas and Fort Worth were designated as focus cities, due to the numbers of reported bicycle and pedestrian fatalities and serious injuries being consistently higher than the national average.

Matt shared graphs indicating 7,314 reported pedestrian-involved crashes in the metropolitan planning area (MPA) from 2015–2019, with 723 of those crashes resulting in a pedestrian fatality. In response to these increasingly high numbers, NCTCOG developed the regionwide PSAP. Data from thousands of crash reports was analyzed to determine the demographics and locations involved in the pedestrian incidents. Demographic information is helpful in determining targeted educational programs whereas location information helps in tailoring infrastructure countermeasures to improve safety from an engineering standpoint.

One of the most important elements of the PSAP is the identification of prioritized pedestrian safety corridors where limited funding can be most effectively targeted. Primary and secondary corridors were identified in the region, based on density of crash locations, coupled with manual review of roadway topography and land use patterns. The methodology used to identify the corridors uses a square-mile grid, overlaid on a GIS map of the MPA, aggregating the total number of reported crashes within each square-mile “cell.” Initial safety corridors were selected using the density within each cell and then the endpoints were expanded beyond crash locations, using common roadway characteristics such as number of lanes, posted speeds, and the average annual daily traffic (AADT). Patterns of land use, such as retail, residential, mixed-use, etc. were also analyzed in determining the appropriate corridor endpoints.

Sixty-nine primary safety corridors and 38 secondary safety corridors were identified. The primary and secondary safety corridors account for less than one percent of the total number of centerline miles in the MPA (0.62 percent); however, collectively, the corridors capture 26 percent of all reported pedestrian-involved crashes reported between 2014–2018.

The PSAP was finalized after integrating feedback from TxDOT, local jurisdictions, and a PSAP Committee, comprised of select government and industry professionals. Staff from local governments were informed that the PSAP addresses pedestrian safety on a regional level, but that local jurisdictions are encouraged to develop their own locally significant pedestrian safety plans and safety corridors, in order to reduce annual regional pedestrian crash numbers to zero.

The presentation can be found on NCTCOG's website.

## **5. NCTCOG Proposed Safety Performance Targets Update – Kevin Kroll, NCTCOG**

Kevin Kroll provided an update on the Roadway Safety Performance Measures (PMs) for 2021 and the progress made towards meeting NCTCOG targets in 2019. He provided the Federal Performance Measures schedule. Roadway Safety PMs were anticipated to be presented at the February 2021 Regional Transportation Council with some background on the initiative.

The new State safety performance target is a 50 percent reduction for fatalities and fatality rate measures by the target year of 2035. The two percent reduction target by 2022 remains for Serious Injury, Serious Injury Rate, and non-motorized fatalities and serious injuries.

Kevin provided a closer look at each of the five performance measures, reporting numbers from 2012 through 2019, and projected numbers to 2023. He shared TxDOT Safety PM Targets and Projections compared to NCTCOG's same. NCTCOG will evaluate at a later date whether to keep the same two percent reduction for 2022 or to also change their target number.

Kevin would like to have more input from the cities to create a more comprehensive guide of what programs and projects the cities are working on. An email will be sent to committee members to ask for feedback. These would be added to NCTCOG's lists and eventually taken to the RTC. He closed with the schedule of performance target actions to date and projected dates for STTC and RTC action.

The presentation can be found on NCTCOG's website.

## **6. Update Items**

### **a) Mobility Assistance Patrol Peer Review Results – Kevin Kroll, NCTCOG**

- NCTCOG has been working to assess the MAPPs in Dallas and Tarrant Counties. NCTCOG is exploring expansion of MAPP coverage outside of the core counties and expanding operational hours to 24/7. A peer review was held for the Transportation Department to solicit feedback. Next steps are to meet with TxDOT and Dallas and Tarrant counties' patrols to discuss options to expand the MAPP program.

### **b) CVE Equipment and Training Program RFP Update – Kevin Kroll, NCTCOG**

- The Commercial Vehicle Enforcement Equipment and Training Program provides portable weighing scales to the region's CVE departments. A contract has been signed and scales delivered to the 15 participating departments. Each

department received a set of four scales. Training will occur in the following two weeks.

- c) Commercial Motor Vehicle Violations: Enforcement, Prosecution, and Reporting Training Update – Michael Misantonis, NCTCOG
  - The National District Attorney’s Association has been invited to provide a course designed to assist prosecutors, judges, and law enforcement with a better understanding of the commercial vehicle regulations and licensing laws. The course will be offered in the coming months in a virtual environment.
- d) Traffic Incident Management Call for Projects Status Update – Camille Fountain, NCTCOG
  - Executive Board approval has been received to enter into agreements with 16 different regional award recipients in a total amount not to exceed \$1,242,942. Coordination meetings have been held with each award recipient based on the funding type they were approved for. NCTCOG is now working on agreement templates as the next step to getting the equipment funded and out in the region. Once agreements are finalized and signed, agencies will be able to purchase equipment.
- e) Traffic Incident Management Training During COVID-19 – Camille Fountain, NCTCOG
  - In order to continue to hold in-person training, safety protocols and guidelines were developed and approved by the Transportation Department director.
- f) Traffic Incident Management Regional Police Academy Outreach – Camille Fountain, NCTCOG
  - As of today, NCTCOG has trained over 3,000 first responders in the First Responder and Managers course. NCTCOG is reaching out to regional partner law enforcement agencies to determine the total number of traffic personnel, to compare with the total number NCTCOG has trained per agency. An electronic survey will be created and sent to law enforcement agencies in hopes of having better success in the response rate.
- g) Traffic Incident Management 2020 Self-Assessment Survey Activities – Camille Fountain, NCTCOG
  - Due to COVID-19, an in-person meeting could not be held. The 2020 TIM Self-Assessment questionnaire was sent via Survey Monkey. The survey was condensed significantly for ease of completion. Camille has averaged and submitted the responses received. NCTCOG received averaged scores; the number increased from 83.4 to 88 percent. If committee members did not receive an email from her with the scores or have questions, please contact Camille.
- h) Transportation Related Regional Conferences/Trainings – Ricardo Serrano, NCTCOG
  - Ricardo reported that the regional conferences and trainings information submitted by members were compiled into a list. The list will be available on NCTCOG’s website.
- i) Federal Register Notification: FHWA Seeks to Make MUTCD Updates – Sonya Landrum, NCTCOG
  - The FHWA is in the process of updating the MUTCD. Rather than certain sections being updated, the entire manual is undergoing revision this time around. FHWA is seeking feedback and comments, which are due by March 15, 2021. This topic will also be brought up at STTC by the Director of Transportation.
- j) 2021-2022 RSAC Membership Appointments and Vice Chair Opportunity Reminder – Sonya Landrum, NCTCOG
  - Sonya reminded everyone that the April meeting will be the last one for the current Chair and Co-Chair. Starting at the July RSAC meeting, Asma Tuly will assume the Chair position. Members interested in serving as Co-Chair were asked to submit their name for consideration.

## 7. [Safety Related Reference Items, Topics or Training Courses Website](#)

- a) [Road Safety Study during the Pandemic Shows Risk of Death or Injury Is Greater When Roads Are More Clear](#), TTI
- b) [Safer by Design: New TTI Tool Prioritizes Roadway Safety from the Get-Go](#), TTI

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

- a) [2021 Virtual TRB Annual Meeting](#) – January 2021
- b) [2021 Transportation Alternatives Call for Projects Virtual Workshops](#) – January 21-27, 2021
- c) [Traffic Incident Management First Responder and Manager Course](#):
  - o January 21 – 22, 2021, NCTCOG
  - o February 25 – 26, 2021, NCTCOG
  - o April 22 – 23, 2021, OFFSITE (Allen City Hall)
- d) National Work Zone Awareness Week – April 26-30, 2021
- e) [2021 Virtual Lifesavers Conference](#) – April 26-28, 2021
- f) 2021 Virtual Texas Traffic Safety Conference – July 14-16, 2021

## **9. Other Business**

Brian Moen shared that the Texas SHSP will be starting soon. If anyone is interested in participating on one of the emphasis areas teams to let him know. The emphasis areas are listed on the website at [www.texasshsp.com](http://www.texasshsp.com).

## **10. Next Regional Safety Advisory Committee Meeting**

The next RSAC is scheduled for April 23, 2021 and will be held virtually.