REGIONAL SAFETY ADVISORY COMMITTEE
North Central Texas Council of Governments
Virtual MS Teams
Friday, April 23, 2021
10:00 am – 12:00 pm

Click here to join the meeting

For Audio Portion of the Meeting, call in to:
1-903-508-4574
Conference ID: 871 805 044#
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AGENDA

1. Approval of January 22, 2021 Meeting Summary – Alonzo Linan, RSAC Chair

2. TxDOT's Methods of Crash Data Dissemination – Larbi Hanni, TxDOT

3. TxDOT's Every Day Counts (EDC) 6 CAD Integration – David McDonald, TxDOT

4. Congestion Management Process Update – Michael Bils, NCTCOG

5. Public Transportation Agency Safety Plan Target Setting Development – Shawn Dintino, NCTCOG

6. 2021 Transportation Safety Performance Report – Camille Fountain, NCTCOG

7. Update Items
   a) Traffic Incident Management Call for Projects Status Update – Camille Fountain, NCTCOG
   b) Commercial Motor Vehicle Violations Training for Judges and Prosecutors – Kevin Kroll, NCTCOG
   c) Mobility Assistance Patrol Program Update – Kevin Kroll, NCTOG
   d) Drive Aware North Texas Safety Initiative – Sonya Landrum, NCTCOG
   e) 2021-2022 RSAC Membership Appointments and Vice Chair Opportunity Reminder – Sonya Landrum, NCTCOG

8. Safety-Related Reference Items, Topics or Training Courses Website

9. Upcoming Safety-Related Events and Training Announcements
   a) National Work Zone Awareness Week, April 26-30, 2021
   b) 2021 Virtual Lifesavers on Highway Safety Conference, April 26-28, 2021
   c) Traffic Incident Management Executive Level Course, May 6, 2021, Virtual
   d) Commercial Motor Vehicle Violations Training for Judges and Prosecutors
      - May 18, 2021, 8:30 am – 10:30 am, Virtual
      - May 19, 2021, 8:30 am – 10:30 am, Virtual
   e) Traffic Incident Management First Responder and Manager Course:
      - May 20 – 21, 2021, NCTCOG
      - July 22 – 23, 2021, NCTCOG

f) 2021 Virtual Traffic Safety Conference, July 14-16, 2021

10. Other Business (Old or New): This item provides an opportunity for members to bring items of interest before the group

11. Next RSAC Meeting: July 23, 2021 at 10 am



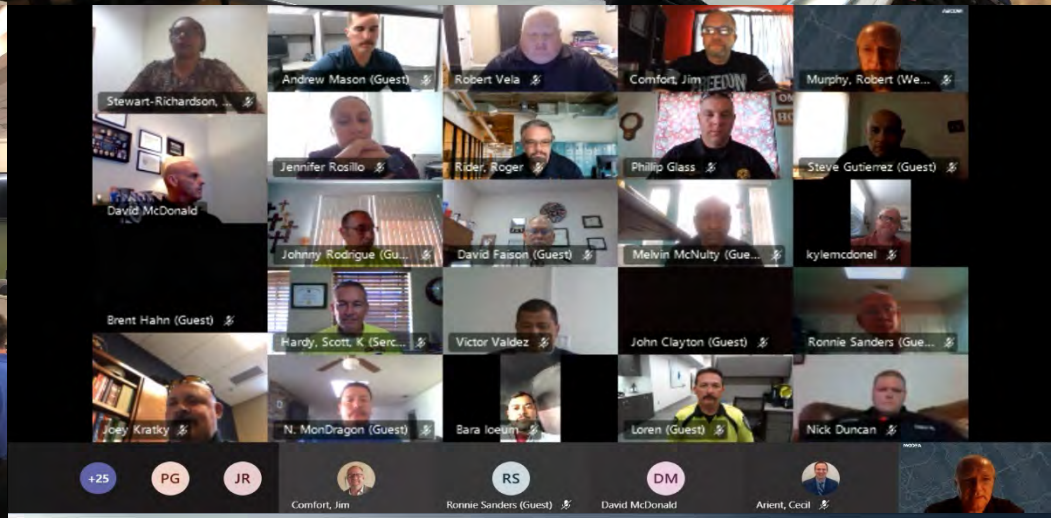


TRAFFIC INCIDENT MANAGEMENT

Computer Aided Dispatch (CAD)

Table of contents

TIM Training in the classroom and the field



TIM Training in the classroom and the field

Technology and TIM

- Many agencies are now using UAS to assist in scene reconstruction and significantly reducing Crash Investigation clearance times.

Innovations

- Responder agencies realize the dangers their employees face when working crashes and other incidents on our roadways. Some have repurposed vehicles that were to be removed from service.

TIM Data

TIM Data Collection and Performance Measurement is a Critical Element in Advancing TIM.

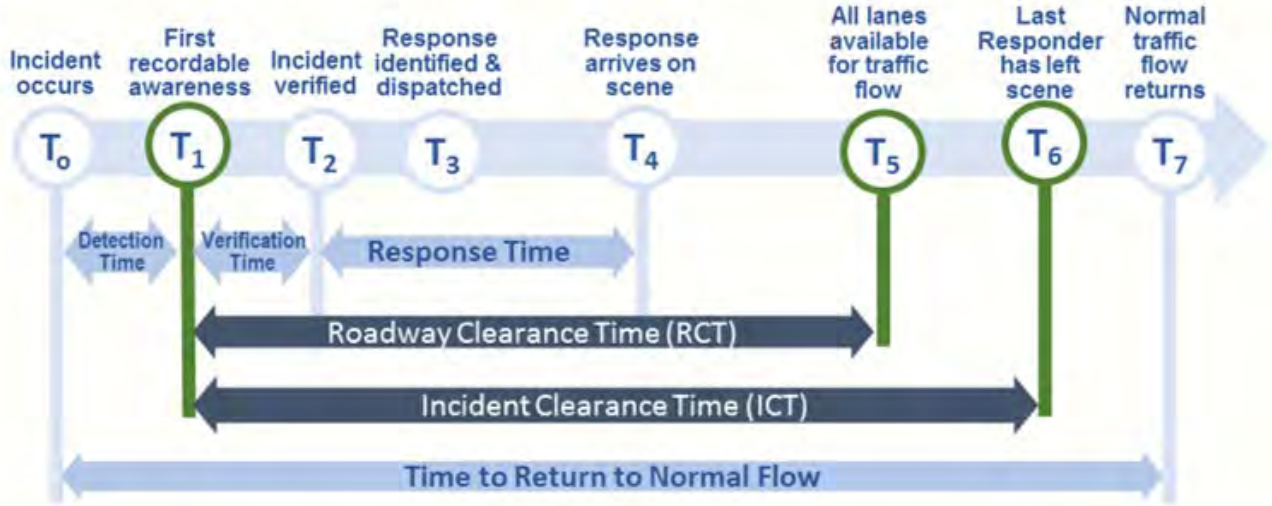
- **Data can improve TIM programs by helping agencies:**
  - Understand current performance.
  - Identify improvement opportunities.
  - Estimate program or improvement benefits.

- **Data can also increase TIM program transparency and accountability by helping agencies:**
  - Demonstrate program effectiveness to the public.
  - Justify future funding and planning.
  - Support reporting requirements.

Key Data Elements to Collect

- FHWA Advises Collection of Key PMs:
  - Roadway Clearance Time
  - Incident Clearance Time
  - Secondary Crashes
  - Responder Struck By
- Many Agencies go Beyond to Include:
  - Incident Response Time
  - Return to Normal Traffic Flow
  - Secondary Crash Type
  - Number of Lanes closed
  - Response resource allocation to incidents

TIM Timeline



T_1 First recordable awareness by any responsible responding agency (including 911, PSAP, law enforcement, TMC, freeway service patrol)

T_5 Time when all lanes are available for traffic flow.

T_6 Time when the last responder (police, fire, towing, transportation, etc.) has left the incident scene.

Data Gaps

Texas Peace Officers Crash Report (CR-3) does not capture:

1. T0-Incident Occurs
2. T2-Incident Verified
3. T5-Roadway Cleared
4. T6-Incident Cleared
5. T-7Normal Traffic Flow Returns

TMC Operators often times detect the incident via CCTV and Incident Occurs-T0 and Incident Reported-T1, are not captured accurately in LoneStar

Computer-Aided Dispatch (CAD) Data for TIM Operations

- CAD data also provides a complete FHWA-identified TIM timeline information to track incident response performance (Detection, Verification, Dispatch, Response Arrival, Clearance)
- Citizens generally call 9-1-1 when in a crash as first action
- Law Enforcement Dispatch often aware of crashes before TMC (15 min. avg.)
- If Dispatch can inform TMC of an incident – TMC staff can begin response assessment before PD arrival via CCTV
  - PD calling/e-mailing TMC time-consuming; distracts dispatcher from duties
  - TMCs monitor roadways within multiple jurisdictions
  - Can TMC automatically and effectively be informed of 9-1-1 calls from PD CAD systems?
- **PROPOSED:** Develop a process to bring in 9-1-1 data from multiple law enforcement agencies and transmit data to TMCs in multiple districts in a secure and cost-effective manner

Challenges with CAD Integration

- Over 100 law enforcement agencies within six metro areas to integrate
- At least 15 identified CAD systems currently utilized by PDs
- Center-to-Center Integration (current approach) is complex to implement among so many platforms and agencies
- Mixed reactions to sharing CAD – partially due to understanding of Criminal Justice Information Systems (CJIS) Standards
- Proposed solution will allow for simpler transmission of CAD information to TMCs while maintaining security.

Proposed CAD Integration Solution

- Work with CAD reporting feature to create specific report available from any system
  - Agency
  - Incident Report ID (correlates with Report ID on CR3/Crash Form)
  - Incident Location
  - Timestamps (Reported, Dispatched, En-route, Arrival, Travel lanes cleared, Incident cleared)

- CAD Data to be shared ***SHALL NOT*** contain personally identifiable information (PII) (names, addresses, phone numbers, DL number, etc.)

- Routine to be developed to process/deliver information from CAD to TMC
  - CAD will create a flat-file report of all open traffic incidents at a set interval (every 1-5 minutes)
  - Report will be sent to a secure FTP site
  - A separate program will read received data in FTP file and send event info to respective TMCs
  - Timestamp updates for each event will also be sent to respective TMCs
  - Initially, info displayed on a secure website accessible by TMCs – potential for Lonestar integration

- Data to be archived for future TIM use/analysis

Questions/Comments Contact Information

Questions/Comments?

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Congestion Management Process Strategy Review

CMP Overview

One of 5 federally-mandated planning documents
(MTP, TIP, UPWP, Public Participation Plan, CMP)

Required for urbanized areas with populations exceeding 200,000 (also known as Transportation Management Areas "TMA")

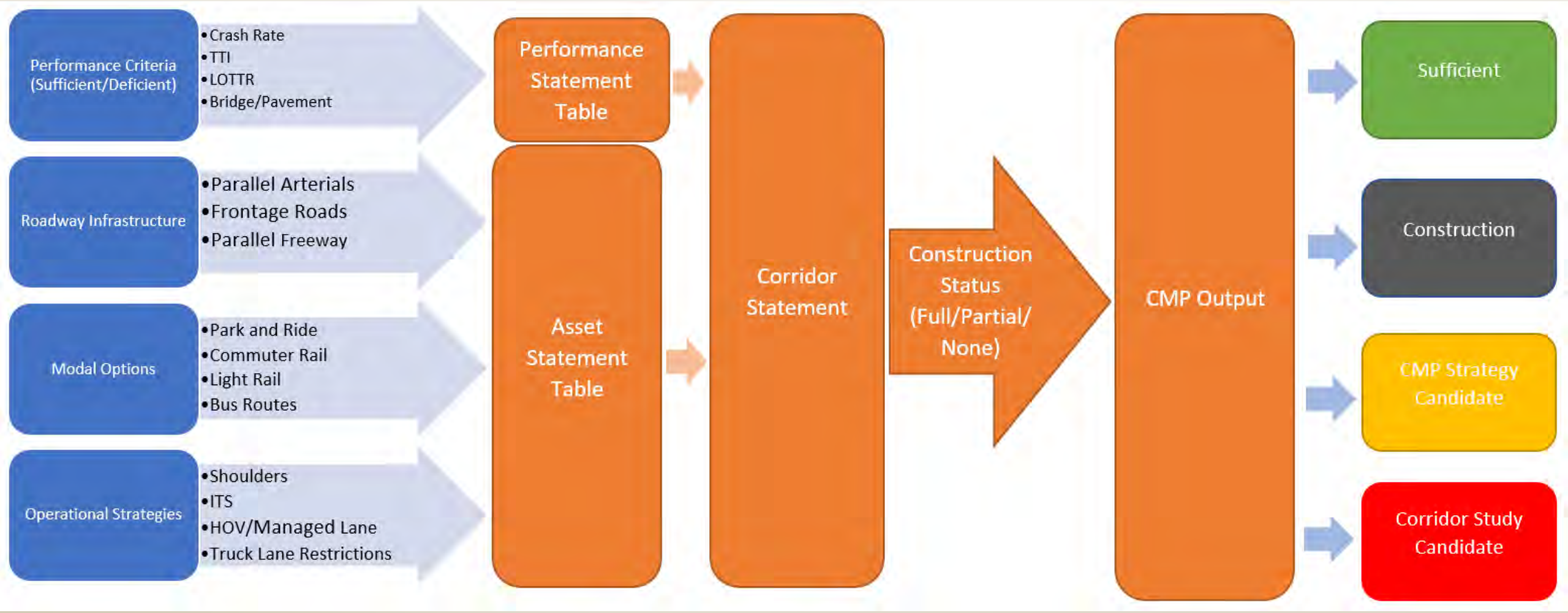
First enacted under ISTEA (1991) as Congestion Management System (CMS)

- 1994: First regional CMS adopted by Regional Transportation Council
- 2005: CMS amended via MTP Update
- 2007: CMS renamed CMP by SAFETEA-LU (2007)
- 2013: Most recent update of CMP for NCTCOG

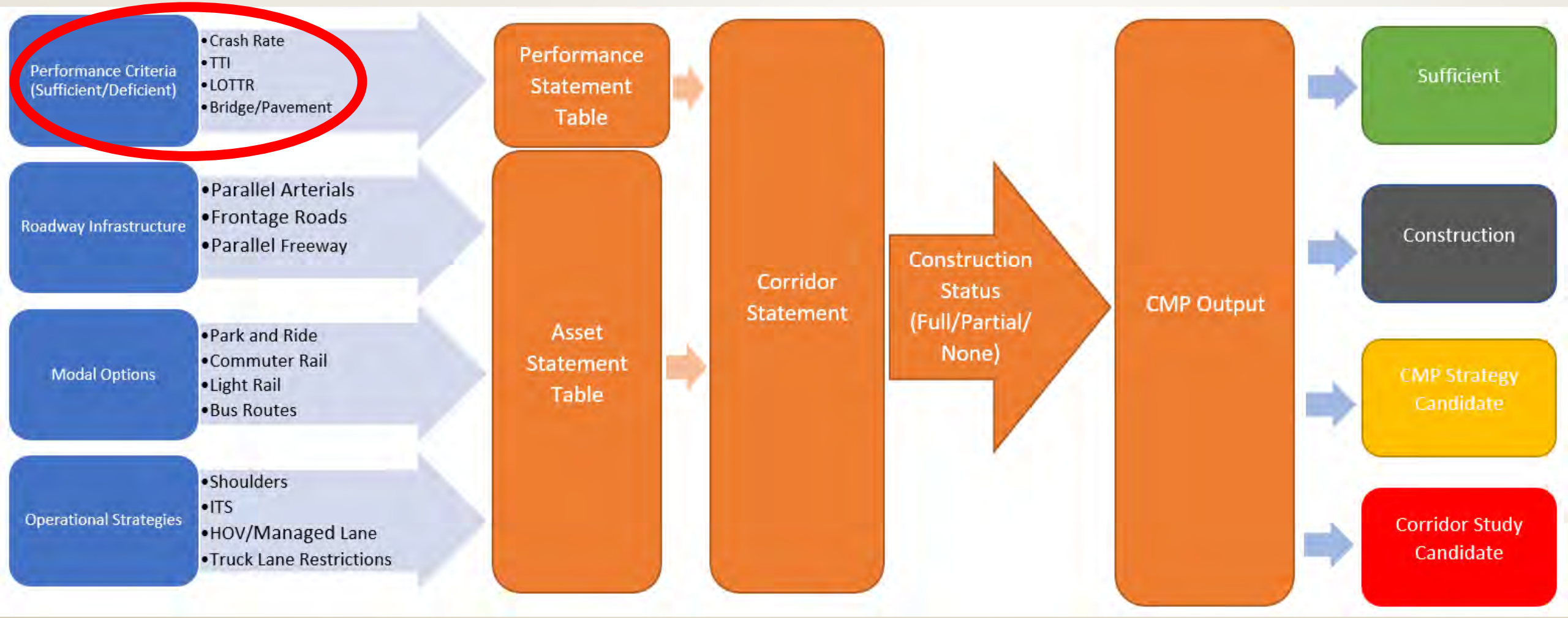
Why Do We Need Such a Process?

- Manage Travel Demands
- Reduce Single Occupancy Vehicle Travel
- Improve Efficiency of Transportation System
- Improve Safety for all Using System
- Maximize Transportation Funds
- Justify Additional Capacity is Needed
- Coordinate with Regional Partners

Congestion Management Process Flow



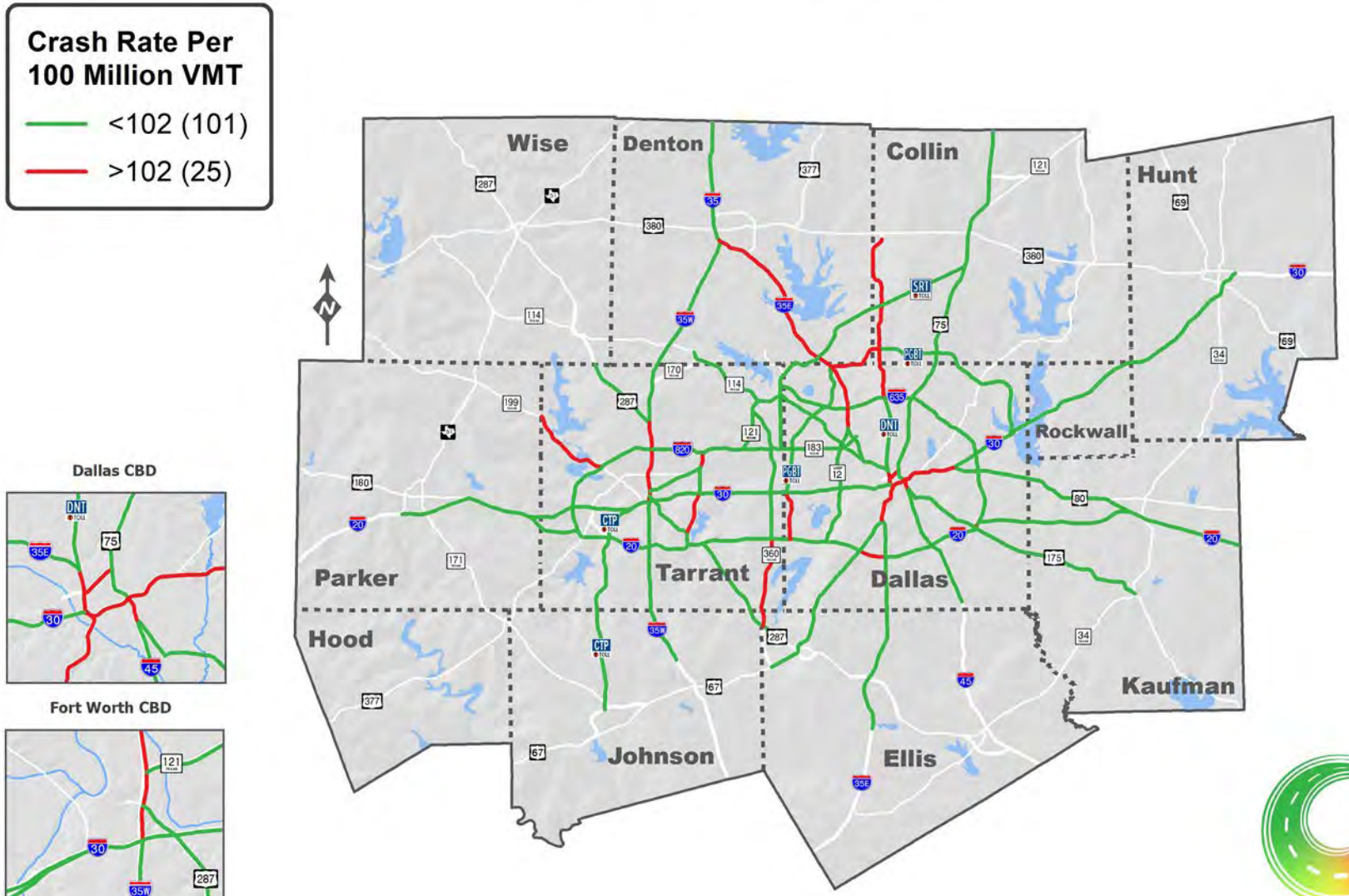
Performance Measures



Crash Rate Analysis Methodology

- Reflects crash rate from 2014-2018
- Normalized to segment length, reported as number of crashes per 100 Million Vehicle Miles Traveled
- Top 25 corridors highlighted as being “insufficient”
- Analysis to be repeated as data is updated

Crash Rate



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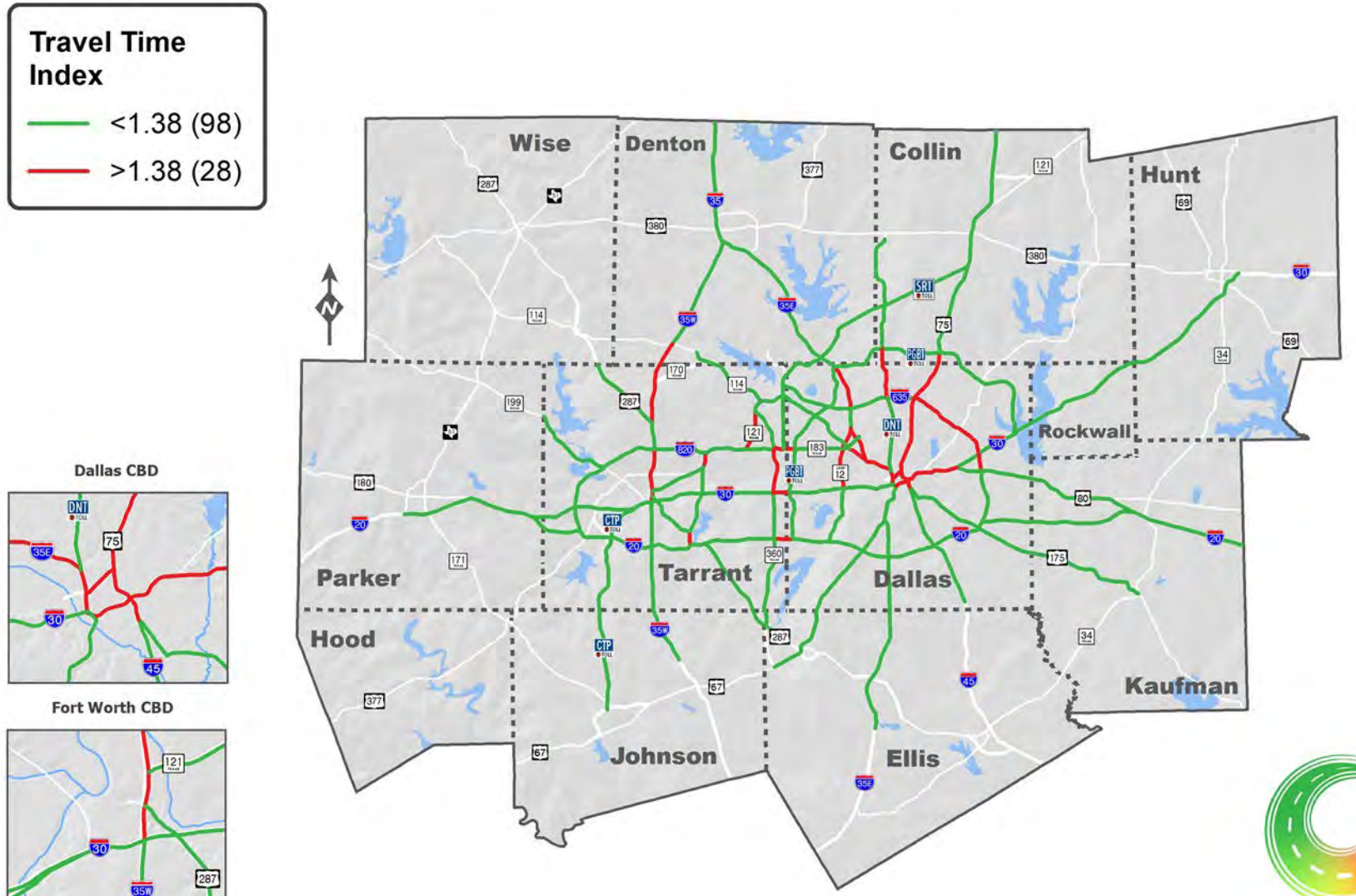
January 2021

CMP
CONGESTION MANAGEMENT PROCESS

Travel Time Index



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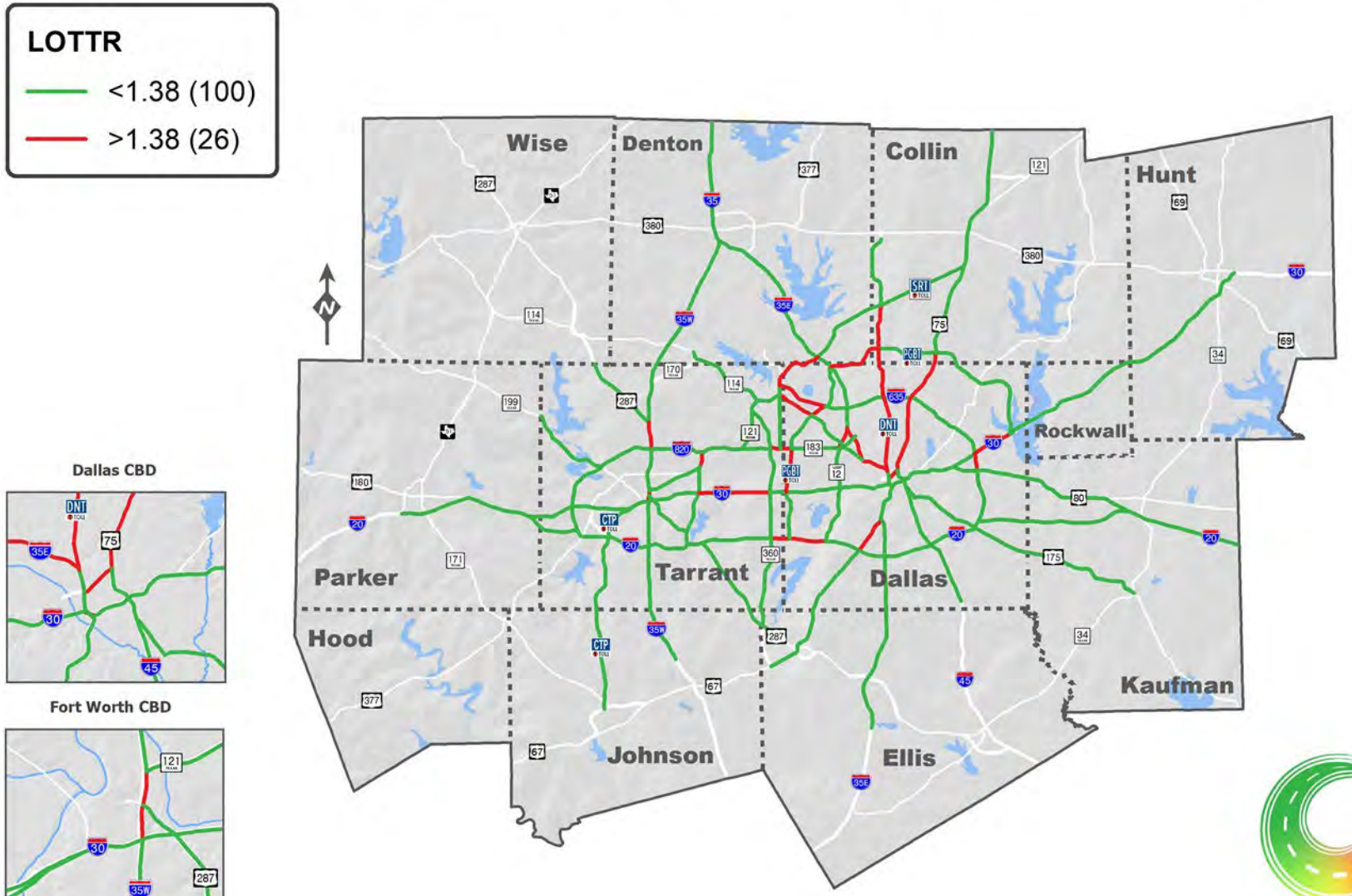
CONGESTION MANAGEMENT PROCESS

Level of Travel Time Reliability



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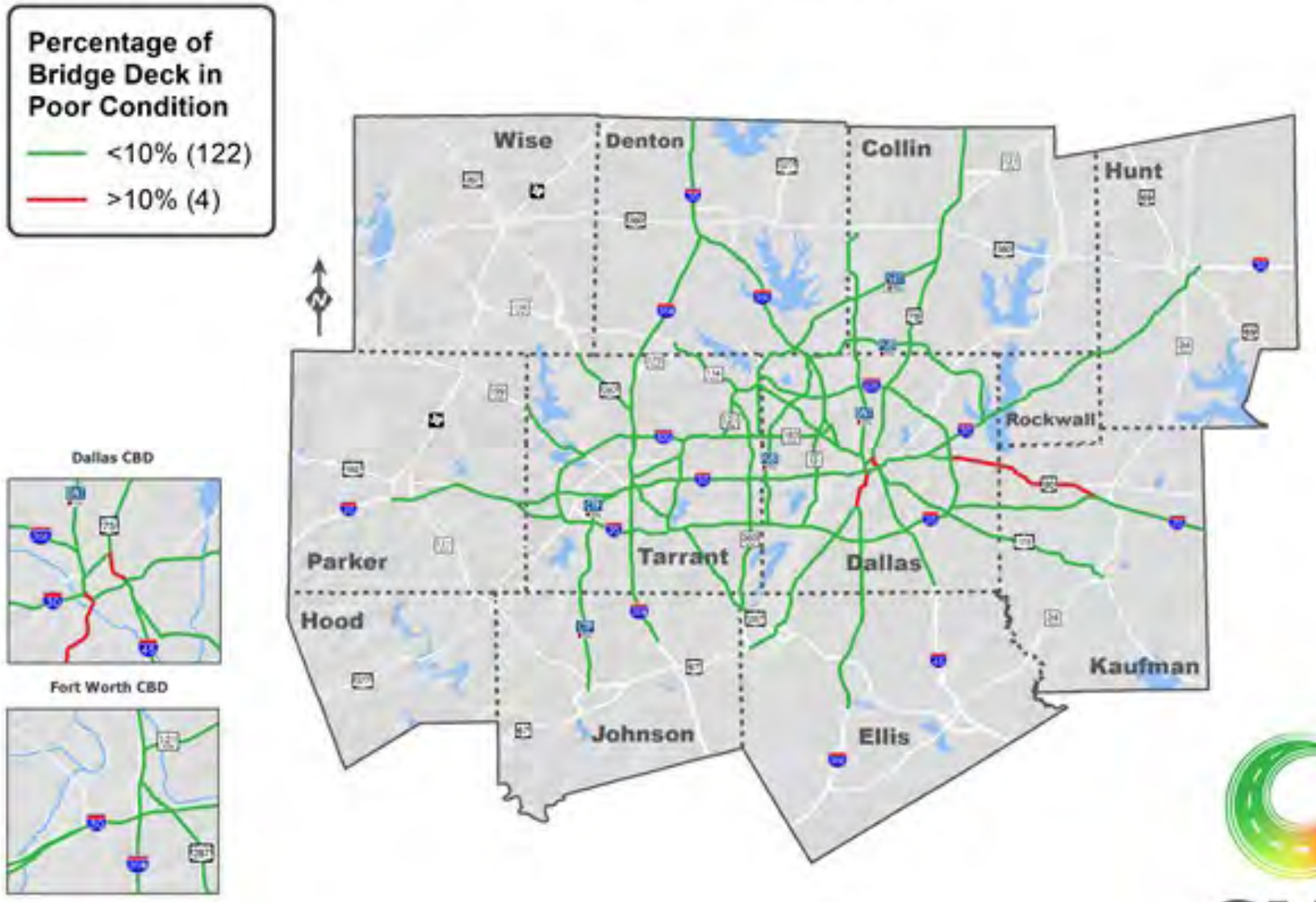
CONGESTION MANAGEMENT PROCESS

Bridge Condition



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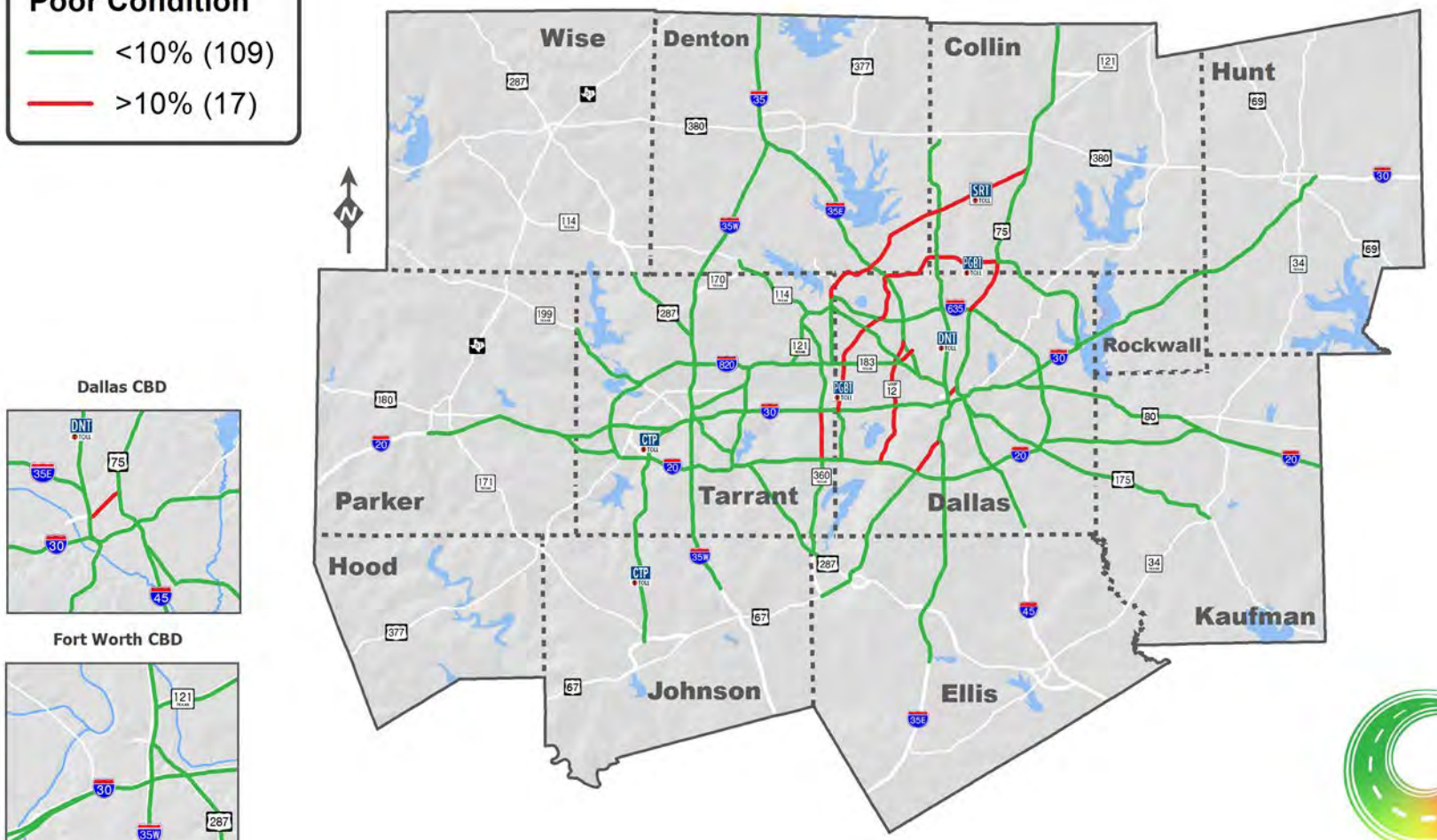
CMP

Pavement Condition

Percentage of Pavement in Poor Condition

- <10% (109)
- >10% (17)



Dallas CBD

Fort Worth CBD

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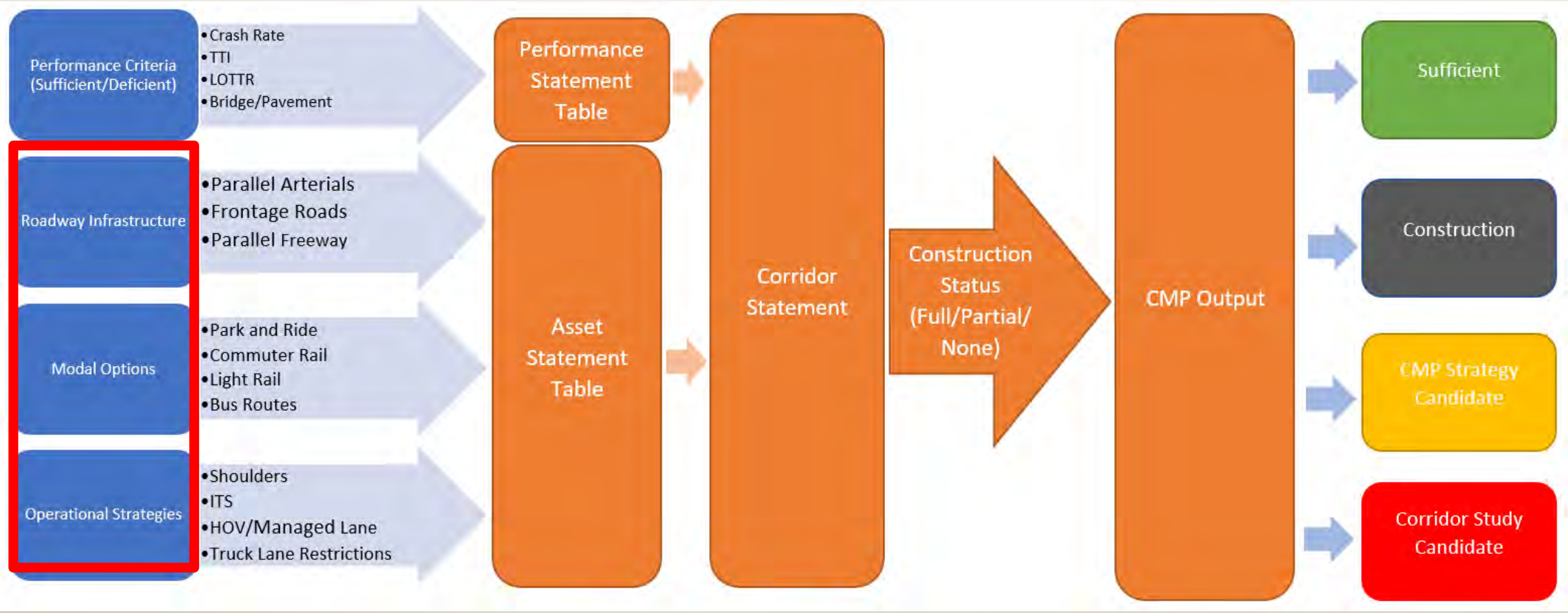
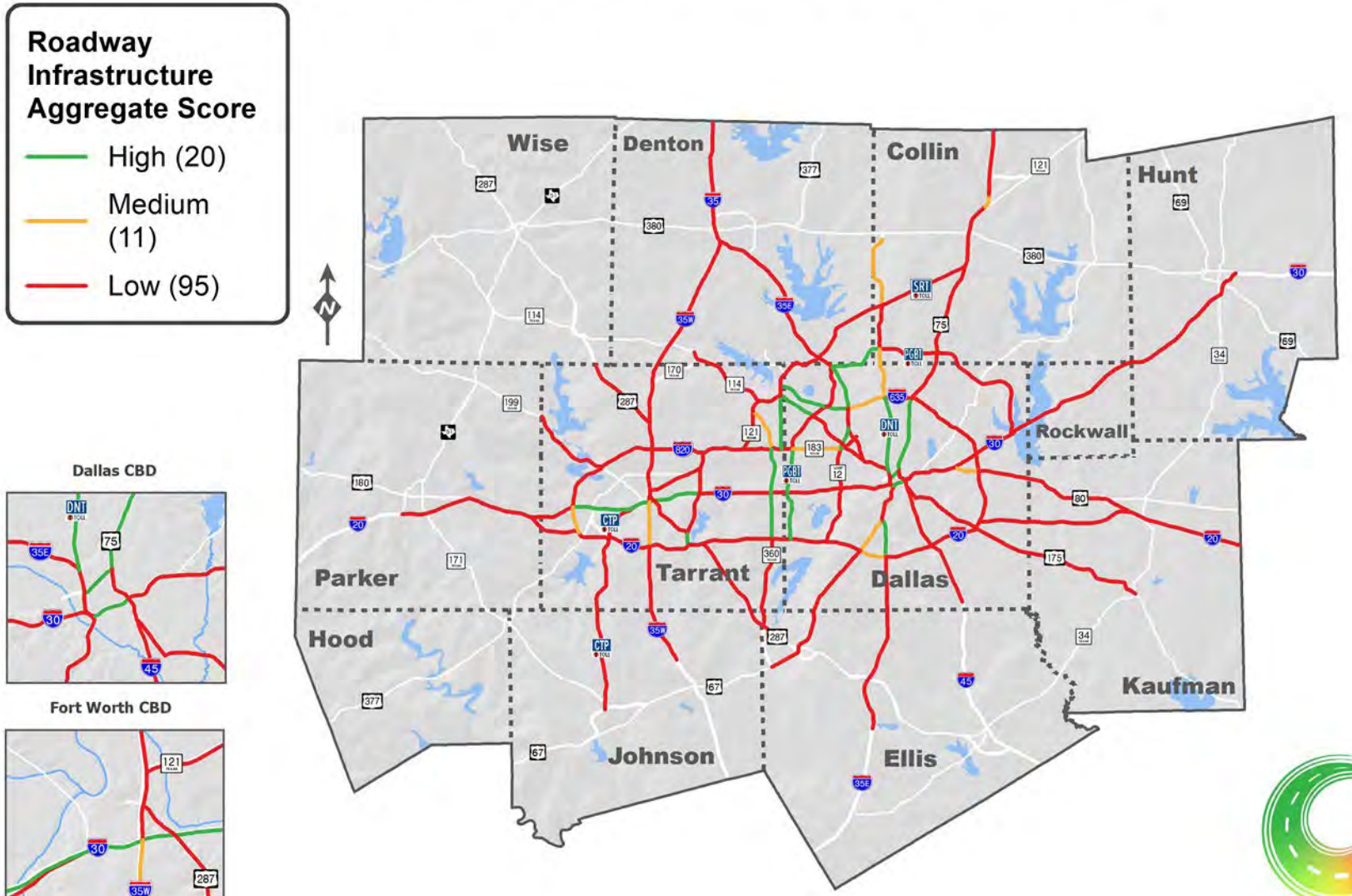
CONGESTION MANAGEMENT PROCESS

Asset Scoring



Roadway Infrastructure



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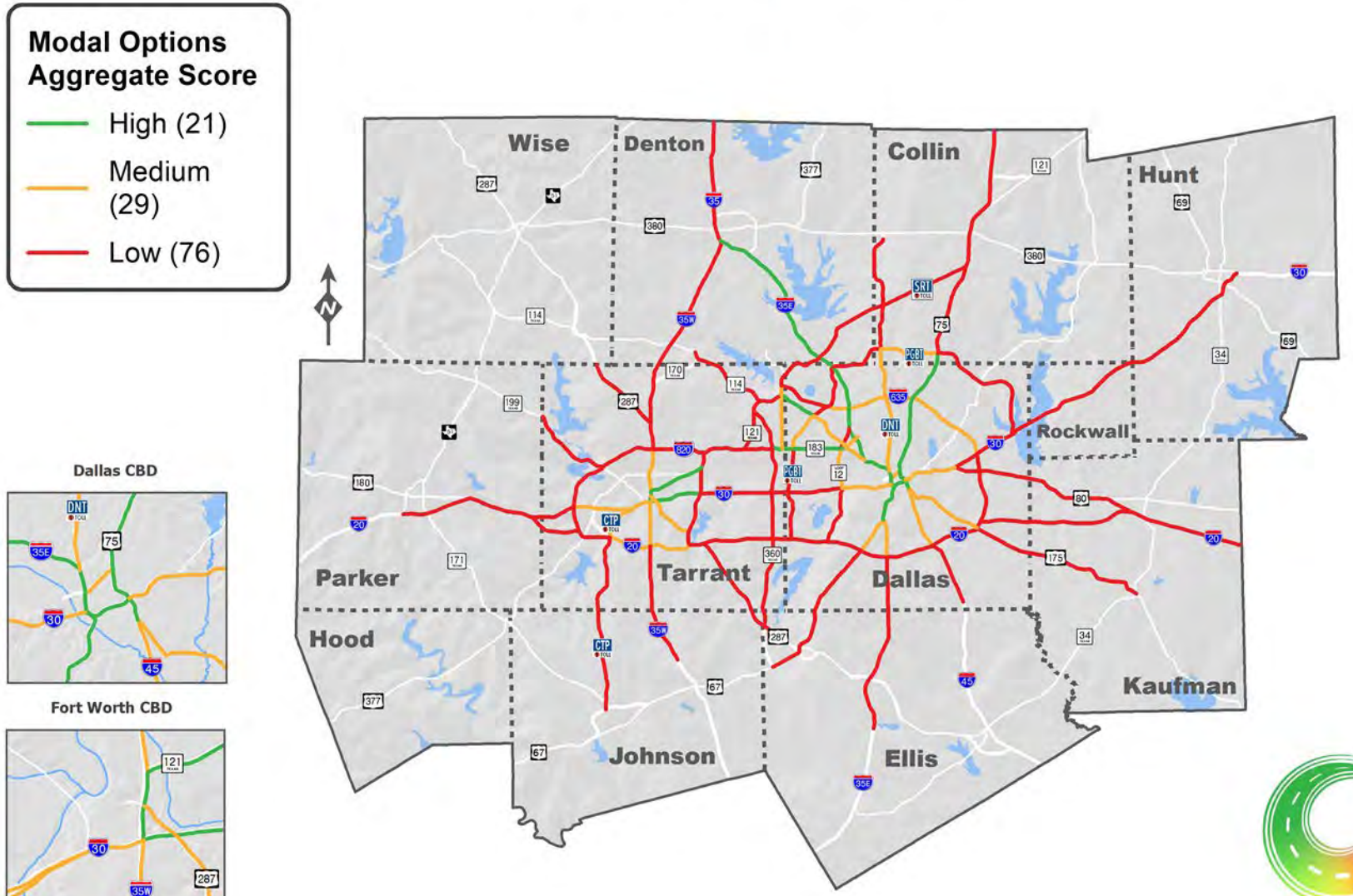
CONGESTION MANAGEMENT PROCESS

Modal Options



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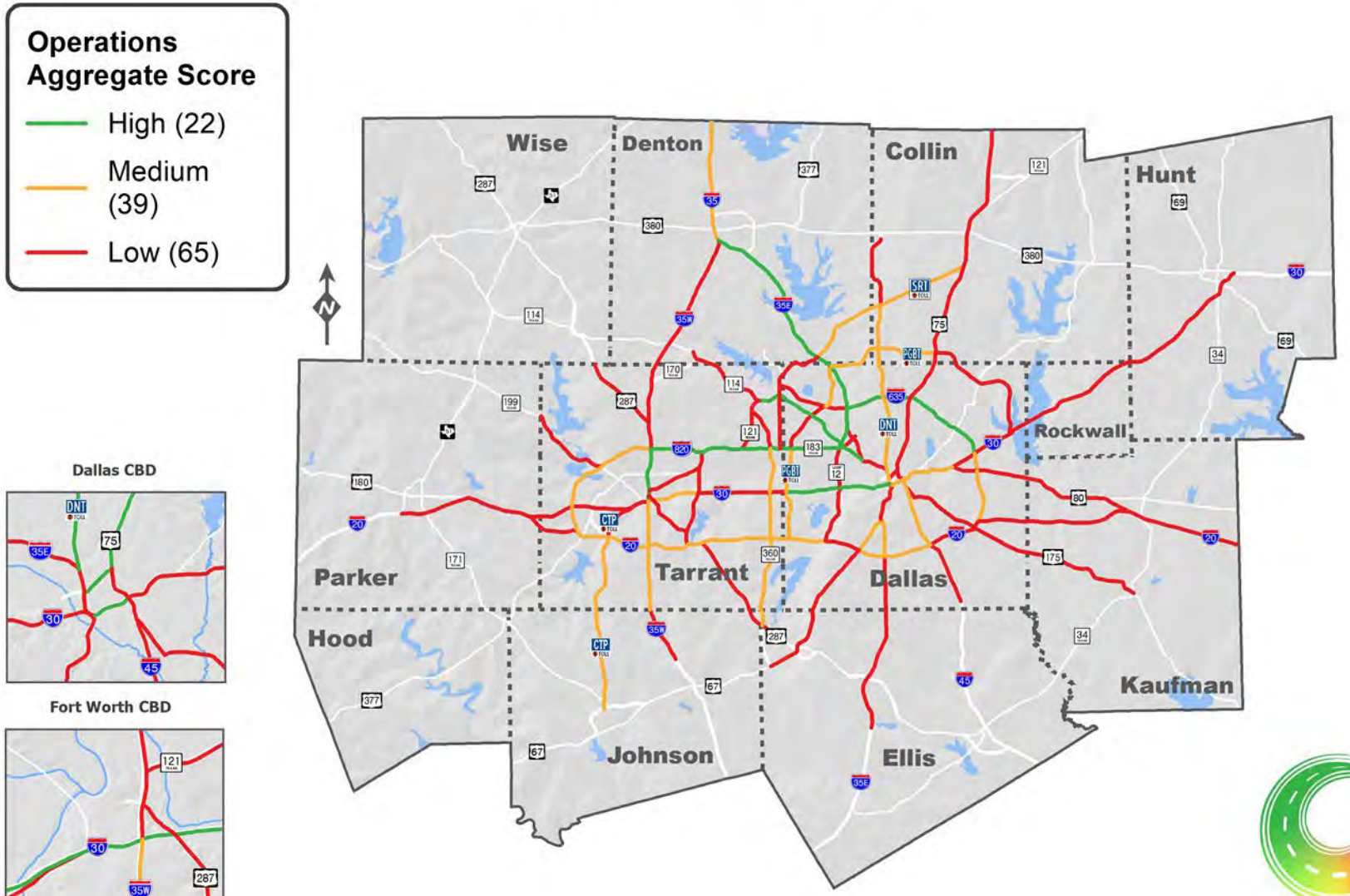
CONGESTION MANAGEMENT PROCESS

Operations



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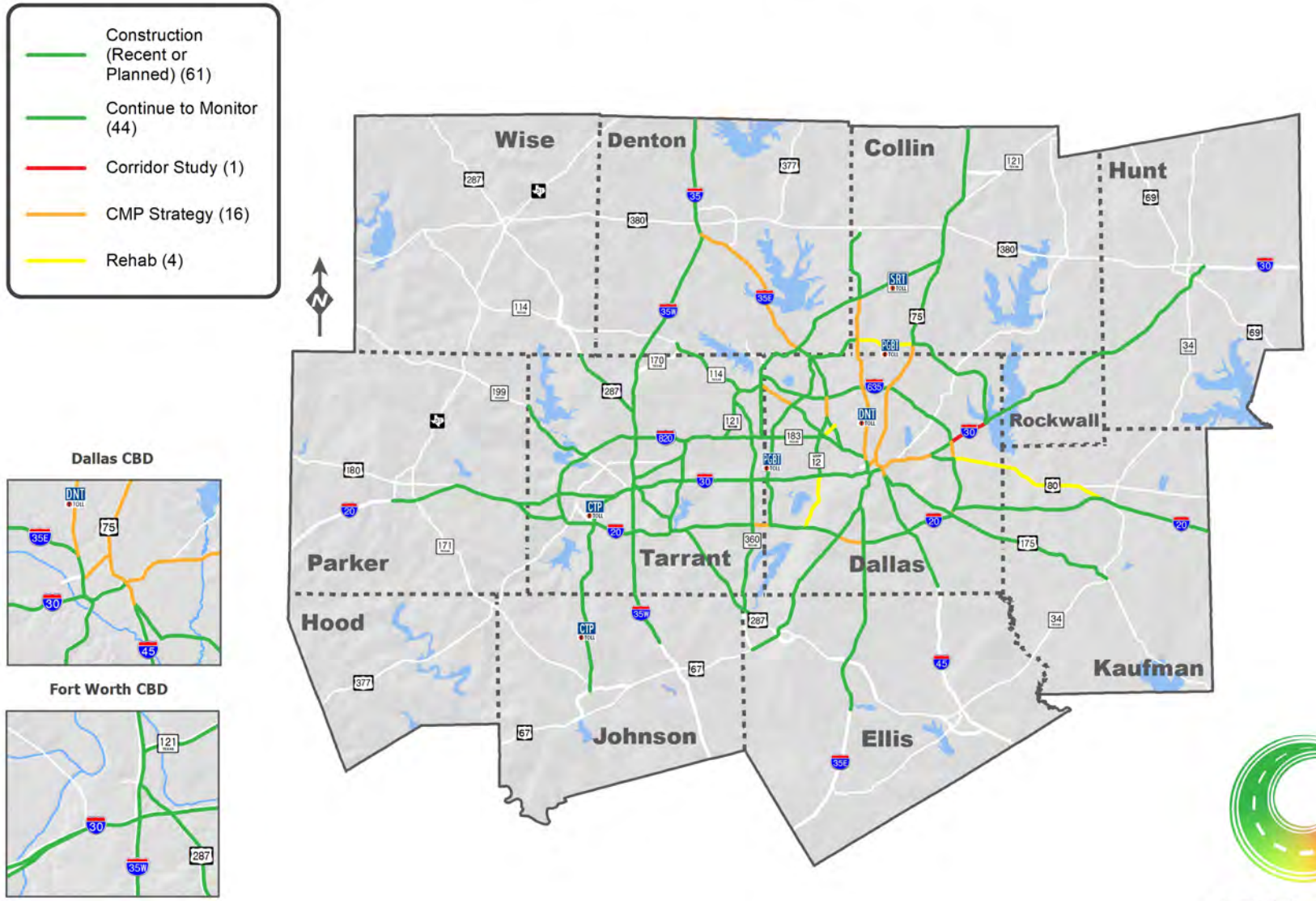
CONGESTION MANAGEMENT PROCESS

Process Outputs



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January 2021

CMP
CONGESTION MANAGEMENT PROCESS

CMP Strategy Selection

Automated Process

CMP Strategy Selection (cont.)

Congestion Management Strategies- Safety

- Primary Safety Strategies
  - Shoulder Utilization Program
  - Speed Harmonization and Monitoring
  - ITS Devices
  - Mobility Assistance Patrol / Courtesy Patrol
  - Strategic Incident Response and Clearance Time Program
  - Traffic Incident Management Training
  - Regional Traffic Control
  - Bottleneck Removal
  - Intersection Improvements
  - Bus Loading Bays

- Secondary Safety Strategies
  - 511 DFW
  - Reversible Lane Management
  - HOV/Managed Lane Management
  - Truck Lane Restrictions
  - Freight Grade Railroad Crossing
  - Transit Signal Priority
  - Traffic Signal Improvements

Project Performance Evaluation

- Develop a set of Baseline Performance Measures to Evaluate Strategies for Effectiveness
- Look to Existing Before/After Studies for Relevant Measures
- Focus on “Initial Criteria” Performance Measures (Crash Rate, Reliability, etc.)
- Use Process to Track Federal Performance Measures as Necessary

Example Project Performance Measures

- Before/After Speeds
- Before/After Volumes
- Before/After Crash Rate
- Transit Ridership/Mode Split
- Changes in Asset Inventory
- Changes in Asset Condition
- Changes in Criteria Performance Measures, Peak Hour LOS, Crash Rate, Travel Time Reliability

CMP Schedule

Committee	Dates
STTC Workshop and STTC (Info)	May 28, 2021
RTC Info	June 10, 2021
STTC - Action	June 25, 2021
RTC – Action	July 8, 2021

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REGIONAL TRANSIT PERFORMANCE MEASURES: PUBLIC TRANSPORTATION AGENCY SAFETY PLAN

REGIONAL SAFETY ADVISORY COMMITTEE

APRIL 23, 2021

Shawn Dintino
Transportation Planner III
Transit Management and Planning
North Central Texas Council of Governments

WHAT IS PTASP?

Public Transportation Agency Safety Plan

Improves public transportation safety by guiding transit agencies to more effectively and proactively manage safety risks in their systems

- Agencies receiving FTA Section 5307 funding that operate transit systems must create a plan that includes:
  - Designation of Chief Safety Officer
  - Employee Reporting Program
  - Comprehensive Safety Management System
  - Seven Performance Targets for Each of Three Different Modes
    - Up to 21 Targets, Depending on Provider
- Must be Adopted by July 21, 2021 (was extended from July 20, 2020 due to COVID)
- PTASP Final Rule 49 CFR Part 673

MODES OF SERVICE

Modes of Service	
Fixed Route	Services provided on a repetitive, fixed schedule basis along a specific route
Demand Response	Passenger cars, vans or small buses operating in response to calls from passengers to the transit operator, who then dispatches a vehicle to pick up and transport them
Rail	Transit modes whose vehicles travel along fixed rails - bars of rolled steel - forming a track

DEFINITIONS

Definitions	
Fatality	Death or suicide confirmed within 30 days of a reported event; does not include deaths that are a result of illness or other natural causes
Injury	Any damage or harm to persons as a result of an event that requires immediate medical attention away from the scene
Safety Event	Collision, derailment, fire, hazardous material spill, act of nature, or evacuation occurring on transit right-of-way, in a transit revenue facility, in a transit maintenance facility, or involving a transit revenue vehicle and meeting established NTD thresholds
Major Mechanical Failure	Failure of some mechanical element of the vehicle that prevents it from completing or starting a scheduled revenue trip because actual movement is limited or because of safety concerns

PTASP PROVIDER TARGETS

Measure	Seven Targets
Fatalities	Total number of reportable fatalities Rate per X vehicle revenue miles by mode
Injuries	Total number of reportable injuries Rate per X vehicle revenue miles by mode
Safety Events	Total number of reportable events Rate per X vehicle revenue miles by mode
System Reliability	Mean distance between major mechanical failures by mode

Three Modes for Each Target:

Fixed Route

Demand Response

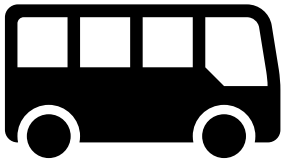
Rail

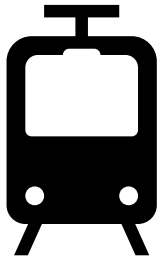
PTASP PROVIDER TARGETS

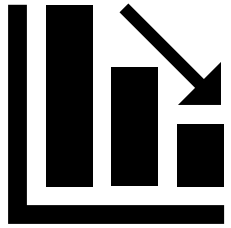
- Providers averaged the past 4-5 years of data to get a baseline average
- Most providers set targets equal to the baseline average, an acceptable strategy to FTA
- Must revisit targets annually

PTASP REGIONAL TARGETS

- NCTCOG as Metropolitan Planning Organization is required to create regional targets, and may establish the process and methodology for setting transit targets
- Obtained individual provider PTASPs and compiled underlying performance data for region, averaging Fiscal Year (FY) 2016 – FY 2019 data to determine baseline
- Analyzed data and optimal approach for regional safety targets, comparing multiple methods and varying levels of improvement over baseline data
- Coordinated with partners including the Texas Department of Transportation, the Houston-Galveston Area Council, and the FTA PTASP Technical Assistance Center
- Engaged stakeholders, including regional transit providers
- Held internal Peer Review seeking feedback on methodology



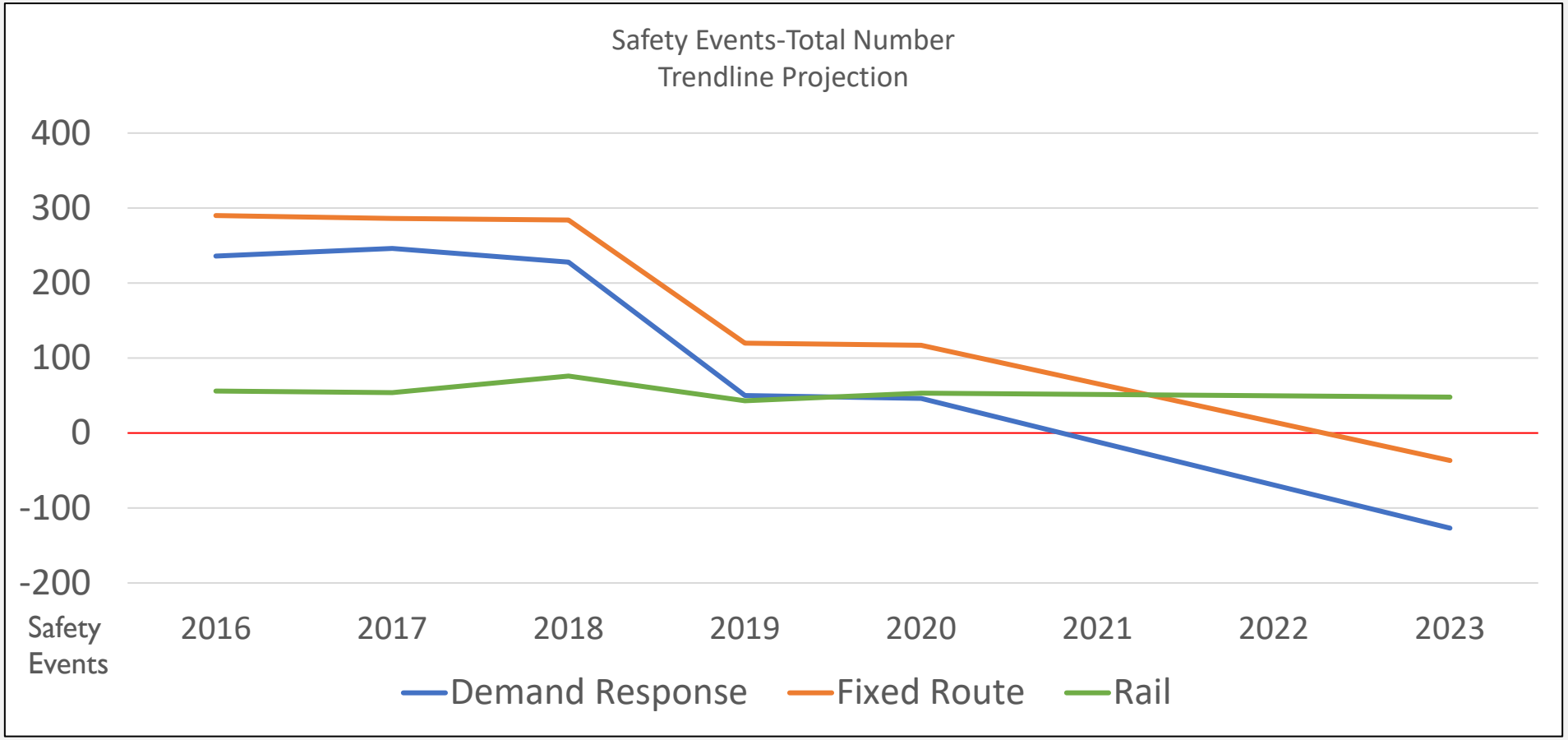




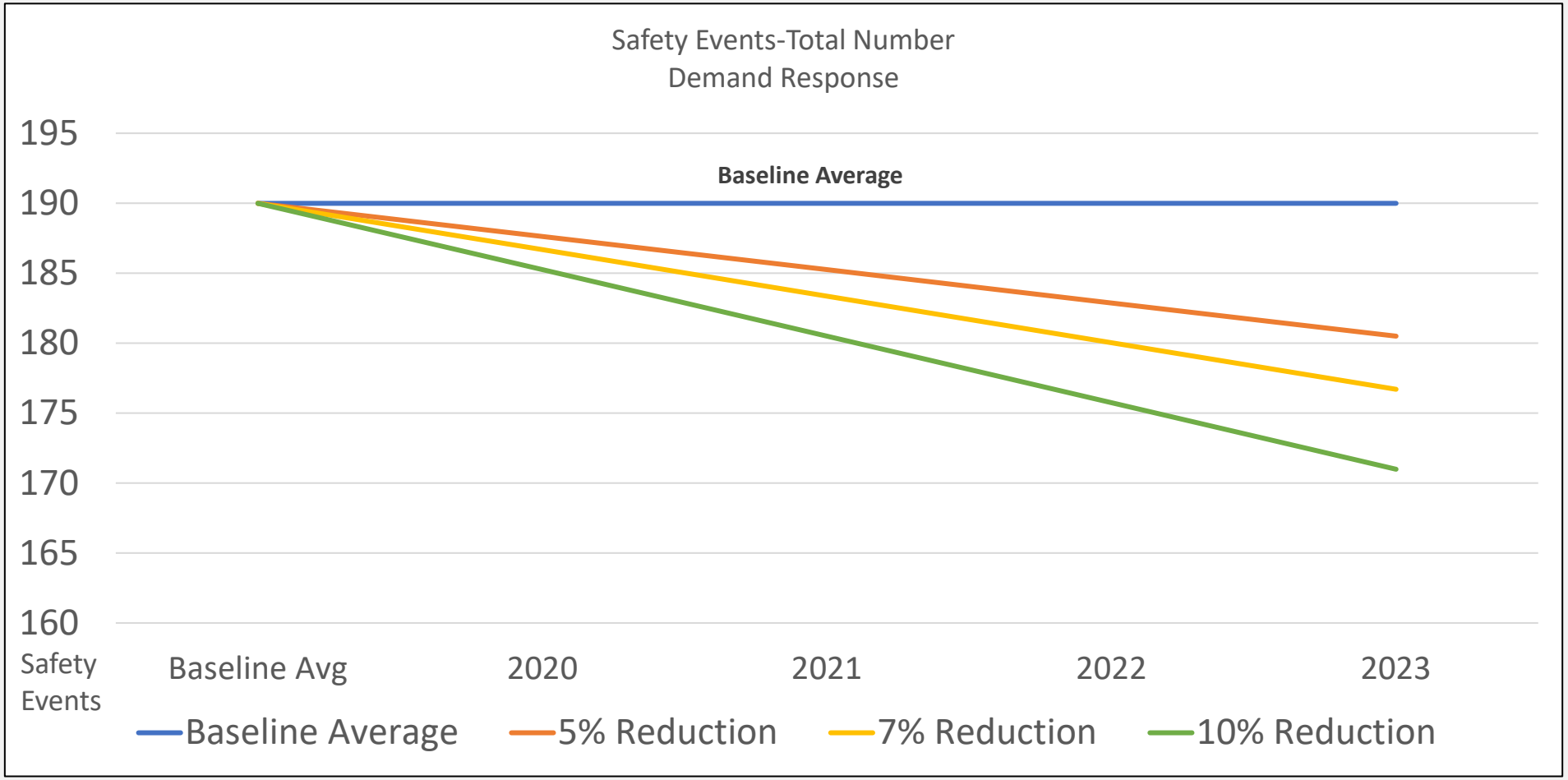
REGIONAL TARGET CONSIDERATIONS

- **Number of Regional Targets**
  - 21 targets or rolled up into 7
- **Interval for Rate Targets**
  - Per 100k miles or per 1 million miles
- **Target-setting Method**
  - Improvement from baseline average
  - Improvement from projected trendline
- **Target Timeframe**
  - 2 years or 4 years
- **Reduction Level**
  - 5% , 7%, or 10%
- **Fatalities**
  - Is anything above zero acceptable?

POTENTIAL TARGET-SETTING METHOD PROJECTED TRENDLINE



POTENTIAL TARGET-SETTING METHOD BASELINE AVERAGE



PROPOSED REGIONAL TRANSIT SAFETY TARGETS

Target	Baseline Average	Proposed Target
1. Fatalities - Total Number	6.00	0.00
2. Fatalities - Rate per 100k Miles	0.01	0.00
3. Injuries - Total Number	150.50	142.98
4. Injuries - Rate per 100k Miles	0.23	0.22
5. Safety Events - Total Number	516.00	490.20
6. Safety Events - Rate per 100k Miles	0.81	0.77
7. System Reliability - Miles Between Major Mechanical Failures	18,896.00	19,841.00

- Recommending improvement over baseline average of FY 2016 – 2019 data, to be achieved by FY 2023
- Recommending zero fatality targets in line with established regional safety position:
  - **Even one death in the transportation system is unacceptable. Staff will work with our partners to develop projects, programs, and policies that assist in eliminating fatalities across all modes of travel.**
- Recommending 5% improvement in other measures to be achieved by FY 2023

TRANSIT SAFETY EFFORTS

CURRENT/EXISTING

- Cooperative camera procurement
- Grade crossing improvements
- Employee safety training
- Vehicle inspections
- Between-car barriers for light rail vehicles
- Solar-powered bus stop lighting

POSSIBLE FUTURE EFFORTS

- Enhanced vehicle lighting
- Light rail vehicle rooftop cameras to identify infrastructure failure
- Cameras at grade crossings
- Sidewalk improvements

REGIONAL PERFORMANCE MEASURES SCHEDULE

Date	Action
January 26	Regional Transit Safety Targets Provider Meeting
March 26	STTC Info on PTASP and TAM • Propose PTASP Targets • Update Regional TAM Performance
April 8	RTC Info on PTASP and TAM
April 23	STTC Action on PTASP to Adopt Targets
May 13	RTC Action on PTASP

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2020 TRANSPORTATION SAFETY PROGRAM PERFORMANCE MEASURES REPORT

Regional Safety Advisory Committee

Camille Fountain

April 23, 2021

North Central Texas Council of Governments

2020 Safety Performance Measures

- NCTCOG Crash and Fatality Statistics
- Contributing Factors for Serious Injury and Fatality Crashes
- Crash Rates by County
- COVID Crash Rate Analysis
- Traffic Incident Management Course Attendance
- Responder Struck-By Statistics
- HazMat Statistics
- Roadside Assistance Program Performance

2016-2020 Crash Statistics: 12-County MPA

2016- 2020 Reportable Crashes						
County	**2016**	**2017**	**2018**	**2019**	**2020**	**% Change 2019-2020**
Collin	13,905	13,102	13,209	13,940	10,270	-26.33%
Dallas	55,680	50,556	49,754	55,254	48,291	-12.60%
Denton	12,232	11,965	11,762	12,192	9,551	-21.66%
Ellis	2,595	2,724	2,811	2,796	2,838	1.50%
Hood	794	821	725	798	706	-11.53%
Hunt	1,418	1,346	1,470	1,364	1,357	-0.51%
Johnson	2,283	2,353	2,368	2,394	2,190	-8.52%
Kaufman	2,025	1,913	2,128	2,016	1,954	-3.08%
Parker	2,177	2,308	2,217	2,201	2,035	-7.54%
Rockwall	1,374	1,364	1,412	1,592	1,428	-10.30%
Tarrant	34,732	34,312	33,049	32,458	27,428	-15.50%
Wise	970	954	971	930	900	-3.23%
Total	**130,185**	**123,718**	**121,876**	**127,935**	**108,948**	**-14.84**

2016-2020 Fatality Statistics: 12-County MPA

2016 - 2020 Reportable Crashes						
County	**2016**	**2017**	**2018**	**2019**	**2020**	**% Change 2019-2020**
Collin	50	68	45	53	64	20.75%
Dallas	316	281	295	271	333	22.88%
Denton	49	49	51	52	59	13.46%
Ellis	28	33	16	27	49	81.48%
Hood	15	11	5	12	9	-25.00%
Hunt	28	27	17	25	26	4.00%
Johnson	23	21	23	39	20	-48.72%
Kaufman	28	31	25	32	33	3.13%
Parker	21	20	29	26	21	-19.23%
Rockwall	12	13	8	2	7	250%
Tarrant	166	182	169	171	188	9.94%
Wise	19	22	16	14	11	-21.43%
Total	**755**	**758**	**699**	**724**	**820**	**13.26%**

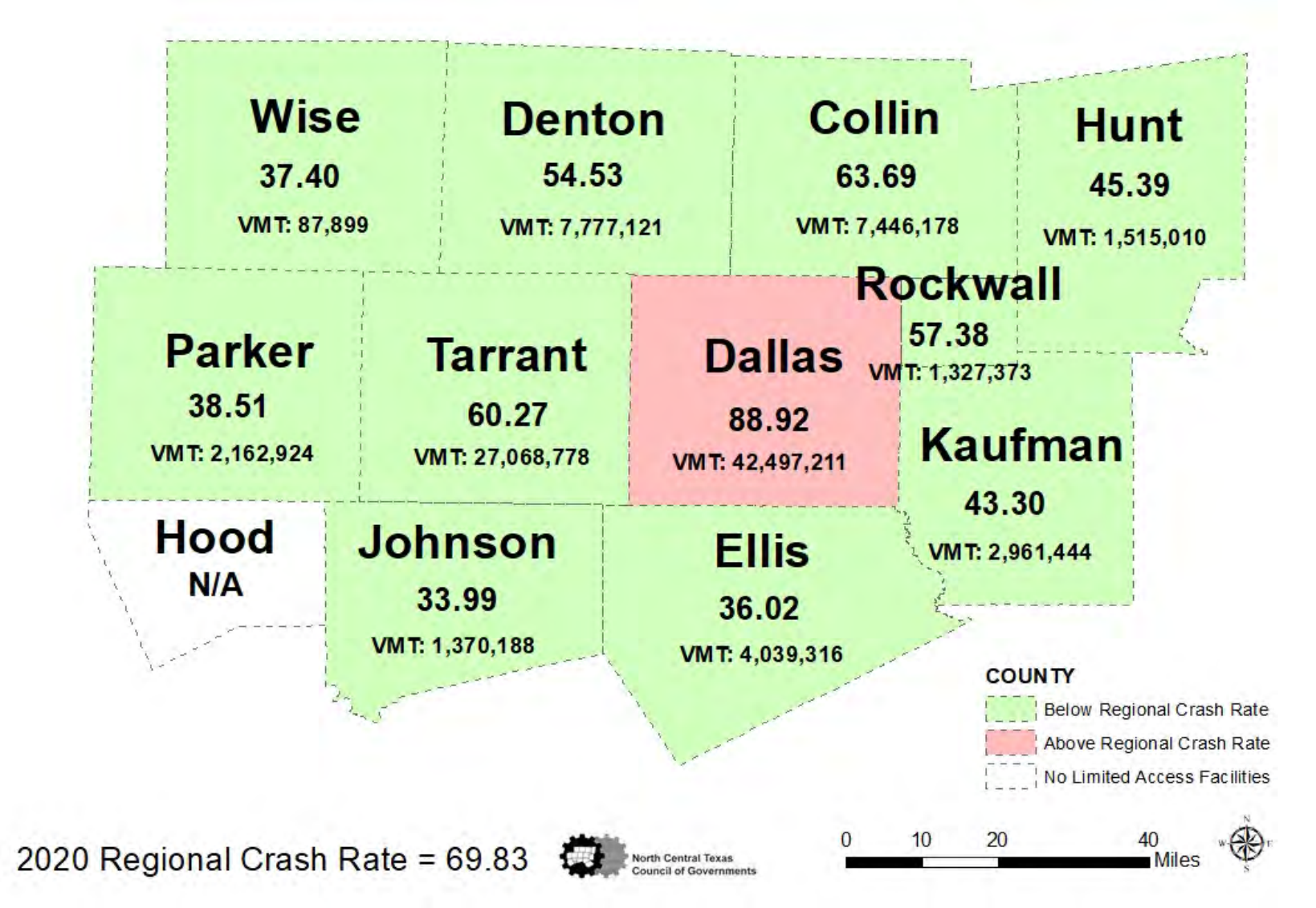
2020 Contributing Factors – Serious Injury and Fatal Crashes

	Top Ten Contributing Factors	2019	2020
1	Speeding - (Overlimit / Unsafe Speed / Failed to Control Speed)	32.37%	32.37%
2	Driver Related (Distraction in Vehicle / Driver Inattention / Road Rage / Drove Without Headlights, Cell/Mobile Device Use - (Talking / Texting / Other / Unknown- [0.35%]))	10.01%	9.52%
3	Changed Lane When Unsafe	8.95%	9.50%
4	Faulty Evasive Action	6.22%	7.90%
5	Failed to Drive in Single Lane	10.84%	7.74%
6	Followed Too Closely	4.02%	6.58%
7	Under Influence – (Had Been Drinking / Alcohol / Drug)	9.10%	5.14%
8	Disabled in Traffic Lane	2.81%	2.11%
9	Fatigued or Asleep	1.74%	1.77%
10	Pedestrian Failed to Yield Right of Way to Vehicle	5.00%	1.52%

Note:

Contributing Factor Analysis includes Primary, Secondary, and Tertiary Contributing Factors on limited access facilities.

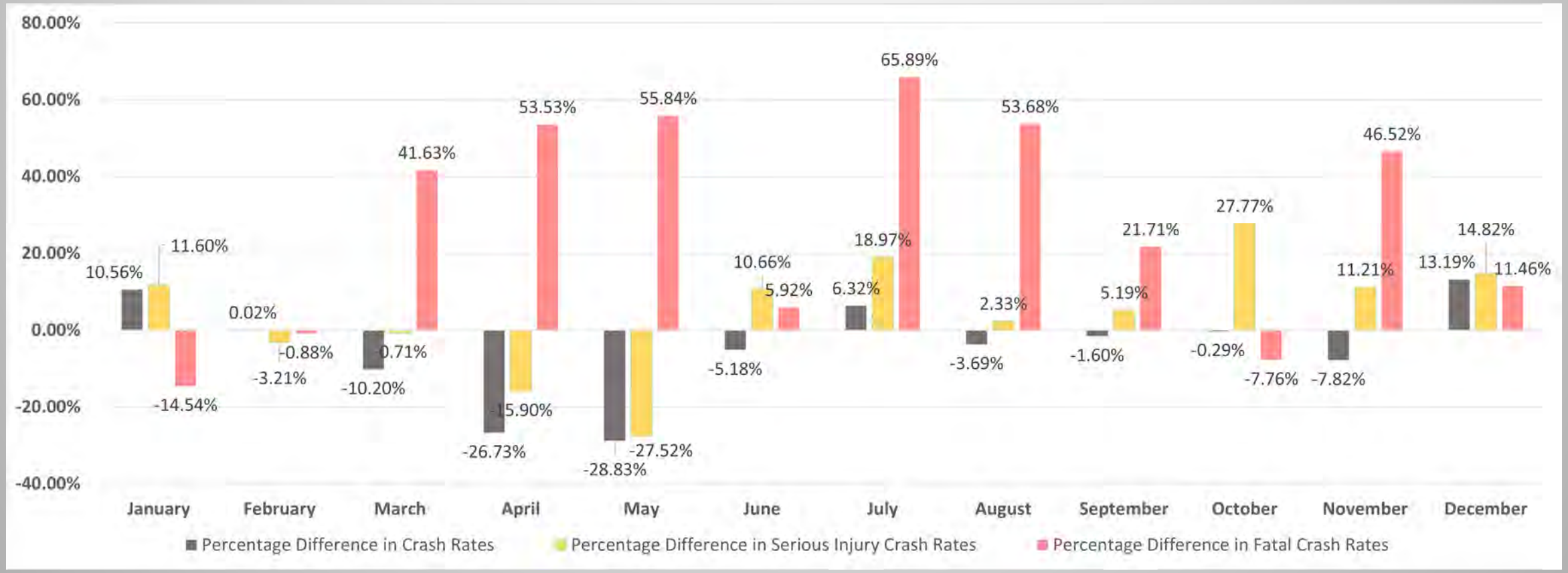
2020 Crash Rates By County



Note:

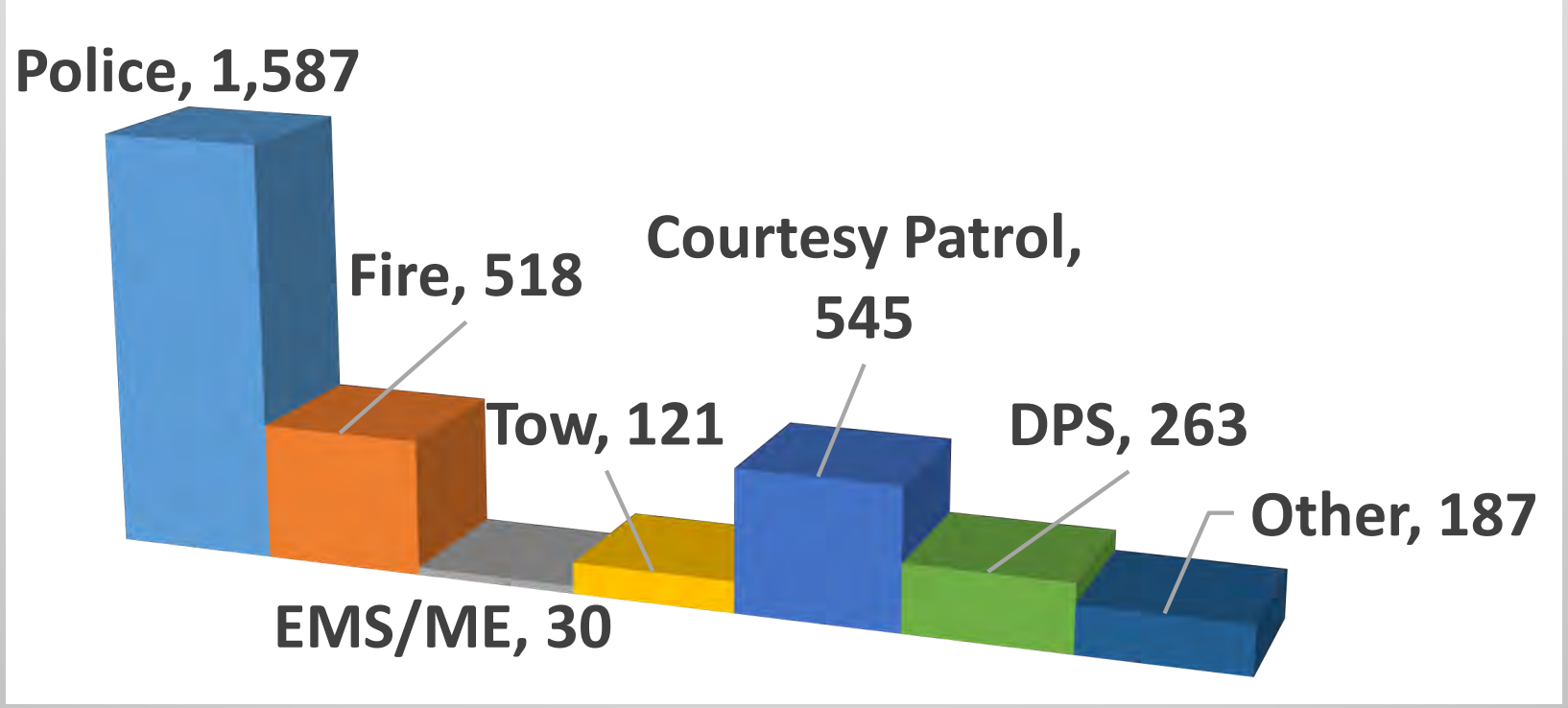
Crash Rates calculated for limited access facilities: IH, SH, and US mainlanes.

2020 COVID Crash Rate Analysis - Limited Access Facilities



Traffic Incident Management Attendance Overview

- First Responders Training *(2003-2021)*: **3,266 Attendees**



- Executive Level Training *(2005-2021)*: **936 Attendees**

Responder Struck-By Statistics

1st Responder Struck-By "Fatality" Stats

	Discipline	2019 National	2019 Statewide	2019 NCTCOG Region	2020 National	2020 Statewide	2020 NCTCOG Region
1	Police	18	5	1	17	3	0
2	Fire/EMS	9	2	0	4	1	0
3	Towing	14	3	2	21	1	0
4	Roadside Assistance Patrol	0	0	0	3	0	0
	Total Responder Fatality Struck-bys	**41**	**10**	**3**	**45**	**5**	**0**

NCTCOG Roadside Assistance Patrol Struck-By "Non-Fatality" Stats

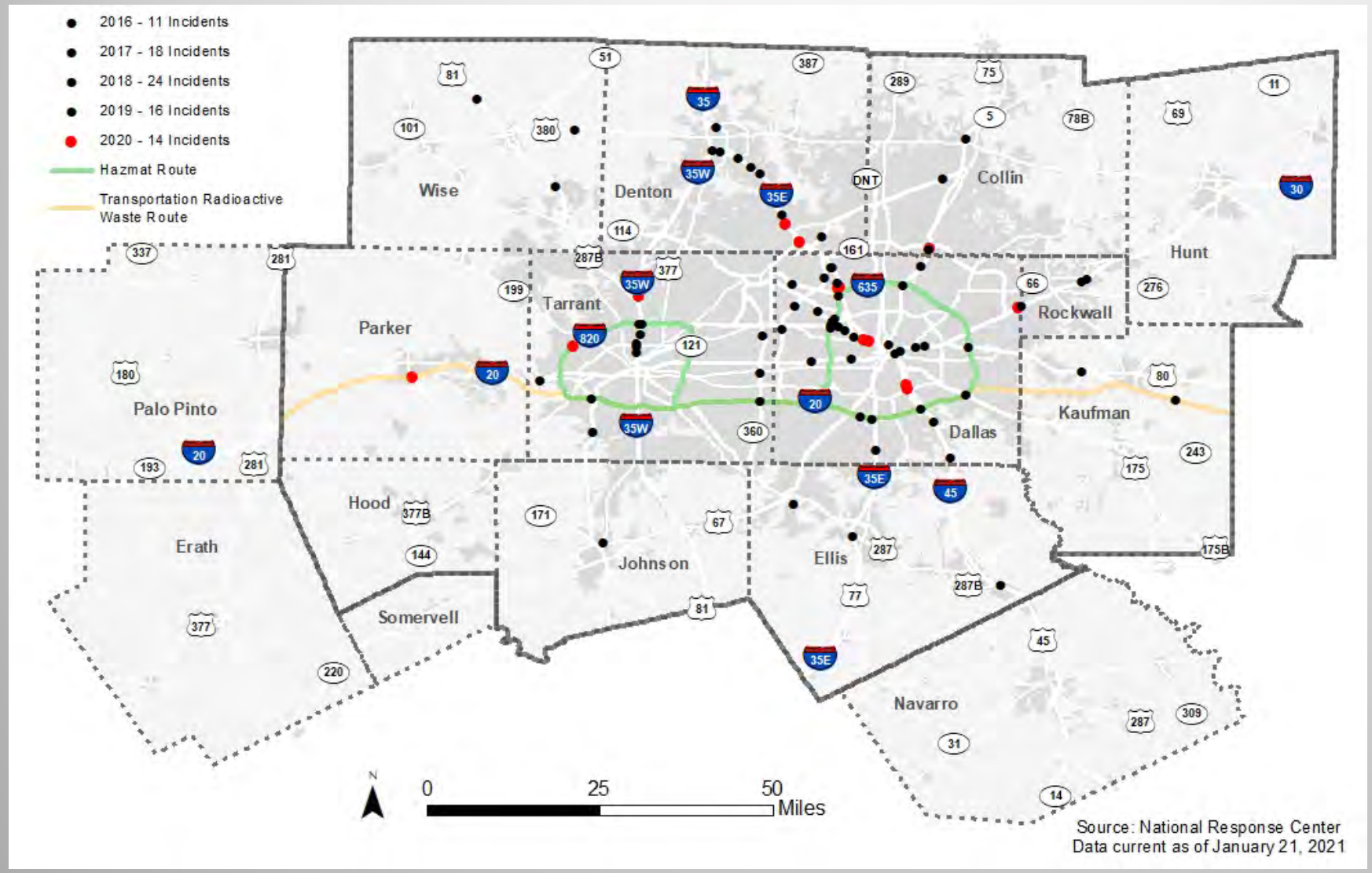
Roadside Assistance Patrol	Dallas County	LBJ Express	NTE Express	NTTA	Tarrant County	NCTCOG Region
2017	*	*2*	*0*	*	*1*	*3*
2018	*	*1*	*1*	*	*3*	*4*
2019	*1*	*7*	*4*	*	*0*	*12*
2020	*	*0*	*1*	*	*2*	*3*

Notes:

1. 2020 non-fatality stats are preliminary, waiting to receive final stats
2. **Information Pending from reporting agency*

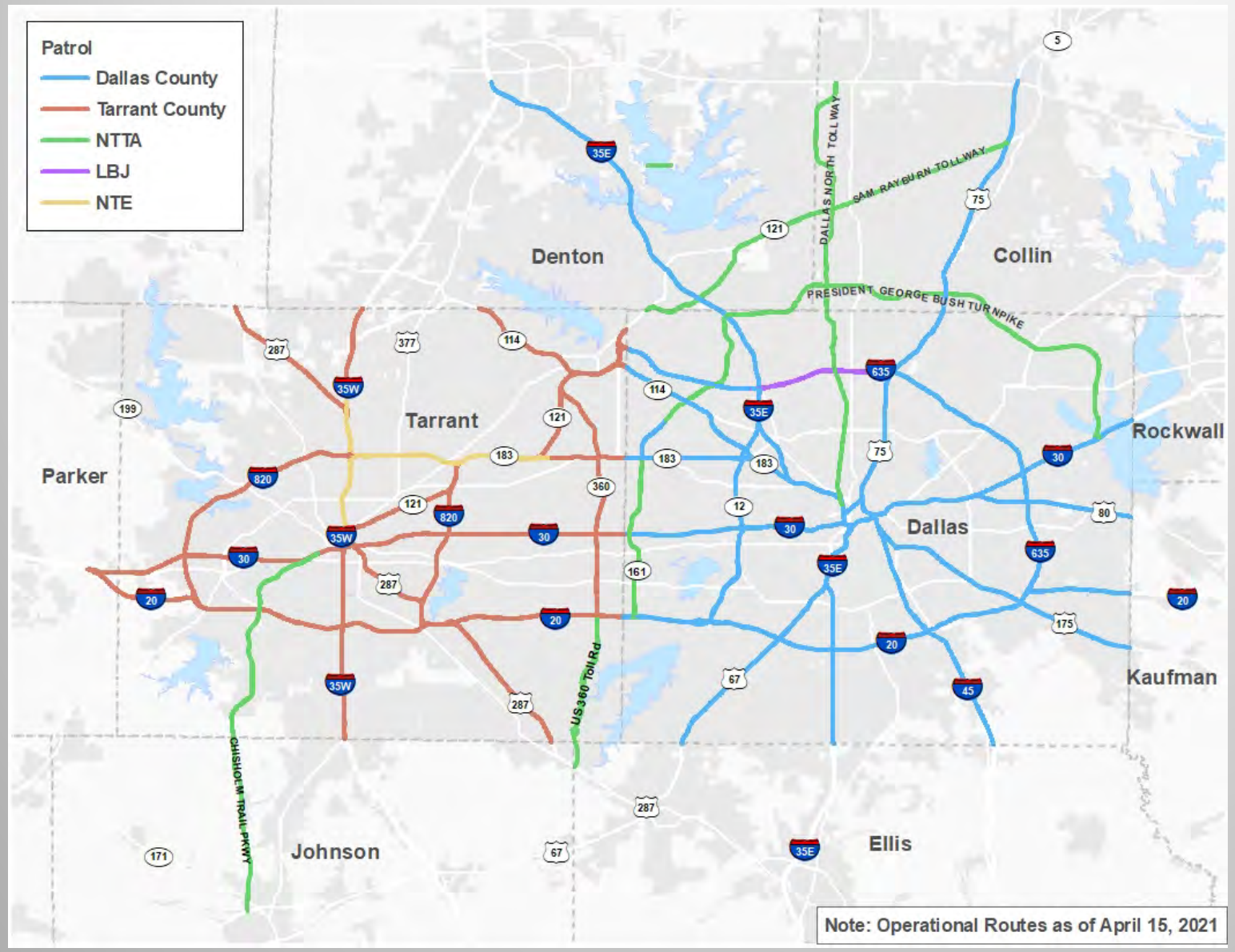
Note:
The regional Roadside Assistance Patrol Program struck-by data is collected directly from regional mobility assistance patrol providers.

2020 HazMat Incidents: 16 Counties



County	2019	2020
Collin	0	0
Dallas	8	8
Denton	1	2
Ellis	2	0
Erath	0	0
Hood	0	0
Hunt	0	0
Johnson	0	0
Kaufman	1	0
Navarro	0	0
Parker	0	1
Palo Pinto	0	0
Rockwall	0	0
Somervell	0	0
Tarrant	3	3
Wise	1	1
Total	**16**	**14**

Regional Roadside Assistance Patrol Program



	2019 Assists	2020 Assists
DCSO	68,649	67,251
TCSO	27,135	23,706
NTTA	44,702	43,747
NTE	6,185	3,604
LBJ	6,080	4,023

Note: Operational Routes as of April 15, 2021

Regional Roadside Assistance Patrol Program

In 2020, Dallas/Fort Worth Area Roadside Assistance Patrols provided:

65,197
Driver Assistance / Stalled Vehicle

26,882
Courtesy Check / Directions

2,344
Crash Assistance

17,106
Debris Removal

16,600
Protection to First Responders

7,680
Abandoned Vehicle Check

Total Combined Assists: 128,849

Note:
2,467 assists were either not found, cancelled before a patrol vehicle arrived, or did not specify the service provided.

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www.nctcog.org/trans/RSAC