REGIONAL SAFETY ADVISORY COMMITTEE
North Central Texas Council of Governments
Friday, October 22, 2021
10:00 am – 12:00 pm

AGENDA

1. Approval of July 23, 2021, Meeting Summary – Asma Tuly, RSAC Chair

2. City of Dallas Vision Zero Crash Data Analysis – Kathryn Rush, City of Dallas

3. FHWA MLK Blvd Road Safety Audit Overview – Julie Anderson, NCTCOG Sustainable Development

4. NCTCOG Roadway Safety Plan Crash Data Analysis – Kevin Kroll, NCTCOG Safety

5. Drive Aware North Texas Program Development – Michael Misantonis, NCTCOG Safety

6. Mobile Barrier Pilot Overview – Katherine Beck, NCTCOG Program Administration

7. Update Items
   a) Predictive Crash Analysis Software Request for Proposals Update – Kevin Kroll, NCTCOG
   b) NCTCOG Blocking Equipment CFP Deadline Reminder – Camille Fountain, NCTCOG
   c) 2021 Traffic Incident Management Self-Assessment Participation Reminder (points available) – Camille Fountain, NCTCOG
   d) 2021 TxDOT HSIP Call for Projects Deadline Reminder – Camille Fountain, NCTCOG
   e) Our Driving Concern Safety Training Material, Sonya Landrum, NCTCOG
   f) Regional Traffic Incident Management Attendance Outreach – Britney Lawrence, NCTCOG

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

9. Upcoming Safety-Related Events and Training Announcements
   a) Traffic Incident Management First Responder and Manager Course
      - October 21 – 22, 2021, NCTCOG
   b) FHWA Talking TIM Webinar, October 27, 2021
   c) 2021 NCT Regional Traffic Incident Management Self-Assessment, Oct. 28, 2021
   d) 2021 NCTCOG Incident Management Blocking Equipment CFP Deadline, November 1, 2021
   e) Traffic Incident Management Executive Level Course, November 4, 2021
   f) Crash Responder Safety Week (CRSW), November 8-14, 2021
   g) 2022 Lifesavers National Conference, March 13-15, 2022

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: January 21, 2022, at 10 am

Dallas Vision Zero Action Plan

Crash and Survey Data Analysis

Regional Safety Advisory Committee
October 22, 2021

VISION ZERO

Presentation Outline

- Introduction to Vision Zero Dallas
- Crash Data Analysis Methodology
- Severe Crashes in Dallas:
  - WHO
  - WHEN
  - WHERE
  - HOW
  - WHY
- Public Survey Responses
- Focus Areas for Vision Zero Action Plan

Intro to Vision Zero Dallas

Dallas City Council passed a Vision Zero Resolution in December 2019.

- Committed the City to a goal of zero traffic fatalities and a 50% reduction in severe injuries by 2030.
- Directed the City Manager to:
  - Develop a Vision Zero Action Plan by December 2021
  - Convene a Vision Zero Task Force that will collaborate with city departments on the development of a Vision Zero Action Plan
  - Direct city departments to participate in Vision Zero Acton Plan development, implementation, and evaluation

VISION ZERO

Intro to Vision Zero Dallas

Vision Zero Action Plan (VZAP): A course of action for how the we will meet the Vision Zero goal. Scope of work:

1. **Public and stakeholder engagement:** Task Force, public survey and interactive comment map, public meetings, etc.
2. **Crash data analysis** and identification of focus areas (locations and topics).
3. **Review of best practices** related to engineering, enforcement, education, evaluation, equity.
4. **Assessment of existing policies, programs, practices.**
5. **Draft Recommendations:** formulate strategies and policies, and create an implementation plan with department/agency buy-in.
6. **Prepare the Vision Zero Action Plan.**

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Crash Data Analysis Methodology

- Data Source: TxDOT Crash Records Information System CRIS. Data was cleaned by City of Dallas staff.
- The following filters were applied to extract the crash data used in the analysis:
  1. Crashes located in the City of Dallas.
  2. Crashes that were not on limited-access roadways (e.g., non-interstate roadways).
  3. Crashes that occurred from 2015 - 2019.
  4. Crashes in which the "Injury Severity" in the crash report was listed as Killed or Incapacitating. (Which will be collectively referred to as Severe Crashes.)

2015-2019 Crashes in Dallas	Crashes	People
Total crashes	184,447	485,855
Total crashes – not on limited access highways	131,997	339,245
Killed crashes - Total	890	956
Killed crashes – not on limited access highways	569	614
Serious Injuries crashes - Total	4,478	5,395
Serious Injury crashes – not on limited access highways	3,433	4,122
Killed + Severe Injury crashes – Total	5,368	6,351
Killed + Severe Injury crashes – not on limited access highways	**4,002**	4,736

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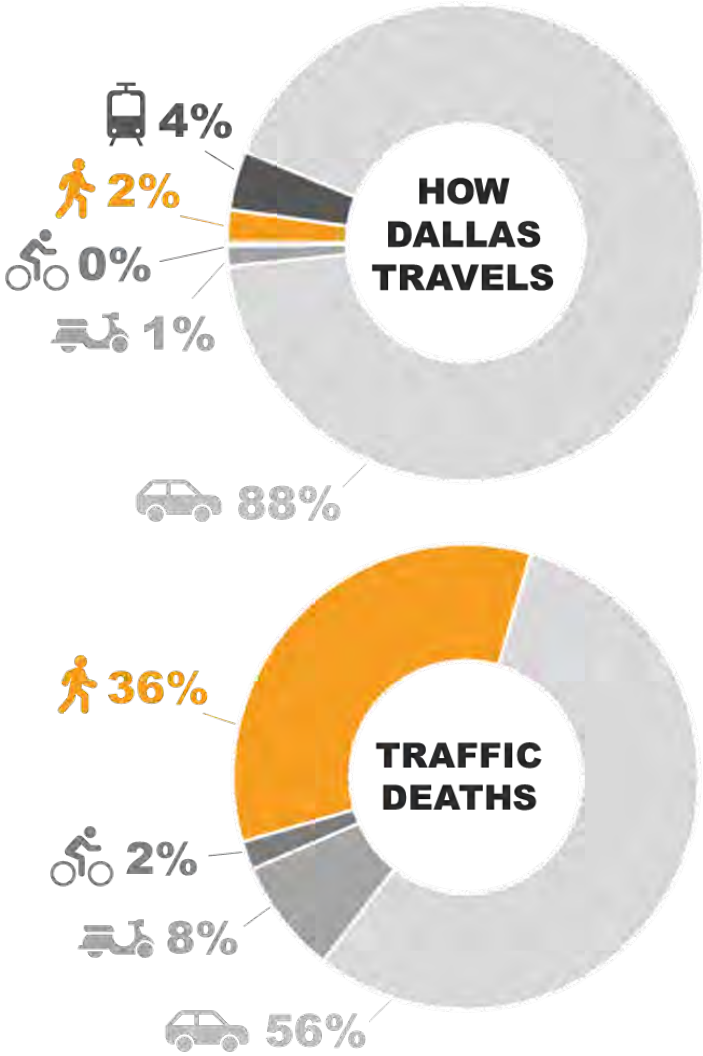
Severe Crashes in Dallas: WHO

- **Pedestrians:** Looking at how people travel in Dallas, pedestrians are significantly overrepresented in severe crashes.
- **People of Black and African American Race/Ethnicity:** People identifying as Black or African American are most likely to be involved in severe crashes (37%), despite only accounting for 24% of the City's population (2019 ACS 5-Year Estimates).



Source: 2019 ACS 5-Year Estimate

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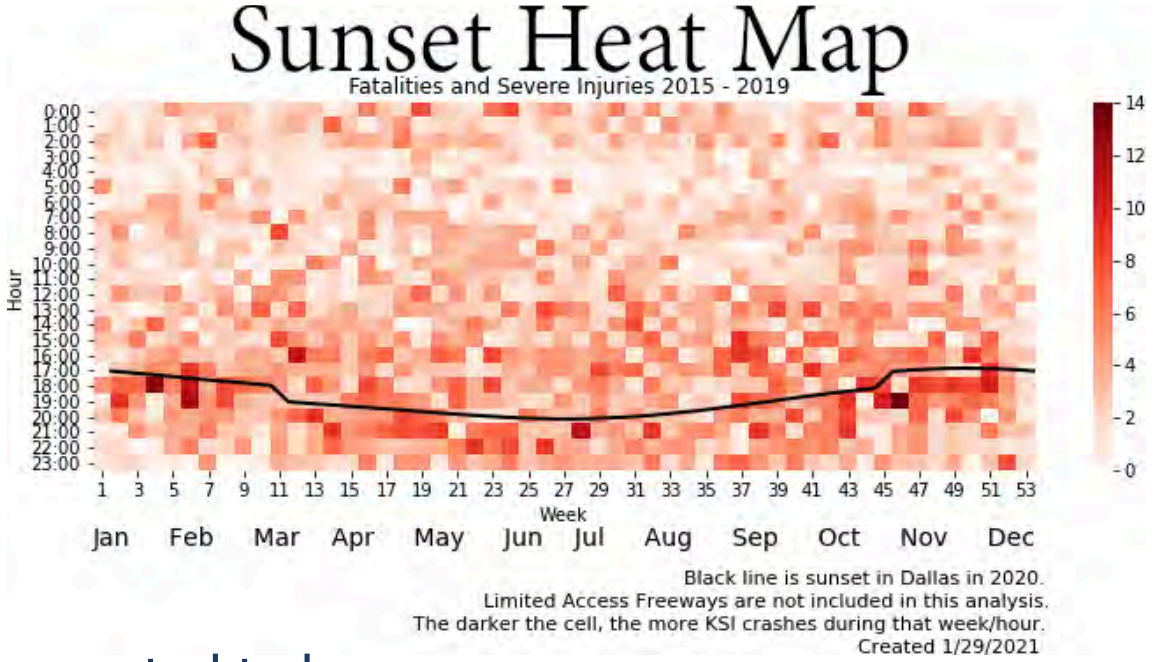
Severe Crashes in Dallas: WHEN

- **Just After Sunset:** More severe and fatal injuries occur between sunset and midnight than any other part of the day, with the highest density of severe crashes occurring from 6:00 pm to 9:00 pm.
- There is a spike in crashes in late fall and early spring.



- However, in police reports lighting was not reported to be an issue. 51% of severe crashes occurred when it was light outside.

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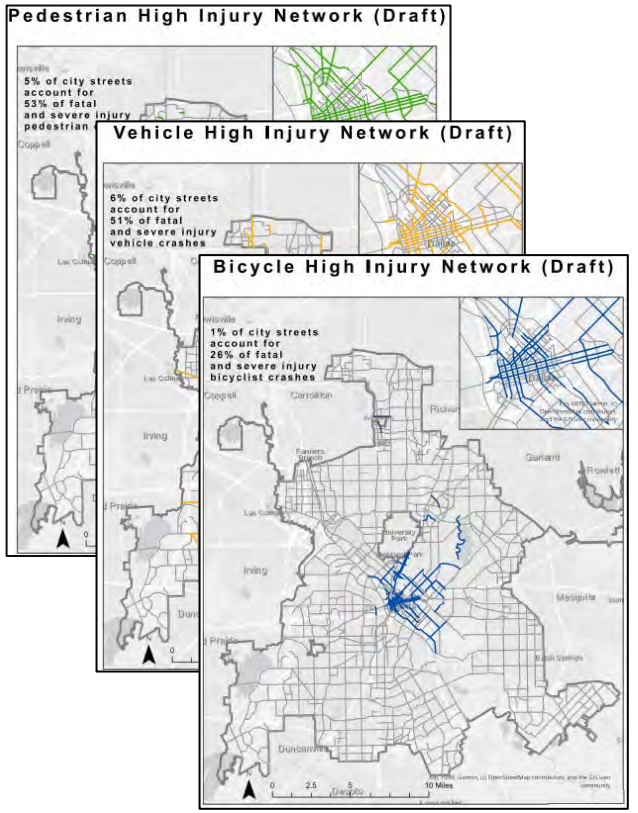
Severe Crashes in Dallas: WHERE

- The High Injury Network (HIN) identifies streets where disproportionate number of severe crashes have occurred, and where investments in safety are most urgent. 60% of severe crashes occurred on 8% of streets.
- More than half of severe crashes occur on principal arterials.



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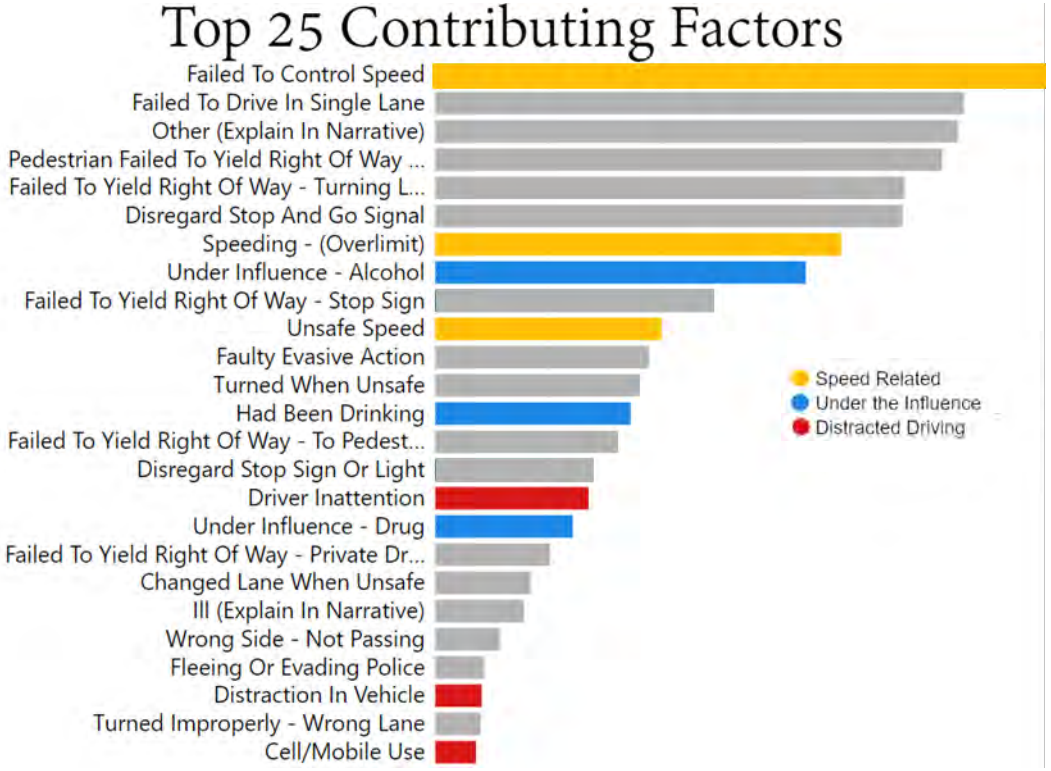
Severe Crashes in Dallas: HOW

The following behaviors were found in the highest percentage of severe crashes.

1. **Speeding Related** (Failed to Control Speed, Speeding Over Limit, or Unsafe Speed): 19%
2. **Driving Under the Influence** (Drugs, Alcohol, or Had Been Drinking): 14%
3. **Failure to drive in a single lane**: 12%
4. **Pedestrian failure to yield the right of way to vehicles:** 11%
5. **Failure to yield when turning left:** 10%
6. **Running a red light**: 10%



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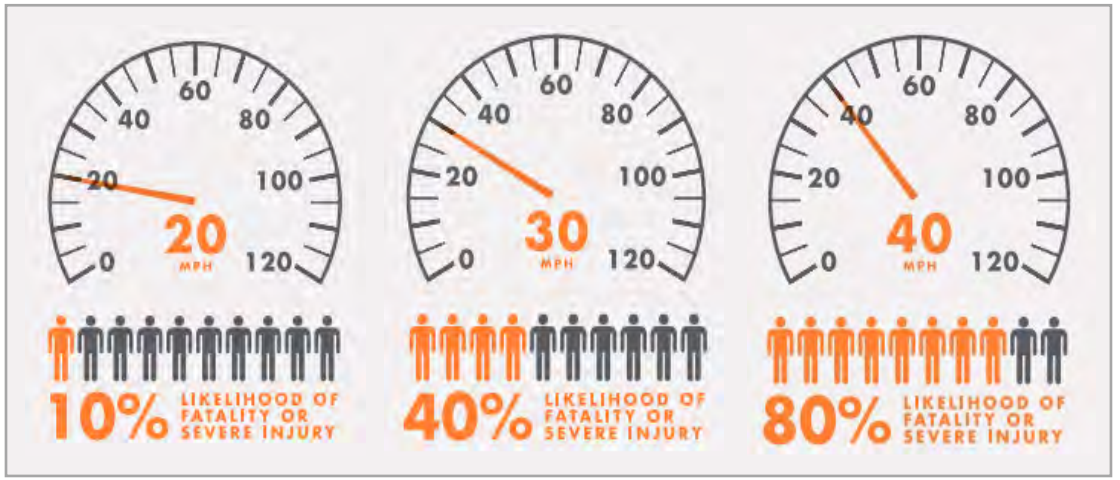
Severe Crashes in Dallas: WHY are they severe?

Traveling at Higher Speeds

- The higher the speed, the more likely a crash will occur and the more severe it will be.



Source: City of Portland

Not Using Proper Restraints

- When people do not wear a seatbelt, they increase their chance of death from less than 1% to over 10%!
- 14% of people that were killed or severely injured were not wearing a seat belt.

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Public Survey Responses

- An online survey and interactive comment map were open June 9, 2021 through August 16, 2021.
- 1,692 responses were received to the survey, and the interactive map had 281comments.
- When asked what the top three challenges to moving safely around Dallas are, 66% said "**People driving too fast**," followed by 64% who said "**Distracted drivers**."

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Focus Areas for Vision Zero Action Plan

Seven **Topic Focus Areas** were identified through the crash data analysis and public survey, with additional input from the Vision Zero Task Force.

1. **Speeding/Unsafe Travel Speeds** (19% of crashes)
2. **Pedestrians** (36% of crashes)
3. **Left-Turn Crashes** (10% of crashes)
4. **Red Light Running** (10% of crashes)
5. **Under the Influence** (14% of crashes)
6. **Not Using Proper Restraints** (e.g., Seat Belt, Car Seat) (16% of crashes)
7. **Distracted Driving** (only 5% in crash data, but a top priority in the survey)

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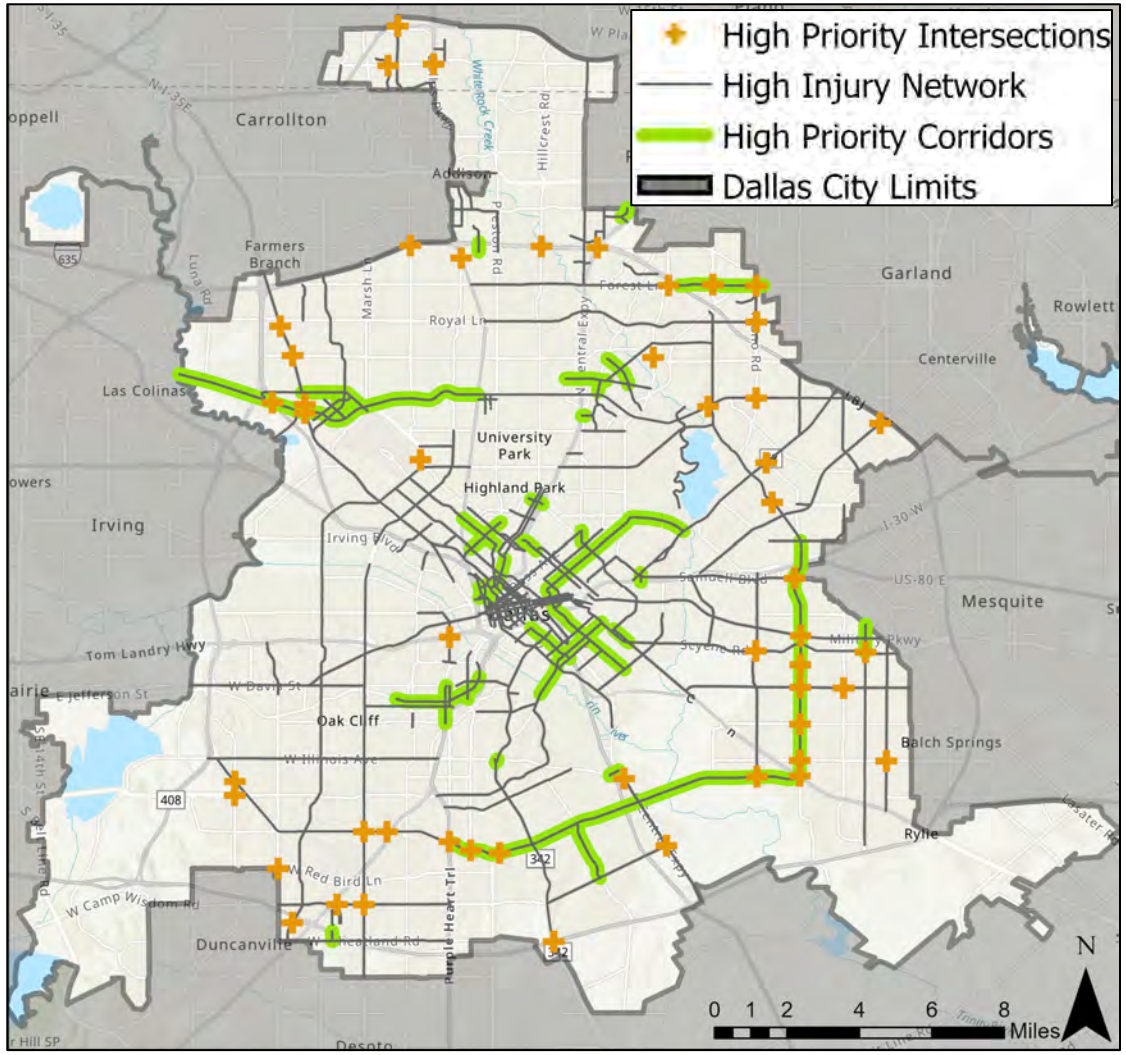
Focus Areas for Vision Zero Action Plan

Geographic Focus Areas – "Hot Spot Locations"

- **High-Injury Network (HIN)**
- **High Priority Corridors:** the top 50 miles on the HIN with the highest number of fatal and severe injury crashes per mile, with extra weighting (1.5) for locations in Equity Focus Areas.
- **High Priority Intersections:** the top 50 intersections with the highest number of fatal and severe injury crashes.



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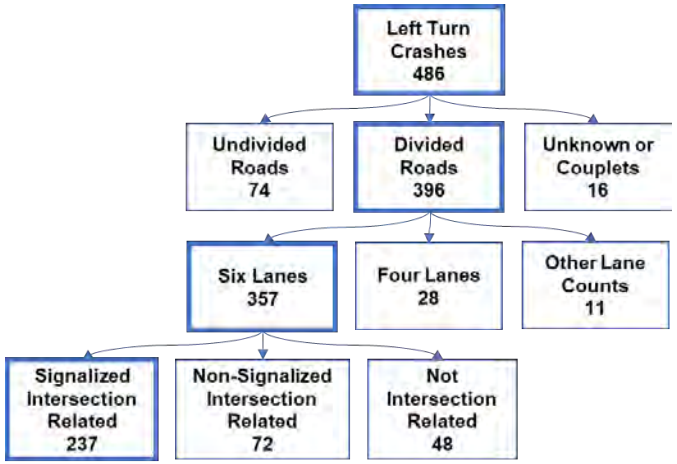
Focus Areas for Vision Zero Action Plan

Geographic Focus Areas – "Systemic Safety Locations"

- Severe crashes rarely occur in the same location twice, making them seem random. But the circumstances in which they occur and contributing factors are often fairly predictable.
- Hot spot analyses helps us prioritize locations where several crashes have occurred in the past.
- Systemic safety analyses helps us identify specific types of locations that should be addressed citywide to prevent future crashes.

Source: FHWA, *Systemic Safety Project Selection Tool*



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Vision Zero Action Plan – Next Steps

	May	June	July	Aug	Sept	Oct	Nov	Dec
Crash Data Analysis			x					
Review of Best Practices				x				
Assessment of Existing Policies, Programs, Practices					x			
Formulate Recommendations & Implementation Plan						x		
Vision Zero Action Plan - Draft & Finalize							x	
Public Engagement								

Task Force Meeting – x

QUESTIONS?

Dallascityhall.com/VisionZero

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VISION ZERO

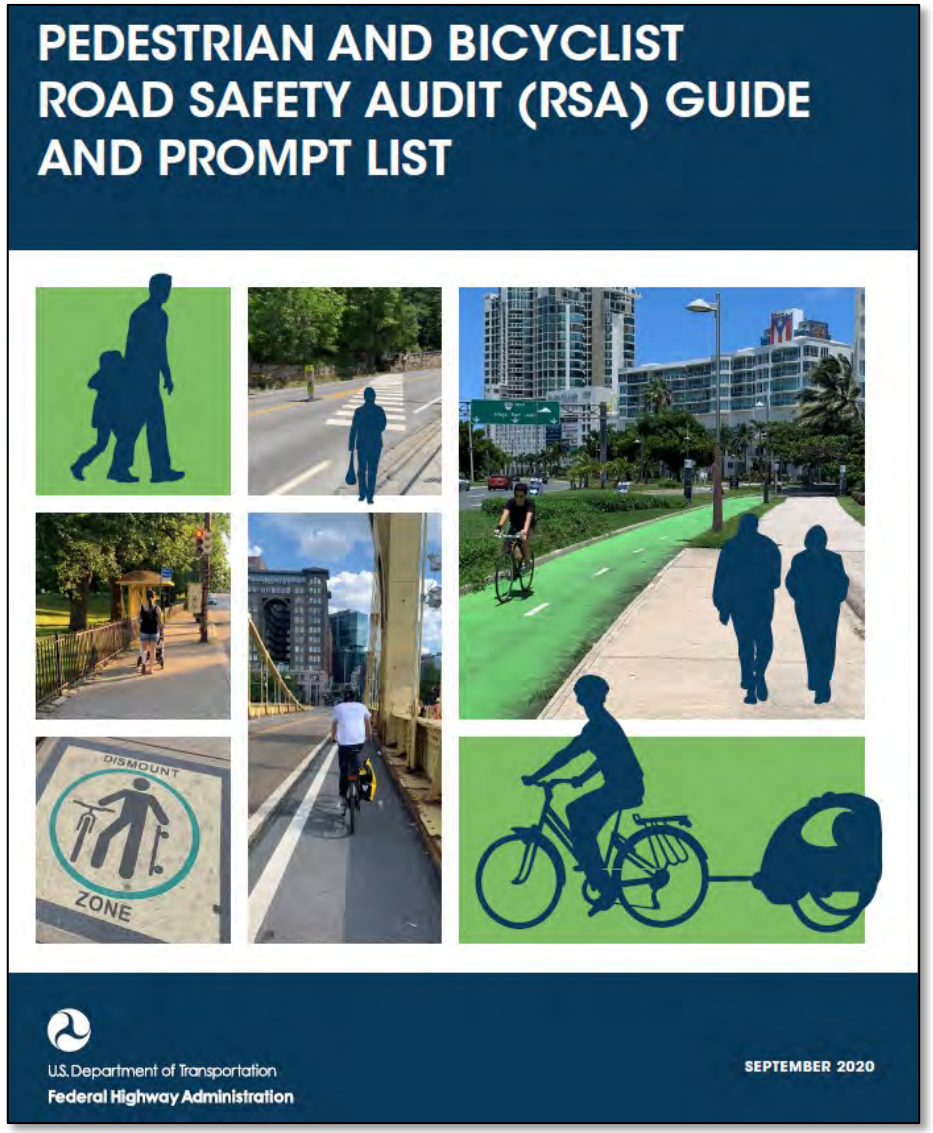
Road Safety Audits

Regional Safety Advisory Committee

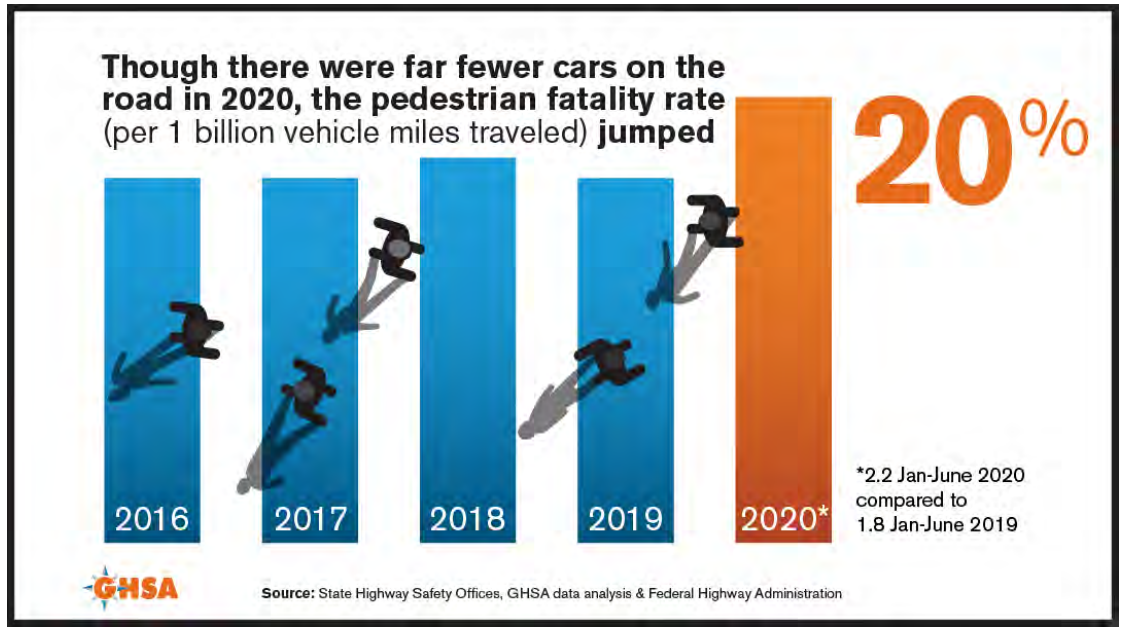
October 22, 2021

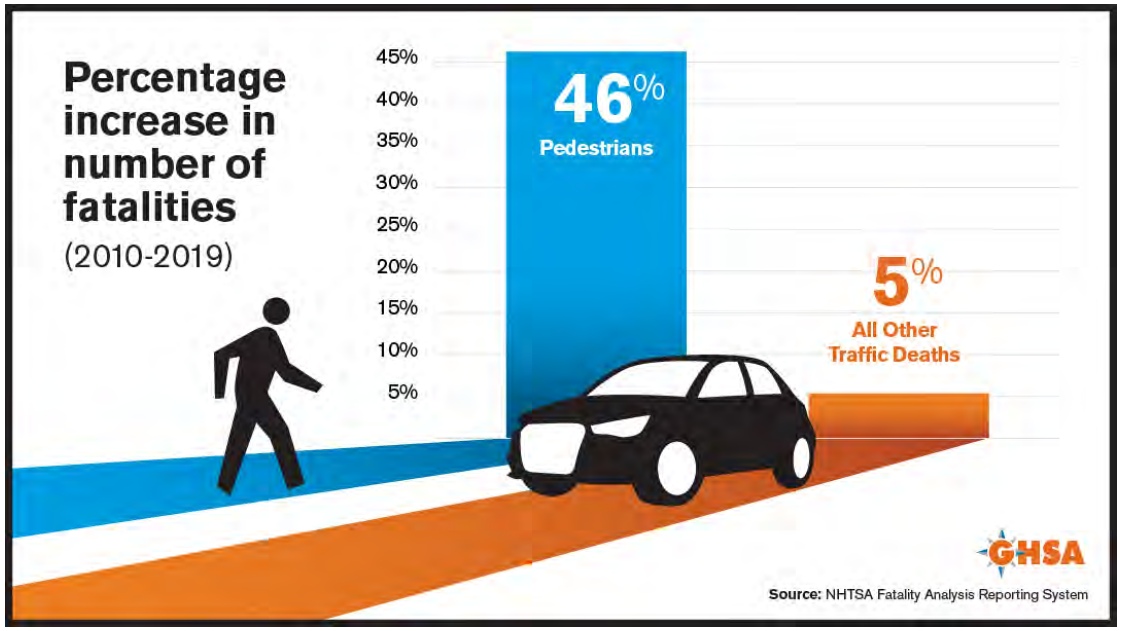
Julie Anderson, Sr. Transportation Planner, NCTCOG

North Central Texas Council of Governments



History of Pedestrian Crashes and Fatalities





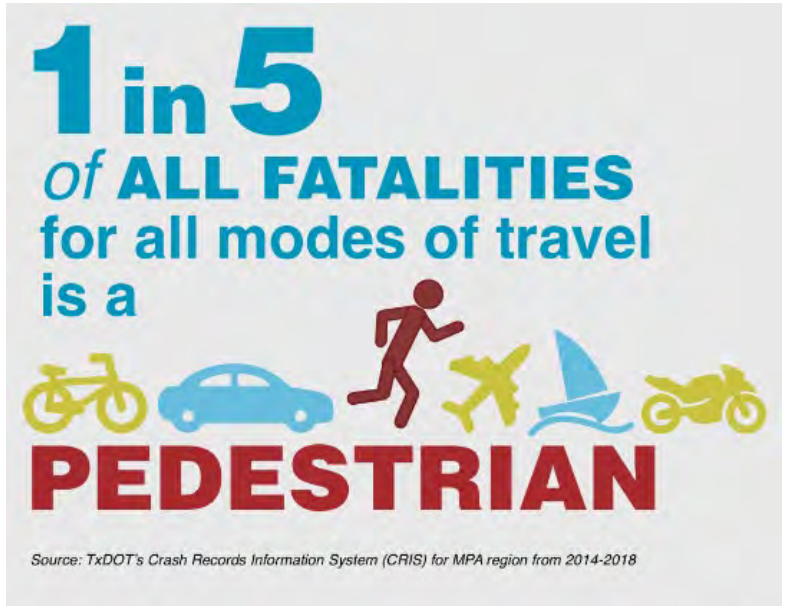
2020 U.S. Preliminary Data

7 States Account for 54% of Pedestrian Deaths, Jan-June 2020

- **State of Texas** is designated by FHWA as a **Pedestrian and Bicycle Safety Focus State**
- **Dallas and Fort Worth** are designated by FHWA as **Pedestrian and Bicycle Safety Focus Cities**

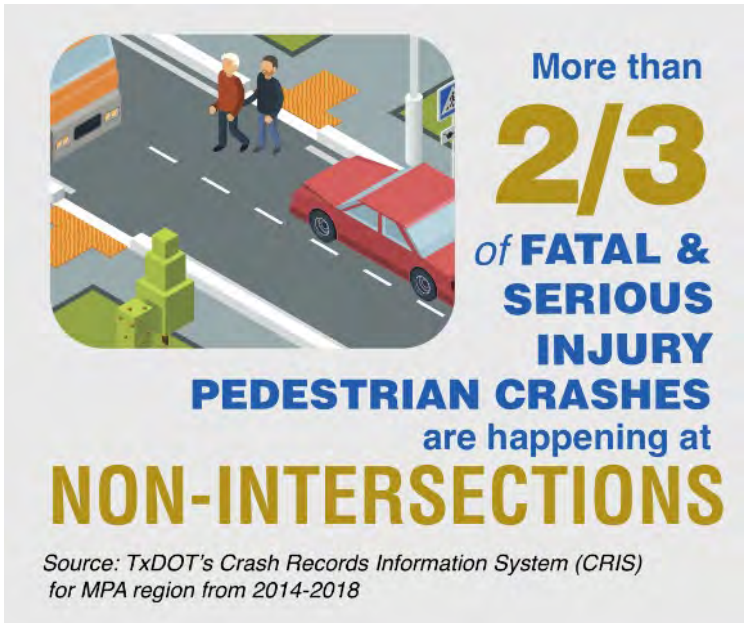
Pedestrian Crashes and Fatalities Statistics

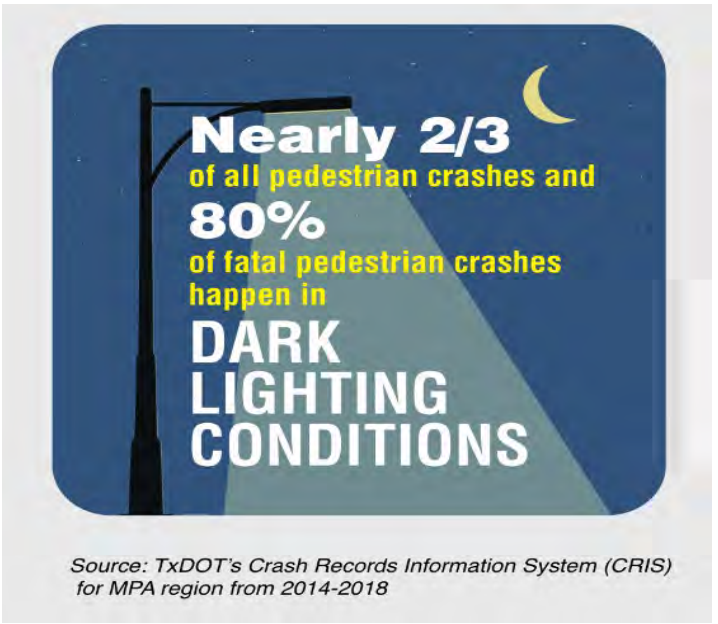
12-County MPA



Pedestrian Crashes and Fatalities Locations

12-County MPA





Key Elements of the Regional Pedestrian Safety Action Plan

Endorsed by the Regional Transportation Council (RTC) on June 10, 2021

1. **Demographics and contributing factors** based on reported crashes

2. **Crash density maps** as a visual aid in identifying crashes per square mile

3. **Priority Pedestrian safety corridors**: based on density of highest reported crash history

4. **Goals and Policies** in support of RTC safety position and regional coordination:

   RTC ***"encourages the implementation of all reasonable pedestrian safety countermeasures that enable the region to achieve adopted safety performance targets"***

5. **Action Plan** to guide projects and programs that will address pedestrian safety issues

Plan Goals:

1. **Eliminate** all serious injury and fatal pedestrian crashes across the region by 2050 (Supports RTC and the TxDOT/TTC safety goals)

2. **Balance the safety and needs** of all users of all ages and abilities in the transportation system design, maintenance and operation phases, with priority given to the most vulnerable users

3. **Provide a high level of comfort** in the design, construction and maintenance of transportation facilities

4. **Integrate** within roadway design the most direct facility alignments that prioritize safe pedestrian movements

5. **Implement** all reasonable pedestrian safety countermeasures to achieve adopted regional safety performance targets

Urbanized Area
Pedestrian Crashes per Square Mile (2014 - 2018)

Areas examined for high-risk crash corridors

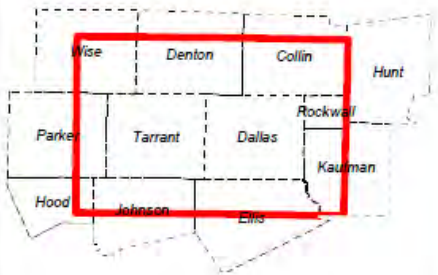
Legend

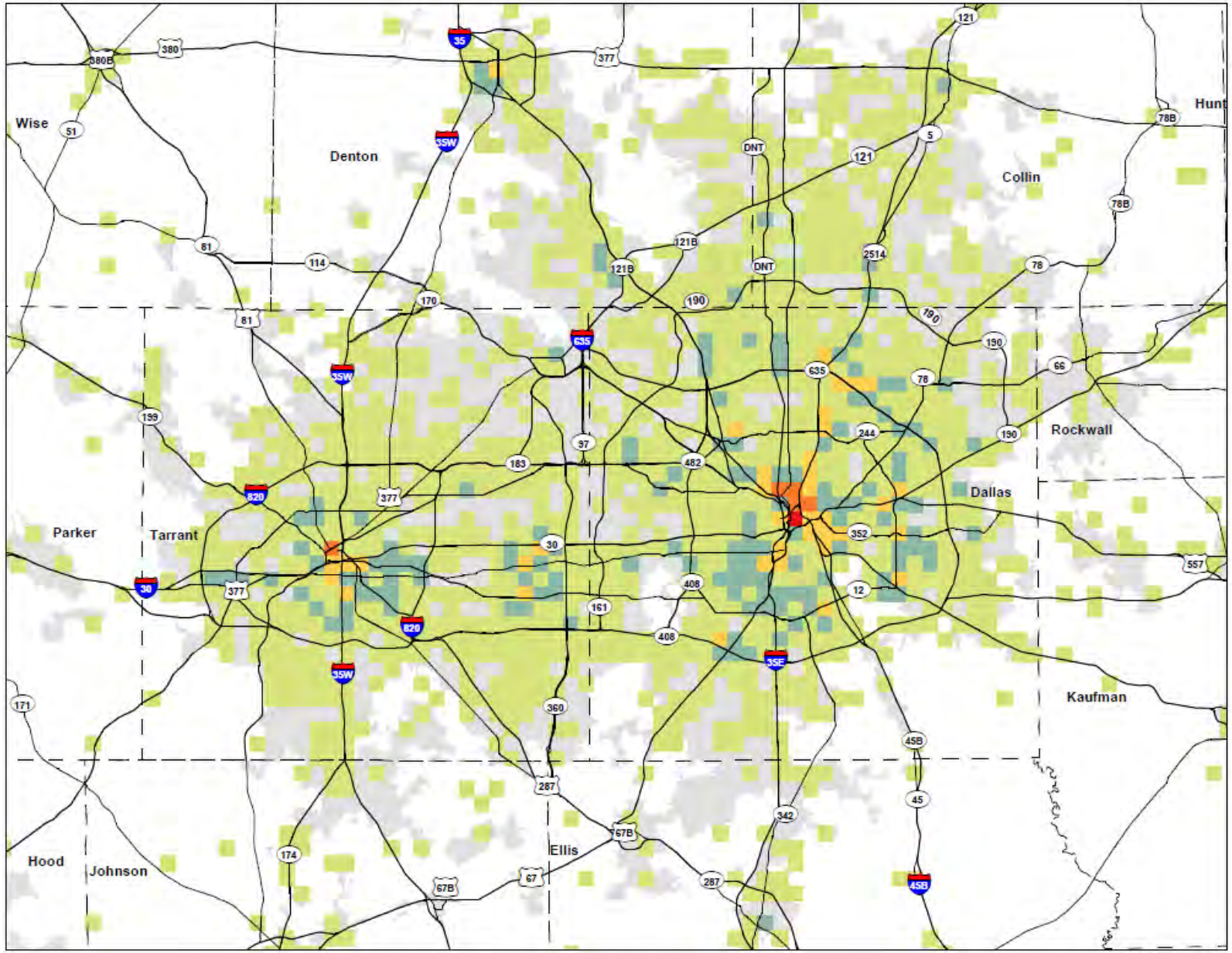
- Counties
- Urbanized Area

Crashes per Square Mile

- 0
- 1 - 9
- 10 - 19
- 20 - 49
- 50 - 99
- 100+

NCTCOG 12 County Metropolitan Planning Area





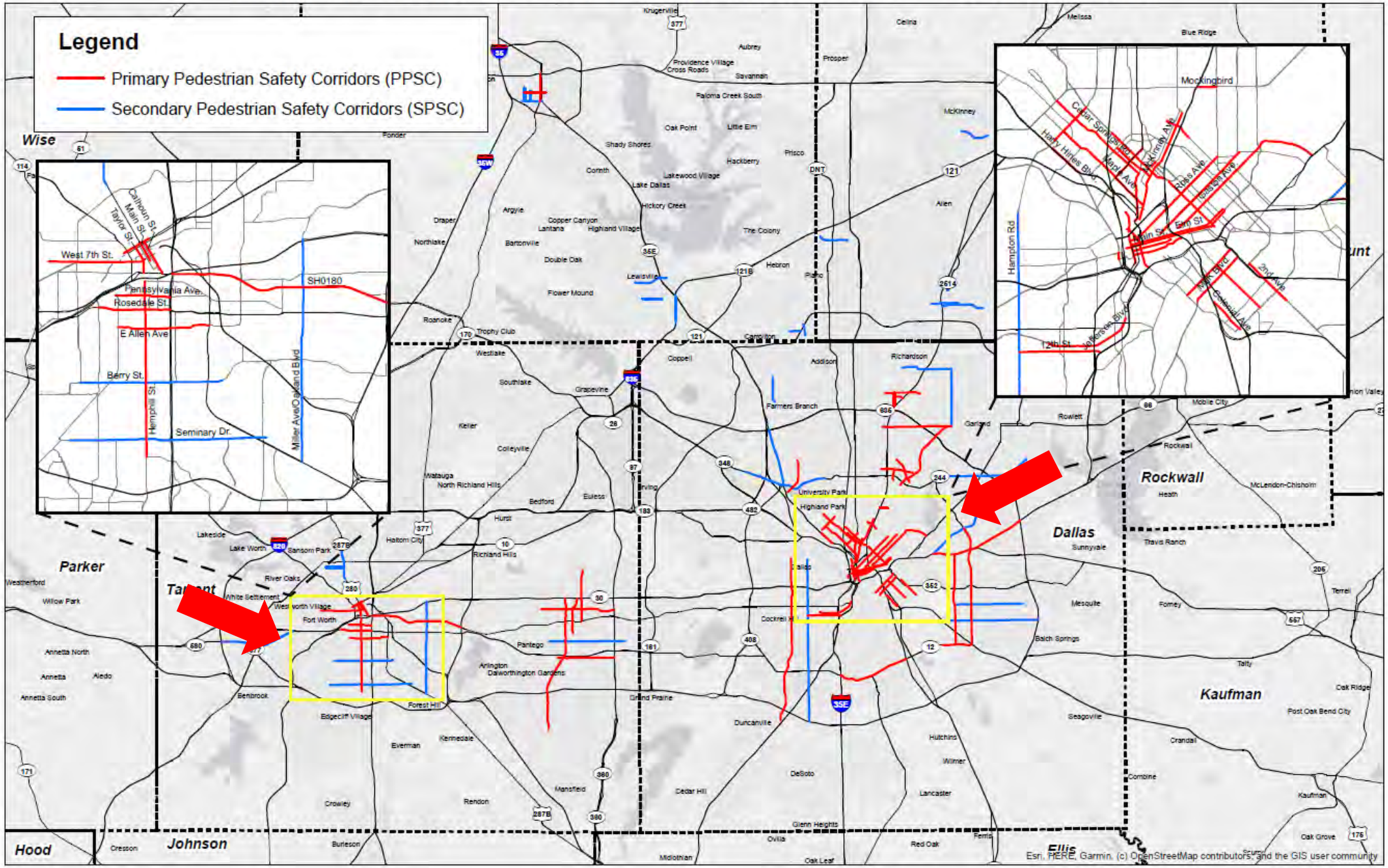
1.) Source: TxDOT's Crash Records Information System - 2014 - 2018 data is current as of January 2019. All TxDOT disclaimers apply.
2.) Data displayed contains reportable crashes with latitude and longitude information. Additional crashes may have occurred.
3.) This data is composed of TxDOT "Reportable Crashes" that occurs or orginates on a traffic way, results in injury to or death of any person, or damage to the property of any person to the apparent extent of $1,000.

North Central Texas Council of Governments

0 5 10 20 Miles

Date: 12/14/2020

Primary and Secondary Pedestrian Safety Corridors (PPSC/SPSC) Urbanized Area



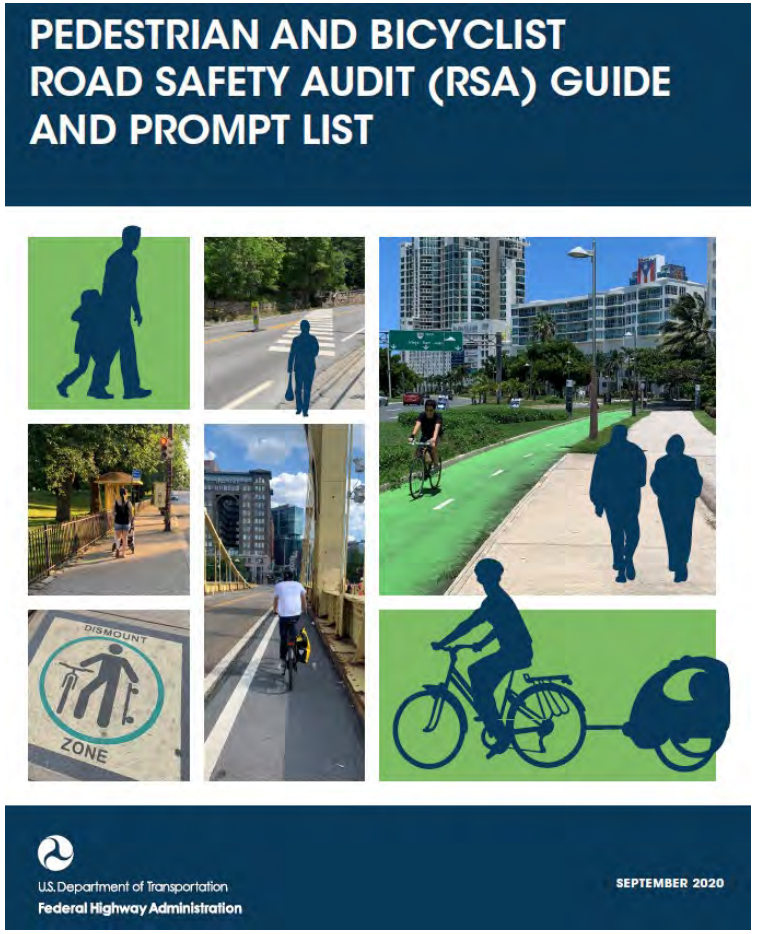
Road Safety Audit: Dallas

MLK Blvd, SH 352 to Malcom X Blvd

City of Dallas

U.S. Department of Transportation
Federal Highway Administration

North Central Texas
Council of Governments



Road Safety Audit: Dallas

MLK Blvd, SH 352 to Malcom X Blvd

- Identified as a Primary Pedestrian Safety Corridor
- Identified by City of Dallas as a "High Injury Corridor"
- Funding approved by the Regional Transportation Council to conduct engineering to retrofit/road diet MLK Blvd to a context-sensitive "Complete Street" to support Dallas Vision Zero goals
- City staff intend to use the results from the RSA to inform the engineering phase

Road Safety Audit: Dallas

MLK Blvd, SH 352 to Malcom X Blvd

8-step RSA Process

This RSA focused on pedestrian and bike travel and safety in the corridor, with vehicle safety being a minimal part of observations.

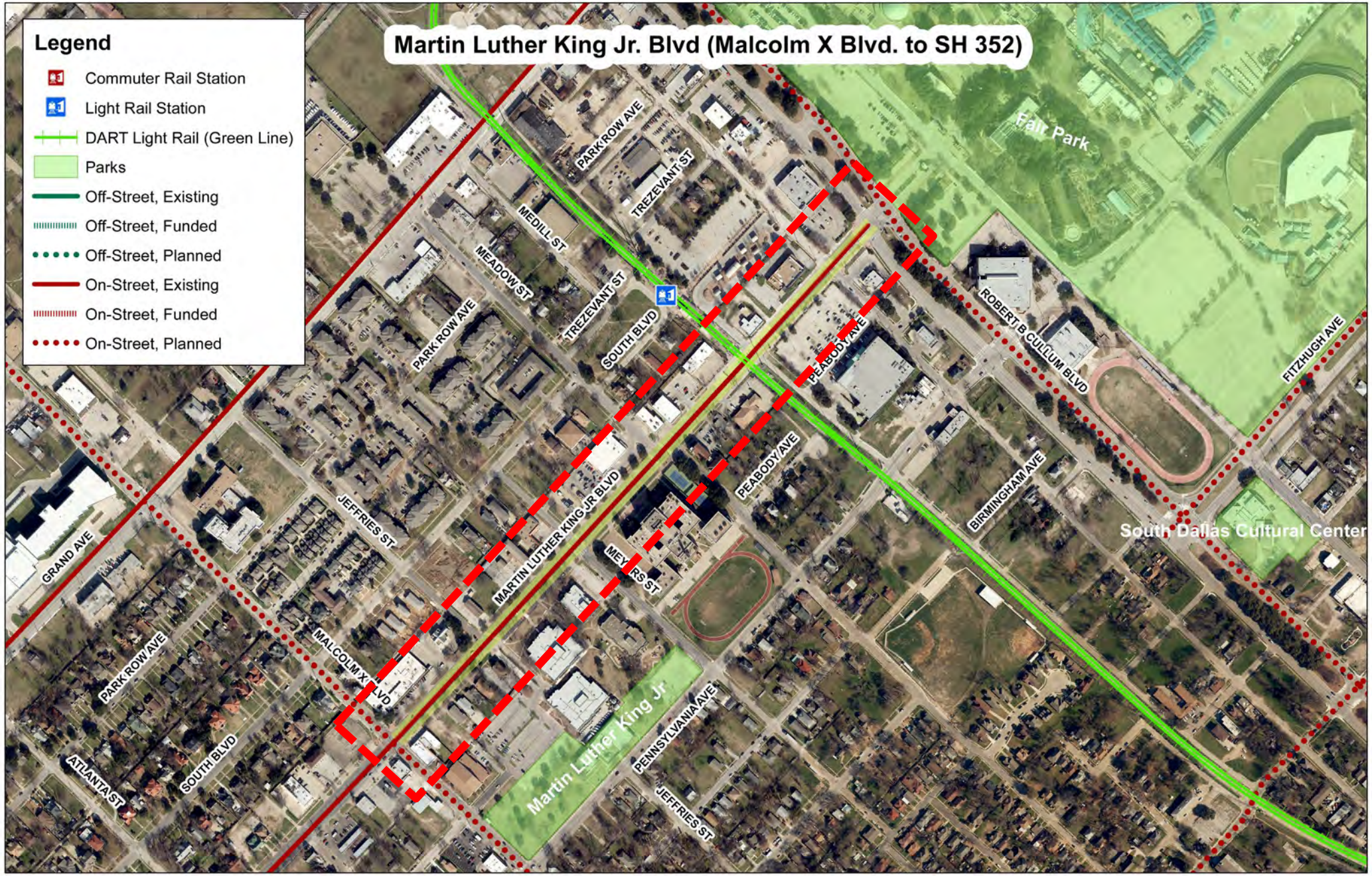
Source: 2012 FHWA.

Road Safety Audit: Dallas

MLK Blvd, SH 352 to Malcom X Blvd

Review Team

- Kierra Williams (City of Dallas)
- Sgt. Ira Carter (Dallas PD)
- Erick Ramirez (TxDOT)
- Pat Rohmer (NCTCOG)
- Stu Burzette (NCTCOG)
- Erin Curry (NCTCOG)
- Bobby Kozub (NCTCOG)
- Julie Anderson (NCTCOG)
- Daniel Herrig (City of Richardson)
- Stephen Ratke (FHWA)
- Millie Hayes (FHWA)
- Ed Burgos (FHWA)

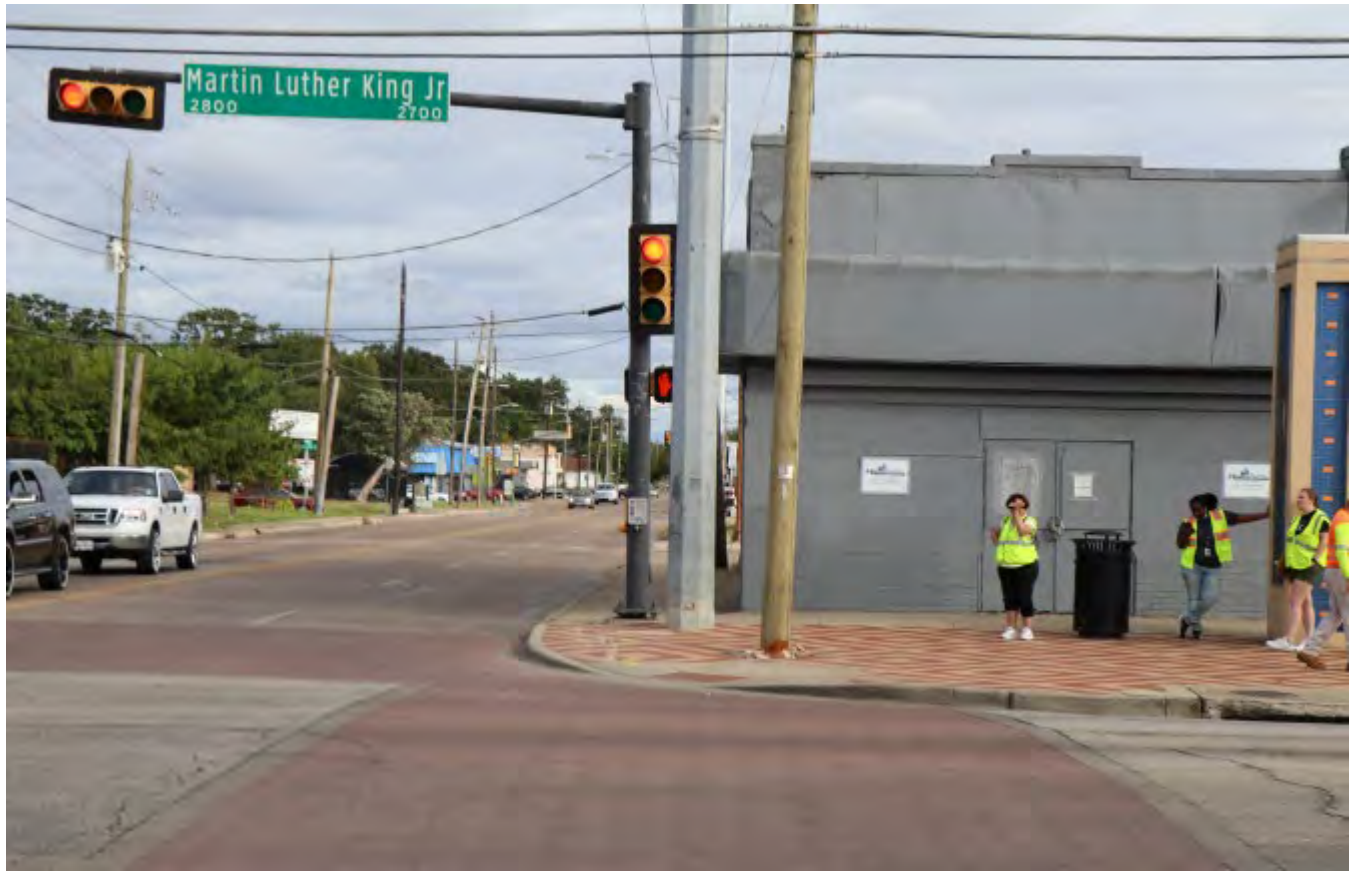

Legend
Commuter Rail Station
Light Rail Station
DART Light Rail (Green Line)
Parks
Off-Street, Existing
Off-Street, Funded
Off-Street, Planned
On-Street, Existing
On-Street, Funded
On-Street, Planned
Martin Luther King Jr. Blvd (Malcolm X Blvd. to SH 352)
Fair Park
South Dallas Cultural Center
Martin Luther King Jr
PARK ROW AVE
TREZEVANT ST
MEDILL ST
MEADOW ST
SOUTH BLVD
PEABODY AVE
ROBERT B CULLUM BLVD
FITZHUGH AVE
BIRMINGHAM AVE
MARTIN LUTHER KING JR BLVD
MEYERS ST
JEFFRIES ST
GRAND AVE
MALCOLM X BLVD
ATLANTA ST
PENNSYLVANIA AVE

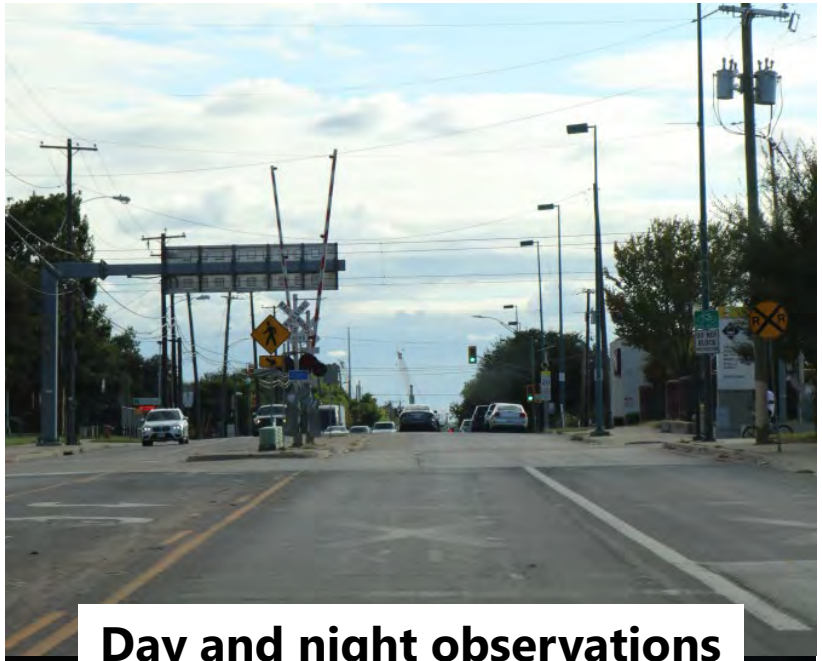
Road Safety Audit: Dallas

MLK Blvd, SH 352 to Malcom X Blvd

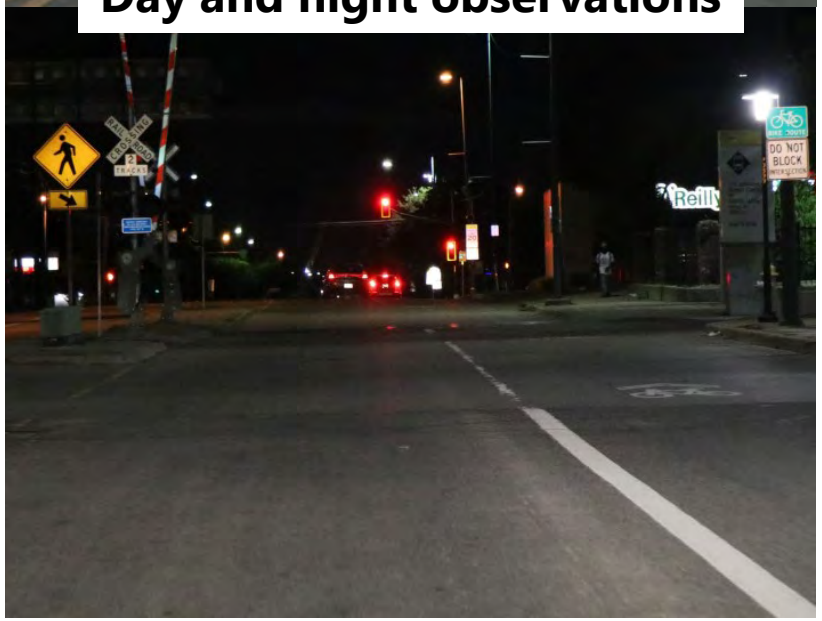
What the team did this week

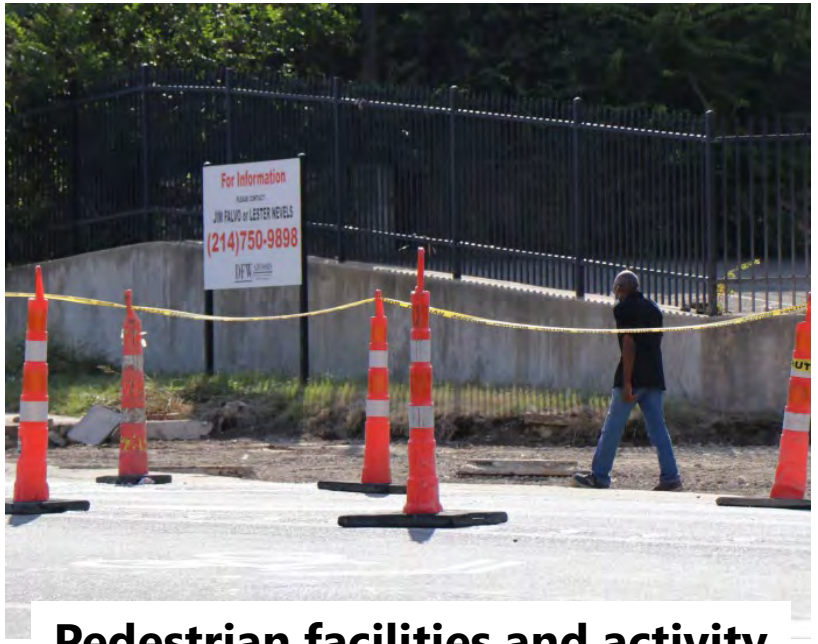
- **Tuesday:**
  - **Midday observation**
  - **HS dismissal period**
  - **Malcolm X PM Peak**
  - **Night review**
- **Wednesday:**
  - **AM peak 352/DART crossing**
  - **HS arrival period**
  - **PM Peak 352**





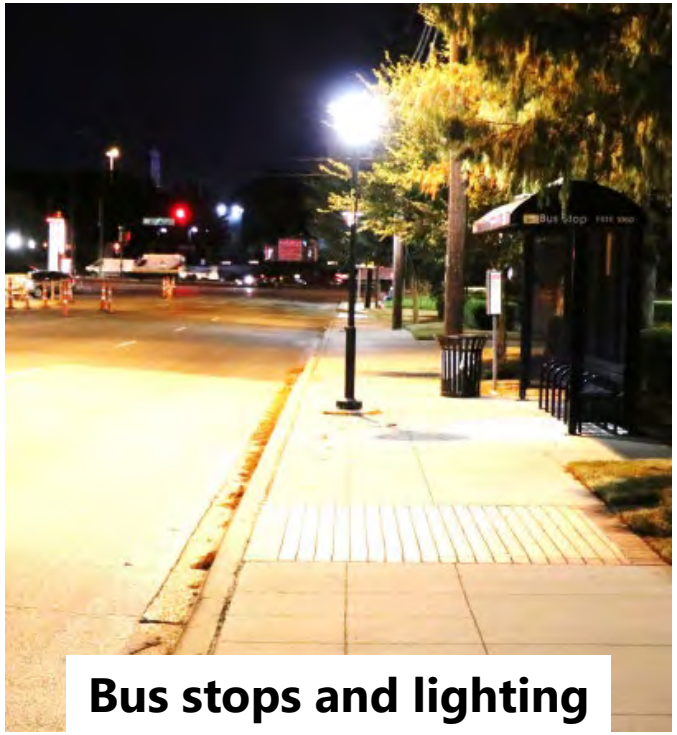
Day and night observations





Pedestrian facilities and activity

Corridor activity



Bus stops and lighting

Preliminary Recommendations from RSA Core Team

Observations

- Students crossing (midblock)
- Lack of dedicated school bus drop-off/pick-up area
- Safety concerns for cyclists riding on MLK (speeding, no protected lanes)
- MLK and meadow ped signal not working
- Motorists parking between school's "Exit Only" driveway and Meyers Street lacks visibility
- Street sign missing on Meadows westbound

Preliminary Recommendations from RSA Core Team

Martin Luther King Jr Blvd. & Malcolm X Blvd: Recommendations

1

Relocate Pedestrian Poles and Buttons

- Repair broken one first

2

Reposition ADA Ramps

3

Repave/Extend Intersection Corner(s) for Bus Stop

Road Safety Audit: Dallas
Phase 2 – MLK Blvd, Malcom X to Botham Jean Blvd

- Preliminary recommendations provided to City of Dallas staff for RSA Phase 1
- Phase 2 expected to be held in November; MLK Blvd from Malcom X to Botham Jean Blvd
- A full report encompassing recommendations for the entire MLK Blvd corridor to be provided after Phase 2 RSA is complete

Next Steps:

FHWA and NCTCOG held a Workshop in April 2021 to inform local professionals about the process to conduct road safety audits

- Cities are encouraged to conduct RSAs for the Pedestrian Safety Corridors identified in the regional Pedestrian Safety Action Plan (corridors with the highest density of pedestrian crashes in the region)

Information and resources on the FHWA website:
www.safety.FHWA.dot.gov/rsa

Thank You!

Contacts

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NCTCOG REGIONAL ROADWAY SAFETY PLAN PRELIMINARY CRASH DATA ANALYSIS

Regional Safety Advisory Committee

October 22, 2021

Kevin Kroll | Senior Transportation Planner

North Central Texas Council of Governments

Regional Roadway Safety Plan Overview

The NCTCOG Regional Roadway Safety Plan is designed to provide a framework to identify, analyze, and prioritize safety improvements within the NCTCOG Region

The plan will serve as a guide for the implementation of future systemic safety projects and programs.

Approximately $25 million allocated for the development of the regional safety plan and for future safety program and project implementation.

NCTCOG Roadway Safety Plan Development Process

Task 1 Conceptualization

- Project initiation and work plan
- Research and background

Task 2 Development

- **Crash data analysis**
- Stakeholder Input
- Development of crash mitigation strategies and countermeasures

Task 3 Implementation

- Prioritization and Implementation of projects and programs based on Roadway Safety Plan findings

Task 4 Review

- Ongoing iterative review of plan and implementation
- Before and after analysis

NCTCOG Emphasis Areas

What local emphasis areas should we focus on?

Helpful tools available from FHWA:

- Crash Data Summary Template Tool
- Crash Tree Diagram Tool

https://safety.fhwa.dot.gov/LRSPDIY/#

Crash Data Summary Template Analysis

Compare fatal and serious injury crashes to all crashes within the NCTCOG area

- Identify crash types and factors where fatalities and serious injuries are overrepresented

Compare NCTCOG area crash data to Houston-Galveston Area Council data and Statewide data

- Fatal and serious injury crashes
- All crashes

A crash factor is considered overrepresented if the proportion of fatal and serious injury crashes is either 5 percent or more than two times the proportion of total crashes.

Example – the percentage of all on system crashes is 46% of the total, but 54% of fatal and serious injury crashes occur on system (fatal and serious injury crashes are >5% higher

Crash Data Summary Template Example

Year 1 - Year 5 Subject Data	HGAC		State of Texas		NCTCOG Area		HGAC		State of Texas		NCTCOG Area	
	2016 - 202	%	2016 - 2020	%	2016 - 2020	%	2016 - 2020	%	2016 - 2020	%	2016 - 2020	%
Crash in Work Zone												
Yes	590	3.4%	3583	4.2%	1100	5.3%	24,449	3.3%	131,834	4.3%	41,556	6.6%
No	16967	96.6%	81113	95.8%	19469	94.7%	712,206	96.7%	2,945,312	95.7%	584,225	93.4%
Wrong Way Driving Crashes												
Yes	349	2.0%	2856	3.4%	489	1.2%	2,635	0.4%	16,859	0.5%	3,346	0.5%
No	17208	98.0%	81840	96.6%	38751	98.8%	734,020	99.6%	3,060,287	99.5%	612,662	99.5%
Crash Location												
ON ROADWAY	12691	72.3%	55628	65.7%	14284	69.4%	635,329	86.2%	2,323,961	75.5%	508,281	81.2%
OFF ROADWAY	3810	21.7%	22299	26.3%	4839	23.5%	78,922	10.7%	411,455	13.4%	87,530	14.0%
SHOULDER	159	0.9%	779	0.9%	212	1.0%	1,621	0.2%	9,281	0.3%	2,308	0.4%
MEDIAN	895	5.1%	4020	4.7%	1223	5.9%	20,697	2.8%	95,623	3.1%	27,422	4.4%
NOT APPLICABLE	2	0.0%	1969	2.3%	11	0.1%	85	0.0%	236,822	7.7%	240	0.0%
Speeding Related												
Yes	1738	9.9%	11361	13.4%	2589	13.3%	18,977	2.6%	133,916	4.4%	28,758	4.7%
No	15819	90.1%	73335	86.6%	16880	86.7%	717,678	97.4%	2,943,230	95.6%	583,904	95.3%
Distracted Driving Related												
Yes	2014	11.5%	12532	14.8%	2907	14.3%	93,337	12.7%	486,104	15.8%	109,736	17.9%
No	15543	88.5%	72164	85.2%	17474	85.7%	643,318	87.3%	2,591,042	84.2%	502,926	82.1%

Example:

3.40% Fatalities and serious injuries are overrepresented compared to all crashes within NCTCOG area

3.40% Factor is overrepresented in NCTCOG area relative to comparison group

Analyzed Data Categories with Fatal and Serious Injury Overrepresentations - NCTCOG

Alcohol Involvement	Functional Class	**Road Surface Condition**
By Weekday	**Helmet Usage (Bicycle)**	Roadway Alignment
CMV Involved	**Helmet Usage (Motorcycle)**	**Roadway Part**
Crash Hour	**Intersection Related**	**Rural Flag**
Crash in Work Zone	**Light Conditions**	**Speeding Related**
Crash Location	**Most Harmful Event**	Toll Road
Crash Month	**Motorcycle Involved**	**Traffic Control Device**
Crashes Involving Impaired Drivers	**On System**	Weather
Distracted Driving Related	**Person Type**	Within Intersection Area
Drug Involvement	Posted Speed Limit	**Wrong Way Driving Crashes**
First Harmful Event	**Restraint Use**	

Fatal and Serious Injury Overrepresentations NCTCOG Area

Fatal and Serious Injury Overrepresentation Category	Fatal and Serious Injury Overrepresented Factor	Annual Average Fatalities and Serious Injuries	Percent of Fatal and Serious Injury Crashes	Percentage of All Crashes
On system/Off System	On System	2,197	53.9%	46.1%
Light Conditions	Dark, not lighted	579	14.2%	7.7%
	Dark, lighted	1,162	28.5%	22.5%
Intersection Related	Non-Intersection	2,481	60.9%	51.7%
Wrong Way Driving Crashes	WWD Crash	98	1.2%	0.5%
Speeding Related	Speeding Related	518	13.3%	4.7%
Rural Flag	Rural Crash	694	16.9%	8.7%
Helmet Usage (Motorcycle)	Worn, damaged	191	32.6%	25.6%
	not worn	254	43.4%	35.2%
Drug Involvement	Drugs Involved	279	6.8%	0.9%
Most Harmful Event	One motor vehicle - straight	1,796	43.7%	22.5%
Motorcycle Involved	Motorcycle Involved	560	13.7%	1.6%
Person Type	Other Cyclist	643	6.1%	0.6%
	Pedestrian	485	4.6%	0.5%
Restraint Use	Child Booster Seat	635	13.8%	1.8%
	None	1,170	25.4%	2.1%

Comparison to Houston-Galveston Area Council Data – Fatal and Serious Injury Crashes

Fatal and Serious Injury Overrepresentations Category	Fatal and Serious Injury Overrepresented Factor	Percent of Fatal and Serious Injury Crashes HGAC	Percent of Fatal and Serious Injury Crashes NCTCOG
Traffic Control Device	None	10.9%	16.1%
	Warning Sign	0.2%	0.6%
Functional Class	US and State Highways	23.4%	29.0%
	County Road	14.8%	36.6%
Rural Flag	Urban	59.6%	83.1%
Alcohol Involvement	Alcohol Involved	8.4%	14.0%
Drug Involvement	Drugs Involved	1.7%	6.8%
Restraint Use	Child Booster Seat	8.2%	13.8%
	None	13.7%	25.4%
Crashes Involving Impaired Drivers	Fatigued or Asleep	3.7%	13.7%
	Medication	0.1%	0.9%

Comparison to Houston-Galveston Area Council Data – All Crashes

All Crashes Overrepresentation Category	All Crashes Overrepresented Factor	Percent of All Crashes HGAC	Percent of All Crashes NCTCOG
Roadway Part	Exit/Off Ramp	0.7%	1.7%
Traffic Control Device	Warning Sign	0.2%	0.3%
	Crosswalk	0.1%	0.2%
Crash in Work Zone	Crash in Work Zone	3.3%	6.6%
Distracted Driving Related	Distracted Driving	12.7%	17.9%
Functional Class	US and State Highways	20.2%	25.2%
	County Road	14.5%	42.9%
Rural Flag	Urban	65.6%	91.3%
Alcohol Involvement	Alcohol Involved	2.1%	4.7%
Drug Involvement	Drugs Involved	0.3%	0.9%
Crashes Involving Impaired Drivers	Fatigued or Asleep	10.5%	25.2%
	Medication	0.3%	0.7%
Most Harmful Event	One Motor Vehicle - Going Straight	16.8%	22.5%

Comparison to State of Texas – Fatal and Serious Injury Crashes

Fatal and Serious Injury Overrepresentations Category	Fatal and Serious Injury Overrepresented Factor	Percent of Fatal and Serious Injury Crashes Texas	Percent of Fatal and Serious Injury Crashes NCTCOG
Roadway Part	Connector/Flyover	0.3%	0.6%
On System	Off System	37.4%	46.1%
Light Conditions	Dark, Lighted	22.2%	28.5%
Functional Class	County Road	7.3%	36.6%
Rural Flag	Urban	59.9%	83.1%
Helmet Usage (Bicycle)	worn, unknown damage	0.0%	6.5%
	not worn	57.1%	70.8%
Crashes Involving Impaired Drivers	Drugs	10.2%	17.3%
	Medication	0.3%	0.9%
Restraint Use	None	12.8%	25.4%

Comparison to State of Texas – All Crashes

All Crashes Overrepresentations Category	All Crashes Overrepresented Factor	Percent of All Crashes Texas	Percent of All Crashes NCTCOG
Crash Location	On Roadway	75.5%	81.2%
Functional Class	County Road	6.6%	42.9%
Rural Flag	Urban	76.2%	91.3%
Helmet Usage (Bicycle)	not worn	50.0%	69.7%

2017 Texas SHSP Emphasis Areas

https://www.texasshsp.com/emphasis-areas/

Fatal and Serious Injury Overrepresentation Analysis Summary

Crashes at Night

- Dark, lighted and non-lighted

Motorcycles

Restraint/Personal Protection Usage

- No seatbelt used
- Child booster seats
- Helmets (bicycle and motorcycle)

Wrong Way Driving

Crash Tree Tool Analysis

Seatbelt Not Worn – All Crashes

Gender

- Male – 73%
- Female – 27%

Ethnicity (Male)

- White – 39%
- Hispanic – 30%
- Black – 27%
- Other – 4%

Age (Hispanic Male)

- 18-25 years old – 42%

Countermeasure Development

Engineering

Crashes at Intersections

Bicyclists and Pedestrians

Older Roadway Users

Roadway and Lane Departures

Enforcement

Speeding

Impaired Driving

Emergency Response

Crashes Occurring at Night

Wrong Way Driving

Education

Helmet Usage

Seatbelts and booster seats

Distracted Driving

Emphasis areas can fit into more than one group.

Next Steps

Analyze	• Finish crash data analysis by further assessing data breakdowns within each emphasis area
Collaborate	• Solicit stakeholder feedback on safety issues and countermeasures
Plan	• Identify proven countermeasures for each emphasis area
Implement	• Screen and prioritize candidate safety projects and programs

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Drive Aware North Texas Campaign Development

Michael Misantonis | Transportation Planner
North Central Texas Council of Governments
Regional Safety Advisory Committee
October 22, 2021

Drive Aware North Texas Campaign Overview

- Drive Aware North Texas Campaign Goals
- Safety Campaign Marketing Efforts – Speeding Commercial
- Drive Aware North Texas Website Content

Drive Aware North Texas Campaign Goal

- An educational campaign aimed at improving negative driver behaviors that are the leading contributing factors for serious injury and fatality crashes in the North Central Texas region.
- Implemented by the North Central Texas Council of Governments
- Website launched in October 2021

www.driveawarentx.org/

Drive Aware North Texas Webpage

- **16-County Crash Totals by County**
- **Crash Causes** – Contributing Factors for Serious Injury and Fatality Crashes
- **Current Contributing Factor Focus Areas**
  - Speeding
  - Impaired Driving
  - Distracted Driving
  - Wrong Way Driving
- **Driver Behavior Safety Tips**
- **Resources and Contact Us**

www.driveawarentx.org/

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DRIVE AWARE north texas

Potential Mobile Barrier Pilot Program

Regional Safety Advisory Committee

Kate Beck

10.22.2021

Purpose of Today's Presentation

- Describe mobile barrier technology, applications, benefits and drawbacks
- Describe potential pilot program
- Discussion and gauge level of interest

Description of Technology

- 18”w x 32”t reactive tension system barrier
  - 1-meter, unanchored barrier segments
- Barrier transfer machine
- Typical lateral transfers of 10-16’ in one pass

Enhanced Work Zone Safety

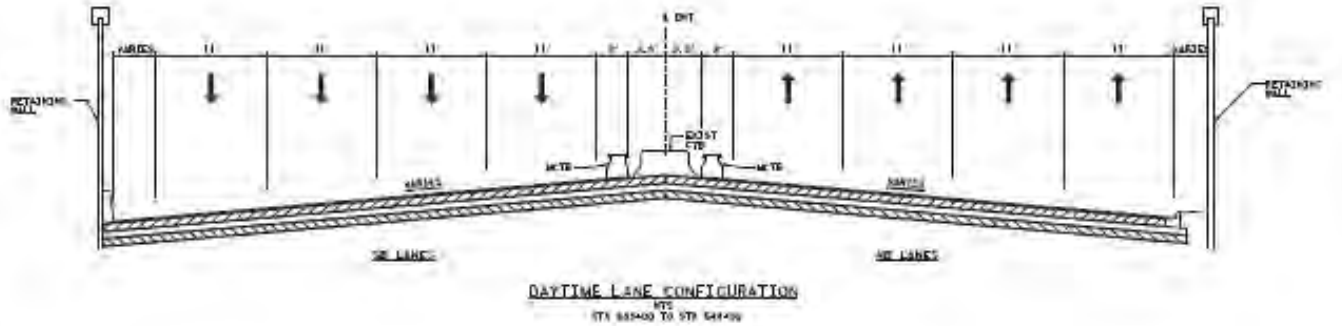
- Example: Replace plastic channelizing devices for short-term lane closures:
  - Night work, high volumes, high speeds, trucks, narrow corridors, site distance, drop-offs, crash data, equipment in work zone, etc.

Enhanced Work Zone Safety

- Example: Crossover + contraflow lane
  - Close one bound of traffic to increase work zone area, but maintain normal lane configuration for peak direction of travel

Local Example: Dallas North Tollway

- High volumes, heavy truck traffic, narrow lanes, and worker exposure
- Restricted lane-closure allowance



Traffic Operations

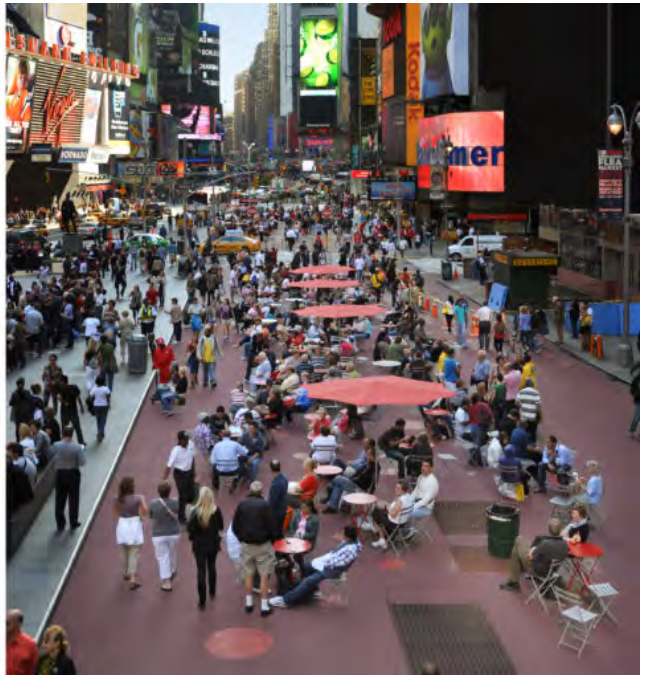
- Examples: IH 30 HOV lane operation east of downtown Dallas; Golden Gate Bridge contraflow in San Francisco

Applications: Event Management

- Can provide short-term, protected, dedicated travel lanes for major events and/or security

Applications: Demonstration Projects?

- Such as: NYC Plaza Program, Open Streets, Transit Lane Pilots…



Description of Pilot Program

- Long-term (3+ year) lease of barrier and barrier transfer machines (estimate 2 miles of barrier)
- Operation, maintenance, service, and inspections included – fully turn-key
- Direct coordination by vendor with project contractors, at project meetings, etc.
- Cost/reservation system to be determined

Benefits: SAFETY

- Enhance work zone safety
  - ➢ Positive protection where anchored barrier is not feasible protects workers and motorists
- Minimal worker exposure in setting up/taking down
- Potential to reduce congestion during construction may reduce associated collisions

Benefits: Efficiency

- Flexibility:
  - Feasible for short- and longer-term projects
  - Ease of adjustment
- Deployment:
  - Deploys at up to 5mph with two staff; maximizes working hours
- Can enable accelerated construction strategies:
  - Bridge remove-and-replace

Drawbacks

- Potential under-utilization
- Relative cost
- Complications from shared asset
  - Construction delays, etc.
  - Maximum project duration (proof of concept)
- Owner liability?
- Contractor level-of-comfort

Options

1. NCTCOG enters into lease agreement, funds initial program term, and monitors utilization and success as proof of concept
2. Regional partners pledge to utilize, coordinate on program logistics, and share in program cost

Questions/Discussion