

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

[Click here to join the meeting](#)

Please MUTE your telephone during the meeting unless you are asking a question.

AGENDA

1. Approval of April 23, 2021 Meeting Summary – Asma Tuly, RSAC Chair
2. RSAC Member Introductions (Please turn on camera while introducing yourself.) – All
3. City of Grand Prairie Crash Attenuator Project (2020 CFP) – Captain John Stevenson, Grand Prairie Fire Dept.
4. A Case Study of Waycare’s AI-based Traffic Management Operations in Nevada and Texas – Paul-Matthew Zamsky, Waycare Tech
5. Regional Ecosystem Framework Survey – Kate Zielke, NCTCOG Streamlined Project Delivery and Environmental Justice Team
6. Pedestrian Safety Action Plan Update – Matthew Fall, NCTCOG Sustainable Development
7. City of Dallas Vision Zero Crash Data Analysis – Kathryn Rush, City of Dallas **POSTPONED TO OCT MTG**
8. NCTCOG Regional Roadway Safety Plan Development – Kevin Kroll, NCTCOG Safety
9. 2021 Regional Blocking Equipment Call for Projects – Camille Fountain, NCTCOG
10. Update Items
 - a) Predictive Crash Analysis Software RFP Update – Kevin Kroll, NCTCOG
 - b) Traffic Incident Management Call for Projects Status Update – Camille Fountain, NCTCOG
11. [Safety-Related Reference Items, Topics or Training Courses Website](#)
12. Upcoming Safety-Related Events and Training Announcements
 - a) 2021 Virtual ATSIP Traffic Records Forum
 - o August 16-20, 2021
 - b) [Traffic Incident Management First Responder and Manager Course](#):
 - o September 23 – 24, 2021, NCTCOG
 - o October 21 – 22, 2021, NCTCOG
13. Other Business (Old or New): This item provides an opportunity for members to bring items of interest before the group
14. Next RSAC Meeting: October 22, 2021 at 10 am

Grand Prairie Fire Department TMA Blocker Project



Grand Prairie Fire Department TMA Blocker Project

- To provide a protective barrier for Emergency Responders during Highway Response Operations.

- ❖ Tens of thousands of collisions occur every year between regular drivers and police or fire vehicles. In 2017 alone, more than 15,000 fire department vehicles were involved in collisions nationwide, leading to 1,080 injury incidents and 18 deaths, including 10 cases of firefighters being directly struck by other vehicles. (US DOT. 2014. Traffic Safety Facts)

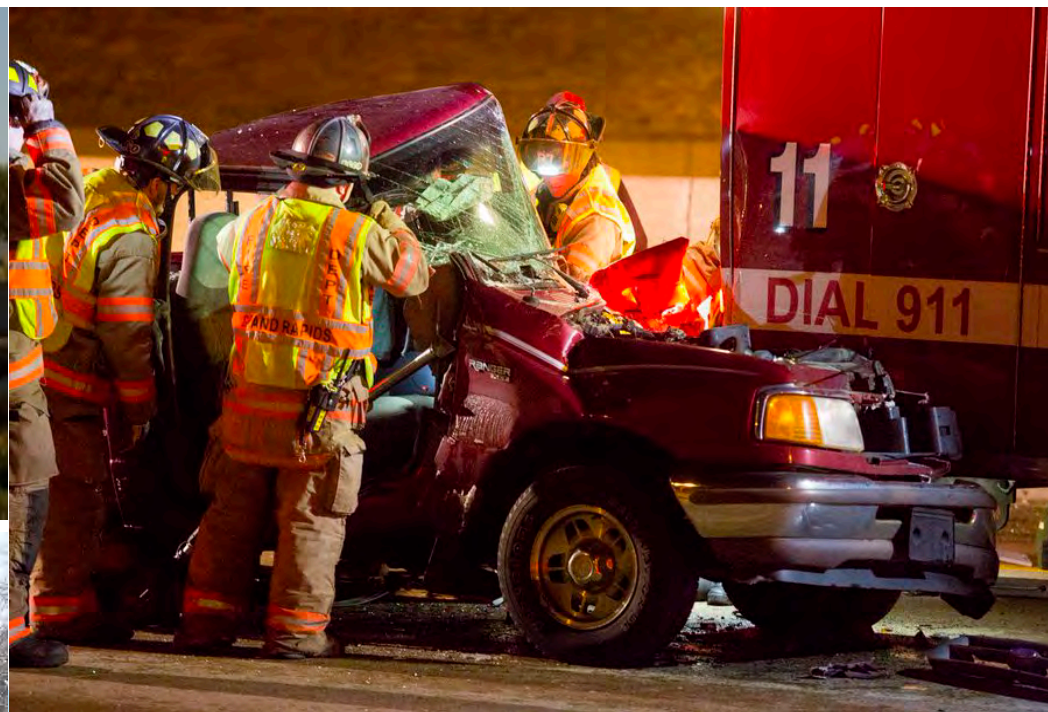
- To provide a protective barrier which reduces the risk of injury and death to motorists on public roadways.

- ❖ Collision with another motor vehicle was the most common first harmful event for fatal, injury, and property-damage-only crashes. **Collisions with fixed objects accounted for only 17 percent of all crashes, but they accounted for 43 percent of fatal crashes.** (US DOT. 2014. Traffic Safety Facts)

Grand Prairie Fire Department TMA Blocker Project

- The average comprehensive cost for a fatal collision involving a regular citizen is more than \$11 million, but first responder collisions and deaths are much more costly for several reasons.
- Fire trucks can cost more than \$2 million to replace.
- Emergency vehicle collisions often result in lawsuits that can incur settlements reaching millions of dollars in city and municipal costs and insurance payouts.
- Disability for injured emergency responders, training costs for new recruits, overtime pay to cover recovering responders, costs of operating reserve apparatus, and additional expenses related to collisions and struck-by incidents all contribute to the extra cost of these incidents.

Grand Prairie Fire Department TMA Blocker Project



Driver killed; 4 firefighters injured after car crashes into back of fire truck in Vermilion

Grand Prairie Fire Department TMA Blocker Project



Grand Prairie Fire Department TMA Blocker Project



Grand Prairie Fire Department TMA Blocker Project



Grand Prairie Fire Department TMA Blocker Project



Grand Prairie Fire Department TMA Blocker Project

- TraFix Scorpion TMA's are tested and approved for lateral impacts.
- DOT MASH certified
- TMA can be removed and replaced in less than 4 hours
- Vehicle roll-over protection
- Allows for re-use of blocking apparatus
- Provides a tested and approved crash attenuator for motorist safety.
- Total project cost for both blockers \$65,000.

H20-ROBINSON RD



Grand Prairie Fire Department TMA Scorpion Project

Contact:

John Stevenson

jstevens@gptx.org

972-237-8315

Travis McCain

Gul Highway Equipment

travis@ghetx.com

682-708-8721

10:24:18 AM

A Case Study of Waycare's AI-based Traffic Management Operations in Nevada and Texas

Presented by Paul-Matthew Zamsky



waycaretech.com

Waycare is a cloud-based platform that provides AI solutions for proactive traffic management



Automated Incident Identification



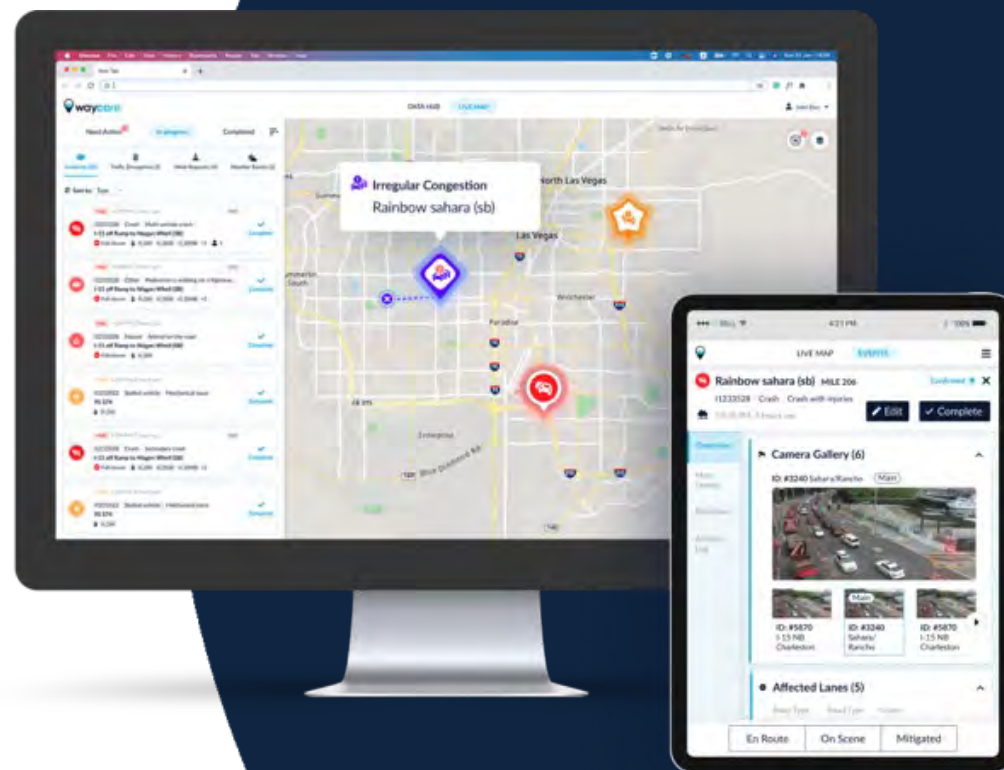
Crash Prediction and Forecasting



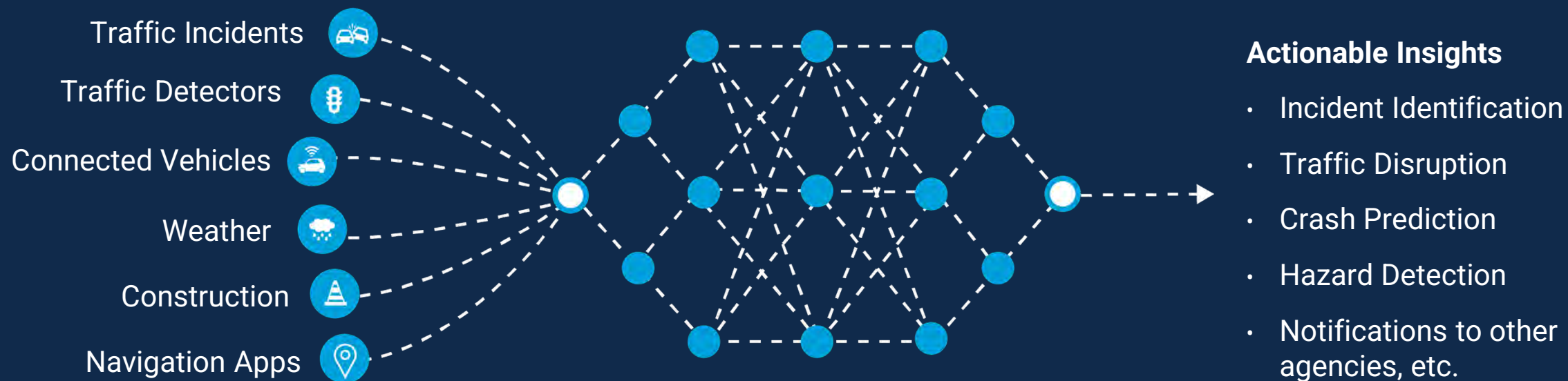
Irregular Congestion Detection



Collaborative Tools for Faster Response



Using AI to transform disparate sources of data into actionable **traffic safety insights**

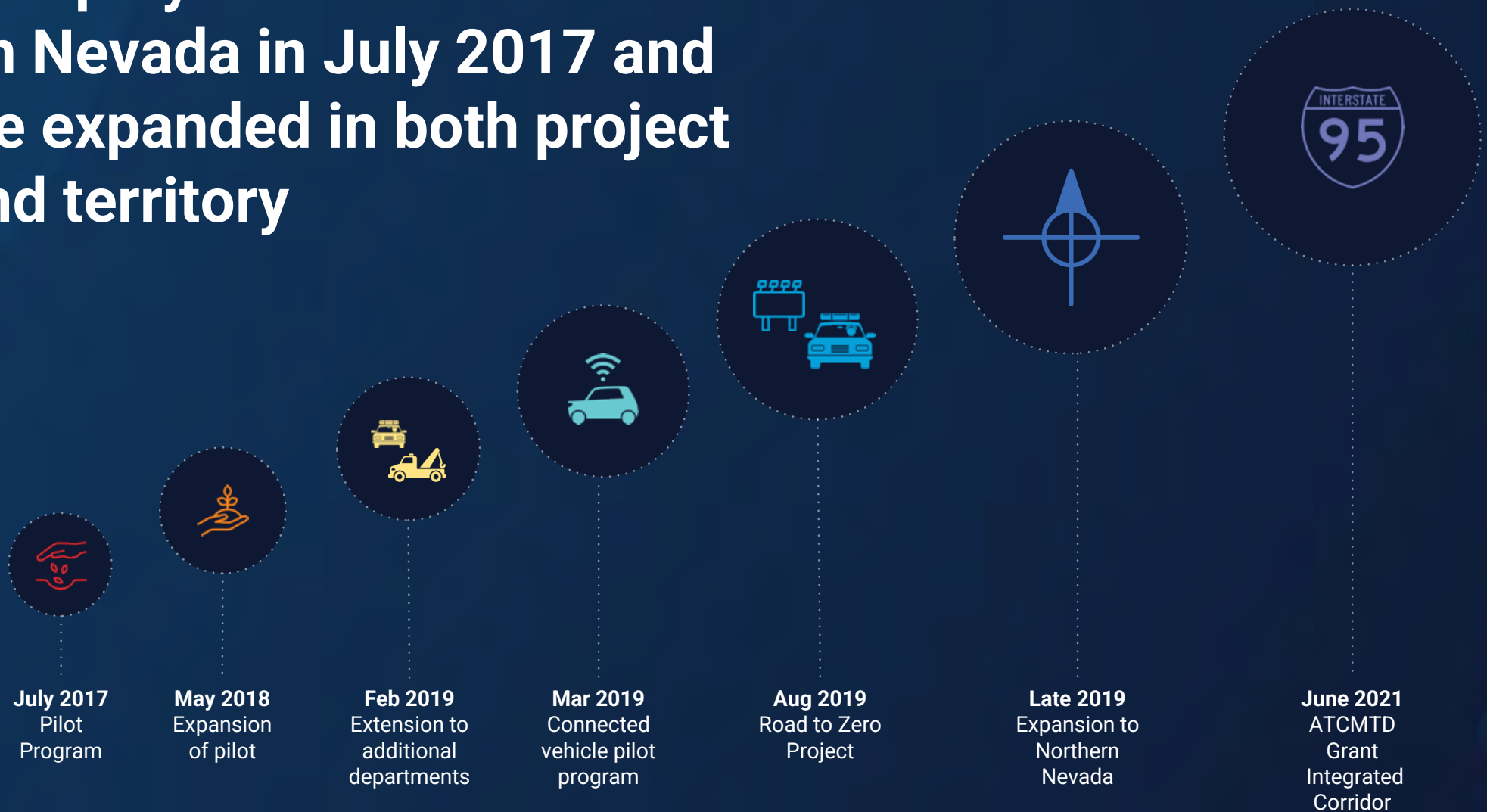


Case Study

Nevada Deployment



Our first deployment occurred in Southern Nevada in July 2017 and has since expanded in both project scope and territory



We are now deployed throughout districts 1 & 2 and used by four regional agencies



Roadway Maintenance



Service Patrol

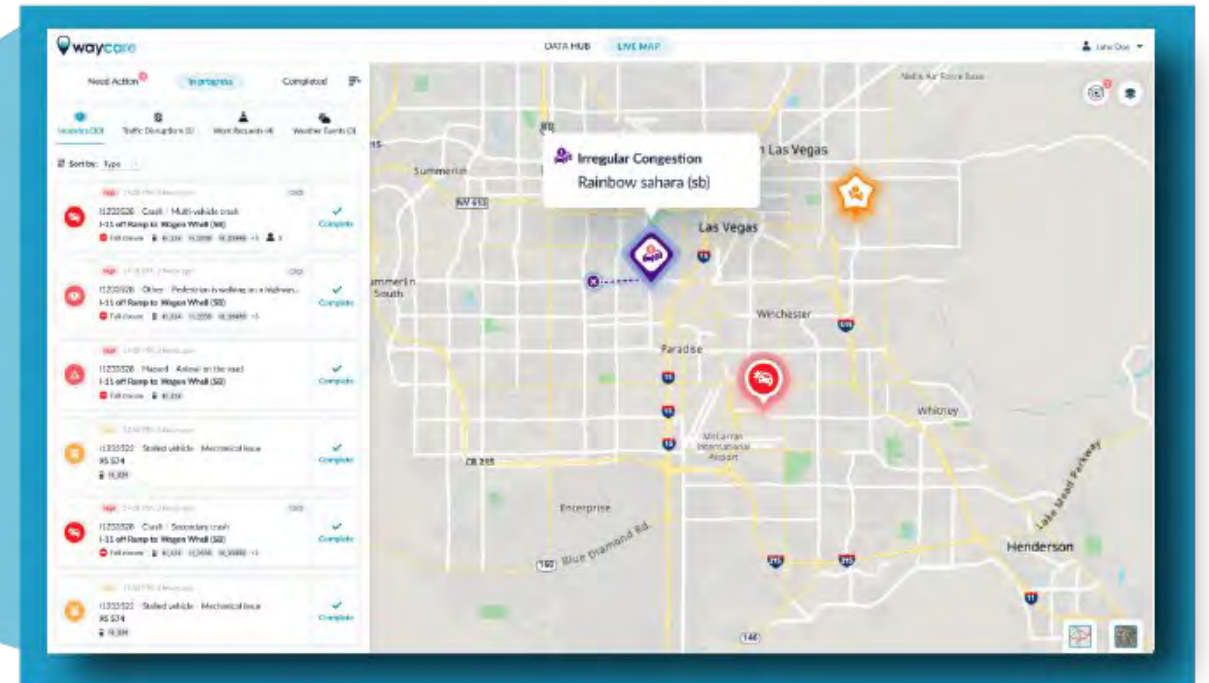


Traffic Management



First Responders

The Regional Transportation Commission of Southern Nevada (RTC) uses Waycare for traffic incident management

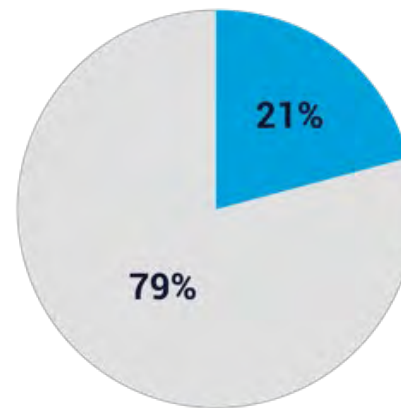


Impact by the numbers:

Identifying incidents 9 minutes faster on average than reported CAD system - enabling faster and smarter incident response

Increasing Incidents Identified:

Waycare identified 21% of all incidents



Quarter 1 of 2020

- Incidents identified by current TMC Sources
- Incidents identified first by Waycare sources

Faster Incident Identification:

Waycare identified incidents on average

9.32 minutes faster



Quarters 1-4 of 2019

CTRMA Deployment & Use of Connected Vehicles



The Central Texas Regional Mobility Authority (CTRMA) is using Waycare in its Traffic & Incident Management Center



Faster incident
detection and crash
prediction

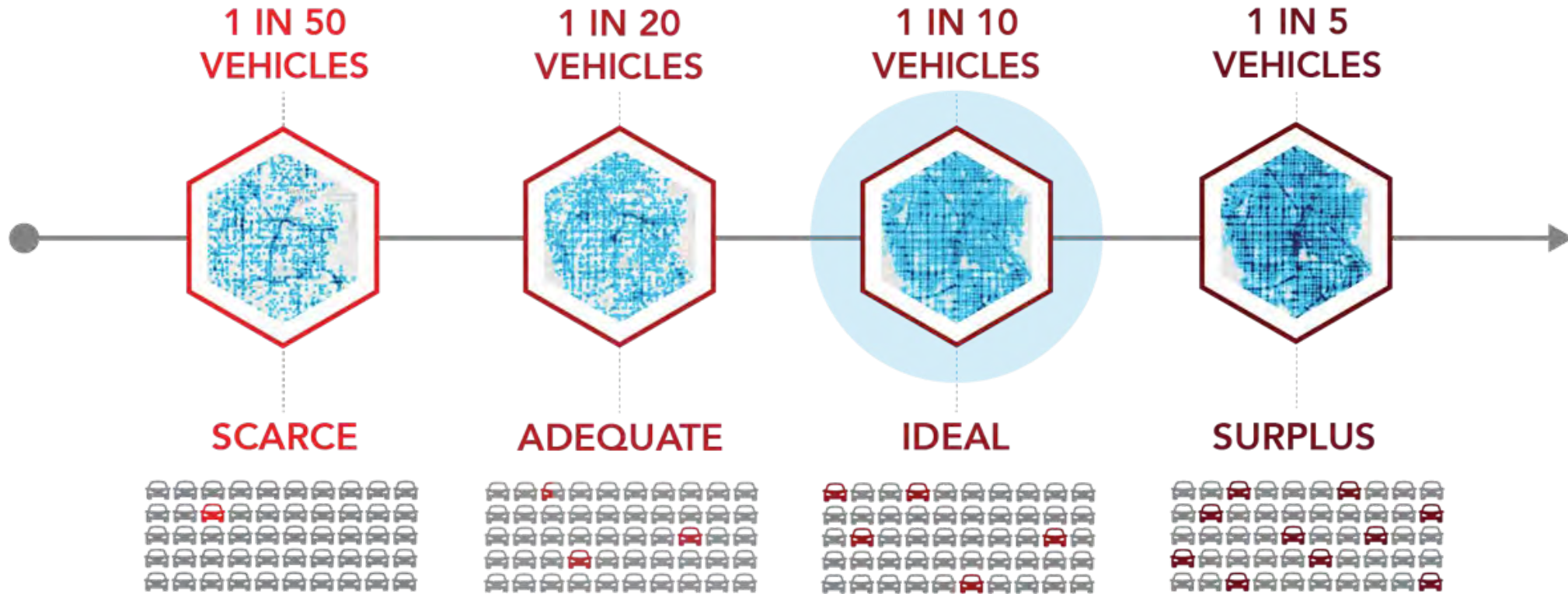


Reduced response
and clearance
times



Implementing
anonymized data from
connected vehicles

As part of the deployment, the platform is ingesting data from about 250,000 connected vehicles in the region every second



Different sources of **in-vehicle data** provide powerful traffic safety insights



Vehicle sensors



IoT-enabled devices



Aftermarket telematics devices



Crowdsourced Data



Dashboard camera



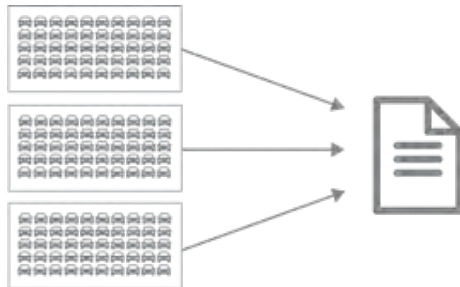
Infotainment Systems



Different types of connected vehicle data for different use cases

Aggregated

Typically generated through probe data



Traffic Flow / Speed



Length of Queues



Travel Time & Delays



Traffic Volume

Individual Car Data

Rich data transmitted through connected vehicle sensors or aftermarket telematics devices



Location (Lat/Long)



Driver Behavior *



Speed / Heading



Additional Metadata *

* Acceleration, Deceleration, Harsh Braking, Automated Emergency Brake, Traction control

* Fuel level, wiper speed, seat belts status

CV technology is a useful tool for understanding unusual driving behaviors which could signify a problem on the roadway



By one estimate, connected vehicles (in-built and ODB2 combined) generate an average of 259 TB of data per day.



Harsh braking



Fast Acceleration



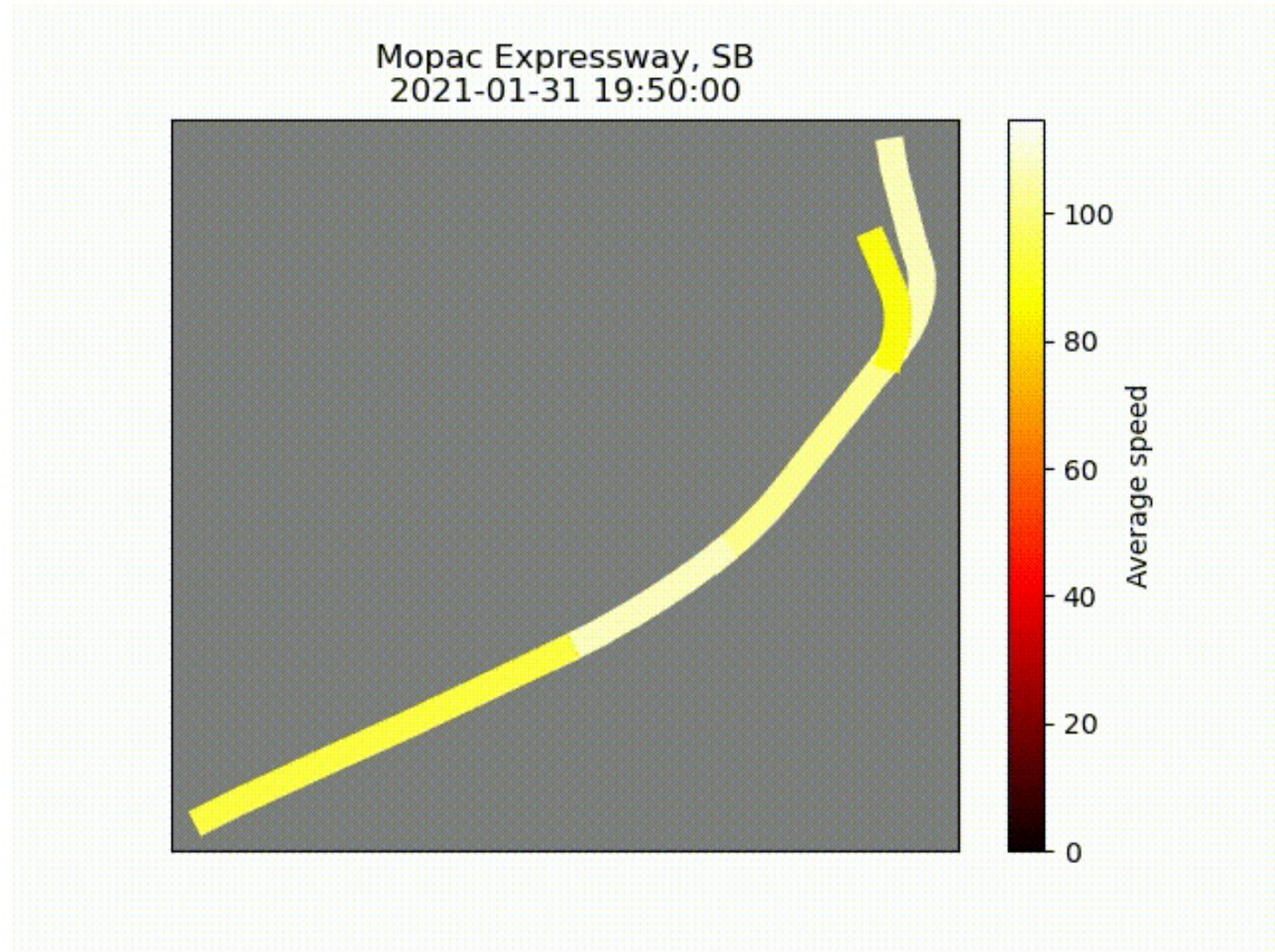
Irregular steering



Intersection wait-

times

Visualization: Using individual car data to automatically identify incidents faster



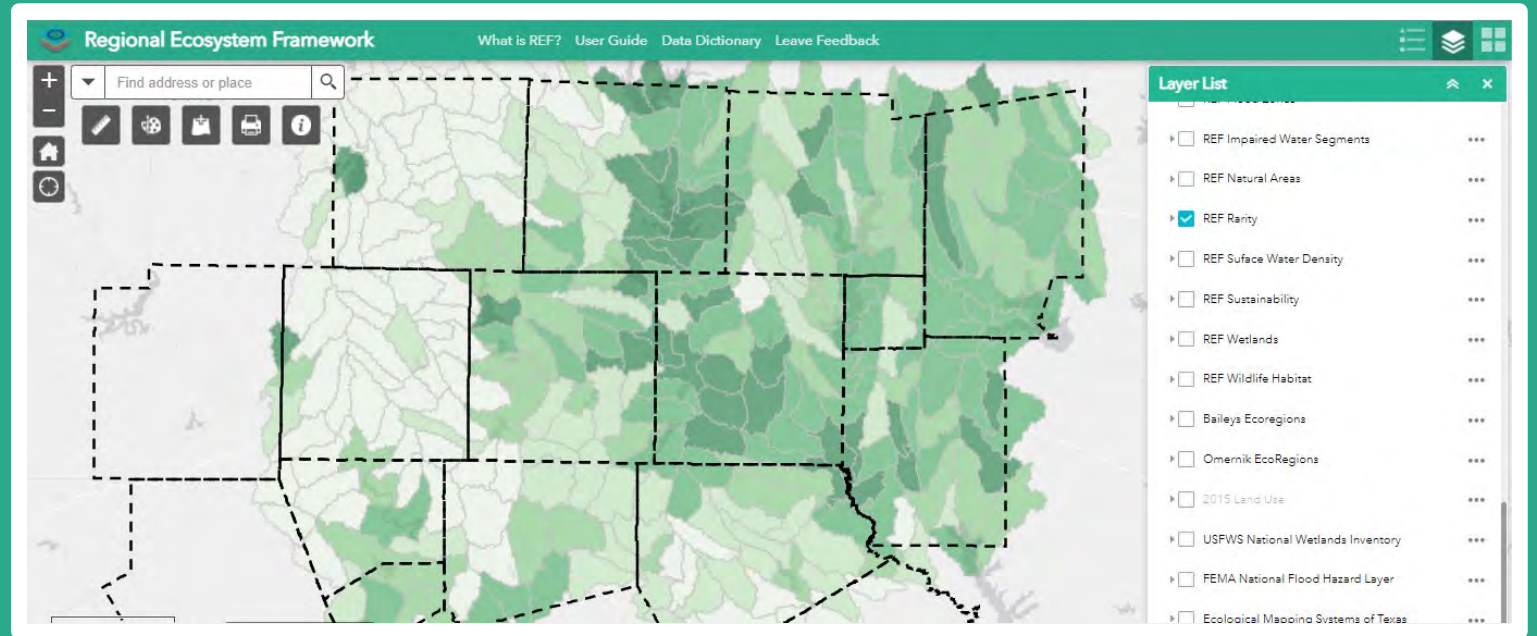
Thank You



Paul-Matthew Zamsky
Head of Strategic Partnerships,
paul.zamsky@waycaretech.com
waycaretech.com



Help guide development of the Regional Ecosystem Framework (REF), an environmental screening tool for North Central Texas.



The North Central Texas Council of Governments is updating the REF tool and the online one-stop-shop for environmental data, to better meet users' needs. Learn more at www.nctcog.org/REF. Please complete the survey at the link below. NCTCOG would benefit from your opinions even if you do not use these tools. The survey should take about 5-10 minutes to complete.

Survey link: <https://form.jotform.com/211364644456053>

Please respond by July 30, 2021



North Central Texas
Council of Governments



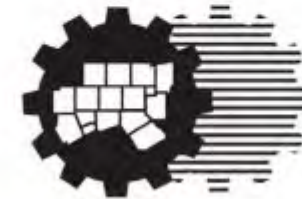
REGIONAL PEDESTRIAN SAFETY ACTION PLAN

Regional Safety Advisory Committee

July 23, 2021

2021

Regional Pedestrian Safety Action Plan

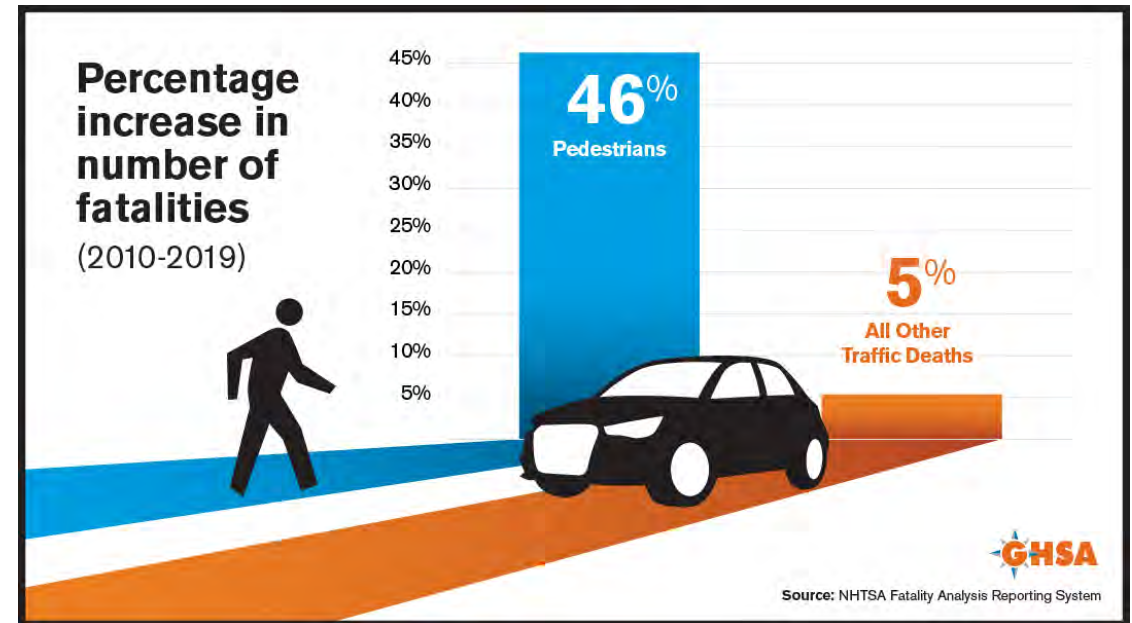
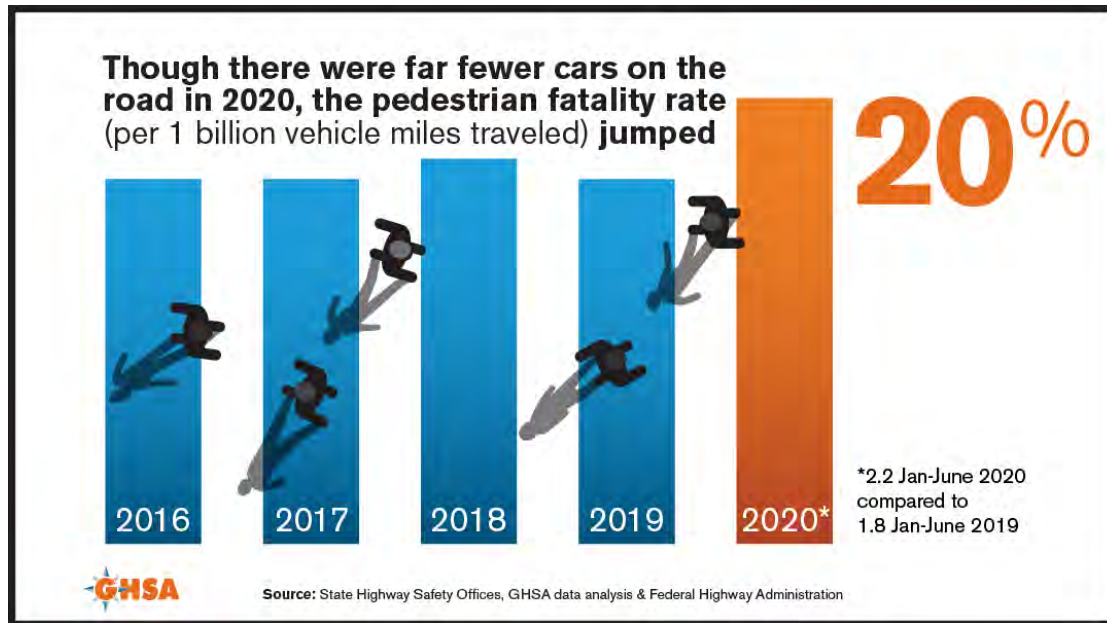


**North Central Texas
Council of
Governments**

The Surface Transportation Technical Committee took action to recommend the Plan on 05/28/2021, and action was taken by the Regional Transportation Council to endorse the Plan on:

06/10/21

Pedestrian Traffic Fatalities: 2020 U.S. Preliminary Data



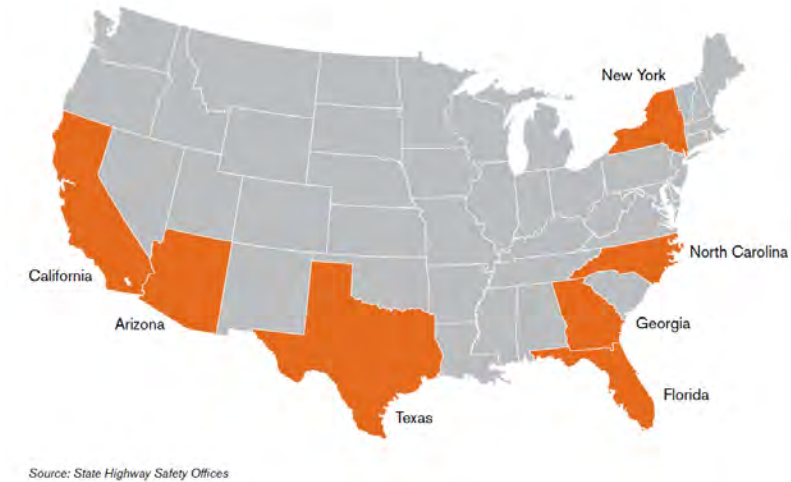
Regional Pedestrian Safety Action Plan

- **Dallas and Fort Worth** are designated by FHWA as Pedestrian Safety Focus Cities
- NCTCOG initiated the regional Pedestrian Safety Action Plan (PSAP) in response to a decade of increasing numbers of reported pedestrian-involved crashes and fatalities

BENEFITS OF THE PLAN

- Complements Mobility 2045
- Enhances Mobility 2045 goals and policies with a more targeted focus on pedestrian safety
- Creates a specific roadmap for activities, investments, and improvements in the region
- Creates a guide/template for partners to develop detailed local plans

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



Key Elements of the Regional Plan



1. **Demographics and contributing factors** based on reported crashes
2. **Crash density maps** as a visual aid in identifying crashes per square mile
3. **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” [From PSAP: RTC action item approved June 10, 2021]*
4. **Priority Pedestrian safety corridors**: based on density of highest reported crash history
5. **Action Plan** to guide projects and programs that will address pedestrian safety issues

7,072

TOTAL PEDESTRIAN
CRASHES IN MPA from
2014-2018

Source: TxDOT's Crash Records Information System (CRIS)
for MPA region from 2014-2018

672

TOTAL PEDESTRIAN
FATALITIES
REGIONWIDE from
2014-2018

Source: TxDOT's Crash Records Information System (CRIS)
for MPA region from 2014-2018



Pedestrian Crashes and Fatalities 12-County MPA

1 in 5
of ALL FATALITIES
for all modes of travel
is a



Source: TxDOT's Crash Records Information System (CRIS) for MPA region from 2014-2018

AGE RANGE with the
highest number of FATAL
AND SERIOUS INJURY
PEDESTRIAN CRASHES is

23-29
for **MALES** 
and
25-33
for **FEMALES** 

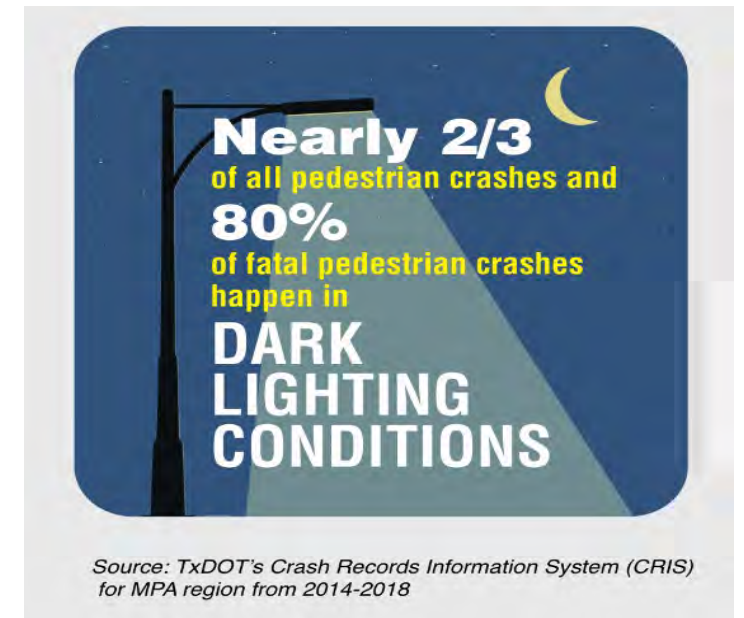
Source: TxDOT's Crash Records Information System (CRIS)
for MPA region from 2014-2018

70% 
of All Fatal &
Serious Injury
Pedestrian Crashes involve
MALES

Source: TxDOT's Crash Records Information System (CRIS)
for MPA region from 2014-2018

Pedestrian Crashes and Fatalities

12-County MPA



Pedestrian Safety Opinion Survey

Online MetroQuest survey facilitated by TxDOT was conducted during:

May – July 2019

Five sections to complete: **5-7 minutes**

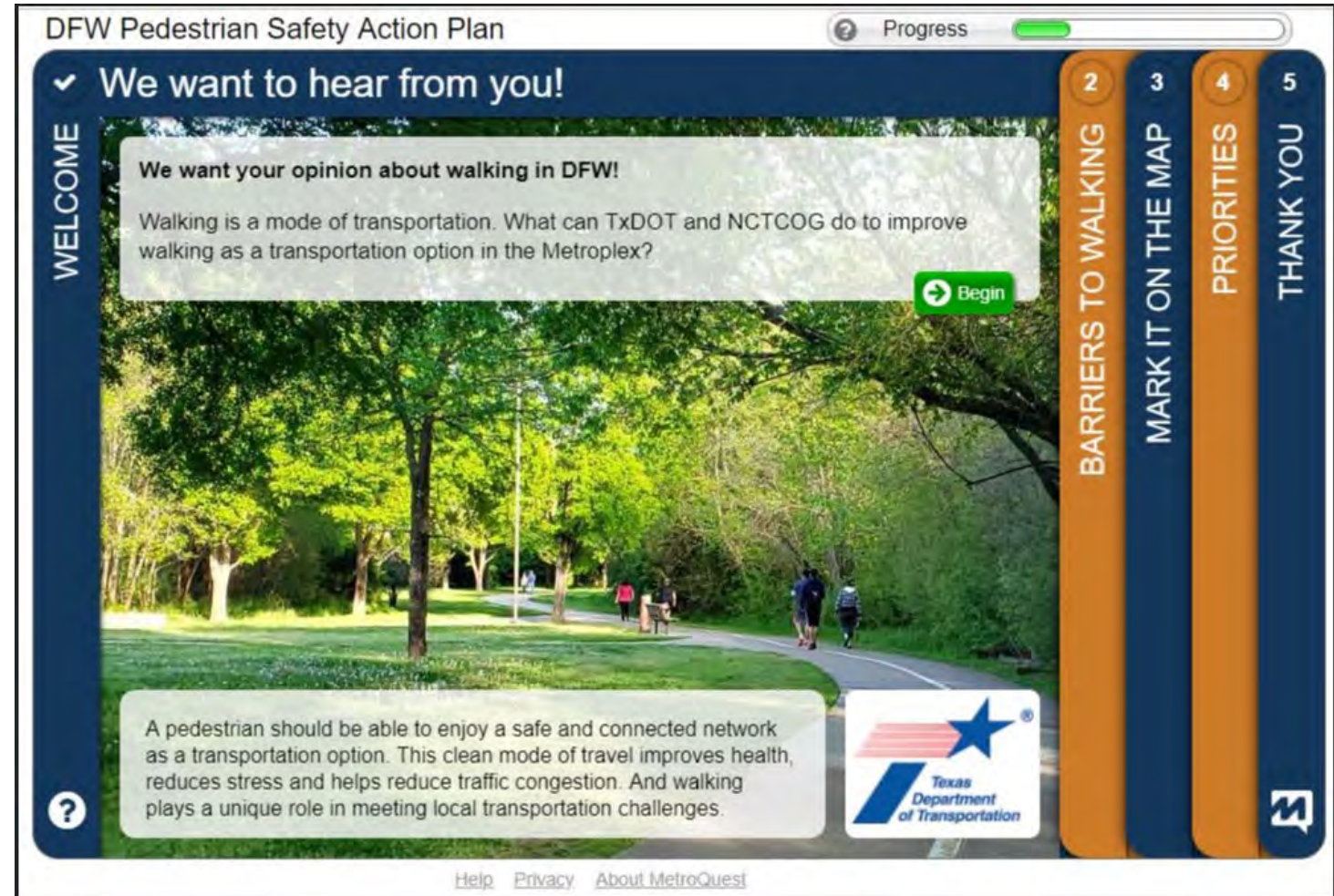
Number of Participants: **1,045**

Gender of respondents:

56% Female, 44% Male

Age of Respondents evenly distributed

between **25-64**



Opinion Survey: Key Results

Respondents noted:

...they would like to **TRAVEL MORE ON FOOT**

...they would walk more if there were **MORE SIDEWALKS AND TRAILS**

...the **ABSENCE** of sidewalks and trails is the most significant **BARRIER** to walking more often

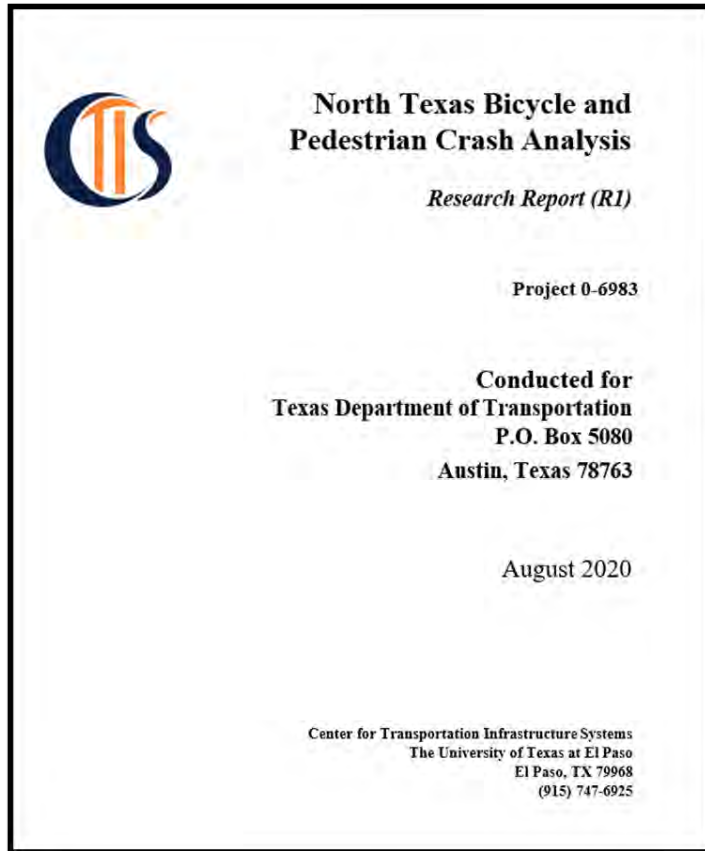
...they are **NOT COMFORTABLE** using paved shoulders (prefer **WIDE SIDEWALKS** and **SHARED-USE PATHS**)

... all **SAFETY MEASURES** are **HIGHLY PREFERRED**

(crosswalk striping, midblock pedestrian signals, pedestrian lighting & vertical separations from traffic)

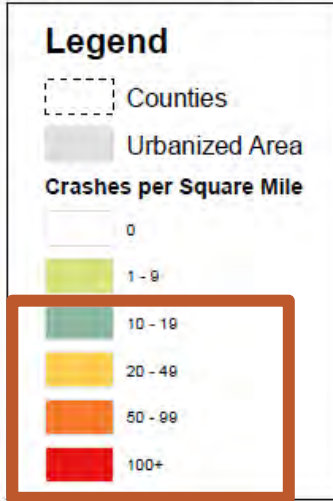
...**EDUCATIONAL OUTREACH** should be aimed at **ALL** roadway users (pedestrians, bicyclists, drivers)

TxDOT Research Project: North Texas Bicycle and Pedestrian Crash Analysis (R1-6983)

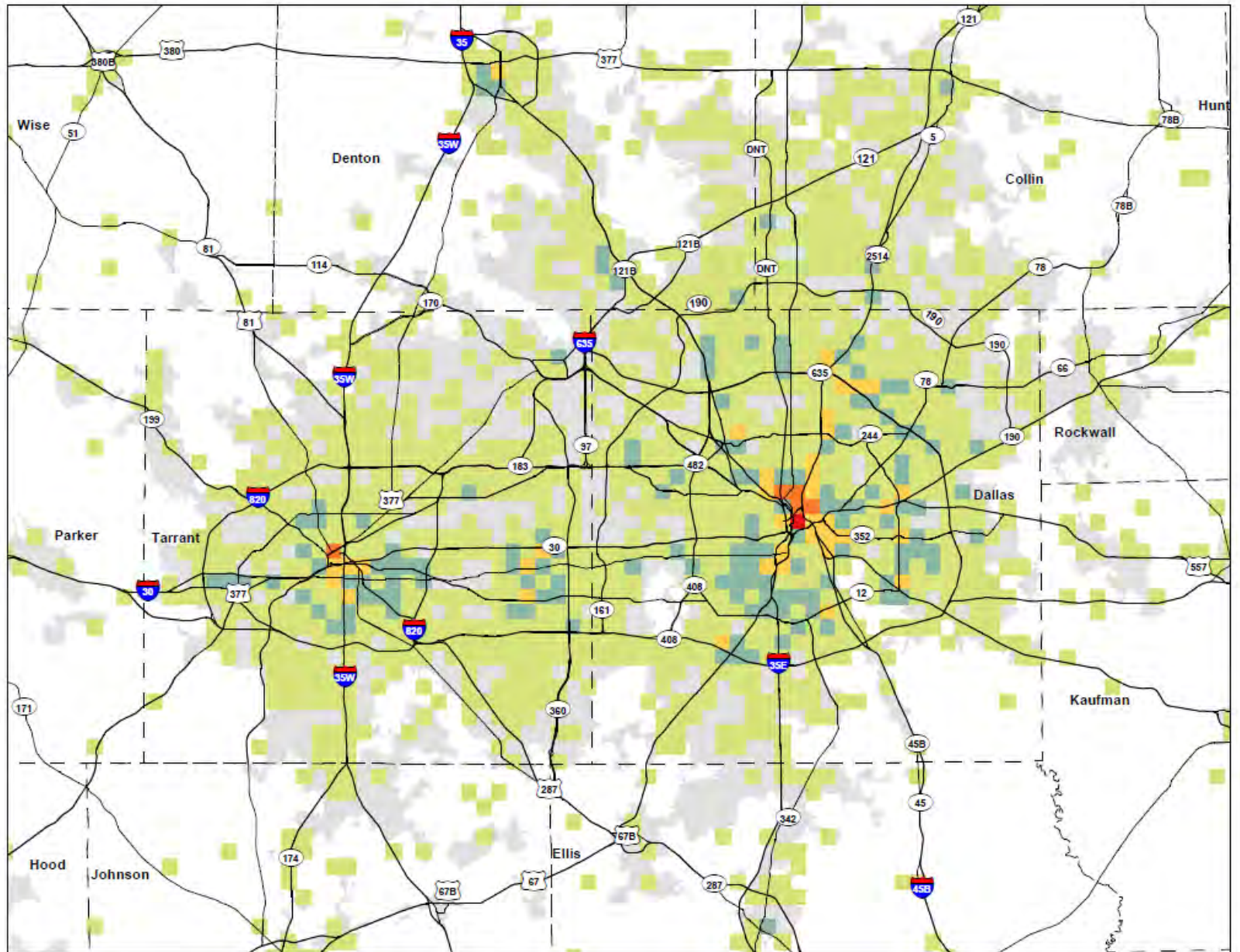
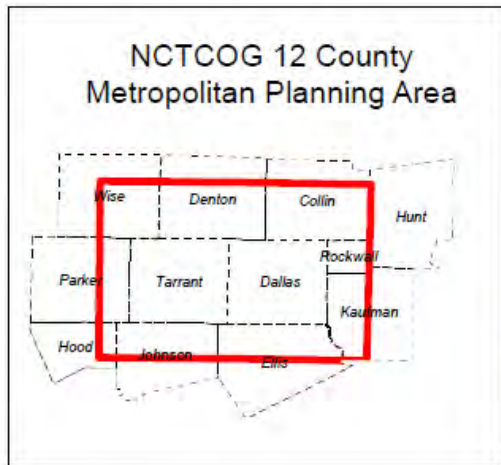


- Led by TxDOT’s Research and Technology Implementation Division
- Manually coded five years of crash records from TxDOT’s Crash Records Information System (CRIS) using ***FHWA’s Pedestrian and Bicycle Crash Analysis Tool (PBCAT)***
- Identified the most common crash types, locations, contributing factors, and demographics of individuals involved in crashes
- Methodology to identify “High-Risk Incidence Crash Corridors”
- Identified a list of possible countermeasures for each corridor, based on the identified crash types/attributes

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

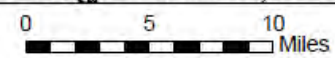
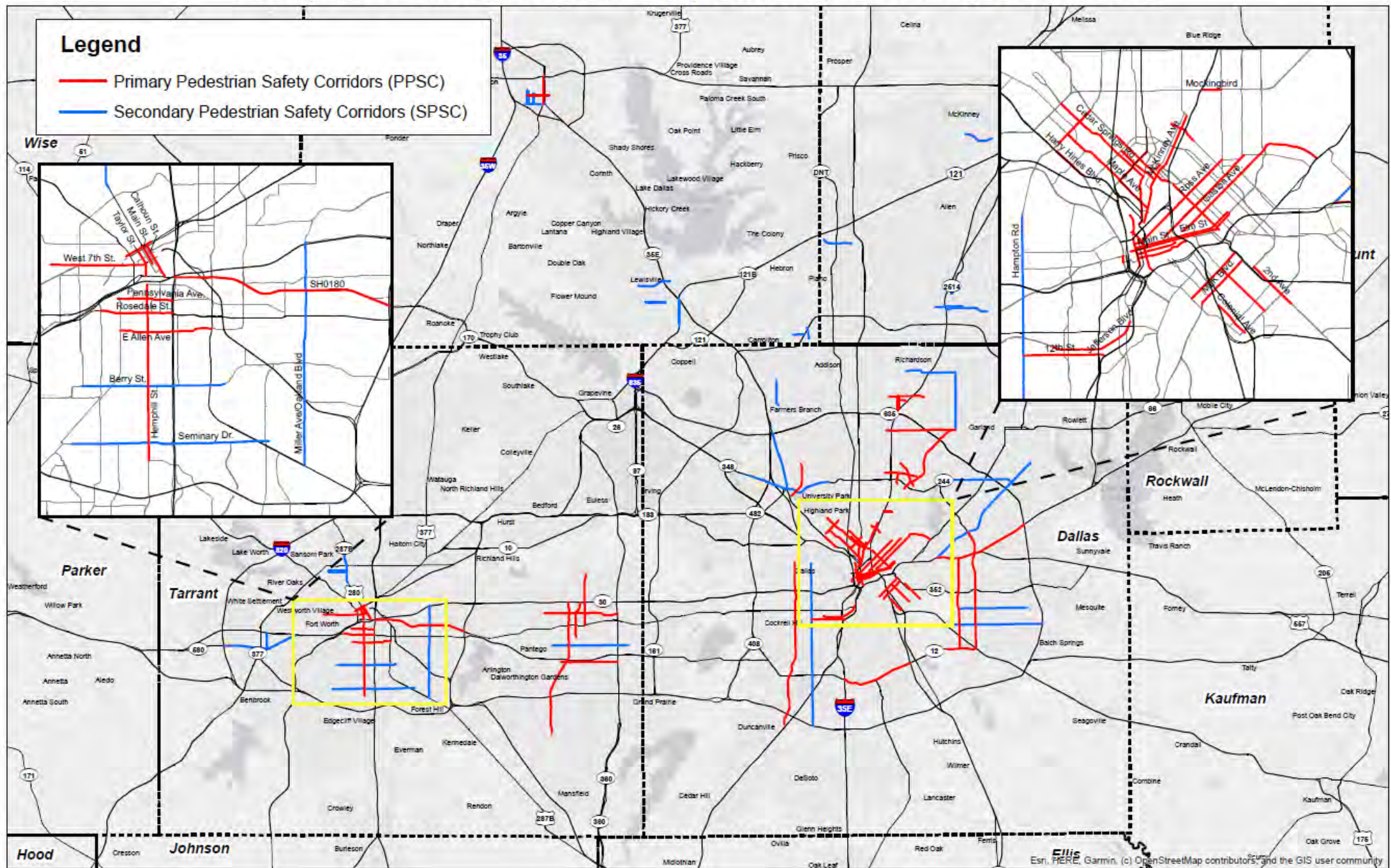


Areas examined for high-risk crash corridors



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 originates 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.

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



Ranking Corridors for Future Road Safety Audits:

Topmost Ranking Corridor for Each of the 5 Cities with Primary Pedestrian Safety Corridors (PPSC)

Corridor/Street Name	City	On/Off-System	Number of Lanes	Length (Miles)	Total Crashes	Avg # of Crashes Per Mile	Avg # of Crashes Per Mile (Points 60)	Proximity to Educational Centers (in Feet)	Proximity to Educational Centers (Points 20)	Proximity to Public Transportation (in Feet)	Proximity to Public Transportation (Points 20)	Total (100)
Lamar St.	Dallas	Off	4	1.16	43	37.22	60	127	19	5	20	99
Main St.	Fort Worth	Off	4	0.45	20	44.19	60	2297	0	32	20	80
Locust St	Denton	On	3	1.67	10	5.99	10	103	19	22	20	49
Spring Valley Rd.	Richardson	Off	4	2.15	17	7.91	10	811	8	4	20	38
N Center St	Arlington	Off	3	2.25	8	3.55	10	45	20	1321	0	30

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

Plan Policies:

(Infrastructure and Non-Infrastructure Projects and Programs)

1	Education/Evaluation/ Encouragement	Collaborate to implement the Plan
2	Education/Evaluation/ Encouragement	Develop educational programs and resources
3	Engineering	Integrate proven safety countermeasures as part of all future roadway projects
4	Engineering	Prioritize implementation of safety countermeasures along the regional pedestrian safety corridors
5	Engineering	Perform Multimodal Level of Service (MMLOS) analysis as part of the roadway design process
6	Enforcement	Provide law enforcement information and training of the laws concerning the most vulnerable roadway users
7	Enforcement	Support state legislation on safety topics (lower speed limits in urban districts, motorists to stop/ yield to pedestrians, the use of a wireless communication device while operating a motor vehicle)

Plan Action Items:

(Infrastructure and Non-Infrastructure Projects and Programs)


1	Education/ Evaluation/ Encouragement	Develop performance measures
2	Education/ Evaluation/ Encouragement	Coordinate/support educational programs/campaigns
3	Education/ Evaluation/ Encouragement	Coordinate/support policies, programs and marketing campaigns aimed at students
4	Education/ Evaluation/ Encouragement	Update the PSAP at least every five years
5	Education/ Evaluation/ Encouragement	Conduct annual monitoring
6	Engineering	Facilitate projects and programs that improve pedestrian safety
7	Engineering	Conduct Roadway Safety Audits (RSA) for the pedestrian safety corridors
8	Engineering	Implement safety improvements in the pedestrian safety corridors
9	Enforcement	RTC legislative program related to safety
10	Enforcement	Information for law enforcement personnel (pedestrian rights/responsibilities and pedestrian crash reporting)

Top 5 Takeaways:



- Residents desire to walk more. They want a more connected, safe, and comfortable pedestrian network.
- Target projects based on common conditions in crashes, and programs towards demographics frequently involved in crashes (findings from crash data analysis).
- Pedestrian Level of Service (comfort) should be considered and prioritized within future roadway design.
- Regionally significant (high-risk) corridors should be prioritized in project selection.
- Local Governments are encouraged to develop local PSAPs.

Project Schedule

April 2019:	PSAP Stakeholder Committee Meeting #1
May 6 – July 5, 2019:	Online public opinion safety survey
May 2020:	PSAP Stakeholder Committee Meeting #2
January 2021:	PSAP Stakeholder Committee Meeting #3 (Final)
February 24, 2021:	BPAC Briefing
April 23, 2021:	STTC Information
May 13, 2021:	RTC Information
May 28, 2021:	STTC Action to Recommend RTC Endorse Plan
June 10, 2021:	RTC Action to Endorse Plan
 2021-2022:	Road Safety Audits for Select Corridors (Currently Underway!)
2022:	Integration into Mobility Plan (2045 Update)

Thank You!



Contacts

Karla Weaver, AICP

Senior Program Manager

kweaver@nctcog.org

Matt Fall

Senior Transportation Planner

mfall@nctcog.org

Kevin Kokes, AICP

Program Manager

kkokes@nctcog.org

Bobby Kozub

Transportation Planner

rkozub@nctcog.org



NCTCOG ROADWAY SAFETY PLAN DEVELOPMENT

Regional Safety Advisory Committee

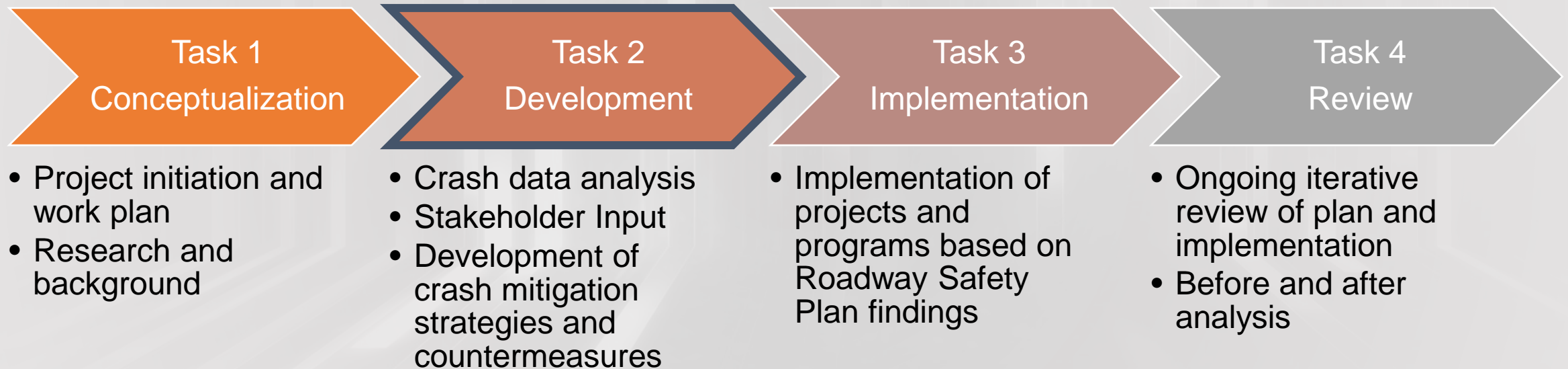
July 23, 2021

Kevin Kroll | Senior Transportation Planner

Purpose and Need

- Federal safety performance measure targets were established in 2016. These new performance management requirements were designed to ensure that State DOTs and Metropolitan Planning Organizations (MPO) choose the most efficient investments for Federal transportation funds.
- Regional Transportation Council established regional safety position:
“Even one death on the transportation system is unacceptable. Staff will work with our partners to develop projects, programs, and policies that assist in eliminating serious injuries and fatalities across all modes of travel.”
- RTC provided funding for the development of a Roadway Safety Plan and towards future safety projects

NCTCOG Roadway Safety Plan Development Process



FHWA Road Safety Plan Guidance

LOCAL ROAD SAFETY PLANS:
Your Map to Safer Roadways

Step 1 Identify Stakeholders **Step 2 Use Safety Data** **Step 3 Choose Proven Solutions** **Step 4 Implement Solutions** **Finish Line**

Welcome to the local road safety plan do-it-yourself website! We are so happy you are here. On this site, you'll find everything you need to make a plan that fits your community and gets people home safely. Watch the video below to learn how to use the site and build your plan. If you need help [contact us](#) anytime.

How to Use This Site

LRSP DIY: Introduction Watch later Share

LOCAL ROAD SAFETY PLANS:
Your Map to Safer Roadways

INTRODUCTION

Watch on YouTube

Introduction to the Safe System Approach

Tribal Transportation Safety Plans with Adam Larsen

Safety Plan Tips
Adam Larsen
Senior Engineer
North Office of Title Transportation

Tools and Resources
Content will open in a new window

▶ **Guides & Training** ▶ **LRSP Examples** ▶ **LRSP Sites**

Review of Safety Plans

Other Cities/MPOs

- City of Boston
- New York Metropolitan Transportation Council
- Kansas City
- Hillsboro County
- Etc.

Texas

- Texas Strategic Highway Safety Plan (SHSP)

NCTCOG Region

- Pedestrian Safety Action Plan (NCTCOG)
- Existing and/or upcoming City/District Vision Zero plans

2017 Texas SHSP Emphasis Areas



**Distracted
Driving**



**Intersection
Safety**



**Pedestrian
Safety**



**Impaired
Driving**



**Older Road
Users**



**Roadway
and Lane
Departures**



Speeding

NCTCOG Emphasis Areas

What other local emphasis areas should we focus on?

Helpful tools:

- Crash Data Summary Template Tool
- Crash Tree Diagram Tool

LOCAL ROAD SAFETY PLANS:
Your Map to Safer Roadways

Step 1 Identify Stakeholders | Step 2 Use Safety Data | Step 3 Choose Proven Solutions | Step 4 Implement Solutions | Finish Line

Your local road safety plan should be data driven as much as possible. Don't have great data? No worries, everyone has some data and you can always get more as you go. Use the resources on this page to help you discover and use the data you have. Remember, do what you can, with what you have, where you are!

SCROLL DOWN FOR MORE VIDEOS

Local Agency Insights: Use Safety Data

LOCAL ROAD SAFETY PLANS:
Your Map to Safer Roadways
USE SAFETY DATA
"How are other local agencies using data?"

Systemic Analysis

Systemic Analysis

Tools and Resources
Content will open in a new window

Guides | Systemic Tools | Training | Helpful Links

NHTSA Fatality and Injury Reporting System Tool
Systemic Infographic
Potential Risk Factors List
Crash Data Summary Template
FHWA Crash Tree Diagram Tool

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

Crash Data Summary Template

Year 1 - Year 5 Subject Data	Fatal and Serious Injury Crashes							All Crashes						
	NCTCOG Area							NCTCOG Area						
	2016-2020	%	2020	2019	2018	2017	2016	Year 1 - Year	%	2020	2019	2018	2017	2016
First Harmful Event														
ANIMAL	58	0.3%	13	7	8	20	10	2,506	0.4%	414	457	579	538	518
FIXED OBJECT	4953	24.3%	982	1,008	897	1,048	1,018	102,108	16.7%	20,816	19,886	20,171	20,469	20,766
MOTOR VEHICLE IN TRANSPORT	10669	52.3%	1,868	2,027	1,979	2,394	2,401	455,183	74.3%	77,537	96,978	91,072	92,090	97,506
OTHER NON COLLISION	101	0.5%	21	19	25	24	12	1,528	0.2%	342	334	350	257	245
OTHER OBJECT	100	0.5%	29	9	17	19	26	2,601	0.4%	521	526	517	519	518
OVERTURNED	1339	6.6%	247	243	246	291	312	9,094	1.5%	1,676	1,542	1,725	2,010	2,141
PARKED CAR	423	2.1%	83	79	88	85	88	30,487	5.0%	6,074	6,338	5,612	5,887	6,576
PEDALCYCLIST	420	2.1%	80	74	86	95	85	2,632	0.4%	458	498	543	603	530
PEDESTRIAN	2294	11.3%	450	450	450	463	481	6,302	1.0%	1,068	1,342	1,258	1,296	1,338
RR TRAIN	24	0.1%	7	7	7		3	221	0.0%	42	34	49	49	47
Weather Condition														
Clear	15609	76.6%	2,953	3,031	2,832	3,387	3,406	450,350	73.5%	79,900	94,850	87,498	92,190	95,912
Cloudy	3085	15.1%	463	564	599	736	723	91,436	14.9%	13,875	18,309	18,152	19,553	21,547
Rain	1529	7.5%	333	297	344	270	285	64,907	10.6%	13,780	13,382	15,403	10,344	11,998
Sleet/Hail	15	0.1%	2	1	4	8		577	0.1%	51	84	118	288	36
Snow	10	0.0%			1	9		474	0.1%	52	11	8	401	2
Fog	88	0.4%	14	21	14	20	19	1,879	0.3%	315	400	298	544	322
Blowing Sand/Snow	2	0.0%				2		84	0.0%	7	15	29	32	1
Severe Crosswinds	15	0.1%	7	5	1	2		854	0.1%	418	319	49	42	26
Other (Explain in Narrative)	12	0.1%	3	2	4	3		253	0.0%	51	69	46	52	35
Unknown	16	0.1%	5	2	4	2	3	1,848	0.3%	499	496	275	272	306
Light Conditions														
1 - DAYLIGHT	10954	53.8%	1,944	2,125	1,988	2,487	2,410	404,796	66.1%	68,774	84,972	80,965	82,885	87,200
2 - DARK, NOT LIGHTED	2896	14.2%	561	580	526	621	608	46,907	7.7%	8,857	9,281	9,275	9,562	9,932
3 - DARK, LIGHTED	5808	28.5%	1,125	1,095	1,127	1,173	1,288	137,902	22.5%	26,658	28,782	27,123	26,707	28,632
4 - DARK, UNKNOWN LIGHTING	151	0.7%	38	28	34	37	14	5,109	0.8%	1,202	1,146	990	947	824
5 - DAWN	234	1.1%	44	35	54	57	44	7,312	1.2%	1,299	1,547	1,425	1,556	1,485
6 - DUSK	312	1.5%	64	55	66	59	68	8,361	1.4%	1,641	1,640	1,690	1,667	1,723
98 - OTHER (EXPLAIN IN NARRATIVE)	19	0.1%	1	3	8	3	4	2,275	0.4%	517	567	408	394	389

Identifies overrepresentations of fatal and serious injury crashes within NCTCOG area

Identifies overrepresentations of crashes compared to the state and/or peer locations

This table shows CRIS crash data for the 12-county NCTCOG area, 2016-2020

An attribute is overrepresented if the proportion of fatal and serious injury crashes is either five percent or more than two times the proportion of total crashes.

Crash Tree Diagram Tool

Configuration Sheet

Data Type: User specified
 Study Area: MPO
 Crash Date: Crash Year
 Maximum Number of Nodes: 4
 Highlight color: [Yellow box]

Change data type (CTRL+ALT+d)
 Configure tool (CTRL+ALT+t)

Filters
 Display Name - Enter Preferred
 Name in Cells A10 to 35 for
 Corresponding Data Element in B10 to B35
 Variable Name - Choose Data
 Element from Drop Down Menu
 from B10 to B35

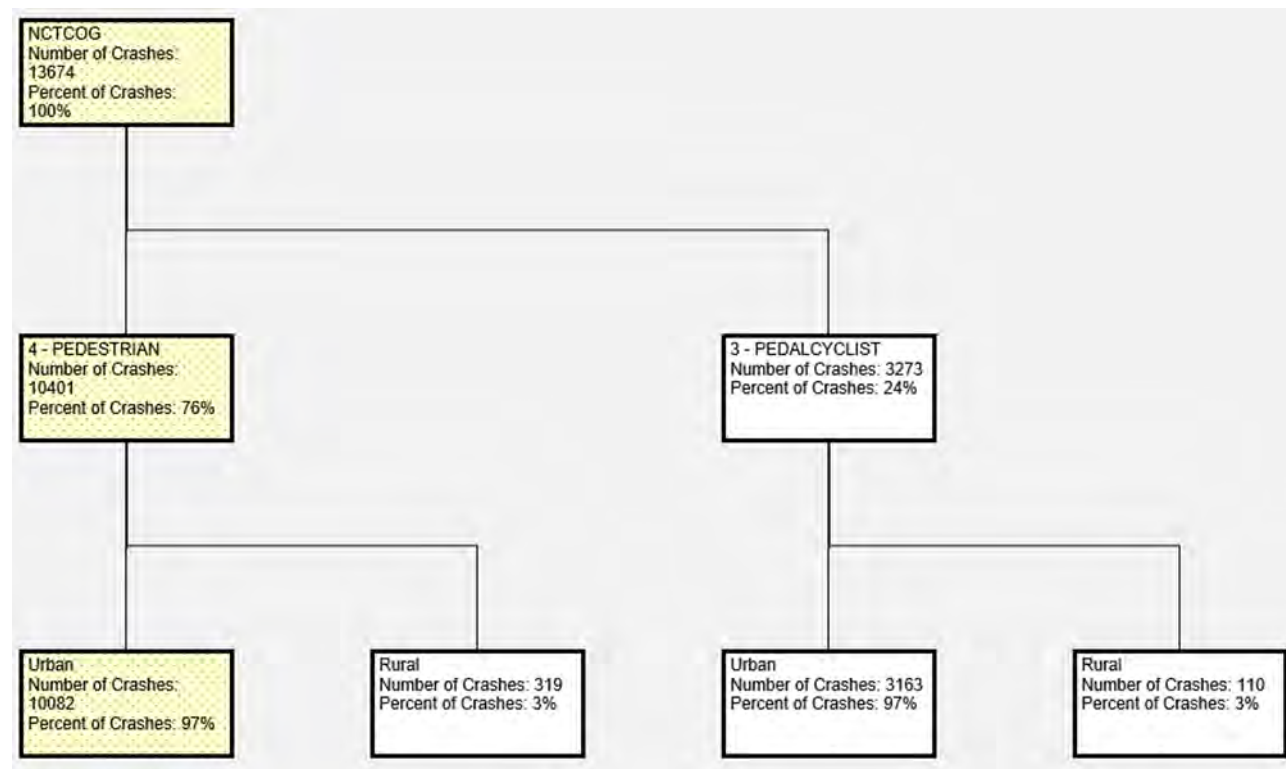
In School Zone	Active School Zone Flag
Roadway Part	Adjusted Roadway Part
City	City
County	County
Crash Severity	Crash Severity
Time of Day	Time of Day
Year	Crash Year
Day of Week	Day of Week
First Harmful Event	First Harmful Event
Intersection Related	Intersection Related
Light Condition	Light Condition
Manner of Collision	Manner of Collision
Object Struck	Object Struck
On/Off System	On System Flag
Road Class	Road Class
Rural Flag	Rural Flag
Rural or Urban	Rural Urban Type
Weather Condition	Weather Condition
Was Driving Distracted	Driver Distracted
Person Ethnicity	Person Ethnicity
Adult or Child	Adult or Child
Person Gender	Person Gender
Person Type	Person Type

Data Worksheet: DATA

Input Worksheet

Input Type	Inputs
Study Area	NCTCOG
Start Year	2016
End Year	2020
Filter 1	Person Type
Filter 2	Rural Flag
Filter 3	
Filter 4	
Filter 5	

Generate Crash Tree (CTRL+ALT+g)



Next Steps

Analyze

- Continue to analyze crash data and identify opportunities to improve roadway safety

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

NCTCOG Safety Program Contacts

Kevin Kroll

Senior Transportation Planner

kkroll@nctcog.org

Michael Misantonis

Transportation Planner

mmisantonis@nctcog.org

Camille Fountain

Transportation Planner

cfountain@nctcog.org

Sonya Landrum

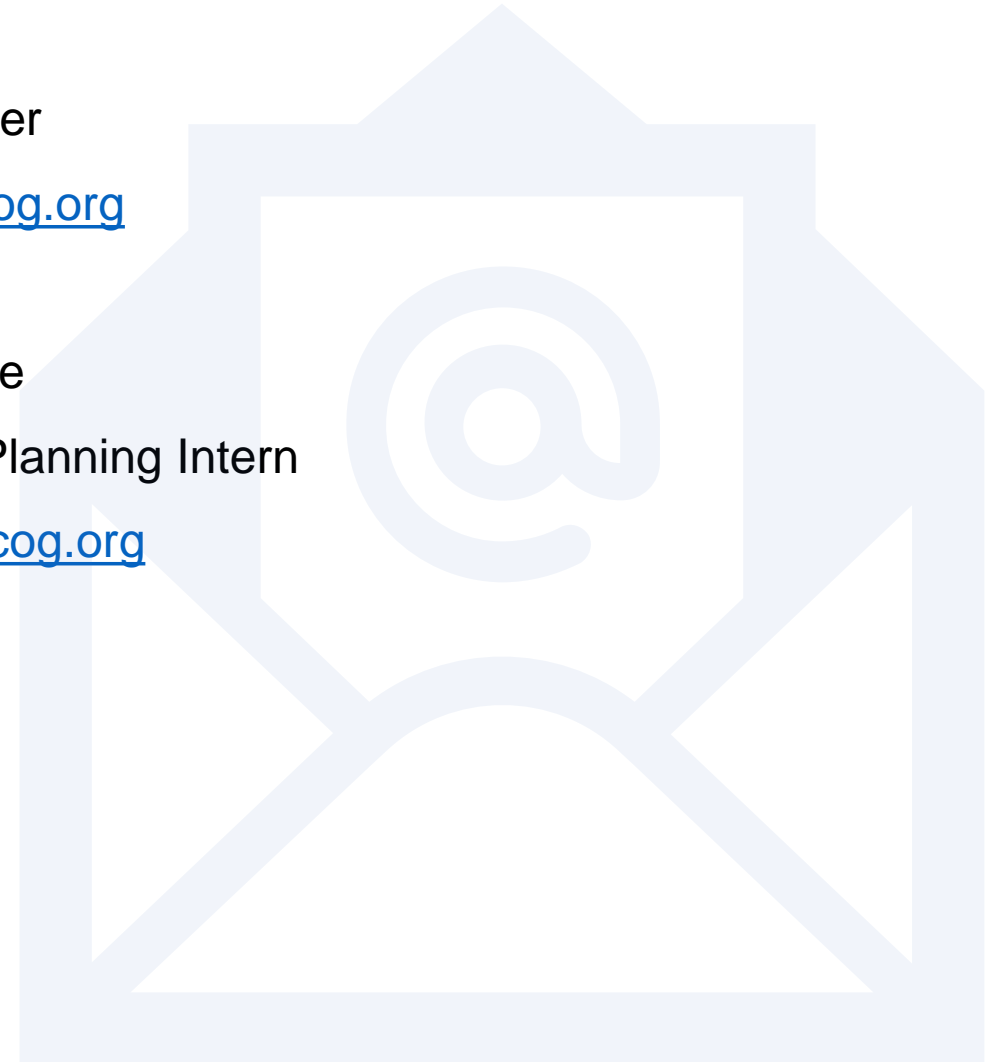
Program Manager

slandrum@nctcog.org

Britney Lawrence

Transportation Planning Intern

blawrence@nctcog.org





2021 NCTCOG INCIDENT MANAGEMENT BLOCKING EQUIPMENT CALL FOR PROJECTS

Regional Safety Advisory Committee
July 23, 2021

Camille Fountain, Transportation Planner



2021 NCTCOG Incident Management Blocking Equipment Call for Projects

\$1M Available Based on Local Government Interest Resulting from the 2020 IM Blocking Equipment Pilot Project Initiative

Purpose: Assist Partner Agencies in Purchasing Scene Management Blocking Equipment to Provide Protection to Incident Responders Responding to Traffic Crashes

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

Emphasizes: Importance of Implementing Incident Management Strategies and Training



Eligible Recipients and Activities



Eligible Recipients

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

Eligible Activities

- Purchase of Scene Management Blocking Equipment to Provide Protection to Incident Responders Responding to Traffic Crashes, While Not Adding Additional Fire-Truck Lighting
 - Examples include: crash attenuators, crash barriers, crash cushions, brooms/sweepers, etc.

Ineligible Activities

- Personnel and Staffing Charges
- Fire Trucks/Engines

Blocking Equipment Recommendations



Eligible Blocking Equipment Recommendations

- Blocking Equipment Should Minimize the Need for a Fire Apparatus on Scene *Solely* for the Purpose of Blocking

Eligible Blocking Equipment Recommendation Benefits

- Removes the Possibility of a Fire Apparatus Being Struck
- Minimizes Additional Lighting On-Scene
 - Lighting Can be Distracting to Motorists
 - Lighting Can Attract Intoxicated Motorists 'To' a Scene vs. 'Away From'
- Blocking Equipment Placed on 'Non-Fire Truck' Vehicles Will be Scored Higher Than Equipment Placed on Fire Trucks When Ranking Projects

Scoring Criteria



Scoring Component	Available Points
TIM Training Attendance - NCTCOG or In-house (Since August 2013)	20
Crash Data in Jurisdiction (2016 - 2020)	10
Adoption of Incident Management Resolution	10
Incident Management Goals/Targets in Place	5
Adoption/Implementation of Regional Performance Measure Standard Definitions	5
Explanation of How Equipment will be Used to Provide Protection to Incident Responders	50
Total Score	100



Proposed Schedule

Date	Action
July 23, 2021	Regional Safety Advisory Committee (Information) – IM Blocking Equipment CFP Notice
August 12, 2021	RTC (Action) – Request Approval to Conduct Blocking Equipment CFP/RTR Funds
August 27, 2021	STTC (Action) – Request Endorsement of RTC Approval to Conduct Blocking Equipment CFP/RTR Funds
August 30, 2021	Open Call for Projects (60 days)
September 13, 2021	IM Blocking Equipment CFP Forum
October 28, 2021	Close Call for Projects
Nov. 1 – Nov. 19, 2021	Evaluate Submitted Proposals
December 3, 2021	STTC (Action) – Proposed Selected Projects
December 13, 2021	Public Comment Period Begins
January 13, 2022	RTC (Action) – Proposed Selected Projects
January 28, 2022	TIP Mods Due
Early June 2022/Mid-June 2022	FHWA Approval
August 2022	TTC Approval
Fall 2022	Execute Agreement with TxDOT
Fall 2022	TxDOT Sends RTR Funding to City/Implementing Agency
Winter 2022	Cities Purchase Blocking Equipment

Funding Allocation



As per Federal Highway Administration (FHWA) Buy America compliancy requirements for equipment or manufactured products which incorporate iron or steel, 100 percent of any iron or steel must be domestically produced and manufactured.

Due to FHWA Buy America compliancy requirements related to iron or steel, staff recommends that the Incident Management Blocking Equipment Pilot Project be funded using non-federal funding sources.



Contacts

Natalie Bettger
Senior Program Manager
nbettger@nctcog.org

Sonya Jackson Landrum
Program Manager
slandrum@nctcog.org

Camille Fountain
Transportation Planner
cfountain@nctcog.org