

REGIONAL SAFETY ADVISORY COMMITTEE
North Central Texas Council of Governments
Friday, July 24, 2020
10:00 am – 12:00 pm

[Join Microsoft Teams Meeting](#)
[+1 903-508-4574](#) (Toll); Conference ID: 946 380 623#

The phone number above is available for anyone who cannot join the meeting through Teams software. Please note it is a Toll number. Please **MUTE** your telephone during the meeting unless you are asking a question.

AGENDA

1. Introduction of New RSAC Committee Members – All
2. Approval of April 24, 2020 Meeting Summary – Alonzo Liñán, RSAC Chair
3. 2020 TxDOT HSIP Call for Projects Overview – Jerod Stanley, TxDOT Dallas District
4. TxDOT's Dallas Four-Year Safety Plan Overview – Minh Le, TTI
5. Roadway Safety Performance Final Analysis: 2018 Targets vs. 2018 Performance – Kevin Kroll, NCTCOG
6. 2019 Annual Safety Performance Report – Camille Fountain, NCTCOG
7. Update Items
 - a) Crash Summary Report – Michael Misantonis, NCTCOG
 - b) CVE Equipment and Training Program RFP Update – Kevin Kroll, NCTCOG
 - c) TIM Call for Projects Update – Camille Fountain, NCTCOG
 - d) Incident Management Blocking Equipment Pilot Project – Camille Fountain, NCTCOG
 - e) Traffic Incident Management Training During COVID-19 – Camille Fountain, NCTCOG
 - f) COVID-19 Impacts: Traffic Crashes/Fatalities – Sonya Landrum, NCTCOG
 - g) Transportation Related Conferences, Meetings, etc. – Kevin Kroll, NCTCOG
8. Safety-Related Reference Items, Topics or Training Courses
 - a) Early Estimate of Motor Vehicle Traffic Fatalities (1st Quarter 2020), NHTSA
 - b) Motorcycle Helmet Use in 2019 – Overall Results, NHTSA
 - c) Quadrant Roadway Intersection Informational Guide, FHWA
 - d) Seatbelt Use in 2019 – Use Rates, NHTSA
9. Upcoming Safety-Related Events and Training Announcements
 - a) Traffic Incident Management First Responder and Manager Course:
 - o August 6 – 7, 2020, Joshua Fire Department
 - o September 24 – 25, 2020, NCTCOG
 - o October 22 – 23, 2020, NCTCOG
 - b) 2020 ATSIP Traffic Records Forum – August 10-14, 2020, “Virtual” - FREE
 - c) Child Passenger Safety Week – September 20-26, 2020
 - d) Third National Summit on Road Rural Road Safety – September 29-October 1, 2020, “Virtual”

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: October 23, 2020 at 10 am.

MEETING SUMMARY
REGIONAL SAFETY ADVISORY COMMITTEE
Friday, April 24, 2020

The Regional Safety Advisory Committee met via WebEx at 10 am on April 24, 2020.

Members in Attendance

Alonzo Liñán, Chair, City of Keller; Asma Tuly, Co-Chair, City of Allen; Joe Atwood, Hood County; Rick Cortez, City of Mesquite; Caryl deVries, City of Grand Prairie; Buz Elsom, Rockwall County; James Gaertner, City of Waxahachie; Mike Galizio, Tarrant County; Amelia Hayes, FHWA; Daniel Herrig, City of Richardson; Matt Hotelling, Town of Flower Mound; Paul Iwuchukwu, City of Arlington; Brian Jahn, City of Denton; Gus Khankarli, City of Dallas; Rich Larkins, City of Grapevine; Wes Lawson, City of Wylie; Brian McNulty (for Ron Hartline) City of The Colony; Brian Moen, City of Frisco; Yang Ouyang, North Texas Tollway Authority; Cody Owen, City of Irving; Mohammed Quadeer, TxDOT Fort Worth District; John Romberger, City of Carrollton; Rob Severance, City of Cleburne; Kevin St. Jacques, Hunt County; Jerod Stanley, TxDOT Dallas District; Matthew Tilke, City of Plano; Caroline Waggoner, City of North Richland Hills; Jason Wu (For Minh Le) Texas Transportation Institute

Guests in Attendance

Rama Dhanikonda, City of Richardson; Cindy Leonard, National Safety Council; Lisa Robinson, National Safety Council

NCTCOG Staff in Attendance

Thomas Bamonte, Natalie Bettger, Matt Fall, Camille Fountain, Clint Hail, Kevin Kroll, Sonya Landrum, Barbara Walsh

Meeting Summary Outline

1. RSAC Online Roll Call
2. Approval of January 24, 2020 Meeting Summary
3. Our Driving Concern – Texas Employer Transportation Safety Training
4. Update Items
5. Upcoming Safety-Related Events and Training Announcements
6. Other Business
7. Next RSAC Meeting: July 24, 2020, 10 am

1. Regional Safety Advisory Committee Online Roll Call – Alonzo Liñán, Chair, City of Keller

Roll Call was taken by a reading of participants who had linked to the audio portion of the WebEx. Roll was further confirmed by sending a list of the participants to RSAC members.

2. Approval of January 24, 2020 Meeting Summary – Alonzo Liñán, Chair, City of Keller

The January meeting summary was accepted as written.

3. Our Driving Concern – Texas Employer Transportation Safety Training Condensed Learning Session – Lisa Robinson and Cindy Leonard, National Safety Council

Lisa Robinson and Cindy Leonard presented on [Our Driving Concern – Texas Employer Transportation Safety Training](#).

4. Update Items

a) 2020 Incident Management Call for Projects – Camille Fountain

The list of recommended projects was sent to RSAC members for comment. Comments were due by 5pm Friday, April 17, 2020. Recommendations will be available for public input from April 13 – May 12. Surface Transportation Technical Committee will be asked for approval at the May 22 STTC meeting; Regional Transportation Council will be asked for approval at the June 11 RTC meeting.

b) Commercial Vehicle Enforcement RFP Update – Kevin Kroll

The CVE RFP contract award to Intercomp was approved by the NCTCOG Executive Board on April 23, 2020.

5. Upcoming Safety-Related Events and Training Announcements

a) [Traffic Incident Management First Responder and Manager Course:](#)

- ~~May 28 – 29, 2020 at NTTA~~ Cancelled due to COVID-19
- August 6 – 7, 2020, Joshua Fire Department
- September 24 – 25, 2020, NCTCOG
- October 22 – 23, 2020, NCTCOG

6. Other Business

Members noted the upcoming Traffic Safety Conference will be held as a virtual conference June 10 – 12, 2020. Stay updated through their [website](#). The TexITE Transportation Safety May 6 webinar is from 12 pm – 1:30 pm CDT. To continue to advance the mission of Vision Zero, TexITE is offering the Safety Session as a webinar that was planned for the District Corpus Christi Meeting. The topics covered in this 90-minute session will be: An Introduction to Safe Systems, Leveraging Crash Data to Improve Operations and Safety, and the City of Frisco's Walk 'n Roll Safety Program.

7. Next Regular Regional Safety Advisory Committee Meeting

The next regular RSAC is scheduled for July 24, 2020. This meeting will be held virtually with MS Teams platform.

Chair Liñán concluded the meeting.



WRONG
WAY

BE SAFE. DRIVE SMART.

HSIP Off-System Project Call

Texas Department of Transportation
Dallas and Fort Worth Districts

July 24, 2020



Overview

- Based on Emphasis Areas from the Texas SHSP
 - Intersection Safety
 - Older Road Users
 - Pedestrian Safety
 - Roadway and Lane Departures
- New HSIP Guidance Document
- New work codes
- Projects are selected based on crash history,
 - Traffic volumes, and roadway geometrics are also considered.
- SII (Safety Improvement Index) Score is used a guide to rank projects
- Crash Costs
 - \$3,600,000 for Fatal (K) and Suspected Serious Injury (A)
 - \$500,000 for Non-Incapacitating (B)



Overview

- Dedicated funding allocation for off-system projects
- Projects now compete on a district level instead of statewide.
- Targeted locations with a crash history
- Off-system projects must be let by TxDOT's competitive bid process
- Not eligible for local letting
- Off-system project proposals will be submitted through local district office.



SII (Safety Improvement Index) Score

- Does not establish need or lack of need for a project.
- Benefit/Cost analysis
- Takes into account cost of crashes, crash reduction factors, construction costs, maintenance costs, service life, and traffic volumes.
- SII may be more difficult to obtain for off-system projects. It is optional for localities to calculate. Please use spreadsheet provided by TxDOT to calculate if done so.
- It is OK to leave blank if there is not enough data to calculate SII.
- Traffic Safety Division is able to calculate SII score for off-system projects.



Funding Coverage

- Only construction costs
- Does not cover PS&E preparation costs, R.O.W., and utilities
- Federal funding covers 90%. Local governments match 10% of project cost
- Local governments are responsible for all costs after federal funding has reached its maximum programmed amount.



FY	Dallas District	Fort Worth District	Statewide
2022	\$ 3,722,970	\$ 925,930	\$ 16,000,000
2023	\$ 7,678,626	\$ 1,909,730	\$33,000,000
2024	\$ 7,678,626	\$ 1,909,730	\$33,000,000

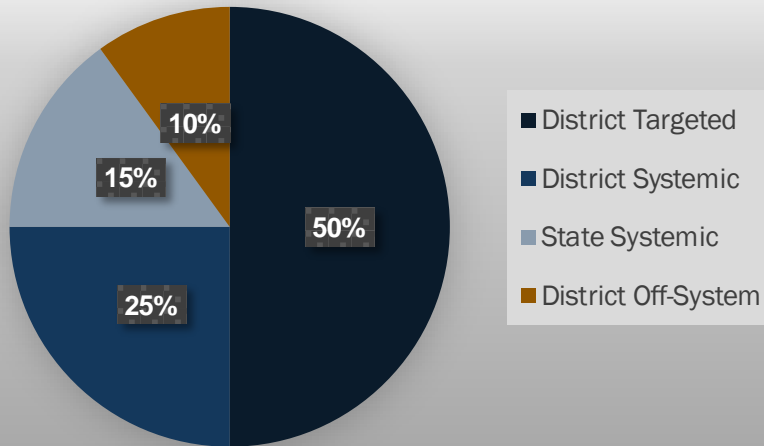
FY 2022

- Not fully funded (already significantly programmed)
- Remainder split across District Targeted, District Systemic, and District Off-System

FY 2023 and beyond

- Split based on ratios of fatalities and progress toward reducing KA crashes
- Specific program levels for off-system and systemic work

Breakdown of Funding





HSIP documents

- Documents are on TxDOT website
- HSIP guidance and program information is all in one document
- HSIP Project Submittal Form electronic updates

Work codes

- Several work codes removed or noted as not a stand alone project
- Revised reduction factors and service life

Average bid prices

- Use district averages rather than statewide



Submittals Due October 1st

- Submit to District Point of Contacts
- Approved projects will be confirmed by March 1st.

Naming Convention

- District Abbreviation_Street Name_Sequence Number (if necessary)
- Examples:
- DAL_BigTownBlvd_1
- DAL_BigTownBlvd_2
- DAL_LaPradaDr



Supporting Documentation

- HSIP Form
 - Click “Save A Copy”, DO NOT Print to PDF
- Location Map (Google Maps satellite view)
- Detailed Estimate
- Existing and Proposed Typical Sections (if applicable)
- Intersection Layouts (if applicable)
- Traffic Signal Warrant Forms (if applicable)
- Pictures
- Other Supporting Documentation As Needed



Estimates

- Account for all work
- TxDOT uses estimate to compare to PS&E
- Only work types programmed can be part of safety project
- Use district average bid prices

Letting

- Projects must let in FY chosen
- Make sure utilities and ROW are clear



Resources

- [TxDOT.gov Highway Safety Engineering Website](#)
 - HSIP Guidance Document, HSIP Submission Form, SII Calculator
- [Texas Strategic Highway Safety Plan \(SHSP\) \[TexasSHSP.com\]](#)

Highway Safety Engineering

[Texas Department of Transportation](#) > [Inside TxDOT](#) > [Forms & Publications](#)

Highway Safety Engineering uses crash data to research, design and implement projects that save lives and reduce the number of crashes on Texas roadways. Key initiatives include the [Strategic Highway Safety Plan \(SHSP\)](#), Highway Safety Improvement Program (HSIP) and the Systemic Widening Program (SSWP). The materials listed below support these initiatives.

2020 HSIP Program	Format
2020 HSIP Guidance Program	
HSIP Submission Form	
2020 SII Calculator	



Dallas District:

Jerod Stanley, P.E.

Jerod.Stanley@txdot.gov

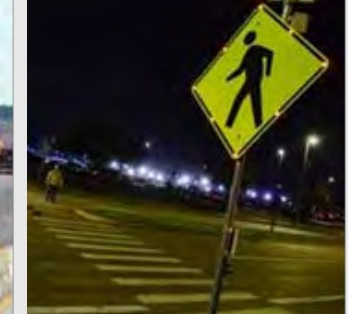
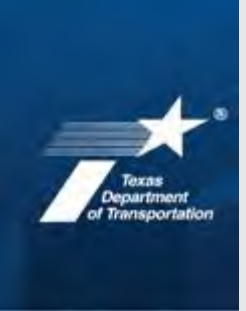
214-319-6523

Fort Worth District:

Paula Myer

Paula.Meyer@txdot.gov

817-370-6888



Dallas District Four Year Safety Plan

Minh Le, P.E., PMP
TTI Dallas



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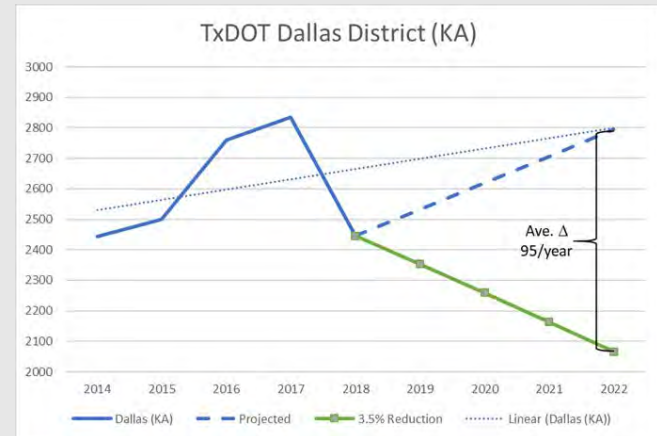


- Dallas District has lowest avg. fatal crash rate (2015-2017) because of high VMT
- It still has 13,000 KA crashes (2k fatal, 11k incapacitated)
 - 2,600 KA crashes/year
 - 7.1 KA crashes/day
- Not acceptable

- Dallas District Target
 - crashes projected 4 years (blue dash line)
 - 3.5% reduction per TRF's guidelines (green line)
 - Delta is 95 crashes per year

KA Crashes—On and Off System (2014–2018)

Year	Fatal (K)	Incapacitated (A)	Total
2014	360	2,085	2,445
2015	366	2,133	2,499
2016	436	2,324	2,760
2017	449	2,385	2,834
2018	421	2,025	2,446
Total	2,032	10,952	12,984





- Modeled after TxDOT's Strategic Highway Safety Plan (SHSP)
- Focused on 4 emphasis areas: Roadway Departure, Intersections, Pedestrians, and Wrong-Way Driving
- Developed HSIP projects by two approaches
 - Reactive (location specific or targeted) - projects based on historic crash data utilizing proven countermeasures and other options.
 - Proactive (systemic) - projects utilizing appropriate systemic proven countermeasures

KA Crashes by Emphasis area (2014-2018) – On & Off System

Emphasis Area (EA)	Roadway Departure	Intersection	Pedestrian	Wrong Way*	Total	% of Total
Fatal (K)	796	477	438	79	1790	18%
Incapacitated (A)	2715	4438	1062	162	8377	82%
Total	3511	4915	1500	241	10167	
% of Total	35%	48%	15%	2%		

* Later revised to only controlled-access facilities and contributing factor =71, all crash severities



District

Dallas KA Crashes
12,984

Emphasis Area

Note: some crashes may belong to multiple EA.

Rdwy. Dep. 3511 (35%)	Intersection 4915 (48%)	Pedestrian 1500 (15%)	Wrong Way 241 (2%)
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County

Collin 1385 (14%)	Dallas 6380 (63%)	Denton 1140 (11%)	Ellis 594 (6%)	Kaufman 393 (4%)	Navarro 157 (2%)	Rockwall 118 (1%)
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City

Dallas 4060 (64%)	Garland 453 (7%)	Grand Prairie 304 (5%)	Irving 325 (5%)	Mesquite 272 (4%)	Richardson 124 (2%)	21 Others 842 (13%)
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Highway

System

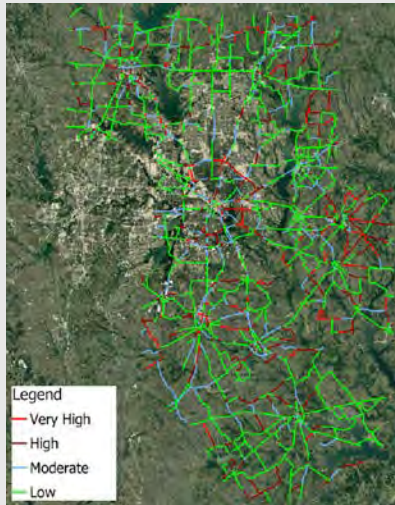
FM 10 (0.2%)	IH 603 (15%)	SH 202 (5%)	SL 406 (10%)	SS 74 (2%)	US 242 (6%)	Blank* 2523 (62%)
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*Generally Off System

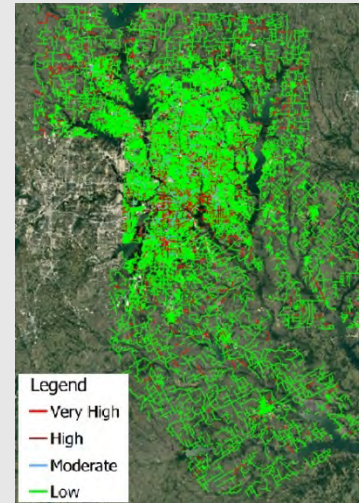


Reactive Screening Analysis (EA1-EA3)

- Dallas District Crash Risk Classifications
- Safety performance function developed to estimate the long-term crash frequency of roadway segments using RHINO segmentation and ADT



On-System Crash Risk
Classifications



Off-System Crash Risk
Classifications



Reactive Screening Analysis (EA1-EA3)

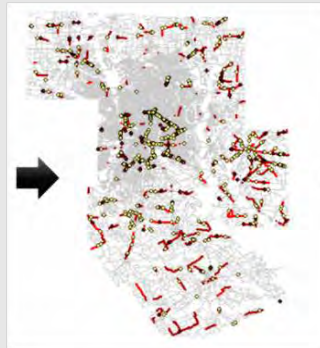
- Roadway Departure (EA1) High-Risk Base Segments Example
 - combined the highest-risk locations with an observed severe crash history (left figure)
 - initially resulted in 509 high-risk base segments
 - KA threshold increased to ≥ 4 resulting in top 48 base segments (right figure)



EA1: Roadway Departure Crashes (KA)



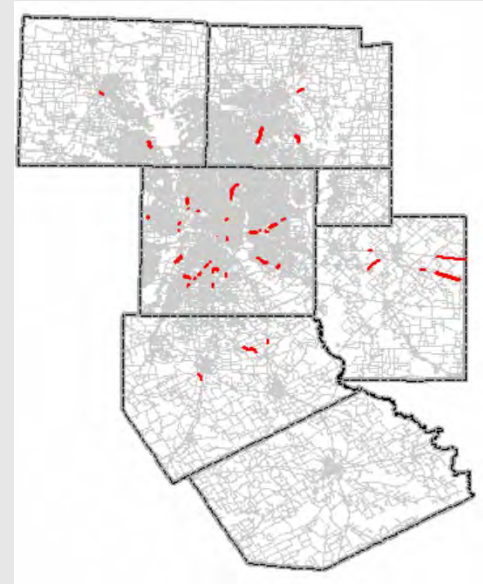
High and Very High Risk Road Segments



Spatial-Joint



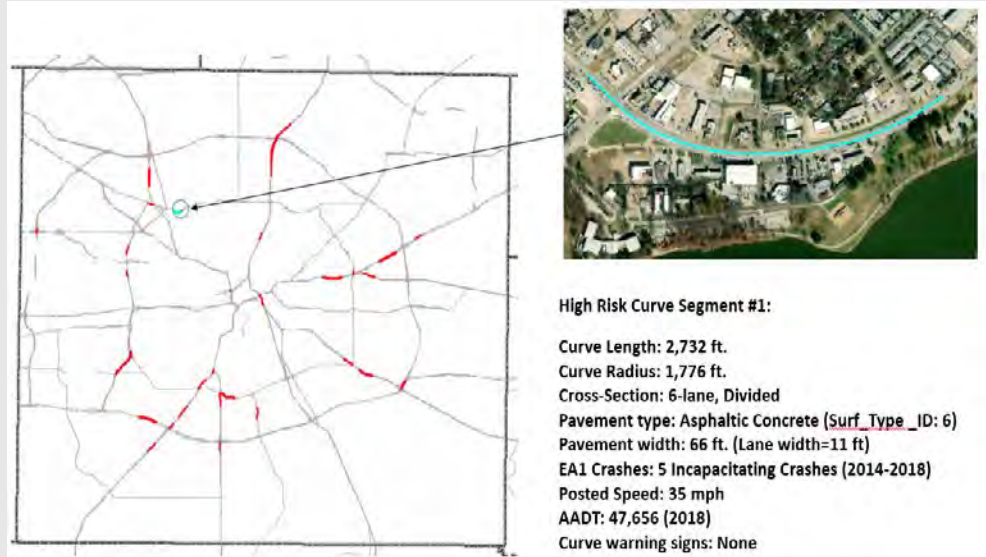
EA1 High and Very High Risk Road Segments
509 in total (KA \geq 1)





Reactive Screening Analysis (EA1-EA3)

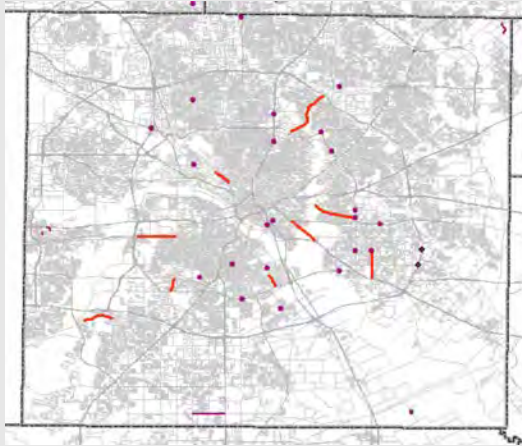
- Roadway Departure (EA1) High-Risk Curve Base Segments
 - Proposed 6" edgeline pavement markings for non-freeway base segments on curves
 - Proposed HFST on curves with ≥ 1 wet-weather KA crash and SKID ≤ 20





Additional screening analysis for off-system (EA1-EA3)

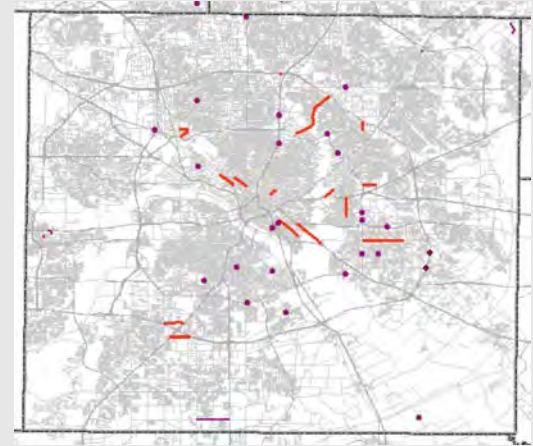
- Dallas District Crash Risk Classifications
- KA threshold increased between 5 and 10 to yield top base segments (red lines)
- Reviewed >90 past off-system HSIP projects not awarded and have not been built (purple lines or dots)
- Noted past off-system HSIP projects that overlapped high-risk base segments



EA1 (KA \geq 5) - 9 Segments



EA2 (KA \geq 10) - 14 Segments

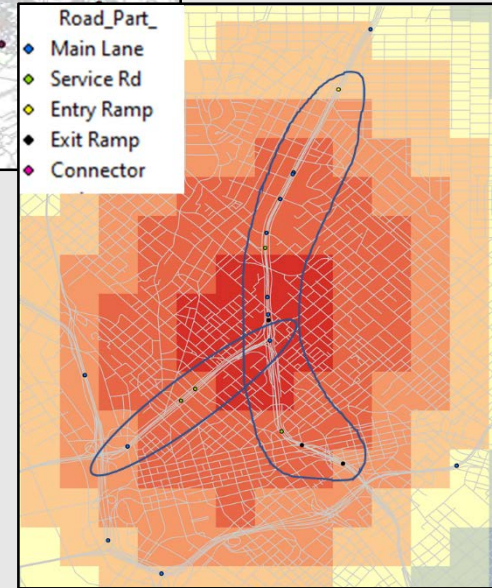
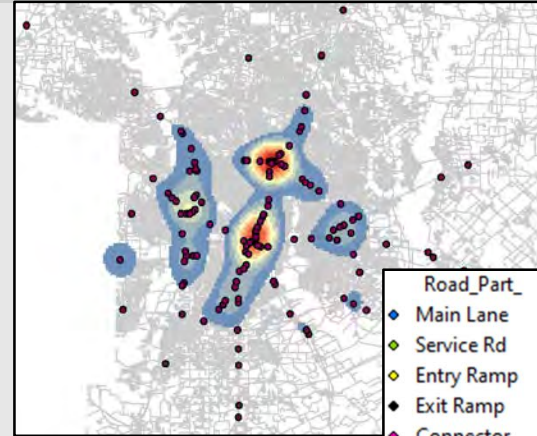


EA3 (KA \geq 5) - 17 Segments



Reactive Screening Analysis (EA4)

- 2014-2018 WWD Crashes on Controlled Access Facilities
 - 171 KABCO crashes
 - 132 (77%) 0-6am, 8pm-midnight



Crash Severity	Frequency	Percent
Fatal (K)	18	11%
Incapacitated (A)	19	11%
Non-incapacitated (B)	35	20%
Possible Injury (C)	23	14%
No Injury/PDO (O)	74	43%
Unknown	2	1%

Methodology

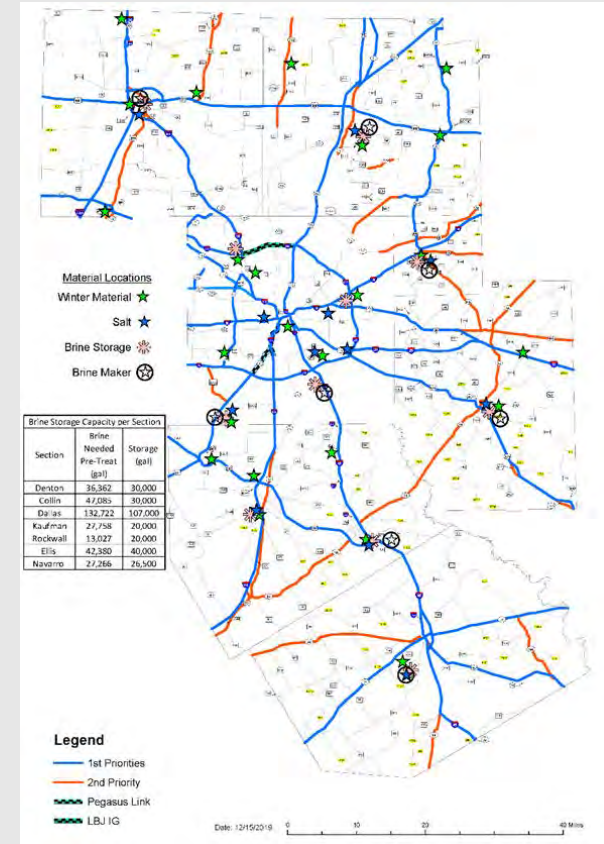


Proactive Screening Analysis (EA1-EA3)

- Dallas District responsible for 2,300 centerline miles and 7,774 lane miles of on-system roadways

On-System Miles	Centerline	Lane	DVMT	Truck DVMT
Collin	391	1,196	8,119,997	509,697
Dallas	790	3,304	39,129,226	3,264,114
Denton	382	1,312	9,579,305	960,234
Ellis	325	863	4,155,909	728,861
Kaufman	186	501	2,141,481	261,279
Navarro	122	330	996,399	192,174
Rockwall	104	268	1,787,380	197,895
Total	2,300	7,774	65,909,697	6,114,254

- Can not afford to apply systemic countermeasures to all these roadways
- Focus on priority routes in Dallas Winter Storm Plan (Tier 1 & 2)
 - higher-functioning and higher-volume roadways
 - Tier 1: 775 centerline miles
 - Tier 2: 297 centerline miles



Selected Countermeasures



No.	Countermeasure	CMF
EA1: Roadway Departure		
1	Centerline Rumble Stripes/Strips	0.74
2	Edgeline Rumble Stripes/Strips	0.85
3	Profile Centerline Markings	0.93
4	Profile Edgeline Markings	0.93
5	Enhanced Curve Warning System	0.65
6	Wide Edgeline Pavement Markings, 6"	0.78
7	High Friction Surface Treatment, Horizontal Curves	0.55
8	Shoulder Widening	0.69
9	Install Median Barrier	0.25
10	Add Roadside Barrier—e.g., metal beam guard fence and/or end treatment	0.84
11	Improve Barrier—compliant with Manual for Assessing Safety Hardware (MASH)	0.67
EA2: Intersection Safety		
1	Install Flashing Beacons at Intersection Approaches	0.86
2	Change from Permissive with Circular Green Symbol to Flashing Yellow Arrow Signals and Supplemental Traffic Signs	0.59
3	Install Left-Turn Lane	0.75

No.	Countermeasure	CMF
EA3: Pedestrian Safety		
1	Install Pedestrian Countdown Timer	0.65
2	Install Pedestrian Hybrid Beacon (PHB or HAWK) with Advanced Yield or Stop Markings and Signs	0.43
3	Install Pedestrian Crosswalk	0.9
4	Install High-Visibility Crosswalk	0.78
EA4: Wrong-Way Driving		
1	Reflective Tape Signpost	NA
2	WW Raised Pavement Marking Arrow	NA
3	WW/DNE Sign	NA
4	WW LED Sign	NA
5	WWD Alert System	NA

Note: The crash modification factor (CMF) is a multiplicative factor used to compute the expected number of crashes after implementing a given countermeasure at a specific site. The lower the CMF, the more effective the countermeasure is compared to base conditions, as described in the *Highway Safety Manual*.



- Project Development - HSIP projects developed for EA base segments and Tier 1 & 2 roadways including
 - Project limits, Scope, and Cost Estimate
- Checked projects for potential overlap/redundancies with
 - Existing and planned improvements in FY20–24 projects in TxDOTCONNECT
 - Recently proposed RTZ projects
 - Between EA base segments and Tier 1 and 2 systemic segments
- Project Priorities based on a combination of factors such as:
 - Project readiness
 - Tier 1 or Tier 2 roadways
 - On or off system
 - Current programmed year in TxDOTCONNECT



Two project lists based on funding categories (Appendix D):

- HSIP
- RTZ

Unfunded RTZ projects, as well as selected maintenance projects that met a safety need, were added to the potential HSIP project list

251 potential HSIP projects, totaling over \$1.3 billion*

10 RTZ projects, totaling about \$17 million* (already approved and funded)

**updated 5/22/20*



Approach	Projects	% Projects	Cost \$	% Cost
Targeted	160	64%	581,433,359	44%
Systemic	91	36%	727,995,424	56%
Total	251	100%	1,309,428,783	100%

FY	EA1: Rdwy. Dep.	EA2: Intersection	EA3: Pedestrian	EA4: WWD	Total	Projects by FY
21	93	3	4	2	102	41%
22	32	14	1	2	49	20%
23	11	2			13	5%
23-24	22	65			87	35%
Total	158	84	5	4	251	100%

FY	EA1: Rdwy. Dep.	EA2: Intersection	EA3: Pedestrian	EA4: WWD	Total	Projects by FY
21	\$844,573,630	\$2,210,859	\$6,659,763	\$82,410	\$853,526,662	65%
22	\$238,480,397	\$16,964,903	\$7,796,280	\$450,000	\$263,691,580	20%
23	\$107,380,715	\$18,311,968			\$125,692,683	10%
23-24	\$48,204,005	\$18,313,853			\$66,517,858	5%
Total \$	\$1,238,638,747	\$55,801,583	\$14,456,043	\$532,410	\$1,309,428,783	100%

HSIP Results – On-System by County



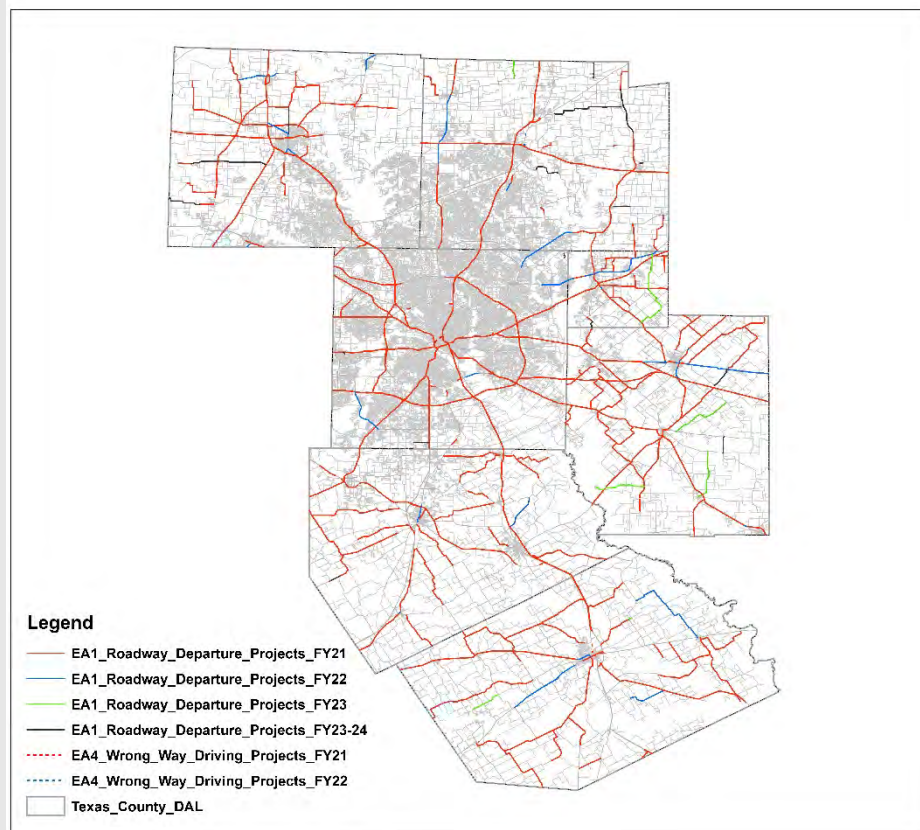
County	FY21	FY22	FY23	FY23-24	Total	% Projects by FY
All	1				1	0.6%
Collin	8	6	1		15	9.4%
DAL, COL, DEN, KAU, ELL	1				1	0.6%
DAL, COL, KAU, ELL	1				1	0.6%
Dallas	49	16			65	40.9%
Denton	19	8	1		28	17.6%
Ellis	8	2	1		11	6.9%
Kaufman	9	4	6		19	11.9%
Navarro	2	5	3		10	6.3%
Rockwall	4	3	1		8	5.0%
Total	102	44	13	-	159	100%

HSIP Results – Off-System by County

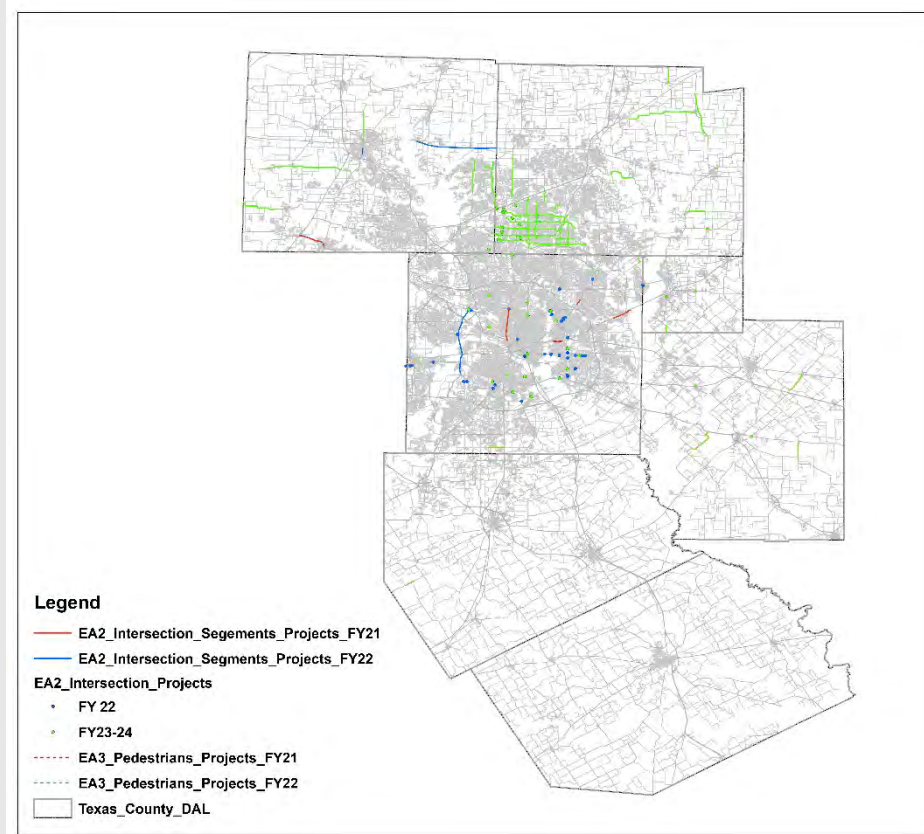


County	FY21	FY22	FY23	FY23-24	Total	% Projects by FY
Collin				43	43	46.7%
Dallas		5		28	33	35.9%
Denton				5	5	5.4%
Ellis				1	1	1.1%
Kaufman				5	5	5.4%
Rockwall				4	4	4.3%
DEN, COL				1	1	1.1%
Total	-	5	-	87	92	100%

HSIP Results – EA 1 & EA 4 HSIP Map



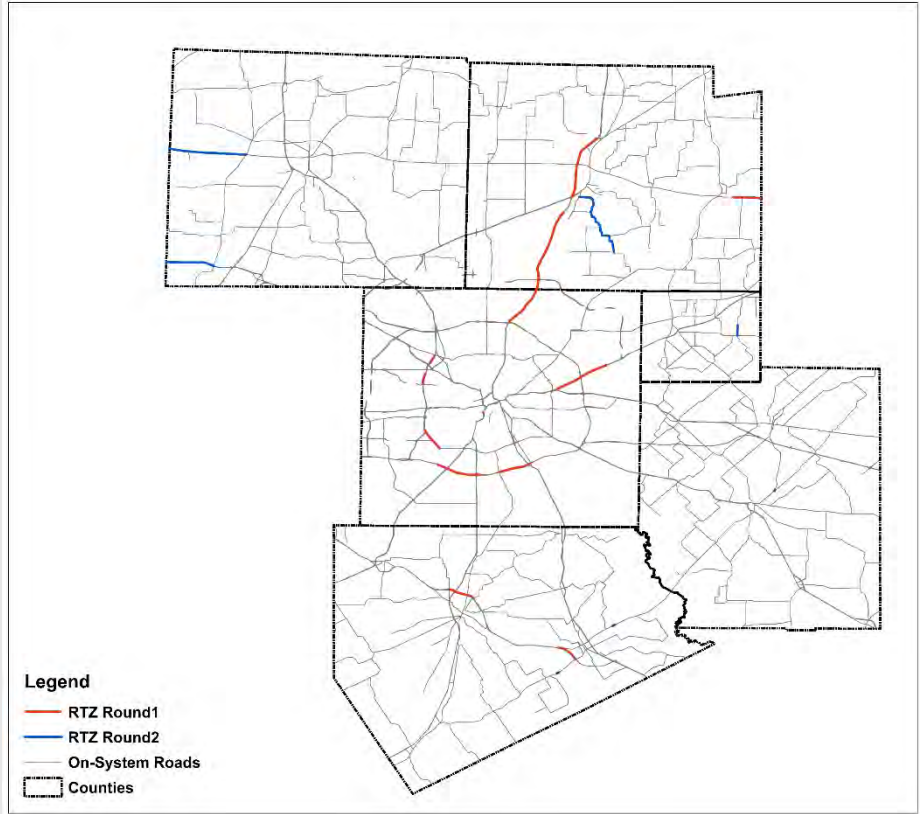
HSIP Results – EA 2 & EA 3 HSIP Map





- Road To Zero Projects

Project Scope	Emphasis Area
Install glare screens	Peds.
Install cable barrier	Rdwy. Dep.
Add rumble strips and profile pavement markings	Rdwy. Dep.
Add Sidewalks	Peds.
Add left turn lane	Intersection
Install Profile Markings	Rdwy. Dep.
Intersection Improvements (Turn Lanes)	Intersection
Median Barrier	Rdwy. Dep.





QUESTIONS?



FINAL ROADWAY SAFETY PERFORMANCE MEASURES: TARGETS VS. PERFORMANCE

Regional Safety Advisory Committee | July 24, 2020

Kevin Kroll



North Central Texas
Council of Governments



Background

Federal legislation specifies quantitative performance measures that must be tracked and reported annually.

- 2018 Performance Targets approved by Regional Transportation Council (RTC) in December 2017
- 2018 – 2022 Performance Targets reaffirmed/approved by RTC in February 2019

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.

- Re-emphasized focus on safety-related improvements and funding
- RTC approved funding for future safety project implementations

Roadway Safety Performance Targets

- ❑ **Target: Number of Fatalities**
- ❑ **Target: Rate of Fatalities**
- ❑ **Target: Number of Serious Injuries**
- ❑ **Target: Rate of Serious Injuries**
- ❑ **Target: Number of Non-motorized Fatalities plus Serious Injuries**

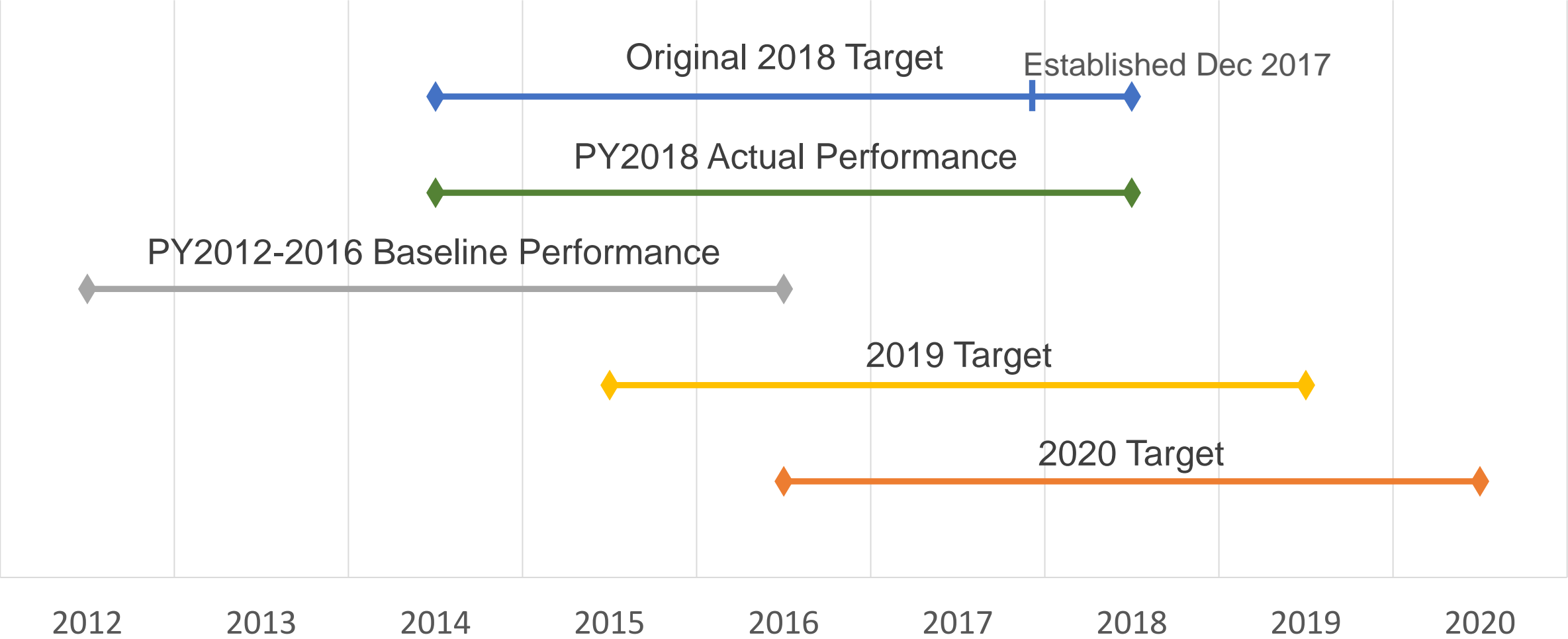
(Targets based on a five-year rolling average)

TxDOT Safety Performance Targets and Projections

Safety Performance Targets	2018 TxDOT Targets	2018 NCTCOG Targets	2019 TxDOT Targets	2019 NCTCOG Targets	2020 TxDOT Targets	2020 NCTCOG Targets	2021 Targets	2022 Targets
	0.4% Reduction		0.8% Reduction		1.2% Reduction		1.6% Reduction	2.0% Reduction
No. of Fatalities	3,703.08	665.2	3,791.0	599.2	4,068	589.3	-	-
Fatality Rate	1.432	0.960	1.414	0.838	1.48	0.803	-	-
No. of Serious Injuries	17,565.4	3,647.8	17,751.0	3999.6	18,602	3,564.1	-	-
Serious Injury Rate	6.740	5.180	6.550	5.568	6.56	4.856	-	-
No. of Non-motorized Fatalities and Serious Injuries	2,150.6	560.0	2,237.6	582.4	2,477	595.0	-	-

Targets are based on a five-year rolling average (ex. 2016 – 2020) for 2020.
Proposed reduction calculated from original trend line projections.

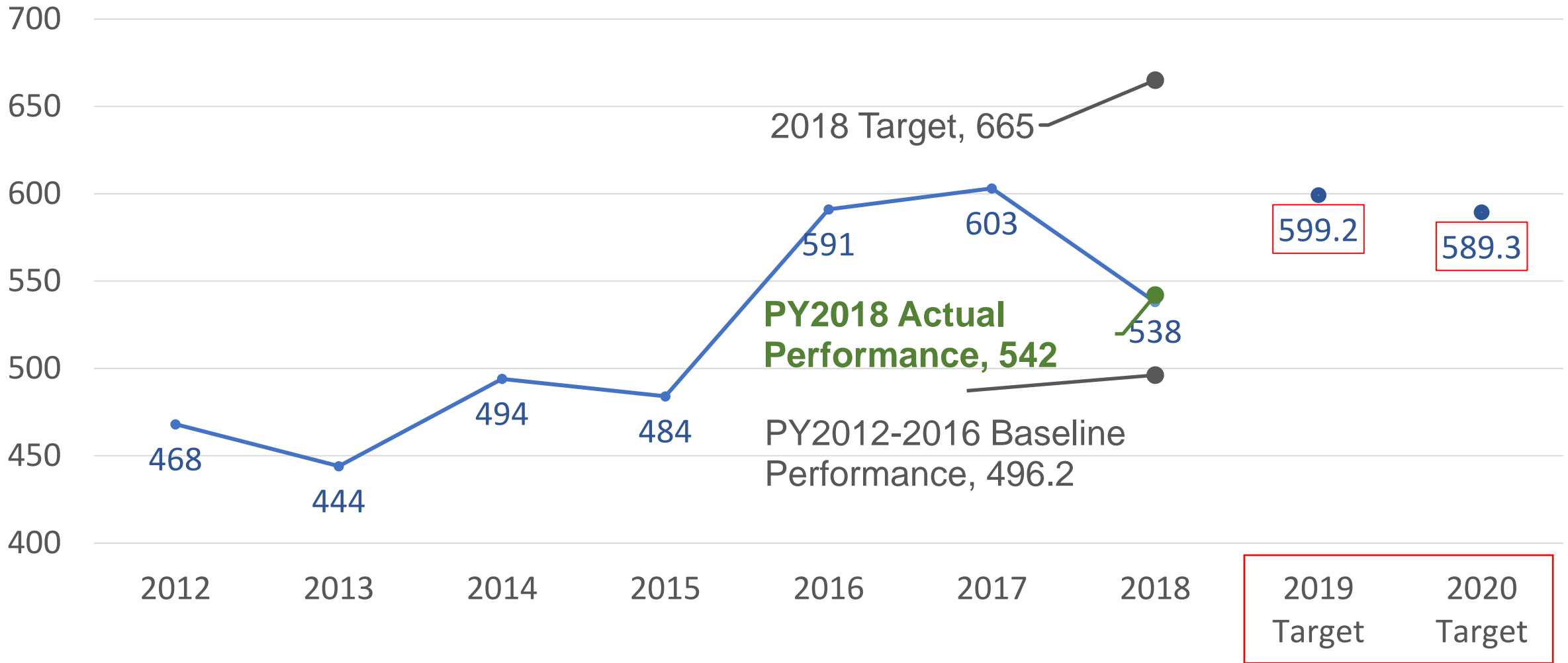
Safety Performance Measures Data Timeline



NCTCOG Performance Measures

Fatalities

✓ Met Target



2018 Target established by RTC in Dec. 2017

PY 2018 Actual Performance calculated as 2014-2018 rolling five-year average

NCTCOG Performance Measures

Serious Injuries

✓ Made Significant Progress



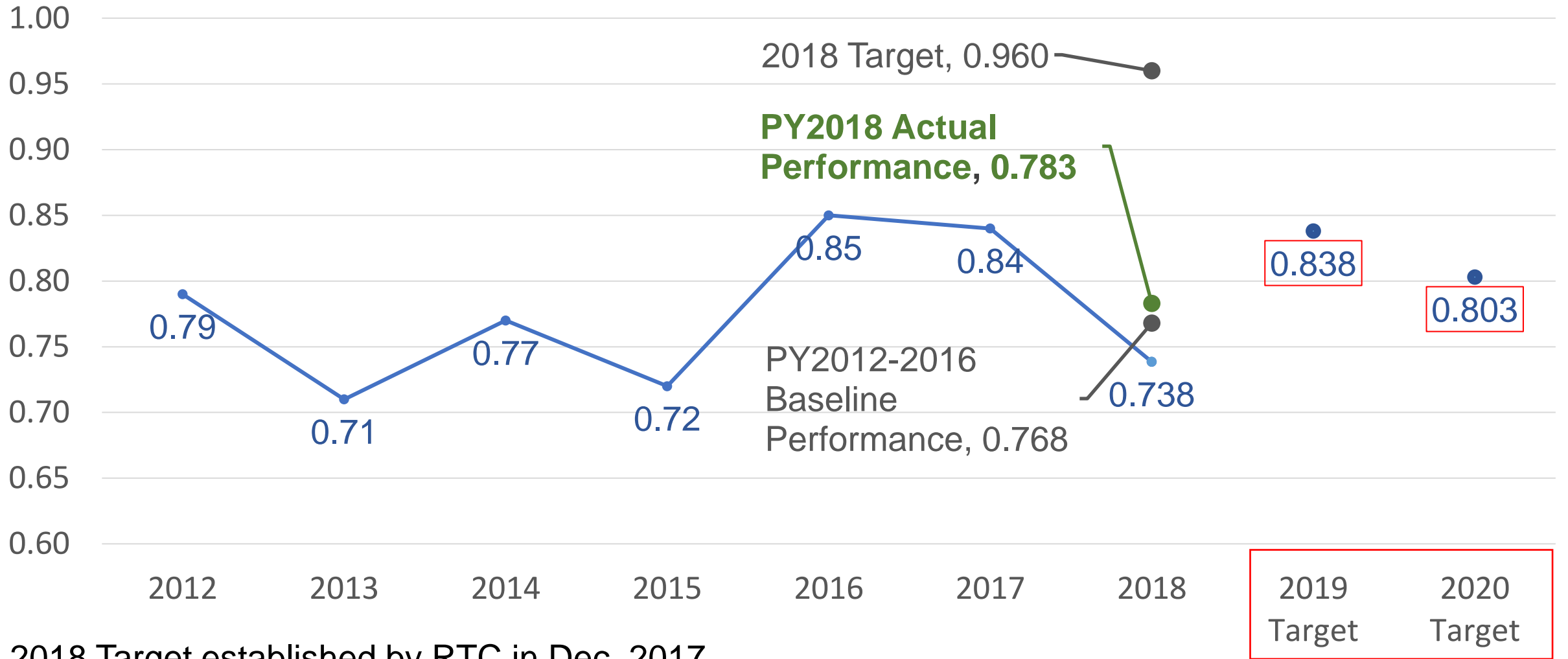
2018 Target established by RTC in Dec. 2017

PY 2018 Actual Performance calculated as 2014-2018 rolling five-year average

NCTCOG Performance Measures

Rate of Fatalities

✓ Met Target



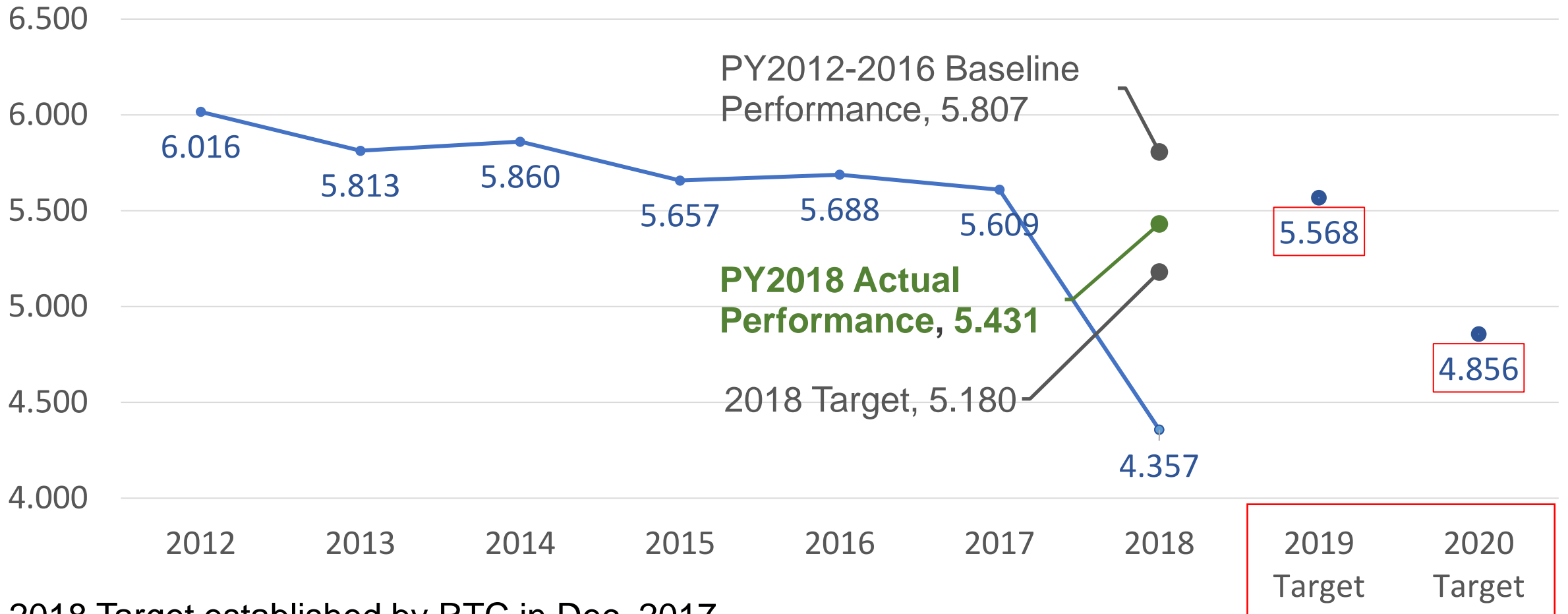
2018 Target established by RTC in Dec. 2017

PY 2018 Actual Performance calculated as 2014-2018 rolling five-year average

NCTCOG Performance Measures

Rate of Serious Injuries

✓ Made Significant Progress

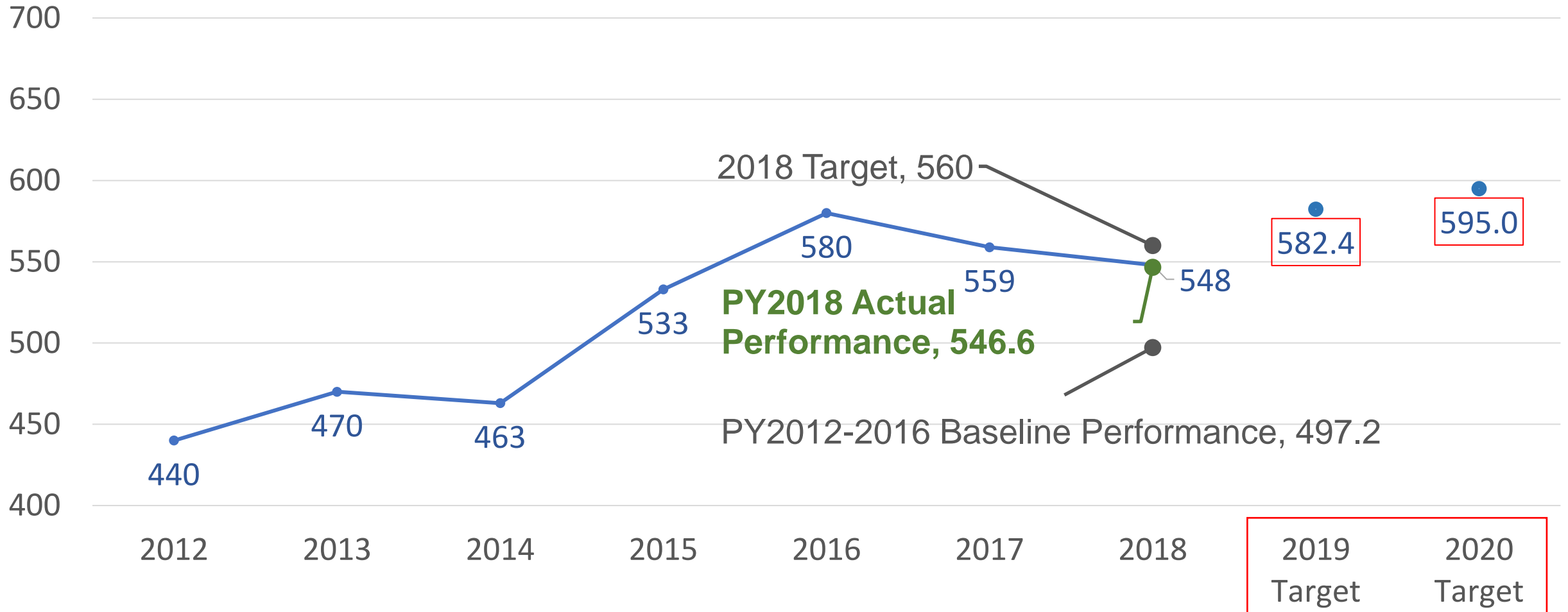


2018 Target established by RTC in Dec. 2017

PY 2018 Actual Performance calculated as 2014-2018 rolling five-year average

Number of Non-motorized Fatalities and Serious Injuries

✓ Met Target



2018 Target established by RTC in Dec. 2017

PY2018 Actual Performance calculated as 2014-2018 rolling five-year average

NCTCOG Safety Actual Performance 2018

Final

Safety Performance Measures	2018 Target	PY2018 Actual Performance	PY2012-2016 Baseline Performance	Met Target ?	Better than the Baseline ?	Met or Made Significant Progress?
Number of Fatalities	665	542	496	Yes	No	Yes
Rate of Fatalities	0.96	0.784	0.768	Yes	No	
Number of Serious Injuries	3,612	3,741	3,754	No	Yes	
Rate of Serious Injuries	5.18	5.431	5.807	No	Yes	
Number of Non-Motorized Fatalities and Serious Injuries	560	546.7	497	Yes	No	

PY2018 Actual Performance calculated as PY2014-2018 five-year averages

NCTCOG Safety Projects and SHSP Emphasis Areas

NCTCOG Programs and Projects	TxDOT Strategic Highway Safety Plan Emphasis Areas						
	Distracted Driving	Impaired Driving	Inter. Safety	Older Road Users	Bike/Ped Safety	Rdwy. & Lane Depart.	Speeding
Driver Behavior Social Marketing Campaign	X	X		X	X		X
Intersection Safety Imp. Plan (ISIP)			X	X	X		
Traffic Signal Retiming Prog.			X				
Traffic Signal/Intersection Improvement Prog.			X				
WWD Mitigation Prog.		X	X	X		X	
Traffic Signal Cloud Data	X	X	X	X			
Look Out Texans					X		
Reg. Pedestrian Safety Plan					X		
Technical Training/Workshops	X		X		X	X	
Safety Spot Improvement Prog.					X		
Trans. Alternative Funding					X		
Emerging Technology Investment Prog.	X		X			X	
Freeway Management and HOV Enforcement Prog.	X	X				X	X

NCTCOG Safety Related Programs and Projects

Safety Program Area	Bike and Pedestrian	Freight
<ul style="list-style-type: none"> * Regional Roadway Safety Plan * Driver Behavior Social Marketing Campaign Intersection Safety Implementation Plan WWD Mitigation Pilot Project Traffic Incident Management Training Program Crash Reconstruction Software/Equipment Training Program Incident Management Call for Projects Commercial Vehicle Enforcement Training for Judges & Prosecutors Commercial Vehicle Enforcement RFP Mobility Assistance Patrol Program Regional Safety Information System - Crash Database Abandoned Vehicle Working Group / Regional Policy Development Annual Safety Performance Report Publication FHWA Safety Performance Target Regional Safety Advisory Committee * Vision Zero Program Development Workshop * Vision Zero Regional Policy Resolution Development * NCTCOG Systemic Safety Improvements Program 	<ul style="list-style-type: none"> Education and Outreach - Look Out Texans Regional Pedestrian Safety Plan Bike/Ped Technical Training/Workshops Safety Spot Improvement Program Transportation Alternative Funding CFPs “Routes to Rail Stations” Study Safe Routes to School Bicycle and Pedestrian Advisory Committee 	<ul style="list-style-type: none"> Fort Worth Rail Crossing Evaluation Truck Lane Restrictions Planning Freight Safety Initiative Canyon Falls/US 377 and UPRR Linfield Closing/Ped Crossing over UPRR Prairie Creek Road Grade Separation
	Congestion Management	Streamlined Project Delivery
	<ul style="list-style-type: none"> Emerging Technology Investment Programs Freeway Management & HOV Enforcement Congestion Management Process Peak Hour Lane Implementation 	Denton County East-West Corridor
	TSM / ITS	Automated Vehicles
	<ul style="list-style-type: none"> Regional Traffic Signal Retiming Program Traffic Signal/Intersection Improvement Program Traffic Signal Cloud Data 	<ul style="list-style-type: none"> AV 2.0 Texas Connected Freight Corridor: IH 30 AV Truck Data Sharing Traffic Signal Data Sharing Waze/511DFW Data Sharing DSTOP
Air Quality		Aviation
DFW Clean Cities	Transit	Know Before You Fly (Your Drone) Workshops
Emissions Enforcement	Public Transportation Agency Safety Plan (PTASP)	UAS Safety and Integration Initiative/Task Force

Date	NCTCOG Safety Performance Targets Actions to Date
December 2017	STTC/RTC (Action) - Presented 2018 Safety Performance Targets. * Affirmed support of 2018 TxDOT Targets
January/February 2019	STTC/RTC (Action) - Presented 2019 Safety Performance Targets. *Reaffirmed support of 2018 TxDOT Targets and affirmed support of 2019 – 2022 TxDOT Targets
January 24, 2020	STTC (Information) - Presented 2020 Safety Performance Targets Update and 2018 preliminary safety targets vs. actual performance update to STTC
February 2020	RTC (Information) - 2020 Safety Performance Targets update to RTC (item pulled due to special agenda)
January/February 2021	STTC/RTC (Information) - Present 2021 Safety Performance Targets Update and 2019 preliminary safety targets vs. actual performance update to STTC

June 15, 2020 – TxDOT requested comments on 2021 Safety Targets from TEMPO members

We have the option to continue to support state targets or develop our own targets. This will be determined over the next six months.

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RSAC Presentation Page

<https://www.nctcog.org/trans/about/committees/regional-safety-advisory-committee>

Regional Safety Advisory Committee

The Regional Safety Advisory Committee is made up of transportation professionals and TxDOT representatives from the North Central Texas region. The purpose of the Advisory Committee is to assist in the development of regional safety policies, programs, procedures, projects, and activities that will help improve traffic safety throughout the region.

[Committee Operating Procedures and Structure](#)

[Member Roster](#)

[Safety Topic Resources](#)

July 24, 2020 - 10:00 AM

Next Meeting Date

Transportation Council Room
NCTCOG
616 Six Flags Dr.
Arlington TX 76011

2020

Filter meetings by:

2020

April 24, 2020

WebEx
NCTCOG
616 Six Flags Dr.
Arlington TX 76011

[Agenda](#)

**March 27, 2020/
Cancelled**

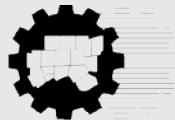
Transportation Council Room
NCTCOG
616 Six Flags Dr.
Arlington TX 76011

2019 TRANSPORTATION SAFETY PROGRAM PERFORMANCE MEASURES REPORT

Regional Safety Advisory Committee

Camille Fountain

July 24, 2020



North Central Texas Council of Governments

2019 Safety Performance Measures

- NCTCOG Safety Performance Targets
- NCTCOG Crash and Fatality Statistics
- Contributing Factors for Serious Injury and Fatality Crashes
- Crash Rates by County
- Bicycle and Pedestrian Safety Data
- Traffic Incident Management Course Attendance
- Responder Struck-By Statistics
- Traffic Incident Management Commitment Level Survey Results
- HazMat Statistics
- Roadside Assistance Program Performance
- Wrong-Way Driving Crash Statistics
- Crashes Involving Impaired Drivers
- Seatbelt Use Data

Establishing NCTCOG Safety Performance Targets

Safety Performance Targets	TxDOT 2018 Targets	NCTCOG 2018 Targets	TxDOT 2019 Targets	NCTCOG 2019 Targets	TxDOT 2020 Targets	NCTCOG 2020 Targets
No. of Fatalities	3,703.08	665.2	3,791.0	599.2	4,068	589.3
Fatality Rate	1.432	0.960	1.414	0.838	1.48	0.803
No. of Serious Injuries	17,565.4	3,647.8	17,751.0	3,999.6	18,602	3,514.7
Serious Injury Rate	6.740	5.180	6.550	5.56.8	6.56	4.768
No. of Non-motorized Fatalities and Serious Injuries	2,150.6	560.0	2,237.6	582.4	2,477	595.0

- Targets are based on five-year averages and will be revisited annually.
- Two percent reduction achieved by the year 2022.
- 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.

2015-2019 Crash Statistics: 12-County MPA

2015 - 2019 Reportable Crashes						
County	2015	2016	2017	2018	2019	% Change 2018-2019
Collin	1,3222	13,898	13,100	13,202	13,936	5.27%
Dallas	48,905	55,684	50,567	49,752	55,258	9.96%
Denton	11,693	12,236	11,970	11,769	12,191	3.46%
Ellis	2,407	2,596	2,725	2,810	2,794	-0.57%
Hood	751	795	819	725	798	9.15%
Hunt	1,332	1,418	1,346	1,471	1,363	-7.92%
Johnson	2,020	2,287	2,354	2,369	2,395	1.09%
Kaufman	1,802	2,026	1,913	2,128	2,018	-5.45%
Parker	2,014	2,176	2,306	2,219	2,199	-0.91%
Rockwall	1,308	1,370	1,350	1,409	1,583	10.99%
Tarrant	30,831	34,728	34,309	33,031	32,358	-2.08%
Wise	811	968	954	971	930	-4.41%
Total	117,096	130,182	123,713	121,856	127,823	4.67

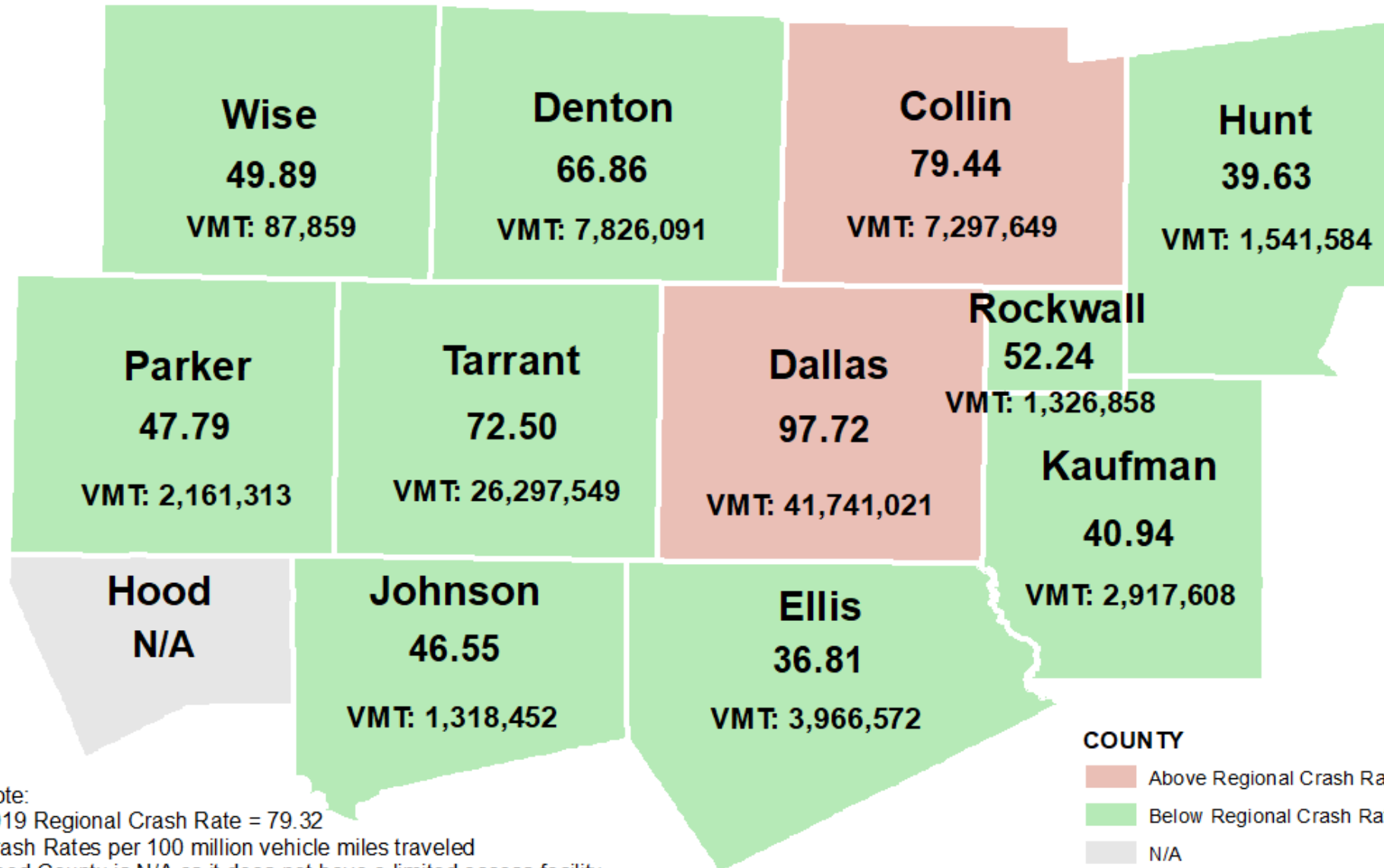
2015-2019 Fatality Statistics: 12-County MPA

2015 - 2019 Reportable Crashes						
County	2015	2016	2017	2018	2019	% Change 2018-2019
Collin	38	50	68	45	53	15.09%
Dallas	260	316	281	295	271	-8.86%
Denton	35	49	49	51	52	1.92%
Ellis	25	28	33	16	27	40.74%
Hood	3	15	11	5	12	58.33%
Hunt	22	28	27	17	25	32.00%
Johnson	23	23	21	23	39	41.03%
Kaufman	18	28	31	25	32	21.88%
Parker	18	21	20	29	26	-11.54%
Rockwall	4	12	13	8	2	-300.00%
Tarrant	159	166	182	169	166	-1.81%
Wise	21	19	22	16	14	-14.29%
Total	626	755	758	699	719	2.78%

2019 Contributing Factors – Serious Injury and Fatal Crashes

	Top Ten Contributing Factors	2018	2019
1	Speeding - (Overlimit / Unsafe Speed / Failed to Control Speed)	34.23%	32.37%
2	Failed to Drive in Single Lane	8.26%	10.84%
3	Driver Related (Distraction in Vehicle / Driver Inattention / Road Rage / Drove Without Headlights, Cell/Mobile Device Use - (Talking / Other - [0.53%]))	11.41%	10.01%
4	Under Influence - (Alcohol / Drug / Had Been Drinking)	5.61%	9.10%
5	Changed Lane When Unsafe	11.31%	8.95%
6	Faulty Evasive Action	9.49%	6.22%
7	Pedestrian Failed to Yield Right of Way to Vehicle	1.26%	5.00%
8	Followed Too Closely	8.72%	4.02%
9	Disabled in Traffic Lane	1.79%	2.81%
10	Fatigued or Asleep	2.16%	1.74%

2019 Crash Rates By County

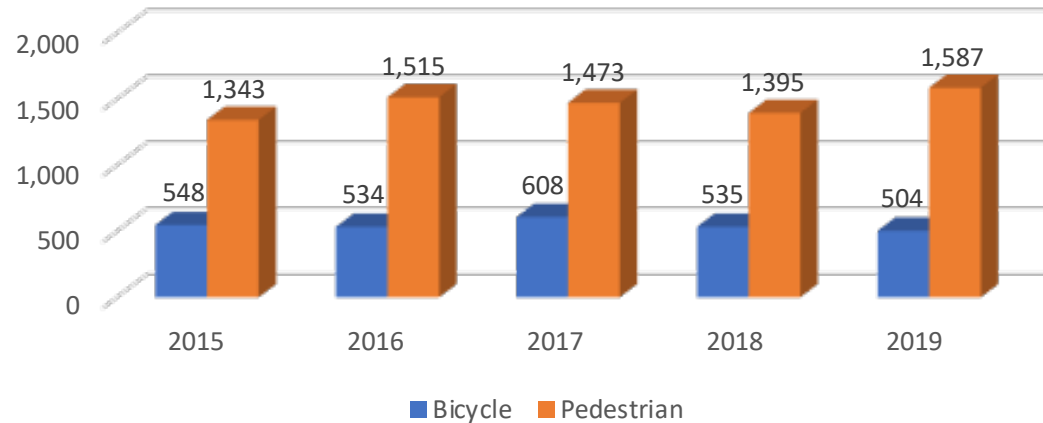


Note:
2019 Regional Crash Rate = 79.32
Crash Rates per 100 million vehicle miles traveled
Hood County is N/A as it does not have a limited access facility

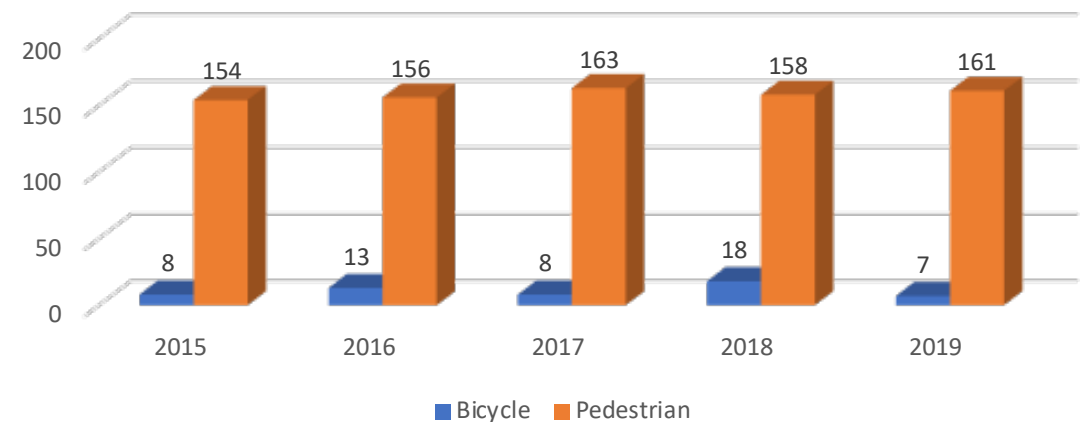
COUNTY
Above Regional Crash Rate
Below Regional Crash Rate
N/A

NCTCOG 12-County MPA Bicycle and Pedestrian Crash Data

2015-2019 Bicycle & Pedestrian Crashes 12-County NCTCOG Region

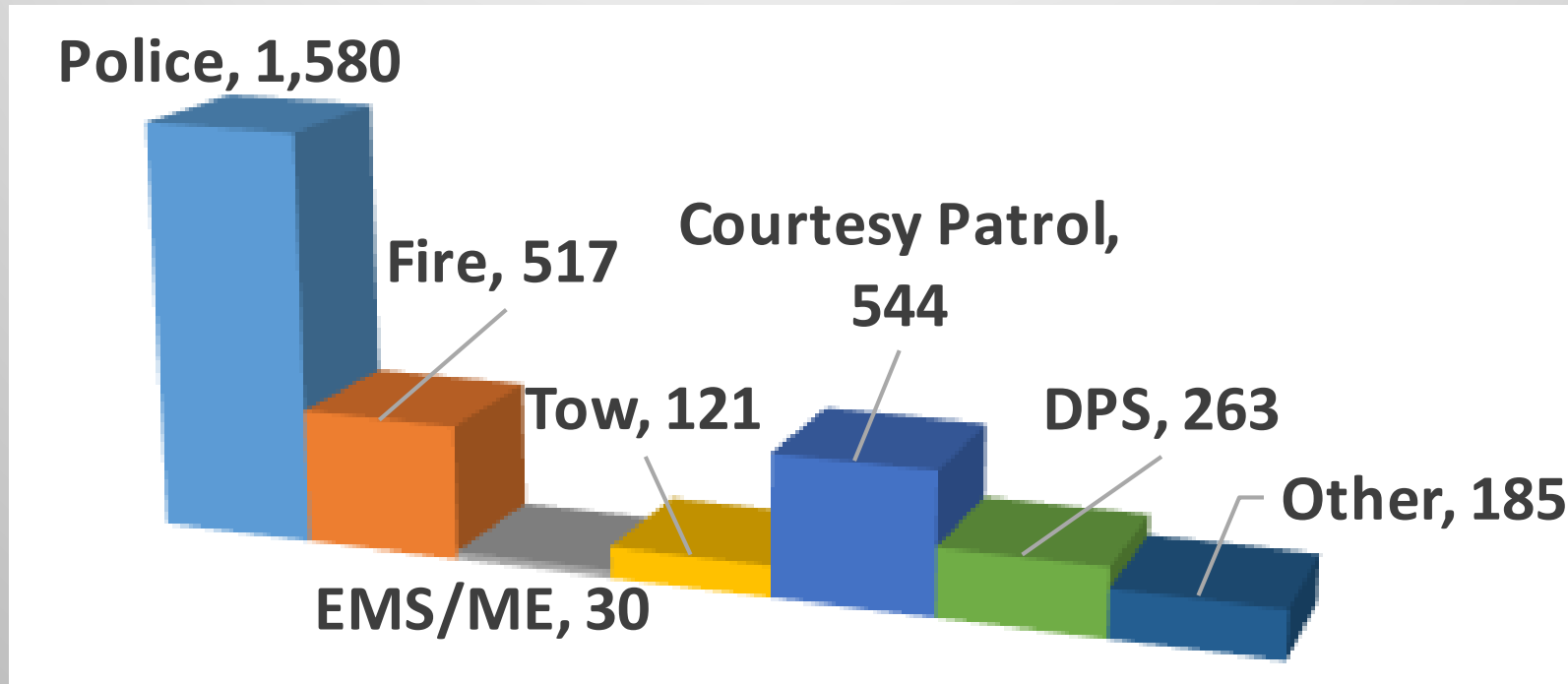


2015-2019 Bicycle & Pedestrian Fatalities 12-County NCTCOG Region



Traffic Incident Management Attendance Overview

- First Responders Training: **3,240 Attendees**
- Executive Level Training: **899 Attendees**



Responder Struck-By Statistics

1st Responder Struck-By “Fatality” Stats

	Discipline	National	Statewide	NCTCOG Region
1	Police	18	5	1
2	Fire/EMS	9	2	0
3	Towing	14	3	2
4	<i>Roadside Assistance Patrol</i>	0	0	0
	Total Responder Fatality Struck-bys	41	10	3

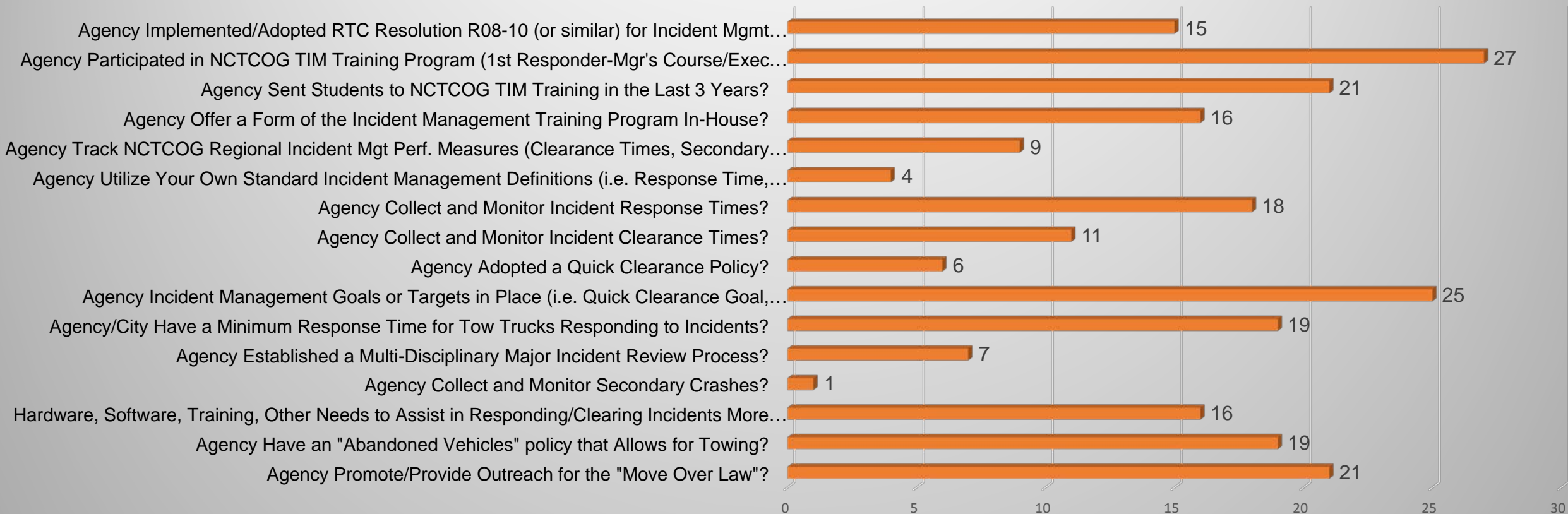
NCTCOG Roadside Assistance Patrol Struck-By “Non-Fatality” Stats

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

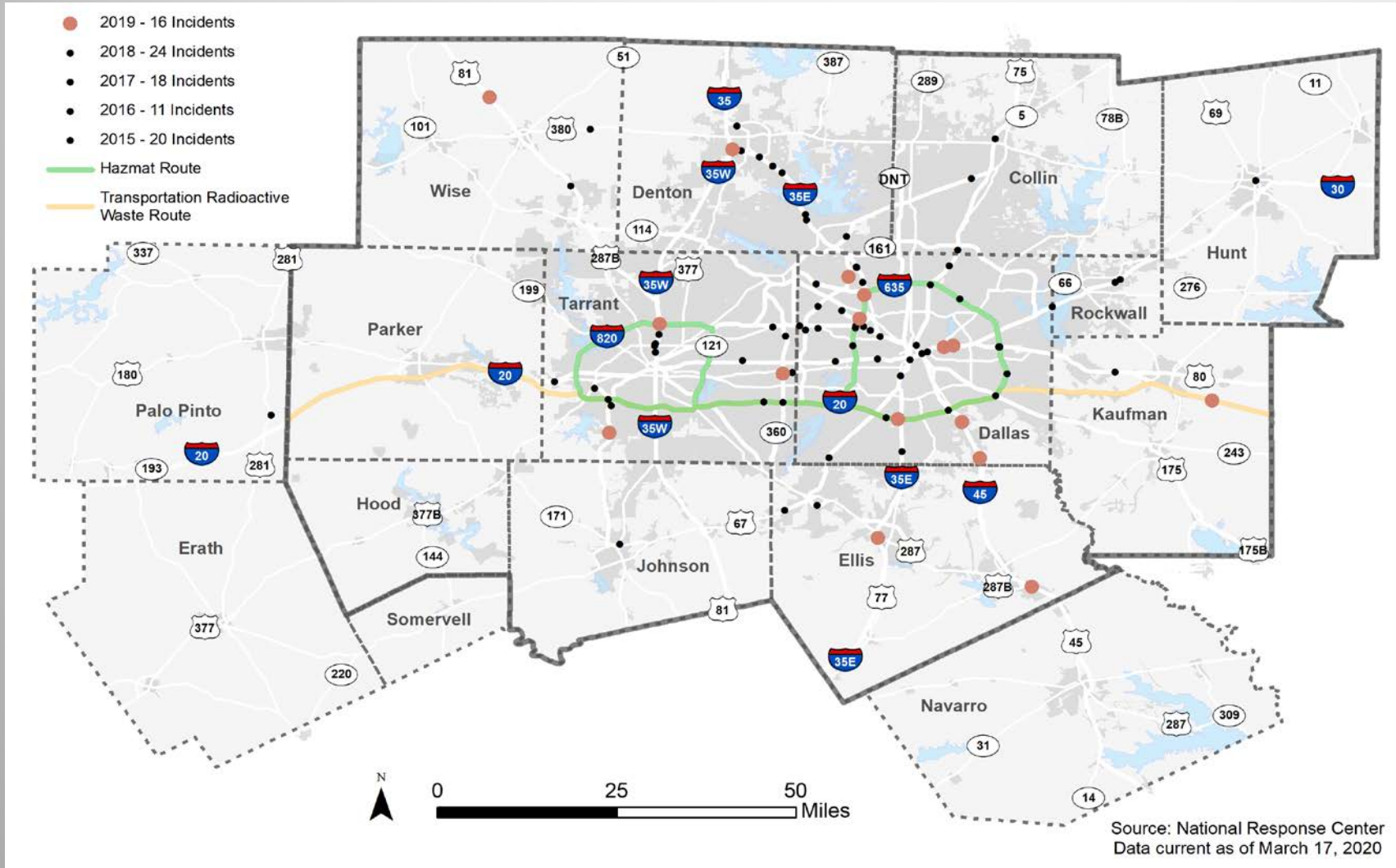
Note:

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

Traffic Incident Management Commitment Level Survey Results

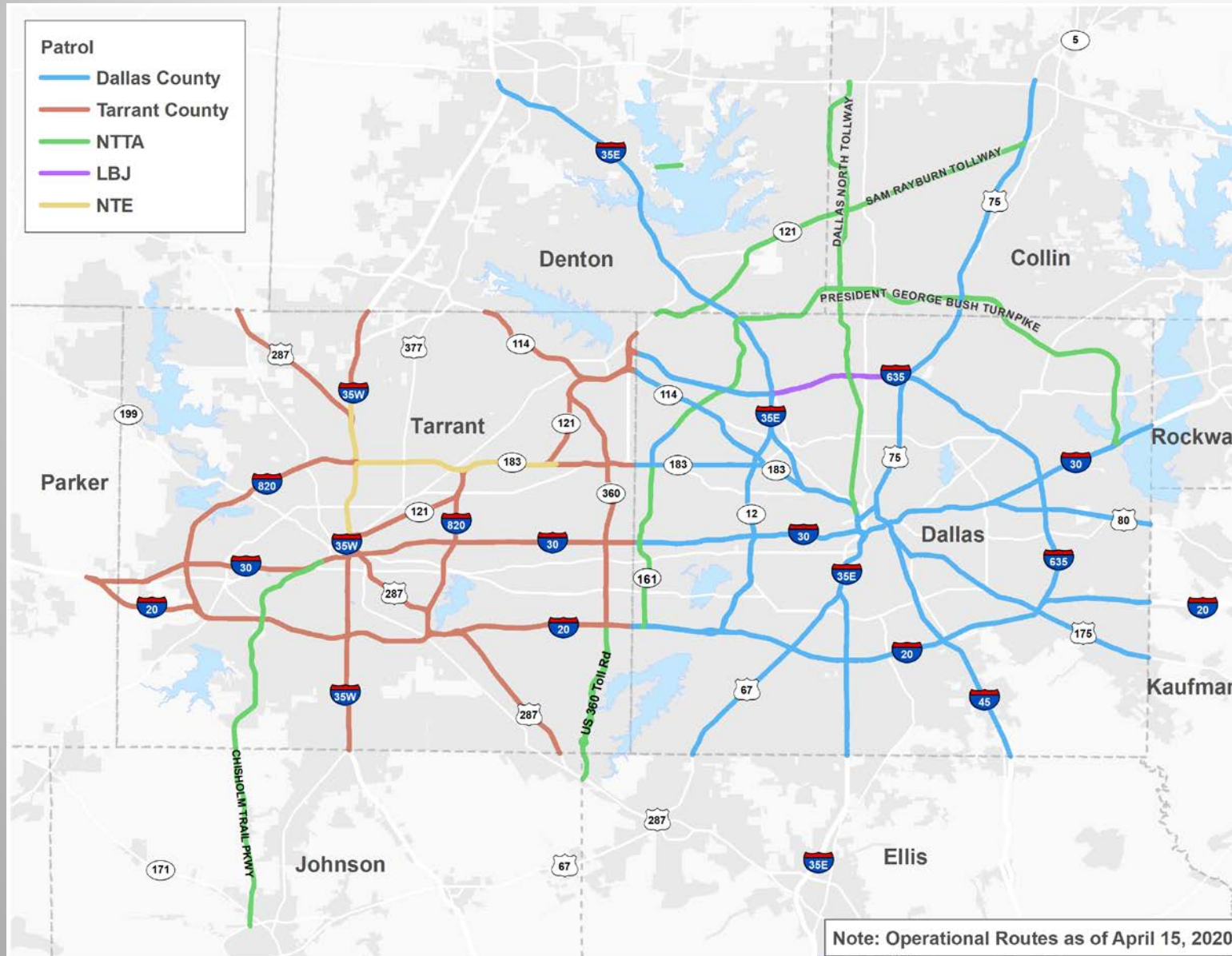


2019 HazMat Incidents: 16 Counties



County	2018	2019
Collin	0	0
Dallas	11	8
Denton	4	1
Ellis	1	2
Erath	0	0
Hood	0	0
Hunt	0	0
Johnson	0	0
Kaufman	1	1
Navarro	0	0
Parker	0	0
Palo Pinto	0	0
Rockwall	2	0
Somervell	0	0
Tarrant	3	3
Wise	2	1
Total	24	16

Regional Roadside Assistance Patrol Program



	2018 Assists	2019 Assists
DCSO	66,048	68,649
TCSO	27,129	27,135
NTTA	44,684	44,702
NTE	5,829	6,185
LBJ	6,176	6,080

Note: Operational Routes as of April 15, 2020

Regional Roadside Assistance Patrol Program

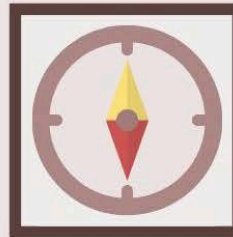
In 2019, Dallas/Fort Worth Area Roadside Assistance Patrols

provided:



71,543

Driver Assistance /
Stalled Vehicle



32,648

Courtesy Check /
Directions



5,378

Crash
Assistance



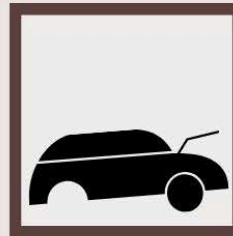
15,623

Debris
Removal



13,175

Protection to
First Responders



9,907

Abandoned
Vehicle Check

Total Combined Assists: 152,751

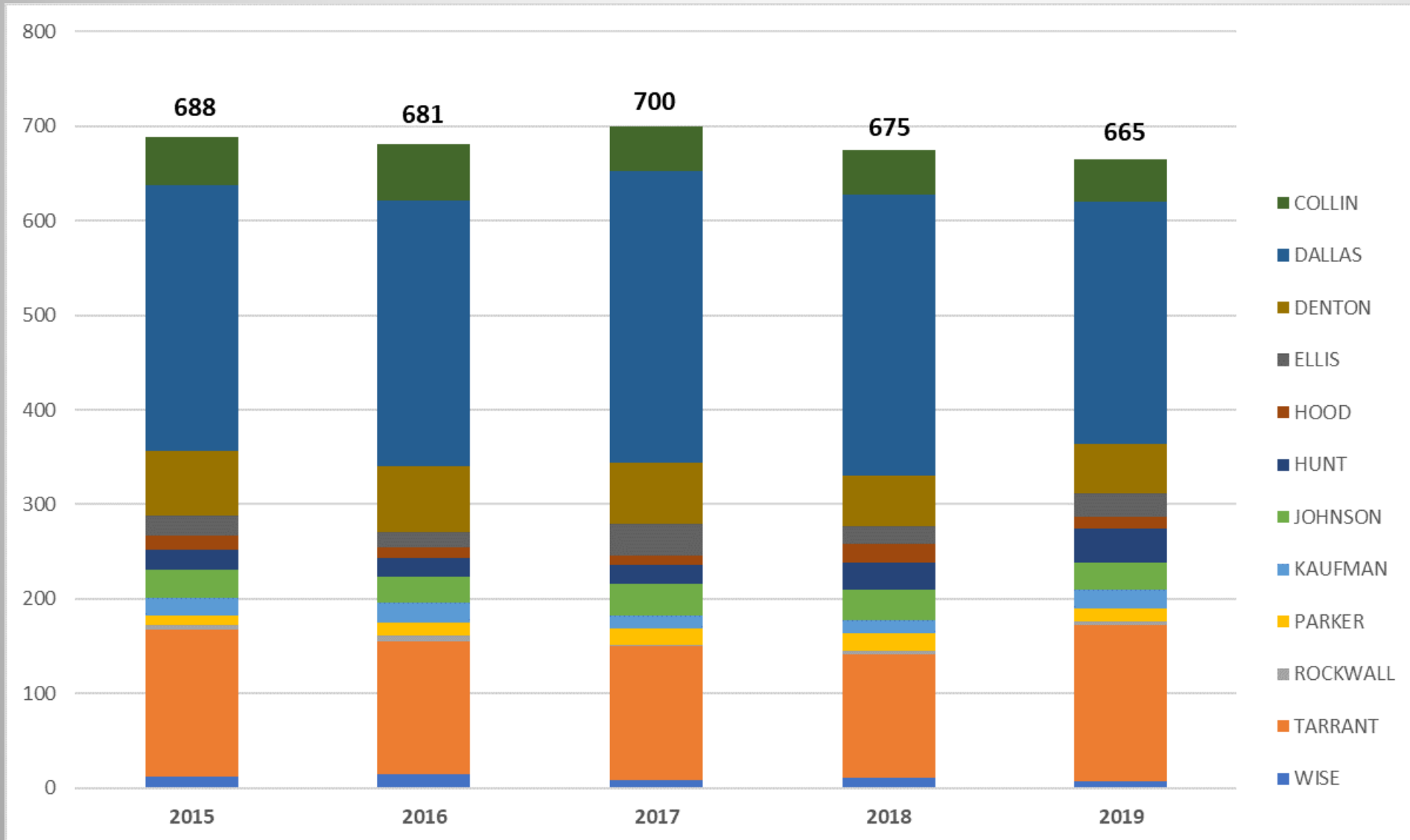
Note:

4,477 assists were either not found, cancelled before a patrol vehicle arrived, or did not specify the service provided.

Wrong-Way Driving Mitigation Program Updates

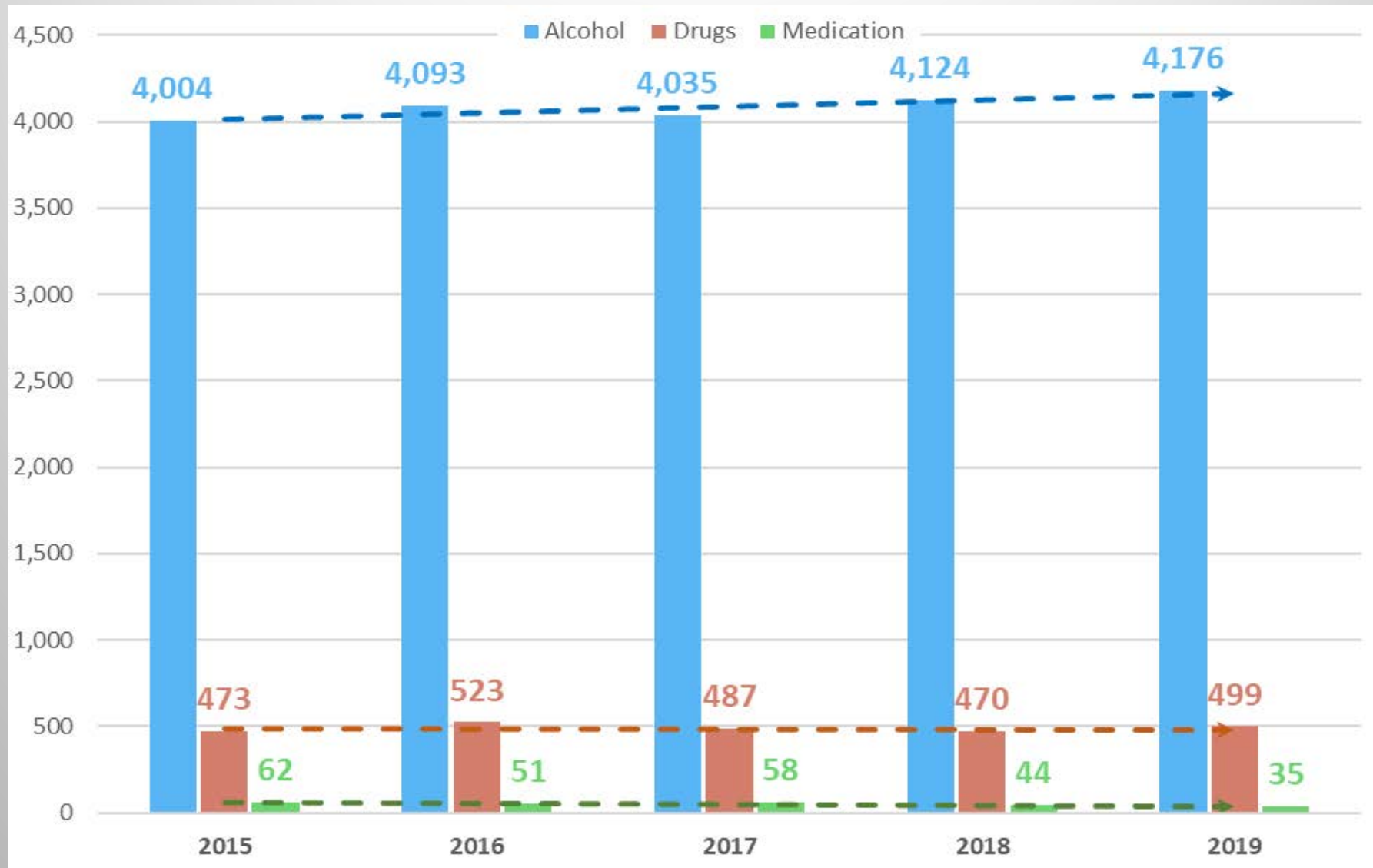
- **Phase I:** Initiated in 2014 and included 329 intersections in Dallas County. Implemented countermeasures include replacement of conflicting lane and arrow markings, signal enhancements, and other intersection improvements. To date, 256 intersections have been completed. Project expanded to include 88 additional intersections in Collin, Denton, Ellis, Rockwall, Navarro, and Kaufman Counties.
- **Phase II:** Initiated in 2015 along 14 segments of IH 30 in Tarrant County. Implemented countermeasures included radar, high definition cameras, and flashing LED Wrong Way signs alongside more traditional WWD countermeasures.
- **NTTA Projects:** Using thermal cameras to detect wrong way drivers on mainlanes of tolled facilities; embedded pavement sensors in tolled ramps; flashing signs to alert wrong way drivers; automatic notification alerts to NTTA staff.
- **NCTCOG Projects:** Released a Request for Information, in partnership with TxDOT and NTTA for wrong-way driver detection, verification and notification through mobile and/or in-vehicle technology in August 2019; *it was determined that this technology is not yet developed to a point where it would be beneficial to area drivers and will be revisited in the future.*

Wrong-Way Driving Crashes: 12-County MPA



Note: WWD crashes include those where wrong way driving was identified as either a primary, secondary, or tertiary contributing crash factor.

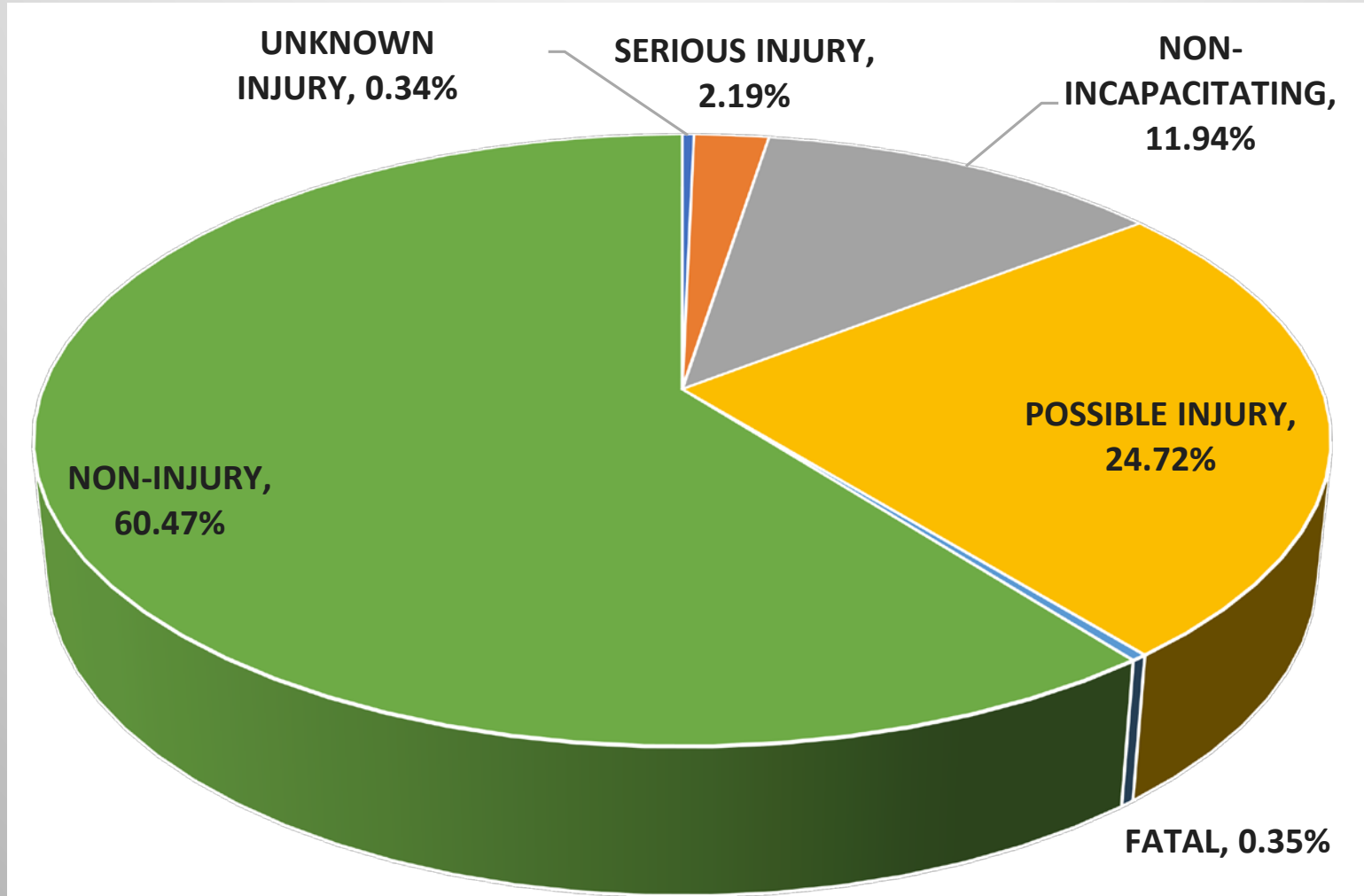
Crashes Involving Impaired Drivers: 16-Counties



Note: Includes TxDOT crash records where primary, secondary, or tertiary contributing factors were: “Had been drinking”; “Taking medication”; “Under influence - alcohol”; or “Under influence - drugs”.

2019 Crash Severity and Seatbelt Restraint

Seatbelt Restraint by Injury Severity



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Presentation Available on RSAC Website:

<https://www.nctcog.org/trans/about/committees/regional-safety-advisory-committee>