

REGIONAL SAFETY ADVISORY COMMITTEE
North Central Texas Council of Governments
Friday, October 28, 2022
10:00 am – 12:00 pm

[Click here to join the meeting](#)

Meeting ID: 219 809 938 964

Passcode: HPTApD

Call-in (audio only)

1-903-508-4574

Conference ID 447 820 443#

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

AGENDA

1. Introduction of new RSAC Chair and Vice Chair – Sonya Landrum, NCTCOG
2. Approval of July 22, 2022 Meeting Summary – Rob Severance, RSAC Chair
3. TXDOT Step Grant Program – Larry Krantz, TXDOT
4. TXDOT Fort Worth District's Traffic Safety Systems Activities – Theresa Poer, TxDOT Fort Worth District
5. TxDOT Dallas District Safety Plan – Brandi Bush, TxDOT Dallas District
6. Regional Safety Plan Goals Update – Michael Misantonis, NCTCOG Safety Team
7. 2023 Regional Safety Target Development Activities – Kevin Kroll, NCTCOG Safety Team
8. Update Items
 - a) [State Transportation Alternatives Call for Projects](#) – Kevin Kokes, NCTCOG
9. [Safety-Related Reference Items, Topics or Training Courses Website](#)
10. Upcoming Safety-Related Events and Training Announcements
 - a) [Traffic Incident Management Executive Level Course](#):
 - o November 3, 2022 (10 am – 12 pm), TxDOT Dallas District Office (DalTrans Bldg., 4625 E. Hwy 80, Mesquite, TX, 75150)
 - b) State Transportation Alternatives Call for Projects Workshop
 - o December 9, 2022 (9 am – 12 pm), NCTCOG Office
 - c) [Traffic Incident Management First Responder and Manager Course](#):
 - o [December 12-13, 2022](#), NCTCOG Office
11. Other Business (Old or New): This item provides an opportunity for members to bring items of interest before the group
12. Next RSAC Meeting: January 27, 2023 at 10 am. Format to be determined.



Heads up, Texas

TALK / TEXT CRASH

Drive
smart.
Keep
kids safe.

IF YOU
LOVE IT,

CLICK IT

BE SAFE. DRIVE SMART. TDOT

Strategic Traffic Enforcement Program (STEP)

October 2022

#EndTheStreakTX

End the streak of daily deaths
on Texas Roadways.





- **Goal:** Reduce transportation-related injuries and deaths
- **Strategy:** Develop strategic partnerships with law enforcement to reduce crashes by creating safer driving environments on Texas roadways through high-visibility engagement activities
- **Methods:**
 - Encourage proactive and productive High-Visibility Engagement (HVE) between law enforcement and traveling public
 - Encourage law enforcement participation and support of TxDOT campaigns
 - Provide valuable TCOLE-accredited training opportunities
 - Introduce and encourage the use of data in LE operations



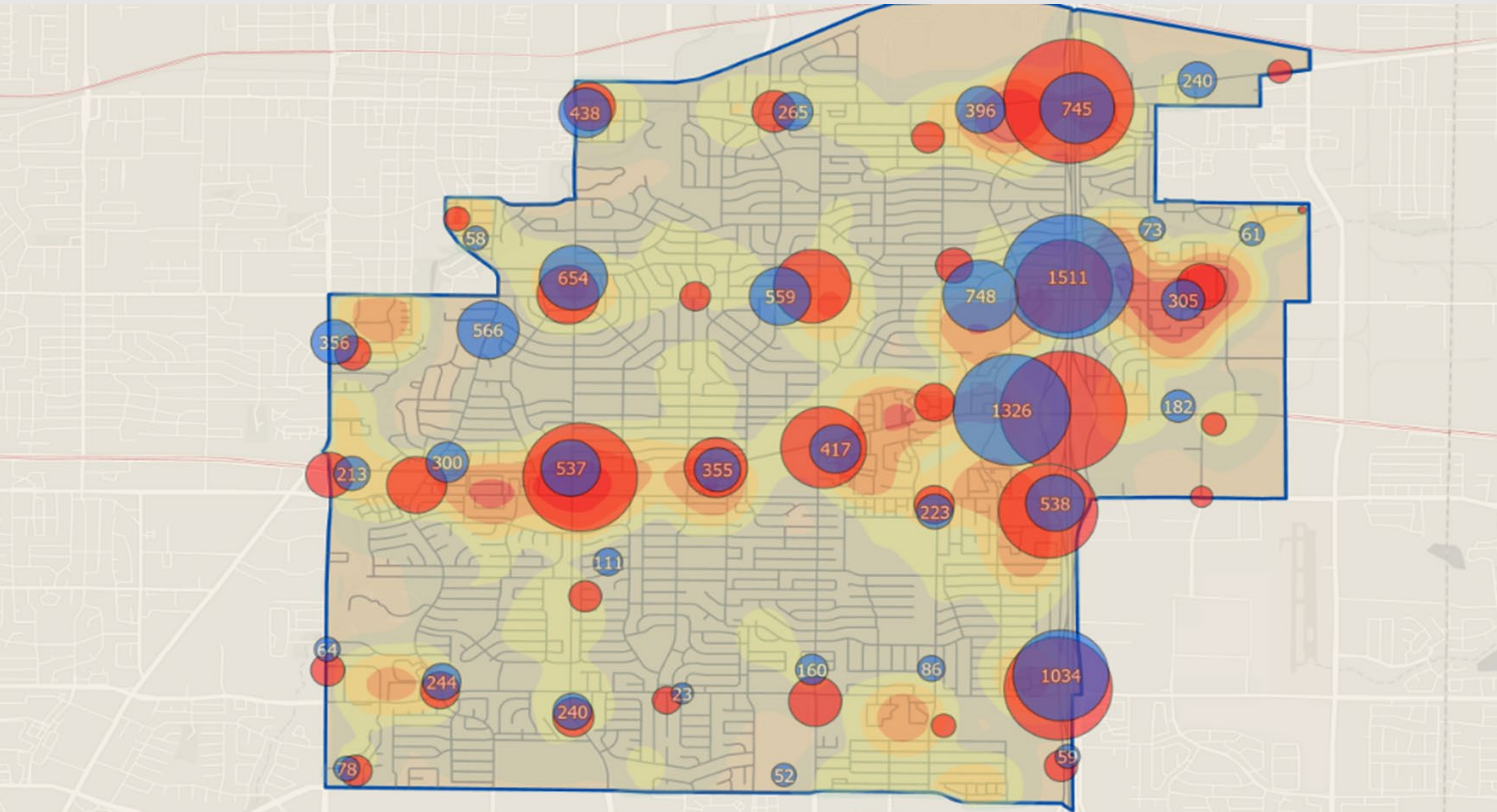
- STEP provides a limited resource
 - Cannot solve a jurisdiction's crash problem on its own
 - STEP helps agencies focus attention on high-crash areas
 - Leverage maximum impact from resources provided
 - Strategic selection of priority jurisdictions
 - Force multiplication through data-driven operations
 - Strategic deployment of STEP agency resources (Enforcement Zones)
 - Basis for long-term relationships within communities



- STEP-COMP
 - 113 Proposals executed
- STEP-CMV
 - 35 Proposals executed
- STEP-IDM
 - 37 Proposals executed
- STEP-CIOT
 - 46 Proposals executed
- STEP-OpSlow
 - 53 Proposals executed

284 Total Projects
~\$15M NHTSA funds
172 Unique Agencies
Recruited all 25 Dist

Crashes and Crime Hotspots Overlaid



☑ TOTAL T-STOPS 2021

Features

-

Clusters

Point Count

- Low
-
- High

☑ APD_TOTAL_CRASH_2021

Features

-

Clusters

Point Count

- 12
-
- 2,188

☑ PART 1 2021 HOTSPOTS

-



- Leverage additional resources provided by STEP toward reducing crashes in historically high crash areas through **deterrence, not punishment**
- Make at least a minimum number of documented, verifiable vehicle stops within or in-route to or from high-crash areas (Enforcement Zones) identified by subgrantee agency and approved by TxDOT
- Engage the media and the public with a positive message about safety



- This is the message:
 - We are partnering to focus this program's engagement efforts and resources on areas in our community where crashes have hurt and killed friends and loved ones.
 - There has not been a day without at least one fatality on Texas roadways since Nov. 7, 2000.
 - We all need to work together to #EndTheStreakTX



- Texas LEL Program
 - STEP grant building and administration
 - Traffic enforcement strategies and engagement concepts
 - Full list of courses at www.buckleuptexas.com





- Data Driven Approaches to Crime and Traffic Safety (DDACTS)
 - Build and develop agency analytical capabilities
 - Develop and implement agency-specific enforcement strategies
 - Force multiplication
- Large Truck & Bus Enforcement Training
 - For all officers
 - Recommended for all CMV subgrantees





HELP #EndTheStreakTX

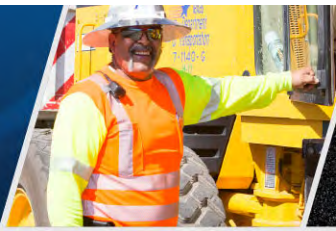
End the streak of daily deaths on Texas roadways.

TxDOT.gov (Keyword: #EndTheStreakTX)



#EndTheStreakTX Toolkit





#EndTheStreakTX



2022 Safety Plan Presentation

Fort Worth District



1 FTW System Safety Stats, trends and heat maps

2 Systemic and Targeted Evaluations

3 Project Lists

4 Traffic Management Strategies

5 Speed Reduction Strategies

6 District Specific Strategies



Engineering, Projects

- Targeted and Systemic approaches
- CAT 1
- CAT 8
- CAT 11SF
- Traffic Operations 4 year Program
- Pedestrian Safety

Education

- Traffic Safety Education

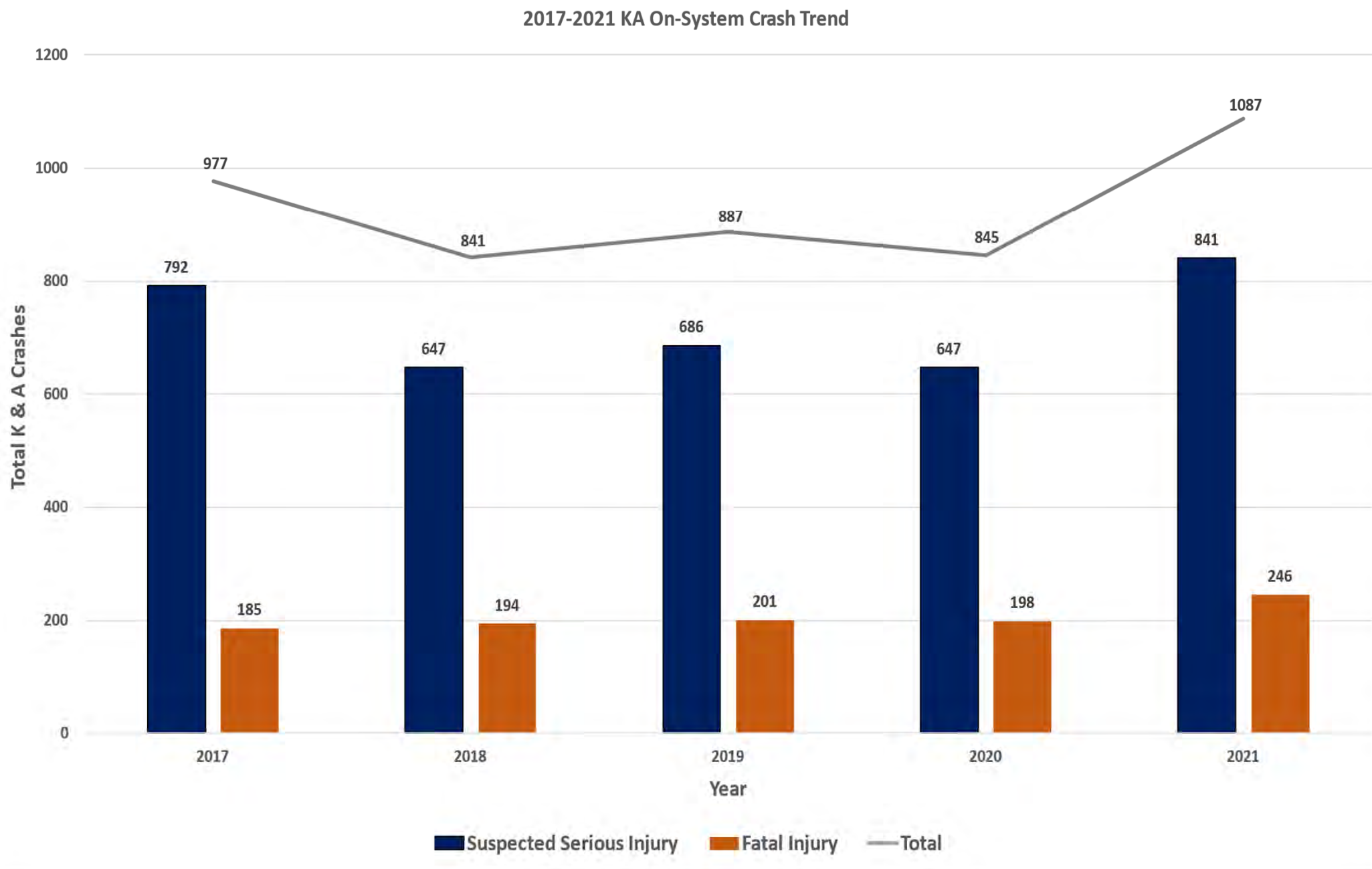
Outreach, Coordination, Enforcement

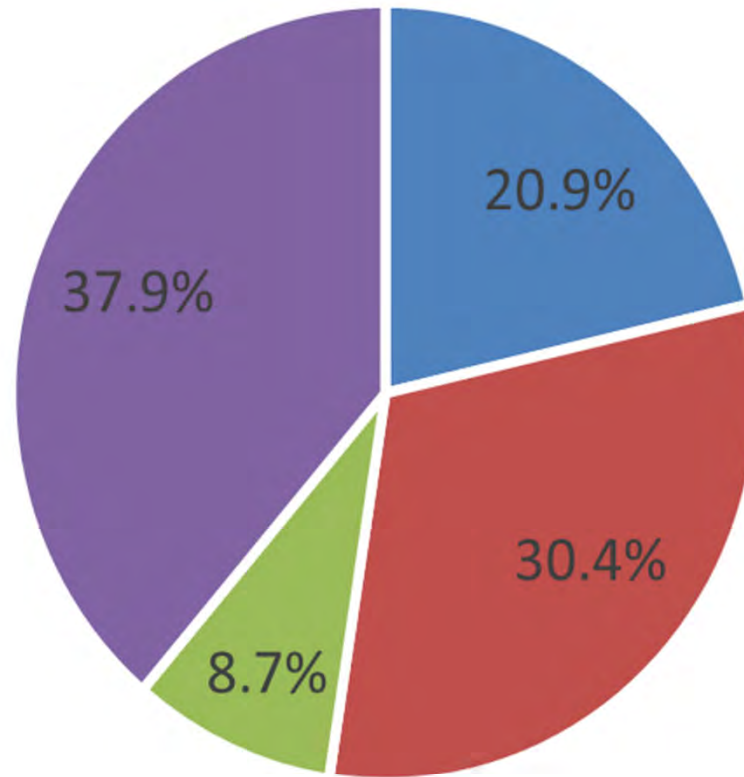
- TIM's
- MPO Coordination
- Courtesy Patrols
- Off-System/Local Coordination



System Safety Program

2017-2021 KA On-System Crash Trend



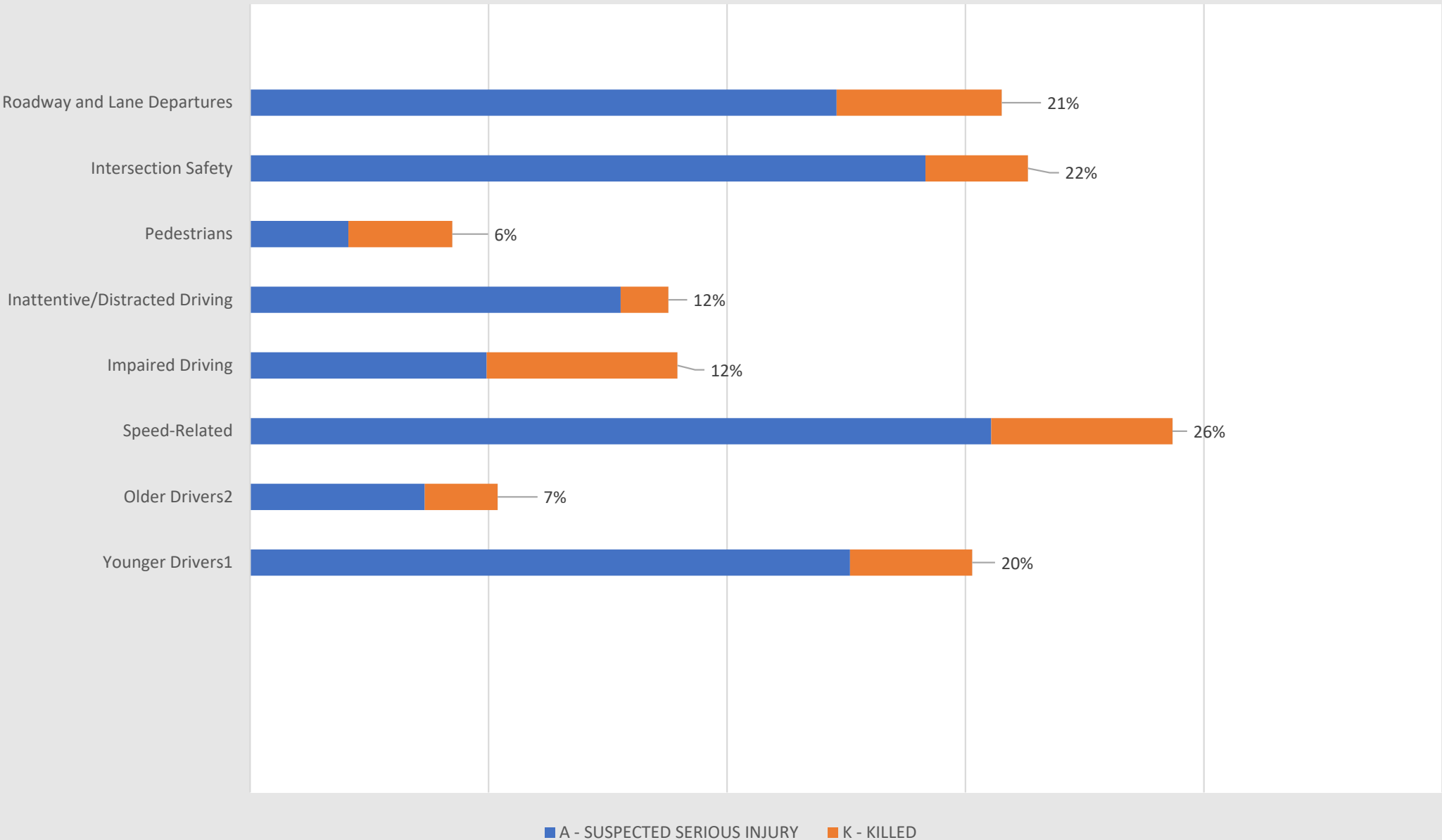


■ Unrestrained Occupant ■ Impaired ■ Distracted Driver ■ Speed Related

K&A Crashes by Emphasis Area 2018-2021



2017-2021 K&A Crashes by Emphasis Area





Crash Tree Analysis

TxDOT Reportable Crashes

TxDOT District

Ft. Worth

County

Tarrant

(All)

2012

2013

2014

2015

2016

2017

2018

2019

2020

2021

2022

Total Crashes
30,722

Fatal (K) - 212 (1%)
Suspected Serious Injury (A) - 912 (3%)
Suspected Minor Injury (B) - 4,452 (14%)
Possible Injury (C) - 6,292 (20%)
PDO / Unknown Injury - 18,854 (61%)

Fatal (K) - 148 (1%)
Suspected Serious Injury (A) - 488 (3%)
Suspected Minor Injury (B) - 2,367 (15%)
Possible Injury (C) - 3,319 (21%)
PDO / Unknown Injury - 9,500 (60%)

On-System
15,822 (52%)

Off-System
14,900 (48%)

Fatal (K) - 64 (0%)
Suspected Serious Injury (A) - 424 (3%)
Suspected Minor Injury (B) - 2,085 (14%)
Possible Injury (C) - 2,973 (20%)
PDO / Unknown Injury - 9,354 (63%)

Urban
15,081 (95%)

Rural
741 (5%)

Intersection
5,037 (33%)

Driveway
683 (5%)

Segment
9,361 (62%)

Intersection
355 (48%)

Driveway
73 (10%)

Segment
313 (42%)

Signalized
3,003 (60%)

Un-Signalized
2,034 (40%)

Collision Type
SV ROR - 2,444 (26%)
SV On Road - 252 (3%)
Rearend - 3,115 (33%)
Sideswipe - 2,323 (25%)
SD Other - 999 (11%)
Head On - 85 (1%)
OD Other - 57 (1%)
Other - 86 (1%)

Signalized
154 (43%)

Un-Signalized
201 (57%)

Collision Type
SV ROR - 91 (29%)
SV On Road - 12 (4%)
Rearend - 72 (23%)
Sideswipe - 67 (21%)
SD Other - 44 (14%)
Head On - 12 (4%)
OD Other - 11 (4%)
Other - 4 (1%)

Collision Type
SV/Other - 152 (5%)
Angle - 1,182 (39%)
Same Dir - 924 (31%)
Opp Dir - 745 (25%)

Collision Type
SV/Other - 287 (14%)
Angle - 755 (37%)
Same Dir - 795 (39%)
Opp Dir - 197 (10%)

Collision Type
SV/Other - 11 (7%)
Angle - 46 (30%)
Same Dir - 68 (44%)
Opp Dir - 29 (19%)

Collision Type
SV/Other - 7 (3%)
Angle - 72 (36%)
Same Dir - 108 (54%)
Opp Dir - 14 (7%)

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Safety Focus Areas for the Ft. Worth District

Crashes and Injuries by County - Tarrant

A = Suspected Serious
B = Suspected Minor

Unrestrained Occupant

2021

Fatalities	49
A Injuries	126
B Injuries	232
Crashes	947

DUI - ALL

2021

Fatalities	71
A Injuries	159
B Injuries	399
Crashes	1,766

Alcohol Related

2021

Fatalities	58
A Injuries	145
B Injuries	362
Crashes	1,619

Single Vehicle - ROR

2021

Fatalities	73
A Injuries	304
B Injuries	958
Crashes	5,780

All

Pedestrians

2021

Fatalities	56
A Injuries	105
B Injuries	142
Crashes	405

Pedalcyclists

2021

Fatalities	4
A Injuries	31
B Injuries	59
Crashes	138

Distracted Driver

2021

Fatalities	12
A Injuries	198
B Injuries	1,074
Crashes	6,574

Work Zones

2021

Fatalities	14
A Injuries	40
B Injuries	358
Crashes	1,831

Rural Areas

2021

Fatalities	12
A Injuries	80
B Injuries	250
Crashes	1,360

Intersection Related

2021

Fatalities	51
A Injuries	440
B Injuries	2,824
Crashes	12,962

Head - On

2021

Fatalities	22
A Injuries	62
B Injuries	154
Crashes	432

Motorcyclists

2021

Fatalities	36
A Injuries	140
B Injuries	198
Crashes	536

Speed Related

2021

Fatalities	76
A Injuries	374
B Injuries	1,662
Crashes	7,792

DUI - Alcohol

2021

Fatalities	53
A Injuries	142
B Injuries	356
Crashes	1,604

CMV

2021

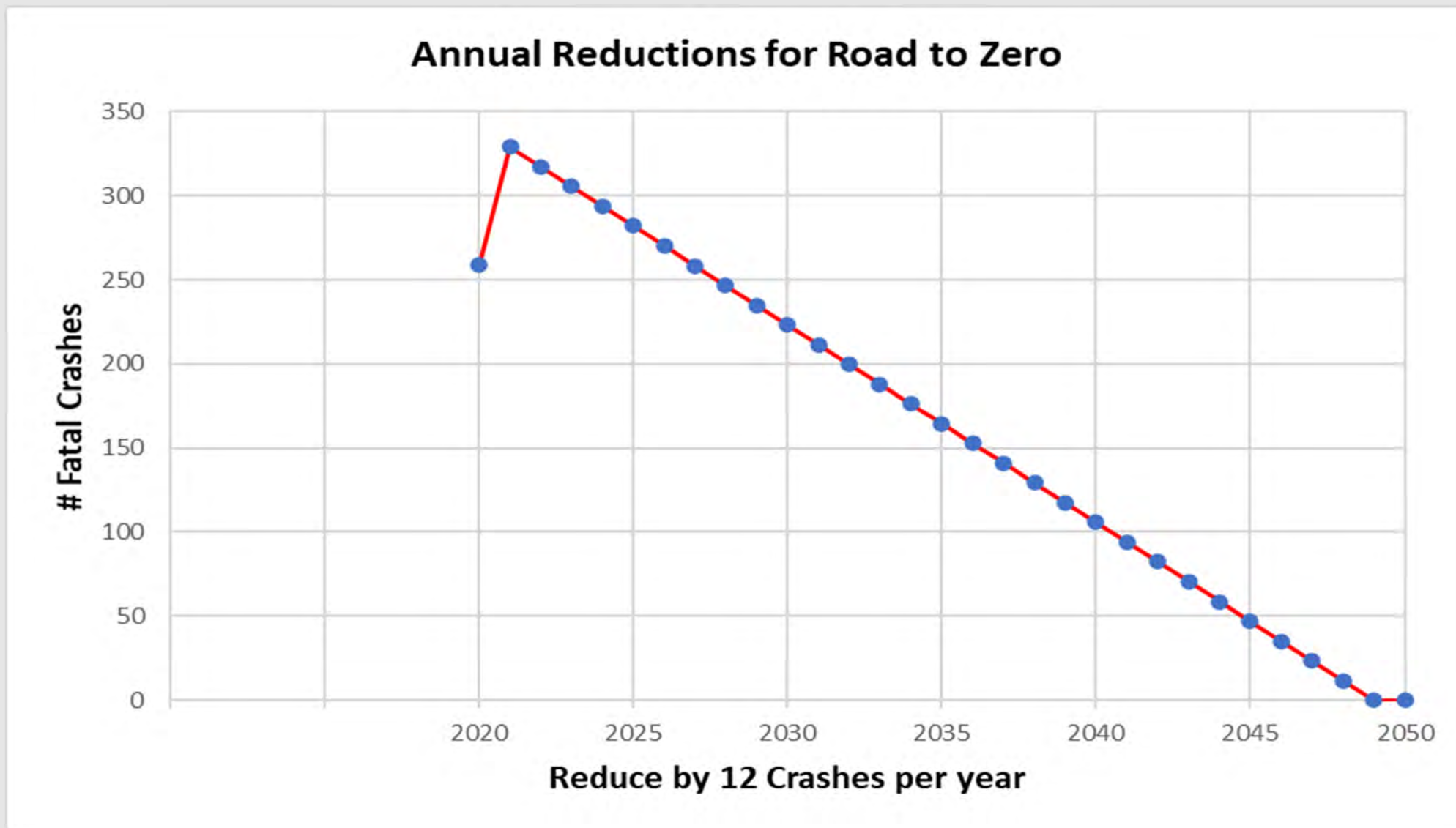
Fatalities	24
A Injuries	66
B Injuries	312
Crashes	2,166

Railroad Crossing

2021

Fatalities	3
A Injuries	5
B Injuries	15
Crashes	61

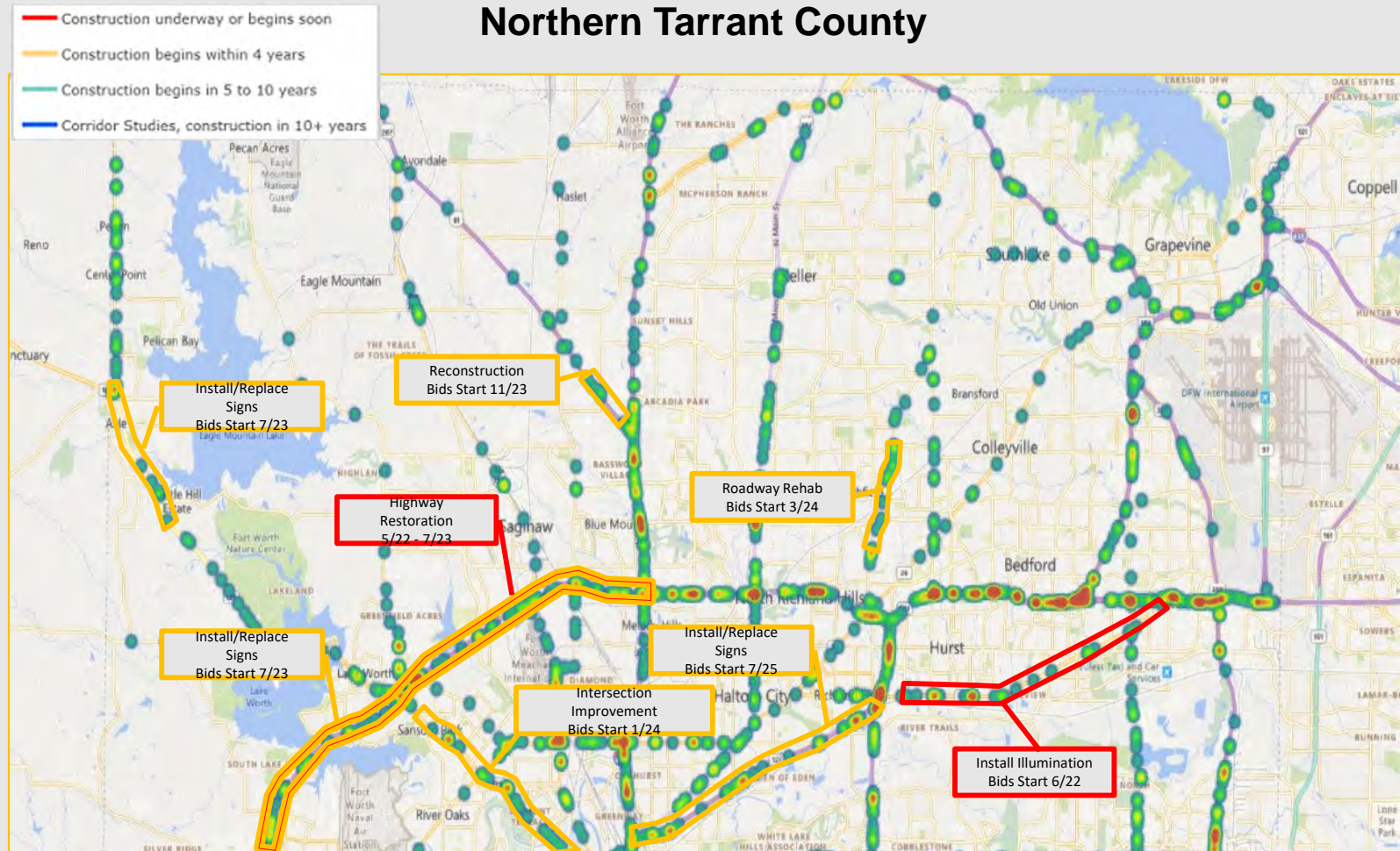
Annual Reductions for Road to Zero



Annual reduction of ~ 12 fatal
crashes/year

Heat Map of KA Crashes 2017-2021

Northern Tarrant County





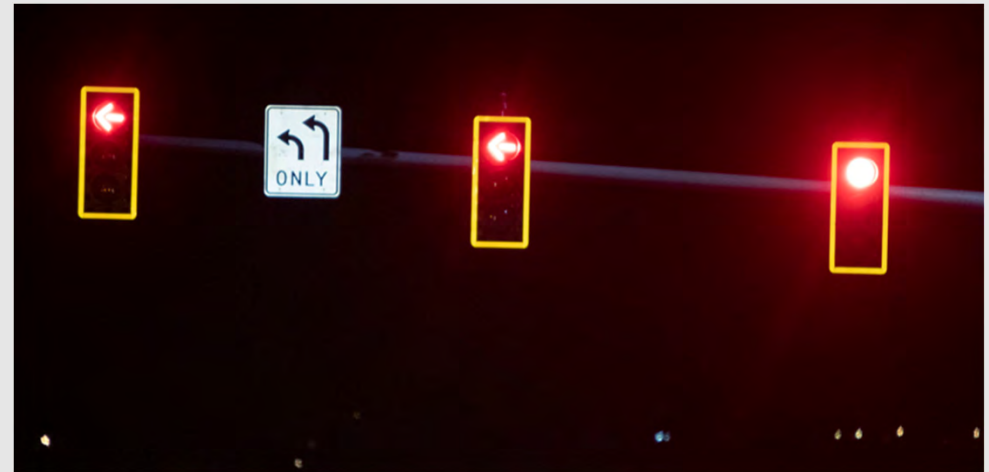
Pedestrian Safety Countermeasures



- Pedestrian corridor studies
 - Performed based on PED incidents found in FRT or stakeholder input
- HAWK System
 - Jacksboro High School Crossing @ US 281
- Polara Ped system features
 - Careflight Hospital Access in Stephenville
- Mid-Block Crossing
 - 303 crossing
- Signal upgrades (including ped elements, continental striping)
 - Vocal PED Buttons with all new install or upgrades
 - Coordination on A/O Projects to include PED Ramp Upgrades
- Education Campaigns
 - Be Safe.Drive Smart
- Planned Development Measures:
 - Pedestrian Median Barrier
 - Video Analytics



- Gaps in System-Median Barriers, Rumble Strips, Narrow Roadways
- Systemic Category in HSIP
 - Signal upgrades: Signal heads, conductors, cabinet , detection, pedestrian elements, and reflective backplates
- Safety Improvements in CAT 1 projects
 - Part of scoping process



Illumination Upgrades

- 83% LED in District
- 37 High Mast upgraded FY 22 (CTP@ IH 20, IH 820@ SH121)
- Elecsys System
 - Monitors voltage/circuit to tell us how many LED's are out
 - Can turn off all circuits from phone app/group text
 - Lockjaw ground boxes and Pelco locks on poles

Signal Upgrades

- 7 completed, 45 completed by end of 2022
- 89 upgrades under design for FY's 23-24
 - Will also address pedestrian elements
- District-wide Flasher upgrade (school zone and advanced)

Asset	Current Construction	Current RMC
Signals	\$11.2M	\$450,000
Signs	\$3.6M	\$450,000
Illumination	\$6.5M	\$1.1M
ITS	\$11.9M	\$2.5M (statewide contract)

District Lead Sign tech

Asst tech for RMCs and inspection

Developing district sign crew

Sign crew meetings

Night rides

Service now for all knockdowns

BPO for knockdowns

Guide sign inventory

GPS and mapping

Guide sign upgrade/repairs

Needs identified in 4 year plan

3 corridors under construction (US 287, IH 20)

10 corridors in design





Video Wall Upgrade

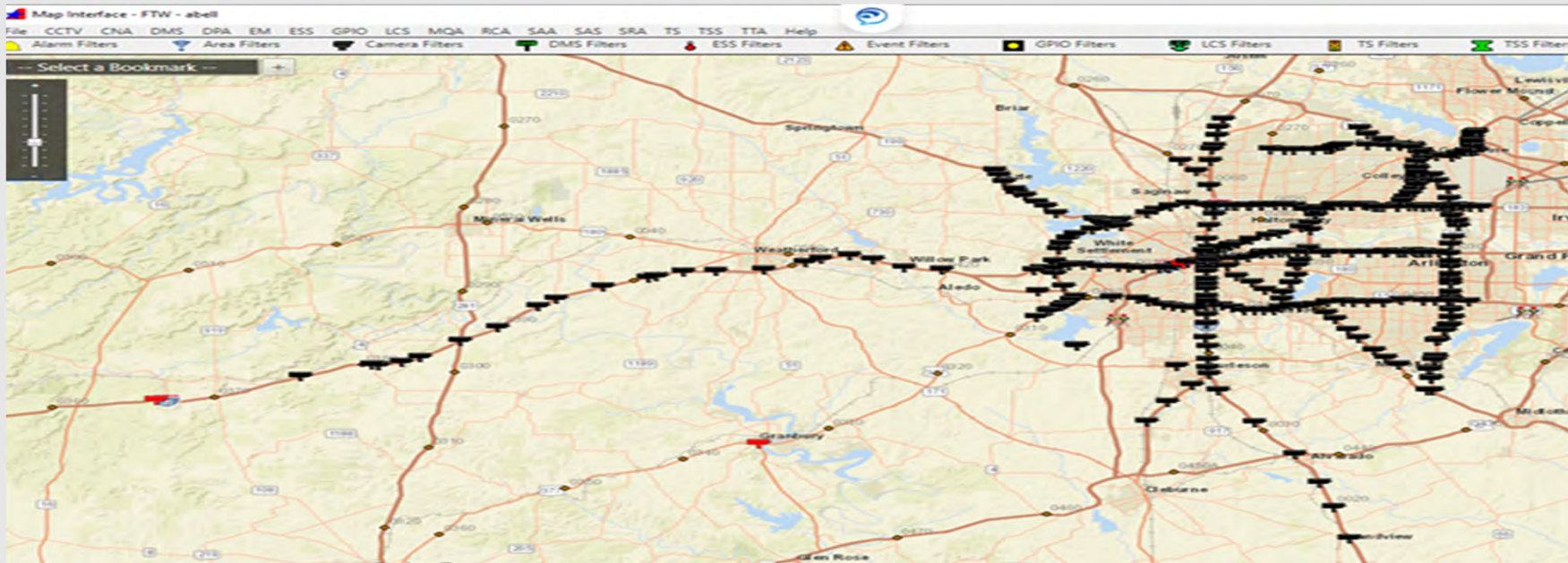
Winter Weather Operations

ITS Coverage Maps & Asset Uptime

Maintain ~98% Asset uptime

ITS Maintenance Contract \$1.5M spent in FY 22

All ITS needs identified in 4 year plan





Signal Connectivity Projects

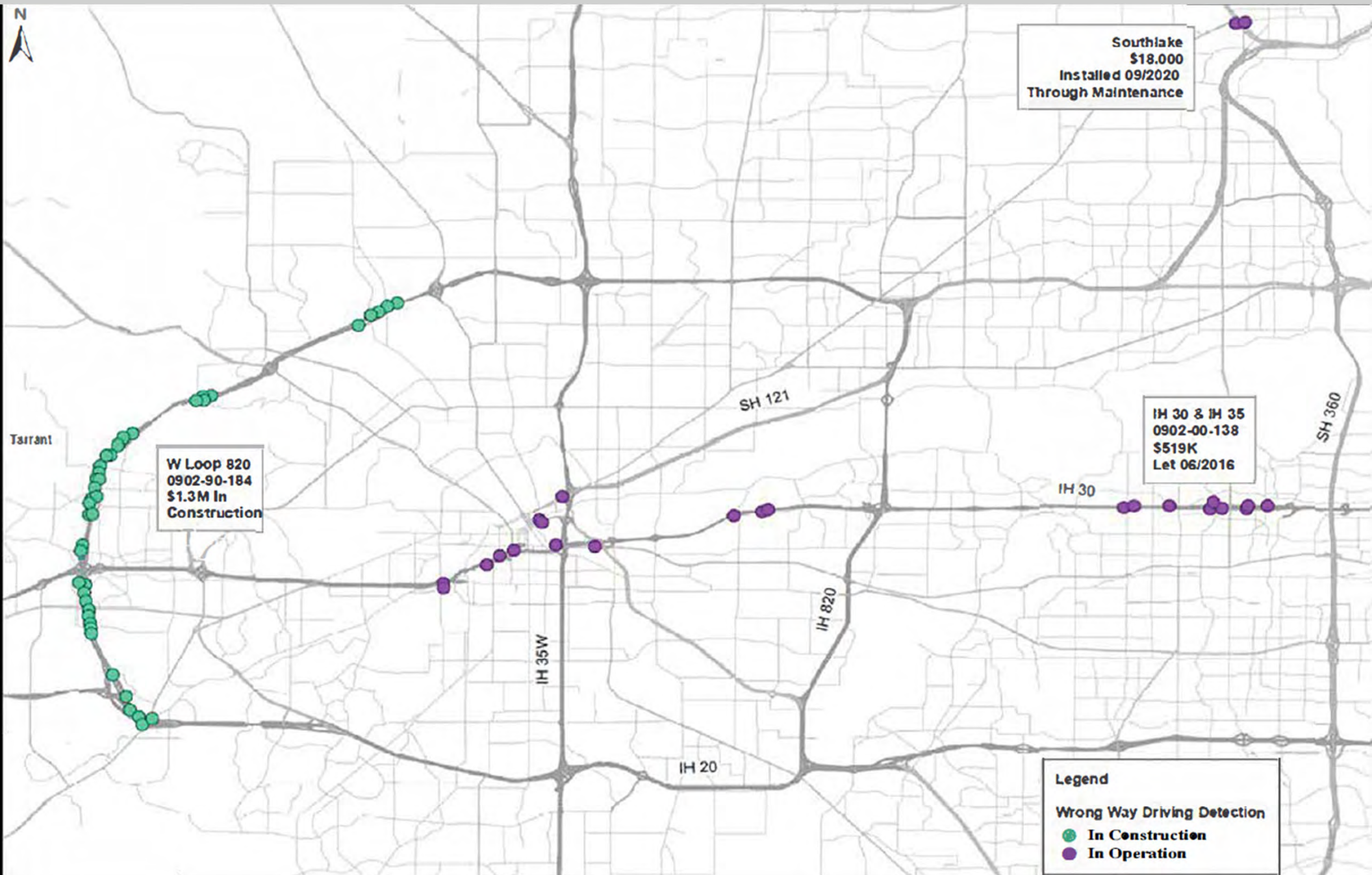
(BlueTOAD Spectra/NEXT)

Phase 1: US 377 Benbrook Corridor

Phase 2: US 377/SH 144 Granbury Corridor (Oct 2022)

Installation of PTZ Cameras at high accident/high congestion intersections

Wrong Way Driving Detection – Current and Proposed



■ WWD Devices

- Current: 17 devices with 26 new devices under construction

Year	Alerts	Corrected	Called 911	Caught by PD
2021	160	152	8	3
2017-2021	482	449	36	6

■ Additional Measures

- Partnering with cities on all Tier I Diamond intersections
 - Upgrading/installing correct One-Way signage
 - Installing straight thru vertical green arrows



Internal
Communication
and
Coordination

External
Communication
and
Coordination

Behavioral
Traffic Safety
Education

Enforcement

Courtesy Patrol
Expansion





- Fort Worth Area Coalition on Traffic Safety (FACTS)
 - Traffic safety coalition meetings
 - Members of the Tarrant County Child Fatality Review Team
- Child passenger safety program
 - Help ensure car seats are properly installed
 - Provide new seats to those with financial need
- Community outreach events
 - Hand outs and presentations
- Attendance at FRT
- Participates in our section's monthly safety meeting



- 19 STEP grants across 13 local departments/agencies
 - 4 agencies have grant that focus on commercial motor vehicle enforcement
 - Grant with the Tarrant County DA's office focuses on DWI enforcement
 - \$1.5 million grants in Fort Worth District

- FM 920 Pullouts for enforcement in Parker County





Questions?



Dallas District Annual Safety Plan

Mission Zero, Safety Is Intentional

November 9, 2022

Overview & Annual Reduction Goals



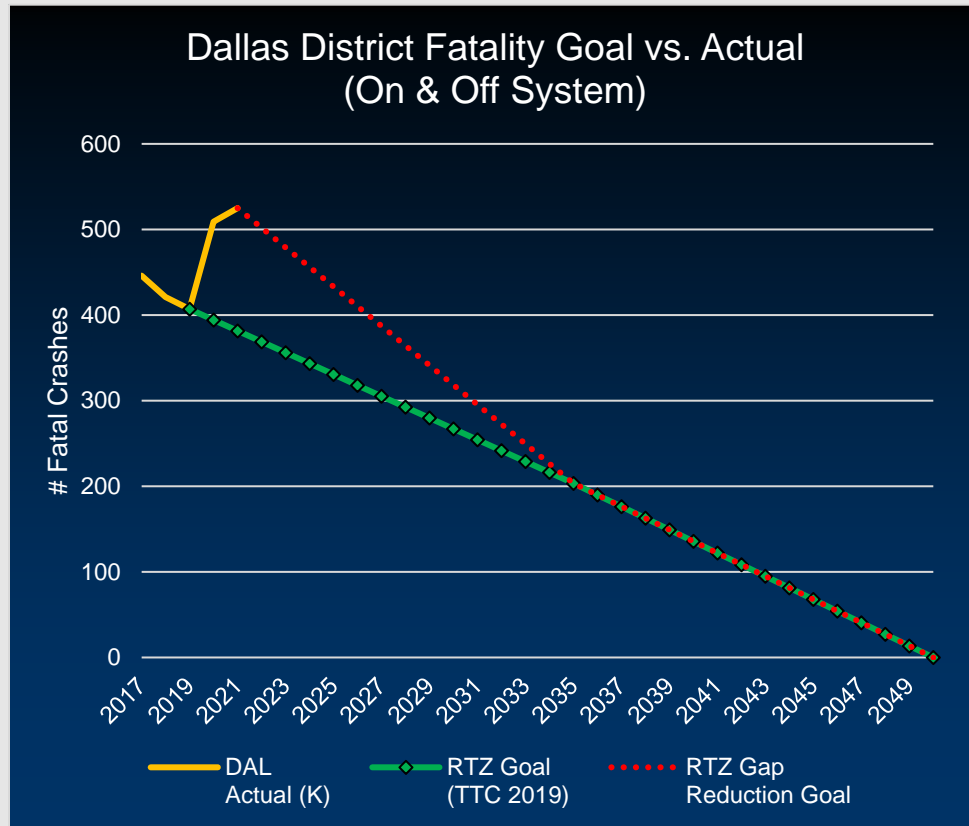
2017-2021

2,308 K crashes

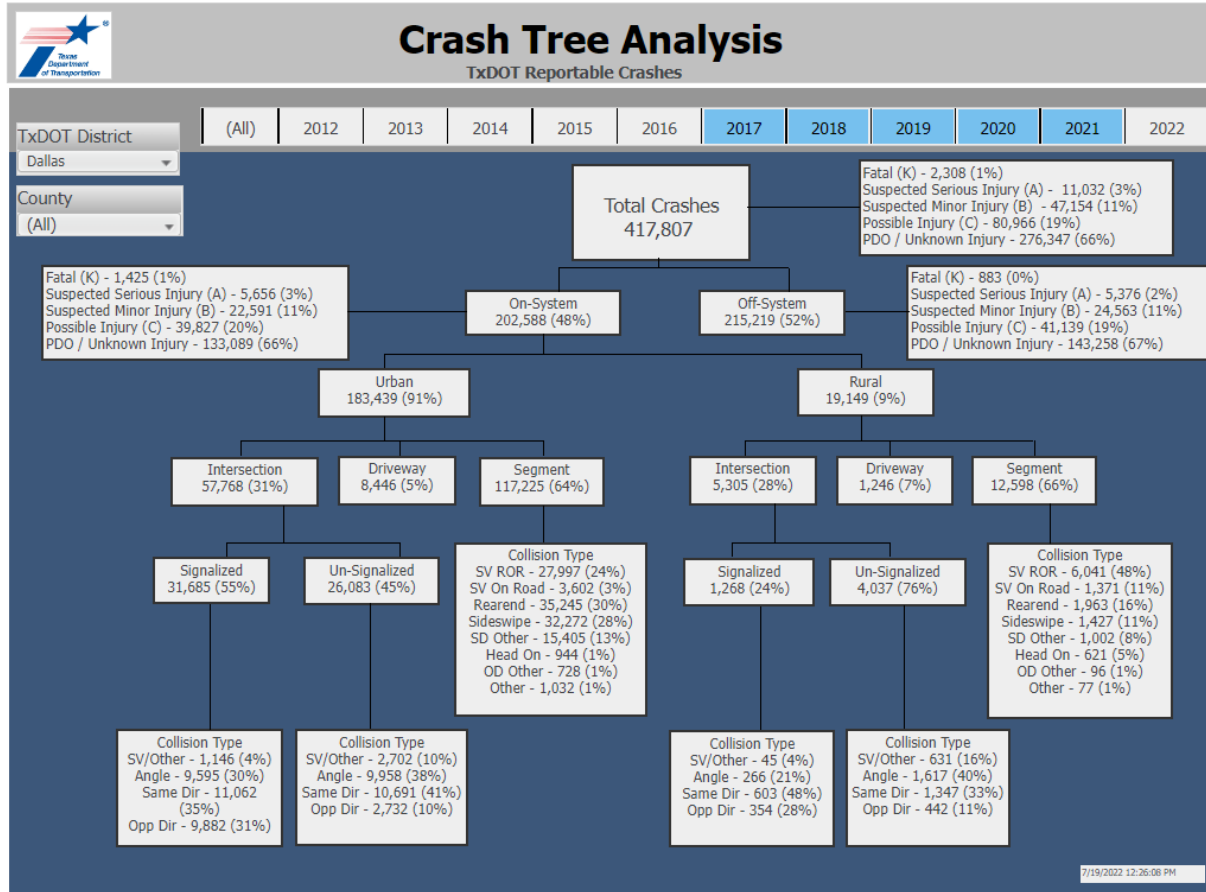
- Ave 462 K crashes/year
- 1.3 K crashes/day

K Crashes – (2017-2021)

Year	Fatal (K)	RTZ Goal
2017	446	---
2018	421	---
2019	407	407
2020	509	394
2021	525	382
Total	2308	



Crash Trends: Crash Tree Diagram (2017-2021)



Total Crashes: 417,807

On-System 48%
Off-System 52%
(Total Crashes)

Fatal Crashes: 2,308

On-System Fatal
Crashes: 1,425

Off-System Fatal
Crashes: 883

Crash Trends: Crash Tree Diagram (2017-2021)



On-System by Roadway Group

Interstate: 37%

337 CL miles

7.8 KA crashes/mi

Mainlane: SVROR

Ramps: SVROR

FR-Intersect: ANGLE

US/TX Hwy: 48%

995 CL miles

3.4 KA crashes/mi

Segment: SVROR

Intersection: ANGLE

FM Roads: 15%

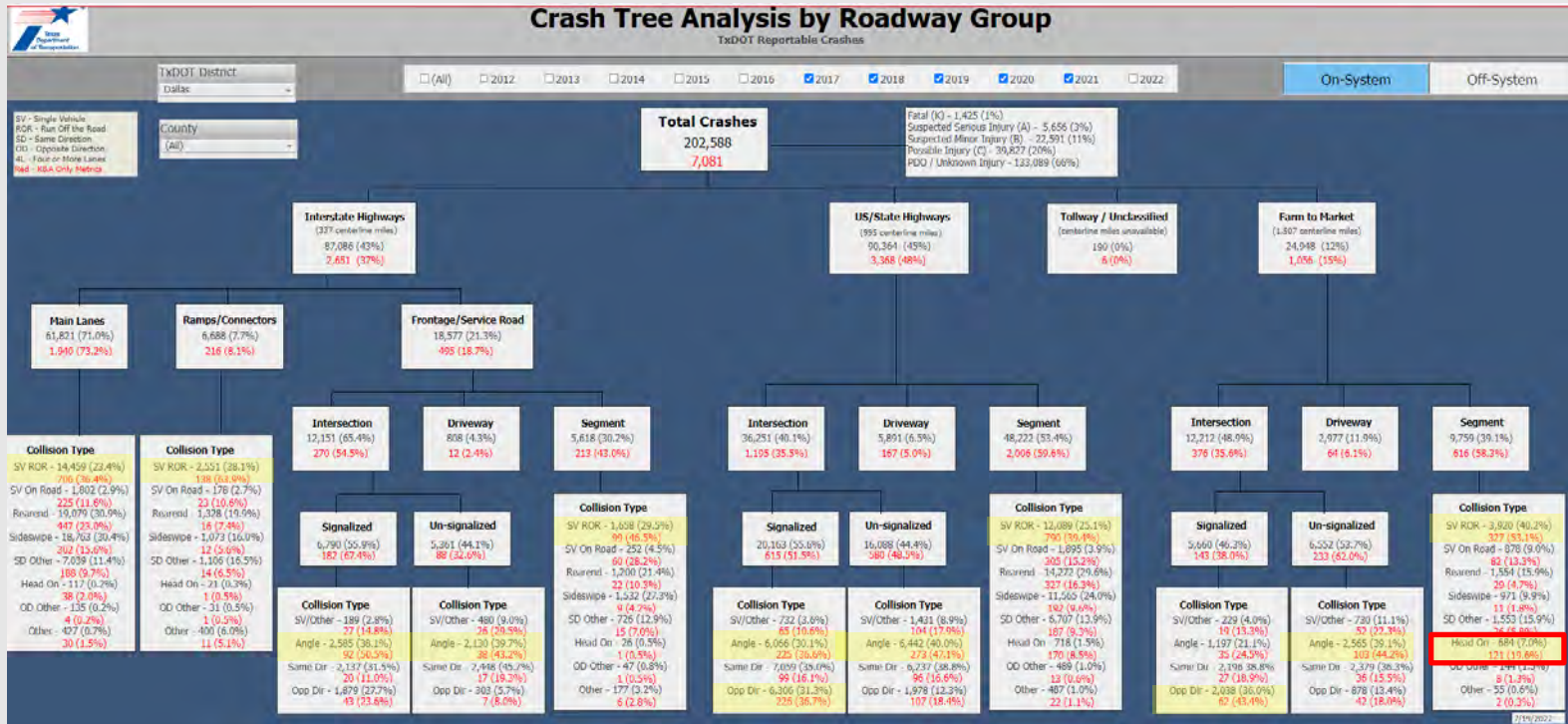
1,507 CL miles

0.7 KA crashes/mi

Segment: SVROR

Intersection: ANGLE

*Head on noticeably higher





Modeled after the Texas Strategic Highway Safety Plan

Intersection Safety

- Innovative Intersections
- Turn lanes/storage
- Improve visibility
- Signals

Older Road User (65+)

- WWD Countermeasures
- CarFit for Senior Drivers
- Edgeline and Profile PMs/Texturing
- Safety Lighting

Pedestrian Safety

- Sidewalks/connected ped networks
- Safety Lighting
- Safe crossings/bridges

Roadway Departure

- Establish target speeds
- Edgeline and Profile PMs/Texturing
- Chevrons/curve delineators
- Speed feedback signs
- Roadway Geometry
- Identify locations subject to wet-weather run-off-the-road crashes

Noticeable District Trends:

1. Motorcycles
2. Younger Road Users

WWD

- Systemic (DAL Detail)
- Technology

Crash Trends: Changes from 2021 Safety Plan

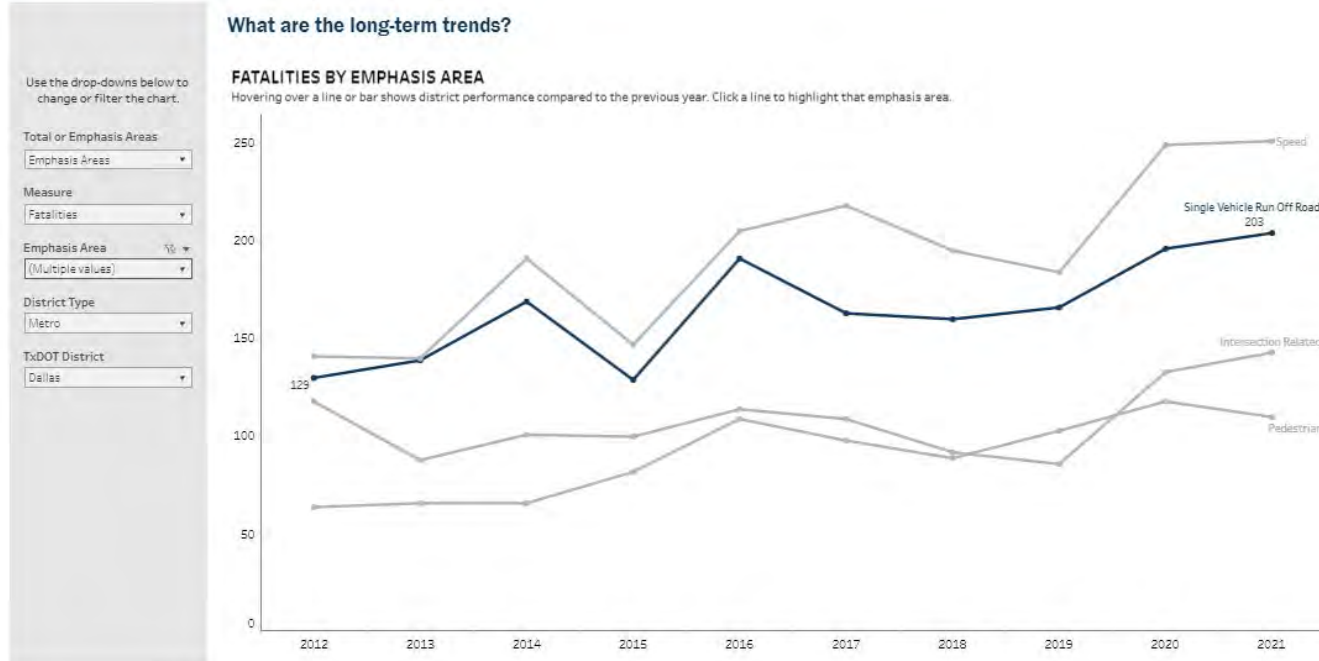


Modeled after the Texas Strategic Highway Safety Plan (SHSP)	
The District Focused on 5 Emphasis Areas for 2021 Safety Plan	<u>2021 Safety Plan (2016-2020)</u> Intersection Safety: 489 Roadway Departure: 850 Pedestrian Safety: 512 Older Road Users: 339 Wrong Way Driver: 55
Focused on Same 5 Emphasis Areas for 2022 Safety Plan Added 2 “Noticeable Trends” for 2022 (Target Education)	<u>2022 Safety Plan (2017-2021)</u> Intersection Safety: 526 ↑ Roadway Departure: 866 ↑ Pedestrian Safety: 504 ↓ Older Road Users: 295 ↓ Wrong Way Driver: 52 ↓ <i>Motorcycles: 371</i> <i>Younger Road Users: 320</i>

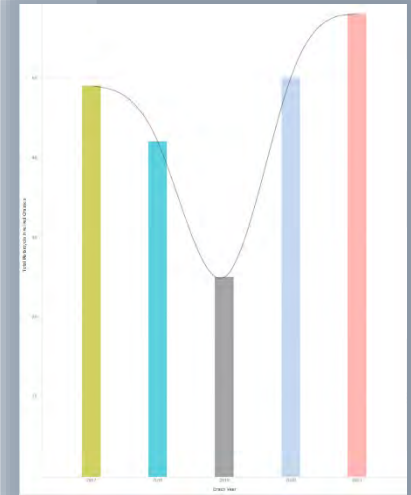
Crash Trends: Single year Comparison (2012 to 2021)



Motor Vehicle Injuries and Crashes (through Jun 2022)



CRIS EA Metrics Motorcycle K crashes





Development of Our Safety Program is a Collaborative Effort

1



District Sections

- Area Engineers, Maintenance Supervisors
- Fatal Review Team/ Transportation Operations Safety TEAM
- Traffic Safety Specialists/Behavioral Traffic Safety (BTS)

2



Local Governments/Stakeholders

- City Officials, County Officials, State Rep, etc.
- North Central Texas Council of Governments
- Developers, Research Group (TTI)

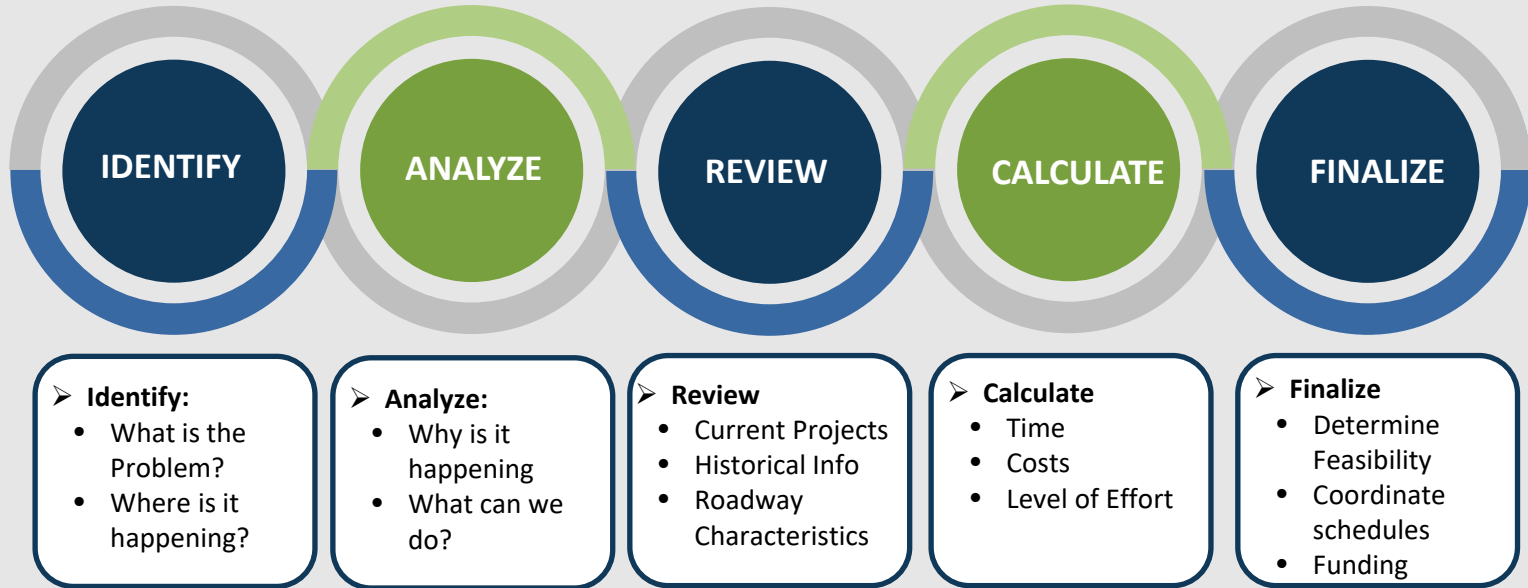
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Traveling Public

- Report Issues

Development Process: Vital Steps





The TSMO Plan, completed in September 2021, addresses key areas of concentration and investment. Crucial Document to focus efforts on Four E's.

Engineering, Education, Enforcement & EMS

- **Intelligent Transportation Systems (ITS):**
Real time info for driving conditions and potential hazards
- **Traffic Incident Management (TIM):**
Communication/Feedback with law enforcement and EMS (TIM Coordinator)
- **Behavioral Traffic Safety**
Education and interactions with community
District coordination

- **Emerging Technologies:**
TCFC/CENTRACS, data sharing with LGs.
- **Wrong Way Driver (WWD) Initiatives**
Tragic and High Profile
- **Signals and Intersections:**
Known conflict points





HSIP - Targeted

Reactive project selection & screening process

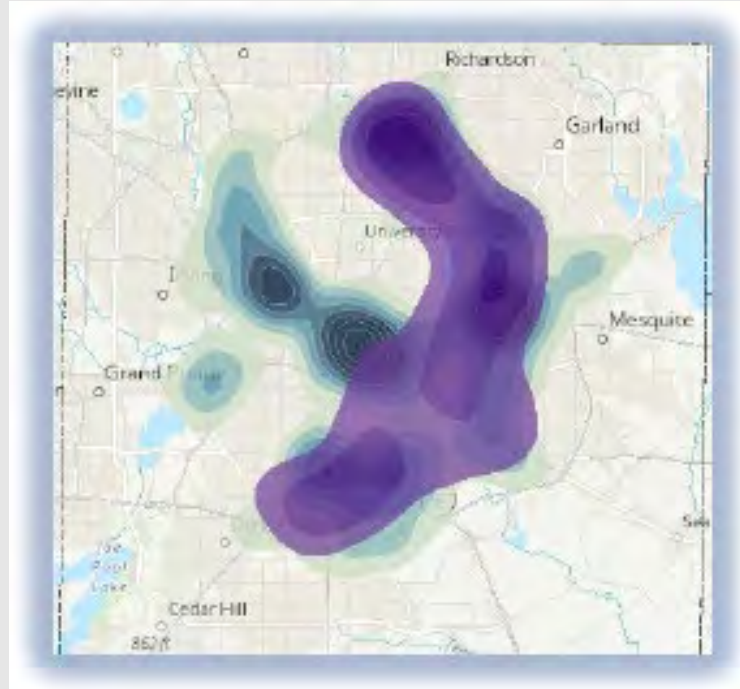


➤ **Reactive Project Selection**

- Coordination with Area Offices
- Fatal Crash Reviews
- Analyze crash heat maps based on emphasis areas

➤ **Screening process**

- District identifies potential projects
- Analyze crash data/reports
- Review roadway characteristics
- Calculate SII scores/Estimate costs
- Cross check with other funded projects to finalize project list



IDENTIFY

ANALYZE

REVIEW

CALCULATE

FINALIZE

Development Process: Types of Projects - HSIP Systemic



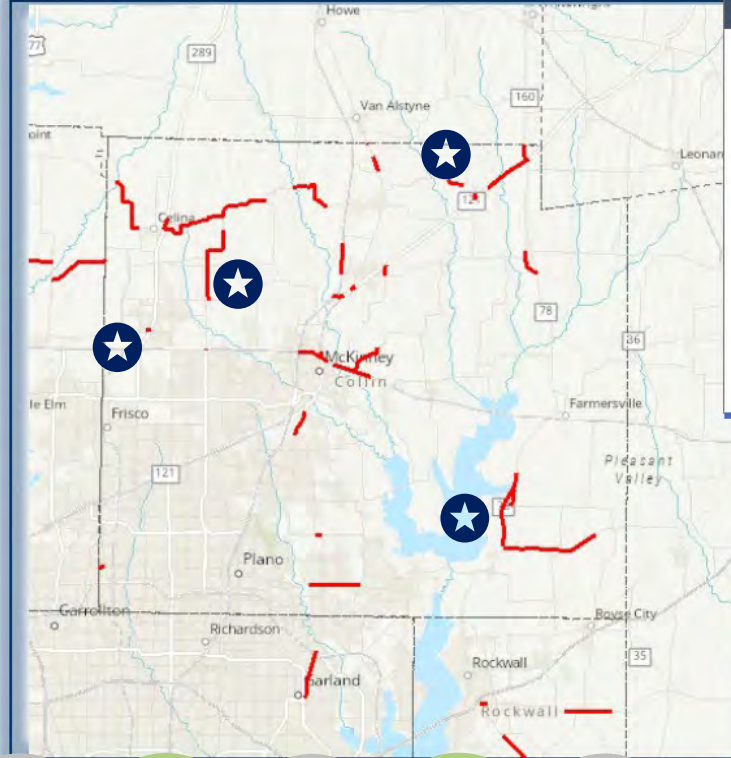
HSIP - Systemic

Developed potential HSIP projects for roadway departure, intersection, & ped emphasis areas



➤ Proactive Project Selection

- Utilize known solutions to known problems and deploy appropriate countermeasure
- Not concerned about Hot Spots
- Consideration given for High-Risk Roadway segments (RHiNo – screening Tool from TTI)



High Risk
Roadway
Segments

Collin County



Active or
Funded
Projects

IDENTIFY

ANALYZE

REVIEW

CALCULATE

FINALIZE

Development Process: Types of Projects - HSIP Off-System



Off-System

➤ 2021 CALL FOR PROJECTS

- 37 Projects
- \$26.5 MM
- 9 Cities w/Projects Selected

➤ 2020 CALL FOR PROJECTS

- 30 Projects
- \$12.5 MM
- 5 Cities w/Projects Selected

➤ Emphasis Areas

- Roadway Departures
- Intersections
- Pedestrians
- Impaired/Older Road Users

9 cities awarded projects in the 2021 Call for Projects



Project Selections: FY 23-25 HSIP Projects



FISCAL YEAR	2023	2024	2025	Rack and Stack Projects FY 24 to FY 23 AVL <ul style="list-style-type: none">• 3 Projects• \$14,039,679
Intersection/Pedestrian	\$16,692,761	\$16,818,650	\$25,853,328	
Pedestrian	\$785,139	--	\$551,905	
Roadway & Lane Departure	\$18,100,000	\$21,210,530	\$10,220,315	
Roadway & Lane Departure (Barrier)	\$2,310,815	--	--	
Roadway & Lane Departure (Curve)	\$394,312	--	--	
Older Users/Wrong Way Driver	--	\$383,374	--	
TOTAL	\$38,283,027	\$38,412,554	\$36,625,548	

Development Process: Types of Projects - Category 1/Maintenance



CAT 1 - Rehabilitation

Provide additional paved surface width and address non-pavement safety items



➤ CAT 1 Rehabilitation – FY 27

- 54 rehabilitation projects widening roads with pavement widths less than 24' to a width of 28'
- ✓ Approximately 245 centerline miles
- ✓ \$310MM

➤ Addressing non-pavement safety items:

- Upgrade MBGF
- Culvert Extensions/Driveway SET
- Shoulder & centerline texturing
- Signing & delineation

Maintenance



➤ Maintenance

- Edge Drop Offs
- High Friction Surface Courses
- Tree Trimming/Sight Distance
- Pavement Marking Plan
- Maintenance Work Zone Speed Limits

➤ Operations

- Delineation
- Upsize Chevrons – adding yellow reflective tape to posts
- Shoulder & centerline texturing

System Safety Task Force Operations

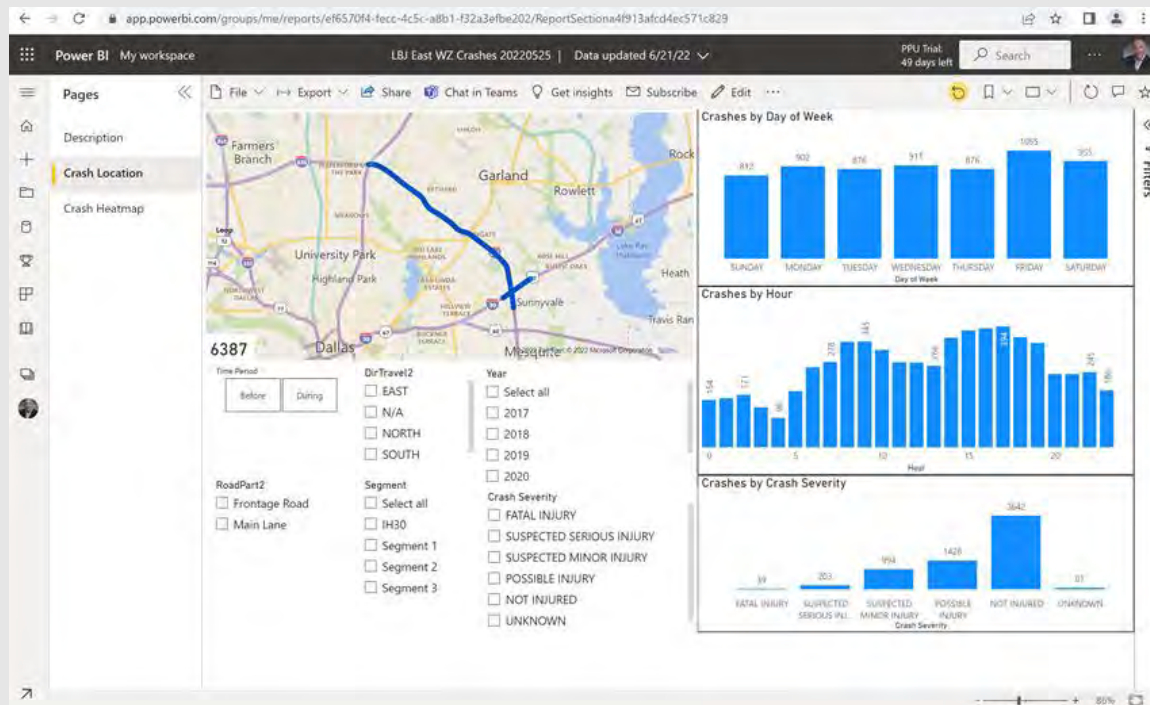
Champion: Jeff Bush, Director of Operations



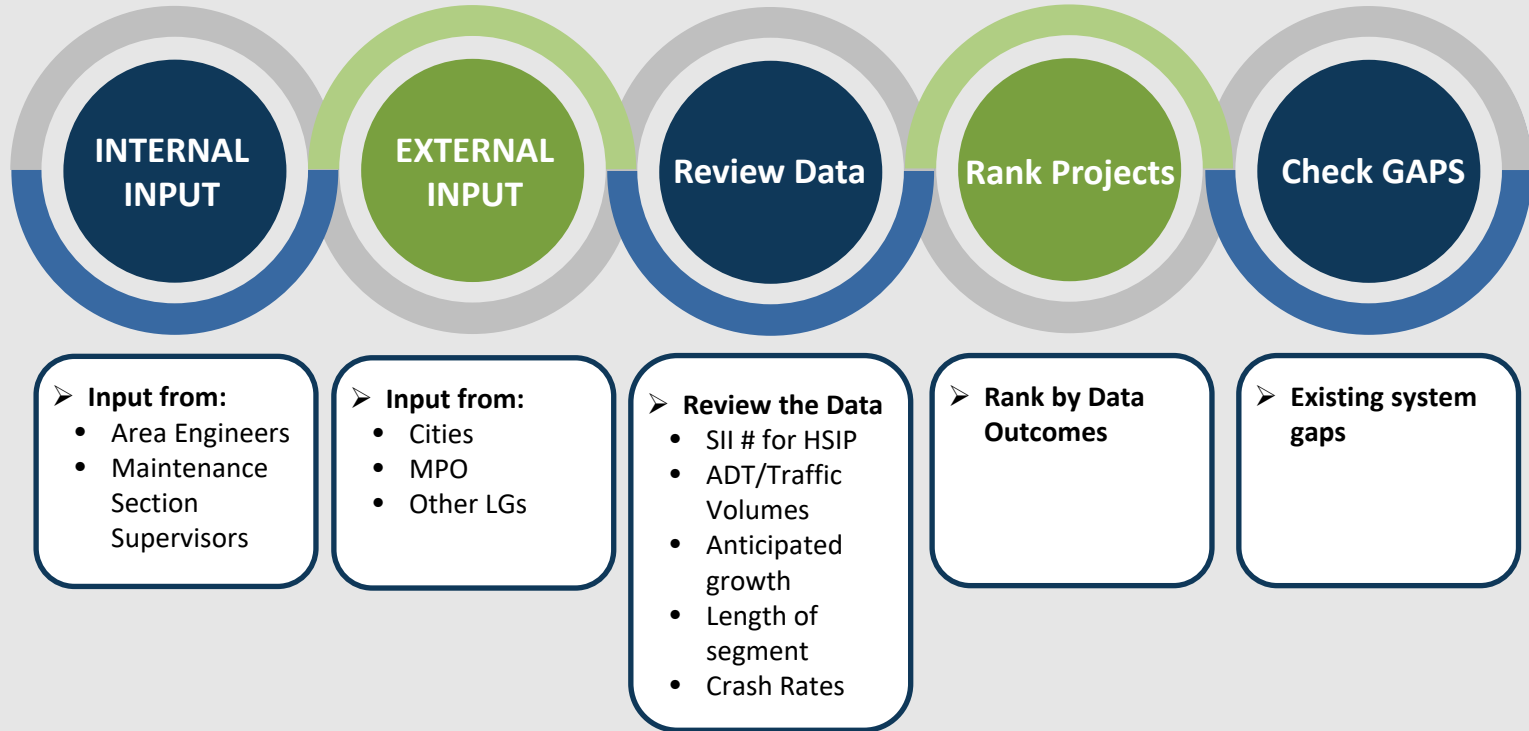
Construction Workzone

- Traffic Control Concept Conferences
- Construction Speed Limits
- Force Accounts
 - Safety Contingency
 - Law Enforcement
- Major Corridor Crash Analysis
 - IH 635 LBJ East
 - IH 35E/US 67 Southern Gateway
 - Irving Interchange
- Technology
 - Que Detection
 - DMS
 - PCMS

System Safety Task Force Construction



Prioritization Process: Vital Steps



Prioritization Process – WWD Technology Example



- List identified segments (Development Process)
- ADT
- Segment length
- Crashes/mile
- Assign a score (ADT & Crash Rate)
- Rank
- Check Gaps and Project Conflicts
- Find available funding

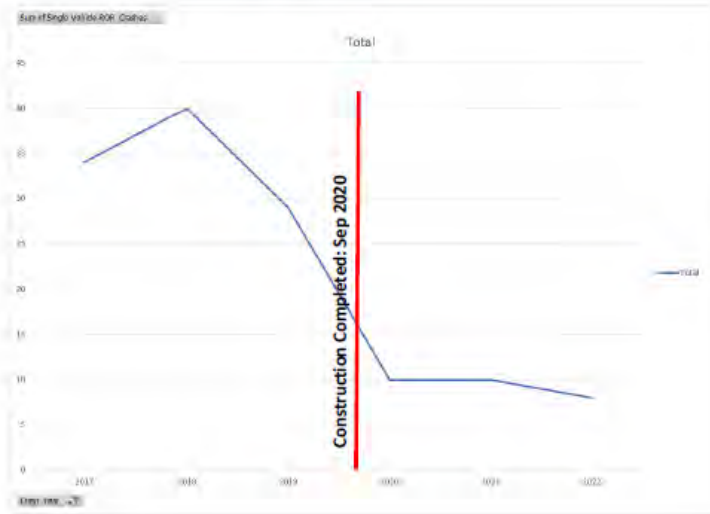
Segment Selection				Additional Scoring Criteria			Prioritization Scoring ⁴		
Roadway Name	From	To	ADT(vpd) ¹	Segment Length (mi) ²	# of WWD Crashes	WWD Crashes per Mile within Segment ³	ADT Score (20 Points)	WWD Crash per Mile Score (40 Points)	Total (60 Points)
Spur 366	I-35E	Olive St	167,436	0.8	13	16.25	17	40	57
I-35E	Lancaster Ave	Crawford St	161,151	0.2	3	15.00	17	40	57
I-35E	Dallas North Tollway	Houston St Viad	240,182	0.8	5	6.25	20	35	55
US 75	I-30	Mockingbird Ln	167,987	4.2	25	5.95	17	33	50
I-635	Dallas North Tollway	Forest Ln	214,926	4.8	24	5.00	19	28	47
I-635	Luna Rd	Nicholson Rd	156,555	0.8	4	5.00	17	28	45
I-30	Ervay St	Bank St	154,251	2.2	10	4.55	17	28	45
US 75	Royal Ln	Custer Rd	199,120	5.2	22	4.23	18	25	43
I-635	Miller Rd	Plano Rd	176,541	1.1	4	3.64	18	22	40
US 175	I-45	Elsie Faye Heggins St	63,882	1.6	10	6.25	4	35	39
I-30	Jim Miller Rd	SL 12	121,720	0.9	4	4.44	13	25	38
I-35E	TX 482	SL 12	107,367	1.2	4	3.33	13	18	31
I-635	Towne Centre Dr	Quail Dr	188,505	5.5	13	2.36	18	10	28
TX 482	SH 183	SL 12	10,891	1.8	8	4.44	1	25	26
US 75	Plano Pkwy	FM 2170	217,943	6.8	13	1.91	19	5	24
I-30	SH 161	Grand Lakes Blvd	98,848	4.9	14	2.86	9	14	23
I-45	River Oaks Dr	I-20	79,380	2.4	6	2.50	9	10	19
US 67	SL 12	Millbrook Dr	82,493	2.0	5	2.50	9	10	19
I-35E	Ann Arbor Ave	Pleasant Run Rd	110,243	6.2	10	1.61	13	5	18
SH 161	Walnut Hill Ln	SH 183	78,162	2.1	4	1.90	9	5	14
US 67	Wintergreen Rd	Parkerville Rd	81,904	3.7	5	1.35	9	3	12
US 175	S Buckner Blvd	S Woody Rd	72,694	5.8	11	1.90	4	5	9
I-45	Leslie St	Dalport Pkwy	69,167	4.3	6	1.40	4	3	7

District Projects: Evaluation - Before and After



COLLIN COUNTY

Row Labels	Single Vehicle-ROR Crashes
Dec 2017	34
Dec 2018	40
Dec 2019	29
Sep 2020	Construction Completed
Dec 2020	10
Dec 2021	10
Total	131



ROADWAY & LANE DEPARTURE

CSJ 1392-01-041

Location: FM 1378

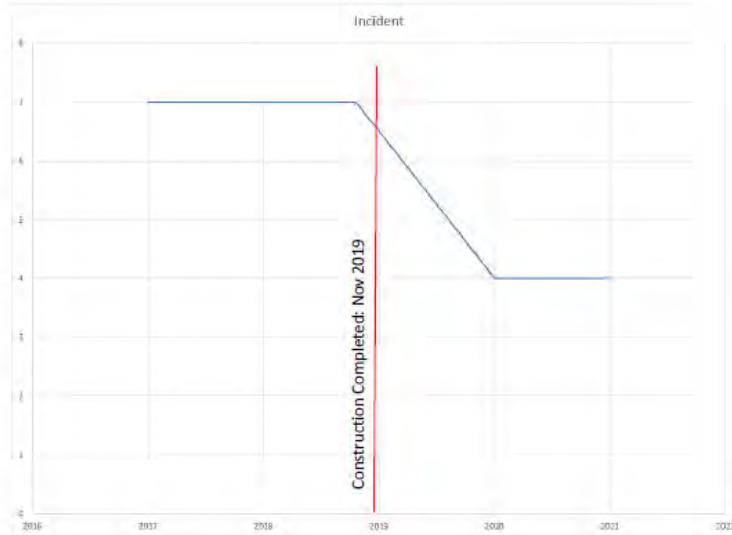
Scope: Install Edgeline
Rumble strips, Add 3'
Shoulder

District Projects: Evaluation - Before and After



DALLAS COUNTY

YEAR OF INCIDENT	INCIDENT
2017	7
2018	7
Jan-19 to Nov-19	7
Nov-19 to Dec-19	0
2020	4
2021	4
Grand Total	29



Wrong Way Driver

Location: US 75 (from Ross Ave to Midpark Rd)

Scope: Install signal heads, signs, pavement markings, raised markers per District Detail sheet



HELP #EndTheStreakTX

End the streak of daily deaths on Texas roadways.

TxDOT.gov (Keyword: #EndTheStreakTX)



#EndTheStreakTX Toolkit





Contact:

Brandi Bush, P.E.

Dallas District Transportation
Operations Engineer

214-320-6236

Brandi.Bush@txdot.gov



QUESTIONS?



Roadway Safety Plan Goals Update

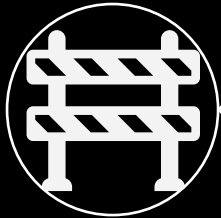
**Regional Safety Advisory Committee
October 28, 2022**

Michael Misantonis, Transportation Planner

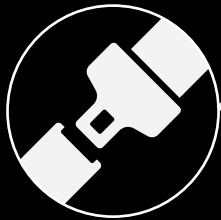
Previous Roadway Safety Plan Goals



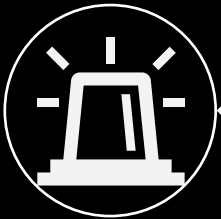
Eliminate all serious injury and fatal crashes across the region by 2050



Integrate safety into all roadway construction projects and consider the safety needs of all roadway users



Develop behavioral and educational countermeasures that effectively combat dangerous driving behaviors



Work with police to effectively enforce traffic rules and traffic management professionals to improve quick clearance strategies

Feedback from July 2022 RSAC

Goal #2 - Integrate safety into all roadway construction projects and consider the safety needs of all roadway users

- Reframe goal #2 to emphasize the plan's intention to provide guidance to partner agencies
- Goal #2 should prioritize substantive safety rather than nominal safety. It should more clearly define what it means to integrate safety into project selection and construction

Goal #3 - Develop behavioral and educational countermeasures that effectively combat dangerous driving behaviors

- Work towards developing a safety culture

General Feedback

- Add equity-based goal into the plan and incorporate equity into the high injury network scoring
- Goals and countermeasures need to be more measurable. How effective are they?
- Use a term other than “roadway” to be more inclusive of all road users
- Should we prioritize systemic improvements over behavioral? – it is difficult to measure impacts with behavioral campaigns

Updated Roadway Safety Plan Goals



Eliminate fatal crashes from all modes of travel by 2050



Prioritize safety in roadway project selection and provide guidance on countermeasure development to partner agencies



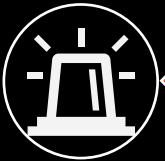
Implement safety projects and policies equitably to ensure safe transportation access for all road users



Work with partners to foster a culture of safety that utilizes the safe systems approach; and develop behavioral and educational countermeasures to address dangerous driving behaviors



Implement a proactive approach to roadway safety to identify problems before they occur



Work with Police to effectively enforce traffic rules and traffic management professionals to improve quick clearance strategies

Analysis Updates

Add Equity-Based Goal and Incorporate equity into the high injury network scoring

- Incorporated Equity Analysis into each high injury network road segment
- Created an additional separate equity scoring table for each road segment
- Environmental Justice Index uses US Census Bureau data to rank the cumulative impacts of environmental justice for every census tract in the region
- Equity data fields used for scoring
 - Below Poverty Ratio
 - Total Minority Population Ratio

Add Non-Freeway Limited Access Facilities High Injury Network

- Created a high injury network analysis for road segments that are non-freeway limited access facilities
- 281 Total Crashes
- Formula provided at 7/22 meeting by Curtis Hefner
- 3 Additional Limited Access HIN Road Segments from our Off-System Analysis
 - 132 HIN Road Segments in Off-System Analysis

NCTCOG Safety Program Contacts

Kevin Kroll
Senior Transportation Planner
kkroll@nctcog.org

Michael Misantonis
Transportation Planner
mmisantonis@nctcog.org

Camille Fountain
Senior Transportation Planner
cfountain@nctcog.org

Sonya Landrum
Program Manger
slandrum@nctcog.org

Natalie Bettger
Senior Program Manager
nbettger@nctcog.org

Layla Dahler
Safety Intern
ldaher@nctcog.org

DriveAwareNTX.org
driveawarentx@nctcog.org





Regional Safety Advisory Committee

Preliminary Regional Safety Performance Targets Update - 2023-2027

Kevin Kroll | Senior Transportation Planner

October 28, 2022

Safety Performance Targets

- Regional Transportation Council (RTC) approval of current performance targets established through 2022
- Need to seek approval of new 5-year targets from STTC/RTC in January/February 2023
- MPOs have the option to support state targets or adopt our own targets

Number of Fatalities

Rate of Fatalities*

Number of Serious
Injuries

Rate of Serious
Injuries*

Bicyclist and
Pedestrian Fatalities
and Serious Injuries

*Rates Calculated
per 100 million
Vehicle Miles
Traveled



TxDOT Safety Performance Targets Past and Future

2017-2022 SHSP

- Originally a two percent reduction from the trend line across each of the five performance targets by target year 2022
- Starting with 2021 targets, TxDOT updated fatalities, fatality rates, and bike and pedestrian fatalities to 50 percent reduction by 2035 and zero by 2050
- Serious injuries, serious injury rates, and bike and pedestrian serious injuries remained at two percent reduction by 2022

2022-2027 SHSP

- Fatalities, fatality rates, and bike and pedestrian fatalities to 50 percent by 2035 and zero by 2050
- Serious injuries, serious injury rates, and bike and pedestrian serious injuries two percent reduction from the trend line*

*Seeking clarification from TxDOT on how exactly this is calculated



NCTCOG Safety Performance Targets Past and Future

Previous

- Supported a two percent reduction across each of the five performance targets by target year 2022
- When TxDOT updated fatal injury performance targets, NCTCOG chose to continue with two percent reductions by 2022 for all five targets

Future

- Have option to support State's targets or can adopt a different approach
- Preference for realistic or aspirational targets?



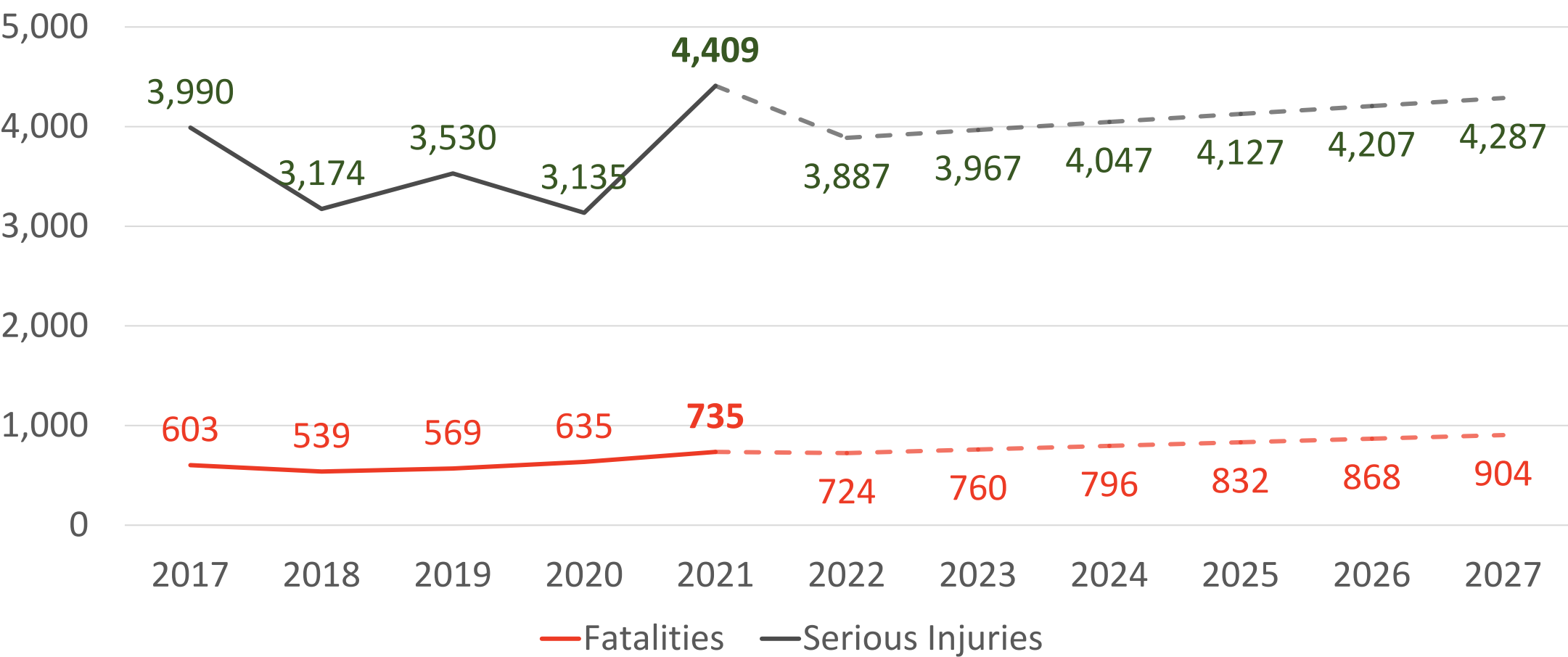
Preliminary NCTCOG Safety Performance Update for 2021

Safety Performance Measures	Original 2021 Target	PY2021 Actual Performance	PY2015-2019 Baseline Performance	Met Target?	Better than the Baseline?	Met or Made Significant Progress?
Number of Fatalities	572.4	616.2	557.2	No	No	No
Rate of Fatalities	0.762	0.815	0.781	No	No	
Number of Serious Injuries	3,375.3	3,647.6	3,663.1	No	Yes	
Rate of Serious Injuries	4.485	4.843	5.200	No	Yes	
Number of Non-Motorized Fatalities and Serious Injuries	592.3	616.0	569.8	No	No	

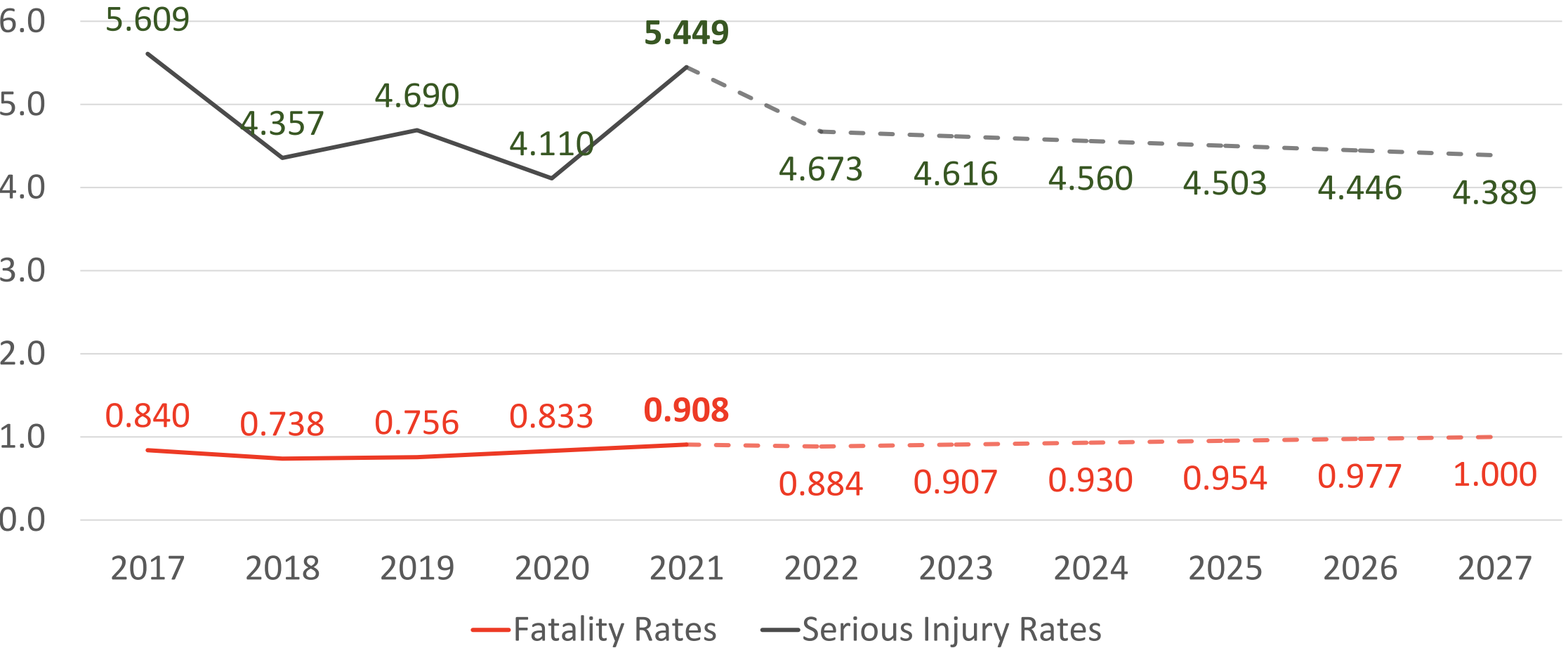
Original 2021 Target was calculated in early 2021 and included observed data for 2017-2019 and projected data for 2020-2021
 PY2021 actual performance includes 2017-2021 observed data



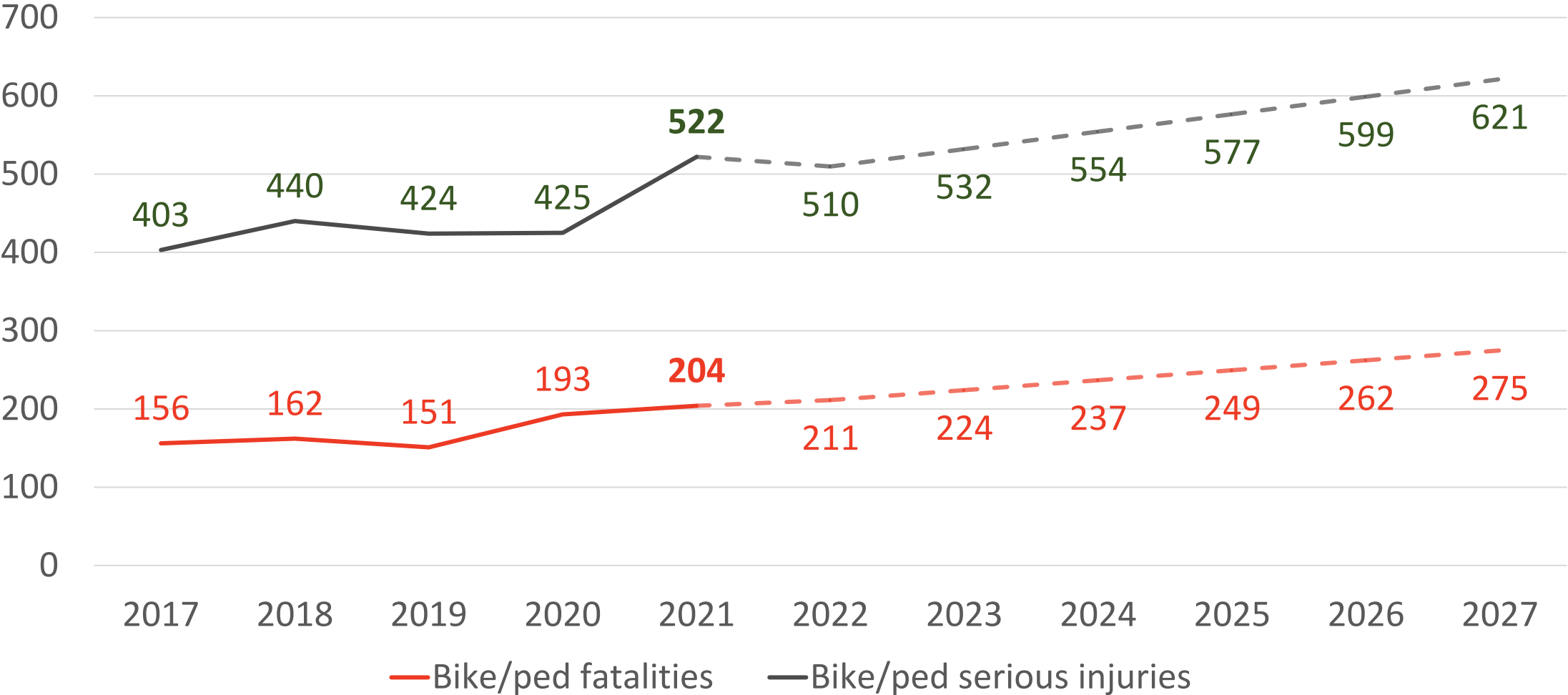
Observed and Projected Fatalities and Serious Injuries (2017-2027)



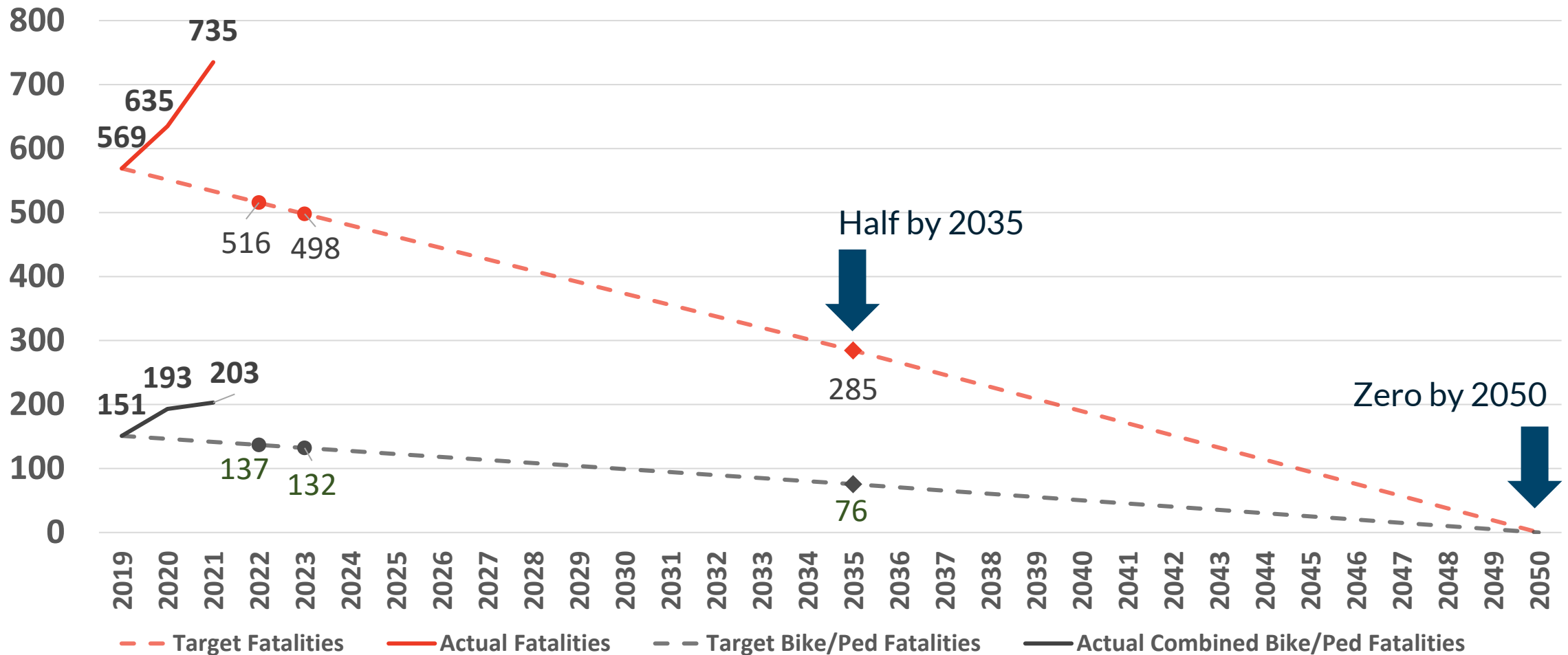
Observed and Projected Fatal and Serious Injury Rates (2017-2027)



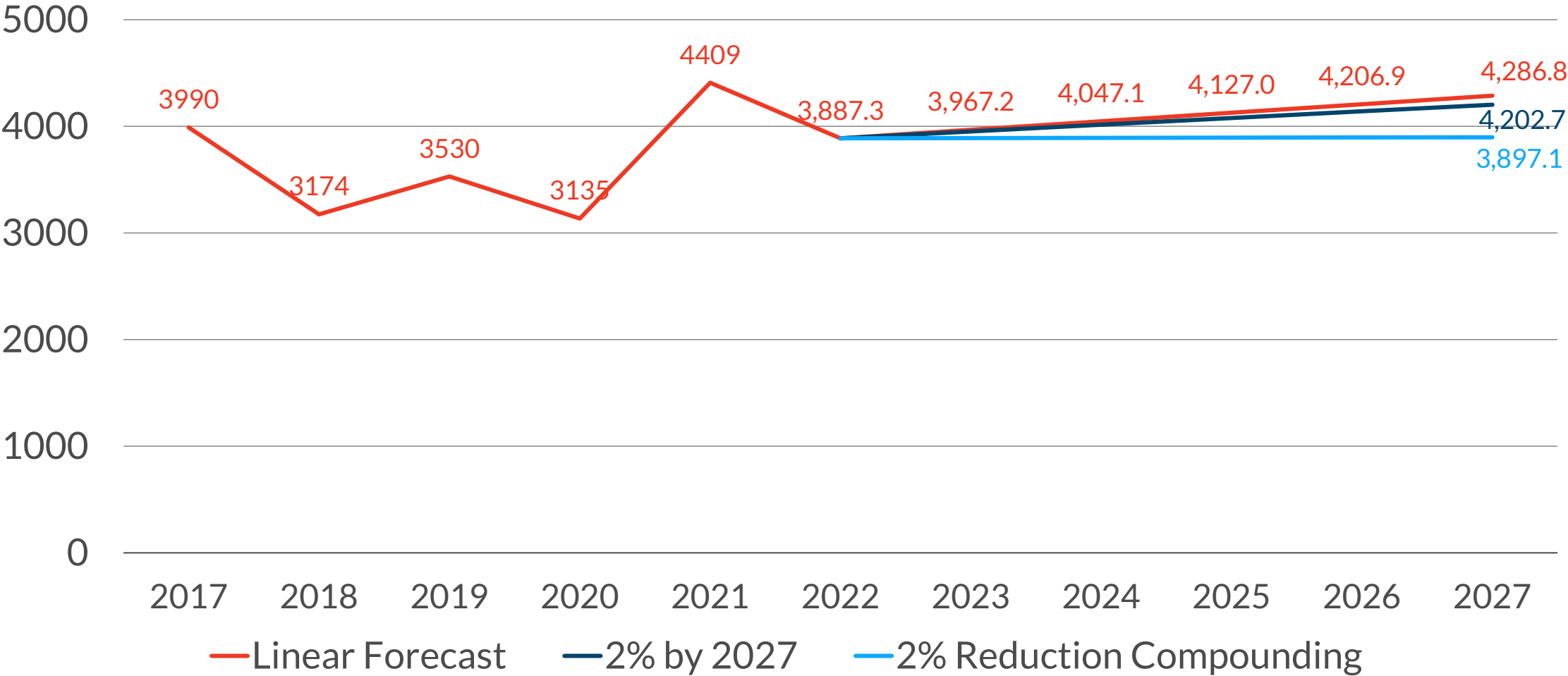
Observed and Projected Bike/Ped Fatalities and Serious Injuries (2017-2027)



Observed and Projected Fatal and Bike/Ped Fatalities Based on 50 Percent by 2035 Target (2019-2050)



Observed and Projected Serious Injuries and Possible Projections (2017-2027)



Proposed NCTCOG Safety Performance Target Setting for 2023-2027

Targets: Number of Fatalities and Fatality Rate	
Year	Percentage Reduction*
2023	3.4%
2024	3.6%
2025	3.7%
2026	3.8%
2027	4.0%

Targets: Number of Serious Injuries and Serious Injury Rate	
Year	Percentage Reduction
2023	2%
2024	2%
2025	2%
2026	2%
2027	2%

The Number of Non-Motorized Fatalities and Serious Injuries Target will use both reduction percentages to calculate the combined measures.

*Based on linear trendline of 50 percent reduction by 2035 and zero by 2050



Preliminary NCTCOG Safety Performance Targets 2023-2027

Safety Performance Targets	2022 Adopted Targets	Preliminary 2023 Targets	Target Reduction
No. of Fatalities	579.5	590.6	50% by 2035
Fatality Rate	0.755	0.769	50% by 2035
No. of Serious Injuries	3,032.9	3,711.5	2% per year
Serious Injury Rate	3.939	4.615	2% per year
No. of Non-motorized Fatalities and Serious Injuries	594.7	636.8	50% by 2035 for fatalities, 2% per year for serious injuries



Roadway Safety Team



Sonya J. Landrum
Program Manager
slandrum@nctcog.org

Kevin Kroll
Senior Transportation Planner
kkroll@nctcog.org



Camille Fountain
Senior Transportation Planner
cfountain@nctcog.org

Michael Misantonis
Transportation Planner
mmisantonis@nctcog.org

