

MEETING SUMMARY
REGIONAL SAFETY ADVISORY COMMITTEE
Friday, April 23, 2021

The Regional Safety Advisory Committee met via Microsoft Teams at 10 am on April 23, 2021.

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; Chad Davis, Wise County; Caryl deVries, City of Grand Prairie; John Denholm, Lee Engineering; Buz Elsom, Rockwall County; Ron Hartline, City of The Colony; Amelia Hayes, FHWA; Daniel Herrig, City of Richardson; Matt Hotelling, Town of Flower Mound; Gus Khankarli, City of Dallas; Minh Le, Texas Transportation Institute; Jim Lockart, City of Waxahachie; Brian Moen, City of Frisco; Yang Ouyang, North Texas Tollway Authority; Cody Owen, City of Irving; Mohammed Quadeer, TxDOT Fort Worth District; Elizabeth Reynolds, City of Grapevine; John Romberger, City of Carrollton; Rob Severance, City of Cleburne; Anthony Smith, Dallas County; Kevin St. Jacques, Hunt County; Matthew Tilke, City of Plano.

Guests in Attendance

Rama Dhanikonda, City of Richardson; David Halloin, Kimley-Horn Assoc. Inc.; Joshua Han, City of Plano; Jim Hollis; Dhruva Lahon, Kimley-Horn Assoc. Inc.; Liya Lal, City of Plano; Hanni Larbi, TxDOT; David McDonald, TxDOT; Kathryn Rush, City of Dallas; Jessica Scott, City of Dallas.

NCTCOG Staff in Attendance

Tom Bamonte, Natalie Bettger, Michael Bills, Shawn Dintino, Camille Fountain, Kevin Kroll, Sonya Landrum, Ezra Pratt, Eric Quintana, Barbara Walsh.

Meeting Summary Outline

1. Approval of January 22, 2021, Meeting Summary
2. TxDOT's Methods of Crash Data Dissemination
3. TxDOT's Every Day Counts 6 CAD Integration
4. Congestion Management Process Update
5. Public Transportation Agency Safety Plan Target Setting Development
6. 2021 Transportation Safety Performance Report
7. Update Items
8. Safety-Related Reference Items, Topics or Training Courses
9. Upcoming Safety-Related Events and Training Announcements
10. Other Business
11. Next RSAC Meeting: July 23, 2021, 10 am

1. Approval of January 22, 2021, Meeting Summary – Alonzo Liñán, Chair, City of Keller

The January 22, 2021, meeting summary was accepted as written.

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

Larbi Hanni explained the main function of TxDOT’s Traffic Safety Division is to be the custodian of records, the Texas Peace Officer’s Crash Report (CR-3). The second function is a massive amount of processing/validation to ensure the accuracy and integrity of the data. The CRIS is not only the CR-3 itself but also the related data. Data is available for the last 10 years, plus the current year. He noted the different avenues to request and access the data and presented an example breakdown of pedestrian and pedalcyclist total injuries and crashes for 2019 data.

Larbi explained the TxDOT Crash Query Tool, which allows the user to build their own queries, browse through pre-published queries, and represent the data in various formats. The Query Tool does not require access through CRIS, and is available to any user. Several formats of how data can be visualized were shown (trees, heat maps, pie charts, etc.).

3. TxDOT’s Every Day Counts 6 Computer-Aided Dispatch Integration – David McDonald, TxDOT

David McDonald presented on Every Day Counts 6 (EDC 6) Computer-Aided Dispatch (CAD) integration in the Traffic Incident Management (TIM) training. TIM training takes place in the classroom and in the field, and is attended regularly by regional police, fire, sheriff law enforcement officials. TIM training is now mandatory for new police officers and is being taught in the academy.

Millie Hayes, with FHWA Texas Division, talked about how the data can improve TIM programs, and how it can increase TIM program transparency and accountability. She listed the key performance measures FHWA advises and detailed the TIM timeline.

CAD data provides the TIM timeline information to track incident response performance. If traffic management centers could be notified in a more direct manner from 9-1-1 Dispatch, first responders could be dispatched to an incident several minutes earlier. It is proposed that a process is developed to bring in 9-1-1 data from multiple law enforcement agencies and transmit the data to TMCs in multiple districts in a secure and cost-effective manner. Davis listed the challenges with CAD integration and detailed the proposed CAD integration solution. Some agencies are using Unmanned Aircraft Systems (UAS) to assist in scene reconstruction, which significantly reduces crash investigation clearance times.

The presentation can be found on NCTCOG’s website.

4. Congestion Management Process Update – Michael Bills, NCTCOG

Michael Bills presented on the Congestion Management Process (CMP) update and how it relates to safety in the region. The CMP is one of the five federally mandated planning documents. It is required for urbanized areas with populations exceeding 200,000. The CMP is defined as a systematic and regionally accepted approach for managing congestion, provides accurate up-to-date information on the transportation system performance, and

assesses alternative strategies for congestion management that meet state and local needs. Basically, the CMP looks at evaluating alternatives for adding capacity, mostly operational and demand reduction projects. Michael listed reasons a CMP is needed and explained the process flow.

The Update will incorporate crash data from years 2014 – 2018; normalize the number of **crashes for any given corridor to the volume (crashes per 100 million VMT); and select the** top 25 corridors highlighted as being “insufficient”. Michael displayed the 25 identified corridors in the region, and listed the other performance measures.

The new update will go a step further than prior updates on 16 of the corridors. For the strategy selection, the process will start by looking at performance criteria deficiencies and available assets, and identify possible strategies. Strategies will be reviewed by a group consisting of a variety of NCTCOG program areas, municipalities along the corridors, and TxDOT or NTTA, depending on corridor ownership. The selected strategies will be added to the TIP.

Michael listed the primary safety strategies that would be of interest to RSAC members; Shoulder Utilization Programs, Intersection Improvements, Regional Traffic Control, to name a few. Secondary safety strategies are projects that will have an impact on crash rate but are not listed as specifically solving crash rates in the CMP process. Some of these programs include 511DFW; Truck Lane Restrictions; Traffic Signal Improvements and several others. Project performance will also be evaluated. Once evaluation is completed, current metrics for the corridor will be compared after project implementation to measure effectiveness, and methodology can then be improved. Michael listed some performance measure examples. The finalized CMP is projected to be taken to the RTC for action in July 2021.

The presentation can be found on NCTCOG's website.

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

Shawn Dintino talked about the regional safety performance targets from the public transportation agency safety plan (PTASP) regulations. PTASP improves transportation safety by guiding transit agencies to more effectively and proactively manage safety risks in their systems. Shawn listed what agencies that receive Federal Transit Administration (FTA) Section 5307 funding that operate transit systems must include in their plan. The plan must include seven performance targets for each of three modes; Fixed Route; Demand Response; and Rail. All the regional transit providers adopted performance targets in December 2020; NCTCOG has 180 days to adopt regional safety targets. The plan must be adopted by July 21, 2021.

Shawn provided the definitions of the safety targets for each mode, and listed the targets that FTA wanted the providers to create. Local providers averaged the past 4-5 years of data to get a baseline average. The targets must be revisited annually. He explained in more detail the regional targets NCTCOG as the MPO is required to create, and listed the proposed regional transit safety targets. Shawn also listed current safety efforts, and possible future efforts.

The presentation can be found on NCTCOG's website.

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

In the interest of time Agenda Item No. 6, 7, 8, 9 and 10 were not presented today.

7. Update Items

- a) Traffic Incident Management Call for Projects Status Update – Camille Fountain, NCTCOG
- b) Commercial Motor Vehicle Violations: Enforcement, Prosecution, and Reporting Training Update – Kevin Kroll, NCTCOG
- c) Mobility Assistance Patrol Program Updates – Kevin Kroll, NCTCOG
- d) Drive Aware North Texas Safety Initiatives – Sonya Landrum, NCTCOG
- e) 2021-2022 RSAC Membership Appointments and Vice Chair Opportunity Reminder – Sonya Landrum, NCTCOG

8. [Safety Related Reference Items, Topics or Training Courses Website](#)

9. Upcoming Safety-Related Events and Training Announcements

- a) National Work Zone Awareness Week – April 26-30, 2021
- b) [2021 Virtual Lifesavers Conference](#) – April 26-28, 2021
- c) Traffic Incident Management Executive Level Course, May 6, 2021, Virtual
- d) Commercial Motor Vehicle Violations Training for Judges and Prosecutors
 - i. May 18, 2021
 - ii. May 19, 2021
- e) [Traffic Incident Management First Responder and Manager Course](#):
 - o May 20 – 21, 2021, NCTCOG
 - o July 22 – 23, NCTCOG
- f) 2021 Virtual Texas Traffic Safety Conference – July 14-16, 2021

10. Other Business

Sonya thanked Alonzo for his leadership of RSAC for the last two years.

11. Next Regional Safety Advisory Committee Meeting

The next RSAC is scheduled for July 23, 2021, at 10 am.