

**MEETING SUMMARY**  
**REGIONAL SAFETY ADVISORY COMMITTEE**  
**Friday, October 26, 2018**

The Regional Safety Advisory Committee met at 10 am on October 26, 2018 at NCTCOG offices.

**Members in Attendance**

Matt Hotelling, Chair, Town of Flower Mound; George Barnes, Dallas Area Rapid Transit; Nathan Benditz, City of Irving; John Denholm, III, Lee Engineering; Rama Dhanikonda, City of Plano; Buz Elsom, Rockwall County; Chris Flanigan, City of Allen; Amelia Hayes, FHWA; Kirk Houser, City of Dallas; Paul Iwuchukwu, City of Arlington; Sholeh Karimi, City of Grand Prairie; Minh Le, Texas Transportation Institute; Brian Moen, City of Frisco; Yang Ouyang, North Texas Tollway Authority; Shawn Poe, City of Rowlett; Mohammed Quadeer, TxDOT Fort Worth District; David Salmon, City of Lewisville; Tom Simerly, City of Fort Worth; Randy Skinner, Tarrant County; Anthony Smith, Dallas County; Mark Titus, City of Richardson.

**NCTCOG Staff in Attendance**

Natalie Bettger, Camille Fountain, Sonya Jackson Landrum, Kevin Kroll, Jessica Scott, Barbara Walsh

**Meeting Summary Outline**

1. Approval of August 24, 2018 Meeting Summary
2. City of Austin Pedestrian Safety Action Plan and Pedestrian Program
3. Developing a Crash Analysis Tool to Address Pedestrian Safety
4. Understanding Dallas District Pedestrian Safety Issues
5. Update Items
6. Safety-Related Reference Items, Topics or Training Courses
7. Upcoming Safety-Related Events and Training Announcements
8. Other Business
9. Next RSAC Meeting: January 25, 2019

**1. Approval of August 24, 2018 Meeting Summary – Matt Hotelling, Chair, Town of Flower Mound**

The August meeting summary was accepted as written.

**2. City of Austin Pedestrian Safety Action Plan and Pedestrian Program – Joel Meyer, City of Austin**

Joel Meyer presented via Web-Ex from Austin. In October 2015, the City of Austin adopted the goal of zero traffic fatalities on their transportation system as part of the city's Comprehensive Action Plan. Shortly thereafter the City developed a Vision Zero Action Plan, looking at all modes of fatalities. The focus of the Pedestrian Safety Action Plan came at the recommendation to develop mode-specific plans, as pedestrian are an overrepresented mode in traffic fatalities. Pedestrian fatalities increased 27 percent from 2007 to 2016. All other traffic deaths decreased 14 percent. Texas is currently ranked ninth in pedestrian fatalities per capita of all 50 states. Three of the top 10 counties with the largest number of pedestrian fatalities are in Texas (Harris, Dallas, and Bexar). Just in Austin, crashes involving pedestrians have an annual \$400 million economic impact.

Joel presented detailed information of the analyses of the Plan. An in-depth crash analysis was completed, looking at street design, demographics, and crash types. Other factors were vehicle travel (speed); crash severity; and lane width. Design flaws included lack of sidewalks, street lighting, and bike facilities. A higher crash rate was found in the lower socioeconomic areas of the city, the reasons being less car ownership, lower number of English-speaking populations, and higher transit use. This helped prioritize locations for pedestrian treatments.

Action items for focus areas are engineering (street design and enhancements); education for the public (pedestrian laws, proper use of a crosswalk); enforcement; policy and land use; and partners and funding.

The presentation is available on the [RSAC website](#).

**3. Developing a Crash Analysis Tool to Address Pedestrian Safety – Srinivas Geedipally, Texas Transportation Institute**

The development of a crash analysis tool to address pedestrian safety project is funded through the Texas Department of Transportation (TxDOT) 402 program traffic safety grants. TTI is now in its fourth year collecting pedestrian safety data. In Dallas, pedestrian fatalities accounted for 19 percent of all fatalities, and three percent of all injuries. Using just crash data, only severity is known. Without the exposure, how many pedestrian crashes would occur or what factors influence the pedestrian crashes would not be known. This project tackles the two issues of intersection inventory and pedestrian counts. Influential variables were broken down into four categories – demographics, exposure, pedestrian crossing control, and geometry. Srinu detailed what data was collected, worksheets used in the field for manual observations, and pedestrian counts. Manual counts were taken in 15-minute intervals for two hours, and then an expansion factor used to estimate a 24-hour period. Graphs demonstrated pedestrian count volume per time of day and seasonally. Variables for intersection crossing crash analysis included day of week, (signal) cycle length, type of pedestrian signal display, type of median, and land use (commercial, residential, and

mixed). Mid-block pedestrian crash analysis variables used day of week, pedestrian volume, roadway width and bus stops. Mid-block crash numbers were somewhat the reverse of intersection crashes – occurring on weekends and increased volume of crossings. As roadway width increases, the number of pedestrian crashes increases, and the more bus stops, the more pedestrian crashes.

The presentation is available on the [RSAC website](#).

#### **4. Understanding Dallas District Pedestrian Safety Issues – Preliminary Findings – Minh Le, Texas Transportation Institute**

Minh Le presented the preliminary Dallas District Pedestrian Safety Study findings. The project was developed under an independent contract to do a “deep dive” into non-motorized, pedestrian safety issues for the Dallas district. This study used data from 2008 through 2017, including the number of pedestrian crashes, and the number of fatal and incapacitating crashes. Pedestrian crashes have steadily risen for the seven-county Dallas district over the last 10 years. The significant increase in population growth in the district likely comes into play in these types of crashes.

The study compared the top three populous counties in Texas (Harris, Dallas, Bexar) and then Dallas County only, in population and pedestrian crashes. Variables evaluated were gender and ethnicity. Of the three cities of Houston, San Antonio and Dallas, Houston has the highest number of crashes. But, per capita, San Antonio is first, and Dallas second by crash frequency and crashes per capita.

On-system and off-system facilities were analyzed within the City of Dallas. Of the six largest cities in Dallas County, Dallas had the highest percentage of pedestrian crashes with 70 percent. By comparison, the next closest, Garland and Irving, had six percent pedestrian crashes. On-system crashes were less than off-system, but a higher proportion of them were fatalities and severe injuries.

Dallas District is attempting to get ahead of the problem by using a systemic approach to identify hot spots. Instead of just relying on historical crash patterns, researchers are using GIS spatial analysis to estimate pedestrian exposure (e.g. land use, sidewalks, population density, etc.). Combining the crash patterns and exposure will help systematically identify and prioritize locations with most pedestrian safety risk. To ensure the most complete dataset possible, crashes that were missing coordinates were geolocated to the nearest intersection. Spatial analysis could then be completed, looking at crash patterns from the last ten years. Crash clusters were developed, looking at all crashes relative to its position to another crash. The more crashes that were within 200 feet of each other, the more this would indicate a hot spot. TxDOT’s Roadway Highway Inventory Network Offload (RHINO) segmentation and vehicle miles of travel were also used. Minh provided crash examples with the above variables from several specific sites in Dallas.

To estimate pedestrian exposure, TTI contacted the City of Dallas, NCTCOG, and DART to get available datasets. Using available pedestrian count data, TTI developed a regression model to predict pedestrian volumes at traffic signals. Significant variables included intersections in the CBD area; within one mile of a school; adjacent to commercial or multifamily land uses; proximity to location of higher education, hospitals or malls; and maximum approach speed limit. The model was validated using a subset of Dallas County

signals, thus it will be applied to other signalized intersections city-wide. The next steps will be to develop a similar model for stop-controlled intersections. This pedestrian exposure analysis will be combined with crash history patterns to develop a priority hot spot list for pedestrian safety. FHWA's pedestrian bicycle crash analysis tool (PBCAT) will be used to develop countermeasures as the end goal to present to the district.

## 5. Update Items

### a) Takata Airbag Recall Update

Kevin provided an update on the Takata Airbag Recall. A postcard was mailed in early summer to owners of "alpha" vehicles (2001 – 2003 Hondas and Acuras) deemed to be most at risk of having a faulty airbag deploying. NCTCOG used vehicle registration data to identify the current owners of the alpha vehicle owners. North Texas is about 90 percent complete in getting alpha vehicle owners to have the airbags replaced. Cities can help by doing an occasional social media post on the issue; mention the recall in a city or community newsletter; post information on a city's website; distribute literature at any event; or invite Ken Benson to make a presentation about the recall.

### b) 2018 Incident Management Equipment Purchase CFP Update

Camille provided more information on the 2018 IM Equipment Purchase call for projects. This is the second round for these purchases. There is \$1.5M of Congestion Mitigation and Air Quality Program funds available for both regions. There is also a Buy America federal requirement this round. NCTCOG may lead procurement activities. The Call is expected to open in late 2018, pending TxDOT approval, and remain open for 60 days. Recommended projects will be brought before RSAC before proceeding with approvals.

### c) TxDOT 2020 Highway Safety Plan Request for Proposal – November 9, 2018 A link will be provided to TxDOT's website for the 2020 HSP RFP.

## 6. Safety-Related Reference Items, Topics, or Training Courses

- a) [Transportation Safety Planning and the Zero Deaths Vision: A Guide for Metropolitan Planning Organizations and Local Communities](#)
- b) [Systemic Pedestrian Safety Analysis Report](#)
- c) [Systemic Low-Cost Countermeasures for an Unsignalized Intersection Safety Improvement Plan for Virginia](#)
- d) [Pedestrian and Bicycle Information Center \(PBIC\) Website](#)

## 7. Upcoming Safety-Related Events and Training Announcements

- a) Traffic Incident Management Executive Level Course – November 1, 2018, NCTCOG
- b) Fall 2018 NCTCOG Hosted Photogrammetry Workshop
  - Basic Training – November 5-9, 2018
  - Advanced Training – November 12-13, 2018

## **8. Other Business**

Sonya announced that in lieu of a regular RSAC meeting in January, a special RSAC may be held to bring recommended CFP selections before the committee.

## **9. Next RSAC Meeting**

The next meeting of the RSAC is January 25, 2019.

Chair Hotelling concluded the meeting.