AGENDA

1. Approval of April 26, 2019 Meeting Summary – Alonzo Linan, City of Keller, RSAC Chair

2. Committee Introductions and Operating Procedures Recognition – All Attendees

3. Truck Lane Restrictions Update – Mike Johnson, NCTCOG

4. Regional Pedestrian Safety Action Plan Survey Results – Matthew Fall, NCTCOG

5. Data-Driven Approaches to Crime and Traffic Safety – Chief Rob Severance, City of Cleburne Police Department


7. 2020 Safety Performance Target Estimates and 2018 Performance Reporting Requirement – Sonya Landrum, NCTCOG

8. Update Items
   a) NCTCOG Regional TIM Video Production – Camille Fountain
   b) TIM Commitment Level Survey – Camille Fountain
   c) TIM Incident Management Equipment Purchase Call for Projects – Camille Fountain
   d) Commercial Vehicle Enforcement RFP Release Update – Sonya Landrum
   e) Abandoned/Hazardous Vehicle Working Group Activities – Natalie Bettger

9. Upcoming Safety-Related Events and Training Announcements
   a) National Teen Driver Safety Week: October 20 – 26, 2019
   b) Drowsy Driving Prevention Week: November 3 – 10, 2019
   c) National Traffic Incident Awareness Week: November 11 – 17, 2019
   d) Older Driver Safety Awareness Week: December 2 – 6, 2019
   e) Holiday Season Drunk Driving Awareness Campaign: December 1 – 31, 2019
   f) Traffic Incident Management First Responder and Manager Course:
      • January 23 – 24, 2020, NCTCOG
      • February 20 – 21, 2020 NCTCOG
      • May 28 – 29, 2020 NCTCOG

10. Other Business (Old or New): This item provides an opportunity for members to bring topics of interest before the group.

11. Next RSAC Meeting: January 24, 2020 at 10 am
2019 Truck Lane Restriction Expansion

Regional Safety Advisory Committee
October 25, 2019
In 1997, the Texas Legislature passed a law allowing municipalities to request truck lane restrictions.

Updated in 2003, the law allows counties and TxDOT to designate such lane restrictions as well.

Designated lane restrictions are to be coordinated through Metropolitan Planning Organizations and with adjacent jurisdictions.
2005-2006 Truck Lane Restrictions Pilot Study

Demonstration Sections
• IH 30 from Hulen to Collins
• IH 20 from Cedar Ridge to IH 45

Sponsoring Partners
• Regional Transportation Council
• Texas Department of Transportation

Enhanced Enforcement Partners
Dallas County  Tarrant County
Dallas          Arlington
Duncanville    Fort Worth
Hutchins
Lancaster
2005-2006 Truck Lane Restrictions Pilot Corridors

Mobility 2025:
The Metropolitan Transportation Plan, Amended April 2005

Truck Lane Demonstration Corridor Project
- Fort Worth District: I-30 corridor, I-35W (west) to Dallas/Tarrant County line
- Dallas District: I-20 corridor, Dallas/Tarrant County line to I-35E/I-30 interchange

The Truck Lane Demonstration Corridor project is a regional pilot program to determine and compare the feasibility, impacts, and effectiveness of:
1) Restricting trucks to operating only in certain lanes in the corridor
2) Providing exclusive dedicated truck lanes through the corridors and on adjoining access/egress lanes and ramps

Results will be implemented as applicable to specific corridors region wide.

All freeway/interstate corridors require additional study for capacity, geometric, and safety improvements related to truck operations.
Public Opinion on Truck Lane Restrictions

About 80% of the general public supported expanding truck lane restrictions.

However, only 20% of impacted truck drivers supported expanding the restrictions.
Safety Data from the 2005-2006 Truck Lane Restriction Pilot Study

### Accident Rate Summary for the IH 30 Corridor

<table>
<thead>
<tr>
<th>Phase</th>
<th>Duration</th>
<th>ADT</th>
<th>Number of Accidents</th>
<th>Accidents per Day</th>
<th>Accidents per 100,000 ADT</th>
<th>Accidents per 1,000,000 VMT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Without truck lane restrictions, with standard enforcement</td>
<td>61 days</td>
<td>167,957</td>
<td>102</td>
<td>1.67</td>
<td>0.99</td>
<td>0.55</td>
</tr>
<tr>
<td>With truck lane restrictions, with standard enforcement</td>
<td>30 days</td>
<td>166,520</td>
<td>38</td>
<td>1.27</td>
<td>0.76</td>
<td>0.43</td>
</tr>
</tbody>
</table>

### Accident Rate Summary for the IH 20 Corridor

<table>
<thead>
<tr>
<th>Phase</th>
<th>Duration</th>
<th>ADT</th>
<th>Number of Accidents</th>
<th>Accidents per Day</th>
<th>Accidents per 100,000 ADT</th>
<th>Accidents per 1,000,000 VMT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Without truck lane restrictions, with standard enforcement</td>
<td>60 days</td>
<td>142,910</td>
<td>19</td>
<td>0.32</td>
<td>0.22</td>
<td>0.18</td>
</tr>
<tr>
<td>With truck lane restrictions, with standard enforcement</td>
<td>27 days</td>
<td>152,494</td>
<td>2</td>
<td>0.07</td>
<td>0.05</td>
<td>0.04</td>
</tr>
</tbody>
</table>

Source: Police Department Accident Data
Air Quality Data from the 2005-2006 Truck Lane Restriction Pilot Study

Do truck lane restrictions provide an air quality benefit?

Yes.
The estimated NOx emission reduction on the IH 30 test section was 61.24 pounds per day based on increased traffic speeds.

Potential regional benefit of 211 pounds per day reduction in NOx was estimated per 100 miles of truck lane restrictions.
Recurring Travel Speed Data from the 2005-2006 Truck Lane Restriction Pilot Study

Do truck lane restrictions have a positive effect on recurring travel speeds?

Yes. There were small, but measurable improvements in travel speeds by lane. (average of IH 20 and IH 30)

Average Speed (MPH) of All Vehicles

<table>
<thead>
<tr>
<th>Lane</th>
<th>Without Truck Lane Restrictions, With Standard Enforcement</th>
<th>With Truck Lane Restrictions, With Standard Enforcement</th>
<th>Change in Average Speed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Left</td>
<td>71.50</td>
<td>72.38</td>
<td>0.88</td>
</tr>
<tr>
<td>Middle</td>
<td>65.63</td>
<td>66.19</td>
<td>0.56</td>
</tr>
<tr>
<td>Right</td>
<td>60.75</td>
<td>61.25</td>
<td>0.50</td>
</tr>
</tbody>
</table>
Report Findings

Truck Lane Restrictions:

1. are accepted by the public.

2. have positive impacts on:
   • Crash rates
   • Air quality
   • Travel speed

3. are obeyed by a majority of truck drivers with or without active enforcement.
2005-2006 Truck Lane Restriction Pilot Study Recommendations

Seek State and National Data on:
- Access and egress operations on roadways with a high volume of both trucks and cars with a truck lane restrictions
- Traffic behavior and safety at left exits with a truck lane restriction

Continue to monitor compliance and safety of existing Truck Lane Restrictions.

Expand the current Truck Lane Restrictions.
Develop a regional system based on facilities:
  • With three or more lanes
  • With a moderate to high level of truck traffic
  • Without site or corridor specific barriers to implementation
  • That may connect to Statewide lane restrictions

Work with State and local communities to:
  • Perform operational and site-specific analysis on potential locations
  • Implement a complete system of truck lane restrictions
  • Document air quality credit for truck lane restrictions
Truck Lane Restriction Enforcement

- Approved by the Texas Department of Transportation
- Appropriate signs are installed
- A TLR ordinance is adopted

<table>
<thead>
<tr>
<th>Municipality</th>
<th>Amount (up to)</th>
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<tbody>
<tr>
<td>Arlington</td>
<td>$200.00</td>
</tr>
<tr>
<td>Forest Hills</td>
<td>$304.00</td>
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<tr>
<td>Fort Worth</td>
<td>$200.00</td>
</tr>
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</table>
2013 Truck Lane Restriction Expansion on 2005-2006 Implementation
2013 Truck Lane Restriction Expansion on 2005-2006 Implementation

<table>
<thead>
<tr>
<th>Corridor Sections</th>
</tr>
</thead>
<tbody>
<tr>
<td>IH 30 Sylvan Ave to Tarrant Cnty</td>
</tr>
<tr>
<td>IH 635 US 75 to IH 20</td>
</tr>
<tr>
<td>US 175 SH 310 to IH 20</td>
</tr>
<tr>
<td>IH 35E US 77 to SP 348</td>
</tr>
<tr>
<td>LP 12 SP 408 to IH 30</td>
</tr>
<tr>
<td>SH 114 SP 348 to Tarrant Cnty</td>
</tr>
</tbody>
</table>

Sponsoring Partners
Regional Transportation Council
Texas Department of Transportation
2013 Truck Lane Restriction Expansion on 2005-2006 Implementation

<table>
<thead>
<tr>
<th>Corridor Sections</th>
</tr>
</thead>
<tbody>
<tr>
<td>IH 20</td>
</tr>
<tr>
<td>IH 45</td>
</tr>
<tr>
<td>IH 30</td>
</tr>
<tr>
<td>IH 820</td>
</tr>
</tbody>
</table>

**Sponsoring Partners**
- Regional Transportation Council
- Texas Department of Transportation
Truck Lane Restrictions Expansion 2019

Legend
- Green: Existing Truck Lane Restrictions
- Blue: Future - Long Term
- Yellow: Future - Mid Term
- Red: Future - Short Term
- Dashed: Highways
2019 Truck Lane Restriction Expansion on 2013 Implementation
2019 Truck Lane Restriction Expansion on 2013 Implementation

<table>
<thead>
<tr>
<th>Corridor Sections</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>US 75</td>
<td>SH 121 South to Collin/Grayson County line</td>
</tr>
<tr>
<td>IH 45</td>
<td>Navarro/Ellis County line to Navarro/Freestone County line</td>
</tr>
<tr>
<td>IH 35E</td>
<td>US 77N to Ellis/Hill County line</td>
</tr>
<tr>
<td>IH 35E</td>
<td>Spur 366 to Corinth Pkwy</td>
</tr>
<tr>
<td>SH 183</td>
<td>IH 35E to Dallas/Tarrant County line</td>
</tr>
<tr>
<td>US 67</td>
<td>IH 35E to FM 1382</td>
</tr>
<tr>
<td>IH 635</td>
<td>US 75 to Dallas/Tarrant County line</td>
</tr>
<tr>
<td>IH 30</td>
<td>SH 205 to Rockwall/Hunt County line</td>
</tr>
</tbody>
</table>

**Sponsoring Partners**
- Regional Transportation Council
- Texas Department of Transportation
Mobility Benefits

The implementation of these additional truck lane restrictions will help to ease congestion for passenger vehicles and increase safety in the proposed corridors. We also expect to see similar benefits that were attained in the previous 2006 and 2013 Truck Lane Restriction implementations with regard to Air Quality.

The analysis of traffic flow indicated that small but measurable improvements in speed can be expected, as well as a reduction in accidents, which will remove periods of non-recurrent congestion on the region’s highways.
2019 Truck Lane Restriction Expansion on 2013 Implementation

<table>
<thead>
<tr>
<th>Proposed Timeline</th>
<th>Date</th>
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<tbody>
<tr>
<td>Public Hearing</td>
<td>July 23, 2019</td>
</tr>
<tr>
<td>Public Comment Period Ended</td>
<td>August 12, 2019</td>
</tr>
<tr>
<td>Texas Transportation Commission Consideration</td>
<td>Late 2019</td>
</tr>
<tr>
<td>Implementation</td>
<td>TBD</td>
</tr>
</tbody>
</table>
Governor’s Highway Safety Association and FHWA Data

*2018 is projected to have the largest number of pedestrian fatalities in the U.S. since 1990.*

From 2008-2017, pedestrian fatalities increased by 35%. When combined, all other traffic deaths decreased 6% over the same period.

Source: NHTSA Fatality Analysis Reporting System
46% of Pedestrian Deaths Occurred in just 5 states
Jan-June 2018
- State Highway Safety Offices
We want your opinion about walking in DFW!

Walking is a mode of transportation. What can TxDOT and NCTCOG do to improve walking as a transportation option in the Metroplex?

A pedestrian should be able to enjoy a safe and connected network as a transportation option. This clean mode of travel improves health, reduces stress and helps reduce traffic congestion. And walking plays a unique role in meeting local transportation challenges.
Overview

- The survey was live for two months between May 6 - July 5, 2019
- Used online tool, MetroQuest, facilitated by TxDOT
- Five sections: 5-7 minutes total time to complete
- 1,045 participants (Gave out two $100 gift cards as incentives)
- Gender of Respondents: 56% Female, 44% Male
- Age of respondents was evenly distributed from ages 25-64
Overview

Age Demographics of Survey Respondents

56% Female
44% Male

18 and under: 2
19-24: 18
25-34: 152
35-44: 188
45-54: 145
55-64: 150
65 and over: 72
Barriers
Respondents were asked to rank the “Top 3” pedestrian barriers they would most like to see addressed.
Barriers

Total number of times each barrier was indicated as a "Top 3" selection as a type of barrier they would like to see addressed by transportation professionals.

- No Sidewalks/Trails: 702
- Bad driver behaviors: 467
- Sidewalk/Trail Conditions: 500
- Disconnected Facilities: 463
- Lack of ADA Facilities: 126
- Limited access: 265
Total number of times each barrier was indicated as a "Top 3" selection as a type of barrier they would like to see addressed by transportation professionals.
Respondents were asked to drag/drop markers of four categories onto a regional map to locate:

**Safety Concerns, Destinations, areas with No Facility, and Pedestrian Barriers**
Respondents were asked to drag/drop markers of four categories onto a regional map, to ID Safety Concerns, Destinations, areas with No Facility, and Pedestrian Barriers.

Respondents could also use a dropdown menu to “tag” the marker with a specific concern or leave a comment of their own on the marker after dragging/dropping it onto the map.
The map below shows the location of markers (2,596 red Xs) dropped on the map to ID pedestrian barriers.
Total number of markers dragged/dropped onto the map categorized by group and the number of tags added within those grouped markers.
Top Tags Noted Within Each Marker (Category) Dropped on the Map

**PEDESTRIAN BARRIERS**
- No Sidewalk Across Highway: 38 Tags
- Speeding Cars Along Routes: 252 Tags
- **Total Number of Comments Added to Markers Dropped:** 268

**NO FACILITY**
- No Sidewalk Along Roadway: 297 Tags
- **Total Number of Comments Added to Markers Dropped:** 361

**DESTINATIONS**
- Shopping Centers: 43 Tags
- **Total Number of Comments Added to Markers Dropped:** 128

**SAFETY CONCERNS**
- Speeding Cars Along Routes: 252 Tags
- **Total Number of Comments Added to Markers Dropped:** 712
Priorities
Respondents were asked to rate pedestrian issues and concerns.

1 being the least preferred and 5 being the most preferred.
Accommodations:
Which pedestrian facilities do you feel comfortable using?
Safety: How valuable are these safety measures?

<table>
<thead>
<tr>
<th>Safety Measure</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crosswalk Stripping</td>
<td>26</td>
<td>30</td>
<td>45</td>
<td>26</td>
<td>142</td>
<td>361</td>
</tr>
<tr>
<td>Midblock Pedestrian Signal</td>
<td>63</td>
<td>45</td>
<td>119</td>
<td>165</td>
<td>172</td>
<td>362</td>
</tr>
<tr>
<td>Pedestrian Signals</td>
<td>26</td>
<td>46</td>
<td>122</td>
<td>168</td>
<td>181</td>
<td>362</td>
</tr>
<tr>
<td>Separation by Space</td>
<td>10</td>
<td>22</td>
<td>88</td>
<td>417</td>
<td>502</td>
<td>172</td>
</tr>
<tr>
<td>Pedestrian Lighting</td>
<td>9</td>
<td>15</td>
<td>70</td>
<td>163</td>
<td>167</td>
<td>386</td>
</tr>
<tr>
<td>Vertical Separation</td>
<td>29</td>
<td>36</td>
<td>96</td>
<td>167</td>
<td>167</td>
<td>386</td>
</tr>
</tbody>
</table>

17
Overall: What are your opinions on the following?

Facility Needs Perception of Safety Walking

I would walk more if there were sidewalks/trails near my house that connect to destinations.

If I had a child, I would let them walk to a nearby school or store.

I would like to travel more by foot than I do now.
Education: Where should our focus be?

PREPREFERENCE

<table>
<thead>
<tr>
<th></th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
</tr>
</thead>
<tbody>
<tr>
<td>Least</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Preferred</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Most</td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

- BICYCLIST EDUCATION
- DRIVER EDUCATION
- PEDESTRIAN EDUCATION

Numbers represent the number of votes for each category.
Recently Released Bicycle Facility & Design Resources

- NACTO: Don’t Give Up at the Intersection (2019)
Thank You!

Contacts:

**Kevin Kokes, AICP**  
Program Manager  
kkokes@nctcog.org

**Matt Fall**  
Senior Planner  
mfall@nctcog.org

**Gabriel Ortiz**  
Transportation Planner  
gortiz@nctcog.org

Check out the project website!  
NCTCOG.org/ PedSafetyPlan
Data-Driven Approaches to Crime and Traffic Safety
DDACTS is an operational model that uses the integration of location-based crime and traffic data to establish effective and efficient methods for deploying law enforcement and other resources.

Goals:

• Reduce the incidence of crime, crashes and traffic violations in a community
• Reduce social harm
Why DDACTS?

- Increasing demands and limited resources
- Conflicting / competing demands for service
- Crime and crashes often occur in close proximity
- Crimes often involve a motor vehicle
- Vehicle stops can yield criminal identification and arrest
  - Timothy McVeigh (Oklahoma City Bombing)
  - Serial Killers: Ted Bundy, Randy Kraft, Wayne Williams
DDACTS Advantages

- Collaborative effort
- Grounded in community-oriented policing
- Evidence based problem-solving
- Focused area for high visibility enforcement
- Ensures accountability
- Fewer ethical and legal concerns

National Organization of Black Law Enforcement Executives

“If the data analysis reveals that criminal activity and traffic crashes occur at a specific place within a community, then it is at that place that law enforcement activities need to be focused. A non-biased, data-driven approach to crime and traffic safety delivers law enforcement services at the right place and at the right time.”

– Joseph A. McMillan, NOBLE President
I. Partners / Stakeholders
II. Data Collection
III. Data Analysis
IV. Strategic Operations
V. Information Sharing / Outreach
VI. Monitoring / Evaluation / Adjustments
VII. Outcomes
Cleburne, Texas

Johnson County Seat

35 Square Miles

4 Police Districts

55 Sworn Officers

$8.1 Million Police Budget
Preparing for Growth

- 102 square miles in Cleburne’s ETJ
- May 2014: CTP - Cleburne & Fort Worth
- Nov 2015: Voters approve “The Depot”
The Cost of Crime

<table>
<thead>
<tr>
<th>City</th>
<th>Crime Index</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cleburne</td>
<td>426.8</td>
</tr>
<tr>
<td>Keene</td>
<td>82.6</td>
</tr>
<tr>
<td>Joshua</td>
<td>40.3</td>
</tr>
<tr>
<td>Godley</td>
<td>263.1</td>
</tr>
<tr>
<td>Alvarado</td>
<td>226.0</td>
</tr>
<tr>
<td>Crowley</td>
<td>211.9</td>
</tr>
<tr>
<td>Burleson</td>
<td>252.6</td>
</tr>
<tr>
<td>Itasca</td>
<td>40.5</td>
</tr>
<tr>
<td>Everman</td>
<td>365.4</td>
</tr>
</tbody>
</table>

(Note: Higher means more crime)

2012
Getting Started

- Chief Severance was hired in December 2012
- Saw a need for crime and crash analysis
- Sent staff to Oklahoma DDACTS workshop in 2013
- Established specific crime and crash reduction goals
Guiding Principle I
Partners / Stakeholders

- Original Stakeholders
  - Mayor & City Council
  - City staff
  - Community
  - Businesses
  - Organizations

- Original Partners
  - Patrol officers
  - Traffic units
  - Investigators
“The City Council of the City of Cleburne hereby dedicates itself to improving quality of life by reducing crime, crashes and traffic violations, and calls upon its citizens to assist in these efforts.”
Guiding Principle II
Data Collection

• Problems
  • New crime analyst
  • Extracting ACCURATE historical data
  • RMS system
  • What do you do with these special circumstances?
    • New loop built
    • Decrease in fatality crashes

• Successes
  • ArcGIS
  • Crash data
  • CompStat
Guiding Principle III
Data Analysis

- Analyzed all Part I Crimes & Crashes
- Used ArcGIS to map “Hot Spots”

**WALMART PRESENTED ITS OWN SET OF UNIQUE PROBLEMS**

- Skilled loss prevention agents moved to another store
- No loss prevention agents at our other large stores

**New Partnership with Texas Department of Transportation**
Guiding Principle IV
Strategic Operations

- Deploying high visibility traffic enforcement in hotspots
- Asking officers to step up enforcement
- Tracking available time of officers
Guiding Principle V
Information Sharing / Outreach

Classes begin Sept. 3rd cleburnepolice.org

Times-Review
June 23, 2013
Severance settling in

March 27, 2014
The key to success for DDACTS, crime mapping and other department initiatives remains community involvement, Severance said. “If you see something, say something,” Severance said.

A partial list of programs and changes instituted or in the works included Data Driven Approaches to Crime and Traffic Safety, or DDACTS, which, in a nutshell, helps police better target areas of crime and traffic accidents in real-time allowing for better allocation of police resources by targeting such areas and maintaining a high visibility officer presence.

February 6, 2015
CPD instituted Data-Driven Approaches to Crime and Traffic Safety, or DDACTS, in 2013. The computer program, through geo-mapping and real-time analysis, helps identify high crime and traffic accident hot spots further breaking the data down into specific areas of crime and allowing the department to better target their resources to maintain a high police presence. The idea is to focus on and reduce incidents of crime and traffic accidents in those areas.

www.CleburnePolice.org
Guiding Principle VI

Monitoring / Evaluation / Adjustments

- Re-analyzed data excluding Shoplifting
- Removed all Assaults, Rapes…

“Hot Spots” in each District allowed patrol officers to focus on making a difference in their area of responsibility.

Worked with the City to condemn two “Flop Houses” supplying criminals to the area.

Worked with TxDOT to improve roadway.
Guiding Principle VI

Monitoring / Evaluation / Adjustments

• Additional training in 2016 through TxDOT grant

• Changed from four zones to one zone

• Shift commanders established goals for officer activity within the zone

• Meetings and information sharing with partners in other City departments
Guiding Principle VI
Monitoring / Evaluation / Adjustments

• Changed “public” to “stakeholder” in our mission statement

• According to the DDACTS Operational Guidelines: “In simple terms, a stakeholder is a person or group who has an interest in community and traffic safety”
Guiding Principle VI
Monitoring / Evaluation / Adjustments

- Added DDACTS Guide to Sergeant and Lieutenant Promotional Reading Lists
Guiding Principle VII
Outcomes

2016 CRIMES VS STOPS

<table>
<thead>
<tr>
<th>Month</th>
<th>CRIME</th>
<th>STOPS</th>
</tr>
</thead>
<tbody>
<tr>
<td>JAN</td>
<td>71</td>
<td>1301</td>
</tr>
<tr>
<td>FEB</td>
<td>67</td>
<td>1065</td>
</tr>
<tr>
<td>MAR</td>
<td>66</td>
<td>1354</td>
</tr>
<tr>
<td>APR</td>
<td>101</td>
<td>1107</td>
</tr>
<tr>
<td>MAY</td>
<td>82</td>
<td>1096</td>
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<tr>
<td>JUN</td>
<td>65</td>
<td>1277</td>
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</tr>
<tr>
<td>DEC</td>
<td>74</td>
<td>680</td>
</tr>
</tbody>
</table>
Guiding Principle VII
Outcomes

“In regards to violent offenses, Cleburne, TX has a rate that is 48% lower than the Texas average; compared to the United States, it is 41% lower than.”

54% DECLINE in the number of Part I Crimes since 2012

https://www.areavibes.com/cleburne-tx/crime/

https://www.cleburne.net/956/Annual-Reports
Guiding Principle VII
Outcomes

QuoteWizard Insurance News
Safest Driving Cities in Texas

Posted on January 17, 2019 | by Tess Owen

10. Cleburne
Located just south of Fort Worth, this quaint Texan town radiates rustic and historical charm. Apparently, that old-fashioned etiquette extends behind the wheel. Cleburne is the tenth safest driving city in the state.

What makes Cleburne’s drivers stand out? It starts at the top. “We have focused on a systematic, evidence-based approach to promote safe driving in Cleburne,” said Cleburne Chief of Police Robert Severance III. “This includes public outreach and education, partnerships with schools and other stakeholders in our community, engaging citizen volunteers, highly visible traffic enforcement, and using data to align our resources.”

Cleburne ranked as one of the safest cities in Texas

Cleburne is among one of the safest cities in Texas, according to a recent ranking.

Backgroundchecks.org placed Cleburne in the 58 position when comparing the safety of cities in the state. The website used the most recent FBI crime statistics and only factored municipalities with a population higher than 10,000.

"This ranking reflects the dedicated efforts of our public safety team and community partners to keep Cleburne and our neighborhoods safe," Chief Rob Severance said.
DDACTS
Return on Investment

• Cost effective approach
• Reduction in social harm
• Fewer calls for service
• Increased time for high-visibility patrols
• Increased deterrence
• Increased field contacts
Cleburne Police Department
Lessons Learned

- Should have spent more time explaining concept to patrol officers to get “buy-in”
- Don’t hesitate to change it up if necessary
- Be sure to track your progress
- Keep your community involved
Cleburne Police Department
Let us know if we can help

For more information:

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Chief of Police
(817) 645-0973
rob.severance@cleburne.net

@ChiefSeverance

Building A Winning Team

CleburnePolice.org
Overview

• What is Vision Zero?
• Vision Zero Approach
• Traffic safety in Dallas
• National Vision Zero Network
• Path for Dallas to become Vision Zero City
• Vision Zero Action Plan
• Proposed Future Actions and Next Steps
What is Vision Zero?

• An internationally recognized strategy to eliminate traffic fatalities and severe injuries relating to automobile users, pedestrians and bicyclists.

• Based on the belief that no loss of life is acceptable and that all traffic fatalities and severe injuries are preventable.

• Encourages urban design that makes streets as easy as possible to navigate for all roadway users of all physical abilities.

• Promotes safe and equitable mobility for all users, such that movement around the transportation network can be done by road users of all walks of life.
Why Vision Zero is Important

In 2017…

On average, over **100 people died** in traffic crashes everyday in the United States. There were **37,133** total traffic fatalities, and **5,977** were pedestrians.

Source: National Highway Traffic Safety Administration (NHTSA), 2017
Vision Zero Approach

- There is shared responsibility among roadway users, designers, and policy makers to ensure that the transportation system is safe.
- Human error is inevitable but should not result in fatalities or severe injuries.
- System designers and policy makers should improve the system to account for human error and reduce the likelihood of fatalities and severe injuries.

Source: Vision Zero Network
Traffic Safety in Dallas: Fatal and Severe Injury Crashes

From 2013 to 2017 there were 3,780 fatal and severe injury crashes in Dallas.

**Crash data source:** TxDOT (2013-2017)
Traffic Safety in Dallas: Traffic Fatalities and Severe Injuries

• Dallas has the fifth highest traffic and pedestrian traffic fatality rates amongst 25 largest U.S. cities and the highest rates amongst Texas’ largest six cities, including Houston, Austin, San Antonio, El Paso, and Fort worth. (National Highway Traffic Administration, 2017)

• On average, over 2 people died in traffic crashes every week on Dallas city streets in 2017.

• Fatalities included 46 pedestrians and one bicyclist.

• The Federal Highway Administration designated Dallas as a “Focus City” for pedestrian safety, in part due to having the 5th highest pedestrian fatality rate in the nation among large cities.
Traffic Safety in Dallas: Comparison to Top 25 Largest U.S. Cities

Traffic Fatality Rates of 25 Largest U.S. Cities
(Per 100,000 Population)

Dallas has 5th highest traffic fatality rate

Source: National Highway Traffic Safety Administration (NHTSA), 2017
Traffic Safety in Dallas: Comparison to Top 25 Largest U.S. Cities

Pedestrian Fatality Rates of 25 Largest U.S. Cities
(Per 100,000 Population)

Dallas has 5th highest pedestrian traffic fatality rate

Source: National Highway Traffic Safety Administration (NHTSA), 2017
Traffic Safety in Dallas: Fatal and Severe Injury Traffic Crashes

35% of all fatal and severe injury crashes occurred within the City’s Priority Improvement Zones.

Additional demographic and statistical data can be found in the attached Appendix.

National Vision Zero Network

• Non-profit organization focused on advancing Vision Zero in the United States

• Recognizes over 40 cities as Vision Zero communities based on their formal commitment and significant actions to advance Vision Zero principles

• Provides resources and peer-to-peer learning opportunities for communities engaged in Vision Zero such as Dallas
National Vision Zero Network: Vision Zero Cities

Source: Vision Zero Network
Path for Dallas to become a Vision Zero City

• Committing to Vision Zero and setting a clear goal of eliminating traffic deaths and severe injuries among all road users within a specific timeframe

• Committing to development of a Vision Zero Action Plan within a specified timeframe and focusing on being data driven, equitable, and including community input

• Formation of a Vision Zero Task Force that will collaborate with City Departments on development of a Vision Zero Action Plan

• Key City departments will need to be actively engaged in the process of developing the Vision Zero plan development, implementation, and evaluation
Vision Zero Action Plan

- A foundational document that establishes the strategies that Dallas will employ to achieve the goal of zero traffic fatalities and a 50% reduction in severe injuries by 2030.

- This document can be produced internally for minimal cost using existing city staff and resource.

Example of Vision Zero Action Plan strategy:

- Prioritize Roadway Design:
  1. Implement Complete Streets policy (Council adopted in 2016)
  2. Identify intersections, corridors, and areas where crashes are likely to occur using predictive analytics
  3. Target capital investments in areas where there is a high frequency of fatal and severe injury crashes (Identify High-Injury Network)
High Injury Network

• The High Injury Network (HIN) reflects streets that have the highest frequency of traffic fatalities and severe injuries.

• HIN is central for identifying geographic areas to target for Vision Zero Action Plan efforts

• A High Injury Network can help identify
  • Areas where further engineering analysis is needed
  • Where infrastructure improvements can be targeted
  • Areas where safety education is needed
  • Potential police enforcement areas
Vision Zero Action Plan:

City has already identified #2 of the Action Plan with the creation of the **High Injury Network**

50% of Fatal and Severe Injury crashes in Dallas occurred on 8% of streets.
Proposed Future Actions and Next Steps

City Council adopts a resolution that:

1) Commits the City to a Vision Zero goal of zero traffic fatalities and a 50 percent reduction in severe injuries by 2030.

2) Directs the City Manager to develop a Vision Zero Action Plan by December 2021.

3) The City Manager will create a Vision Zero Task Force that will collaborate with City Departments on development of a Vision Zero Action Plan.

4) The City Manager will direct key City Departments to participate in Vision Zero Action Plan development, implementation, and evaluation.

City staff will be the primary resource for the development of the Vision Zero Action Plan, with potential supplemental studies funded through grants at an estimated cost of $50,000.
Vision Zero: Traffic Safety Strategy

City Council Briefing
October 2, 2019

Michael Rogers, Director
Department of Transportation
Appendix
Traffic Speed and Pedestrian Vulnerability

HIT BY A VEHICLE TRAVELING AT:

20 MPH
9 out of 10 pedestrians survive

30 MPH
5 out of 10 pedestrians survive

40 MPH
Only 1 out of 10 pedestrians survives

Source: Seattle Department of Transportation
Pedestrian Vulnerability

Percent of traffic crashes that resulted in Fatality or Severe Injury

- Pedestrian: 27%
- Bicyclist: 16%
- Vehicle Alone: 3%

Intersection Crashes

86% of crashes occurred at/around intersections

- Intersection-related crashes: 101,522
- Non-intersection-related crashes: 16,087
- All Crashes: 117,609

Fatal and Severe Injury Crashes by Race and Ethnicity

Blacks/African Americans and Hispanics/Latinos are represented in nearly 70% of traffic-related fatal and severe injuries.

Percent of Fatalities & Severe Injuries Percent of Population

Hispanic or Latino: 41.7% 32.6%
White (Not Hispanic or Latino): 29.1% 29.0%
Black or African American: 24.3% 34.7%
Asian: 1.8% 3.4%
Unknown/Other: 2.0% 1.2%
American Indian and Alaskan Native: 0.1% 0.3%

Crash data source: TxDOT (2013-2017); Demographic Source: U.S. Census Bureau
Traffic Fatalities and Severe Injury crashes by age

Those aged **18-24** experience the most out-sized disproportionality of fatal and severe injury crashes in the city.

Demographic Source: U.S. Census Bureau
2020 TxDOT SAFETY PERFORMANCE TARGET ESTIMATES AND 2018 PERFORMANCE REPORTING REQUIREMENTS

Regional Safety Advisory Committee

Sonya J. Landrum
October 25, 2019
## TxDOT Safety Performance Targets and Reduction Schedule

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</thead>
<tbody>
<tr>
<td><strong>No. of Fatalities</strong></td>
<td>3,703.08</td>
<td>665.2</td>
<td>3,791.0</td>
<td>599.2</td>
<td>4,068</td>
<td>595.2*</td>
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<td>-</td>
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<tr>
<td><strong>Fatality Rate</strong></td>
<td>1.432</td>
<td>0.960</td>
<td>1.414</td>
<td>0.838</td>
<td>1.48</td>
<td>0.770*</td>
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<td><strong>No. of Serious Injuries</strong></td>
<td>17,565.4</td>
<td>3,647.8</td>
<td>17,751.0</td>
<td>3999.6</td>
<td>18,602</td>
<td>3177.4*</td>
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<tr>
<td><strong>Serious Injury Rate</strong></td>
<td>6.740</td>
<td>5.180</td>
<td>6.550</td>
<td>5.568</td>
<td>6.56</td>
<td>4.005*</td>
<td>-</td>
<td>-</td>
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<tr>
<td><strong>No. of Non-motorized Fatalities and Serious Injuries</strong></td>
<td>2,150.6</td>
<td>560.0</td>
<td>2,237.6</td>
<td>582.4</td>
<td>2,477</td>
<td>658*</td>
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* Indicates preliminary estimate.

Targets are based on a five-year rolling average (2015 – 2019) for 2020.
Proposed reduction from original trend line projections trends.
Timeline for 2018 Safety Targets

2017 (Annually Thereafter)
- August 31: State DOT submits HSIP Annual Report to FHWA, including safety targets

2018 (Annually Thereafter)
- By February 27: MPOs establish safety targets

2019 – 2020 (Annually Thereafter)
- December 2019: Data available to evaluate targets
- March 2020: States notified whether they met or made significant progress toward CY 2018 targets

Process repeats for each calendar year.
FHWA Target Achievement Assessment

- A State DOT is determined to have met or made significant progress toward meeting its targets when at least four of the five established performance targets
  - a) are met
  - or
  - b) the outcome for a performance measure is less than the five-year rolling average data for the performance measure for the year prior to the establishment of the State’s target

Targets are based on 5-year averages (2014-2018 for 2018 targets)
Outcome vs. Baseline Performance for 2018 Targets

PY2018 Target (2014-2018)

PY2016 Baseline Performance (2012-2016)

PY2018 Outcome Performance (2014-2018)
## Data Sources for 2018 Target Assessment

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>Data Source for Target Achievement Assessment</th>
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<tbody>
<tr>
<td>Number of Fatalities</td>
<td>2018 FARS Annual Report File (ARF)</td>
</tr>
<tr>
<td>Fatality Rate per 100M VMT</td>
<td>2018 FARS ARF &amp; 2018 HPMS VM-2 Table</td>
</tr>
<tr>
<td>Number of Serious Injuries</td>
<td>2019 HSIP Annual Report</td>
</tr>
<tr>
<td>Serious Injury Rate per 100M VMT</td>
<td>2019 HSIP Annual Report &amp; 2018 HPMS VM-2 Table</td>
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<tr>
<td>Number of Non-motorized Fatalities and Serious Injuries</td>
<td>2018 FARS ARF and 2019 HSIP Annual Report</td>
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## 2018 Target Assessment Example

<table>
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<tbody>
<tr>
<td>Number of Fatalities</td>
<td>420.6</td>
<td>390.0</td>
<td>398.4</td>
<td>No</td>
<td>Yes</td>
<td><strong>YES</strong> (4 out of 5 targets were either made or significant progress was made towards meeting the targets)</td>
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<td>Fatality Rate</td>
<td>1.406</td>
<td>1.320</td>
<td>1.330</td>
<td>No</td>
<td>Yes</td>
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<td>Number of Serious Injuries</td>
<td>1,730.6</td>
<td>1,650.0</td>
<td>1,653.8</td>
<td>No</td>
<td>Yes</td>
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<tr>
<td>Serious Injury Rate</td>
<td>5.792</td>
<td>5.585</td>
<td>5.526</td>
<td><strong>Yes</strong></td>
<td><strong>N/A</strong></td>
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<tr>
<td>Number of Non-Motorized Fatalities and Serious Injuries</td>
<td>104.4</td>
<td>112.0</td>
<td>116.0</td>
<td>No</td>
<td>No</td>
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Notification Process and Responsibilities

**Target Achievement Assessment**
- Data available approximately December 2019 to begin assessing State target achievement
- Notifications made no later than March 31, 2020

**FHWA**
- Notify State DOT of official State determination of target achievement by March 2020
- Provide table summarizing State safety performance targets, target assessment, and FY2017 HSIP apportionment amounts

**State DOTs**
- States that do not meet or make significant progress submit FY2021 HSIP Implementation Plan by June 30, 2020
- Use FY2017 HSIP apportionment in FY2021 only for HSIP projects
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