AGENDA

1. Approval of October 23, 2020 Meeting Summary – Alonzo Liñán, RSAC Chair

2. Freight Vehicle Optimization Project – Thomas Bamonte, Clinton Hail, NCTCOG

3. At-Grade Crossing Incidents Analysis – Morgan Tavallaee, NCTCOG

4. Steps in Identifying Pedestrian Safety Corridor Networks – Matthew Fall, NCTCOG

5. NCTCOG Proposed Safety Performance Targets Update – Kevin Kroll, NCTCOG

6. Update Items
   a) Mobility Assistance Patrol Peer Review Results – Kevin Kroll, NCTCOG
   b) CVE Equipment and Training Program RFP Update – Kevin Kroll, NCTCOG
   c) Commercial Motor Vehicle Violations: Enforcement, Prosecution, and Reporting Training Update – Michael Misantonis, NCTCOG
   d) Traffic Incident Management Call for Projects Status Update – Camille Fountain, NCTCOG
   e) Traffic Incident Management Training During COVID-19 – Camille Fountain, NCTCOG
   f) Traffic Incident Regional Police Academy Outreach – Camille Fountain, NCTCOG
   g) Traffic Incident Management 2020 Self-Assessment Survey Activities – Camille Fountain, NCTCOG
   h) Transportation Related Regional Conferences/Trainings – Ricardo Serrano, NCTCOG
   i) Federal Register Notification: FHWA Seeks to Make MUTCD Updates – Sonya Landrum, NCTCOG
   j) 2021-2022 RSAC Membership Appointments and Vice Chair Opportunity Reminder – Sonya Landrum, NCTCOG

7. Safety-Related Reference Items, Topics or Training Courses Website
   a) Road Safety Study during the Pandemic Shows Risk of Death or Injury Is Greater When Roads Are More Clear, TTI
   b) Safer by Design: New TTI Tool Prioritizes Roadway Safety from the Get-Go, TTI
8. Upcoming Safety-Related Events and Training Announcements
   a) 2021 Virtual TRB Annual Meeting – January 2021
   b) 2021 Transportation Alternatives Call for Projects Virtual Workshops – January 21-27, 2021
   c) Traffic Incident Management First Responder and Manager Course:
      o January 21 – 22, 2021, NCTCOG
      o February 25 – 26, 2021, NCTCOG
      o April 22 – 23, 2021, OFFSITE (Allen City Hall)
   d) National Work Zone Awareness Week – April 26-30, 2021
   e) 2021 Virtual Lifesavers Conference – April 26-28, 2021

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

Optimized Freight Movement Project: Introduction and Safety Implications

Regional Safety Advisory Council
January 22, 2021

Thomas Bamonte
Clint Hail
Automated Vehicles Program
DFW, an inland port

Freight hubs linked to expressways

Connections signalized

Optimizing truck flow = opportunity
“Implementing connected vehicle technology to enable safe and efficient goods movement through key freight corridors in the Texas Triangle.”
Vehicle/Intersection Optimization

- Detection
- Classification
- Calculation
- Priority (or not)
Optimized Freight Movement Project Elements

1. **Technology** to optimize the flow of trucks from hubs to expressways

2. **Benefit-cost analysis** to identify where tech will do the most good:
   - Truck travel time savings
   - Improved traffic flow
   - **Public health**
   - Any adverse impacts—e.g., cross-traffic delay
   - Compare with alternative solutions—e.g., signal retiming

3. **Coordination** with local agencies/freight industry

4. **Monitor** performance and adapt
Intersection Safety and Large Trucks

Research on large truck crashes at intersections seems to indicate two things:

1. Most truck crashes occur away from intersections;
2. The proximity of geometric features—such as intersections—along arterials makes it difficult to isolate and analyze the relationship between accidents and the geometric features along the roadway.

Input from the group:

• For #1, above, what gives? If this is the case, how do we explain the stigma surrounding trucks as crash generators at intersections?
• Does #2 hold up according to the experts in the room? Are there more sophisticated analysis methods available or becoming available?
Contact

Thomas J. Bamonte
Senior Program Manager, Automated Vehicles
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Twitter: @TomBamonte
At-Grade Rail Crossing Incidents in North Central Texas

Regional Safety Advisory Committee
January 22, 2021
Morgan Tavallaee
INTRODUCTION

At-Grade Railroad Crossing
Any intersection of railroad track and roadway that occurs at the same level of elevation.

Problem
Generates opportunities for collisions between rail and automotive traffic when safety devices are ignored or fail to activate.
Importance
Learning and understanding what causes these incidents can help identify steps that could be taken to mitigate the risk.

Data Source
All data in this presentation was sourced from the Federal Railroad Administration’s (FRA) website.

Federal Railroad Administration
DATA ANALYSIS OVERVIEW

Quantitative Data

Years reviewed 2014-2019

Average number of incidents 37.5

Greatest number of incidents (45) in 2015

Fewest number of incidents (32) in 2017
DATA ANALYSIS OVERVIEW CONT’D.

Main Causes
• Drivers fail to yield the right-of-way to oncoming train traffic
• Drivers disregard safety devices

Counties with Highest Rates of Incidents
• Dallas
• Tarrant
• Denton

Average Occurrence Observed
• Daylight hours
• Non-illuminated crossing
• Dry conditions
• No obstruction preventing a clear view of the track
• Involves a freight train
VISIBILITY AND WEATHER

Effect of Visibility and Weather

- **56.4%** of incidents occur at crossings that do not feature special lighting fixtures nor nearby streetlights
- **53%** of incidents took place during daylight hours
- Large majority of incidents occurred in clear, dry weather conditions

**Inference**
Atmospheric conditions do not significantly contribute to the causation of crossing incidents.
Fatality Rate
The number of deaths resulting from at-grade crossing incidents as a portion of the total number of incidents each year.

- From 2014-2019, the average fatality rate is roughly 10% or 3.83 annual fatalities
- Fatalities include highway vehicles, suicide, bicyclists or pedestrian involvement
Injury Rate
The number of injuries resulting from an at-grade crossing incident as a portion of the total number of incidents each year.

- Due to interaction with at-grade crossings, 13.83 or 37% of injuries occurred on average per year
- Collisions commonly result in injuries rather than fatalities
INJURIES BY YEAR

INJURIES RESULTING FROM AT-GRADE CROSSING INCIDENTS

- **2014**: 11 injuries
- **2015**: 14 injuries
- **2016**: 18 injuries
- **2017**: 4 injuries
- **2018**: 18 injuries
- **2019**: 18 injuries

**Data Analysis**

- **Visibility & Weather**
- **Fatalities**
- **Injuries**
- **Fatality & Injury Graphs**
- **Motorist Actions**
- **Summary**
- **Questions**
FATALITIES BY YEAR

NUMBER OF HIGHWAY-RAIL CROSSING FATALITIES

Introduction
Data Analysis
Visibility & Weather
Fatalities
Injuries
Fatality & Injury Graphs
Motorist Actions
Summary
Questions
After reviewing the Incident Reports, a great majority could have been prevented by properly heeding warnings at the at-grade crossing signals.

Top 3 Reasons Incidents Occurred

- Going around the gates - 18.9%
- Going through the gates - 16.2%
- Other - 27.6%
Lessons Learned

• Growth in the region over the last 6 years has increased the number of interactions with railroads and automobiles but has not generated an increase in incidents, injuries or fatalities

• It is important to track the data from these incidents to understand why they happen, for better planning and public education on at-grade crossings

• During 2014-2019, incidents on average have held steady

• Average incident occurs in daylight, dry conditions, no obstruction preventing a clear view of the track and at a non-illuminated crossing
How to Approach Crossings

• NEVER come to a stop on railroad tracks, even if you don’t see a train
• PAY ATTENTION to signals, crossing gates, and train horns
• DO NOT try to beat a train through the crossing
• ALWAYS look out for locomotives coming from either direction on all tracks
• WHEN IN DOUBT, slow down or stop, if it is safe to do so, until you confirm the absence of a train

Safety Campaign:  www.nctcog.org/trans/plan/freight/freight-safety
Questions
CONTACT INFORMATION

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Mike Johnson  
Senior Transportation Planner  
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MJohnson@nctcog.org
Pedestrian Safety Action Plan (PSAP):

Steps in Identifying Pedestrian Safety Corridors

REGIONAL SAFETY ADVISORY COMMITTEE
JANUARY 22, 2021
FHWA Designated Bicycle and Pedestrian Safety Focus Cities

States and cities with the highest pedestrian fatalities and/or fatality rates

http://safety.fhwa.dot.gov/ped_bike/ped_focus/images/focus_cities_states.png
North Central Texas Region Pedestrian Crashes & Fatalities

7,314
Total Pedestrian Crashes in MPA from 2015-2019

All crash data available using this tool represents reportable data collected from Texas Peace Officer’s Crash Reports (CR-3) received and processed by the Texas Department of Transportation (Department) as of 10/27/2020. CRIS Query by NCTCOG staff 10/27/2020.
Fatal and Serious Injury (K/A) Crashes in MPA Region 2015-2019

North Central Texas Region
Pedestrian Crashes & Fatalities

723
Total Pedestrian Fatalities Regionwide from 2015-2019

All crash data available using this tool represents reportable data collected from Texas Peace Officer’s Crash Reports (CR-3) received and processed by the Texas Department of Transportation (Department) as of 10/27/2020. CRIS Query by NCTCOG staff 10/27/2020.
DEVELOPMENT OF A REGIONAL PEDESTRIAN SAFETY ACTION PLAN
Development Of A Regional Pedestrian Safety Action Plan

Nearly 2/3 of all pedestrian crashes and 80% of fatal pedestrian crashes happen in dark lighting conditions.

Source: TxDOT's Crash Records Information System (CRIS) for MPA region from 2014-2018

95% of fatal & serious crashes are happening in urban areas.

Source: TxDOT's Crash Records Information System (CRIS) for MPA region from 2014-2018

More than 2/3 of fatal & serious injury pedestrian crashes are happening at non-intersections.

Source: TxDOT's Crash Records Information System (CRIS) for MPA region from 2014-2018
Elements Of The Regional Pedestrian Safety Action Plan

- Purpose, Goals & Policies
- Identify Prioritized Pedestrian Safety Corridors
- Recommended Countermeasures, Programs, Project Types and Performance Measures
- Policy Recommendations
- Action Plan (Actionable Items)
Identified Primary and Secondary Pedestrian Safety Corridors by first examining crash clusters within square mile cells that had 20+ reported crashes (primary) and 10-19 reported crashes (secondary)
Common Characteristics Used in Identifying the Pedestrian Safety Corridors

**Street Topology**
- Number of travel lanes
- Vehicle direction of travel
- Posted speeds
- Sidewalks, signals, signage, bike facilities and access points (driveways for vehicles)
- Intersections
- Average Annual Daily Traffic (AADT)

**Example Patterns of Land Use**
- Single or Multi Family
- Commercial
- Office
- Retail
- Mixed Use
- Industrial
- Schools
- Railroad
- Parking
STATS: PPSCs and SPSCs

- Actual miles of identified corridors: **237 mi.**
- Number of reported pedestrian crashes along the corridors: **26%** of all reported between 2014-2018
- Total number of centerline miles in MPA: **38,229 mi.**
- Corridors percentage of total MPA: **0.62%**
DISCUSSION with CITIES: Feedback is Important

- Are the beginning and ending points of the identified corridors appropriate?
- Are there corridors in the dataset that should be removed because safety improvements have already been implemented?
- Are there additional high-incidence corridors that should be considered?
INTERACTIVE ONLINE TOOL
Thank You!

Contact

Matt Fall
Senior Transportation Planner
mfall@nctcog.org
## 2020-2021 Federal Measures Schedule

<table>
<thead>
<tr>
<th>Rulemaking</th>
<th>Upcoming RTC Action</th>
<th>Next Anticipated RTC Action</th>
<th>Target-Setting Schedule</th>
</tr>
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<tbody>
<tr>
<td>PM3 – System Performance, Freight,</td>
<td>October 2020</td>
<td>Late 2022</td>
<td>Biennial</td>
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<tr>
<td>and CMAQ</td>
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<tr>
<td>PM2 – Pavement and Bridge</td>
<td>November 2020</td>
<td>Late 2022</td>
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<tr>
<td><strong>PM1 – Roadway Safety</strong></td>
<td>February 2021</td>
<td>Early 2022</td>
<td>Annual (Targets established as reductions over 5-year period)</td>
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<tr>
<td>(Information)</td>
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<tr>
<td>Transit Asset Management (TAM)</td>
<td>March 2021</td>
<td>Early 2022</td>
<td>Annual</td>
</tr>
<tr>
<td>Transit Safety (PTASP)</td>
<td>March 2021</td>
<td>Early 2022</td>
<td>Annually/With MTP Updates</td>
</tr>
</tbody>
</table>
Background

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

- 2018 Performance Targets approved by Regional Transportation Council (RTC) in December 2017

  Established Regional Safety Position:

  Even one death on the transportation system is unacceptable. Staff will work with our partners to develop projects, programs, and policies that assist in eliminating serious injuries and fatalities across all modes of travel.

- Targets affirmed annually

- In May of 2019, the Texas Transportation Commission (TTC) adopted Minute Order 115481, directing TxDOT to work toward the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050
TxDOT Target Setting

Previous State Safety Performance Target: Two percent reduction in each of the five performance measures by the target year of 2022

New State Safety Performance Targets
• 50 percent reduction for fatalities and fatality rate measures by the target year of 2035
• 2 percent reduction by 2022 targets remain for Serious Injury, Serious Injury Rate, and Non-motorized fatalities and serious injuries

<table>
<thead>
<tr>
<th></th>
<th>Original Target Reduction</th>
<th>Updated Target Reduction</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>2% Reduction Across each Performance Measure by 2022</td>
<td>50% Reduction For Fatality and Fatality Rate Measures by 2035</td>
</tr>
<tr>
<td>2018</td>
<td>0.40%</td>
<td></td>
</tr>
<tr>
<td>2019</td>
<td>0.80%</td>
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<tr>
<td>2020</td>
<td>1.20%</td>
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<tr>
<td>2021</td>
<td>1.60%</td>
<td>16.8%*</td>
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<tr>
<td>2022</td>
<td>2.00%</td>
<td>3.3%*</td>
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</tbody>
</table>

*Calculated using linear interpolation between our 2020 regional targets and a 50% reduction in those targets in 2035.
Roadway Safety Performance Targets

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

(Targets based on a five-year rolling average)
<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>Desired Improvement Trend</th>
<th>Current Trend*</th>
<th>2018 Target Met</th>
<th>2019 Target Met**</th>
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<tr>
<td><strong>State of Texas</strong></td>
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<td>1. No. of Fatalities</td>
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<td>2. Fatality Rate</td>
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<td>👇</td>
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<tr>
<td>3. No. of Serious Injuries</td>
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<td>👇</td>
<td>Yes</td>
<td>-</td>
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<tr>
<td>4. Serious Injury Rate</td>
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<td>👇</td>
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<td>5. No. of Non-motorized Fatalities and Serious Injuries</td>
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<td>👇</td>
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<tr>
<td><strong>North Central Texas (NCTCOG) Region</strong></td>
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<tr>
<td>1. No. of Fatalities</td>
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<td>Yes</td>
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<td>2. Fatality Rate</td>
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<td>👇</td>
<td>Yes</td>
<td>Yes</td>
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<td>3. No. of Serious Injuries</td>
<td>👇</td>
<td>👇</td>
<td>Made Significant Progress</td>
<td>Yes</td>
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<td>4. Serious Injury Rate</td>
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<td>👇</td>
<td>Made Significant Progress</td>
<td>Yes</td>
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<td>5. No. of Non-motorized Fatalities and Serious Injuries</td>
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<td>👇</td>
<td>Yes</td>
<td>Yes</td>
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</table>

*Current trend using data from the previous five years of available data (2015-2019)

**Preliminary results for NCTCOG. FHWA expected to release state results in March 2021.

Observed safety performance is compared to targets on a two-year delay.
## NCTCOG Actual Safety Performance 2019

<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>Number of Fatalities</td>
<td>599.2</td>
<td>557.2</td>
<td>496</td>
<td>Yes</td>
<td>No</td>
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<tr>
<td>Rate of Fatalities</td>
<td>0.838</td>
<td>0.781</td>
<td>0.768</td>
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<tr>
<td>Number of Serious Injuries</td>
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<td>3,692</td>
<td>3,754</td>
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<tr>
<td>Rate of Serious Injuries</td>
<td>5.568</td>
<td>5.200</td>
<td>5.807</td>
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<tr>
<td>Number of NonMotorized Fatalities and Serious Injuries</td>
<td>582.4</td>
<td>559</td>
<td>497</td>
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Yes
### Fatalities

<table>
<thead>
<tr>
<th>Year</th>
<th>Number of Fatalities</th>
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<tbody>
<tr>
<td>2012</td>
<td>468</td>
</tr>
<tr>
<td>2013</td>
<td>444</td>
</tr>
<tr>
<td>2014</td>
<td>494</td>
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<td>2020</td>
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<td>591</td>
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<td>2022</td>
<td>603</td>
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<tr>
<td>2023</td>
<td>569</td>
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</table>

#### Projection

- 2% Reduction by 2022 Targets
Serious Injuries

<table>
<thead>
<tr>
<th>Year</th>
<th>Number of Serious Injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td>2012</td>
<td>3,575</td>
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<td>2013</td>
<td>3,643</td>
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<tr>
<td>2014</td>
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<td>2015</td>
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<td>2016</td>
<td>3,970</td>
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<tr>
<td>2017</td>
<td>3,990</td>
</tr>
<tr>
<td>2018</td>
<td>3,174</td>
</tr>
<tr>
<td>2019</td>
<td>3,530.0</td>
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</tbody>
</table>

- **Projection**: 2% Reduction by 2022 Targets
Serious Injury Rates

Number of Fatalities

Projected Fatalities

Projected Fatalities with 2% Reduction by 2022


Non-Motorized Fatalities and Serious Injuries

Number of Fatalities

Projection

2% Reduction by 2022 Targets
# TxDOT Safety Performance Targets and Projections

Targets are based on a five-year rolling average (ex. 2017 – 2021) for 2021. Proposed reduction from original trend line projections.

*2021 Targets for TxDOT include new 50% reduction by 2035 targets for fatalities and fatality rate.

<table>
<thead>
<tr>
<th>Safety Performance Targets</th>
<th>2020 TxDOT Targets</th>
<th>2020 NCTCOG Targets</th>
<th>2021 TxDOT Targets</th>
<th>2021 NCTCOG Targets</th>
<th>2022 TxDOT Targets</th>
<th>2022 NCTCOG Targets</th>
</tr>
</thead>
<tbody>
<tr>
<td>No. of Fatalities</td>
<td>4,068</td>
<td>589.3</td>
<td>3,687*</td>
<td>572.4</td>
<td>-</td>
<td>-</td>
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<tr>
<td>Fatality Rate</td>
<td>1.48</td>
<td>0.803</td>
<td>1.33*</td>
<td>0.762</td>
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<tr>
<td>No. of Serious Injuries</td>
<td>18,602</td>
<td>3,514.7</td>
<td>17,151</td>
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<td>Serious Injury Rate</td>
<td>6.56</td>
<td>4.768</td>
<td>6.06</td>
<td>4.485</td>
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<td>No. of Non-motorized Fatalities and Serious Injuries</td>
<td>2,477</td>
<td>595.0</td>
<td>2,316.4</td>
<td>592.3</td>
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### NCTCOG Safety-Related Programs and Projects

<table>
<thead>
<tr>
<th>Safety Program Area</th>
<th>Bike and Pedestrian</th>
<th>Freight</th>
</tr>
</thead>
<tbody>
<tr>
<td>* Regional Roadway Safety Plan</td>
<td>* Look Out Texans</td>
<td>Fort Worth Rail Crossing Evaluation</td>
</tr>
<tr>
<td>* Driver Behavior Social Marketing Campaign</td>
<td>Regional Pedestrian Safety Plan</td>
<td>Truck Lane Restrictions Planning</td>
</tr>
<tr>
<td>Intersection Safety Implementation Plan</td>
<td>Bike/Ped Technical Training/Workshops</td>
<td>Freight Safety Initiative</td>
</tr>
<tr>
<td>WWD Mitigation Pilot Project</td>
<td>Safety Spot Improvement Program</td>
<td>Canyon Falls/US 377 and UPRR</td>
</tr>
<tr>
<td>Traffic Incident Management Training Program</td>
<td>Transportation Alternative Funding CFPs</td>
<td>Linfield Closing/Ped Crossing over UPRR</td>
</tr>
<tr>
<td>Crash Reconstruction Software/Equipment Training Program</td>
<td>&quot;Routes to Rail Stations&quot; Study</td>
<td>Prairie Creek Road Grade Separation</td>
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<tr>
<td>Incident Management Call for Projects</td>
<td>Safe Routes to School</td>
<td></td>
</tr>
<tr>
<td>Commercial Vehicle Enforcement Training for Judges &amp; Prosecutors</td>
<td>Bicycle and Pedestrian Advisory Committee</td>
<td></td>
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<td>Commercial Vehicle Enforcement RFP</td>
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<tr>
<td>Mobility Assistance Patrol Program</td>
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<tr>
<td>Regional Safety Information System - Crash Database</td>
<td>Emerging Technology Investment Programs</td>
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<tr>
<td>Abandoned Vehicle Working Group / Regional Policy Development</td>
<td>Freeway Management &amp; HOV Enforcement</td>
<td></td>
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<tr>
<td>Annual Safety Performance Report Publication</td>
<td>Congestion Management Process</td>
<td></td>
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<tr>
<td>FHWA Safety Performance Target</td>
<td>Peak Hour Lane Implementation</td>
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<td>Regional Safety Advisory Committee</td>
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<tr>
<td>* Vision Zero Program Development Workshop</td>
<td>Regional Traffic Signal Retiming Program</td>
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<td>* Vision Zero Regional Policy Resolution Development</td>
<td>Traffic Signal/Intersection Improvement Program</td>
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<td>* NCTCOG Systemic Safety Improvements Program</td>
<td>Traffic Signal Cloud Data</td>
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<td><strong>Streamlined Project Delivery</strong></td>
<td><strong>Automated Vehicles</strong></td>
<td><strong>Aviation</strong></td>
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<tr>
<td>WWD Mitigation Pilot Project</td>
<td>AV 2.0</td>
<td>Know Before You Fly (Your Drone) Workshops</td>
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<tr>
<td>Safety Spot Improvement Program</td>
<td>Texas Connected Freight Corridor: IH 30</td>
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<tr>
<td>* Vision Zero Program Development Workshop</td>
<td>AV Truck Data Sharing</td>
<td>UAS Safety and Integration Initiative/Task Force</td>
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<td>* NCTCOG Systemic Safety Improvements Program</td>
<td>Traffic Signal Data Sharing</td>
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<td><strong>Air Quality</strong></td>
<td><strong>TSM / ITS</strong></td>
<td><strong>Technology</strong></td>
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<td>DFW Clean Cities</td>
<td>Regional Traffic Signal Retiming Program</td>
<td><strong>User</strong></td>
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<td>Emissions Enforcement</td>
<td>Traffic Signal/Intersection Improvement Program</td>
<td><strong>Integration</strong></td>
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<td><strong>Policy</strong></td>
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<td><strong>Project</strong></td>
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**Data Sharing**

- Waze/511DFW Data Sharing
- DSTOP
- DSTOP
- Texas Connected Freight Corridor: IH 30
- AV Truck Data Sharing
- Traffic Signal Data Sharing
- AV 2.0

**Technologies**

- Automated Vehicles
- Mobility Assistance Patrol Program
- Regional Traffic Signal Retiming Program
- Traffic Signal/Intersection Improvement Program
- Traffic Signal Cloud Data
- Regional Traffic Signal Retiming Program
- Traffic Signal/Intersection Improvement Program
- Traffic Signal Cloud Data
- Emerging Technology Investment Programs
- Freeway Management & HOV Enforcement
- Congestion Management Process
- Peak Hour Lane Implementation
- Regional Traffic Signal Retiming Program
- Traffic Signal/Intersection Improvement Program
- Traffic Signal Cloud Data
- AV 2.0
- Texas Connected Freight Corridor: IH 30
- AV Truck Data Sharing
- Traffic Signal Data Sharing
<table>
<thead>
<tr>
<th>Date</th>
<th>NCTCOG Safety Performance Targets Actions to Date</th>
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<tr>
<td>December 2017</td>
<td>STTC/RTC (Action) - Presented 2018 Safety Performance Targets. * Affirmed support of 2018 TxDOT Targets</td>
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<tr>
<td>January 24, 2020</td>
<td>RSAC/STTC (Information) - Presented 2020 Safety Performance Targets Update and 2018 preliminary safety targets vs. actual performance update to STTC. Item pulled from RTC due to special agenda</td>
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<td>July 24, 2020</td>
<td>RSAC – Presented final safety targets vs. actual performance</td>
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<td>January/February 2021</td>
<td>RSAC/STTC/RTC (Information) - Present 2021 Safety Performance Targets Update and 2019 preliminary safety targets vs. actual performance update to STTC and RTC</td>
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<tr>
<td>January/February 2022</td>
<td>STTC/RTC (Action) - Present proposed 2022 Safety Performance Targets and 2020 preliminary safety targets vs. actual performance update to STTC and RTC</td>
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</table>
Questions, Comments, Contacts

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