

**MEETING SUMMARY**  
**REGIONAL SAFETY ADVISORY COMMITTEE**  
**Friday, January 25, 2019**

The Regional Safety Advisory Committee met at 10 am on January 25, 2019 at NCTCOG offices.

**Members in Attendance**

Matt Hotelling, Chair, Town of Flower Mound; Alonzo Linan, Co-Chair, City of Keller; George Barnes, Dallas Area Rapid Transit; Robert Caskey, City of Frisco; Rick Cortez, City of Mesquite; Rama Dhanikonda, City of Plano; Buz Elsom, Rockwall County; Chris Flanigan, City of Allen; Tamara Gart, TxDOT Dallas District; Amelia Hayes, FHWA; Curtis Hefner, Lee Engineering; Kirk Houser, City of Dallas; Paul Iwuchukwu, City of Arlington; Sholeh Karimi, City of Grand Prairie; Laura Melton, City of Burleson; Mohammed Quadeer, TxDOT Fort Worth District; David Salmon, City of Lewisville; Robert Severance, City of Cleburne; Randy Skinner, Tarrant County; Anthony Smith, Dallas County; Mark Titus, City of Richardson.

**Non-Members in Attendance**

Andrew Hooker, Dallas County

**NCTCOG Staff in Attendance**

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

**Meeting Summary Outline**

1. Approval of October 26, 2018 Meeting Summary
2. City of Arlington Pedestrian Safety Enhancement – Signalized Intersections
3. 2019 Safety Performance Targets and Proposed RTC Resolution
4. 2018 Safety Performance Target Reporting Schedule
5. Annual Safety Performance Report Content Inventory
6. Update Items
7. Upcoming Safety-Related Events and Training Announcements
8. Other Business
9. Next RSAC Meeting: April 26, 2019, 10 am

**1. Approval of October 26, 2018 Meeting Summary – Matt Hotelling, Chair, Town of Flower Mound**

The October meeting summary was accepted with corrections.

**2. City of Arlington Pedestrian Safety Enhancement at Signalized Intersections – Paul Iwuchukwu, City of Arlington**

Paul Iwuchukwu presented on the City of Arlington's Pedestrian Safety Enhancements. The City undertook a study of all pedestrian accidents in a three-year period (2014-2017). The study found that 2.4 percent of all crashes in the City of Arlington involved pedestrians or bicyclists. More than 10 percent of all fatal and serious injury crashes involved pedestrians or bicyclists, and more than 30 percent of all fatal crashes involved pedestrians or bicyclists. The City then initiated a pedestrian safety enhancement program. A deep analysis of all pedestrian crashes within 2014-2017 was performed. The report found an unexpected 70 reported pedestrian/bicycle crashes happened at signalized intersections. After the analysis, the city decided to provide Lead Pedestrian Interval (LPI) timing signals – the pedestrian walk signal – before vehicles are given a green light at signalized intersections. They also omitted the permissive left-turn phase during pedestrian call. This was a highly effective mitigation strategy and had little or no adverse impact on vehicular movement since the operation is actuated by pedestrian calls only.

Initial deployment of the LPI controllers were placed at 43 locations to date (of the 70 reported crash locations). Paul provided detailed diagrams of existing and proposed intersection lighting (LPI, flashing yellow arrow, permissive turn lighting). The presentation is available on the [RSAC website](#).

This measure will be implemented throughout the city at all signalized intersections. This effort has no effect on the synchronization of signals upstream or downstream.

Leading Pedestrian Intervals are one of the officially approved safety countermeasures. In two to three years after at least 120 LPI are deployed, the City will have enough data to do a study comparing before and after results and be able to present the reduction in number of pedestrian and bicyclist crashes.

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

**3. 2019 Safety Performance Targets and Proposed RTC Resolution– Camille Fountain, NCTCOG**

Federal legislation specifies quantitative performance measures that must be tracked and reported annually or biennially. Camille provided a brief review of the 2018 targets approved by the Regional Transportation Council (RTC) in December 2017, and at that time, establishing the regional safety position that even one death on the transportation system is unacceptable. The RTC approved over \$30 million funding for future safety project implementations.

Camille listed the roadway safety performance targets. TxDOT safety performance targets were developed as part of a two-year statewide effort involving feedback from stakeholders representing the four Es – engineering, enforcement, emergency response and education.

It was determined that a two percent reduction in each area could be achieved by 2022, the target year for the Strategic Highway Safety Plan. TxDOT's safety performance target for 2018 was 0.4%; for 2019 the target is 0.8% reduction. Camille next presented the proposed RTC safety performance targets resolution components. As part of NCTCOGs' next steps, the recommendation is that NCTCOG support TxDOT's Safety Performance Targets of a two percent reduction in 2018 for the five roadway safety performance target areas and approve support for targets for 2019-2022.

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

#### **4. 2018 Safety Performance Target Reporting Schedule – Sonya Landrum, NCTCOG**

Sonya Landrum presented the schedule for reporting the results based on 2018 Safety Performance Targets and the timeline of what TxDOT and the MPOs went through in setting 2018 targets.

Federal Highway Administration (FHWA) required TxDOT set their targets through their SHSP by August 31, 2017. The MPO then had 180 days (February 27, 2018) to set targets. Based on FHWA's mandated schedule, December 2019 is when the crash data as well as fatality data will be finalized/ready. At that point, NCTCOG can start pulling crash data and evaluate how the region did on 2018 targets. FHWA will notify TxDOT by March 2020 if any significant progress was made towards 2018 goals. After that, the same schedule will be followed annually.

FHWA determines if a State DOT has met or made significant progress toward meeting its targets when at least four of the five targets have been met, or the outcome for a performance measure is less than the five-year rolling average for the year prior to the State's target establishment.

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

#### **5. Annual Safety Performance Report Content Inventory – Sonya Landrum, NCTCOG**

NCTCOG publishes an annual Safety Performance Report that includes an update on all safety-related projects that NCTCOG is involved in. Sonya provided a list of historically recurring topics; and intermittent topics covered in the report. The goal is to find out if there are other safety-related projects the committee would like NCTCOG to provide updates on. Sonya's presentation provided an overall view of the information gathered and included in the safety performance report and asked the committee for input on other topics they would be interested in seeing included in the annual report.

Committee members had the following ideas and questions:

Q. [Robert Severance] Do you report anything on the Selective Traffic Enforcement Program? The ability to see enforcement activities has always been a missing hand to this issue.

A. [Sonya Landrum] NCTCOG does not report this information to date but it can be gathered and included. Is there interest in seeing this in NCTCOG's annual report?

Q. [Robert Severance] What is the potential of getting other enforcement information included in the report, even if it is the type of citations, such as speeding, or those that don't get reported into the state system as a crash? Is that something this committee would see useful, as you take this and distill it down into your local community? If it is, then how would we go about doing such?

A. [Natalie Bettger] I would be interested in looking at this further from NCTCOG's perspective. I have also talked to other police agencies in the region and a lot of the crashes occurring involve unlicensed and uninsured drivers, and unregistered vehicles. This is a bigger issue above this Committee but maybe that would identify policies that need to be addressed, or legislative type changes that need to be made that this group could push forward. I think it is a good idea to look at some of that information and see what the trends are telling us, and what could be improved. If citations are issued for certain infractions, is there technology we could put out there to help solve this so police agencies are not having to enforce it, it's done through other mechanisms.

Q. [Alonzo Linan] I am not asking for more data, the whole idea is – what we do on the engineering side is necessary and fantastic, but it is always reactive. How do we get ahead of it before it becomes an issue? I think those citations will give us some insight.

[Natalie Bettger] Robert Severance, how would we gather that information? Do police agencies share that, and would NCTCOG be able to have access to it?

A. [Robert Severance] I think it would depend on what you are gathering. The Selective Traffic Enforcement Program is a grant program through TxDOT; they keep data on that for performance measures. I believe that those citations that make it to a court would be reported to the State. From a law enforcement agency, there is value in looking at total stops. However, with some of the legislative changes made in the last session where police are documenting even more information on each stop, whether or not it results in a citation, there may be a way to collect all that data regionally or on a statewide basis at some point in the future. Groups may wish to look at this.

Q. [Natalie Bettger] Should we incorporate some transit safety data into report, and how would we get that data?

A: [Danny Bailey (DART)] I don't think so at this time, but it may be something I can get presented to you.

Q: [Randy Skinner] What impact have quiet zones had to crashes as more and more quiet zones are being implemented at railroad crossings? Is there any change at all, or has it improved?

A. [Sonya Landrum] We can coordinate with our freight team to see if they have done any studies and follow up on that to the committee.

Q. [Alonzo Linan] Is there a way to stratify some of county numbers between grade-separated or access-controlled roadways from surface streets?

A. [Sonya Landrum] The crash rates that we evaluate are on limited access facilities only, but NCTCOG can evaluate surface streets on a request level.

Q. [Curtis Hefner] It might be of interest to report on crash rates in terms of per capita for population, and daily population for commuters.

## 6. Update Items

- a) 2019 Incident Management Equipment Purchase Call for Projects  
Camille provided an update on the 2019 IM Equipment Purchase Call for Projects. NCTCOG is experiencing a delay waiting to get official approval from TxDOT to release the Call. Pending TxDOT approval the Call will open and remain open for 60 days. Recommended projects will be brought before RSAC before proceeding with approvals.

Sonya added that due to the federal shutdown and cash flow, so as not to obligate funds, there may be an additional delay on approving projects.

- b) Commercial Vehicle Enforcement Safety-Related Initiatives – Kevin Kroll
- i. Commercial Vehicle Enforcement Equipment and Training Program  
This program would provide portable weighing equipment to CVE agencies at no cost to the agency. Delays are being experienced, and NCTCOG hopes to have more information at the next RSAC meeting.
  - ii. Commercial Motor Vehicle Violations Training  
This training was last offered in January 2016. Training is scheduled for March 18 and 19, 2019 at NCTCOG. This is a four-hour class, offered to judges and prosecutors as well as CVE officers or personnel, and any other court professionals interested in the training. The same material is offered at each class.
- c) Takata Airbag Recall Update  
The National Highway Traffic Safety Administration released a report at the end of 2019 detailing their efforts throughout the year on the nationwide recall. During the last year, 7.2 million airbags have been replaced. Before the recall ends in 2022, 16.7 million airbags still need to be replaced. Additional vehicle makes and models and model years have been added to the recall list for a total of four million additional vehicles. These include Toyota, Lexus, Tesla, Chrysler, and Ford models.
- d) Road Safety Professional Certification  
Matt Hotelling announced this is a brand-new certification offered through the [Transportation Professional Certification Board](#).
- e) Upcoming Safety Awareness Campaigns  
Sonya reminded members that two national safety awareness campaigns will kick off in April: [Distracted Driving Awareness Month](#), and [National Work Zone Awareness Week](#) (April 8 – 12). Campaign and additional information are available on the websites.

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

- a) [Traffic Incident Management First Responder and Manager Course](#):
- January 30 – 31, 2019, NCTCOG
  - February 26 – 27, 2019, NCTCOG

- May 29 – 30, 2019, NCTCOG
- b) [Commercial Motor Vehicle Violations Training for Judges and Prosecutors](#), NCTCOG Office, March 18 –19, 2019
- c) [NCTCOG Hosted Photogrammetry Training Workshop](#)
  - Basic – March 25-29, 2019
  - Advanced – April 1-2, 2019
- d) [Lifesavers National Conference on Highway Safety Priorities](#), Louisville, KY, March 31 – April 2, 2019
- e) [National Safety Council Southern Conference & Expo](#), New Orleans, LA, April 10 – 12, 2019
- f) [2019 Traffic Safety Conference](#), San Antonio, TX, May 29 – 31, 2019

## **8. Other Business**

Curtis Hefner added the [45<sup>th</sup> Annual Traffic Records Forum](#) in Austin, TX, August 4-7, 2019. This is a multidisciplinary conference with police, engineers, and people who sell commercial products specifically dealing with data analysis especially for crashes.

## **9. Next Regional Safety Advisory Committee Meeting**

The next meeting of the RSAC is April 26, 2019.

Chair Hotelling concluded the meeting.