

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

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

**Members in Attendance**

Alonzo Linan, Chair, City of Keller; Asma Tuly, Co-Chair, City of Allen; Joe Atwood, Hood County; George Barnes, Dallas Area Rapid Transit; Rick Cortez, City of Mesquite; Buz Elsom, Rockwall County; James Gaertner, City of Waxahachie; Mike Galizio, Tarrant County; Amelia Hayes, FHWA; Daniel Herrig, City of Richardson; Matt Hotelling, Town of Flower Mound; Paul Iwuchukwu, City of Arlington; Brian Jahn, City of Denton; Sholeh Karimi, City of Grand Prairie; Rich Larkins, City of Grapevine; Minh Le, Texas Transportation Institute; Alex McGinty (for Danny Bailey) Denton County Transportation Authority; Brian McNuelty (for Ron Hartline) City of The Colony; Brian Moen, City of Frisco; Yang Ouyang, North Texas Tollway Authority; Cody Owen, City of Irving; Huma Patel, City of Garland; Mohammed Quadeer, TxDOT Fort Worth District; David Salmon, City of Lewisville; Rob Severance, City of Cleburne; Darmesh Shah (for John Denholm) Lee Engineering; Brian Shewski (for Matthew Tilke) City of Plano; Kevin St. Jacques, Hunt County; Jerod Stanley, TxDOT Dallas District; Sri Veeramallu (For Gus Khankarli) City of Dallas.

**Guests in Attendance**

Kirk Houser, Alliance Transportation Group; Wes McClure, City of Mesquite; Geoffrey White, City of Lake Worth.

**NCTCOG Staff in Attendance**

Tom Bamonte, Natalie Bettger, Matt Fall, Camille Fountain, Clint Hail, Mike Johnson, Kevin Kroll, Sonya Landrum, Barbara Walsh

**Meeting Summary Outline**

1. Approval of April 26, 2019 Meeting Summary
2. Committee Introduction and Operating Procedures Recognition
3. Truck Lane Restrictions Update
4. Regional Pedestrian Safety Action Plan Survey Results
5. Data-Driven Approaches to Crime and Traffic Safety
6. City of Dallas Vision zero Action Plan
7. 2020 Safety Performance Target Estimates and 2018 Performance Reporting Requirement
8. Update Items
9. Upcoming Safety-Related Events and Training Announcements
10. Other Business
11. Next RSAC Meeting: January 24, 2020, 10 am

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

The April meeting summary was accepted as written.

### **2. Committee Introductions and Operating Procedures Recognition**

Alonzo Linan introduced himself as the RSAC chair for the upcoming year. The committee members introduced themselves.

### **3. Truck Lane Restriction Update – Mike Johnson, NCTCOG**

Mike Johnson provided an update on TxDOT Dallas District's request for a truck lane restriction (TLR) expansion. In 2005-2006, a pilot study was conducted on Interstate Highway (IH) 30 and IH 20 with TxDOT and cities of Dallas, Duncanville, Hutchins, Lancaster, Arlington and Fort Worth. The pilot study found that restricting trucks from the left lane did have numerous safety benefits. A more recent study found that the restriction reduced the number of severe/fatal truck-involved accidents. It also had positive impacts on air quality and travel speeds. Qualifications to implement a TLR are: limited access facility, at least three lanes, and a traffic analysis must be completed beforehand.

In 2013, an expansion of the ordinance was implemented on sections of US 75, IH 635, US 175, IH 35E, Loop 12, SH 114, IH 20, IH 45, IH 30 and IH 820. In 2019, TxDOT Dallas contacted NCTCOG with the desire to further expand the areas for TLRs in their region. The 2019 expansion of TLRs was implemented on sections of US 75, IH 45, IH 35E, SH 183, US 67, IH 635, and IH 30 in the eastern part of the region only.

Yang Ouyang added that tollway authorities are in the planning stages for implementing TLRs on eligible corridors of local toll roads.

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

### **4. Regional Pedestrian Safety Action Plan Survey Results – Matt Fall, NCTCOG**

Matt Fall informed the committee that NCTCOG is currently developing a pedestrian safety action plan. As an element of that plan, a regional pedestrian safety survey was conducted. Pedestrian fatalities increased by 35 percent from 2008 – 2017; and in 2018, 46 percent of all fatalities occurred within just five states, including Texas. Because of these statistics, Texas has been designated as an FHWA "focus state," and Dallas and Fort Worth have been designated as "focus cities."

Matt detailed the survey components, respondent demographics, and overall findings. Notably, respondents indicated that they would like to walk more, if more shared-use paths and wide sidewalks were built in the region. The survey was facilitated by TxDOT, using the online tool MetroQuest as the interface. A total of 1,045 participants completed the survey.

Matt anticipates the Plan to be available in early 2020. The KML file is available to cities to study locations of pedestrian concerns.

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

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

Chief Rob Severance informed the committee on data-driven approaches to crime and traffic safety, or DDACTS. DDACTS is an operational model that uses integration of location-based crime and traffic data to establish effective and efficient methods for deploying law enforcement and other resources. The goals of the program are to reduce the incidence of crime, crashes and traffic violations, and reduce social harm.

Chief Severance has been chief since 2013. He has always had an interest in traffic safety, which led to his interest in the DDACTS operational model. In 2013, the chief was approached by a potential business owner. The owner was wanting to open a business in Cleburne but upon viewing crime rate statistics, was concerned how he could feel safe moving into the community. Chief Severance saw a need for crime and crash analysis. After staff was trained in DDACTS, specific crime and crash reduction goals were established.

When crime zone areas were mapped, a “hot spot” became evident near the city’s Walmart. They found there was also a high number of crashes in that area. Partnering with TxDOT, Cleburne was able to make some changes to the roadway to reduce crashes, including placement of an island to force exiting vehicles to turn right. Police officers were asked to step up to make their presence more known in the community, including increasing enforcement.

In re-analyzing crime data around the Walmart location, and looking at different crimes that might be affected by stopping vehicles, they also found issues with rental housing problems including ongoing criminal activity. They established goals for police officer activity within the zone. Outcomes of the analysis were when traffic enforcement was up, crime was down; when traffic enforcement was down, crime was up. Since implementation of DDACTS in 2013, Cleburne has had a 54 percent decline in the number of Part I crimes (major crimes reported on the uniform crime report to the FBI) such as homicide, burglary, theft, and assaults. As posted on areavibes.com website, *“In regards to violent offenses, Cleburne has a rate that is 48 percent lower than the Texas average; compared to the United States, it is 41 percent lower than.”* QuoteWizard.com (insurance news website) states that Cleburne is the 10<sup>th</sup> safest driving city in Texas. Cleburne is also ranked as one of the safest cities to live in Texas by backgroundchecks.org.

DDACTS is a cost-effective approach, it helps reduce social harm, there are fewer calls for service, among other benefits, as many agencies have found when implementing this operational model.

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

## **6. City of Dallas Vision Zero Action Plan – Sri Veeramallu, City of Dallas**

Sri Veeramallu presented the City of Dallas’ Vision Zero: Traffic Safety Strategy. This presentation had previously been given before the Dallas City Council on October 2, 2019.

Vision Zero is a strategy to eliminate traffic fatalities and severe injuries relating to automobile users, pedestrians and bicyclists. It is based on the belief that no loss of life is acceptable and traffic fatalities and injuries are preventable. Vision Zero is important because on average, over

100 people died in traffic crashes every day in the United States. In 2017, there were 37,133 total traffic fatalities; 5,977 were pedestrians.

In Dallas from 2013 – 2017, there were 3,780 fatal and severe injury crashes. Dallas has the fifth highest traffic and pedestrian traffic fatality rates amongst 25 largest US cities, and the highest rates amongst Texas' largest six cities. Dallas is a Focus City as designated by the FHWA.

The City of Dallas has plans to become a Vision Zero City. They will commit to Vision Zero and set a clear goal of eliminating traffic deaths and severe injuries within a specific timeframe; commit to development of a Vision Zero Action Plan; form a Vision Zero Task Force that will collaborate with city departments on development of a Vision Zero Action Plan; and key city departments will be actively engaged in the process of developing the Vision Zero Plan development implementation, and evaluation.

The City is currently working on the development of a Vision Zero Action Plan, a foundational document that will establish the strategies that Dallas will employ to achieve the goal of zero traffic fatalities and a 50 percent reduction in severe injuries by 2030.

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

Sonya Landrum provided an update on the status of the 2018 Safety Performance Reporting, and the 2020 Performance Target estimates.

TxDOT has set a safety performance target to achieve a 2.0 percent reduction in fatal and serious injuries by year 2022. Interim years 2018 – 2021 have a 0.4 percent increment increase per year. FHWA determines whether a State DOT has successfully met their target when at least four of the five targets are met; or, there has been an increase from the five-year baseline data. Baseline data is from years 2012 – 2016.

Final data for 2018 targets will be reported on in 2020 to determine real-world progress. TxDOT will have progress reports as it relates to the 2018 safety performance targets.

Sonya provided an example of the 2018 Target Assessment, and the notification process and responsibilities. If targets have not been achieved, the State DOT is responsible for updating their Highway Safety Improvement Program which would end in adding dollars to try and reduce the problem.

NCTCOG recently received TxDOT's preliminary targets for 2020 for the five safety performance targets previously brought before RSAC. A more final report will be given at the January RSAC meeting.

## **8. Update Items**

- a) NCTCOG Regional TIM Video Production – Camille Fountain  
Staff is coordinating with the department's marketing team and Traffic Incident Management (TIM) first responder instructors to produce a regional video that will highlight TIM training, the importance of reducing crashes and getting the responders off the roadway quickly. Final product should be available in early spring 2020.

- b) TIM Commitment Level Survey – Camille Fountain  
The TIM Commitment Level survey was sent out in September. Agencies are encouraged to complete the survey. It is worth 10 points on the upcoming Call for Projects.
- c) TIM Equipment Purchase Call for Projects – Camille Fountain  
NCTCOG received funding agreement approval from TxDOT. The item will be taken back to STTC and RTC for approval to conduct the CFP.
- d) Commercial Vehicle Enforcement RFP Release Update – Sonya Landrum  
This was also tied to the funding agreement from TxDOT. With the Notice to Proceed to utilize the funds, NCTCOG will move forward with opening the RFP. NCTCOG is looking to purchase portable scales for use by CVE agencies to help in enforcement of overweight vehicles. The RFP will open November 1 and close on December 6. NCTCOG will provide equipment as well as training on how to use the scales at no charge to participant agencies.
- e) Abandoned/Hazardous Vehicle Working Group Activities – Natalie Bettger  
A committee comprised mostly of TxDOT and law enforcement staff has been organized. The committee is studying the problem of abandoned vehicles left on limited access facilities within the region with a goal to come up with a more regional consistency in how abandoned vehicles are dealt with, and how to get them removed more quickly from the facility's shoulders. Shoulders need to be clear for emergency vehicles when crashes occur. Keeping shoulders clear will help with response time to an incident and reduce the number of struck-bys. The committee is reviewing existing legislation which limits how quickly vehicles can be towed; education for motorists; standard operating procedures for those who patrol the facilities; and integration of a regional database for motorists to find their vehicle once towed. Currently, such a regional database does not exist.

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

- f) [National Teen Driver Safety Week: October 20 – 26, 2019](#)
- g) [Drowsy Driving Prevention Week: November 3 – 10, 2019](#)
- h) [National Traffic Incident Awareness Week: November 11 – 17, 2019](#)
- i) [Older Driver Safety Awareness Week: December 2 – 6, 2019](#)
- j) [Holiday Season Drunk Driving Awareness Campaign: December 1 – 31, 2019](#)
- k) [Traffic Incident Management First Responder and Manager Course:](#)
  - January 23 – 24, 2020, NCTCOG
  - February 20 – 21, 2020 NCTCOG
  - May 28 – 29, 2020 NCTCOG

Sonya added that NCTCOG is honoring TIM instructors and MAPP personnel at the November Regional Transportation Council in recognition of the National Traffic Incident Awareness Week.

## **10. Other Business**

Chair Linan complimented NCTCOG staff on arranging speakers for RSAC and gathering items of interest that were relevant and germane to the interests of the committee. He encouraged committee members to bring forward topics they wanted to hear about, and which would be of interest to the committee.

Brian Moen announced that he and Tom Bamonte were on the Governor's Connected and Automated Vehicles Task Force which had its inaugural meeting earlier in the week in Austin. The mission statement and scope are being developed. Safety is a topic as they look to the use of automated and connected vehicle technology and how it can improve safety.

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

The next meeting of the RSAC is January 24, 2020, in the Transportation Council Room at NCTCOG offices.

Chair Linan concluded the meeting.