

Meeting Summary

Regional Safety Council

Date: July 27, 2016

Time: 1:30 PM

Place: Houston-Galveston Area Council, 3555 Timmons Lane, 2nd Floor Conference Room B, Houston, Texas 77027

PRESENT

Mary Blitzer (Bike Houston), Sean Wright (Seabrook PD), Tim Kelly (METRO), Kevin Barnett (UP), James Keener (TxDOT), John Hermann (Ft. Bend Constable 4), Robert Benz (TTI), Sarah Schimmer (AAA-Texas), Ellen Schwaller (Harris Co. PHES), Caitlin McNeely (Houston Tomorrow), Jeff Weatherford (City of Houston), Anita Hollmann (City of Houston), Alicia Parmley (MADD), James Hoss (Fort Bend County Transit)

Non-members: Darren McDaniel (TxDOT), Amanda Martinez (TxDOT), Stephen Ratke (FHWA)

H-GAC Staff: Jeff Kaufman, Francis Rodriguez, Eulois Cleckley, Patrick Mandapaka

ITEM 1. CALL TO ORDER

- Chair, Tim Kelly called the Regional Safety Council (RSC) to order at 1:38 p.m.

ITEM 2. INTRODUCTIONS

- Council members and H-GAC staff introduced themselves.

ITEM 3. Public Comments

- There were no public comments.

ITEM 4. APPROVAL OF MEETING SUMMARY

- Approval of meeting summary will be revisited at the next RSC meeting (October).

ITEM 5. STATE OF SAFETY INFORMATION – 2010-2015

- Jeff Kaufman, H-GAC staff, presented the council with updated information on the State of Safety Report.
 - Approximately 15,000 crash records were missing from the report due to.
 - Risk of possible loss in funding due to missing information.
 - Data has been retrieved and is being compiled into a document that will be sent out to the council members within a few weeks.
 - Mr. Kaufman requested that members of the council review the data and answer the following questions:
 - Do you see any anomalies within the information provided?
 - Is there something missing that can be reviewed further?
 - Is there something else that should be reported?

Item 6. VISION ZERO CONCEPT

- Mr. Stephen Ratke from the Federal Highway Administration (FHWA) and Caitlyn McNeely from Houston Tomorrow presented the council with an overview of the Vision Zero Concept.
 - Vision Zero is a state and nation wide initiative with a long term goal.
 - It is a philosophy of road safety that eventually no one will be killed or seriously injured within the transportation road system.
 - Sweden has led the efforts on the new approach to road safety thinking.
 - More information can be found at www.visionzeroinitiative.com
- Ms. Caitlyn McNeely from Houston Tomorrow updated the council on their efforts in conjunction with City of Houston's participation in Vision Zero. Houston Tomorrow has researched Vision Zero plans across the country to gather best practices and ideas to bring to Houston.
 - New York City, San Francisco, Seattle, Portland, Boston, District of Columbia, Austin, San Diego and many additional resources.
- Four main strategies put together by Houston Tomorrow for the City of Houston to consider in a Vision Zero Plan.
 - Proper metrics of safety and usage which accurately identify problem areas and track progress towards program goals.
 - Education and enforcement if existing laws and policies
 - Introduce new policies and laws and enhance existing one
 - re-examine design and engineering
- The City of Houston has not officially adopted the Vision Zero proposal at this time.
- A copy of Houston Tomorrow's Vision Zero plan can be found at <http://www.houstontomorrow.org/images/uploads/reports/VisionZero4HoustonReport.pdf>

ITEM 7. INTERSECTION SAFETY IMPROVEMENT PLAN PROGRAM

- Darren McDaniel from TxDOT discussed a joint FHWA – TxDOT initiative for an intersections safety improvement plan.
- Mr. McDaniel explains that the plan is a systemic analysis; it is a detailed process developed by the FHWA and focuses on consideration of risk factors opposed to consideration of crash history.
- Intersection-related crashes are the number one crash type in the state of Texas.
- The Systemic Safety Project Selection Tool is used to provide a consistent framework for the ISIP process. It focuses on identifying statewide or regional roadway safety concerns and strategies. By utilizing this tool, practitioners can determine which common risk factors influence driver behavior and how crashes occur:

Systemic Safety Project Selection Tool

- Identify focus crash types and risk factors
- Screen and prioritize candidate locations
- Select countermeasures
- Prioritize projects
- Identify funding
- Perform program evaluation
- Type A Crash- Incapacitating Injury
- Type K- Crash- Fatal

- Crash location (Urban/Rural) can contribute to determining if a crash is a Type-A or Type-K crash. Urban crashes can receive medical attention at a faster rate than a rural crash therefore being classified as a Type-A crash instead of a Type-K crash. a Type-A crash that does not receive medical attention in a timely manner can turn into a Type-K crash.

The findings of this plan will be provided to local entities.

ITEM 8. RAIL-GRADE CROSSING SAFETY

- Kevin Barnett of UP gave a presentation on UP's efforts to heighten public safety awareness as it relates to railroad-grade vehicle incidents to save lives.
- 90% of the accidents are due to risky behaviors. Noteworthy contributing factors are distractions, hurrying, and complacency.
- Trains can take up to a mile to come to a complete stop.
- The City of Houston alone has approximately 900 crossings.

ITEM 9. Next Meeting

- Next meeting will be held in October (tentative).

ITEM 10. Adjourn

- Mr. Kelly adjourned the meeting at 3:50 p.m.