

Grayson County Metropolitan Planning Organization (MPO)
TECHNICAL ADVISORY COMMITTEE
AGENDA

Wednesday, August 9, 2023 @ 1:30 pm
Texas Department of Transportation
3904 S US 75, Sherman, Texas 75090

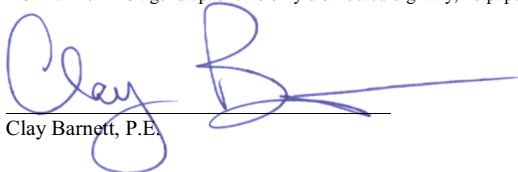
Please visit our MPO website www.gcmppo.org for background materials under the
“Committees/Meetings” link or under “News and Announcements” at our home page.

- I. Call to order
- II. Acknowledgment of Quorum by Chairman
- III. Public Comment Period
- IV. [Consider approval of the minutes of the MPO TAC meeting of May 17, 2023](#)
☒ Action ☐ Information
- V. [Review an Amendment to the 2045 Metropolitan Transportation Plan \(MTP\) and Recommend Approval of a Resolution Adopting the Amendment to the 2045 MTP to the Policy Board](#)
☒ Action ☐ Information
- VI. [Review an Amendment to the 2023-2026 Transportation Improvement Program \(TIP\) and Recommend Approval of a Resolution Adopting the Amendment to the 2023-2026 TIP to the Policy Board](#)
☒ Action ☐ Information
- VII. **PUBLIC HEARING:** [Presentation and Discussion of the 2023 Grayson County Thoroughfare Plan](#)
☐ Action ☒ Information
- VIII. [Presentation and Discussion of the GCMPO 2023 Safety Planning Report](#)
☐ Action ☒ Information
- IX. Announcements
(*Informal Announcements, Future Agenda Items, and Next Meeting Date*)
 - TAC Next meeting September 20, 2023
 - MPO Policy Board Next meeting October 4, 2023
 - Freight Advisory Committee Next meeting TBD
- X. Adjournment

All meetings of the Grayson County Metropolitan Planning Organization (MPO) and Technical Advisory Committee (TAC) are open to the public. The MPO is committed to compliance with the Americans with Disabilities Act (ADA). Reasonable accommodations and equal opportunity for effective communications will be provided upon request. Please contact Clay Barnett at (903) 328-2090 at least 24 hours in advance if accommodation is needed.

The above notice was posted at the Grayson County Courthouse in a place readily accessible to the public and made available to the Grayson County Clerk on or before August 4, 2023.

NOTE: The TAC agenda/packet is only distributed digitally, no paper copies will be sent. If you need a printed copy, please contact MPO staff.



Clay Barnett, P.E.

Grayson County Metropolitan Planning Organization (MPO)
TECHNICAL ADVISORY COMMITTEE

Wednesday, May 17, 2023 9:00 a.m.
Texas Department of Transportation
3904 S US 75, Sherman, Texas 75090

Committee Members Present:

Clay Barnett, P.E., Chairman	Grayson County MPO
Rob Rae, AICP	City of Sherman
Mary Tate	City of Denison
Aaron Bloom, P.E.	TxDOT Sherman Area Engineer
Bill Benton	Grayson County
Len McManus, P.E.	City of Van Alstyne

Committee Members Absent:

None

Non-Voting Members Present:

Barbara Maley	Federal Highway Administration (FHWA)
Mansour Shiraz	TxDOT TPP Division

Non-Voting Members Absent:

Lynn Hayes	Federal Transit Administration (FTA)
Shellie White	Texoma Area Paratransit System (TAPS)

Guests Present:

David Fouts	Farm&City
Jay Crossley	Farm&City
Jill Van Hoewyk	Lamb Star Engineering
Tom Cochill	STV, Inc.

I. Call to Order

Mr. Barnett called the meeting to order at 9:08 a.m.

II. Acknowledgement of Quorum by Chairman

Mr. Barnett declared a quorum of the Technical Advisory Committee present.

III. Public Comment Period

No public comment.

1 **IV. Consider approval of the minutes of the MPO TAC meeting of March 1, 2023**

2
3 Motion to approve the minutes was made by Mr. McManus, seconded by Mr. Bloom. Motion
4 carried.

5
6 **V. Review of Pavement and Bridge Condition Performance Measure (PM2) Targets for**
7 **Fiscal Year 2022-2025 as established by the Texas Department of Transportation and**
8 **Recommend Approval of a Resolution Adopting the Targets to the Policy Board**
9

10 Mr. Barnett stated this item is part of the performance measures. He stated that Safety
11 Performance Measures are usually recommended for adoption at the November meeting every
12 year and that the other performance measures are usually recommended for adoption every four
13 years at the November meeting. He stated that TxDOT was late getting them sent to us, but they
14 were forwarded to the MPO and approved at the state level. He stated that we have 180 days to
15 adopt their performance targets and measures or set the MPO's own. He recommended that the
16 MPO adopt the States' for bridge and pavement. He displayed the State's established Pavement
17 and Bridge Performance Measure Targets for FY 2022-2025. He offered to answer any
18 questions. No questions were asked.

19
20 Motion to recommend the approval of the resolution adopting the FY 2022-2025 Pavement and
21 Bridge Condition Performance Measure Targets was made by Mr. McManus, seconded by Mr.
22 Bloom. Motion carried.

23
24 **VI. Review of System Performance Measure (PM3) Targets for Fiscal Year 2022-2025**
25 **and Recommend Approval of a Resolution Adopting the Targets to the Policy Board**
26

27 Mr. Barnett stated that these are the performance measures adopted every four years for system
28 performance. He stated that about four years prior, he recommended that the MPO set its own
29 targets because only one of the nine targets applied to the MPO. He stated that he did not feel it is
30 appropriate to adopt nine targets when the MPO cannot impact 8 of them. He stated that working
31 with the Texas A&M Transportation Institute, the MPO has developed its own recommended
32 system performance measures. He stated that the measures are included in the agenda packet. He
33 stated that the only performance measure that applies to Grayson County is the Non-IH Travel
34 Time Reliability.

35
36 Mr. Rae inquired what the numbers in the performance measures mean. Mr. Barnett stated that
37 statewide, growth is exceeding highway improvement funding. He stated that the State has
38 anticipated that there will therefore be a decline in almost all of the performance measures. He
39 stated that the MPO does not want to fall short of the measures and funding is from the state passed
40 down from the Federal Government. He stated that he is recommending a 95% in 2023 and 94%
41 in 2025. He stated that he knows that it is difficult to recommend performance measures that are a
42 degradation, but it is consistent with the state and what TTI recommended. He stated that he
43 recommends that they follow TTI's recommendations and asked if there were further questions.

44
45 Motion to recommend adoption of the PM3 Performance Measures by the Policy Board was made
46 by Mr. Rae, seconded by Mr. Bloom. Motion carried with no further discussion.

1 **VII. Review of the Annual Listing of Obligated Projects (ALOP) and Recommend**
2 **Approval of the ALOP to the Policy Board**
3

4 Mr. Barnett stated that they were running behind on this item due to TxDOT not giving the list of
5 projects until April. He stated that matters are complicated because the ALOP must be treated with
6 the same level of public involvement as a TIP amendment due to changes in the IIJA. He stated
7 that it needs to have a public meeting and be sent out to everyone on the TIP list. He said that this
8 item is the first step in what would be a TIP amendment with a 10-day comment period, a public
9 meeting, another 20-day comment period, then a policy board meeting.
10

11 Mr. Rae inquired ask why projects outside of Grayson County were in the list. Mr. Barnett replied
12 that they are part of the grouped projects, which are not grouped by region. He stated that it is more
13 difficult to work with getting the data from TxDOT Connect and that he believes the State is
14 working through some issues modernizing their system. He stated these grouped projects are
15 spread throughout the district and that the MPO has a small portion of some of them. Mr. Rae
16 inquired if the grouped projects that are relevant to the MPO are in the beginning of the list in the
17 Agenda. Mr. Barnett replied that there are four categories listed in the ALOP. Highway Projects
18 are exclusive to the county, whereas parts of grouped projects are spread through the district. He
19 stated that he did not differentiate between those two categories and that he would correct that
20 before the public meeting. He stated that the other two categories are bicycle and pedestrian
21 projects, of which there is one, and transit projects. He stated that the figures in the agenda are
22 from two years previous for TAPS. He stated that he asked TAPS for the numbers, but they did
23 not get them it him in time before he needed to post the meeting. He said there would be a public
24 meeting on this item with a 30-day comment period.
25

26 Mr. Rae inquired if the issues would be corrected by the public meeting. Mr. Barnett confirmed
27 that they would and that he would include the other members of the TAC in any notifications about
28 the meeting. He inquired if there were any questions. Mr. Rae inquired if action was needed on
29 this item. Mr. Barnett stated that it was.
30

31 Motion to recommend approval of the ALOP with the Policy Board pending revisions by Mr. Rae,
32 seconded by Mr. McManus. Motion carries with no further discussion.
33

34 **VIII. PUBLIC HEARING: Review of an Amendment to the 2022-2023 Unified Planning**
35 **Work Program (UPWP) and recommend approval of the Amendment to the Policy Board**
36

37 Mr. Barnett stated that they recommended an amendment to the Policy Board in December, but
38 that a lot of things changed since then. He stated that he did not submit the document to the FHWA
39 because he did not feel it needed to progress until he had taken a thorough look at it. He stated that
40 he recognized that there needed to be changes to the public participation plan as per TxDOT and
41 FHWA comments. He stated that the UPWP needs to be changed to include about 2% of the MPO
42 funds for safe and accessible transportation options as required by the IIJA. He stated that the IIJA
43 was passed after the original version of the UPWP was adopted. He also stated that the UPWP did
44 not include funding for finishing the Thoroughfare Plan and thus this item would allocate some
45 funds towards doing so. He stated that this is an item for a public hearing.
46

1 At 9:34 AM, Mr. Barnett opened up this item for public hearing. There was no public comment,
2 and Mr. Barnett closed public hearing. He inquired if the TAC had questions. There were none.
3

4 Motion to recommend approval of an amendment to the 2022-2023 UPWP to the Policy Board
5 from Mr. McManus, seconded by Mr. Bloom. Motion carries.
6

7 **IX. Review of the 2024-2025 Unified Planning Work Program (UPWP) and**
8 **recommend approval of the 2024-2025 UPWP to the Policy Board**
9

10 Mr. Barnett stated that the UPWP is the MPO budget, which had its items thoroughly reviewed.
11 He stated that tasks 1-4 are standard, but task 4 requires the completion of the MTP and tasks 3
12 and 5 require the receipt of figures from TAPS. He stated that he would insert those figures when
13 received before the Policy Board Meeting. He stated that Task 5 is Special Projects, which includes
14 Long Range Transit Planning. He stated that the US 82 Corridor Study is also in Task 5 and that
15 it is undertaken by TxDOT. He stated that he was asked to serve in two groups and committees on
16 the study. He stated that the corridor study was specifically requested by the GCMPO. He stated
17 that the item would allow the study to be completed shortly. He stated that the original vision was
18 for the four MPO's along US 82 in Texas to do studies independently, but the MPOs cannot spend
19 funds outside of their areas. He stated that there is a long way between these MPOs, so they asked
20 the State to fund the studies. He stated the State funded it, is about a third of the way done, and
21 should be about halfway done by the end of September and end at about May the next year. He
22 stated that for Task 5.3, he emailed Sherman, Denison, the County Judge, and the Precinct 1
23 Commissioner requesting that they partner to form a Safe Streets and Roads for All grant. He said
24 that to qualify for more grants, there needs to be a Comprehensive Action Plan for the region. He
25 stated that in the email he asked Sherman to contribute \$40,000, Grayson County to contribute
26 \$40,000, and Denison to contribute \$20,000 for a total of 20% of what the anticipated price of the
27 plan. He stated that he had not received much feedback on that but wants some soon before the
28 grant request deadline in mid-July.
29

30 Mr. Rae stated that he wants more information on what projects can be funded under the grant
31 because in the past they had funding for safety projects but no projects that could be funded. He
32 stated that he wanted to know what grants would be made available by the plan. He inquired what
33 the benefit to the cities and county would be. Mr. Barnett stated that it would open it up to apply
34 for more safety grants. He stated that he couldn't give any specific projects other than US 82
35 between 1417 and Whitesboro. He stated that is it the 26th most dangerous roadway in the US and
36 that mathematically, if you commute to work through that section of roadway every day, you have
37 a 1% chance of dying in a crash every year. He stated that it is due to the high-speed limit and
38 drivers making sudden turns. He stated that the study would look at each accident in the county
39 and determine if it was preventable through the means of engineering. The study would then give
40 a list of projects on a prioritized list based on cost-benefit ratio. He stated that they can only fund
41 projects in that list with the SS4A grant and that they still require a 20% match. He said his main
42 goal is to get a grant for US 82.
43

44 Ms. Tate inquired what the return on investment would be for Denison. She stated that she does
45 not know if what Mr. Barnett described is beneficial to Denison in light of more pressing safety
46 issues within the city. She stated that Denison would have an answer to Mr. Barnett's request

1 shortly. Mr. Barnett stated that he wished he could give Ms. Tate a list of projects, but he cannot
2 without the list from the plan. He stated that as a father of two teenage drivers in the region, safety
3 is important to him. He stated that in order for the MPO to meet state goals, noting the plan to have
4 no fatalities on Texas roads by 2045, there needs to be some level of local contribution. He stated
5 that it can be easy to forget that driving is the highest risk activity a person does every day and that
6 he wants to do all he can to minimize that risk.

7
8 Mr. Rae stated that Sherman's largest issues are on 75 and 1417, which TxDOT has been working
9 on solving. He stated that Sherman does not have crash hotspots that are not addressed. He stated
10 that he wants more clarity on what the projects would be. Mr. Barnett stated that they did the Safety
11 and Operations Plan and displayed a map from which that shows the crashes in Grayson County.
12 He stated that the 1417 project was done for safety reasons and that he did not want Sherman to
13 stop funding safety projects once the ones in Sherman are complete. He stated that the projects
14 would cover the whole area, but he is especially concerned with US 82. He stated that a portion of
15 the problematic area of US 82 is in Sherman and that there is another problem area in 1417 in
16 Sherman. He stated that there were two fatal accidents involving motorcycles and that he was not
17 sure if it was preventable through engineering. Mr. Bloom stated that both were related to a vehicle
18 running into another vehicle waiting to make a turn on Plainview Road and another near
19 Constitution Village.

20
21 Mr. Rae inquired why Mr. Barnett's funding was broken down into Sherman, Denison, and the
22 rest of the County. Mr. Barnett stated that it was based on the split in the 2017 Thoroughfare Plan,
23 where an analysis showed that about 40% of the population is outside of Sherman or Denison,
24 40% in Sherman, and 20% in Denison. He stated he is indifferent to where the funding comes
25 from, but wants to start the conversation to fund the Safe Streets for All grant. He stated that
26 because it worked in the past he believed it was a good place to start. He stated that he can
27 negotiate, but he put it in the UPWP because he wants to see it funded in the region. He stated that
28 if he can get the funding, he will fight for the grant, but he wants to know if he will not get funding
29 sooner rather than later. Mr. Rae stated that this information will help him get back to Mr. Barnett
30 with an answer. Mr. Barnett asked if the information answered Ms. Tate's questions. Ms. Tate
31 stated that it did and that she made a case already to her leadership. She stated that cooperation is
32 important to show as the region grows and that the grant would help with that. She stated that it is
33 hard to make that case without specifics, but can see the long-term benefit.

34
35 Mr. Barnett stated that the Safety and Operations Study is available on the MPO website and gives
36 an idea of what projects may qualify, noting part of US 75, part of FM 120, Spur 503, and TX 91.
37 He stated that they may find a specific signal has issues and may find a solution as simple as
38 retiming the signal. He stated that they went off on a large tangent. He stated that the UPWP
39 includes \$500,000 for a Safe Streets for All grant under the local column. He stated that \$100,000
40 is local, \$400,000 is from the grant, and \$5,000 for staff time to manage the project. He stated that
41 the fourth Special Project involves resiliency, which is the only planning factor that has not been
42 looked at by the MPO. He stated that resiliency is how often you have to close down roads due to
43 emergency weather conditions such as floods and ice storms and how quickly it recovers. He
44 stated that he knows of a resiliency issue on 82 because accident forces them to divert all of the
45 traffic because there are no frontage roads. He stated that in an ice storm in 2013, Cooke County
46 shut down I-35 and sent all traffic into US 82 to take US 75 only to discover that US 75 had worse

1 conditions than I-35. He asked Mr. Bloom if that was correct. Mr. Bloom stated that it was in
2 Denton County in 2013 plus an issue in Oklahoma. Mr. Barnett stated that there were trucks that
3 could not make it up some hills and so trucks were parked everywhere. He stated that these are the
4 sort of issues that a resiliency plan would help with. He stated that he included some staff time and
5 \$65,000 in MPO funds to fund the resiliency plan. He stated that the MPO does not qualify for an
6 SPR grant this year or next year, which is not uncommon. He stated that they will likely have
7 access to those funds in 2025, when he plans to apply for a \$95,000 grant for a resiliency study.
8 He stated that he knows that there are roads that flood in Sherman because he has had to shut them
9 down before, but that the plan would point out these issues throughout the county. He inquired if
10 there were any questions. There were none.

11
12 Motion to recommend approval of the 2024-2025 UPWP to the Policy Board by Mr. Rae, seconded
13 by Mr. McManus. Motion carries.

14
15 **X. Presentation and Discussion on the Safe Streets for Texans**

16
17 David Fouts with Farm&City gave a presentation about the Safe Streets for Texans, which is
18 attached hereto and incorporated herein.

19
20 **VI. Announcements**

21
22 Mr. Barnett stated the next TAC meeting is on September 20 and the next Policy Board meeting
23 is July 19.

24
25 **VII. Adjournment**

26
27 Having no further business, Mr. Barnett adjourned the meeting at 11:54 AM.

28
29
30
31 _____
Clay Barnett, P.E., Chairman, GCMPO Technical Advisory Committee

*Imagine Texas as a place
where nobody has to die
from vehicle crashes.*



“The goal of an Action Plan is to develop a holistic, well-defined strategy to prevent roadway fatalities and serious injuries in a locality, Tribe, or region.”

- Promote safety
- Employ low-cost, high-impact strategies that can improve safety over a wider geographic area
- Ensure effective investment in the safety needs of underserved communities, which includes both underserved urban and rural communities
- Incorporate evidence-based [data driven] projects and strategies; and
- Align with the Department’s [USDOT’s] mission and with priorities such as equity among different road users, quality job creation, and economic strength and global competitiveness.



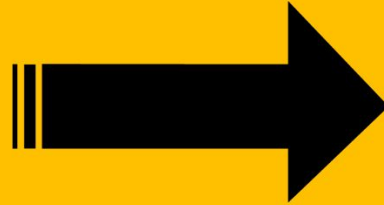
Vision Zero / Safe Systems Approach

- **“Vision Zero is not a slogan, not a tagline, not even just a program. It is a fundamentally different way to approach traffic safety.”**
- Difference between traditional approach and Vision Zero
 - E's vs Vision Zero (etc.)
- Vision Zero approach builds on USDOT's Action Plan Priorities
 - work through SS4A priorities through a Vision Zero / Safe Systems lens



Vision Zero as a Guiding Principle

PARADIGM SHIFT



involves a paradigm shift to improve safety culture, increase collaboration across all safety stakeholders, and refocus transportation system design and operation on anticipating human mistakes and lessening impact forces to reduce crash severity and save lives.

The Vision Zero Approach

TRADITIONAL APPROACH

Traffic deaths are **INEVITABLE**

PERFECT human behavior

Prevent **COLLISIONS**

INDIVIDUAL responsibility

Saving lives is **EXPENSIVE**

VS

VISION ZERO

Traffic deaths are **PREVENTABLE**

Integrate **HUMAN FAILING** in approach

Prevent **FATAL AND SEVERE CRASHES**

SYSTEMS approach

Saving lives is **NOT EXPENSIVE**



Vision Zero Safe Systems Approach

So our goal today is to help you learn more about

- Vision Zero / Safe System approach to safety
- Safety Action Plans
- FHWA Safety Interventions
- The why behind the SS4A grant program
- Application strategies to fund and implement your safety action plan(s)



Vision Zero Safe Systems Approach



Safer People

Safer Vehicles

Safer Speeds

Safer Roads

Post-Crash Care

Crash Not Accident

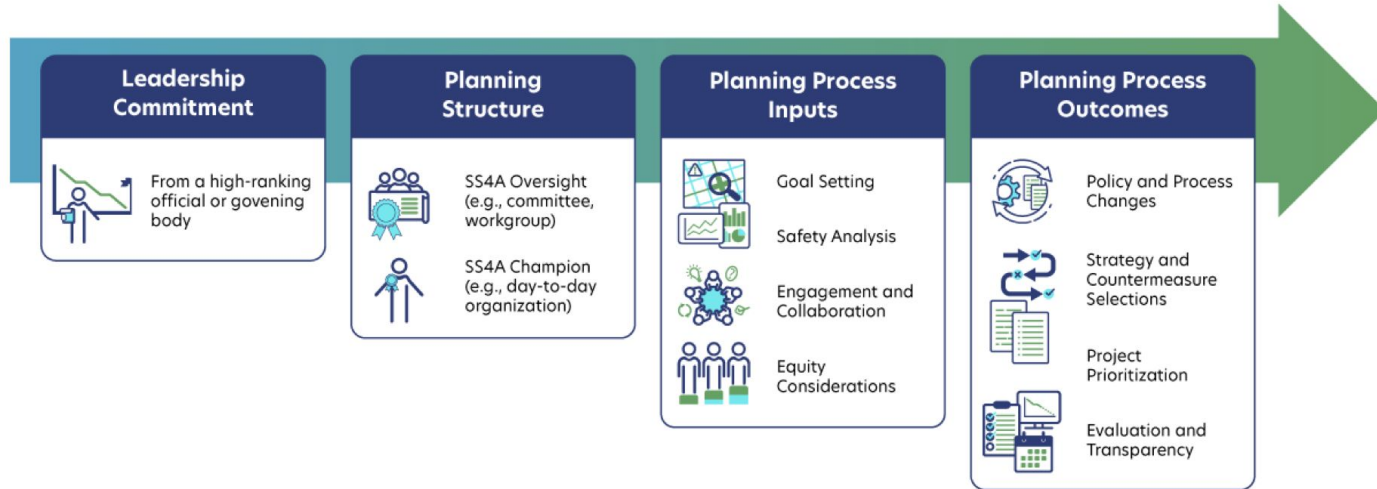
CRASH
~~ACCIDENT~~

<https://crashnotaccident.com/>



Explore the SS4A priorities through the Vision Zero Lens

“The goal of an Action Plan is to develop a holistic, well-defined strategy to prevent roadway fatalities and serious injuries in a locality, Tribe, or region.”





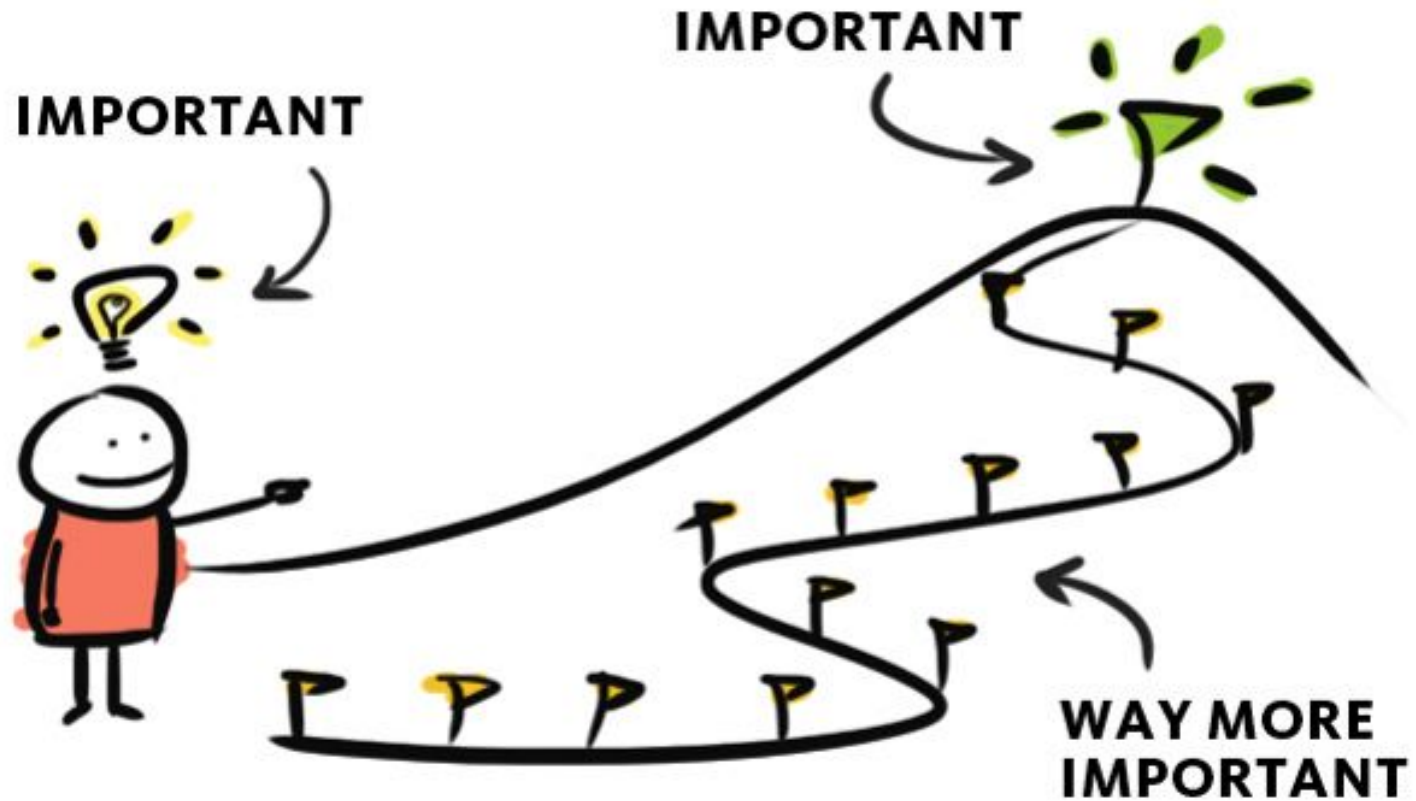
1. Leadership Commitment and Goal Setting

1. Leadership Commitment and Goal Setting

An official public commitment (e.g., resolution, policy, ordinance) by a high ranking official and/or governing body (e.g., Mayor, City Council, Tribal Council, metropolitan planning organization [MPO], Policy Board) to an eventual goal of zero roadway fatalities and serious injuries. The commitment must include a goal and timeline for eliminating roadway fatalities and serious injuries achieved through one, or both, of the following:

1. the target date for achieving zero roadway fatalities and serious injuries, OR
2. an ambitious percentage reduction of roadway fatalities and serious injuries by a specific date with an eventual goal of eliminating roadway fatalities and serious injuries.





1. Leadership Commitment and Goal Setting

BEFORE



AFTER



San Mateo County

1. Leadership Commitment and Goal Setting



Safe Routes to School, Mountain View



Denison, TX



Denison, TX



Denison, TX



Denison, TX



Grayson County



1. Leadership Commitment and Goal Setting



Paso Del Norte Trail Ribbon Cutting, Culture Span MArketing





2. Planning Structure

2. Planning Structure

A committee, task force, implementation group, or similar body charged with oversight of the Action Plan development, implementation, and monitoring.



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2. Planning Structure



2. Planning Structure



Vision Zero Houston Partners

Vision Zero Executive Committee

Art Acevedo, Chief, Houston Police Department

Marissa Aho, Chief Resilience Officer, Mayor's Office

Nitja Ayer, Senior Assistant City Attorney, Houston Legal Department

Quincy Allen, Texas Department of Transportation

Victor Ayres, Director, Houston Fleet Management Department

Omri Blatt, Executive Director, LINK Houston

John Blount, Harris County Engineer

David Braunstein, President, Together for Safer Roads

Shannon Buggs, Director of Complete Communities, Mayor's Office

Marchelle Cain, Deputy Assistant Director, Fleet Management Department

Kenneth N. Campbell, Commander, Houston Police Department

Gabriel Cazares, Director, Mayor's Office for People with Disabilities

Leah Chambers, Senior Policy Advisor, Office of Harris County Judge Lina Hidalgo

Misty Cornelius, Consultant, Together for Safer Roads

Donna Crawford, Commander, Houston Police Department

Maureen Crocker, Assistant Director, Houston Public Works

Kevin Deese, Commander, Houston Police Department

David Fields, Chief Transportation Planner, Planning & Development Department

Dr. Faith Foreman-Hays, Assistant Director, Houston Health Department

Henry Gaw, Assistant Chief, Houston Police Department

Ed Gonzalez, Harris County Sheriff

Carrol Haddock, Director, Houston Public Works

Dexter Handy, Chair, Greater Houston Complete Streets Coalition

Bob Harvey, President & CEO, Greater Houston Partnership

Lina Hidalgo, Harris County Judge

Andy Icken, Chief Development Officer, Mayor's Office

James Koski, Deputy Chief of Staff, Mayor's Office

Thomas Lambert, President & CEO, METRO Transit Authority

2. Planning Structure

Dr. Rhea Lawson, *Director, Houston Public Library*

Ronald Lewis, *City Attorney, Houston Legal Department*

Elaine Marshall, *Director & Presiding Judge, Houston Municipal Courts Department*

Clark Martinson*, *Executive Director, BikeHouston*

John Middleton, *Assistant Director, Houston Public Library*

Kim Ogg, *Houston District Attorney*

Jennifer Ostlund, *Assistant Director, Planning & Development Department*

Eliza Paul, *District Engineer, Texas Department of Transportation*

Samuel Pena, *Chief, Houston Fire Department*

Richard Petty, *Chair, Houston Commission on Disabilities*

Greg Pryer, *Deputy Director, Clerk of Court, Houston Municipal Courts Department*

Angela Ricks, *Administrative Coordinator, Houston Legal Department*

Margaret Wallace Brown, *Director, Planning & Development Department*

Jeffery Weatherford*, *Director, Transportation & Drainage Operations, Houston Public Works*

Justin Wells, *Assistant Chief, Houston Fire Department*

Chuck Wemple, *Executive Director, Houston-Galveston Area Council*

Beth White, *President & CEO, Houston Parks Board*

Michael Skillern, *Assistant Chief, Houston Police Department*

Stephen Williams, *Director, Houston Health Department*

Steve Wright, *Director, Houston Parks & Recreation Department*

Vision Zero Task Force

Katrina Bayer, *Houston Public Works*

Melissa Beeler, *Planning & Development Department*

Jay Blaze Crossley, *Farm and City*

Jesse Bounds, *Mayor's Office of Innovation*

Jonathan Brooks, *LINK Houston*

Donald Buaku, *Houston Public Works*

Megan Campbell, *Houston Public Works*

AJ Cole, *SAFE 2 SAVE*

Kevin Duggan, *Houston Police Department*

Peter Eccles, *Planning & Development Department*

Abby Fernandez, *Houston Bike Share*

Stephen Gage, *Houston-Galveston Area Council*

Lauren Grove, *Planning & Development Department*

Ian Hlavacek, *Houston Public Works*

Tim Kelly*, *METRO*

Beth Martin*, *Houston Bike Share*

Peter Merwin, *Genelar*

Mary Natoli*, *Rice University*

Gulimate Pierre, *Houston Health Department*

Angel Ponce, *Mayor's Office for People with Disabilities*

Wilson Pulling, *Autonomy*

Ashlea Quiñonez, *Memorial Hermann Health System*

Stephen Ratke, *Federal Highway Administration*

Raul D Reyes, *Houston Fire Department*

Kyle Shelton, *Kinder Institute*

Christof Spteler, *Huilt Zollars*

Joshua Zuber, *AAA Texas*



Vision Zero Data Subcommittee

Letha Allen, *Greater Houston Coalition for Complete Streets*

Lakesha Anderson, *Houston Municipal Courts Department*

Jonathan Brooks, *LINK Houston*

Brandon Bullock, *Houston Police Department*

Stacy Drake, *Texas A&M / Institute for Forensic Science*

Gregory El Greco, *Houston Legal Department*

Julie Fernandez, *METRO Transit Authority*

Stephen Gage, *Houston-Galveston Area Council*

Ben Herndon-Miller, *Moksha Data*

Brannan Hicks, *Harris County Engineering*

Ian Hlavacek, *Houston Public Works*

Adrian Hopkins, *METRO Transit Authority*

Vishnu Nepal, *Houston Health Department*

Ifaki Sagarazazu, *Civis Analytics*

Allison Reese, *Harris County Institute for Forensic Science*

Zach Oyer*, *Planning & Development Department*

Nathaniel Thompson, *Mayor's Office of Innovation*

Kelsey Walker, *Traffic Engineers, Inc.*

Dwayne Wolf, *Harris County Institute for Forensic Science*

Vision Zero Communications Subcommittee

Amanda Boyd, *Mayor's Office for People with Disabilities*

Donald Busku, *Houston Public Works*

Matt DeLeon, *Texas Department of Transportation*

Jess Faerman, *Mayor's Office for People with Disabilities*

Teresa Geisheker, *Planning & Development Department*

Tracy Jackson, *METRO Transit Authority*

Elise Marrion, *Communications Administration Manager, Planning & Development Department*

Sasha Marshall, *Houston Planning & Development Department*

Sharon Moses-Burnside, *Planning & Development Department*

Scott Packard, *Houston Health Department*

Tejal Patel, *Mayor's Office*

Ines Stigel, *LINK Houston*

Mark Solano, *Outreach Strategists*

Jose Soto, *Houston Municipal Courts Department*

Laura Whitley, *METRO Transit Authority*

Action Plan Team

David Fields, *Chief Transportation Planner, Planning & Development Department*

Lauren Grove, *Transportation Planner, Planning & Development Department, Vision Zero Coordinator*

Brian Smith, *Transportation Planner, Planning & Development Department*

*reassigned or no longer with organization

Design

Asakura Robinson

CORE Design Studio

2. Planning Structure



Educational
Resource
Partners





3. Safety Analysis

3. Safety Analysis



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Analysis of existing conditions and historical trends that provides a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region.

- Includes an analysis of locations where there are crashes and the severity of the crashes, as well as contributing factors and crash types by relevant road users (motorists, pedestrians, transit users, etc.).
- Analysis of systemic and specific safety needs is also performed, as needed (e.g., high-risk road features, specific safety needs of relevant road users, public health approaches, analysis of the built environment, demographics, and structural issues).
- To the extent practical, the analysis should include all roadways within the jurisdiction, without regard for ownership.
- Based on the analysis performed, a geospatial identification of higher-risk locations is developed (a High-Injury Network or equivalent).



4. Engagement and Collaboration

4. Engagement and Collaboration



- Robust engagement with the public and relevant stakeholders, including the private sector and community groups, that allows for both community representation and feedback.
- Information received from engagement and collaboration is analyzed and incorporated into the Action Plan.
- Overlapping jurisdictions are included in the process.
- Plans and processes are coordinated and aligned with other governmental plans and planning processes to the extent practicable.



5. Equity Considerations

5. Equity Considerations



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- Plan development using inclusive and representative processes.
- Underserved communities are identified through data and other analyses in collaboration with appropriate partners.
- Analysis includes both population characteristics and initial equity impact assessments of the proposed projects and strategies.

Safe Road Users



Walk



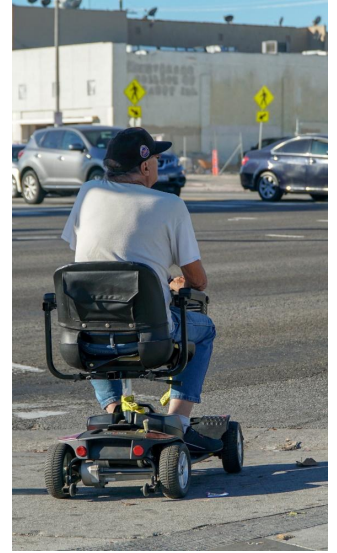
Bike



Drive



Transit



Other

Equity

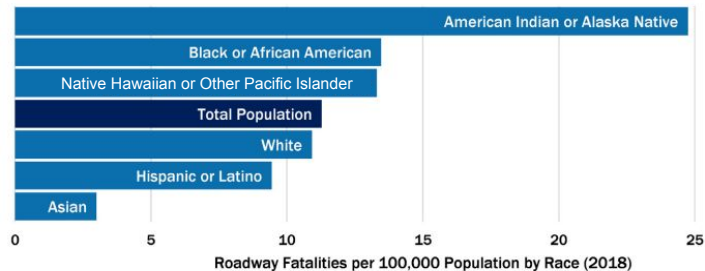
Opportunities to Simultaneously Address Safety, Equity, and Climate

Safety is and will always be the Department's top priority. Roadway safety is also a foundational pre-requisite to our success in addressing two other major priorities: equity and climate.

“Traffic crashes are a leading cause of death for teenagers in America, and disproportionately impact people who are Black, American Indian, and live in rural communities. We face a crisis on our roadways; it is both unacceptable and solvable.”

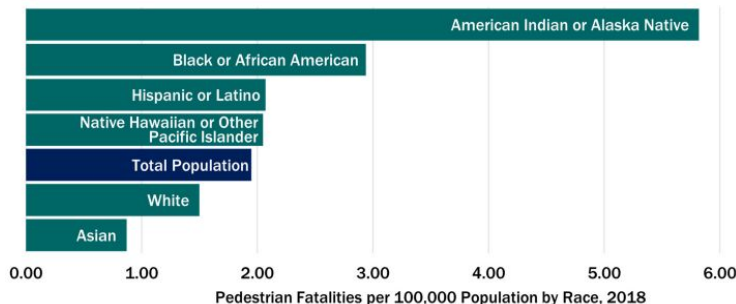


Fatalities impact communities differently...



...particularly for people not in a vehicle.

Fatalities Among Pedestrians





6. Policy and Process Changes

6. Policy and Process Changes

- Assessment of current policies, plans, guidelines, and/or standards (e.g., manuals) to identify opportunities to improve how processes prioritize transportation safety.
- The Action Plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards, as appropriate.



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Vision Zero Safe Systems Approach as a Guiding Principle



The New Paradigm

Safe, inclusive, streets & roads are designed and operated to:

- **Prevent serious and fatal crashes**
- **Keeping impacts on the human body at tolerable levels**

<https://safety.fhwa.dot.gov/provencountermeasures>



Rectangular Rapid Flashing Beacons (RRFBs)



Lighting (Intersection and Segments)



Crosswalk Visibility Enhancements



Pavement Friction Management (CPFM and HFST)



Wider Edge Lines



Bicycle Lanes



Variable Speed Limits



Speed Safety Cameras



Appropriate Speed Limits for All Road Users



7. Strategy and Project Selections

Safety is Proactive



Identify risks

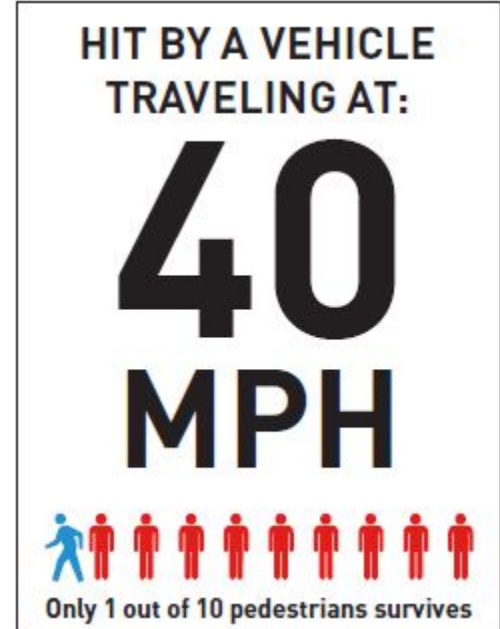
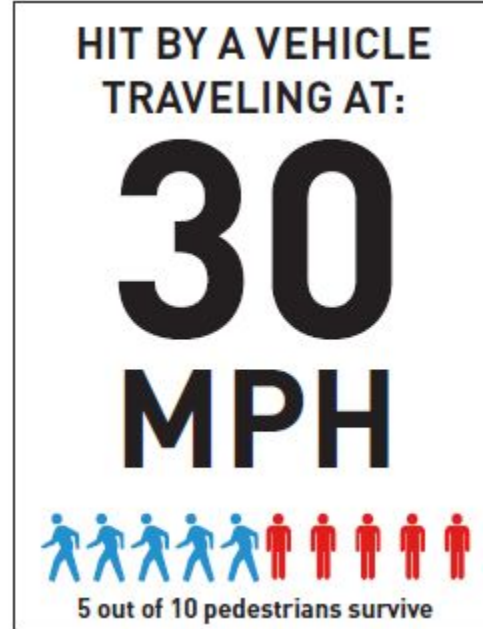
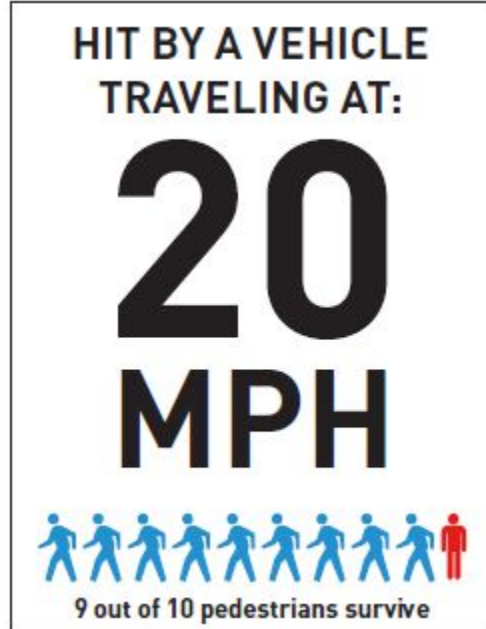


Mitigate risks

Safe Vehicles



Humans are Fragile



Safer Roads



Post Crash Care

- First Responders
- Medical Care
- Crash Investigation

But it doesn't end there...

Post Crash Care extends to actions after traffic incident management returns a crash scene to normal conditions, there's also

- Media
- Engineering
- Justice



Source: Ron Moore



Source: Gorodenkoff via USDOT/Adobe Stock

Think of “Safe Roads” as a continuum – not an absolute

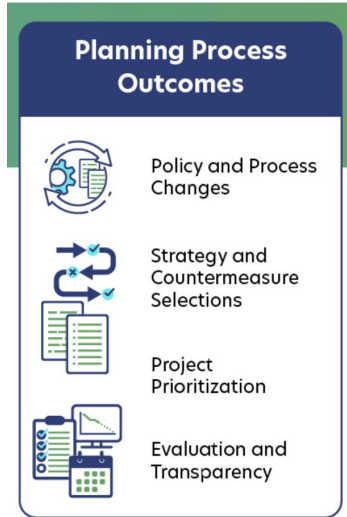
The aim is to design and operate roads to continuously move toward creating a Safe System by implementing features appropriate for the intended and actual road use and speed environment

- Reduce the likelihood of error
- Reduce the consequences of error



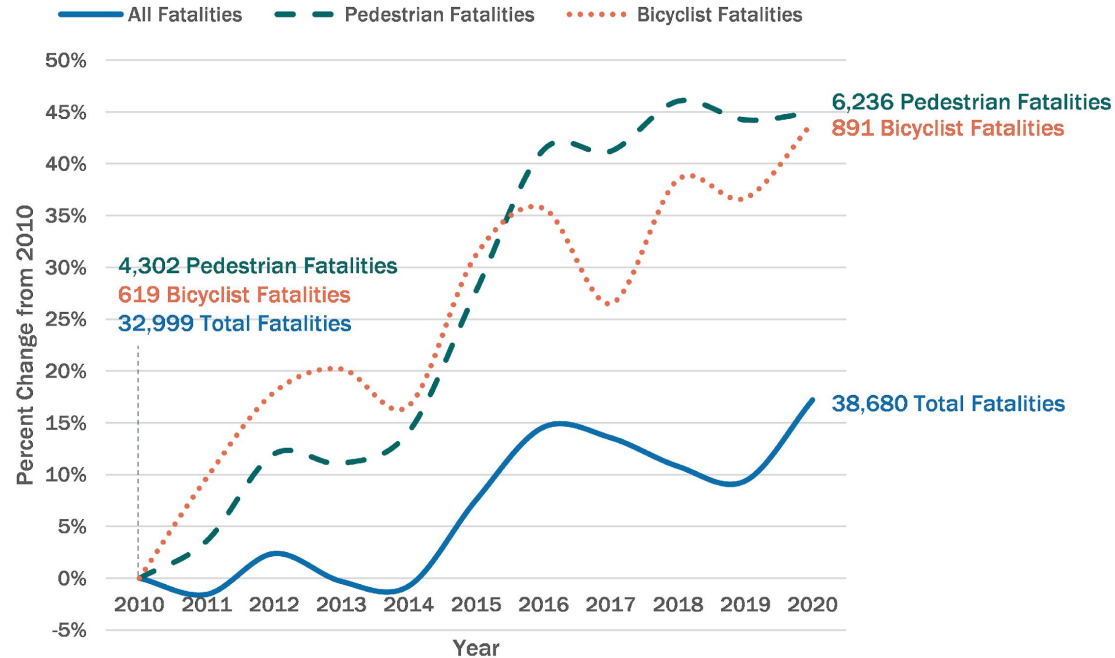
8. Progress and Transparency

8. Progress & transparency methods



- Methods to measure progress over time after an Action Plan is developed or updated, including outcome data.
- A means to ensure ongoing transparency is established with residents and other relevant stakeholders.
- The approach must include, at a minimum, annual public and accessible reporting on progress toward reducing roadway fatalities and serious injuries and public posting of the Action Plan online.

We have a national roadway safety problem



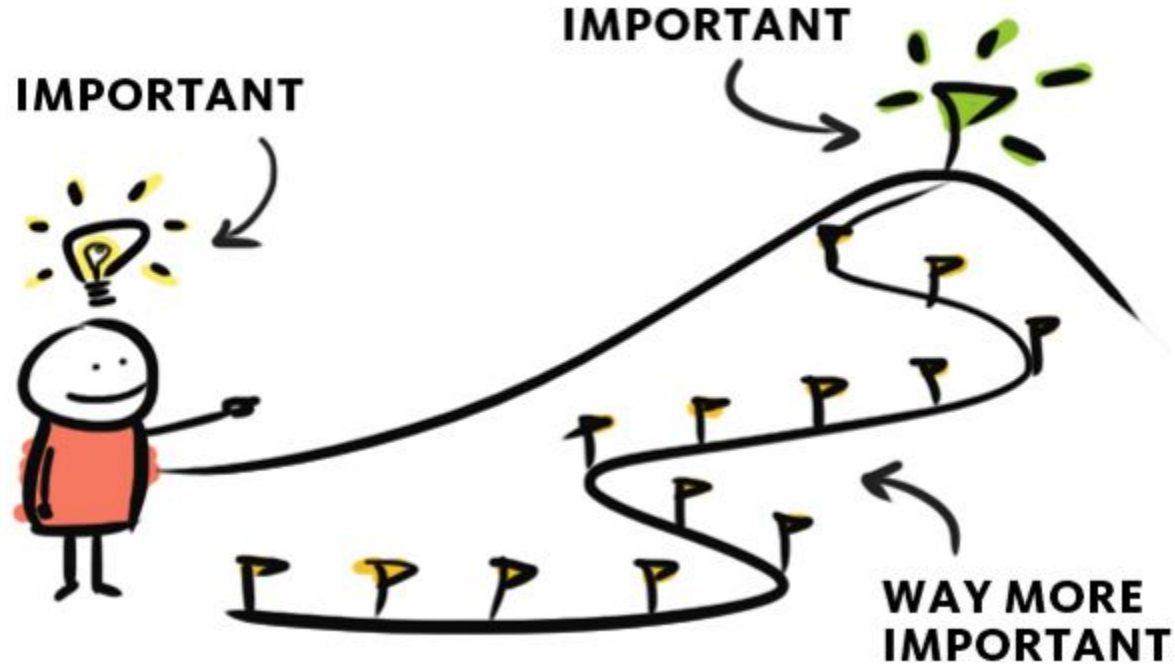
Action Plans that Do Not Satisfy SS4A NOFO Requirements

The following Action Plans do not satisfy the SS4A NOFO requirements to apply for an Implementation Grant or a Planning and Demonstration Grant that includes only supplemental planning and/or demonstration projects:

- Plans that are not primarily focused on road safety.
- Plans that do not meet the requirements in the [Self-Certification Eligibility Worksheet](#).
- Plans that do not identify road safety problems and identify a list of projects and strategies to address those problems.
- State-level plans (e.g., a Strategic Highway Safety Plan required in 23 U.S.C. § 148, State Highway Safety Plans required in 23 U.S.C. § 402, or Commercial Vehicle Safety Plans required in 49 U.S.C. § 31102).
- Public Transportation Agency Safety Plans required in 49 U.S.C. § 5329.
 - Note: A transit agency may apply for a Planning and Demonstration Grant, or partner with communities within its service area to implement projects that improve safety and access to transit.
- Plans that are not complete at the time of application.
- Plans that were completed or last updated prior to 2018.



8. Progress & Transparency



VISION ZERO TEXAS

WE CAN END TRAFFIC DEATHS IN TEXAS

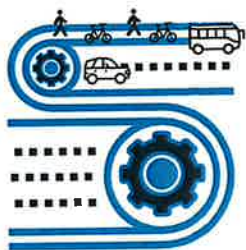


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CORE ELEMENTS FOR VISION ZERO COMMUNITIES

INTRODUCTION

Vision Zero – the strategy to eliminate traffic fatalities and severe injuries – is being adopted by a growing number of communities across North America and beyond. While safe mobility is not a new concept, Vision Zero requires a shift in how communities approach decisions, actions, and attitudes around safe mobility.

A fundamental part of this shift is moving from a traditional approach to a Safe Systems approach toward traffic safety. A traditional approach accepts that a certain number of traffic deaths and severe injuries will occur as unavoidable consequences of mobility and focuses on changing individual behavior to reduce the frequency of these incidents. In contrast, Vision Zero is built on the basis that traffic deaths and severe injuries are preventable. Vision Zero emphasizes a Safe Systems approach, which acknowledges that people make mistakes, and focuses on influencing system-wide practices, policies, and designs to lessen the severity of crashes.

Approaching the issue of safe mobility in a new way can be challenging, even when everyone agrees on the ultimate goal – in this case, safety for all road users. One limitation to the success and proliferation of Vision Zero in this moment is the lack of a unifying definition and “best practice benchmark.” While an increasing number of jurisdictions may call themselves Vision Zero communities, the authentic and ongoing commitment to the fundamental shift in safety perspective can be uneven.

The Vision Zero Network, with support from partners, developed this set of Vision Zero Core Elements to help communities set priorities, work toward tangible results in promoting safety, and benchmark their progress relative to best practices. This resource encourages leaders to focus on the most impactful actions and helps hold them accountable to their Vision Zero commitments.

TRADITIONAL APPROACH

Traffic deaths are **INEVITABLE**
PERFECT human behavior
 Prevent **COLLISIONS**
INDIVIDUAL responsibility
 Saving lives is **EXPENSIVE**

VS

VISION ZERO

Traffic deaths are **PREVENTABLE**
 Integrate **HUMAN FAILING** in approach
 Prevent **FATAL AND SEVERE CRASHES**
SYSTEMS approach
 Saving lives is **NOT EXPENSIVE**



CORE ELEMENTS FOR VISION ZERO COMMUNITIES

Leadership and Commitment

1. Public, High-Level, and Ongoing Commitment.

The Mayor and key elected officials and leaders within public agencies, including transportation, public health, and police, commit to a goal of eliminating traffic fatalities and serious injuries within a specific timeframe. Leadership across these agencies consistently engages in prioritizing safety via a collaborative working group and other resource-sharing efforts.

2. Authentic Engagement. Meaningful and accessible community engagement toward Vision Zero strategy and implementation is employed, with a focus on equity.

3. Strategic Planning. A Vision Zero Action Plan is developed, approved, and used to guide work. The Plan includes explicit goals and measurable strategies with clear timelines, and it identifies responsible stakeholders.

4. Project Delivery. Decision-makers and system designers advance projects and policies for safe, equitable multi-modal travel by securing funding and implementing projects, prioritizing roadways with the most pressing safety issues.

Equity and Engagement

Elevating equity and meaningful community engagement, particularly in low-income communities and communities of color, should be a priority in all stages of Vision Zero work.

Safe Roadways and Safe Speeds

5. Complete Streets for All. Complete Streets concepts are integrated into communitywide plans and implemented through projects to encourage a safe, well-connected transportation network for people using all modes of transportation. This prioritizes safe travel of people over expeditious travel of motor vehicles.

6. Context-Appropriate Speeds. Travel speeds are set and managed to achieve safe conditions for the specific roadway context and to protect all roadway users, particularly those most at risk in crashes. Proven speed management policies and practices are prioritized to reach this goal.

Data-driven Approach, Transparency, and Accountability

7. Equity-Focused Analysis and Programs. Commitment is made to an equitable approach and outcomes, including prioritizing engagement and investments in traditionally under-served communities and adopting equitable traffic enforcement practices.

8. Proactive, Systemic Planning. A proactive, systems-based approach to safety is used to identify and address top risk factors and mitigate potential crashes and crash severity.

9. Responsive, Hot Spot Planning. A map of the community's fatal and serious injury crash locations is developed, regularly updated, and used to guide priority actions and funding.

10. Comprehensive Evaluation and Adjustments. Routine evaluation of the performance of all safety interventions is made public and shared with decision makers to inform priorities, budgets, and updates to the Vision Zero Action Plan.

Read on for more information about implementing these Vision Zero Core Elements in your community.

LEADERSHIP AND COMMITMENT

1. Public, High-Level, and Ongoing Commitment. The Mayor and key elected officials and leaders within public agencies, including transportation, public health, and police, commit to a goal of eliminating traffic fatalities and serious injuries within a specific timeframe.

- Leadership across these agencies consistently prioritizes safety via a collaborative working group and other resource-sharing efforts

High-level leadership and sustained political commitment are essential to Vision Zero success. The Mayor and other key elected officials must set the tone and direction for Vision Zero and back up their words of commitment with action, reflected in spending decisions, policies, and practices that prioritize safety (even when this means a shift from the status quo). Following from this, the leaders of the public health, police, and transportation agencies should be closely involved with the day-to-day work of Vision Zero and ensure consistent interagency coordination. In short, a Vision Zero commitment is only as strong as it is demonstrated in the **actions of the city's leadership and staff**.

Setting an explicit timeline for Vision Zero is part of this core element because it underscores the urgency of the issue, provides measurability, and incorporates the fundamental **Safe Systems** principle that these traffic tragedies are preventable.



2. Authentic Engagement. Meaningful and accessible community engagement toward Vision Zero strategy and implementation is employed, with a focus on equity.

- Engage the community in meaningful, culturally-relevant ways and support involvement by respected community leaders
- Prioritize support of communities most impacted by traffic crashes and most traditionally underserved by safety efforts

Vision Zero efforts should meaningfully engage the community and prioritize equitable processes and outcomes. This is especially true in neighborhoods that often bear the brunt of high-injury streets and where community members may be grappling with the results of historic underinvestment in safe mobility, as well as a multitude of other, interrelated systemic inequities. Community input should be valued and incorporated into Vision Zero planning and implementation.

This includes:

- » Engaging sincerely and with cultural competence, recognizing and respecting the history, culture, and expertise of local communities.
- » Collaborating with community members who are genuinely engaged in neighborhoods and who have strong connections with and respect of locals. These community leaders are likely to convey the experiences, hopes, and concerns of long-time residents in ways that traditional planning processes have not.
- » Using this collaboration to inform project design and implementation, not just as a "listening exercise".
- » Recognizing that coordination is work, for which community groups deserve compensation to support time commitment, expertise, and long-term engagement. **Additional resources are included in Vision Zero Equity Strategies.**

3. Strategic Planning. A Vision Zero Action Plan is developed, approved, and used to guide work. The Plan includes explicit goals and measurable strategies with clear timelines, and it identifies responsible stakeholders.

- The Action Plan and corresponding strategies are built on the Safe Systems approach by designing and maintaining a transportation system where human error does not result in loss of life or severe injury
- Leadership across these agencies consistently prioritizes safety via a collaborative working group and other resource-sharing efforts

The core element for leadership and commitment recognizes that Vision Zero – starting with the Action Plan – is built on the Safe Systems approach, which recognizes that people will make mistakes and that it is the responsibility of system designers and policymakers to set practices and policies to lessen the severity of inevitable crashes.

The Action Plan should include an explicit commitment and related actions to prevent

Vision Zero efforts from resulting in unintended consequences, such as racial profiling or inequitable treatment of communities of color.

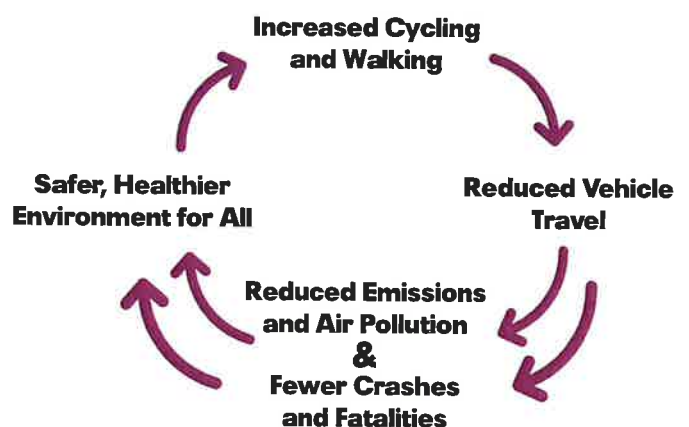
Clear ownership of Action Plan strategies is important to achieving accountability and trust for Vision Zero's principles and outcomes. More about actionable strategies that have led to Vision Zero success in other cities are included in the [**Vision Zero Action Plan Guidelines**](#).

4. Project Delivery. Decision-makers and system designers advance projects and policies for safe, equitable multi-modal travel by securing funding and implementing projects, prioritizing roadways with the most pressing safety issues.

- Decision-makers provide leadership on policy reforms needed to prioritize safety
- System designers are supported by city leaders to advance safety projects
- System designers and decision-makers advance crosscutting measures to reduce car dependence, improve transit, and support safe walking and biking

Vision Zero requires more than incremental, individual behavior change. It requires political backbone to advance projects and policies that are proven to improve safety – particularly redesigning roadways and managing speeds – even in the face of opposition to change (e.g., removing parking spaces or reducing speeds for safety benefits).

Moving past the business-as-usual approach also means evolving beyond the cars-first attitude that has dominated transportation policies and practices in the past half-century. [**Research shows**](#) that encouraging multi-modal transportation reduces Vehicle Miles Traveled and Vehicles per Capita, the two strongest predictors of traffic fatalities. Cities serious about Vision Zero and livable communities are working to increase the proportion of non-auto trips by improving and incentivizing [**public transit**](#), walking, bicycling, and ridesharing.



This will take a carrot-and-stick approach: investing in strong public transit systems and safe, interconnected bicycling and walking networks; while disincentivizing single occupancy vehicle trips with such strategies as congestion pricing and smart parking pricing.

SAFE ROADWAYS AND SAFE SPEEDS

5. Complete Streets for All. Complete Streets concepts are integrated into community wide plans and implemented through projects to encourage a safe, well-connected transportation network for people using all modes of transportation. This prioritizes safe travel of people over expeditious travel of motor vehicles.

- Multimodal street design and countermeasures prioritize safety over speed
- Safety improvements to roadways are prioritized for people walking and biking and in historically underserved communities

Prioritizing proven engineering countermeasures and multimodal street design is essential to safety.

Examples include:

- » Using safe design measures such as advance stop or yield lines, high visibility crosswalks, lane narrowing, pedestrian refuge islands and medians, and physically separated bikeways. More measures – and examples from cities that have implemented them – are described in [NACTO design guides](#), the [Traffic Safety Best Practices Matrix](#), and the [FHWA Achieving Multimodal Networks](#) resource.

- » Creating **Slow Zones** in areas with high volumes of children, seniors, public transit users, commercial activity, pedestrian/bicycle activity. Along with lower speeds, self-enforcing traffic calming measures help mark these areas as different and thus encourage safe behavior.

Work toward Complete Streets should prioritize the protection of physically vulnerable road users and investment in historically disadvantaged communities. Performance measures for Complete Streets should include consideration of these communities of concern. Read more on the fundamentals of [Complete Streets elements](#) from the Complete Streets Coalition.

6. Context-Appropriate Speeds. Travel speeds are set and managed to achieve safe conditions for the specific roadway context and to protect all roadway users, particularly those most at risk in crashes. Proven speed management policies and practices are prioritized to reach this goal.

- Roadways are designed (or redesigned) to prioritize safety over speed
- Speed limits are lowered where data and community experience show need
- Automated speed enforcement is implemented where needed, with strategies to address disproportionate impacts on low-income communities

[High speeds make crashes more likely](#) and more likely to be deadly. An effective Vision Zero program must manage speed in order to reduce severe and fatal traffic injuries. Efforts to influence individual behavior primarily with education and enforcement campaigns have fallen short.

Addressing speed requires changing organizational practices and reforming policies. Existing practices, such as designing roads for inappropriately high speeds and setting speed limits too high, often prioritize moving more cars over the safety of road users.

Vision Zero calls on system designers and policymakers to better align our systems and policies with goals of safe speeds, including:

- » Measure and analyze the scope of problem related to inappropriate speeds, share this data to raise awareness, and develop measurable improvement strategies with timelines for action.
- » Implement infrastructure changes to prioritize safety over speed. Examples include reducing travel lanes

and adding self-enforcing traffic calming measures to encourage safe travel speeds.

- » Change policies to align with safety goals, including setting appropriate speed limits, particularly where motor vehicle traffic is mixing with those walking and biking.
- » Implement automated speed enforcement where needed, incorporating strategies to measure and address disproportionate impacts on low-income communities and others who may be overly burdened.
- » Raise awareness about speed as a primary factor in traffic deaths and injuries, similar to increased awareness about drunk driving.

In many cases, State and Federal agencies influence speed limits either directly or indirectly. While speed management efforts may be time-consuming and politically challenging, it is critical to Vision Zero success. Cities facing barriers from other levels of government need to make the policy, legislative, or other changes required to advance proven speed management strategies.

DATA-DRIVEN APPROACH, TRANSPARENCY, AND ACCOUNTABILITY

7. Equity-Focused Analysis and Programs. Commitment is made to an equitable approach and outcomes, including prioritizing engagement and investments in traditionally under-served communities and adopting equitable traffic enforcement practices.

- Explicit commitment and actions prevent Vision Zero efforts from increasing disproportionate enforcement levels in communities of color
- Any enforcement efforts within Vision Zero are focused on dangerous moving violations, as identified by quality data analysis

Data and experience reveal that low-income communities and communities of color carry a disproportionate burden of traffic-related injuries and fatalities in the U.S. This is not arbitrary; it reflects patterns of historic under-investment and racial bias in some communities, particularly black, brown and immigrant communities, as well as low-income communities. Vision Zero leaders need to recognize these disparities and to center equity in their work in clear and measurable ways to prevent traffic safety efforts from having unintended, harmful consequences.

The realm of traffic enforcement is a particularly timely and urgent area of attention. It is important that promoters of Vision Zero acknowledge that officer-initiated traffic stops allow for higher levels of individual discretion and unintended gateways to racial bias and even aggressive police action. The broader Vision Zero community has a role and responsibility in improving, not exacerbating, these problems.

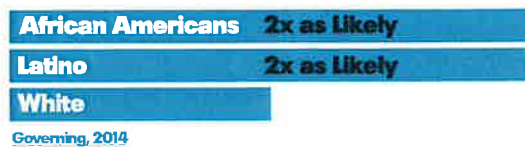
Vision Zero focuses on Safe Systems, not more traffic stops. Cities such as Portland, Oregon are working to prevent over-policing or racial bias from becoming unintended byproducts of their Vision Zero efforts. Portland limits enforcement actions in order to reduce the possibility of racial profiling and disparate economic impacts. [Portland's Vision Zero Action Plan](#) explicitly excludes increased enforcement by police officers. It also offers education classes as alternatives to increased penalties for first time offenders.

Similarly, any enforcement efforts included in Vision Zero strategies should focus on the most dangerous violations. An example is San Francisco's [Focus on the Five](#) program, which commits officers to focus on the five top roadway dangers, such as speeding and violating pedestrians' right of way, rather than on "nuisance" issues such as broken taillights or tinted windows.

Other examples of focusing on equity concerns within Vision Zero efforts include:

» Requiring transparency, including analyzing and sharing data on how traffic funding is spent and how traffic stops are conducted and citations issued, including disaggregating stop and citation data by race.

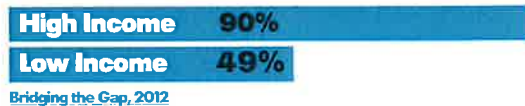
People Killed While Walking:



People Killed While Walking:



Communities With Sidewalks:



Chance of Being Stopped and Searched:



» Encouraging accountability by requiring regular discussions amongst policymakers and the public to address equity disparities in efforts and results.

» Requiring equity-based trainings of Vision Zero staff, including law enforcement officials, and including equity-based measurements of their efforts.

» Investing in automated speed enforcement's proven safety effectiveness and lower risk of racial profiling. Efforts should be made to avoid disproportionate impacts of fines on low-income communities, such as setting up alternative fee structures.

» Recognizing that we cannot enforce (nor educate) our way out of today's traffic safety problems, so we need to better design roadways and manage speeds for safety.

[Additional resources are included in Vision Zero Equity Strategies.](#)

8. Systemic, Proactive Planning. A proactive, systems-based approach to safety is used to identify and address top risk factors and mitigate potential crashes and crash severity.

- Data is used to identify trends of problems, which are addressed systematically rather than as isolated incidents

Vision Zero's Safe Systems approach means moving from purely rearward crash map reviews to more forward-facing identification of problem areas and working to prevent severe crashes before they happen. This means determining, analyzing, and addressing the underlying risk factors that influence dangerous actions: the where, how, and why serious crashes happen.

For example, based on analysis showing a trend of left-turn vehicle movements being particularly dangerous on certain types of streets, New York City's Department of Transportation is proactively addressing areas with proven countermeasures, rather than reacting to each individual problem after serious crashes occur. More examples of proactive approaches to addressing top risk factors are shared in this [summary and webinar](#).

9. Responsive, Hot Spot Planning. A map of the community's fatal and serious injury crash locations is developed, regularly updated, and used to guide priority actions and funding.

- Top risk factors and locations of serious traffic crashes are identified, mapped, and utilized
- Quality data on traffic deaths and serious injuries are posted publicly and updated regularly

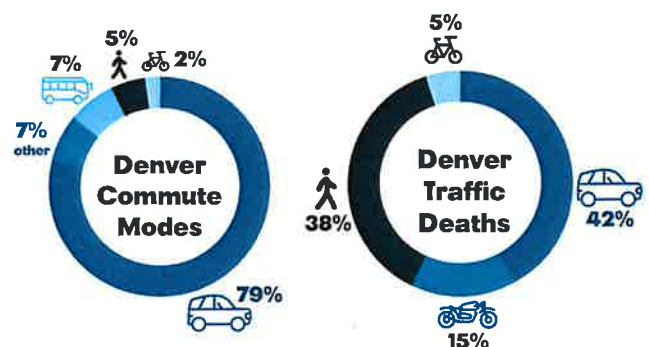
The community should develop a High Injury Network (HIN) derived from quantitative ("hot spot" problem locations) and qualitative data (based on community input) to inform its prioritization and implementation.

Recommendations include:

- » Identify top risk factors and locations of serious traffic crashes.
- » Include equity-driven data (such as locations of low-income communities and communities of color) and commit to prioritizing actions and funding in areas of overlap with the HIN.
- » Include speed as a data layer. A large proportion of serious crashes occur on roads with higher speed limits – often arterials and state-owned roads – which require the aforementioned work on speed.
- » Collaborate within and between city agencies. Work to address problems on the HIN is an important place to involve the Vision Zero Taskforce.
- » Utilize this information and coordination to prioritize and implement strategies.
- » Post and regularly update data on traffic deaths and serious injuries – beyond police reports.

of physically vulnerable populations and communities traditionally underserved by traffic safety efforts. Police-collected data should be supplemented with information gathered by hospitals and emergency medical services. Analysis shows that people involved in traffic crashes who are part of systemically marginalized communities are less likely to report traffic crashes and that, when they do, their reports are less likely to be treated adequately. Increasingly, communities are supplementing their police crash records with public health data for a fuller picture, as described [here](#).

Data can help identify disproportionate safety impacts



50% of Denver's traffic fatalities occur on just 5% of their streets

For more information, see this [Vision Zero Network case study](#) and [webinar](#).

Data analysis and public input should highlight unsafe locations, and this should be overlaid with locations

10. Comprehensive Evaluation and Adjustments. Routine evaluation of the performance of all safety interventions is made public and shared with decision makers to inform priorities, budgets, and updates to the Vision Zero Action Plan.

- Regular progress reports are produced and shared publicly
- Use of pilot implementation and community feedback shape safety efforts

Monitoring efforts and impacts, updating and sharing data regularly, and institutionalizing Vision Zero in the city's systems will help build trust and set expectations for accountability between key stakeholders.

This includes:

- » Proactively monitor, evaluate, and share progress, including regular public progress reports, such as these from [New York City](#) and [Seattle](#).
- » Use comparative data to link social and environmental factors with traffic injury data to better understand connections and strategies for improvements.
- » Use temporary pilot programs or projects to test strategies within shorter timeframes and for less cost investment.

NEXT STEPS

We share these Core Elements recognizing the urgency of the issue before us: an average of 100 people lose their lives each day in this nation in traffic crashes. This loss and suffering is preventable, and we have a responsibility to prevent these tragedies.

We also recognize that resources, time, and political will are all limited. What we do matters. Vision Zero is not just a tagline, not even just a program, but rather a fundamental shift in how our communities approach the issue of safe mobility. To make a real difference, it will take a firm commitment to change.

Implementing Vision Zero requires 1) leadership and commitment to safety, 2) implementing safe roadways and safe speeds, 3) ongoing transparent use of data, and 4) centering equity and community engagement throughout.

Committing to and meaningfully incorporating these Core Elements can help Vision Zero communities prioritize efforts, benchmark progress, set expectations, and ensure accountability. Each Core Element is important to advance the ultimate goal of safe mobility for all.

ACKNOWLEDGEMENTS

We are honored to support the work of public sector staff and community-based leaders and advocates around the country to reduce traffic deaths and severe injuries. We appreciate valuable input from many partners, including Clay Veka, Dana Weissman, Jeff Lindley, Jeff Paniati, Lainie Motamedi, Megan Wier, Meghan Mitman, Nicole Ferrara, Richard Retting, Stacy Thompson, and Veronica Vanterpool. This report's primary authors are Jenn Fox and Leah Shahum. Graphic design is by Rachel Krause of Banjo Creative.

The Vision Zero Network is a nonprofit project committed to advancing Vision Zero in the U.S. We are proud to support the life-saving efforts of the dedicated policymakers, implementers, and community leaders working toward safe mobility for all.

[Learn more at VisionZeroNetwork.org.](https://www.visionzeronet.org)

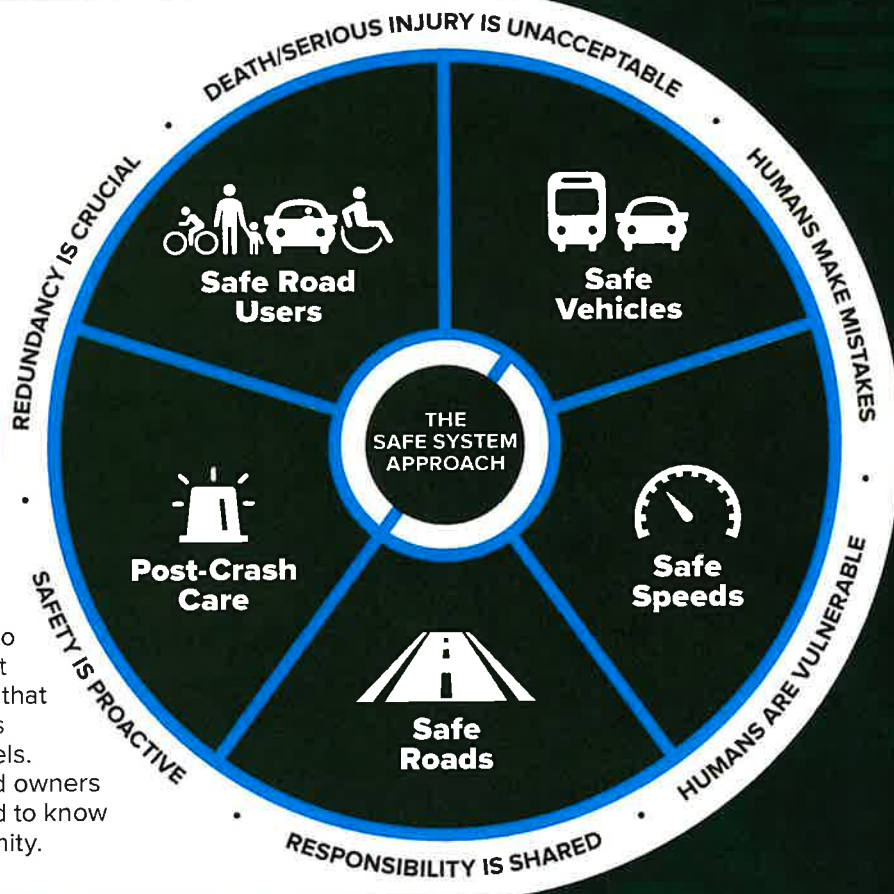


SAFE SYSTEM

APPROACH

Zero is our goal. A Safe System is how we will get there.

Imagine a world where nobody has to die from vehicle crashes. The Safe System approach aims to eliminate fatal & serious injuries for all road users. It does so through a holistic view of the road system that first anticipates human mistakes and second keeps impact energy on the human body at tolerable levels. Safety is an ethical imperative of the designers and owners of the transportation system. Here's what you need to know to bring the Safe System approach to your community.



SAFE SYSTEM PRINCIPLES



Death/Serious Injury is Unacceptable

While no crashes are desirable, the Safe System approach prioritizes crashes that result in death and serious injuries, since no one should experience either when using the transportation system.



Humans Make Mistakes

People will inevitably make mistakes that can lead to crashes, but the transportation system can be designed and operated to accommodate human mistakes and injury tolerances and avoid death and serious injuries.



Humans Are Vulnerable

People have limits for tolerating crash forces before death and serious injury occurs; therefore, it is critical to design and operate a transportation system that is human-centric and accommodates human vulnerabilities.



Responsibility is Shared

All stakeholders (transportation system users and managers, vehicle manufacturers, etc.) must ensure that crashes don't lead to fatal or serious injuries.



Safety is Proactive

Proactive tools should be used to identify and mitigate latent risks in the transportation system, rather than waiting for crashes to occur and reacting afterwards.

Redundancy is Crucial

Reducing risks requires that all parts of the transportation system are strengthened, so that if one part fails, the other parts still protect people.



U.S. Department of Transportation
Federal Highway Administration

FHWA-SA-20-015



Safe Roads for a Safer Future
Investment in roadway safety saves lives

SAFE SYSTEM ELEMENTS

Making a commitment to zero deaths means addressing every aspect of crash risks through the five elements of a Safe System, shown below. These layers of protection and shared responsibility promote a holistic approach to safety across the entire transportation system. The key focus of the Safe System approach is to reduce death and serious injuries through design that accommodates human mistakes and injury tolerances.



Safe Road Users

The Safe System approach addresses the safety of all road users, including those who walk, bike, drive, ride transit, and travel by other modes.



Safe Vehicles

Vehicles are designed and regulated to minimize the occurrence and severity of collisions using safety measures that incorporate the latest technology.



Safe Speeds

Humans are unlikely to survive high-speed crashes. Reducing speeds can accommodate human injury tolerances in three ways: reducing impact forces, providing additional time for drivers to stop, and improving visibility.



Safe Roads

Designing to accommodate human mistakes and injury tolerances can greatly reduce the severity of crashes that do occur. Examples include physically separating people traveling at different speeds, providing dedicated times for different users to move through a space, and alerting users to hazards and other road users.



Post-Crash Care

When a person is injured in a collision, they rely on emergency first responders to quickly locate them, stabilize their injury, and transport them to medical facilities. Post-crash care also includes forensic analysis at the crash site, traffic incident management, and other activities.

THE SAFE SYSTEM APPROACH VS. TRADITIONAL ROAD SAFETY PRACTICES

Traditional

Prevent crashes

Improve human behavior

Control speeding

Individuals are responsible

React based on crash history

Safe System

Prevent deaths and serious injuries

Design for human mistakes/limitations

Reduce system kinetic energy

Share responsibility

Proactively identify and address risks

Whereas traditional road safety strives to modify human behavior and prevent all crashes, the Safe System approach also refocuses transportation system design and operation on anticipating human mistakes and lessening impact forces to reduce crash severity and save lives.

WHERE ARE
YOU ON THE
SAFE SYSTEM
JOURNEY?

Implementing the Safe System approach is our shared responsibility, and we all have a role. It requires shifting how we think about transportation safety and how we prioritize our transportation investments. Consider applying a Safe System lens to upcoming projects and plans in your community: put safety at the forefront and design to accommodate human mistakes and injury tolerances. Visit safety.fhwa.dot.gov/zerodeaths to learn more.



Safe Streets for Texans Training

Grayson County Metropolitan Planning Organization

TxDOT Sherman Area Office

Wednesday, May 17, 2023

Agenda

- 9:00 am TAC meeting
- 10:00 am Safe Streets for Texans Introductions
- 10:15 am Adopting Vision Zero / Safe Systems at the City and County Level
Jay Blazek Crossley, Farm&City
 1. What is Vision Zero?
 2. Vision Zero for Grayson County
- 11:45 am Lunch
- 1:00 pm Examples of effective Vision Zero actions
Jay Blazek Crossley, Farm&City
- 2:00 pm The Federal Safe Streets for All Grant Program
David Fouts, Farm&City

"The goal of an Action Plan is to develop a holistic, well-defined strategy to prevent roadway fatalities and serious injuries in a locality, Tribe, or region."

1. Leadership commitment & goal setting
 2. Planning structure through a committee, task force, implementation group
 3. Safety analysis of the existing conditions and historical trends
 4. Engagement & collaboration with the public & relevant stakeholder
 5. Equity Considerations
 6. Policy & Process changes
 7. Strategy & Project selections
 8. Progress & Transparency Methods
- 3:00 pm Review & Adjourn

As part of our Vision Zero Texas program, Farm&City is conducting the Safe Streets for Texans (SS4T) Training Program, a Federally Funded program through TxDOT's Safety Division. We are offering each MPO in Texas a training for staff of cities, counties, tribal agencies, and the MPOs to learn more on a Vision Zero / Safe Systems approach, and the Federal Safe Streets for All grants program - including how to get funding.



Safe Streets and Roads for All Implementation Checklist

While a contractor may prepare and submit the application materials, staff in the political subdivision of a State or Tribe must be listed as the point of contact and alternate point of contact on the application. Staff from the political subdivision or Tribe are responsible for signing all applicable forms listed below and responding to any questions the SS4A team may have about application content.

☐ Sign up for an account using the [Valid Eval Implementation Grant Application](#)

☐ Gather key application data, including:

- Total applicant jurisdiction population
- Total applicant jurisdiction census tract(s)
- Total applicant jurisdiction count of motor vehicle-involved roadway fatalities 2016-2020 or 2017-2021
- Total applicant jurisdiction average annual fatality rate (per 100,000 population)
- Percent of population in Underserved Communities Census Tract(s) in project areas
- Project area fatalities 2017-2021
- Project area serious injuries 2017-2021

☐ Identify the following information:

- Problem(s) to be solved with project(s)
- Roadway safety responsibility
- Roadway users that will receive significant safety benefits
- Total project and Federal funding breakdowns for activities A, B, and C
- If applicable, demonstration or supplemental planning activities

☐ Complete the following Standard Forms:

- SF-424: Application for Federal Assistance
- SF-424C: Budget Information for Non-Construction Programs
- SF-424D: Assurances for Non-Construction Programs
- SF-LLL: Disclosure of Lobbying Activities

☐ Write a narrative no longer than 12 pages that responds to all the requirements outlined in the NOFO based on the instructions in Section D and selection criteria in Section E.

☐ Create map that shows the location of the jurisdiction and highlights the roadway network

☐ Take a screenshot of Percent Population in Underserved Communities (from the ETCE or CEJST tool)

- ☐ Complete [Project Area Crash Data Template](#)
- ☐ Complete [Self-Certification Eligibility Worksheet](#)
- ☐ Complete the Supplemental Estimated Budget
- ☐ Provide Action Plan (only if public links are not provided)
- ☐ If applicable, gather information on joint applicants
- ☐ If applicable, gather information on alternative fatality data
- ☐ If applicable, any other supporting materials required (e.g., Letter of Intent or other documentation of roadway safety responsibility)

Please refer to the [NOFO](#) for more information on eligible activities and projects.

[Subscribe to email updates](#) to be notified when additional information is available.



Safe Streets and Roads for All Planning and Demonstration Checklist

Developing, Completing, or Enhancing an Action Plan:

- ☐ Sign up for an account using the [Valid Eval Planning and Demonstration Grant Application](#)
- ☐ Gather key application data, including:
 - Total applicant jurisdiction population
 - Total applicant jurisdiction census tract(s)
 - Total count of motor vehicle-involved roadway fatalities 2016-2020 or 2017-2021
 - Total average annual fatality rate (per 100,000 population)
 - Total percent of population in Underserved Communities Census Tract(s)
- ☐ Complete the following Standard Forms:
 - SF-424: Application for Federal Assistance
 - SF-424A: Budget Information for Non-Construction Programs
 - SF-424B: Assurances for Non-Construction Programs
 - SF-LLL: Disclosure of Lobbying Activities
- ☐ Write a narrative no longer than 2 pages
- ☐ Create map that shows the location of the jurisdiction and highlights the roadway network
- ☐ Take a screenshot of Percent Population in Underserved Communities (from the ETCE or CEJST tool)
- ☐ If applicable, list the demonstration or supplemental planning activities
- ☐ If applicable, gather information on joint applicants
- ☐ If applicable, gather information on alternative fatality data

Supplemental Planning and/or Demonstration Activities

- ☐ Complete all of the information outlined for “Developing, Completing, or Enhancing an Action Plan”
- ☐ Complete a budget narrative
- ☐ Complete [Self-Certification Eligibility Worksheet](#) and provide Action Plan (only required if applicant is not in the process of completing a comprehensive safety action plan)

Please refer to the [NOFO](#) for more information on eligible activities and projects.
[Subscribe to email updates](#) to be notified when additional information is available.



Safe Streets and Roads for All

Self-Certification Eligibility Worksheet

Applicants should follow the instructions in the NOFO to correctly apply for a grant. See the [SS4A website](#) for more information.

Instructions: The purpose of this worksheet is to determine whether an applicant's existing plan(s) is substantially similar to an Action Plan for purposes of applying for an Implementation Grant or to conduct Supplemental Planning/Demonstration Activities only. Use of this worksheet is required. Applicants should not adjust the formatting or headings of the worksheet.

For each question below, answer "yes" or "no." If "yes," cite the specific page in your existing Action Plan or other plan(s) that corroborate your response, or cite and provide other supporting documentation separately.

An applicant is eligible to apply for an Action Plan Grant that funds supplemental action plan activities, or an Implementation Grant, only if the following two conditions are met:

- Answer "yes" to Questions **3 7 9**
- Answer "yes" to at least four of the six remaining Questions **1 2 4 5 6 8**

If both conditions are *not met*, an applicant is still eligible to apply for an Action Plan Grant that funds creation of a new Action Plan.

Lead Applicant:

UEI:

1 Are both of the following true?

- Did a high-ranking official and/or governing body in the jurisdiction publicly commit to an eventual goal of zero roadway fatalities and serious injuries?
- Did the commitment include either setting a target date to reach zero, OR setting one or more targets to achieve significant declines in roadway fatalities and serious injuries by a specific date?

☐ YES

☐ NO

If yes, provide documentation:

2 To develop the Action Plan, was a committee, task force, implementation group, or similar body established and charged with the plan's development, implementation, and monitoring?

☐ YES

☐ NO

If yes, provide documentation:

3 Does the Action Plan include all of the following?

- Analysis of existing conditions and historical trends to baseline the level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region;
- Analysis of the location where there are crashes, the severity, as well as contributing factors and crash types;
- Analysis of systemic and specific safety needs is also performed, as needed (e.g., high risk road features, specific safety needs of relevant road users; and,
- A geospatial identification (geographic or locational data using maps) of higher risk locations.

☐ YES

☐ NO

If yes, provide documentation:





Safe Streets and Roads for All

Self-Certification Eligibility Worksheet

4 Did the Action Plan development include all of the following activities?

- Engagement with the public and relevant stakeholders, including the private sector and community groups;
- Incorporation of information received from the engagement and collaboration into the plan; and
- Coordination that included inter- and intra-governmental cooperation and collaboration, as appropriate.

☐ YES

If yes, provide documentation:

☐ NO

5 Did the Action Plan development include all of the following?

- Considerations of equity using inclusive and representative processes;
- The identification of underserved communities through data; and
- Equity analysis, in collaboration with appropriate partners, focused on initial equity impact assessments of the proposed projects and strategies, and population characteristics.

☐ YES

If yes, provide documentation:

☐ NO

6 Are both of the following true?

- The plan development included an assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety; and
- The plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards.

☐ YES

If yes, provide documentation:

☐ NO

7 Does the plan identify a comprehensive set of projects and strategies to address the safety problems in the Action Plan, time ranges when projects and strategies will be deployed, and explain project prioritization criteria?

☐ YES

If yes, provide documentation:

☐ NO

8 Does the plan include all of the following?

- A description of how progress will be measured over time that includes, at a minimum, outcome data.
- The plan is posted publicly online.

☐ YES

If yes, provide documentation:

☐ NO

9 Was the plan finalized and/or last updated between 2018 and June 2023?

☐ YES

If yes, provide documentation:

☐ NO



GRAYSON COUNTY METROPOLITAN PLANNING ORGANIZATION (MPO)
TECHNICAL ADVISORY COMMITTEE (TAC)
AGENDA ITEM V
ACTION ITEM

August 9, 2023

Review an Amendment to the 2045 Metropolitan Transportation Plan (MTP) and Recommend Approval of a Resolution Adopting the Amendment to the 2045 MTP to the Policy Board

BACKGROUND:

The amendment to the 2045 MTP was released for public comment in accordance with our Public Participation Plan on August 7, 2023. There will be a public hearing held on August 22, 2023 at 5:00 pm. The public comment period will end on September 1, 2023. This is the second amendment to the 2045 MTP and it supersedes the tables included in the original document, and Amendment 1.

Revisions in the amendment include:

- 1) Replacement of Pages 78-80 to include the total project cost as requested by FHWA; and
- 2) Changing the funding amounts and letting year of CSJ 0047-13-033 (US 75 from FM 902 to the Collin County Line) and CSJ 0047-18-088 (US 75 from US 82 to SH 91).

The 2045 MTP is set to expire on December 4, 2019. The 2050 MTP is currently scheduled to be approved at the August 7, 2024 Policy Board Meeting with an effective date of October 1, 2024. It will provide the opportunity to include an additional five (5) years of projects into the MTP.

ACTION REQUESTED:

Recommend Approval of a Resolution Adopting the Amendment to the 2045 MTP to the Policy Board

ATTACHMENTS: *click underlined items for attachment*

- [Resolution 2023-05](#)

RESOLUTION NO. 2023-05

**A RESOLUTION OF THE POLICY BOARD OF THE GRAYSON COUNTY
METROPOLITAN PLANNING ORGANIZATION, ADOPTING AN AMENDMENT
TO THE 2045 METROPOLITAN TRANSPORTATION PLAN**

WHEREAS, 23 Code of Federal Regulations (CFR) Subpart C – Metropolitan Transportation Planning and Programming requires Metropolitan Planning Organizations (MPOs) to develop a Metropolitan Transportation Plan (MTP) that meets the requirements of 23 CFR part 450.322 related to the development and content of the MTP; and

WHEREAS, 43 Texas Administrative Code (TAC) Section 16.53 requires that the MTP be based on the funding assumptions and forecasts set forth in TAC §16.151 and §16.152 as well as reasonably expected local funding options and contingent state, federal, and local funding sources in accordance with federal regulations; and

WHEREAS, federal, state, regional, and local agencies and organizations concerned with transportation planning in the MPO boundary have cooperatively developed the MTP to satisfy all federal planning requirements; and

WHEREAS, a draft copy of the MTP was made available to the public for review and comment for at least 21 days in accordance with the MPO's Public Participation Plan.

**NOW, THEREFORE, BE IT RESOLVED BY THE POLICY BOARD OF THE GRAYSON COUNTY
METROPOLITAN PLANNING ORGANIZATION:**

PART 1: That the Amendment to the 2045 Metropolitan Transportation Plan is hereby adopted in accordance with Exhibit "A" attached hereto and incorporated herein.

PART 2: That this Resolution shall take effect on October 4, 2023.

ADOPTED in Regular Session on this the 4th day of October, 2023.

GRAYSON COUNTY MPO

BY: _____
DAVID PLYLER, CHAIRMAN

I hereby certify that this resolution was adopted by the Policy Board of the Grayson County Metropolitan Planning Organization in regular session on October 4, 2023.

BY: _____
CLAY BARNETT, P.E., EXECUTIVE DIRECTOR

RESOLUTION NO. 2023-05
EXHIBIT “A”

Replacement Tables 7-9: GCMPO MTP Projects

FISCAL YEAR	MPO PROJECT NO	CSJ#	CITY	FACILITY	FROM	TO	DESCRIPTION	TOTAL PROJECT COST (M YOE)
2020	US75-GAP2	0047-02-150	SHERMAN	US 75	SH 91	0.651 MI S OF CENTER STREET	RECONSTRUCT AND WIDENING FROM 4-LN TO 6-LN	\$86.7
2020	US75-GAP1	0047-03-087	SHERMAN	US 75	0.651 MI S OF CENTER STREET	FM 1417	RECONSTRUCT AND WIDENING FROM 4-LN TO 6-LN	\$83.3
2020	US75-US82	0047-18-083	SHERMAN	US 75	AT US 82		WIDEN FRONTAGE ROADS FROM 2-LN TO 3-LN AND RECONFIGURE RAMPS	\$27.0
2021	SD2019-2	0901-19-187	GUNTER	FS 121	FM 121	GRAYSON COUNTY LINE	CONSTRUCT NEW 2-LANE HIGHWAY	\$9.4
2023	GC2025-01	0047-18-089	DENISON	US 75	NORTH LOY LAKE ROAD	US 82	WIDEN FROM 4 LANE TO 6 LANE	\$134.8
2024	SD2024-01	0047-13-033	VAN ALSTYNE	US 75	FM 902	COLLIN COUNTY LINE (MPO BOUNDARY)	WIDEN FROM 4 LANE TO 6 LANE	\$100.7
2024	GC2024-02	0047-18-088	SHERMAN	US 75	US 82	SH 91	WIDEN FROM 4 LANE TO 6 LANE	\$112.1
2026	GC2026-01	0047-03-091	SHERMAN	US 75	FM 902	FM 1417	WIDEN FROM 4 LANE TO 6 LANE	\$73.4
UTP	GC2027-01	0045-18-041	WHITESBORO	US 82	US 377	SHAWNEE TRAIL	CONSTRUCT FRONTAGE ROAD AND REVERSE RAMPS	\$2.8
UTP	GC2027-02	0901-19-202	HOWE	FM 902	US 75 (NEW LOCATION FM 902)	BENNETT ROAD	CONSTRUCT 2 LANE SEGMENT OF FM 902 BYPASS	\$5.6
UTP	GC2027-03	0901-19-203	TOM BEAN	FM 902	FM 902 AND JOE BOB LANE	SH 11 (NEW LOCATION FM 902)	CONSTRUCT 2 LANE SEGMENT OF FM 902 BYPASS AROUND TOM BEAN	\$2.3
MTP	GC2032-01		SHERMAN	FM 1417	SH 56	TRAVIS/OB GRONER	RECONSTRUCT AND WIDENING FROM 2 LANE TO 4 LANE	\$28.4
MTP	GC2033-01		VAN ALSTYNE	FM 3133	US 75	CHAPMAN ROAD	CONSTRUCT 2 LANE SEGMENT OF FM 3133 BYPASS ALONG COUNTY LINE ROAD	\$9.2
MTP	GC2034-01		DENISON	FM 691	SH 91	THEREA DRIVE	RECONSTRUCT AND WIDEN FROM 2 LANE TO 4 LANE	\$5.2
MTP	GC2034-02		DENISON	FM 131	FM 691	SEYMORE BRADLEY	RECONSTRUCT AND WIDEN FROM 2 LANE TO 4 LANE	\$5.7
MTP	GC2035-01		POTTSBORO	SH 289	SPUR 316	FM 120	RECONSTRUCT AND WIDEN FROM 2 LANE TO 4 LANE	\$4.0
MTP	GC2036-01		GUNTER	FM 121	SH 289	BLOCK ROAD	CONSTRUCT 2 LANE SEGMENT OF FM 121 BYPASS	\$4.1
MTP	GC2037-01		DENISON	US 75	FM 120	LOY LAKE ROAD	RECONSTRUCT AND WIDEN FROM 4 LANE TO 6 LANE	\$56.2
MTP	GC 2037-02		SHERMAN	FM 1417	TRAVIS/OB GRONER	US 75	RECONSTRUCT AND WIDEN FROM 2 LANE TO 4 LANE	\$27.3
MTP	GC2038-01		DENISON	SPUR 503	US 75	SH 91	RECONSTRUCT AND WIDEN FROM 4 LANE TO 6 LANE; REMOVE SERVICE ROADS	\$15.4
MTP	GC2039-01		SHERMAN	US 82	SH 289	FM 1417	CONSTRUCT FRONTAGE ROAD AND REVERSE RAMPS	\$22.0
MTP	GC2040-01		DENISON	SPUR 503	ACHESON	SH 91	RECONSTRUCT AND WIDEN FROM 4 LANE TO 6 LANE; REMOVE SERVICE ROADS	\$20.6
MTP	GC2040-02		POTTSBORO	SH 289	FM 406	SPUR 316	RECONSTRUCT AND WIDEN FROM 2 LANE TO 4 LANE	\$13.4
MTP	GC2041-01		WHITESBORO	US 82	US 377	SH 56	CONSTRUCT FRONTAGE ROAD AND REVERSE RAMPS	\$5.0
MTP	GC2042-01		SHERMAN	SH 56	FRIENDSHIP	CASE	RECONSTRUCT AND WIDEN FROM 2 LANE TO 4 LANE	\$1.8
MTP	GC2043-01		VAN ALSTYNE	FM 121	HACKBERRY RD	US 75	CONSTRUCT 2 LANE SEGMENT OF FM 121 BYPASS	\$5.0
MTP	GC2043-02		TOM BEAN	FM 2729	SH 11	FM 2729 (NEW LOCATION FM 2729)	CONSTRUCT 2 LANE SEGMENT OF FM 2729 BYPASS	\$1.7
MTP	GC2044-01		GUNTER	FM 121	FM 121 (NEW LOCATION FM 121)	SH 289	CONSTRUCT 2 LANE SEGMENT OF FM 121 BYPASS	\$7.0
MTP	GC2045-01		COLLINSVILLE	FM 902	JORDON CREEK	BATEY RD	CONSTRUCT 2 LANE SEGMENT OF FM 902 BYPASS	\$8.3
MTP	GC2045-02		TIOGA	FM 121	FM 922	KARDUM LN	CONSTRUCT 2 LANE SEGMENT OF FM 121 BYPASS	\$10.0
MTP	GCRMA01		DENISON	GCT	PRESTON ROAD	US 75	CONSTRUCT 2 LANE SEGMENT OF GRAYSON COUNTY TOLLROAD	\$13.1
MTP	GCRMA02		DENISON	GCT	SH 289	PRESTON ROAD	CONSTRUCT 2 LANE SEGMENT OF GRAYSON COUNTY TOLLROAD	\$10.0
MTP	GCRMA03		SHERMAN	GCT	SH 289	US 82	CONSTRUCT 2 LANE SEGMENT OF GRAYSON COUNTY TOLLROAD	\$52.3
MTP	GCRMA04		SOUTHMAYD	GCT	US 82	FM 902	CONSTRUCT 2 LANE SEGMENT OF GRAYSON COUNTY TOLLROAD	\$38.1
MTP	GCRMA05		GUNTER	GCT	FM 902	FM 121	CONSTRUCT 2 LANE SEGMENT OF GRAYSON COUNTY TOLLROAD	\$15.9

GRAYSON COUNTY METROPOLITAN PLANNING ORGANIZATION (MPO)
TECHNICAL ADVISORY COMMITTEE (TAC)
AGENDA ITEM VI
ACTION ITEM

August 9, 2023

Review an Amendment to the 2023-2026 Transportation Improvement Program (TIP) and Recommend Approval of a Resolution Adopting the Amendment to the 2023-2026 TIP to the Policy Board

BACKGROUND:

The amendment to the 2023-2026 TIP was released for public comment in accordance with our Public Participation Plan on August 7, 2023. There will be a public hearing held on August 22, 2023 at 5:00 pm. The public comment period will end on September 1, 2023. This is the fourth amendment to the 2023-2026 TIP and it supersedes the Funded Highway Projects included in the original document and Amendments 1-3.

Revisions in the amendment include:

- 1) Changing the letting year of CSJ 0047-18-033 from FY 2025 to FY 2024 and adjusting the funding allocations for the project; and
- 2) Adding CSJ 0047-18-088 to FY 2024.

ACTION REQUESTED:

Recommend Approval of a Resolution Adopting the Amendment to the 2023-2026 TIP to the Policy Board

ATTACHMENTS: *click underlined items for attachment*

- [Resolution 2023-06](#)

RESOLUTION NO. 2023-06

**A RESOLUTION OF THE POLICY BOARD OF THE GRAYSON COUNTY
METROPOLITAN PLANNING ORGANIZATION, AMENDING THE 2023-2026
TRANSPORTATION IMPROVEMENT PROGRAM**

WHEREAS, 23 Code of Federal Regulations (CFR) Subpart C – Metropolitan Transportation Planning and Programming requires Metropolitan Planning Organizations (MPOs) to develop a Transportation Improvement Program (TIP) that meets the requirements of 23 CFR part 450.324 related to the development and content of the TIP; and

WHEREAS, 43 Texas Administrative Code (TAC) Section 16.101 requires that the TIP be designed such that once implemented, it makes progress toward achieving the required federal performance targets and that the list of projects contained in the TIP must be prioritized by project within each funding category as described in 43 TAC 16.105(b); and

WHEREAS, federal, state, regional, and local agencies and organizations concerned with transportation planning within the MPO planning boundary have cooperatively developed the TIP to satisfy all federal planning requirements; and

WHEREAS, the amendments to the 2023-2026 TIP were made available to the public for review and comment prior to and ten (10) calendar days after the public meeting held on September 11, 2023 in accordance with the MPO's Public Participation Plan (PPP).

NOW, THEREFORE, BE IT RESOLVED BY THE POLICY BOARD OF THE GRAYSON COUNTY METROPOLITAN PLANNING ORGANIZATION, that the amendments to the 2023-2026 Transportation Improvement Program are hereby adopted in accordance with Exhibit "A" attached hereto and incorporated herein.

ADOPTED in Regular Session on this the 4th day of October, 2023.

GRAYSON COUNTY MPO

BY: _____
DAVID PLYLER, CHAIRMAN

I hereby certify that this resolution was adopted by the Policy Board of the Grayson County Metropolitan Planning Organization in regular session on October 4, 2023.

BY: _____
CLAY BARNETT, P.E., EXECUTIVE DIRECTOR

RESOLUTION NO. 2023-06
EXHIBIT “A”

II. FUNDED HIGHWAY PROJECTS

A. Fiscal Year 2023 Projects

TRANSPORTATION IMPROVEMENT PROGRAM GRAYSON COUNTY MPO - HIGHWAY PROJECTS										
2023										
DISTRICT	MPO		COUNTY		CSJ	HWY	PHASE	CITY	YOE COST	
PARIS	GRAYSON COUNTY			GRAYSON	0047-18-089	US 75	C	DENISON	\$ 118,238,400	
LIMITS FROM: NORTH LOY LAKE ROAD						PROJECT SPONSOR: GRAYSON COUNTY MPO				
LIMITS TO: US 82						REVISION DATE: 05/2023				
PROJECT		WIDEN FROM 4 LANE TO 6 LANE				MPO PROJECT NUM: GC2025-01				
DESCR:						FUNDING CAT(S): 2,3LC,4U,12				
REMARKS P7:				PROJECT HISTORY:						
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE						
PRELIM ENG:	\$	3,479,000		CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH:	\$	-	COST OF	1	\$ 22,206,720	\$ 5,551,680	\$ -	\$ -	\$ -	\$ 27,758,400
CONST COST:	\$	118,238,400	APPROVED	2U	\$ 55,120,000	\$ 13,780,000	\$ -	\$ -	\$ -	\$ 68,900,000
CONST ENG:	\$	5,233,968	PHASES	3LC	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ 2,000,000
CONTING:	\$	2,618,031	\$118,238,400	4U	\$ 8,080,000	\$ 2,020,000	\$ -	\$ -	\$ -	\$ 10,100,000
INDIRECT:	\$	2,581,379		12	\$ 7,584,000	\$ 1,896,000	\$ -	\$ -	\$ -	\$ 9,480,000
BOND FIN:	\$	-		TOTAL	\$ 92,990,720	\$ 23,247,680	\$ -	\$ -	\$ 2,000,000	\$ 118,238,400
POT CHG ORD:	\$	2,618,031								
TOTAL COST:	\$	134,768,809								
PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER										

PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER

B. Fiscal Year 2024 Projects

TRANSPORTATION IMPROVEMENT PROGRAM									
GRAYSON COUNTY MPO - HIGHWAY PROJECTS									
FY 2024									
DISTRICT	MPO		COUNTY		CSJ	HWY	PHASE	CITY	YOY COST
PARIS	GRAYSON COUNTY		GRAYSON		0047-13-033	US 75	C	VAN ALSTYNE	\$ 88,643,631
LIMITS FROM: FM 902						PROJECT SPONSOR: GRAYSON COUNTY MPO			
LIMITS TO: COLLIN COUNTY LINE (MPO BOUNDARY)						REVISION DATE: 11/2023			
PROJECT WIDEN FROM 4 LANE TO 6 LANE						MPO PROJECT NUM: SD2024-01			
DESCR:						FUNDING CAT(S): 3LC,12			
REMARKS P7:					PROJECT HISTORY:				
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$ 2,429,910		CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH:	\$ -	COST OF	3LC	\$ -	\$ -	\$ -	\$ -	\$ 4,710,000	\$ 4,710,000
CONST COST:	\$ 88,643,631	APPROVED	12	\$ 67,146,905	\$ 16,786,726	\$ -	\$ -	\$ -	\$ 83,933,631
CONST ENG:	\$ 3,098,135	PHASES	TOTAL	\$ 67,146,905	\$ 16,786,726	\$ -	\$ -	\$ 4,710,000	\$ 88,643,631
CONTING:	\$ 991,800	\$ 88,643,631							
INDIRECT:	\$ 1,581,777								
BOND FIN:	\$ -								
POT CHG ORD:	\$ 3,962,241								
TOTAL COST:	\$ 100,707,494								
PARIS	GRAYSON COUNTY		GRAYSON		0047-18-088	US 75	C	SHERMAN	\$ 98,663,661
LIMITS FROM: US 82						PROJECT SPONSOR: GRAYSON COUNTY MPO			
LIMITS TO: SH 91						REVISION DATE: 11/2023			
PROJECT WIDEN FROM 4 LANE TO 6 LANE						MPO PROJECT NUM: GC2024-02			
DESCR:						FUNDING CAT(S): 2U,4,11			
REMARKS P7:					PROJECT HISTORY:				
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$ 2,704,580		CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH:	\$ -	COST OF	2U	\$ 49,394,161	\$ 12,348,540	\$ -	\$ -	\$ -	\$ 61,742,701
CONST COST:	\$ 98,663,661	APPROVED	4	\$ 28,439,854	\$ 7,109,963	\$ -	\$ -	\$ -	\$ 35,549,817
CONST ENG:	\$ 3,448,340	PHASES	11	\$ 1,096,914	\$ 274,229	\$ -	\$ -	\$ -	\$ 1,371,143
CONTING:	\$ 1,103,910	\$ 98,663,661	TOTAL	\$ 78,930,929	\$ 19,732,732	\$ -	\$ -	\$ -	\$ 98,663,661
INDIRECT:	\$ 1,760,577								
BOND FIN:	\$ -								
POT CHG ORD:	\$ 4,410,122								
TOTAL COST:	\$ 112,091,190								
PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER									

PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER

C. Fiscal Year 2025 Projects

TRANSPORTATION IMPROVEMENT PROGRAM									
GRAYSON COUNTY MPO - HIGHWAY PROJECTS									
FY 2025									
NO PROJECTS AT THIS TIME									

D. Fiscal Year 2026 Projects

TRANSPORTATION IMPROVEMENT PROGRAM										
GRAYSON COUNTY MPO - HIGHWAY PROJECTS										
FY 2026										
DISTRICT	MPO		COUNTY		CSJ	HWY	PHASE	CITY	YOY COST	
PARIS	GRAYSON COUNTY		GRAYSON		0047-03-091	US 75	C	SHERMAN	\$ 59,102,400	
LIMITS FROM: FM 902						PROJECT SPONSOR: GRAYSON COUNTY MPO				
LIMITS TO: FM 1417						REVISION DATE: 05/2023				
PROJECT WIDEN FROM 4 LANE TO 6 LANE						MPO PROJECT NUM: GC2026-01				
DESCR:						FUNDING CAT(S): 2,3LC,12				
REMARKS P7:					PROJECT HISTORY:					
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE						
PRELIM ENG:	\$	2,747,338		CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH:	\$	-	COST OF	2	\$ 13,280,000	\$ 3,320,000	\$ -	\$ -	\$ -	\$ 16,600,000
CONST COST:	\$	59,102,400	APPROVED	3LC	\$ -	\$ -	\$ -	\$ -	\$ 13,000,000	\$ 13,000,000
CONST ENG:	\$	3,296,806	PHASES	12	\$ 23,601,920	\$ 5,900,480	\$ -	\$ -	\$ -	\$ 29,502,400
CONTING:	\$	3,298,125	\$59,102,400	TOTAL	\$ 36,881,920	\$ 9,220,480	\$ -	\$ -	\$ 13,000,000	\$ 59,102,400
INDIRECT:	\$	1,625,976								
BOND FIN:	\$	-								
POT CHG ORD:	\$	3,298,125								
TOTAL COST:	\$	73,368,770								
PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER										

PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER

IV. FINANCIAL SUMMARY
A. Highway Financial Summary

Fiscal Year	CSJ	Project #	Facility	Limits		Description							Total
				From	To		1 - Preventative Maintenance	2U - Urban Mobility	3LC - Local Contribution	4 - Congestion, Connectivity, Corridor Projects Prop 7 (4 3C)	11 - District Discretionary	12 - Commission Discretionary	
2023													
	0047-18-089	GC2025-01	US 75	NORTH LOY LAKE ROAD	US 82	WIDEN FROM 4 TO 6 LANE	\$27,758,400	\$68,900,000	\$2,000,000	\$10,100,000		\$9,480,000	\$118,238,400
												2023 Total	\$118,238,400
2024													
	0047-13-033	SD2024-01	US 75	FM 902	COLLIN COUNTY LINE (MPO BOUNDARY)	WIDEN FROM 4 TO 6 LANE			\$4,710,000			\$83,933,631	\$88,643,631
	0047-18-088	GC2024-02	US 75	US 82	SH 91	WIDEN FROM 4 TO 6 LANE		\$61,742,701		\$35,549,817	\$1,371,143		\$98,663,661
												2024 Total	\$187,307,292
2025													
	No projects at this time												
												2025 Total	\$0
2026													
	0047-03-091	GC2026-01	US 75	FM 902	FM 1417	WIDEN FROM 4 TO 6 LANE		\$16,600,000	\$13,000,000			\$29,502,400	\$59,102,400
												2026 Total	\$59,102,400
Total							\$27,758,400	\$147,242,701	\$19,710,000	\$45,649,817	\$1,371,143	\$122,916,031	\$364,648,092

Grayson County MPO											
Initial FY 2023 - 2026 Transportation Improvement Program											
Funding by Category											
		FY 2023		FY 2024		FY 2025		FY 2026		Total FY 2023 - 2026	
Funding Category	Description	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	\$27,758,400	\$27,758,400	\$0	\$0	\$0	\$0	\$0	\$0	\$27,758,400	\$27,758,400
2M or 2U	Urban Area (Non- TMA) Corridor Projects	\$68,900,000	\$68,900,000	\$61,742,701	\$61,742,701	\$0	\$0	\$16,600,000	\$16,600,000	\$147,242,701	\$147,242,701
3	Non-Traditionally Funded Transportation Project	\$2,000,000	\$2,000,000	\$4,710,000	\$4,710,000	\$0	\$0	\$13,000,000	\$13,000,000	\$19,710,000	\$19,710,000
3DB	Design Build (DB)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Urban and Regional Connectivity	\$10,100,000	\$10,100,000	\$35,549,817	\$35,549,817	\$0	\$0	\$0	\$0	\$45,649,817	\$45,649,817
5	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Structures - Bridge	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Metro Mobility & Rehab	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	TAP Set-Aside Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	Supplemental Transportation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10 CBI	Corridor Border	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	District Discretionary	\$0	\$0	\$1,371,143	\$1,371,143	\$0	\$0	\$0	\$0	\$1,371,143	\$1,371,143
11	Energy Sector	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Texas Clear Lanes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Strategic Priority	\$9,480,000	\$9,480,000	\$83,933,631	\$83,933,631	\$0	\$0	\$29,502,400	\$29,502,400	\$122,916,031	\$122,916,031
SW PE	Statewide Budget PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SW ROW	Statewide Budget ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total		\$118,238,400	\$118,238,400	\$187,307,292	\$187,307,292	\$0	\$0	\$59,102,400	\$59,102,400	\$364,648,092	\$364,648,092
Funding Participation Source											
Source		FY 2023	FY 2024	FY 2025	FY 2026	Total FY 23-26					
Federal		\$92,990,720	\$146,077,834	\$0	\$36,881,920	\$275,950,474					
State		\$23,247,680	\$36,519,458	\$0	\$9,220,480	\$68,987,618					
Local Match		\$0	\$0	\$0	\$0	\$0					
CAT 3 - Local Contributions (LC)		\$2,000,000	\$4,710,000	\$0	\$13,000,000	\$19,710,000					
CAT 3 - DB		\$0	\$0	\$0	\$0	\$0					
CAT 3 - Prop 14 Bonds		\$0	\$0	\$0	\$0	\$0					
CAT 3 - Texas Mobility Fund		\$0	\$0	\$0	\$0	\$0					
CAT 3 - Vehicle Registration Fees - VTR		\$0	\$0	\$0	\$0	\$0					
CAT 3 - RTR		\$0	\$0	\$0	\$0	\$0					
CAT 3 - PTF		\$0	\$0	\$0	\$0	\$0					
CAT 3 - TDC		\$0	\$0	\$0	\$0	\$0					
Statewide Budget PE		\$0	\$0	\$0	\$0	\$0					
Statewide Budget ROW		\$0	\$0	\$0	\$0	\$0					
Total		\$118,238,400	\$187,307,292	\$0	\$59,102,400	\$364,648,092					
Annotations											
1. *Local Match should be a percent of participation on a specific category of funding except non-traditional funding.											
2. The TIP financial summary should be a total of all projects currently within your TIP, excluding grouped projects.											
3. You can add / delete funding source rows 33-43 as needed.											
4. All non-traditional programmed amount should equal all non-traditional (CAT 3) funding source amounts											

GRAYSON COUNTY METROPOLITAN PLANNING ORGANIZATION (MPO)
TECHNICAL ADVISORY COMMITTEE (TAC)
AGENDA ITEM VII
INFORMATION/PRESENTATION ITEM

August 9, 2023

PUBLIC HEARING: Presentation and Discussion of the 2023 Grayson County Thoroughfare Plan

BACKGROUND:

Mr. Clay Barnett, P.E., Executive Director of the Grayson County MPO, will lead a presentation and discussion on the Grayson County Thoroughfare Plan. The Grayson County Thoroughfare Plan identifies all future highways, tollways, principal arterials, major arterials and minor arterials within Grayson County.

Comments will be received until 2:00 pm on August 18, 2023. The Grayson County Thoroughfare Plan will be placed before the GCMPO Policy Board at its Wednesday, October 4, 2023 meeting for approval.

ACTION REQUESTED:

None

ATTACHMENTS: *click underlined items for attachment*

- [DRAFT 2023 Grayson County Thoroughfare Plan](#)
- <https://arcg.is/bfXa5>

STAFF CONTACT: Clay Barnett, P.E., 903.328.2090, cbarnett@huitt-zollars.com

GRAYSON COUNTY METROPOLITAN PLANNING ORGANIZATION (MPO)
TECHNICAL ADVISORY COMMITTEE (TAC)
AGENDA ITEM VIII
INFORMATION/PRESENTATION ITEM

August 9, 2023

Presentation and Discussion of the GCMPO 2023 Safety Planning Report

BACKGROUND:

Mr. Clay Barnett, P.E., Executive Director of the Grayson County MPO, will lead a presentation and discussion on the GCMPO 2023 Safety Planning Report.

In an effort to eliminate all fatalities on Texas roads by 2050, Safety Planning Reports were developed for every MPO in Texas by the Texas A&M Transportation Institute (TTI) in cooperation with TxDOT and each MPO. The GCMPO 2023 Safety Planning Report was the fourth largest document prepared by TTI out of all of the MPOs in Texas.

ACTION REQUESTED:

None

ATTACHMENTS: *click underlined items for attachment*

- [GCMPO 2023 Safety Planning Report](#)

STAFF CONTACT: Clay Barnett, P.E., 903.328.2090, cbarnett@huitt-zollars.com



Grayson County Metropolitan Planning Organization 2023 Safety Planning Report

Transportation Planning and Programming Division

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Safety Planning Report Profiles

Grayson County Metropolitan Planning Organization

Data-Driven Plan of Action

The following safety trends were determined from analysis of the 2023 Texas Department of Transportation (TxDOT) Crash Record Information System (CRIS) data set examining the data years 2018–2022. As shown in Figure 1, the Grayson County metropolitan planning organization (MPO) has the majority of fatal crashes occurring primarily along US 75, US 82, and SH 91 and around the merger of US 75 and SH 91.

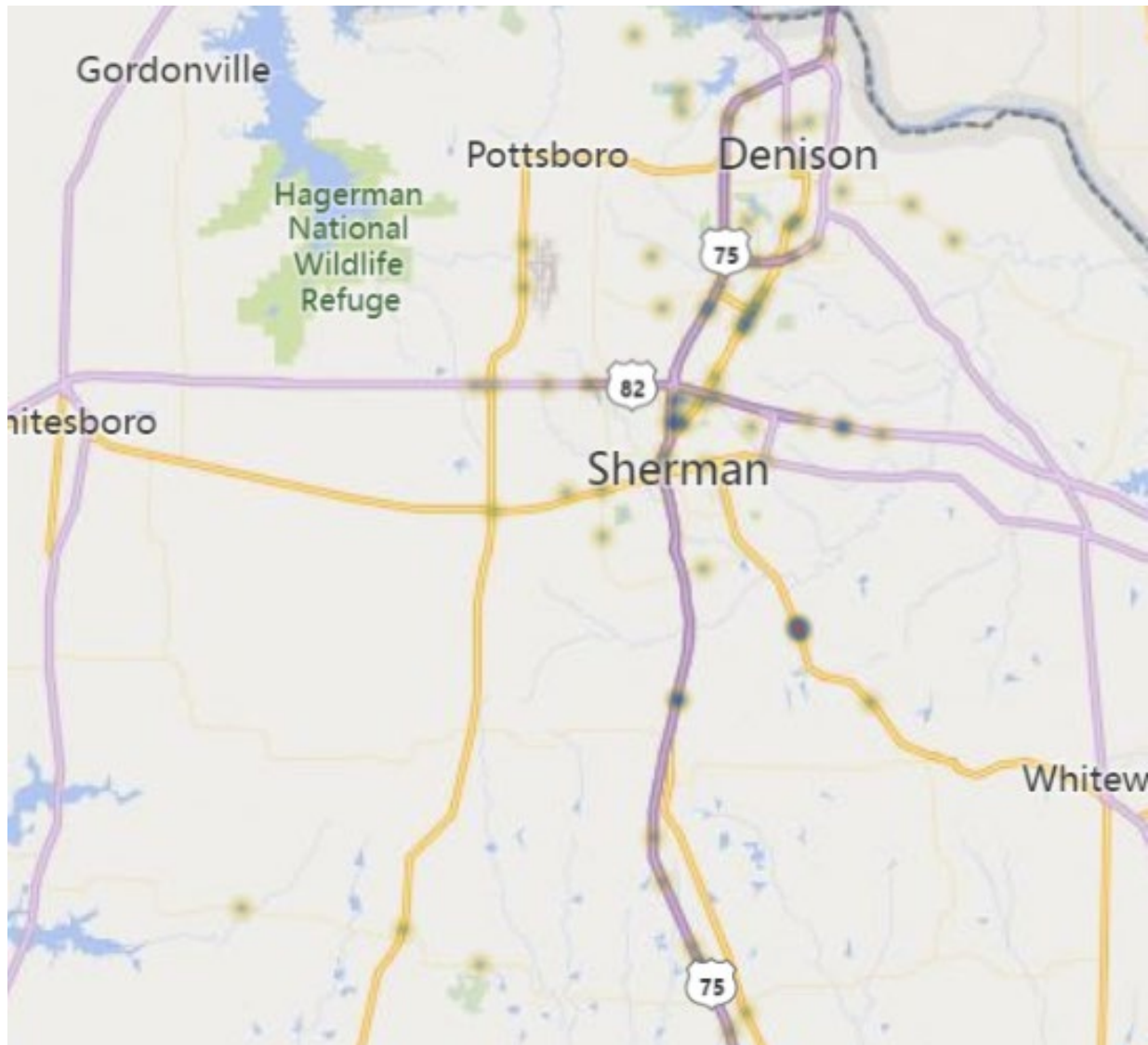


Figure 1. Location of Fatal Crashes in Grayson County MPO Region from 2018 to 2022

Source: TTI Center for Transportation Safety

Figure 2 displays how overall crash counts are trending upward for the Grayson County MPO planning area.

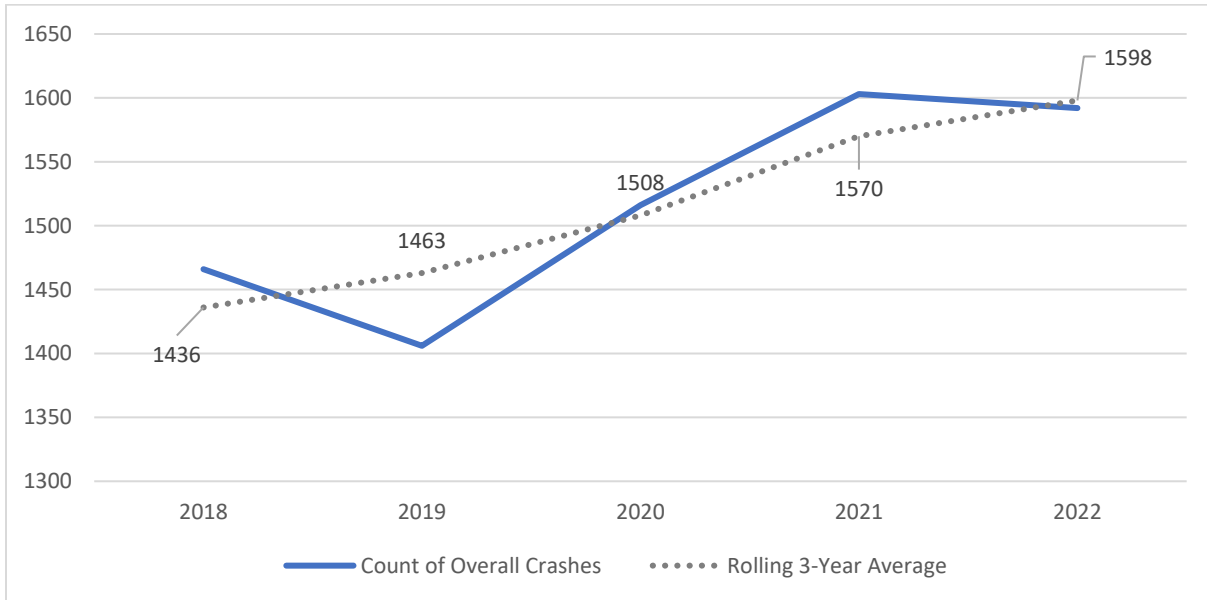


Figure 2. Grayson County MPO Overall Crash Trends over Five-Year Period

Source: TTI Center for Transportation Safety

As depicted in Figure 3, fatal crash counts reflect an upward trend since 2018, rising from 10 to 21 per year on a three-year rolling average.

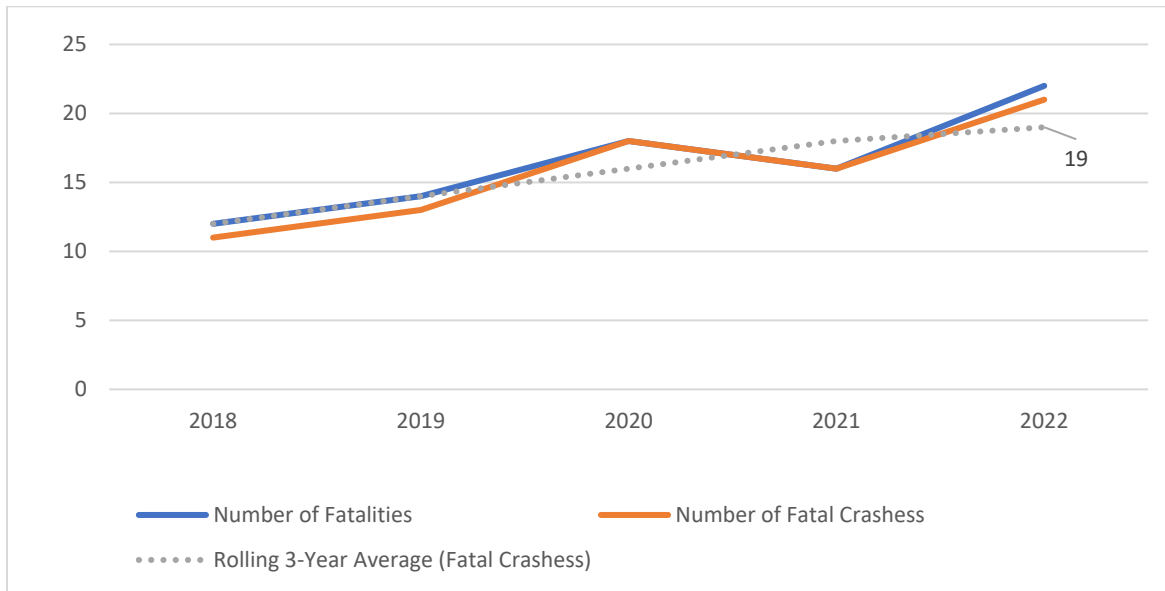


Figure 3. Grayson County MPO Fatality Crash Count – Five Years

Source: TTI Center for Transportation Safety

The rolling three-year average for suspected serious injury crash counts has increased more gradually, as shown in Figure 4, from 76 to 82 per year.

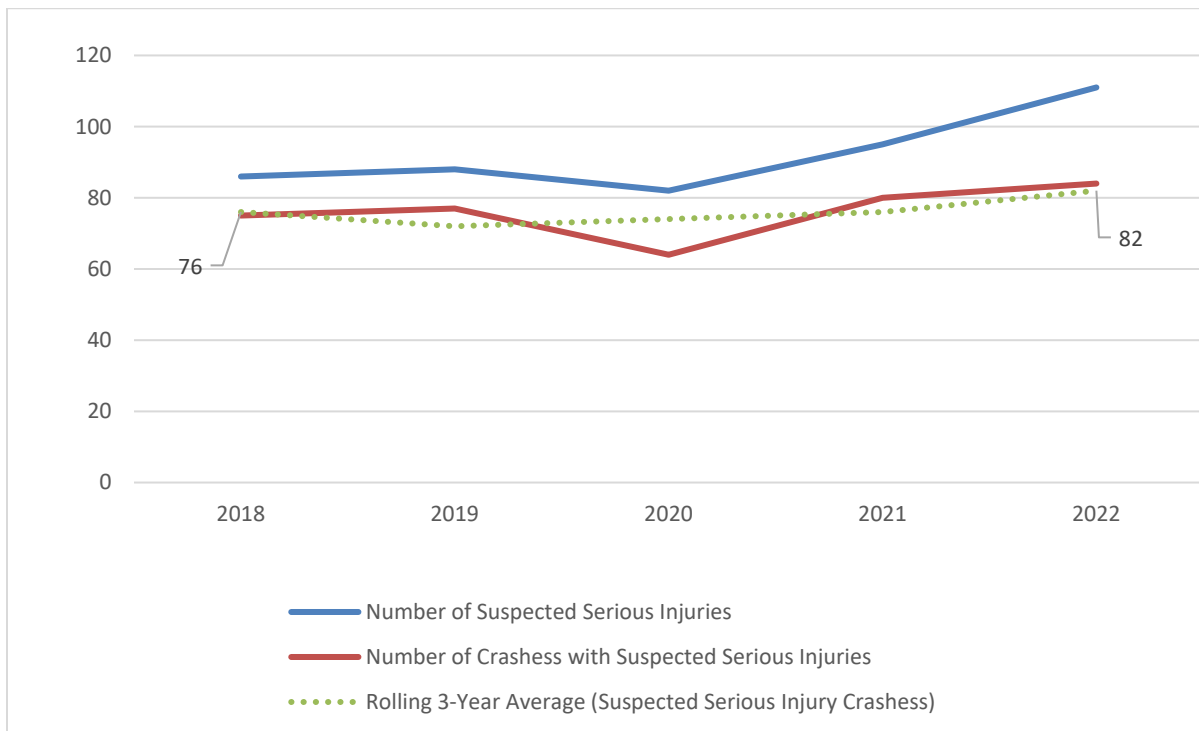


Figure 4. Grayson County MPO Suspected Serious Injury Crash Count – Five Years

Source: TTI Center for Transportation Safety

Figure 5 depicts that, after one-motor-vehicle crashes (OMVs), angled crashes and left-turn crashes (more typical at intersections) are the region's second and third highest average crash type, respectively, for fatal or suspected serious injury crashes.

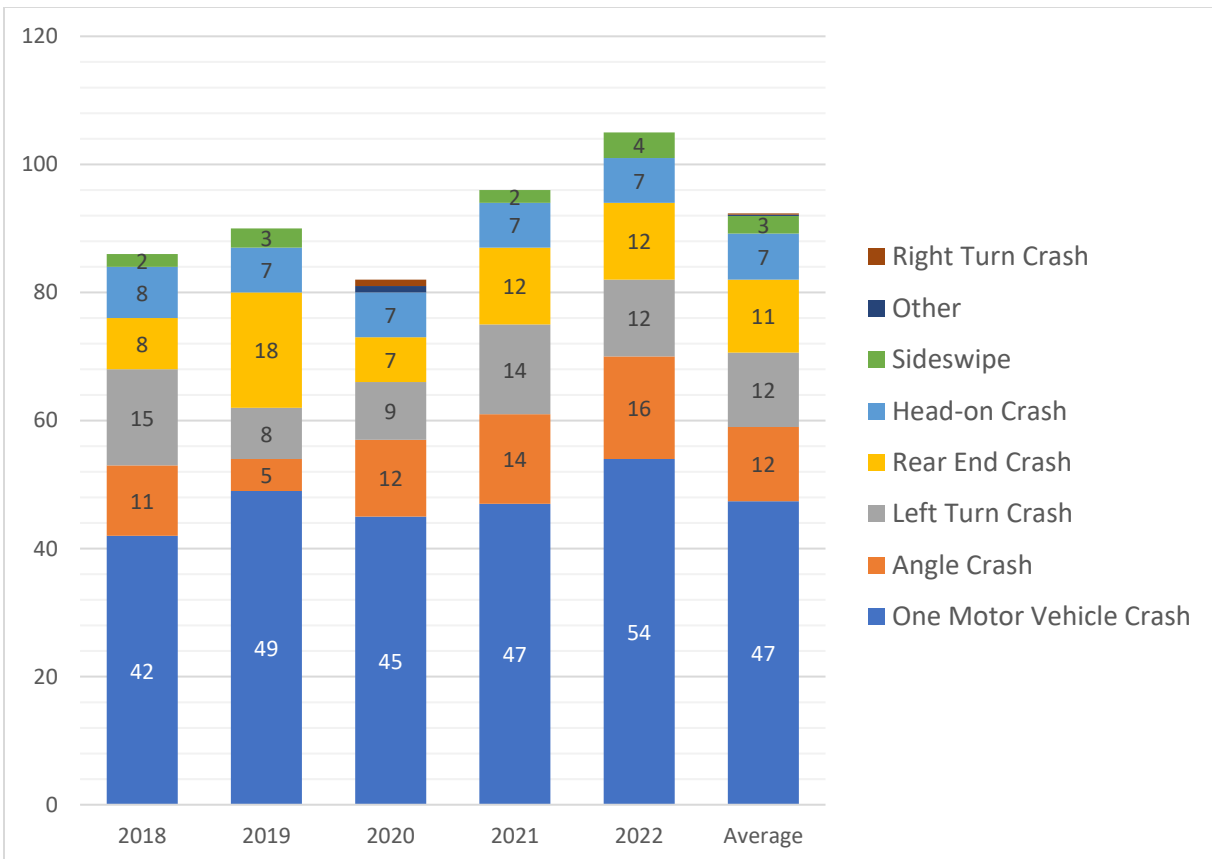


Figure 5. Grayson County MPO Fatal or Suspected Serious Injury Crash Type Counts — Five Years

Source: TTI Center for Transportation Safety

Figure 6 shows how roadway lane departure crashes remain the largest emphasis area for potential crash causes in the region, followed by intersections.

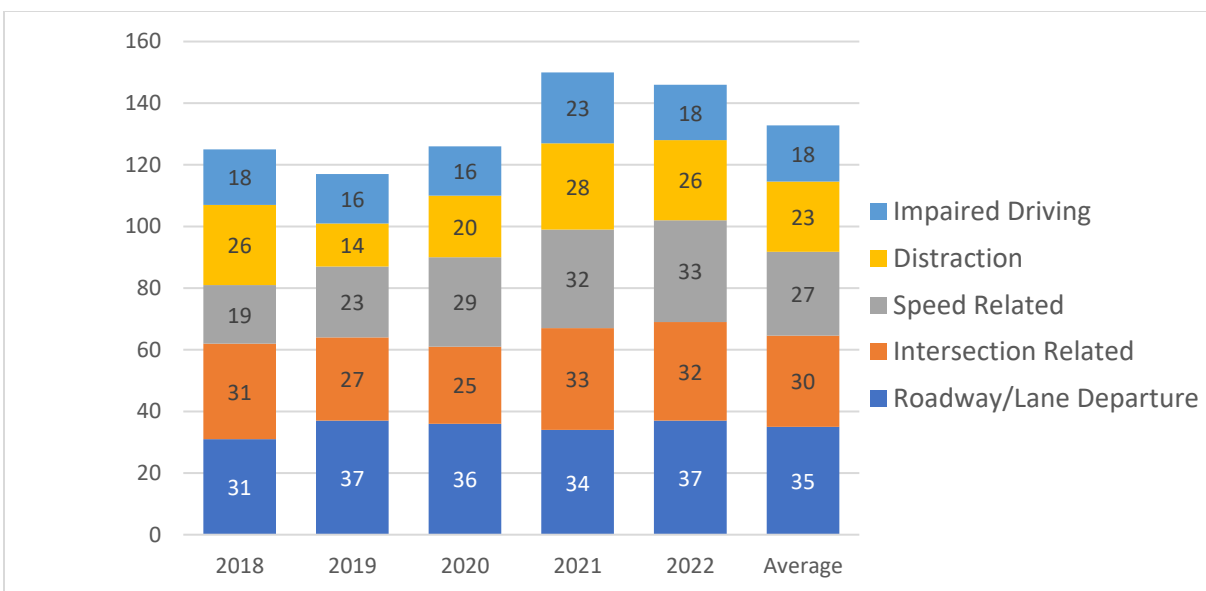


Figure 6. Grayson County MPO Top Five Regional Crash Emphasis Areas for Fatal or Suspected Serious Injury Incidents

Source: TTI Center for Transportation Safety

Figure 7 indicates that trends are moderate for fatal truck crashes.

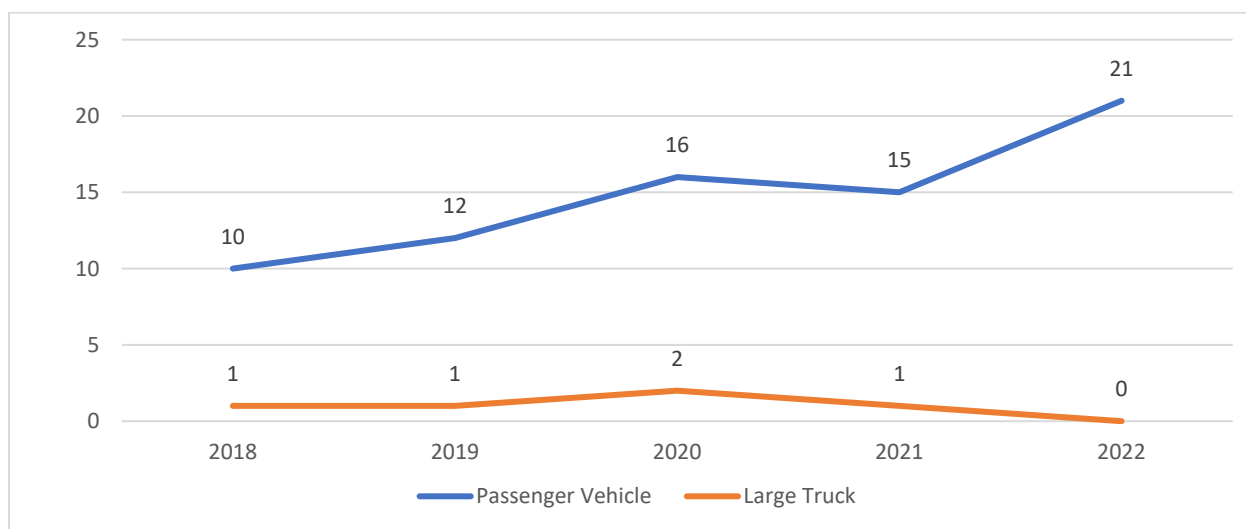


Figure 7. Grayson County MPO Fatal Crash Counts by Auto and Truck – Five Years

Source: TTI Center for Transportation Safety

Figure 8 shows that the two highest contributing factors for fatal and suspected serious injury crashes are failure to control high speeds and driver inattention.

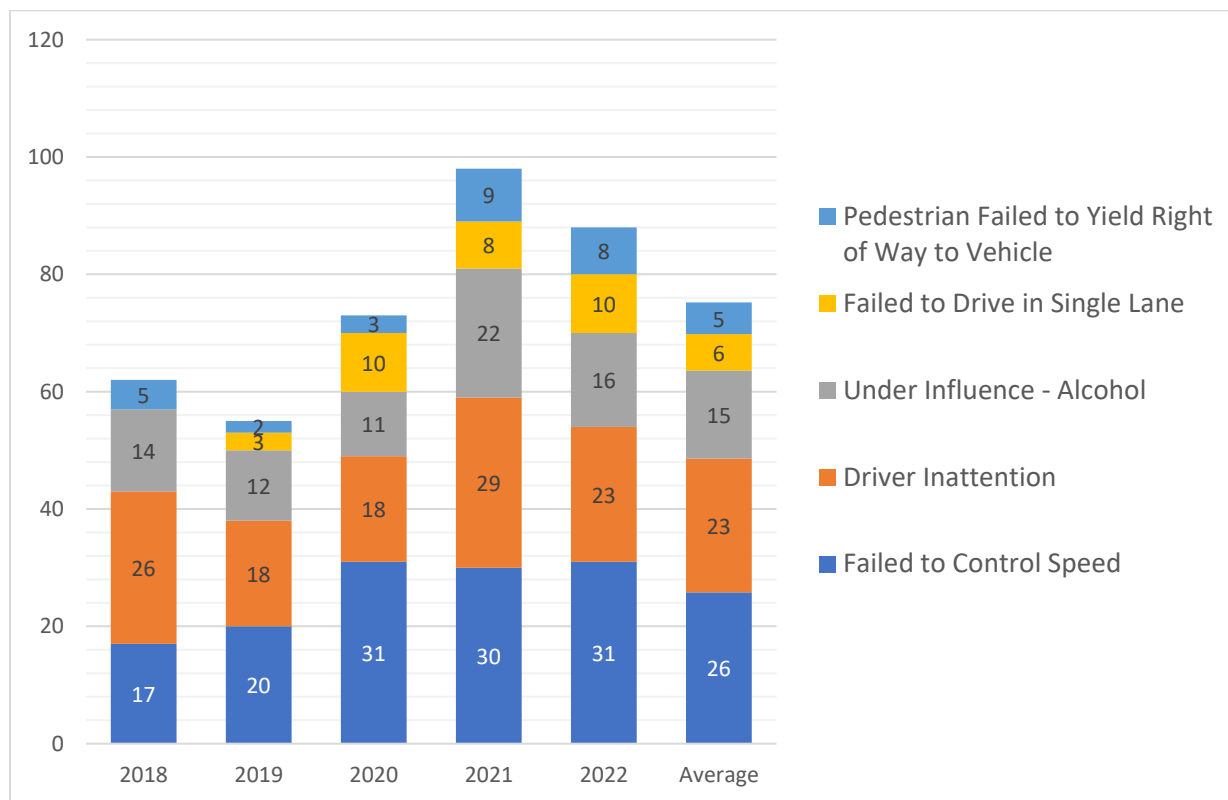


Figure 8. Grayson County MPO Top Five Regional Contributing Factors for Fatal and Suspected Serious Injury Crashes

Source: TTI Center for Transportation Safety

The Grayson County MPO advised that analysis of CRIS data is automated and indirectly performed by Decision Lens and the Performance Metrics Data Integration System (PM-DIS). Decision Lens and CRIS data, integrated with control sections, are used to determine what investments to prioritize in relation to safety. Decision Lens also contains the data and visualization elements. The Grayson County MPO indicated that TxDOT, the city and the county are not collecting and analyzing any separate safety data for their own use or whether they share the results with the Grayson County MPO. Information on hot spots generally comes from occasional calls from the County Sheriff's Office indicating problem areas.

The Grayson County MPO does not have a comprehensive safety plan but does develop hot spot maps and a multi-year crash analysis within the 2045 Metropolitan Transportation Plan (MTP), stratified by pedestrian and bicyclist fatalities, fatality crashes and suspected serious injury crashes. Figure 9 depicts these fatal crash locations between 2013 and 2017. The Grayson County MPO uses PM-DIS to advise where the highest priority control sections

intersect with safety crash hot spots to inform their project selection, planning and development.

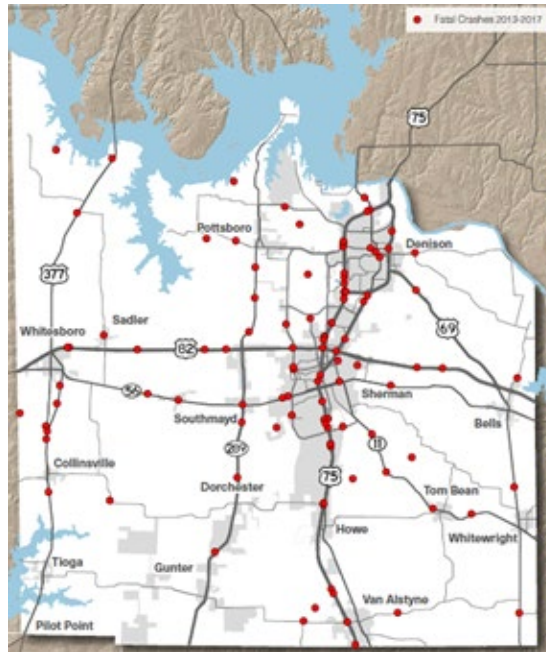


Figure 9. Hot Spot Map in Grayson County MPO MTP

Source: Grayson County MPO 2045 MTP

Figure 10 from the project prioritization chapter of the 2045 MTP shows how the regional goal-based criteria weights approved by the MPO Policy Board connect to projects submitted to the MPO to inform project selection decisions.

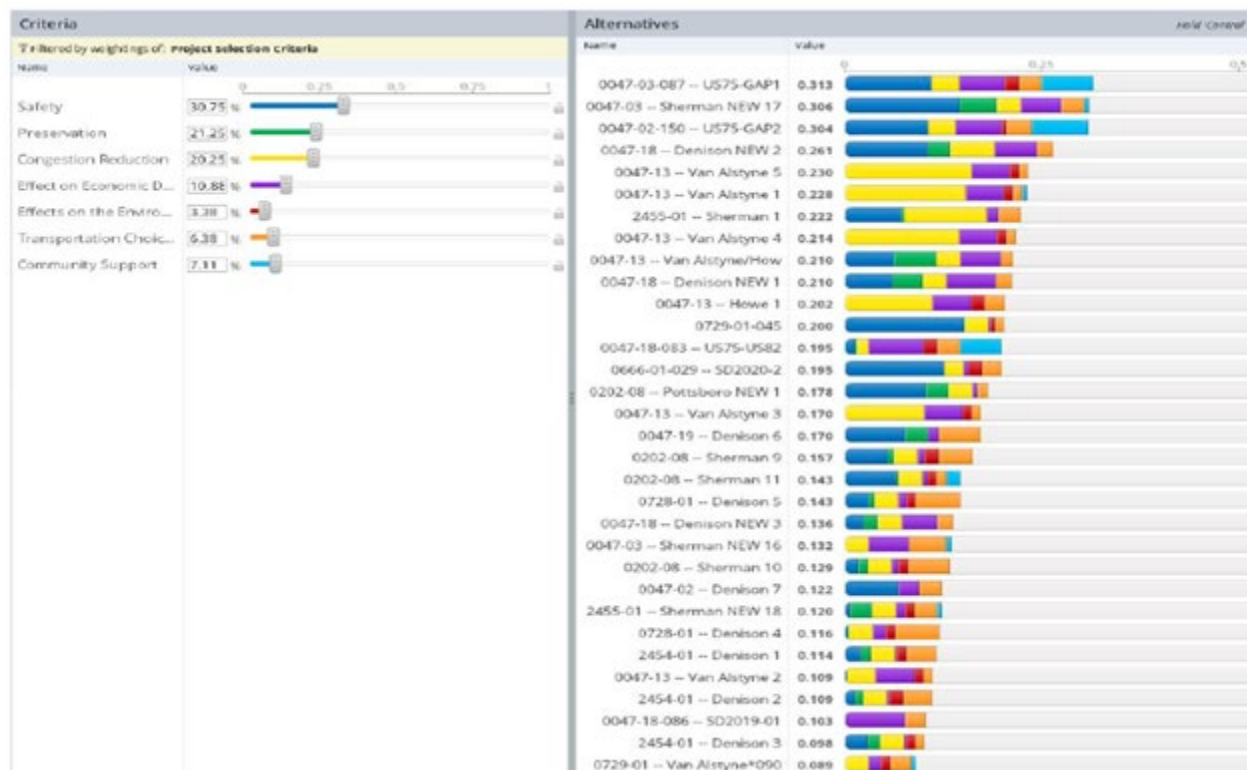


Figure 10. Decision Lens Raw Results

Source: Grayson County MPO 2045 MTP

Performance Measures

The Grayson County MPO adopted TxDOT's safety performance measures and targets for PM 1, which include the total number of traffic fatalities, total number of serious injuries, fatalities per 100 million vehicle miles traveled, and total number of non-motorized fatalities and serious injuries. Projects have been ranked in the MTP based on PM 1 measures using a 30.75 points out of 100 weighting and sub-criteria weights that assign the greatest weight to investments that reduce crash rates (46%) and crash counts (32.5%). The Grayson County MPO displays these criteria in its MTP, and this table is depicted in Figure 11. The Grayson County MPO also adds the local funding ratio to the project selection process, favoring projects with increased local contributions.

Selection Criteria & Subcriteria	Weight
Safety	30.75%
Crash Count	32.50%
Estimated Impact on Fatal and Incapacitating Injury Crashes	65.00%
Estimated Impact on Total Crashes	35.00%
Crash Rate	46.25%
Estimated Impact on Fatal and Incapacitating Injury Crash Rate	65.00%
Estimated Impact on Total Crash Rate	35.00%
Safety Project Classification (DCIS P1)	10.00%
Societal Cost Savings	11.25%

Figure 11. Performance Measures and Weighting

Source: Grayson County MPO 2045 MTP

Coordination and Outreach

Most of the Grayson County MPO's coordination and outreach is with TxDOT. When studies are being conducted or completed, the Grayson County MPO does receive occasional coordination and information request calls from member communities.

For example, when the 2020 regional freight mobility plan was completed, towns located on US 377 and FM 922 contacted the MPO requesting information and voicing safety concerns for sand trucks from the Red River using these routes to ship sand into town. For the region, SH 160 ties into SH 121 near Blue Ridge and has safety implications. Any collision occurring is more likely to cause more severe crashes due to the difference in weight between the sand trucks and passenger vehicles. As shown in Figure 12, the regional freight mobility plan analyzed crashes using data from the TxDOT Bridge Division to document freight use in safety hot spots.

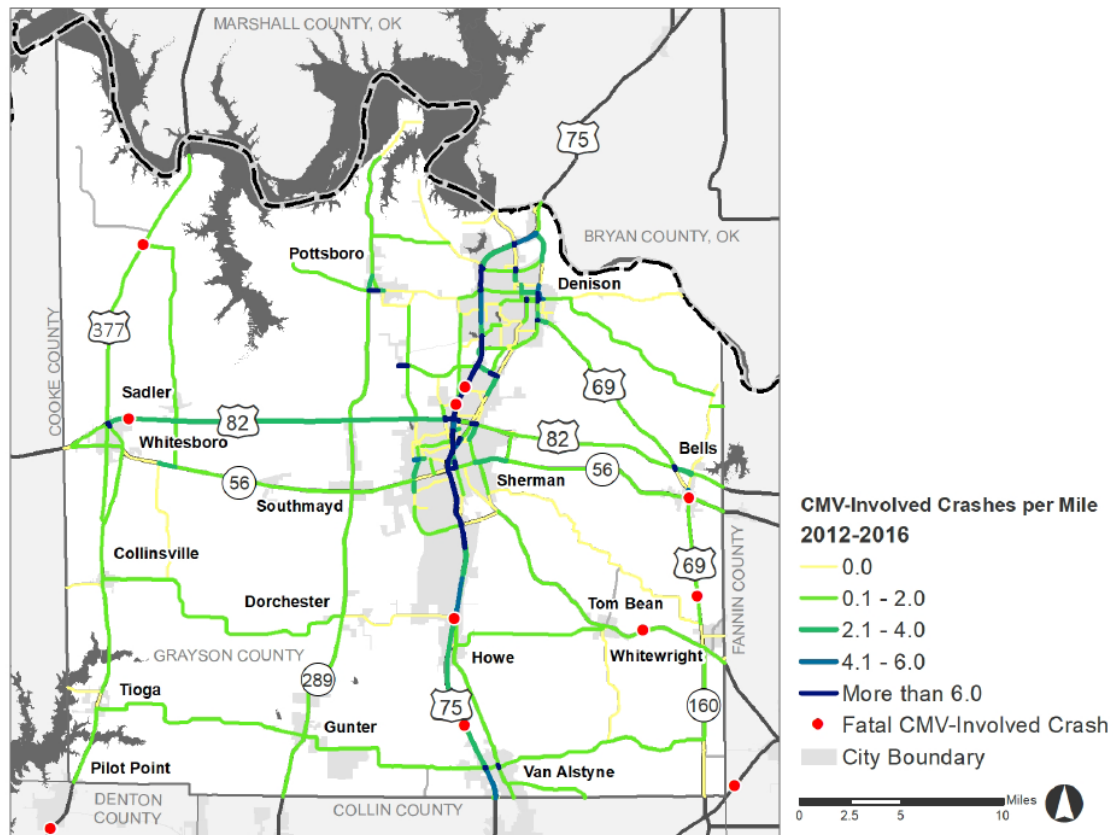


Figure 12. Freight Crash Analysis in Grayson County MPO 2020 Regional Freight Mobility Plan

Source: Grayson County MPO 2020 Regional Freight Mobility Plan

Much of the outreach on safety occurs during the development and update of the Transportation Improvement Program (TIP) and MTP. The only other safety-related documentation maintained by regional stakeholders is the thoroughfare plan and the railroad quiet zones maintained by Sherman and Denison. The Grayson County MPO is not a part of any coalition, partnership or similar groups for advance safety planning.

Alignment with Other Plans and Efforts

Safety-Related Documents and Materials

The Grayson County MPO does not maintain a comprehensive safety action plan though it did have a consultant complete a safety and operations plan in 2022 using \$120,000 in state planning and research funds. This plan's focus is to analyze historic crash data in conjunction with Texas A&M Transportation Institute congestion data in order to consider potential investments in transportation systems management and operations (TSMO) (e.g., intelligent transportation systems, traffic management centers, safety service patrols, and dynamic message signs) around crash hot spots based on this data analysis. The result of this study is a list of prioritized corridors, as well as systemic and corridor-based TSMO improvements and funding opportunities.

In addition, the Grayson County MPO used Decision Lens to develop a process for project prioritization considering the best way to rank projects within Decision Lens. The result was an ArcGIS dashboard with resulting visualizations depicted in Figure 13.

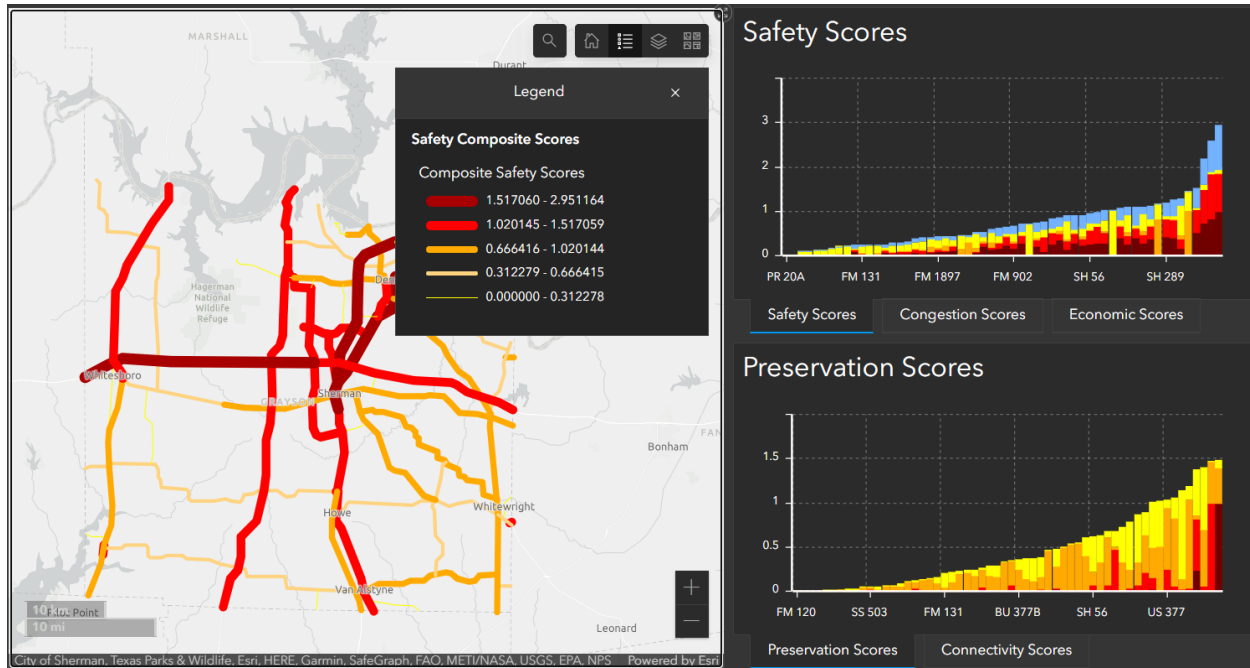


Figure 13. Decision Lens ArcGIS Dashboard for Project Prioritization

Source: Grayson County MPO Regional Performance Measures Dashboard

The Grayson County MPO uses spatial data, heat maps, time-based charts, graphs, and tables to communicate safety information. These are reflected in the MTP, TIP and various regional planning studies.

Work Plan and Priorities

The Grayson County MPO has a project-scoring process driven by PM 1, 2 and 3 as criteria with construction projects programmed in the TIP and included in the Unified Transportation Program (UTP) and MTP. This process is documented in the performance measures section of the Grayson County MPO profile.

The primary safety projects include:

- FY 2023 CSJ 0047-18-089, which is a lane widening of US 75 from four to six lanes;
- FY 2025 CSJ 0047-13-033, which is a lane widening of US 75 from four to six lanes; and
- FY 2026 CSJ 0047-03-091, which is a lane widening of US 75 from four to six lanes.

Primary safety crash hot spots are centered on US 75, which, according to the Grayson County MPO, has interstate-level traffic volumes traversing the corridor traveling at speeds of 80 mph and greater on a roadway designed to handle arterial traffic traveling at 60 mph

with multiple geometric design and line-of-sight challenges. Safety improvements surrounding the update of design standards for US 75 are thus the main focus of the Grayson County MPO, which has capacity-enhancement project descriptions entailing widening from four to six lanes of traffic.

In the most recent March 2023 TIP amendment, 28% of the weight for project selection criteria is dedicated to projects that reduce crash rates and crash counts, address societal cost savings, and have safety project classifications. This weight ensures that most major projects have significant safety influences. This criteria weighting also differs from the 30.75% weight assigned in the most recent 2045 MTP, reflecting that weighting for safety projects does shift over time.

Table 1 illustrates category funding balances over the life of the current 10-year 2023 UTP for Categories 2, 5 and 7 for the Grayson County MPO.

Table 1. Grayson County MPO 2023 Funding Balances for Category 2, 5 and 7

Source: 2023 UTP, TxDOT Category Analysis Report, and TxDOTCONNECT data

Category 2	Category 5	Category 7
\$38,605,125	\$0	\$0

Non-construction projects and initiatives include the safety and operations study that just completed in 2022. The Grayson County MPO advised that the study identified many regional safety issues, some of which the MPO was aware of and some that it was not. An example of safety issues the MPO was unaware of includes the high number of freight truck crashes along SH 160. Unfortunately, the safety and operations study did not have a granular corridor-based safety analysis that would yield a new direction in safety project priorities. The study did analyze intersections and identify possible investments in improvements. The Grayson County MPO had a traffic modeling analysis built into the safety and operations plan. Most of the outputs of the safety and operations plan will inform a future regional thoroughfare plan. Regional stakeholders are also seeking to identify \$100,000 in local match in order to fund a \$500,000 regional comprehensive safety plan.

Prioritized Projects

Table 2 summarizes priority safety projects that reflect funded regional safety needs. Funded projects were identified in the TIP and MTP based on interview notes.

Table 2. Grayson County MPO Funded Safety Project Listings

Source: Grayson County MPO 2045 MTP, and Grayson County MPO FY 2023-2026 TIP

CSJ/Project ID	Roadway	Sponsor	Funding Categories	Fiscal Year	Safety Improvement	Reference Document	Funded	Amount
0047-03-087	US 75 from 1417 to SH 91	MPO	Not listed	2020	US 75 from FM 1417 to SH 91 (called "The Gap") and the US 75/US 82 interchange	MTP	Funded	\$188,783,360
0047-18-089	US 75 from North Loy Lake Road to US 82	MPO	2, 3LC, 4U, 12	2023	Widen from 4 lanes to 6 lanes	TIP	Funded	\$118,238,400
0047-13-033	US 75 from FM 902 to Collin County Line (MPO boundary)	MPO	2, 3LC, 4U, 11, 12	2025	Widen from 4 lanes to 6 lanes	TIP	Funded	\$55,540,800
0047-03-091	US 75 from FM 902 to FM 1417	MPO	2, 3LC, 12	2026	Widen from 4 lanes to 6 lanes	TIP	Funded	\$59,102,400

Table 3. depicts project listings in the unmet needs table in the most recent Grayson County MPO MTP for unfunded projects with potential safety components per the interview notes. This is a sample of the unfunded project listings.

Table 3. Grayson County MPO Sample of Unfunded Needs Projects

Source: Grayson County MPO 2045 MTP

Project ID	Roadway	Sponsor	Funding Categories	Fiscal Year	Safety Improvement	Reference Document	Funded	Construction Cost
Not listed	US 75 at Farmington Road	Not listed	Not applicable	Not listed	Construct 4-lane interchange	MTP	Unfunded	\$14,000,000
Not listed	US 75 at Hodgin Road	Not listed	Not applicable	Not listed	Construct 6-lane interchange	MTP	Unfunded	\$10,000,000
Not listed	US 75 at Hall Cemetery/LB Kirby	Not listed	Not applicable	Not listed	Construct new interchange	MTP	Unfunded	\$11,900,000

Achievements and Next Steps

Metropolitan Transportation Plan

Safety is addressed in the Grayson County MPO's 2045 MTP primarily through the safety and project selection sections of the report. These include Chapter 2, which documents crash costs, countywide crash rates in comparison to statewide crash rates over a 10-year period, and crash hot spots for fatal injuries, bicycles and pedestrians, and intersections. Chapter 4 documents prioritization processes that include safety and Decision Lens. Chapter 8 documents project listings and funding with associated safety criteria and Decision Lens results.

Details on how safety is connected to the MPO's visions, goals and objectives are provided under the data-driven plan of action section of the profile. Chapter 4 in the document details how objectives to identify and make investments in crash hot spots to reduce crash rates and crash counts are specifically connected to adopted PM 1 performance targets through the Decision Lens PM-DIS. Criteria weighting approved by the Policy Board is integrated into Decision Lens, which then ranks project listings using data-driven hot spot analyses from CRIS assigned to various regional corridors and control sections. The selection of projects then connects from the MTP to the TIP, with any resulting changes due to project development and delivery feeding back to MTP amendments.

Next Steps

The Grayson County MPO considers funding opportunities but advised that it is difficult to pursue these with limited staff from within the MPO, even in coordination with regional agencies. The Grayson County MPO is currently sourcing for a 20% local funding match for the \$500,000 regional comprehensive safety plan.

The Grayson County MPO has learned to engage and coordinate closely with TxDOT for additional resources and staff expertise in the realm of safety. TxDOT is providing assistance examining corridors and intersections with high crash rates to determine if they may qualify for Highway Safety Improvement Program funding. The Grayson County MPO advised that another lesson learned is that many local municipal and county agencies must be continually engaged to ensure they are aware of available data and findings from studies such as the safety and operations plan. Further, a lesson learned is that local informational inquiries often result in uncovering safety issues formerly undocumented, such as freight routes with heavier sand trucks and the severity of collisions on these routes. Public engagement and communication in this respect help overall planning and investment strategies, as well as identify funding for local match on regional comprehensive plans.

Appendix A. Interview Documentation

Grayson County Metropolitan Planning Organization

Interview Date:	March 7, 2023
Media:	Microsoft Teams
MPO Staff Present:	Clay Barnett
TTI Interviewer:	Matthew Miller
TPP Field Representative:	Mansour Shiraz