



MPO TECHNICAL COMMITTEE MEETING

www.laredompo.org

Meeting Date & Time: September 12th, 2023 2:30 p.m.

Meeting Location: Transit Center Conference Room - 1301 Farragut St. Laredo, TX 78040

AGENDA:

1. Chairperson to call meeting to order.
2. Discussion on MPO member training program and resources.
 - A. FHWA Federal Transportation Planning Process Video (18 mins)
 - B. Brainstorming session on member training needs and opportunities
3. Discussion and recommendation on transportation safety planning activities and initiatives to be discussed at the upcoming MPO Policy Committee meeting.
4. Update on the upcoming MPO Policy Committee meeting draft agenda.
5. Discussion of old or new business.
6. Adjournment.



LAREDO & WEBB COUNTY

AREA METROPOLITAN PLANNING ORGANIZATION

S A M P L E

LWCAMPO MPO 101 WORKSHOP

An orientation for new MPO members and staff

A One-Day Workshop divided into 4 Sections.

Section 1. OVERVIEW

- a) **Workshop Objectives**
- b) **Definition of an MPO**
 - **What's a Transportation Management Area (TMA)**
- c) **History of the LWCAMPO and boundary**
- d) **LWCAMPO Bylaws**
- e) **All Committees roles**
- f) **LWCAMPO organizational chart and staff roles**

Section 2. FUNDING SOURCES

- a) **TxDOT categories (UTP)**
- b) **Planning funds (UPWP)**
- c) **Grants and other available resources for funding**

Section 3. MPO PLANS AND DOCUMENTS

- a) **Transportation Planning**
 - **Transportation Improvement Program (TIP)**
 - **Metropolitan Transportation Plan (MTP)**
 - **Unified Transportation Program (UTP)**
 - **Unified Planning Work Program (UPWP)**
- b) **Data & GIS-Mapping**
- c) **Transportation Studies**
- d) **Federal Requirements**

Section 4. PUBLIC INVOLVEMENT AND COMMUNICATION SOURCES

- a) **Public Participation Plan (PPP)**
- b) **LWCAMPO website and social media (Facebook/Twitter)**



Laredo & Webb County Area Metropolitan Planning Organization 2023 Safety Planning Report

Transportation Planning and Programming Division

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Safety Planning Report Profiles

Laredo & Webb County Area Metropolitan Planning Organization

Data-Driven Plan of Action

The Laredo & Webb County Area MPO (LWCAMPO) relies on Crash Record Information System (CRIS) and Fatal Accident Reporting System (FARS) data utilized by planning consultants to develop and track all safety metrics. The safety data are incorporated into project selection, planning, and development. The data are used within regional planning products including the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP).

The metropolitan planning organization (MPO) does not have a specific safety plan but uses safety data for project decision making in the TIP. LWCAMPO uses the grouped project control section jobs (CSJs) that covers various potential safety projects in the region as funds become available. Safety projects can include construction or replacement/rehabilitation of guardrails, median barriers, crash cushions, pavement markings, skid treatments, medians, lighting, highway signs, curb ramps, railroad/highway crossing warning devices, fencing, intersection improvements (e.g., turn lanes), signalization, and interchange modifications.

The following safety trends were determined from a 2023 Texas Transportation Institute (TTI) analysis of the Texas Department of Transportation (TxDOT) CRIS data set examining the data years 2018–2022. As shown in Figure 1, fatal crashes in the LWCAMPO region were distributed fairly evenly throughout the region along on-system roadways and major roadways. Major roads that have some crash concentrations include IH 35, SL 20, and FM 1472.

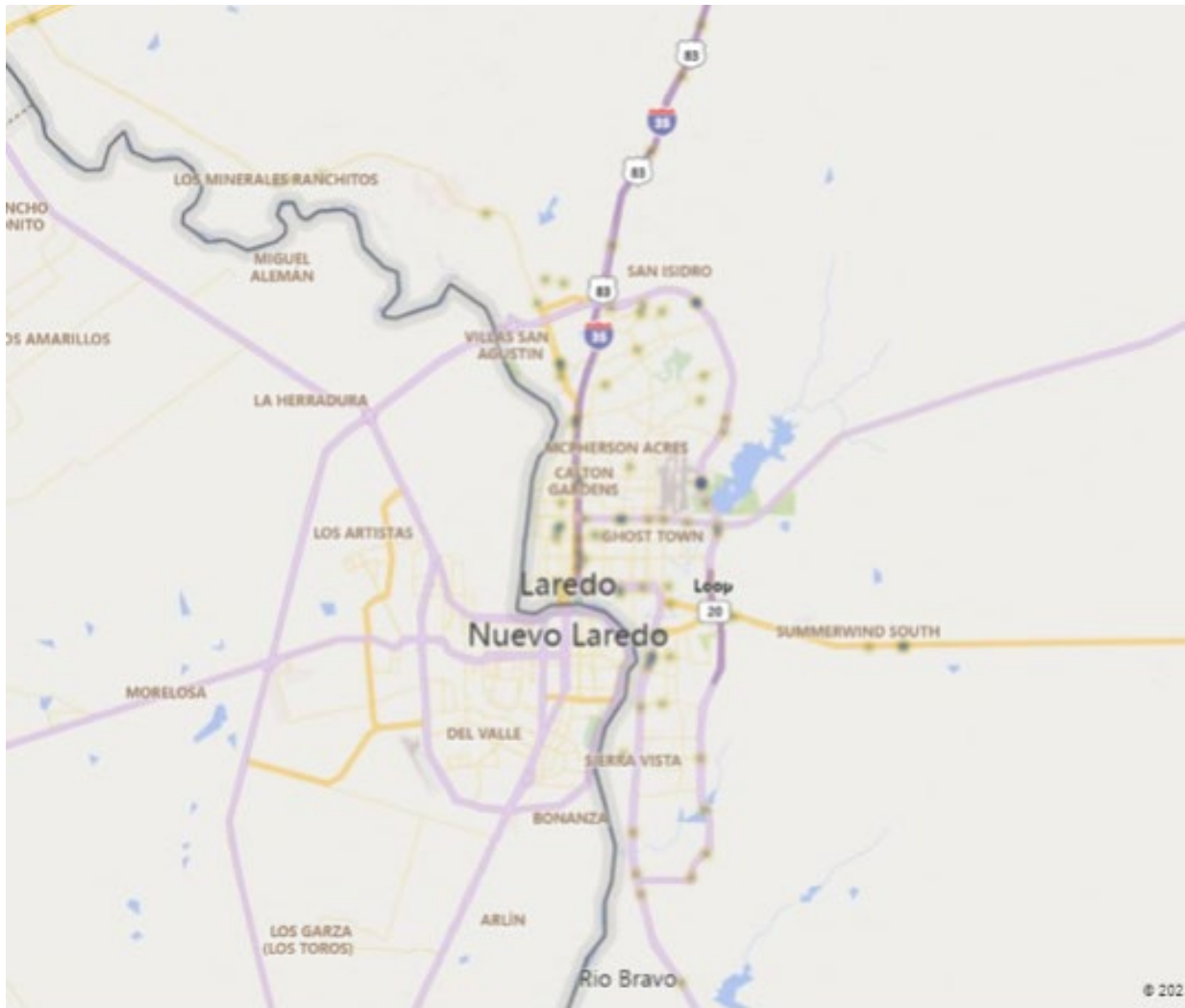


Figure 1. Location of Fatal Crashes in the LWCAMPO Region from 2018 to 2022

(Source: TTI Center for Transportation Safety)

Figure 2 displays a very slight upward trend in overall crash counts. The low volume of 1,488 crashes in 2020 and the high volume of 1,803 in 2021 stand out from the relatively constant three-year rolling average and trend.

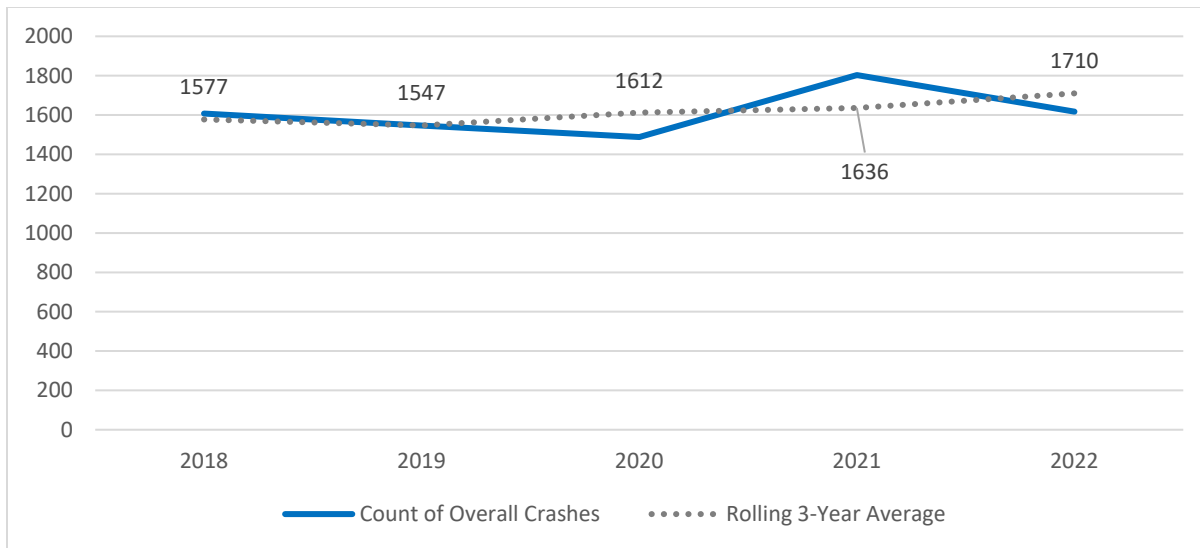


Figure 2. Overall LWCAMPO Regional Crash Trend

(Source: TTI Center for Transportation Safety)

Fatal crash and fatality trends based on CRIS data from 2018 to 2022 are depicted in Figure 3. The number of fatalities is very close to the number of fatal crashes in most of the five years. The standout exceptions are in the years 2018 and 2021. Fatal crashes and fatalities decreased by about 50 percent from 2018 to 2019 and then decreased further in 2018. The trend showed increases though in 2021 and 2022.

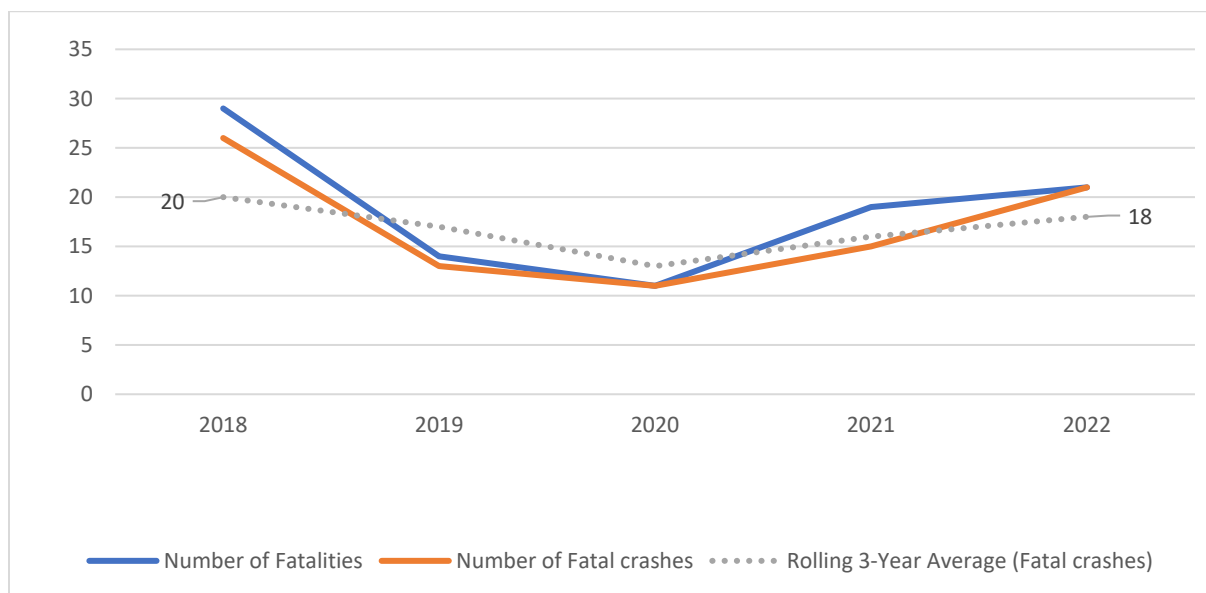


Figure 3. Fatalities and Fatality Crashes from 2018 to 2022

(Source: TTI Center for Transportation Safety)

The trend in suspected serious (SSI) injuries and SSI crashes is shown in Figure 4. The number of SSI injuries and incidents each about doubled from 2019 to 2022. In the interim years, SSI incidents and injuries increased and decreased erratically.

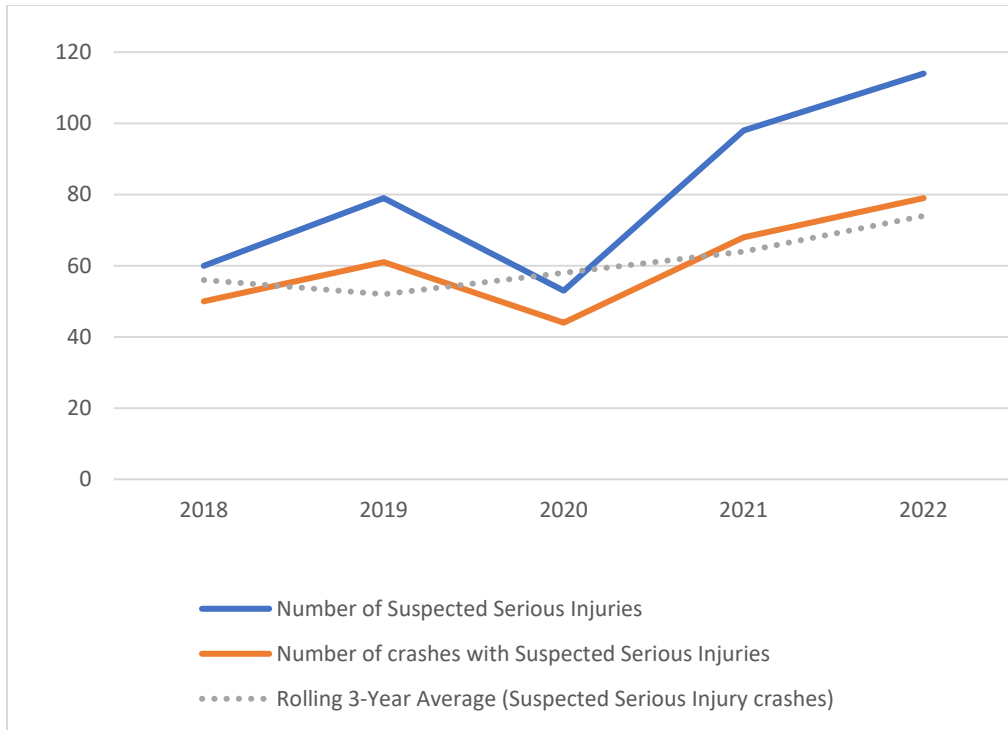


Figure 4. Suspected Serious Injuries and Crashes from 2018 to 2022

(Source: TTI Center for Transportation Safety)

The distribution of fatal and serious injury crash types is shown in Figure 5. One outstanding observation is that one motor vehicle (OMV) crashes were by far the leading type of crash during the five-year period.

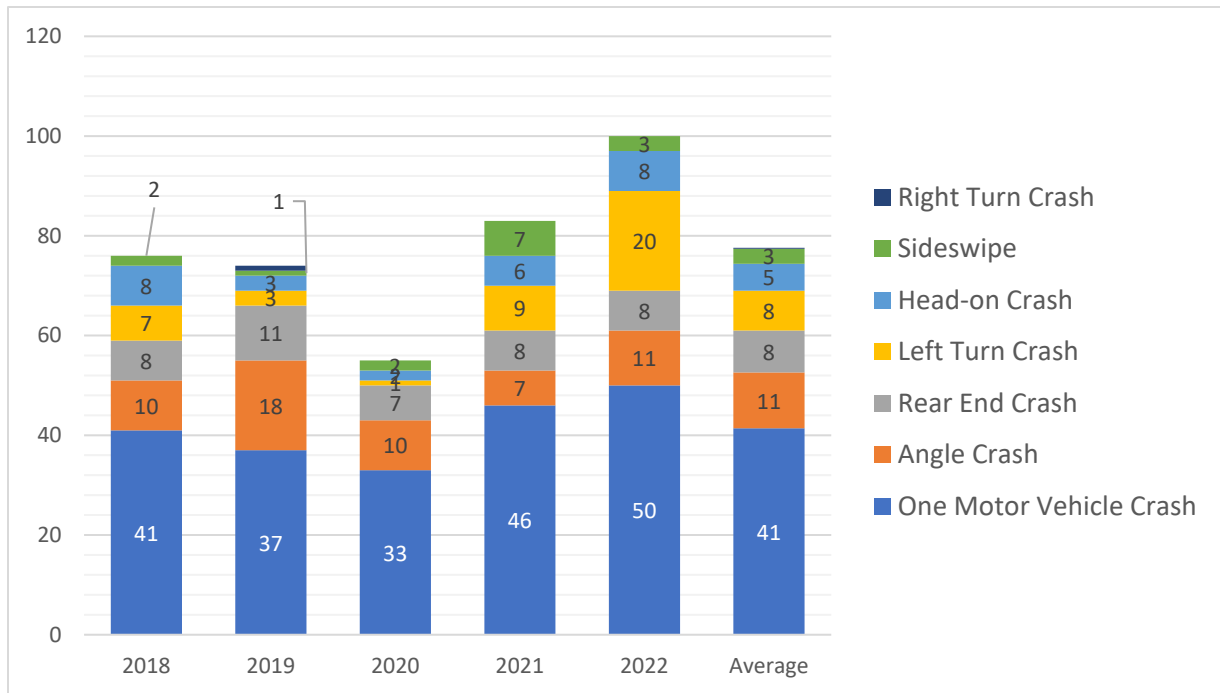


Figure 5. Fatal and SSI Crash Type Distributions from 2018 to 2022

(Source: TTI Center for Transportation Safety)

The distribution of the top five contributing factors from the region’s safety emphasis areas is shown in Figure 6. In four of the five years, speed was the leading contributing factor, with intersection related crashes emerging as the leading crash type in 2022. Roadway/lane departure was the next leading contributing factor during the five-year period.

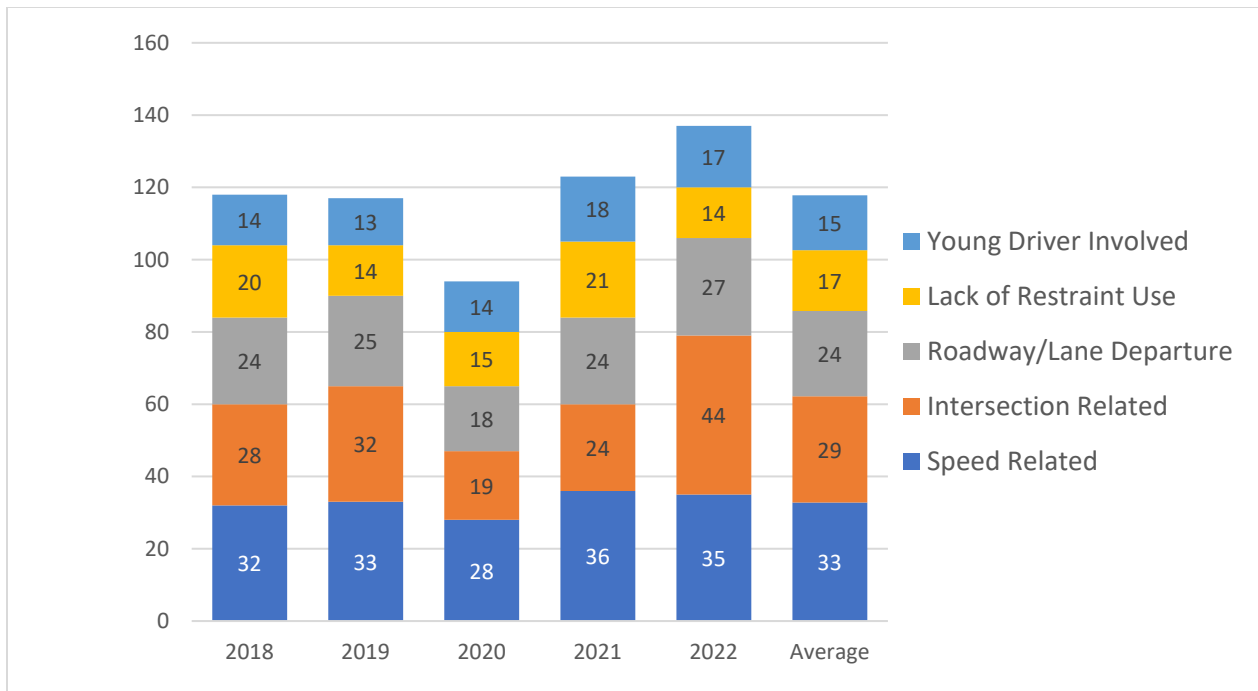


Figure 6. Distribution of the Top Five Regional Contributing Factors in Fatal and SSI Crashes from 2018 to 2022

(Source: TTI Center for Transportation Safety)

Figure 7 depicts the trends in fatal crashes for passenger vehicles and trucks from 2018 to 2022. Truck-involved fatal crashes remained relatively steady during this period, until 2022 when a significant increase occurred. Passenger vehicle-only fatal crashes decreased by more than 50 percent from 2018 to 2019. After two years with 11 crashes each, the trend began increasing in 2021 and 2022.

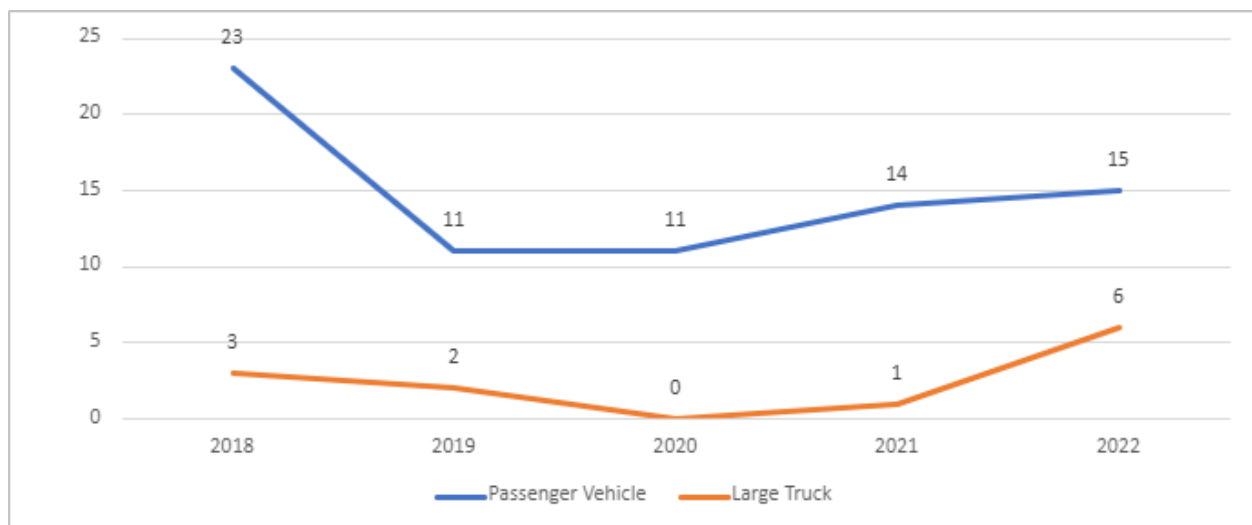


Figure 7. Fatal Crash Counts by Auto and Truck over Five Years

(Source: TTI Center for Transportation Safety)

Figure 8 displays the top five contributing factors for fatal and serious crashes in the MPO region. Failure to control speed was by far the top factor. Driver inattention and failure to yield right of way – stop sign displayed the largest growth on average.

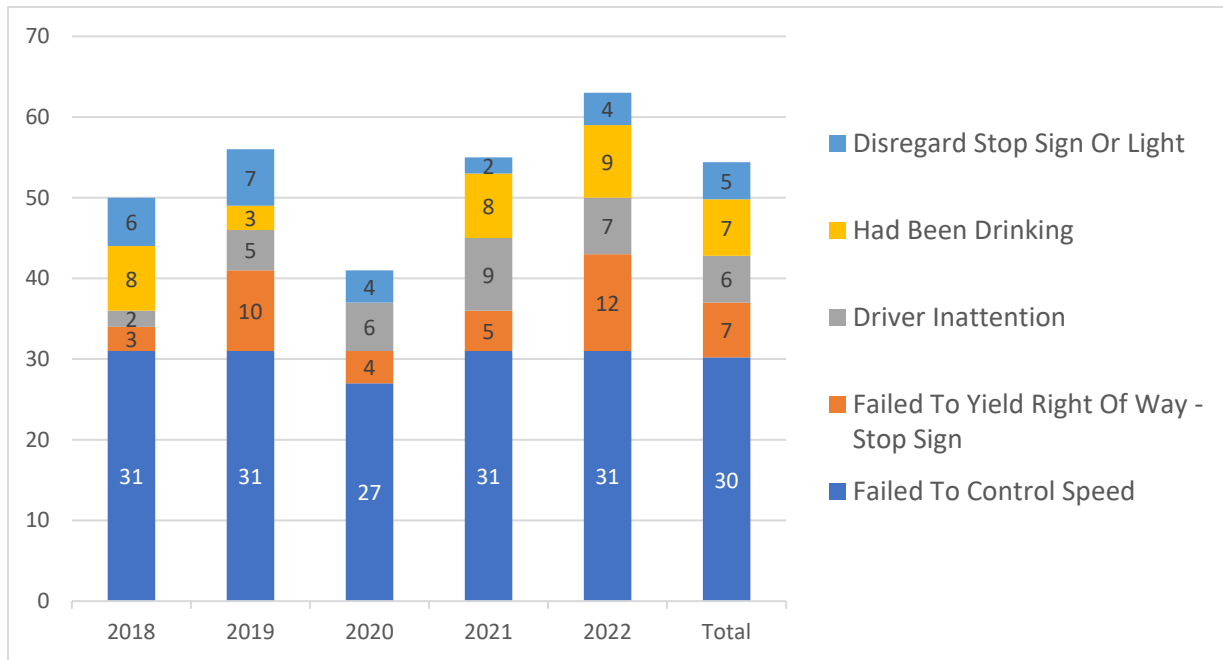


Figure 8. Top Five Regional Contributing Factors for Fatal and Suspected Serious Injury Crashes

(Source: TTI Center for Transportation Safety)

Performance Measures

The LWCAMPO has adopted TxDOT’s safety performance measures and targets. The MPO staff stated that it would be very time consuming to amend documents and maintain the necessary data to set their own targets given limited staff resources. Appendix B of the TIP includes safety and other performance targets.

The MPO uses CRIS and FARS data, along with other sources such as the National Automotive Sampling System. Regarding the CRIS data, MPO staff has cross-referenced these data with Laredo Police Department data due to identified inconsistencies.

The MPO has not yet looked at crash types, factors, or root causes. The staff has focused on reviewing fatalities and highest crash frequency locations. The MPO uses safety data when considering specific projects and in the project scoring and selection process. The MPO staff also uses safety data when developing the MTP and specific plans, as well as for general public outreach.

Coordination and Outreach

The LWCAMPO coordinates with all member entities regarding safety planning, including the following entities and specific entity departments or groups:

- TxDOT Laredo District.
- Independent school districts.
- Webb County-City of Laredo Regional Mobility Authority (RMA).
- City of Laredo Traffic Department.
- City of Laredo Planning Department.
- Webb County Planning Department.

Freight operators and the warehousing industry, along with TxDOT, engaged LWCAMPO on congestion and mobility issues along FM 1472, creating the FM 1472 Mobility Task Force. Another collaboration, between the RMA and MPO, was to create the River Road Route Analysis. This effort is to identify a new facility alignment for a road that would separate non-commercial vehicles from FM 1472, improving mobility and safety.

Following its Public Participation Plan (PPP) requirements, the MPO engages the public in all matters, including safety planning activities and document preparation. The MPO staff has developed an interested parties list that enables them to send emails and other correspondence to stakeholders. Other stakeholders contact the LWCAMPO through its website and attend Policy Committee meetings. The MPO staff also provide opportunities for the public to comment when the Policy Committee adopts safety targets.

While the MPO staff has not made many presentations to civic and similar groups, it has presented information to the City of Laredo Planning & Zoning Board and similar groups. The MPO staff plan to increase outreach to schools, building upon past United High School Career Day presentations. Realizing that transportation planning will accommodate today's students, the MPO has engaged students by having them complete surveys specifically for the Active Transportation Plan and will probably do the same activity during the next MTP update process. The Active Transportation Committee recently facilitated a back-to-school safety discussion that included members of the Laredo Police Department and local school district police departments.

The LWCAMPO staff maintains safety information on the MPO website. Currently the data are mainly national level data, but the MPO plans to expand it to increase local data content. Some interactive maps are posted on the website, and the MPO uses interactive maps in Policy Committee and Transportation Advisory Committee (TAC) presentations. The MPO also produces static heat maps to display safety information.

Alignment with Other Plans and Efforts

Safety-Related Documents and Materials

The MPO staff is aware of the City of Laredo Hazardous Materials Guidance Manual, which includes a requirement for Hazardous Materials Management Plans to be filed in advance of transporting hazardous materials. The LWCAMPO also coordinates with El Metro's (the local transit authority) Public Transportation Agency Safety Plan (PTASP). In addition, Chapter 6 of

the Active Transportation Plan addresses the complete street concept. Safety is one of the four main themes of the Active Transportation Plan.

The MTP includes Chapter 9–Safety, Security, and Resiliency, which focuses on safety issues and strategies. Other chapters that address safety include the following:

- Bike/Ped (Chapter 6).
- Congestion Management Process (Chapter 11).
- Performance Management (Chapter 12).

Work Plan and Priorities

The MPO has a project scoring process that incorporates safety as a criterium for projects programmed in the TIP, included in the Unified Transportation Program (UTP), and planned in the MTP. The MTP includes Goal 1, which states, “Provide a transportation system network that is safe and secure for all transportation modes and all system users.” This goal is supported by the following objectives:

- Support projects that address existing and identified safety or security needs.
- Support projects, programs, and strategies that advance safety and secure travel for all users.
- Continue coordination with TxDOT to meet federal safety performance targets.

Prioritized Projects

Table 1 illustrates category funding balances over the life of the current 2023 UTP for Categories 2, 5, and 7 for the LWCAMPO.

Table 1. Laredo & Webb County Area MPO 2023 Funding Balances for Category 2, 5, and 7

(Sources: 2023 UTP, TxDOT Category Analys Report, and TxDOTCONNECT data)

Category 2	Category 5	Category 7
\$0	\$0	\$6,885,412

The MPO staff also recognizes that newly available carbon reduction (CR) funds may be used on projects that also have safety benefits.

The MPO Active Transportation Committee wants to develop public service announcements (PSAs) related to bicycle safety for National Bike Month, which is in May of each year. The MPO staff also plan to work with the City of Laredo public information office and health department teams to help develop and distribute the PSAs.

The LWCAMPO member entities have adopted safety countermeasures including the following examples:

- Speed humps on streets.

- Four-way stop intersection on International Boulevard.
- Speed notification trailers encouraging motorists to slow down.
- “Stop for Pedestrian” (according to state law) signs at pedestrian crossings.
- Roundabouts.
- Bicycle lanes (striped on roads and one that is completely separated from the road).
- Twelve-foot shared bike/ped paths (mainly on city street principal arterials, including Springfield [north extension] and Los Presidents East).
- Flashing beacons at pedestrian crossings.
- Restriped lanes on faded markings.

The Laredo area has a very high bicycle use relative to other areas of similar size, due to the low automobile ownership levels. In addition, many people walk their bicycles across international bridges from Nuevo Laredo in Mexico. The MPO recognizes a continuing need for additional bike lanes throughout the metropolitan area.

In its Category 9 project application, the MPO includes a request for applicants to explain how a nominated project would address safety and how it relates to countermeasures. To aid applicants in this effort, the MPO includes a link to the Federal Highway Administration (FHWA) countermeasures.

Table 2 lists the MTP projects that were identified as being safety related, due to their Category 8 funding sources.

Table 2. Laredo & Webb County Area MPO Funded Safety Projects

(Source: LWCAMPO MTP 2020-2045)

CSJ	Roadway	Sponsor	Funding Category	Fiscal Year	Description	Reference Document	Amount
001806201	IH 35	TxDOT	8	2020	Wrong way driver advanced technology	MTP	\$58,045
008601093	SH 359	TxDOT	8	2020	Install raised median	MTP	\$1,353,740
008601095	SH 359	TxDOT	8	2020	Install raised median	MTP	\$688,677

Achievements and Next Steps

The LWCAMPO plans to continue working with member entities and the Active Transportation Committee on safety planning efforts and outreach. The MPO staff has

expressed a desire to make information easy for the public to access. One method to accomplish this will be to increase visualization of data and information.

The MPO staff also stated that there seems to be a disconnect between MPO work and other entities' implementation efforts. The MPO staff wants to develop techniques to ensure that project implementation addresses needs resulting from the MPO transportation planning process, including the federally required 3-C process. There are opportunities to improve communication and public buy-in for the overall transportation planning and programming process. The MPO staff stated that it wants to get the best results for the motoring public.

Specific next steps included analyzing and considering Complete Street concepts and opportunities, as well as safety treatments beyond the currently used speed humps. Related to this effort, the City of Laredo Traffic Department is looking at their speed hump related ordinance to determine if any changes are needed.

The MPO director stated that he wants the MPO to play a larger role in all safety related activities and help determine how to move forward with them. One such effort may include adding a safety planning committee or task force to help identify problem areas and a menu of appropriate countermeasures and treatments. Other potential tools include interactive and crowdsourcing maps on the MPO's website. These tools would allow the general public to provide input at any time, not only when the MPO reaches out with specific public meetings or workshops.

A complimentary effort to increasing public input would be using data to compare public perceptions with actualities.

The MPO staff wants to increase overall public outreach, including presentation to civic organizations, schools, and stakeholders.

The regional mobility authority (RMA) won a Safe Streets and Roads for All (SS4A) grant, with the MPO and City of Laredo as partners. It is notable that the RMA and City of Laredo each paid half of the grant writer expenses to prepare the grant, which the MPO reviewed. The MPO also provided data, shared plans and relevant information, and secured letters of support to help the grant writing process. Using locally generated matching funds, the RMA will take the lead in developing a comprehensive safety action plan.

Appendix A. Interview Documentation

Laredo & Webb County Metropolitan Planning Organization

Interview Date: April 11, 2023
Media: Microsoft Teams
MPO Staff Present: Juan Mendive, Julio Nino
TTI Interviewer: Bill Frawley
TPP Field Representative: Sara Garza



MPO POLICY COMMITTEE MEETING

www.laredompo.org

Meeting Date & Time: September 20th, 2023 at 1:30 P.M.

Meeting Location: TBD

Meeting Link: <http://laredotx.swagit.com/live>

Laredo TV: Spectrum TV channel 1300

AGENDA:

- I. CHAIRPERSON TO CALL MEETING TO ORDER
- II. CHAIRPERSON TO CALL ROLL
- III. CITIZEN COMMENTS

Speakers are required to fill out witness cards, which must be submitted to MPO Staff no later than 1:45 p.m. the day of the meeting. Speakers shall identify themselves at the microphone. Comments are limited to three (3) minutes per speaker. No more than three (3) persons will be allowed to speak on any side of an issue. Should there be more than three (3) people who wish to speak on a specific issue, they should select not more than three (3) representatives to speak on their behalf. The presiding officer may further limit public on the interest of order or time. Speakers may not transfer their minutes to any other speaker. Comments should be relevant to MPO business and delivered in a professional manner. No derogatory remarks shall be permitted.

IV. ITEMS REQUIRING POLICY COMMITTEE ACTION:

- A. Approval of the minutes for the meeting held on August 16, 2023.
- B. Discussion with possible action on transportation planning activities and initiatives to improve the safety of the regional transportation network.
- C. Discussion with possible action on the Hachar-Reuthinger Road project.

V. REPORT(S) AND PRESENTATIONS (No action required).

MPO POLICY COMMITTEE MEETING AGENDA

A. Status report by the Regional Mobility Authority (RMA).

VI. DIRECTOR'S COMMENTS

VII. ADJOURNMENT

NOTICE INFORMATION:

Notice of this meeting was posted at the municipal government offices, 1110 Houston Street, Laredo, Texas, at a place convenient and readily accessible to the public at all times. Said notice was posted on Friday, September 15th 2023 by 5:00 PM. The agenda and meeting information was also posted online at <https://www.laredompo.org/agendas-minutes/>.

All meetings of the MPO Committee are open to the public. Persons who plan to attend this meeting and who may need auxiliary aid or services such as: interpreters for persons who are deaf or hearing impaired, readers of large print or Braille, or a translator for the Spanish language are requested to contact MPO Staff at 956-794-1605, or via email at aavigil@ci.laredo.tx.us at least two working days prior to the meeting so that appropriate arrangements can be made. Materials in Spanish may also be provided upon request.

Disability Access Statement: This meeting is wheelchair accessible. The accessible ramps are located at 1110 Victoria and 910 Flores. Accessible parking spaces are located at City Hall, 1110 Victoria.

Ayuda o Servicios Auxiliares: Todas las reuniones del Comité del MPO están abiertas al público. Personas que planean asistir a esta reunión y que pueden necesitar ayuda o servicios auxiliares como: interpretes para personas con discapacidad auditiva, lectores de letra grande o en Braille, o un traductor para el idioma español deben comunicarse con el personal del MPO al 956-794-1605 o por correo electrónico aavigil@ci.laredo.tx.us por lo menos dos días laborales antes de la reunión para que se puedan hacer los arreglos apropiados. Material en español está disponible mediante una petición.

Declaración de Acceso a la Discapacidad: Esta reunión permite el acceso a personas en silla de ruedas. Las rampas de acceso están ubicadas en 1110 Victoria y 900 Flores. Los espacios de estacionamiento para discapacitados se encuentran por la calle Victoria.

Información en español: Si usted desea esta información en español o si desea explicación sobre el contenido, por favor llámenos al teléfono (956) 794-1605 o comunicarse con nosotros mediante correo electrónico a aavigil@ci.laredo.tx.us.

POLICY COMMITTEE MEMBERSHIP:

MPO POLICY COMMITTEE MEETING AGENDA

LWCAMPO Chairperson

Honorable Tano E. Tijerina, Webb County Judge

LWCAMPO Vice-Chairperson

Honorable Dr. Victor D. Treviño, City of Laredo Mayor

City of Laredo Representatives:

Honorable Ruben Gutierrez, Jr., City Councilmember, District V

Honorable Melissa R. Cigarroa, City Councilmember, District III

County of Webb Representatives:

Honorable Jesse Gonzalez, Webb County Commissioner, Pct. 1

Honorable John Galo, Webb County Commissioner, Pct. 3

Laredo Mass Transit Board Representative:

Honorable Vanessa Perez, City Councilmember, District VII

State Representative:

Mr. Epigmenio "Epi" Gonzalez, P.E., TxDOT District Engineer

Member at Large Representative:

Jed A. Brown

Ex-Officio Representatives:

Honorable Judith Zaffirini, State Senator, District 21

Honorable Richard Raymond, State Representative, District 42

Honorable Tracy O. King, State Representative, District 80

AGENDA REVIEWED:

Juan S. Mendive, AICP
LWCAMPO Director

Jose A. Valdez, Jr.
Laredo City Secretary