

NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS (NCTCOG)

2012 Safety Program Performance Measures

NCTCOG 16-County Crash and Fatality Data 2010-2012

NCTCOG Transportation Safety staff receives regional crash data from TxDOT's Crash Records Information System (CRIS) annually. The collected data will help identify crash hotspots and assist in the development of improvement strategies for the locations. The performance measures below highlight reportable crashes and fatalities that occurred in the North Texas region in 2010, 2011 and 2012. The data below indicates that in 2012 the NCTCOG region experienced one crash every five minutes and one fatality every 16 hours.

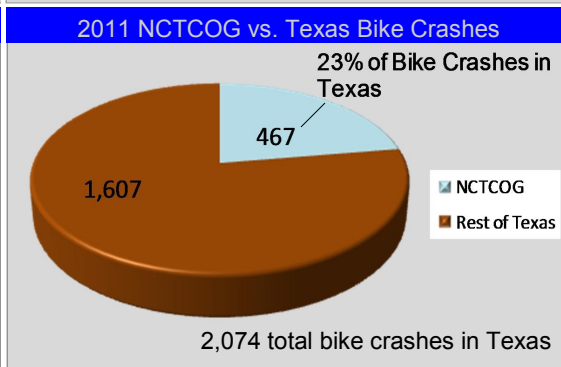
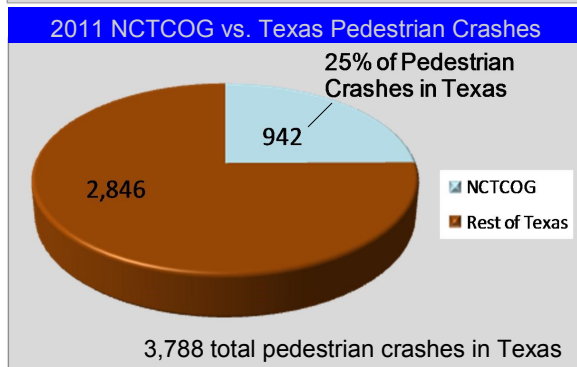
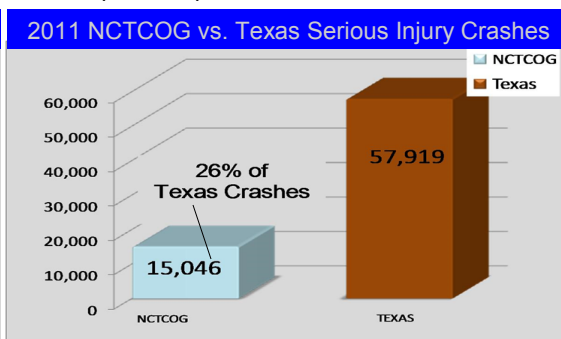
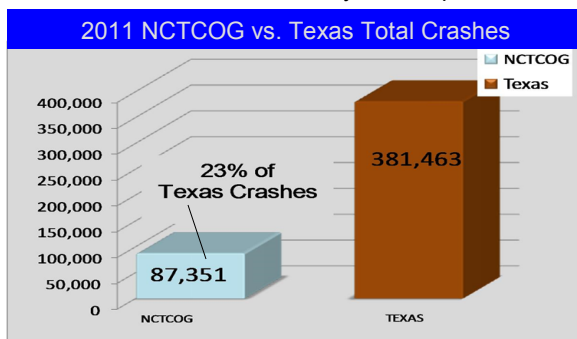
2010-2012 Crashes				
County	2010	2011	2012	% Change 2011 to 2012
Collin	8,736	9,024	9,406	4.23%
Dallas	35,409	34,955	36,082	3.23%
Denton	7,168	6,979	7,634	9.39%
Ellis	1,917	1,841	1,801	-2.17%
Erath	553	550	558	1.45%
Hood	654	698	633	-9.31%
Hunt	1,063	1,060	1,037	-2.17%
Johnson	2,093	2,039	1,947	-4.51%
Kaufman	1,395	1,322	1,335	0.98%
Navarro	992	983	930	-5.39%
Palo Pinto	425	435	495	13.79%
Parker	1,606	1,626	1,613	-0.80%
Rockwall	929	901	982	8.99%
Somervell	161	131	135	3.05%
Tarrant	22,652	24,006	25,419	5.89%
Wise	892	801	837	4.49%
Total	86,645	87,351	90,844	4.00%

2010-2012 Fatalities				
County	2010	2011	2012	% Change 2011 to 2012
Collin	32	34	47	38.24%
Dallas	167	168	173	2.98%
Denton	39	27	34	25.93%
Ellis	14	16	12	-25.00%
Erath	6	6	7	16.67%
Hood	3	5	8	60.00%
Hunt	15	19	22	15.79%
Johnson	23	16	20	25.00%
Kaufman	18	15	27	80.00%
Navarro	6	1	8	700.00%
Palo Pinto	7	8	7	-12.50%
Parker	13	18	20	11.11%
Rockwall	7	4	12	200.00%
Somervell	3	3	5	66.67%
Tarrant	123	134	107	-20.15%
Wise	12	13	19	46.15%
Total	488	487	528	8.00%

Source (Crashes and Fatalities): TxDOT's Crash Records Information System (CRIS) - All TxDOT disclaimers apply to this information.

Note: A reportable motor vehicle crash is defined by TxDOT as: "Any crash involving a motor vehicle in transport that occurs or originates on a traffic way, results in injury to or death of any person, or damage to property of any one person to the apparent extent of \$1,000."

The charts below display comparisons of NCTCOG regional crashes with Texas crashes in 2011. The 2012 Texas numbers have not yet been published and will be updated upon their release.



NCTCOG Crash and Fatality Data 2012

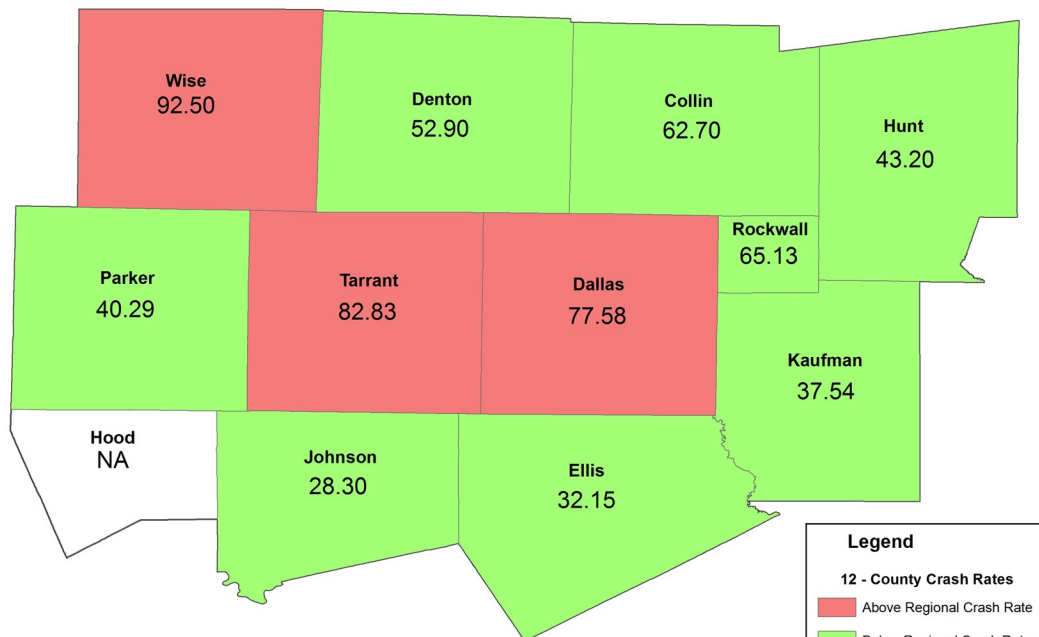
2012 Contributing Factors for Serious Injury and Fatality Crashes

	Top Ten Contributing Factors	Percentage
1	Speeding - (Over limit Unsafe Speed / Failed to Control Speed)	25.37%
2	Driver Related (Distraction in Vehicle / Driver Inattention / Road Rage / Drove Without Headlights)	13.09%
3	Followed Too Closely	8.10%
4	Faulty Evasive Action	7.42%
5	Changed Lane When Unsafe	7.34%
6	Failed to Drive in Single Lane	5.86%
7	Under Influence - (Had Been Drinking / Alcohol)	5.67%
8	Disregard Traffic Control (Stop and Go Signal / Stop Sign or Light)	4.90%
9	Failed to Yield ROW - (Turn on Red / Open Intersection / Private Drive / To Pedestrian / Stop Sign / Yield Sign / Turning Left)	4.19%
10	Fatigued or Asleep	1.65%

Crash Rates

In 2009, NCTCOG began calculating crash rates on limited access facilities for the NCTCOG 12-County MPA. The first phase was focused on developing a limited access facility crash rate for the individual counties and developing a limited access facility crash rate for the region as a whole. The map below displays crash rates by county in comparison to the regional crash rate of 71.58 crashes per 100 million vehicle miles traveled. Counties that have a higher crash rate than the regional rate are shown in red, while counties with a rate below the regional crash rate are shown in green. Efforts have begun to develop corridor level and intersection level crash rates.

2012 Limited Access Roadway Crash Rates By County: NCTCOG 12 - County MPA



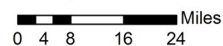
Note: Regional Crash Rate = 71.58

Note: Crash rates per 100 million vehicle miles traveled

Note: Hood County is NA as it does not have a limited access facility

Source: Crash data - TxDOT Crash Records Information System (CRIS)

Source: VMT data - NCTCOG trans model performance reports



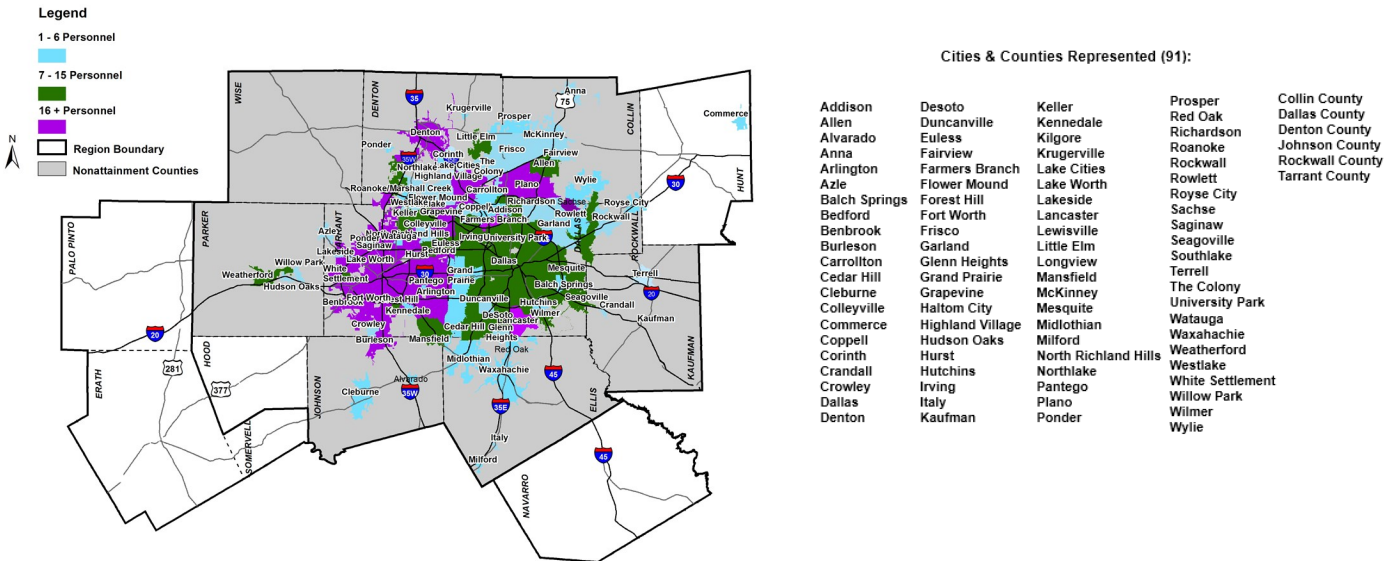
Freeway Incident Management (FIM)

First Responder and Manager's Course/Executive Level Course Training

The Freeway Incident Management (FIM) training series was developed in February of 2003 and first offered in December of 2003. The goal of the FIM training course is to initiate a common, coordinated response to traffic incidents that will build partnerships, enhance safety for emergency personnel, reduce upstream traffic accidents, improve the efficiency of the transportation system, and improve the air quality in the Dallas-Fort Worth region. The **First Responder and Manager's Course** is specifically designed for those with daily involvement in responding to traffic incidents on the region's freeways. This course is offered at least six times per year.

First Responder and Manager's Course Attendance		
2003 - 2011	2012	Total
1,984	147	2,131

First Responder and Manager's Course Attendance - Police



A similar map for agencies with Fire Attendance is also available.

The **Executive Level Course** was introduced in 2005 and is geared towards agency decision makers and policy makers and provides a high-level overview of the topics discussed in the First Responder and Manager's Course. The Executive Level Course is offered twice a year.

Executive Level Course Attendance

Police	Fire	City Staff	Elected Officials	Public Works/ Strategic Services Transportation	Medical Staff	Other	Total (February 2005 - November 2012)
197	77	16	11	13	3	58	375

Photogrammetry Training 2007-2012

Photogrammetry Training is offered as a complement to the region's FIM Training series. The Photogrammetry System, used for crash reconstruction and forensic measurements, is an image-based 3D system that calculates measurements from photographs and digital images. The System helps reduce the time needed to investigate a crash scene. The following training is offered twice a year:

- Basic Training - five-days (includes a three-day iWitness™ workshop and a two-day Crash Zone workshop)
- Advanced Training - two-days (offered to students who completed Basic Training)

Course	Total
Basic Training	109
Advanced Training	68

Mobility Assistance Patrol Program (MAPP)

The Mobility Assistance Patrol Program (MAPP) is an essential element to the region's Freeway Incident Management operations. The MAPP coverage area is focused on congested roadway systems in Dallas and Tarrant Counties and portions of Collin and Denton Counties. The goal of the Regional MAPP is to assist in the alleviation of congestion on area highways/freeways and toll roads. The MAPP provides free assistance to stalled and stranded motorists by helping them to move disabled vehicles from the main lanes of regional highway/freeway facilities, assisting with flat tires, stalled vehicles, and minor accidents and ultimately getting the vehicles operating or off the facility completely. Assistance is also provided to law enforcement with traffic control when deemed necessary or when requested by law enforcement.

MAPP is currently being operated by the Dallas County Sheriff's Office, Tarrant County Sheriff's Office and the North Texas Tollway Authority (NTTA). Portions of Dallas and Tarrant County Operations are currently being patrolled by Comprehensive Development Agreement (CDA) Patrols on particular corridors while they are under construction. This may reflect a decrease in assist numbers. We are currently not collecting performance stats from the CDA patrol agencies.

Mobility Assistance Patrol Program Performance Measures

Agency	2011 Assists	2012 Assists
Dallas County	76,399	68,303
Tarrant County	23,319	23,729
NTTA	26,561	32,531

MAPP ROUTES

2012 Dallas County Operations

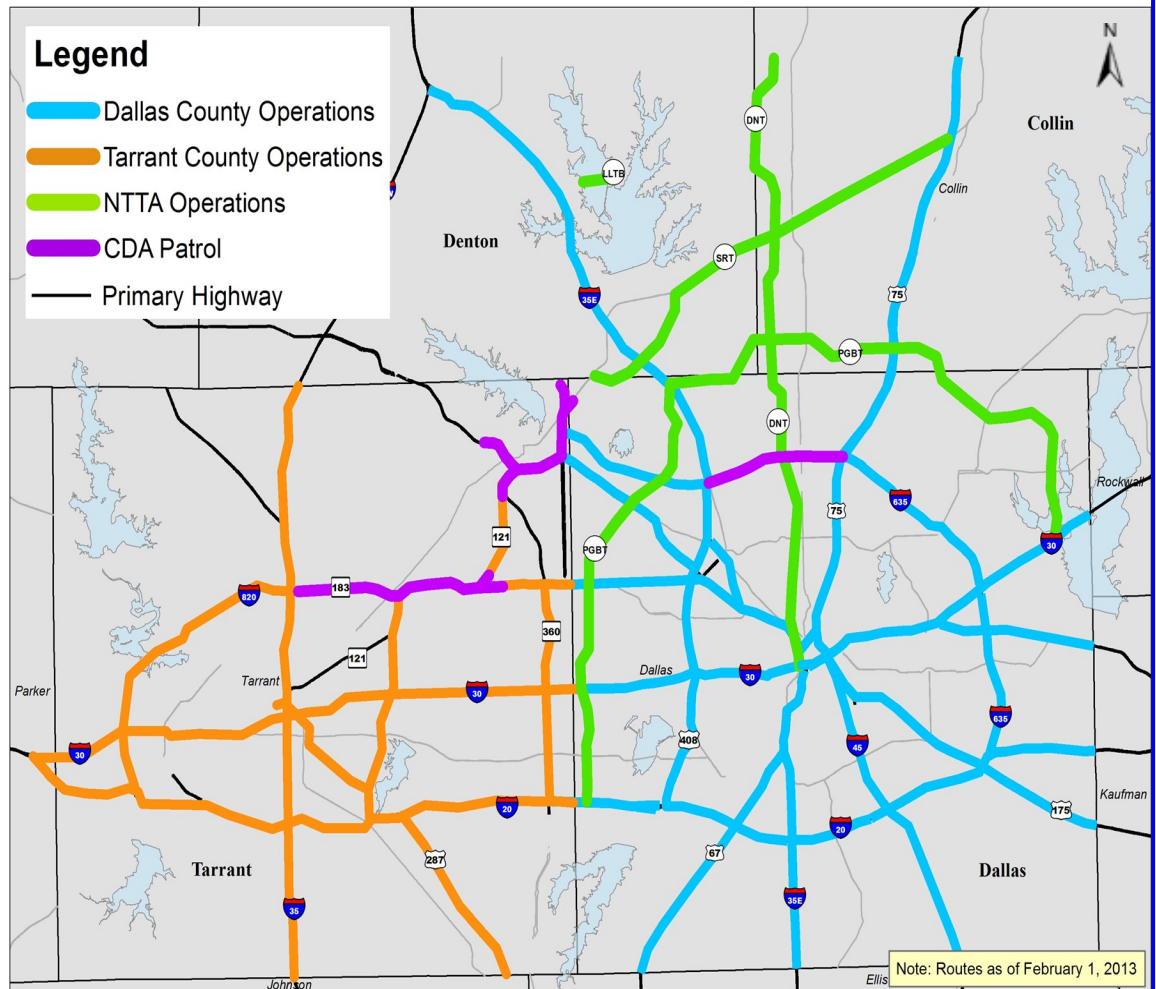
Roadway	Assist	% of Assist
IH 30	12,101	18%
IH 20	9,639	14%
IH 35E	11,162	16%
IH 45	3,405	5%
IH 635	11,439	17%
Loop 12	3,532	5%
SH 114	821	1%
SH 121	32	<1%
SH 161	73	<1%
SH 183	1,822	3%
SH 310	47	<1%
Spur 366	551	1%
Spur 408	1,385	2%
US 175	1,659	2%
US 67	1,907	3%
US 75	7,949	12%
US 80	748	1%
DNT	24	<1%
PGBT	7	<1%

2012 Tarrant County Operations

Roadway	Assist	% of Assist
IH 30	6,171	26%
IH 20	4,283	18%
IH 35W	5,172	22%
Loop 820	3,643	15%
SH 121	635	3%
SH 183	591	2%
SH 360	2,600	11%
SH 287	631	3%
SH 377	3	<1%

2012 NTTA Operations

Roadway	Assist	% of Assist
DNT	10,528	32%
PGBT	14,961	46%
SRT	6021	19%
AATT	9	<1%
161(Toll)	963	3%
LLBT	28	<1%
MCLB	21	<1%



Hours of Operation

Dallas County	Tarrant County	NTTA	CDA (NTE)	CDA (LBJ)	CDA (DFW)
Mon - Fri 5 am - 9:30 pm	Mon - Sun	Mon - Sun	Mon - Sun	Mon - Sun	Mon - Fri 5:30 am - 8:30 am
Sat - Sun 11 am - 7:30 pm	6 am - 10 pm	24 hours/day	24 hours/day	24 hours/day	Mon - Fri 3:30 pm - 7 pm

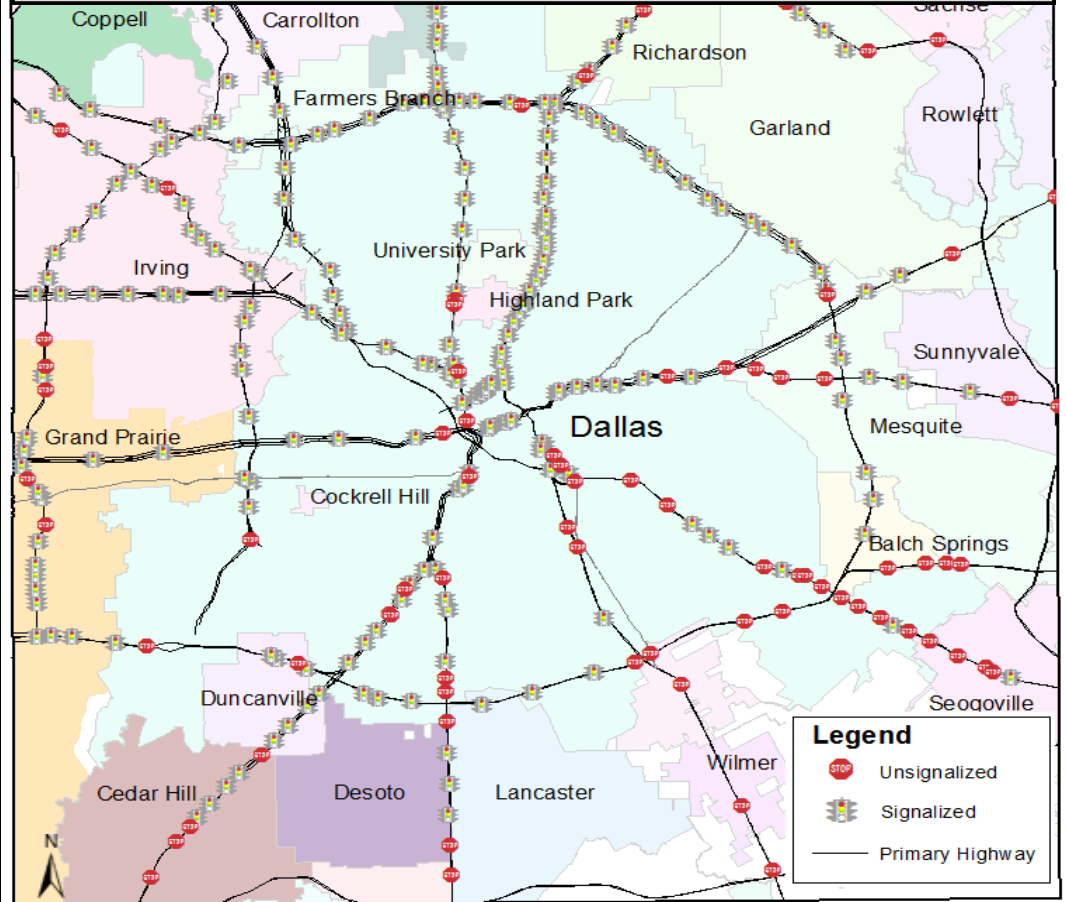
Wrong Way Driving Pilot Project - Dallas County

NCTCOG is working with TxDOT and local jurisdictions to implement a Wrong Way Driving (WWD) Pilot Project in Dallas County. The goal is to implement a project that focuses on preventing wrong way driving along regional corridors through the implementation of intersection improvements, signage and/or other available countermeasures. The project will focus on Diamond Interchanges throughout Dallas County.

Dallas County - WWD Pilot Study Intersection Breakdown

City/Agency	Total # of Intersections Identified
Carrollton	12
Dallas	199
Farmers Branch	2
Garland	15
Grand Prairie	25
Irving	38
Mesquite	16
Richardson	7
Rowlett	4
TxDOT	37
Total	355

Dallas County Intersections Identified for Pilot Project



Intersection Safety Implementation Plan (ISIP)

NCTCOG has worked with the Federal Highway Administration (FHWA) to develop an Intersection Safety Implementation Plan (ISIP) for the region. The plan identifies high crash intersection locations and systemic countermeasures that may help reduce regional intersection fatalities cost effectively.

Cities with 10 or More Intersections Identified in the ISIP

CITY	# OF INTERSECTIONS
Dallas	346
Fort Worth	167
Arlington	116
Plano	106
Garland	59
Richardson	42
Denton	35
Grand Prairie	32
Lewisville	27
Irving	24
Mesquite	22
Frisco	16
Mansfield	12
North Richland Hills	12
Hurst	11
Grapevine	10
McKinney	10

Five ISIP Countermeasures Identified for the NCTCOG Region

1. Re-time traffic signals for better coordination and for proper red and amber.
2. Install additional signal head per approach – one signal head per approach.
3. Change permitted and protected/permitted left turn phasing to protected.
4. Basic pavement marking and sign improvements.
5. Install advanced signal ahead warning signs.

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