

NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS 2019 Safety Program Performance Measures



North Central Texas Council of Governments - Roadway Safety Program Area

NCTCOG's Support of Federal Safety Performance Targets

- NCTCOG Aspirational Safety Goal: Even one death on the transportation system is unacceptable. Staff will work with our partners to develop projects, programs, and policies that assist in eliminating serious injuries and fatalities across all modes of travel.
- On February 14, 2019, the Regional Transportation Council adopted a resolution supporting Highway Safety Improvement Program Performance Targets (i.e. PM1) as established by the Texas Department of Transportation (TxDOT) in collaboration with statewide stakeholders.
- TxDOT targets were developed using a data-driven, multi-year, collaborative process which resulted in a two percent reduction from original trend line by Target Year 2022 — achieved by reducing each intermediate year by 0.4 percent in 2018, 0.8 percent in 2019, 1.2 percent in 2020, 1.6 percent in 2021, and 2.0 percent in 2022.
- Targets are based on a five year rolling average and are revisited annually.

Safety Performance Targets	2018 TxDOT Targets	2018 NCTCOG Targets	2019 TxDOT Targets	2019 NCTCOG Targets	2020 TxDOT Targets	2020 NCTCOG Targets
	0.4% Reduction		0.8% Reduction		1.2% Reduction	
No. of Fatalities	3,703.08	665.2	3,791.0	599.2	4,068	589.3
Fatality Rate	1.432	0.960	1.414	0.838	1.48	0.803
No. of Serious Injuries	17,565.4	3,647.8	17,751.0	3999.6	18,602	3,514.7
Serious Injury Rate	6.740	5.180	6.550	5.568	6.56	4.768
No. of Non-motorized Fatalities and Serious Injuries	2,150.6	560.0	2,237.6	582.4	2,477	595.0

NCTCOG 12-County MPA Crash and Fatality Data 2015-2019

NCTCOG receives regional crash data from TxDOT's Crash Records Information System annually. The performance measures below highlight reportable crashes and fatalities that occurred in the NCTCOG 12-county Metropolitan Planning Area (MPA) from 2015 to 2019. The data below indicates that in 2019 the NCTCOG region experienced **one crash every four minutes** and **one fatality every 12 hours**.

2015-2019 Crashes							2015-2019 Fatalities					
County	2015	2016	2017	2018	2019	% Change 2018-2019	2015	2016	2017	2018	2019	% Change 2018-2019
Collin	1,3222	13,898	13,100	13,202	13,936	5.56%	38	50	68	45	53	17.78%
Dallas	48,905	55,684	50,567	49,752	55,258	11.07%	260	316	281	295	271	-8.14%
Denton	11,693	12,236	11,970	11,769	12,191	3.59%	35	49	49	51	52	1.96%
Ellis	2,407	2,596	2,725	2,810	2,794	-0.57%	25	28	33	16	27	68.75%
Hood	751	795	819	725	798	10.07%	3	15	11	5	12	140.00%
Hunt	1,332	1,418	1,346	1,471	1,363	-7.34%	22	28	27	17	25	47.06%
Johnson	2,020	2,287	2,354	2,369	2,395	1.10%	23	23	21	23	39	69.57%
Kaufman	1,802	2,026	1,913	2,128	2,018	-5.17%	18	28	31	25	32	28.00%
Parker	2,014	2,176	2,306	2,219	2,199	-0.90%	18	21	20	29	26	-10.34%
Rockwall	1,308	1,370	1,350	1,409	1,583	12.35%	4	12	13	8	2	-75.00%
Tarrant	30,831	34,728	34,309	33,031	32,358	-2.04%	159	166	182	169	166	-1.78%
Wise	811	968	954	971	930	-4.22%	21	19	22	16	14	-12.50%
Total	117,096	130,182	123,713	121,856	127,823	4.67%	626	755	758	699	719	2.78%

Data Source: TxDOT Crash Records Information System (CRIS) current as of 4/7/2020 - 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."

2019 Contributing Factors for Serious Injury and Fatality Crashes

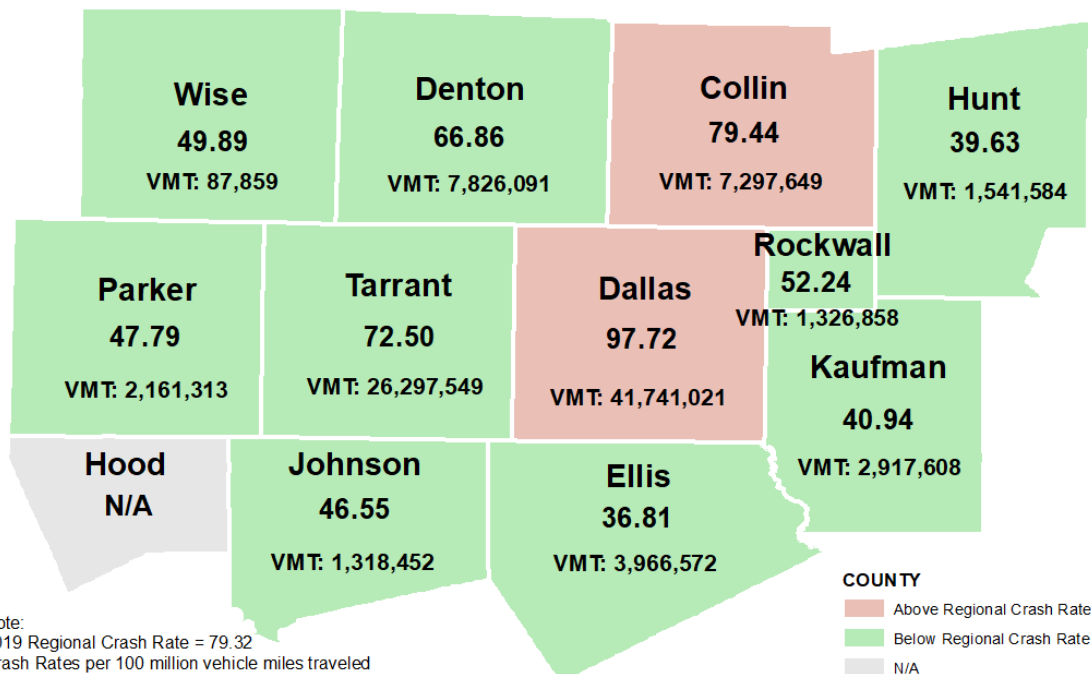
Top Ten Contributing Factors — Limited Access Facilities Only		2018	2019
1	Speeding - (Overlimit / Unsafe Speed / Failed to Control Speed)	34.23%	32.37%
2	Failed to Drive in Single Lane	8.26%	10.84%
3	Driver Related (Distraction in Vehicle / Driver Inattention / Road Rage / Drove Without Headlights, Cell/Mobile Device Use - (Talking / Other - [0.53%]))	11.41%	10.01%
4	Under Influence - (Alcohol / Drug / Had Been Drinking)	5.61%	9.10%
5	Changed Lane When Unsafe	11.31%	8.95%
6	Faulty Evasive Action	9.49%	6.22%
7	Pedestrian Failed to Yield Right of Way to Vehicle	1.26%	5.00%
8	Followed Too Closely	8.72%	4.02%
9	Disabled in Traffic Lane	1.79%	2.81%
10	Fatigued or Asleep	2.16%	1.74%

Note: The Contributing Factor Analysis above includes Primary, Secondary, and Tertiary Contributing Crash Factors on limited access facilities in the NCTCOG 12-County MPA only. Speeding has been the number one contributing factor for all analysis done from 2015-2019. For more information on contributing factor trends for previous years, please visit the [NCTCOG Safety Program](#) webpage.

2019 Crash Rates by County

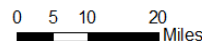
NCTCOG calculates crash rates on limited access facilities for counties within the NCTCOG 12-County MPA. The map below displays these crash rates by county in comparison to the regional crash rate of 79.32. This represents a slight increase from the 2018 rate of 77.40 crashes per 100 million vehicle miles traveled (VMT). Collin County and Dallas County had crash rates above the regional average.

2019 Limited Access Roadway Crash Rates by County: NCTCOG 12 - County MPA



Note:
 2019 Regional Crash Rate = 79.32
 Crash Rates per 100 million vehicle miles traveled
 Hood County is N/A as it does not have a limited access facility

Source:
 Crash Data - TxDOT Crash Records Information System (CRIS)
 VMT Data - Linearly Interpolated NCTCOG Trans Model Data



Crash Rates calculated for limited access facilities: IH, SH, and US mainlanes

NCTCOG Bicycle and Pedestrian Safety

Look Out Texans Campaign and Planning Efforts

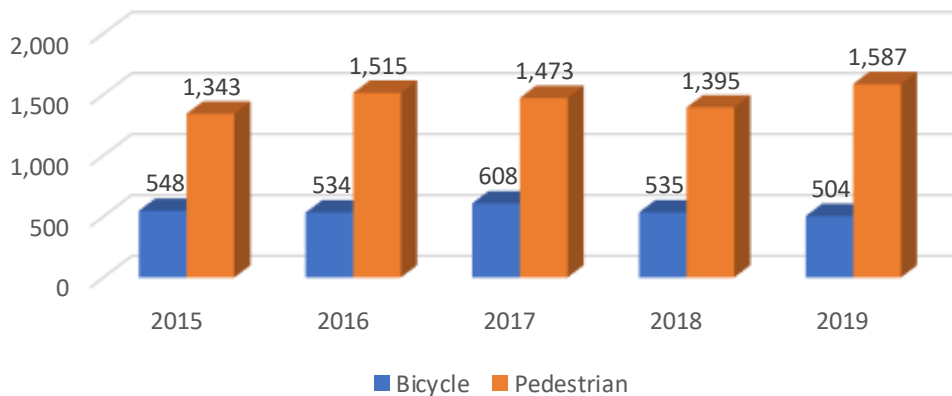
Launched in October 2015, the Look Out Texans Campaign encourages North Texans to watch out for one another and offers specific tips to bike, walk and drive safely together. The campaign was developed by the North Central Texas Council of Governments and funded by the Texas Department of Transportation. Between 2015 and 2019, there were more than 1,000 reported bicycle and pedestrian crashes involving a motor vehicle and over 845 fatalities in North Central Texas, according to TxDOT. The campaign features North Texans helping bring a greater sense of community and respect to our roads. Understanding how people bicycling, walking, and driving should interact together is important to improving safety on area roads and protecting our friends, families, and neighbors.

For example, people **bicycling** should follow the same traffic rules as motor vehicles, ride in the same direction as traffic, always stop at traffic signals and stop signs, and use hand signals to notify motorists of their intent. People **walking** must be alert and visible. Pedestrians should only cross streets at crosswalks and intersections where they can gauge traffic and be visible. Before crossing, eye contact with drivers ensures they are seen. Finally, people **driving** should allow at least three feet when passing someone on a bicycle. State law allows bicyclists to ride on roadways and use the middle of a lane. Drivers must also look out for people walking, always yielding to crossing pedestrians. To view safety education videos and see all 21 safety tips of the Look Out Texans campaign, visit LookOutTexans.org.

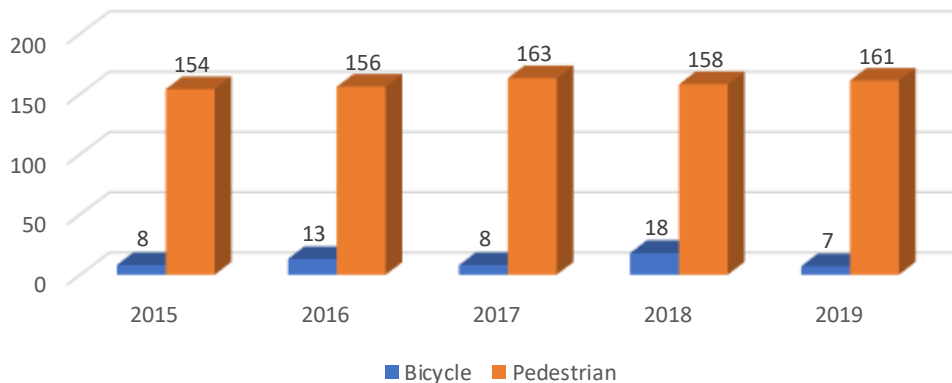
In a focused effort to reduce the number of pedestrian crashes and fatalities, NCTCOG, in partnership with TxDOT, is creating a Pedestrian Safety Action Plan. The plan will include goals, action items and policies in support of increasing regional pedestrian safety. Through collaboration with key stakeholders across the region, recommended countermeasures will be identified offering engineering, educational, and enforcement solutions in targeted locations. An online public opinion survey was conducted to solicit user feedback regarding the pedestrian experience in the metropolitan area. The full results of the survey, as well as more information about the plan, are all accessible on the project's web page: nctcog.org/pedsafetyplan.

NCTCOG 12-County MPA Bicycle and Pedestrian Crash Data 2015—2019

2015-2019 Bicycle & Pedestrian Crashes 12-County NCTCOG Region



2015-2019 Bicycle & Pedestrian Fatalities 12-County NCTCOG Region



NCTCOG Traffic Incident Management Program

2019 Regional Crash Pyramid — NCTCOG 12-County MPA

The crash pyramid represents the high volume of crashes in the region, equating to five injury crashes every hour. There is an obvious need for highly effective training for those agencies responsible for managing and clearing traffic incidents. Traffic incident management training promotes consistency among agency responders, significantly improves responder and motorist safety, and reduces the duration of traffic incidents.



On average, each injury crash requires
 2 Law Enforcement
 4 Fire/Rescue
 2 Emergency Medical Services
 1 Towing and Recovery
 9 Responders

Potentially 45 responders "working in or near moving traffic" every hour 24/7/365.

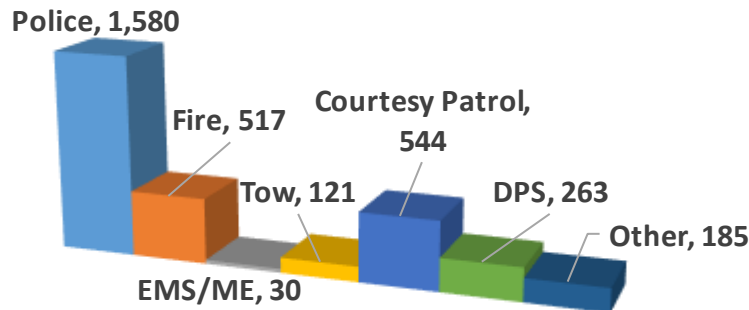
*Crash pyramid does not include "Unknown Injury Crashes"

NCTCOG TIM First Responder and Manager's Course

The Traffic Incident Management (TIM) training series was developed in February of 2003 and first offered in December of 2003. The goal of the TIM 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**, geared towards those with daily involvement in responding to traffic incidents, is offered six times per year. The training is eligible for TCOLE Credits, Fire Commission Credits, and Emergency Medical Services Continuing Education Units.

NCTCOG First Responder and Manager's Course Attendance		
2003 - 2019	January - February 2020	Total
3,190	50	3,240

NCTCOG First Responder and Manager's Course Attendance - Breakdown By Area



NCTCOG TIM Executive Level Course Attendance *

The **Executive Level Course** was introduced in 2005 and is geared towards agency decision 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.

Police	Fire	City Staff	Elected Officials	Public Works/ Strategic Services Transportation	Medical Staff	Other	Total (February 2005 - November 2019)
392	167	32	14	35	15	244	899

*May 2020 TIM Executive Level Course cancelled due to COVID-19 restrictions.

NCTCOG Traffic Incident Management Program

NCTCOG First Responder and Manager's Course Attendance — Breakdown By Agency

Cities and Counties Represented (77): August 2013 - February 2020

Allen Anna Argyle Arlington Aubrey Azle Balch Springs Bedford Benbrook Burleson Caddo Mills Carrollton Cedar Hill Cleburne Colleyville Corinth Cresson	Dallas Decatur Denton DeSoto Duncanville Eules Farmers Branch Flower Mound Forest Hill Forney Fort Worth Frisco Garland Glenn Heights Granbury Grand Prairie Grapevine	Greenville Hickory Creek Hurst Irving Joshua Keene Keller Kennedale Krum Lake Cities Lake Worth Lewisville Little Elm Mansfield Maypearl McKinney Melissa Mesquite	N. Richland Hills Northlake Plano Ponder Princeton Prosper Richardson Richland Hills Roanoke Rockwall Sachse Seagoville Springtown Terrell University Park Venus Waxahachie Willow Park Wilmer
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Counties: **Collin, Dallas, Erath, Hunt, Tarrant, and Wise**

Notes:

1. Agencies shown in **bold text** have attended both the First Responder and Manager's Course and the Executive Level Course.
2. The last major course update was done in August 2013.
3. Due to COVID-19 related restrictions, the most recent "in-person" NCTCOG TIM training was held in February 2020.

First Responder Struck-By "Fatality" Stats (2019)

Every day, firefighters, EMTs/paramedics, state troopers, police officers, sheriff's deputies, tow operators, and department of transportation responders are exposed to the grave hazards inherent in emergency responses on the nation's highways and roadways. Below is a breakdown of the fatality statistics at the regional, statewide, and national level, broken down by discipline in 2019.



	Discipline	National	Statewide	NCTCOG Region
1	Police	18	5	1
2	Fire/EMS	9	2	0
3	Towing	14	3	2
4	Roadside Assistance Patrol	0	0	0
	Total Responder Fatality Struck-bys	41	10	3



"Between January—April 2020, nationwide **fifteen** responders have been struck and killed by vehicles (4 in Texas)."

www.ResponderSafety.com

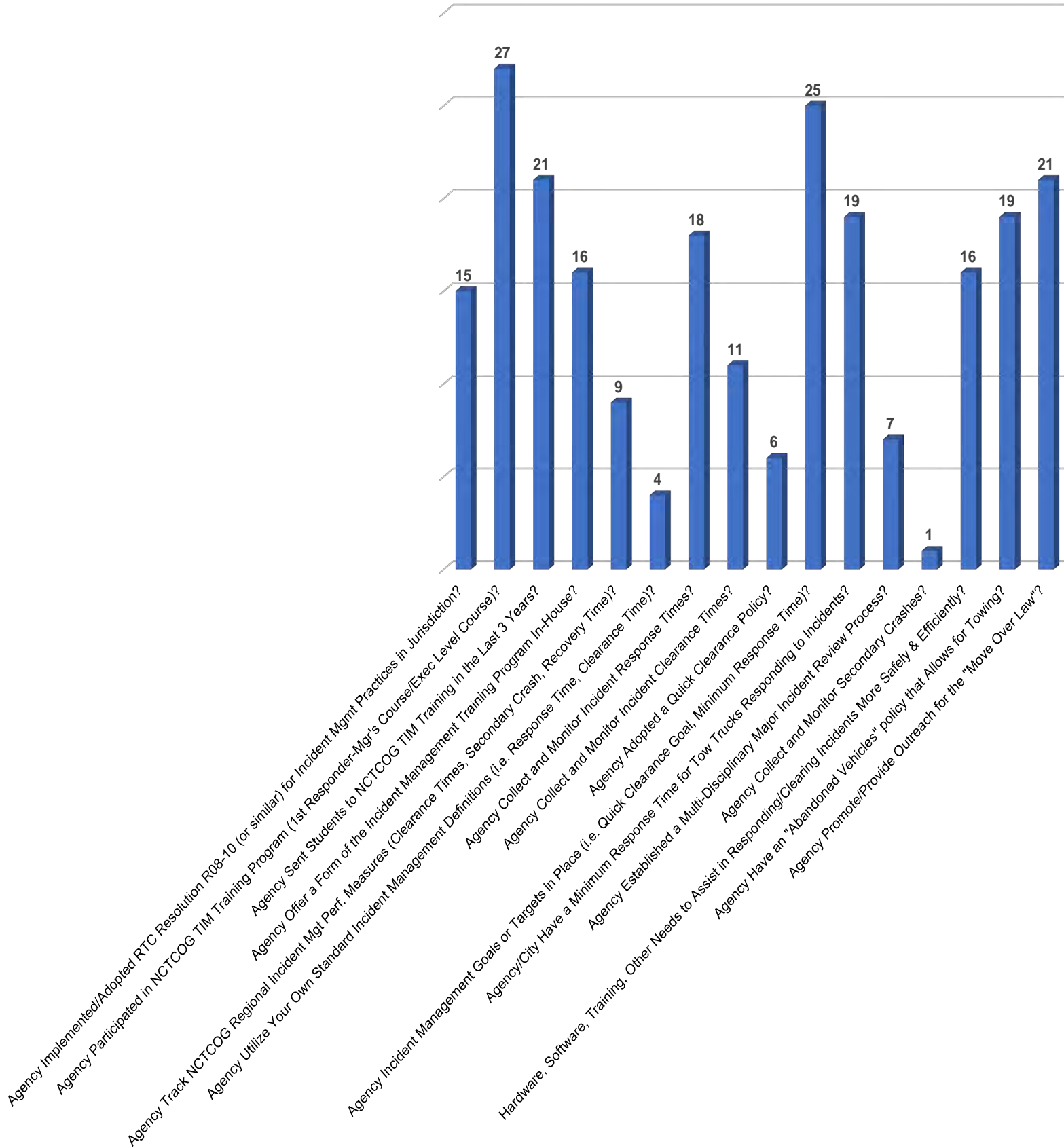
NCTCOG Roadside Assistance Patrol Struck-By "Non-Fatality" Stats

Roadside Assistance Patrol	Dallas County	LBJ Express	NTE Express	NTTA	Tarrant County	NCTCOG Region
2017	*	2	0	*	1	3
2018	*	1	1	*	3	5
2019	1	7	4	*	0	12
2020	*	0	1	*	2	3

The regional Roadside Assistance Patrol Program struck-by data was collected directly from regional mobility assistance patrol providers. Staff is looking to collect non-fatality struck-by information from all regional response agencies *for future reports*.
 * Information Pending from reporting agency.

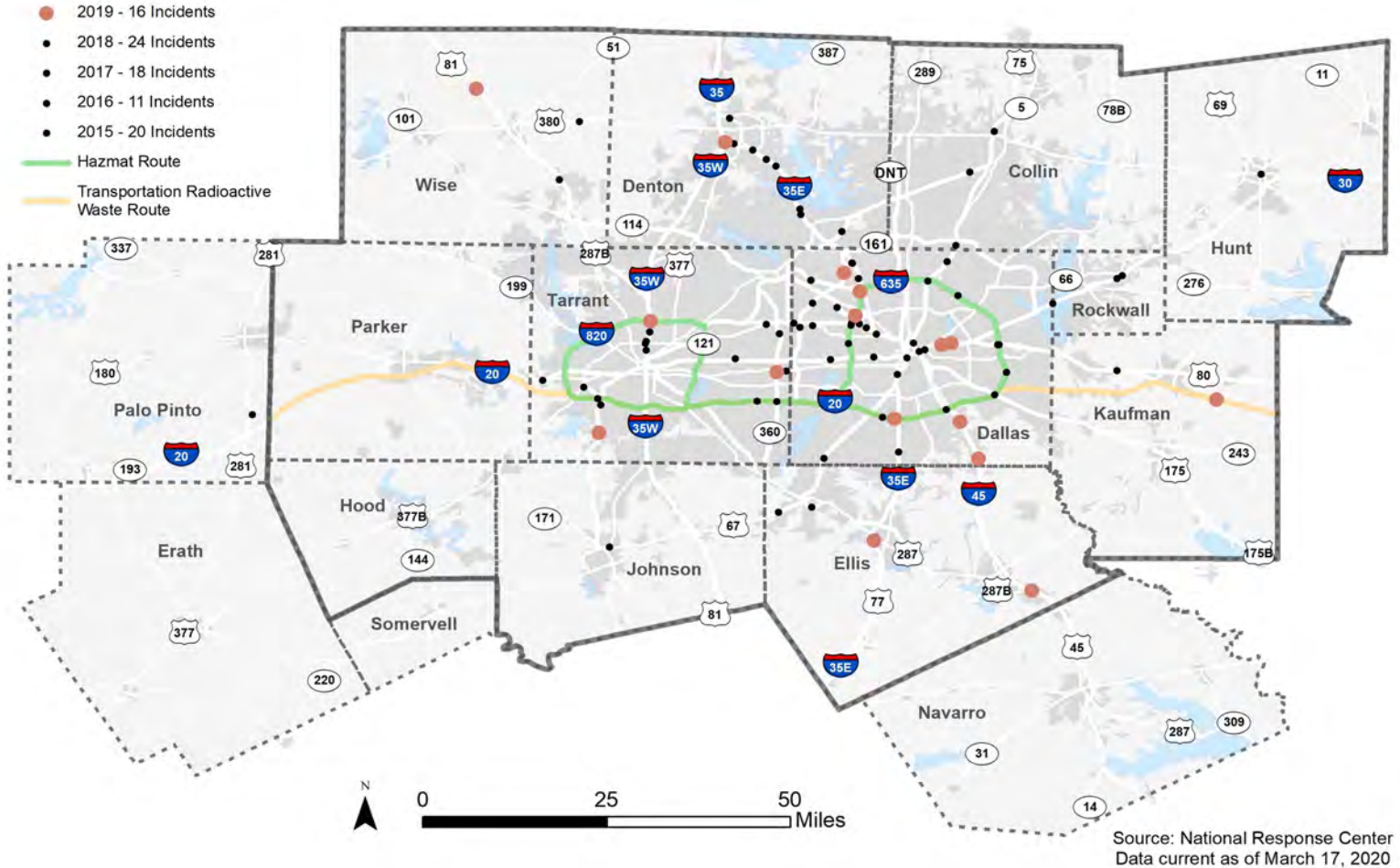
NCTCOG Traffic Incident Management Commitment Level Survey

The purpose of the 2020 Traffic Incident Management Commitment Level Survey is to gather information on our partner agencies' commitment to incident management. The survey was released September 4, 2019 and closed on February 21, 2020. Agencies who responded to the Survey include: Addison, Argyle, Balch Springs, Cedar Hill, Celina, Colleyville, Coppell, Dallas, Euless, Farmersville, Flower Mound, Fort Worth, Frisco, Glenn Heights, Grand Prairie, Grandview, Highland Park, Hurst, Josephine, Kaufman, Keller, Lake Dallas, Lewisville, Lucas, Mesquite, North Richland Hills, Northlake, Prosper, Richardson, Sachse, Sansom Park, and Terrell.



2019 NCTCOG 16-County HazMat Incidents

NCTCOG continues to monitor major hazardous material spills on limited access facilities using data obtained from the National Response Center. This analysis helps identify roadway corridors which have been impacted by incidents involving a hazardous material. Currently, the IH 20 corridor and the regional loops IH 820 and IH 635 are designated as radioactive waste routes. In 2019, there were 16 significant HazMat spills within the 16-county region. This is down from the previous year, which had 24 such incidents.



Source: National Response Center
Data current as of March 17, 2020

County	2015	2016	2017	2018	2019	Total
Collin	0	0	3	0	0	3
Dallas	9	4	10	11	8	42
Denton	2	2	1	4	1	10
Ellis	1	0	0	1	2	4
Erath	0	0	0	0	0	0
Hood	0	0	0	0	0	0
Hunt	1	0	0	0	0	1
Johnson	0	0	1	0	0	1
Kaufman	0	0	0	1	1	2
Navarro	0	0	0	0	0	0
Parker	0	0	0	0	0	0
Palo Pinto	1	0	0	0	0	1
Rockwall	0	1	0	2	0	3
Somervell	0	0	0	0	0	0
Tarrant	6	4	3	3	3	19
Wise	0	0	0	2	1	3
Total	20	11	18	24	16	89

Roadside Assistance Program

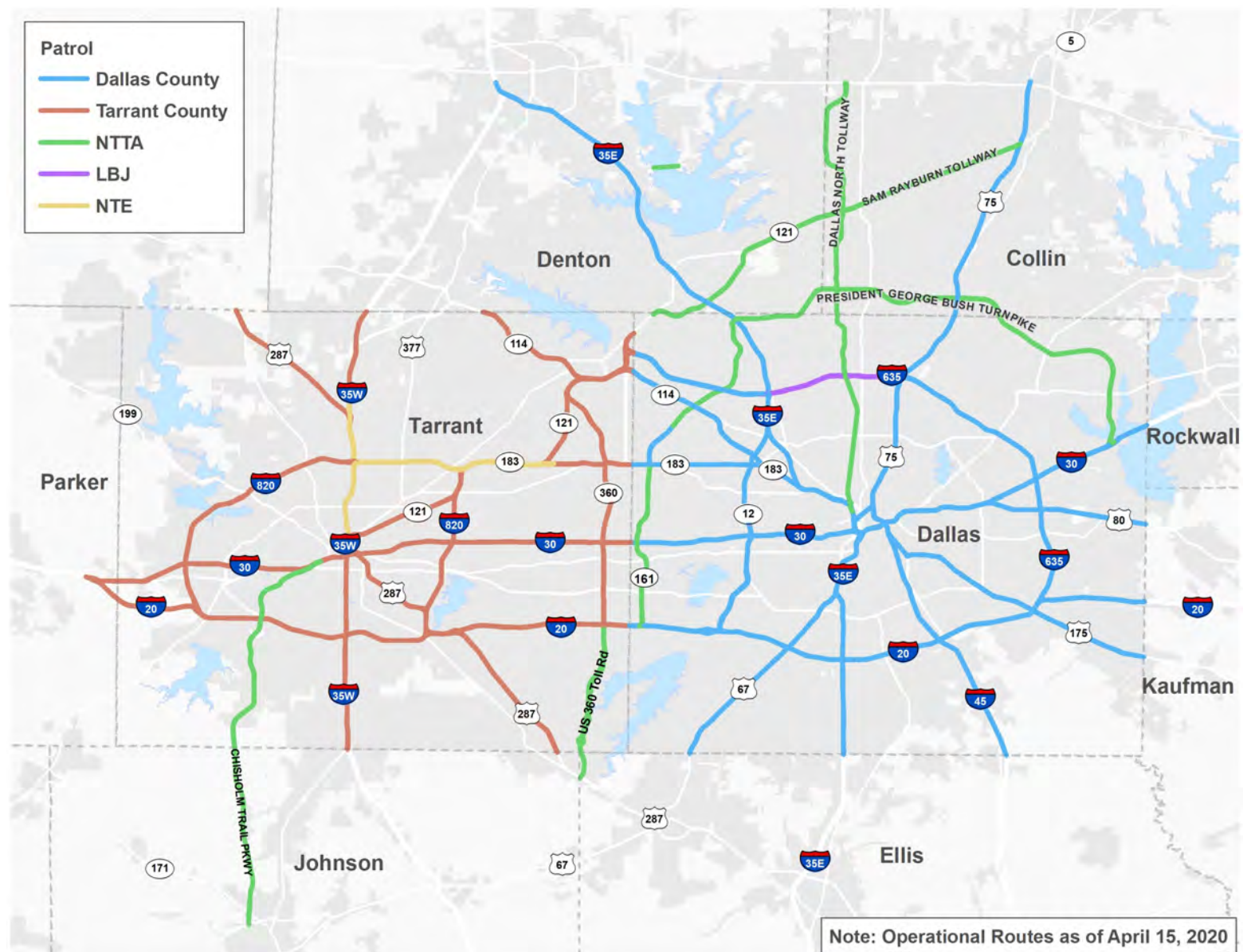
The Roadside Assistance Program (RAP) is a crucial part of incident response and traffic safety efforts in North Texas. Area RAP programs help alleviate congestion and prevent secondary crashes on busy highways/freeways and toll roads by providing free assistance to stalled and stranded motorists by either getting the vehicles operating again or moving them off the facility completely. Patrols also provide protection to other first responders, and give advance warning to motorists approaching the scene of a crash. Patrol coverage is focused on congested highway systems in Dallas and Tarrant Counties but also extends into portions of Collin, Denton, and Johnson Counties.

Patrols are currently operated by the Dallas County Sheriff's Office, Tarrant County Sheriff's Office, North Texas Tollway Authority (NTTA), LBJ Express, and North Tarrant Express (NTE) Mobility Partners. Each agency's coverage area is shown in the map below.

Roadside Assistance Program Performance Measures

Agency	2018 Assists	2019 Assists
Dallas County Operations	66,048	68,649
Tarrant County Operations	27,129	27,135
NTTA	44,684	44,702
NTE Express	5,829	6,185
LBJ Express	6,176	6,080

Patrol Routes



In 2019, Dallas/Fort Worth Area Roadside Assistance Patrols

provided:



71,543

Driver Assistance /
Stalled Vehicle



32,648

Courtesy Check /
Directions



5,378

Crash
Assistance



15,623

Debris
Removal



13,175

Protection to
First Responders



9,907

Abandoned
Vehicle Check

Total Combined Assists: 152,751

Notes:

Data includes Dallas County, Tarrant County, LBJ and NTE Texpress, and NTTA motorist assists combined.

4,477 assists were either not found, cancelled before a patrol vehicle arrived, or did not specify the service provided.

Hours of Operation

Phone Number

Dallas County



Mon - Fri 5 AM - 9:30 PM
Sat - Sun 11 AM - 7:30 PM



(214) 320-4444

Tarrant County



Mon - Sun 6 AM - 10 PM



(817) 884-1213

NTTA



Mon - Sun 24 Hours a Day



(214) 224-2203
or #999

NTE and
LBJ TEXpress



Mon - Sun 24 Hours a Day



(972) 661-8693
or #777



Wrong-Way Driving Mitigation Pilot Programs - Dallas and Fort Worth Districts

The NCTCOG Wrong-Way Driving (WWD) Mitigation Pilot Program focuses on preventing incidents where a driver enters a limited access facility in the wrong direction by installing WWD countermeasures at known hotspots. Phase 1 of this program began in Dallas County in 2014 by introducing low cost systemic countermeasures such as replacing conflicting lane signage and arrow markings. Since its initiation, the project has expanded to several additional counties shown in the table below. Over the past year the Dallas District has worked hard to complete these countermeasures at 93 of the 100 remaining intersections in Dallas County and 15 of the remaining intersections in other counties.

Phase II of the WWD Mitigation Pilot Program began in Tarrant County in 2015 and focused on three corridors: IH 30, SH 360, and IH 35W. This included 14 intersections along IH 30 where radar, hi-def cameras, and flashing LED Wrong Way signs were installed alongside more traditional countermeasures. Using this technology, researchers documented initial decreases in the number of wrong way drivers entering IH 30 compared to the average annual crash rate of the previous six years, but will wait for additional data before drawing any final conclusions.

The North Texas Tollway Authority (NTTA) uses thermal cameras to detect wrong way drivers on their tolled facilities. They also use sensors embedded in ramps to determine if a vehicle has entered the ramp traveling in the wrong direction. If this happens, automatic alerts are sent to NTTA staff who notify law enforcement. NTTA has also added prevention measures like flashing signs to correct a wrong way driver's travel before they enter the highway.

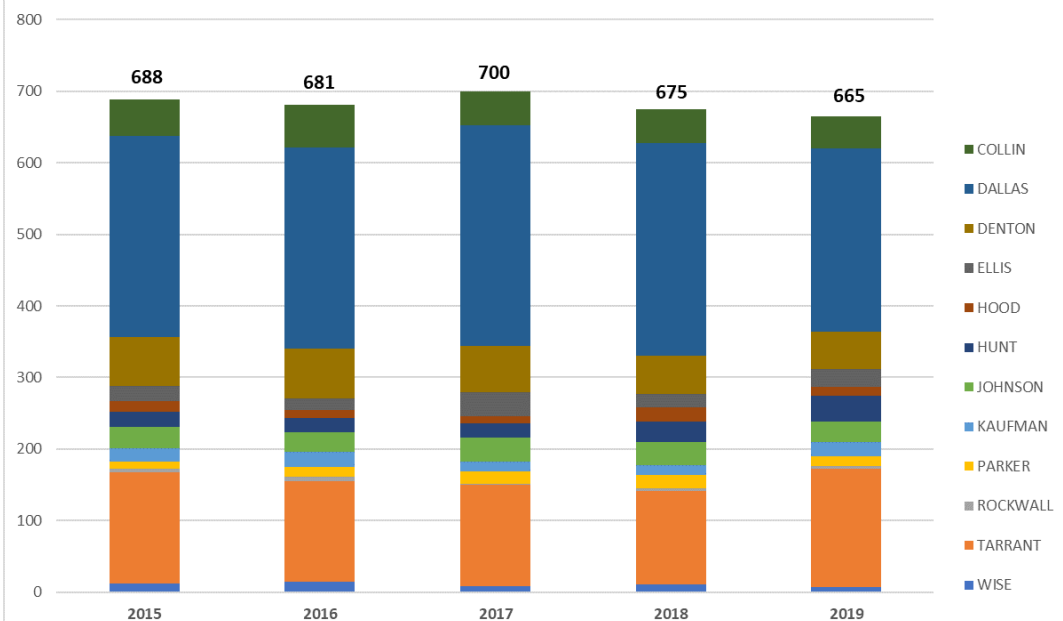
Phase I Signalized and Non-signalized Intersections: TxDOT Dallas District

Dallas County Intersections			Additional Counties		
	Proposed Intersections	Remaining Intersections		Proposed Intersections	Remaining Intersections
Carrollton	11	0	Collin County	39	17
Dallas	174	7	Denton County	20	17
Farmers Branch	2	0	Ellis County	6	6
Garland	17	0	Rockwall County	4	0
Grand Prairie	25	0	Navarro County	3	3
Irving	38	0	Kaufman County	3	3
Mesquite	17	0	Dallas (DNT)*	13	0
Richardson	6	0			
Rowlett	5	0			
TxDOT	34	0			
Totals	329	7		88	46

In addition to the items above, NCTCOG in partnership with TxDOT and NTTA released a Request for Information for wrong-way driver detection, verification and notification through mobile and/or in-vehicle technology in August 2019. However it was determined that this technology is not yet developed to a point where it would be beneficial to area drivers and will be revisited in the future.

12-County MPA - Wrong Way Driving Crashes: 2015-2019

From 2015 to 2019, the number of crashes on all roadways caused by a wrong way driver decreased 3.3 percent within the 12-county MPA. The total number of crashes caused by a wrong way driver fell to a five year low in 2019.



Note: WWD crashes include those where wrong way driving was identified as either a primary, secondary, or tertiary contributing factor to the crash.

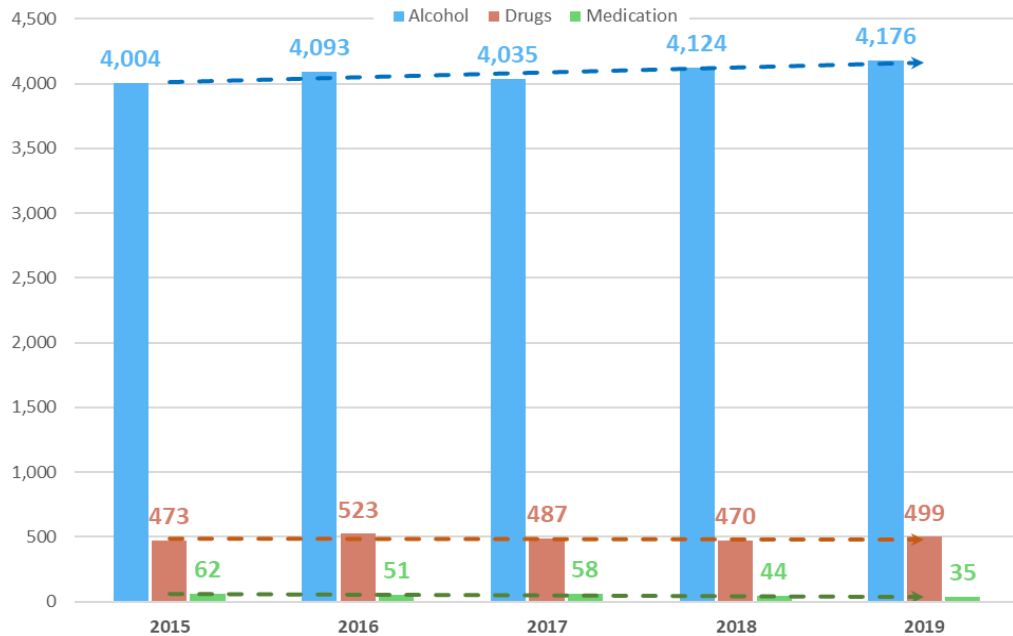
Incident Management Equipment Purchase 2020 Call for Projects

On December 18, 2019, NCTCOG opened the second Incident Management Equipment Purchase Call for Projects (CFP) to assist regional police, fire, and public works agencies in purchasing equipment and technology that aid in quick incident clearance and mitigation. Equipment and technology that aid in quick incident clearance assists with both keeping motorists and first responders safe on the roadway and in improved air quality for the region. The CFP covered multiple jurisdictions throughout the Dallas-Fort Worth nonattainment area, including Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise Counties. Federal funds in the amount of \$1.5 million were available to regional first responder agencies to assist them in purchasing equipment such as traffic control and scene management equipment; responder safety gear, changeable message signs, responder radios, and crash investigation technology and training. The CFP closed on February 21, 2020. Updated information on the approved CFP award recommendations can be found here:

<https://www.nctcog.org/fimcfp>.

Crashes Involving Impaired Drivers: 2015-2019

Crashes involving a driver impaired by alcohol, illegal drugs, or legal medication have remained one of the top ten contributing factors in both the state of Texas and NCTCOG region. The graph below highlights these crashes in the North Central Texas 12-county region from the past five years. During this time period, the number of crashes involving an impaired driver has increased close to 4 percent overall, but included a drop in the number of crashes where medication was cited as a contributing factor.

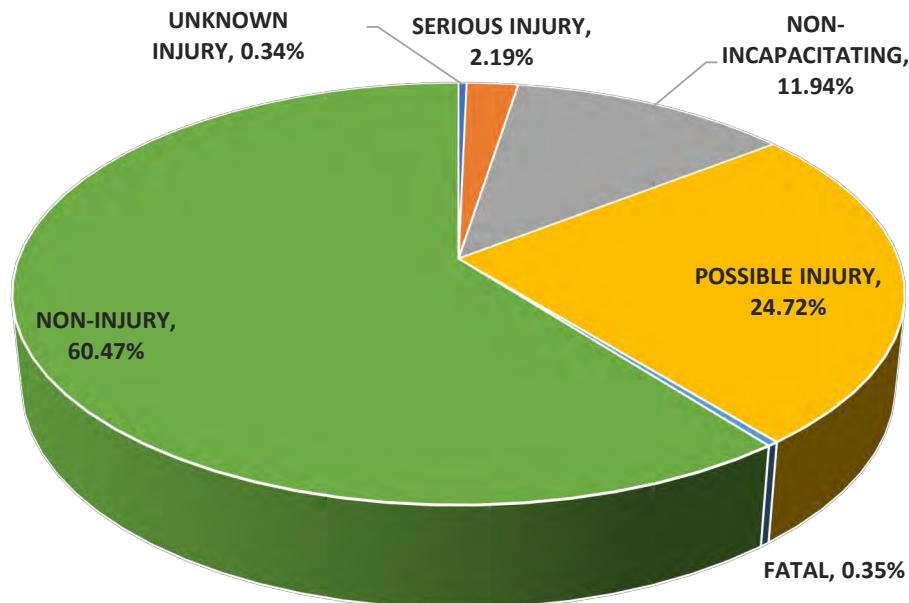


Note: The Impaired Driving Analysis includes TxDOT crash records where the primary, secondary, or tertiary contributing factors were cited as "Had been drinking", "Taking medication", "Under influence—alcohol", or "Under influence—drugs". Motor vehicle crash within the NCTCOG 12-County area are included.

2019 Crash Severity and Seatbelt Restraint

Seatbelts save lives. Wearing a seat belt helps keep you from being ejected in a crash and increases your chances of surviving by 45 percent in a passenger vehicle and up to 60 percent in a pickup truck. May 2019 marked the 17th anniversary of "Click It or Ticket," a TxDOT campaign urging Texans to buckle up. Today, more than 91 percent of Texans use their seatbelts compared to only 76 percent when the campaign launched in 2002....*but there is more work to be done.* There were 43,911 injury crashes within the 12-county MPA in 2019. Accordingly, 41,288 of those injury crashes involved people wearing seatbelts. While there were 2,567 "serious injury" crashes involving people wearing seatbelts, there were 452 fatal crashes involving people wearing seatbelt restraints. Of those who wore seatbelts, *less than 0.5 percent crashes were fatal.* As shown in the chart below, of those who "wore seatbelts", over 60 percent of the crashes were non-injury.

Seatbelt Restraint by Injury Severity (2019)



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North Central Texas
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