

NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS 2015 Safety Program Performance Measures

NCTCOG 16-County Crash and Fatality Data 2013-2015

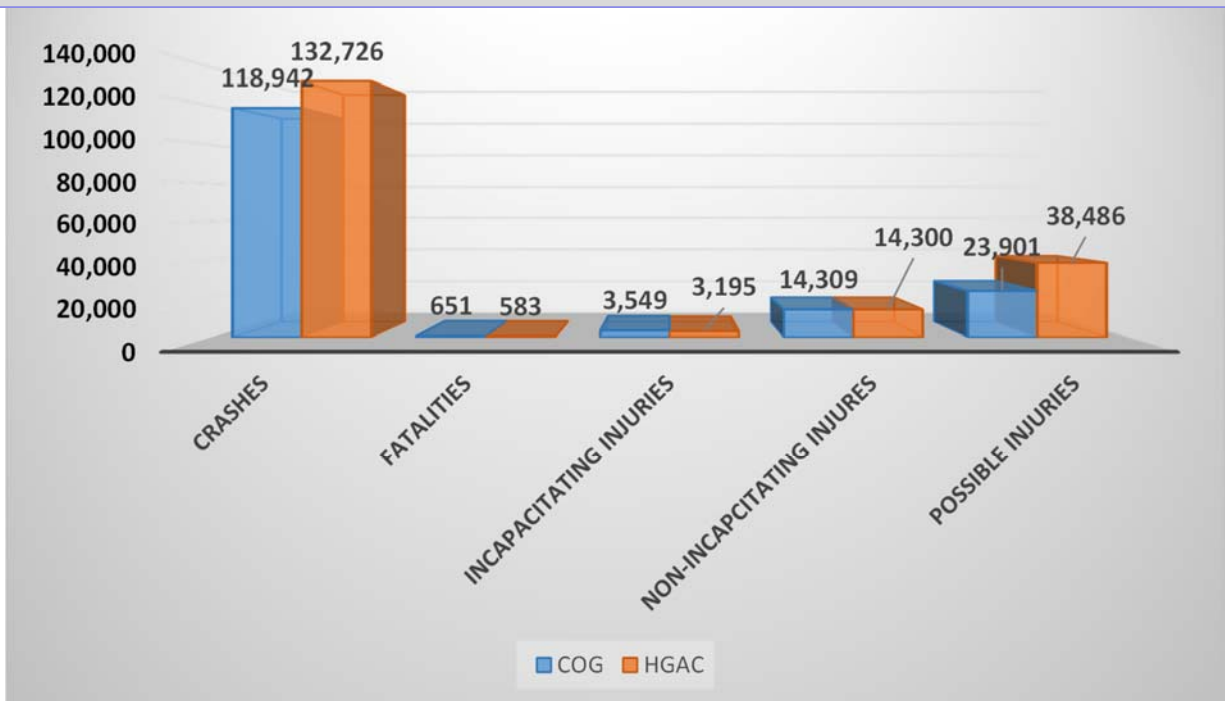
NCTCOG receives regional crash data from TxDOT's Crash Records Information System (CRIS) annually. The collected data helps to identify crash hotspots and assist in the development of improvement strategies for the locations. The performance measures below highlight reportable crashes and fatalities that occurred in the North Texas region in 2013, 2014 and 2015. The data below indicates that in 2014 the NCTCOG region experienced one crash every five minutes and one fatality every 15 hours.

2013-2015 Crashes					2013-2015 Fatalities				
County	2013	2014	2015	% Change 2014 to 2015	County	2013	2014	2015	% Change 2014 to 2015
Collin	10,419	11,845	12,893	8.85%	Collin	41	41	36	-12.20%
Dallas	40,330	42,895	48,811	13.79%	Dallas	218	235	256	8.94%
Denton	8,975	9,886	11,655	17.89%	Denton	40	36	34	-5.56%
Ellis	1,858	2,173	2,401	10.49%	Ellis	19	23	25	8.70%
Erath	500	624	674	8.01%	Erath	10	16	18	12.50%
Hood	638	752	749	-0.40%	Hood	5	8	3	-62.50%
Hunt	949	1,110	1,317	18.65%	Hunt	15	18	18	0.00%
Johnson	2,010	1,998	1,983	-0.75%	Johnson	18	23	23	0.00%
Kaufman	1,388	1,480	1,752	18.38%	Kaufman	12	24	17	-29.17%
Navarro	968	1,073	1,253	16.78%	Navarro	13	10	11	10.00%
Palo Pinto	535	534	548	2.62%	Palo Pinto	11	8	10	25.00%
Parker	1,804	1,999	1,981	-0.90%	Parker	18	15	19	26.67%
Rockwall	1,026	1,019	1,285	26.10%	Rockwall	8	3	4	33.33%
Somervell	141	135	135	0.00%	Somervell	6	3	2	-33.33%
Tarrant	27,595	28,222	30,714	8.83%	Tarrant	139	142	155	9.15%
Wise	903	910	791	-13.08%	Wise	10	14	20	42.86%
Total	100,039	106,655	118,942	11.52%	Total	583	619	651	5.17%

Source (Crashes and Fatalities): TxDOT's Crash Records Information System (CRIS) current as of 2/6/2016 - 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."

Crash Comparison: NCTCOG Region vs. HGAC Region



NCTCOG Crash and Fatality Data 2015

2015 Contributing Factors for Serious Injury and Fatality Crashes

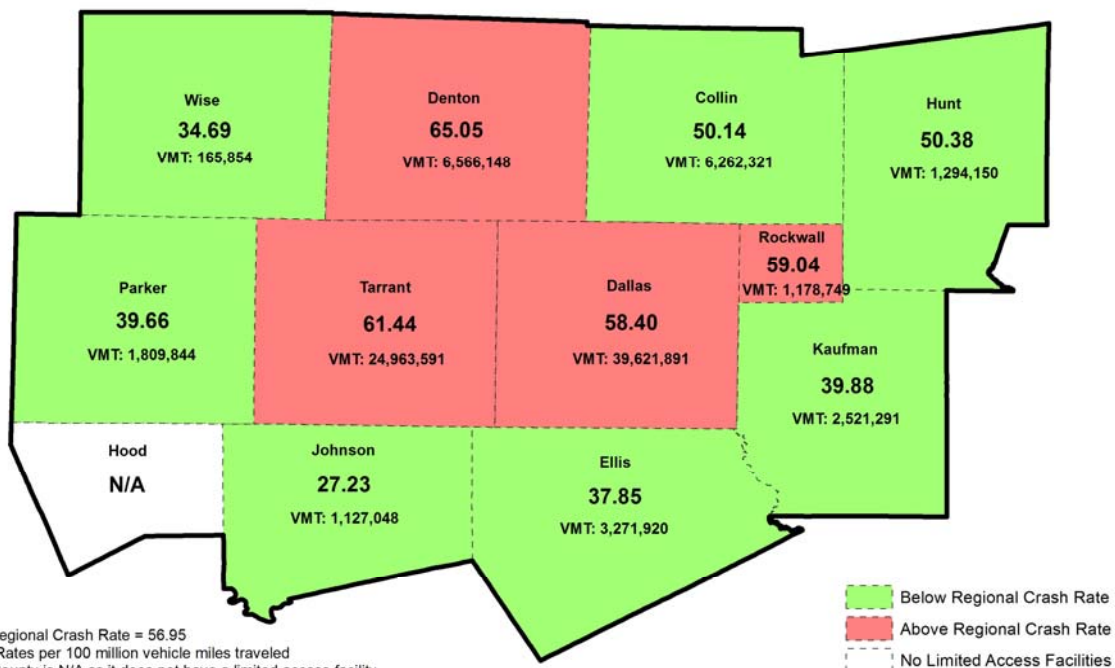
	Top Ten Contributing Factors	Percentage
1	Speeding - (Failed to Control Speed / Overlimit / Unsafe Speed)	32.10%
2	Driver Related (Distraction in Vehicle / Driver Inattention / Drove Without Headlights / Road Rage)	11.56%
3	Faulty Evasive Action	9.68%
4	Changed Lane When Unsafe	8.75%
5	Followed Too Closely	8.36%
6	Failed to Drive in Single Lane	6.59%
7	Under Influence - (Alcohol / Had Been Drinking / Drug)	4.57%
8	Disabled in Traffic Lane	2.24%
9	Fatigued or Asleep	1.94%
10	Sick or Ill (Explain in Narrative)	1.01%

Notes: 1. The Contributing Factor Analysis above includes Primary, Secondary, and Tertiary Contributing Crash Factors on limited access facilities in the NCTCOG 12-County MPA.

2015 Crash Rates by County

Annually, NCTCOG calculates crash rates on limited access facilities for the NCTCOG 12-County MPA. The map below displays crash rates by county in comparison to the 2015 regional crash rate of 56.95 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.

2015 Limited Access Roadway Crash Rates by County: NCTCOG 12 - County MPA



Note:
 2015 Regional Crash Rate = 56.95
 Crash Rates per 100 million vehicle miles traveled
 Hood County is N/A as it does not have a limited access facility

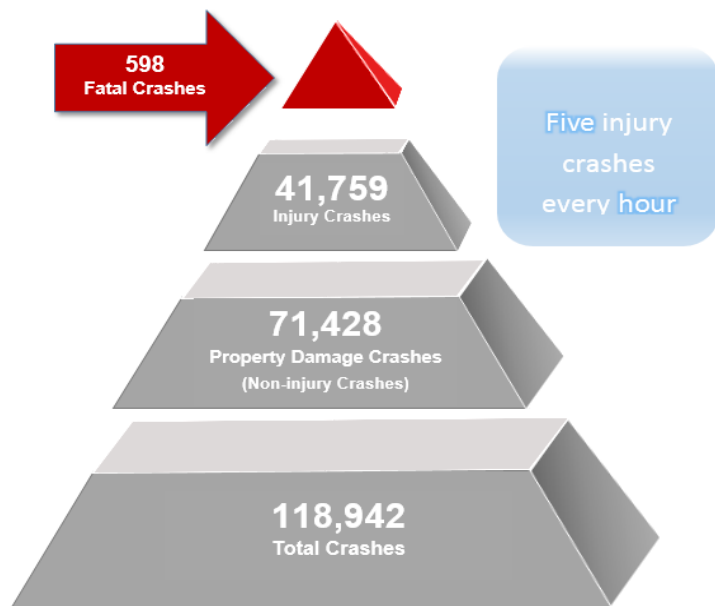
Source:
 Crash Data - TxDOT Crash Records Information System (CRIS)
 VMT Data - NCTCOG Trans Model Performance Reports



NCTCOG Traffic Incident Management (TIM) Program

2015 Regional Crash Pyramid

The following statistics represent 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

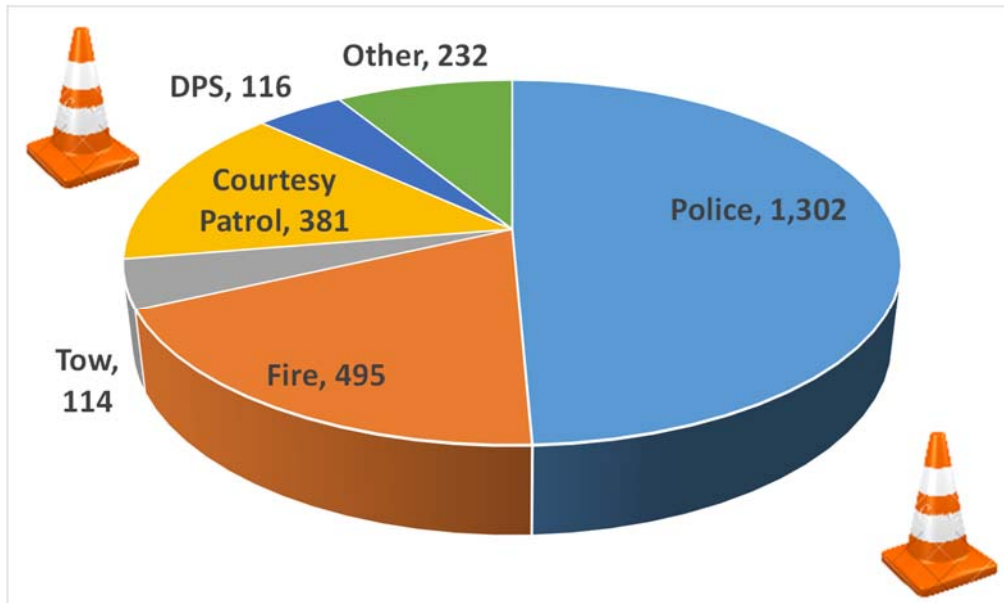
Potentially 45 responders "working in or near moving traffic" every hour 24/7/365

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** 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. The training is eligible for TCOLE Credits, Fire Commission Credits and Emergency Medical Services (EMS) Continuing Education Units (CEUs).

<i>First Responder and Manager's Course Attendance</i>			
2003 - 2014	2015	January 2016	Total
2,440	169	31	2,640

First Responder and Manager's Course Attendance - Breakdown



NCTCOG Traffic Incident Management (TIM) Program

First Responder and Manager's Course Attendance - Agencies

Cities and Counties Represented (116)

As of January 2016

Able Springs	Burleson					Plano	Southlake
Addison	Carrollton	DeSoto	Glenn Heights	Joshua	Little Elm	Ponder	Sunnyvale
Aledo	Cedar Hill	Duncanville	Grand Prairie	Kaufman	Longview	Prosper	Terrell
Allen	Cleburne	Edgecliff Village	Grapevine	Keene	Mansfield	Red Oak	The Colony
Alvarado	Colleyville	Euless	Greenville	Keller	McKinney	Richardson	Trophy Club
Anna	Commerce	Fairview	Greenwood	Kennedale	Mesquite	Richland Hills	University Park
Argyle	Coppell	Farmers Branch	Haltom City	Kilgore	Midlothian	Roanoke/	Watauga
Arlington	Corinth	Ferris	Highland Park	Krugerville	Milford	Marshall Creek	Waxahachie
Aubrey	Corsicana	Flower Mound	Highland Village	Krum	Murphy	Rockwall	Weatherford
Azle	Crandall	Forest Hill	Hudson Oaks	Lake Cities	North Richland Hills	Rowlett	Westlake
Balch Springs	Cresson	Forney	Hurst	Lake Worth	Northlake	Royse City	White Settlement
Bedford	Crowley	Fort Worth	Hutchins	Lakeside	Oak Point	Sachse	Willow Park
Benbrook	Dallas	Frisco	Irving	Lancaster	Ovilla	Saginaw	Wilmer
Brock Dennis	Denton	Garland	Italy	Lewisville	Pantego	Seagoville	Wylie

Counties: Collin, Dallas, Denton, Johnson, Kaufman, Parker, Rockwall, and Tarrant

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 - October 2015)
255	115	21	16	29	6	88	530

Photogrammetry Training 2007— 2016

Photogrammetry Training is offered as a complement to the region's TIM 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	159
Advanced Training	98

Bicycle and Pedestrian Safety - Look Out Texans Campaign

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 2010 and 2014, there were more than 8,200 reported bicycle and pedestrian crashes involving motor vehicles that resulted in over 500 fatalities in North 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 vehicles, ride in the same direction as traffic, always stop at traffic signals and stop signs, and use hand signals. 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 were 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.



Mobility Assistance Patrol Program (MAPP)

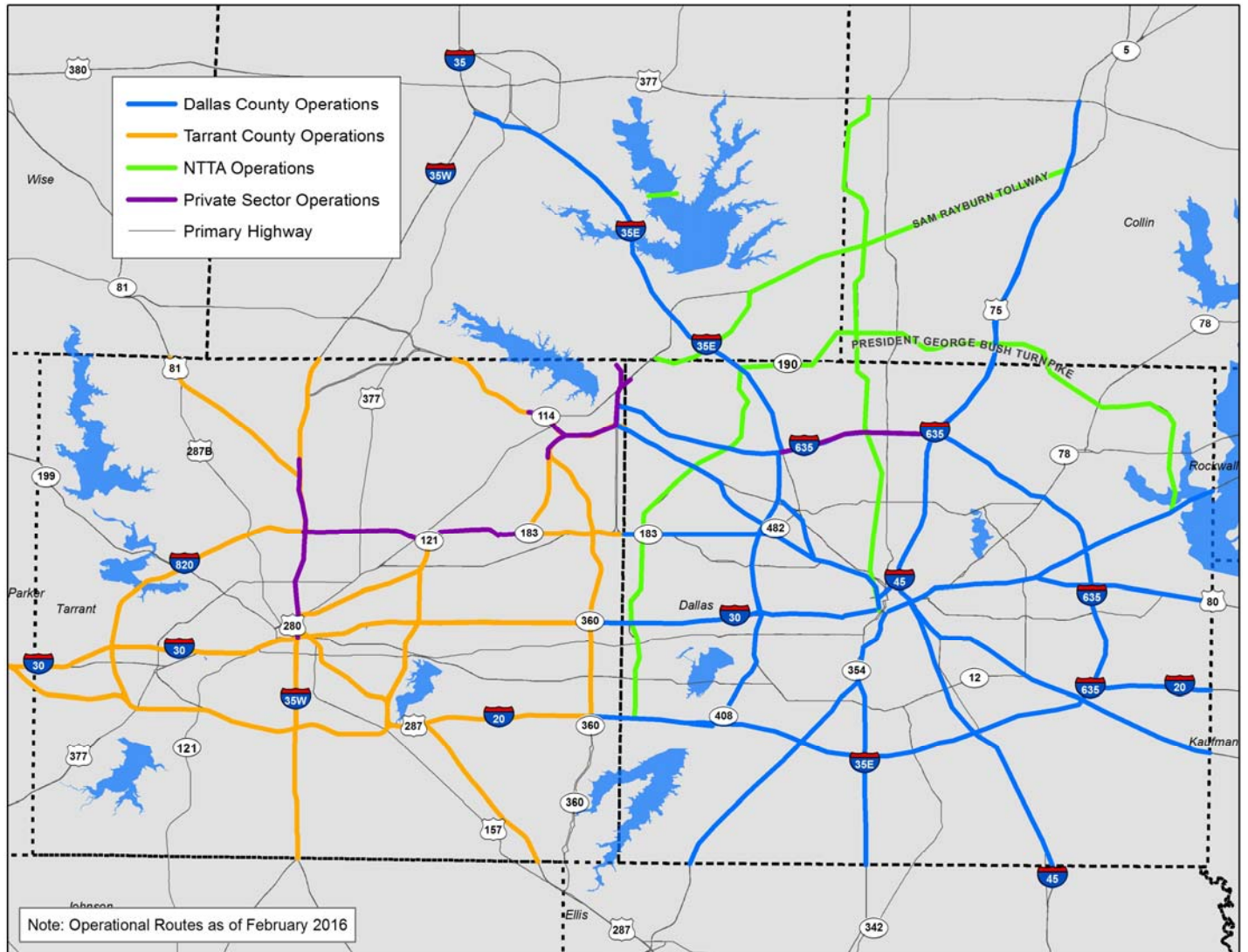
The Mobility Assistance Patrol Program (MAPP) is an essential element to the region's Traffic Incident Management operations. The MAPP coverage area is focused on congested roadway systems in Dallas and Tarrant Counties and portions of Collin and Denton Counties. The goal of the Regional MAPP is to assist 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 private sector partner agencies on the DFW Connector, LBJ TEXpress, and NTE TEXpress corridors. The number of assists from NTTA is not reported here due to a corruption in their data.

Mobility Assistance Patrol Program Performance Measures

Agency	2014 Assist	2015 Assist
Dallas County Operations	69,828	66,501
Tarrant County Operations	22,765	26,460
NTE	Not Reported	3,479
LBJ	Not Reported	3,928
NTTA	38,832	Not Reported

Patrol Routes



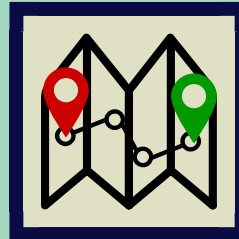
In 2015, Dallas and Tarrant County

Mobility Assistance Patrols provided:



••• 40,939

Driver Assistance / Stalled Vehicle



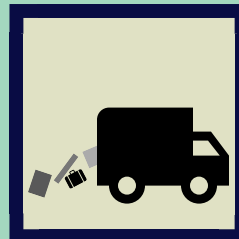
••• 26,545

Courtesy Check / Directions / Info



••• 3,347

Crash Assistance



••• 6,474

Debris Removal



••• 6,797

Protection to First Responders



••• 6,537

Abandoned Vehicle Check

Total Combined Assists: 92,961

Combined Highway Miles Patrolled: 464

2,322 assists were either not found or cancelled before a patrol vehicle arrived

Hours of Operation

Dallas County

Mon - Fri
Sat - Sun



5 AM - 9:30 PM
11 AM - 7:30 PM

Tarrant County

Mon - Sun



6 AM - 10 PM

NTTA

Mon - Sun



24 Hours a Day

CDA (NTE and LBJ)

Mon - Sun

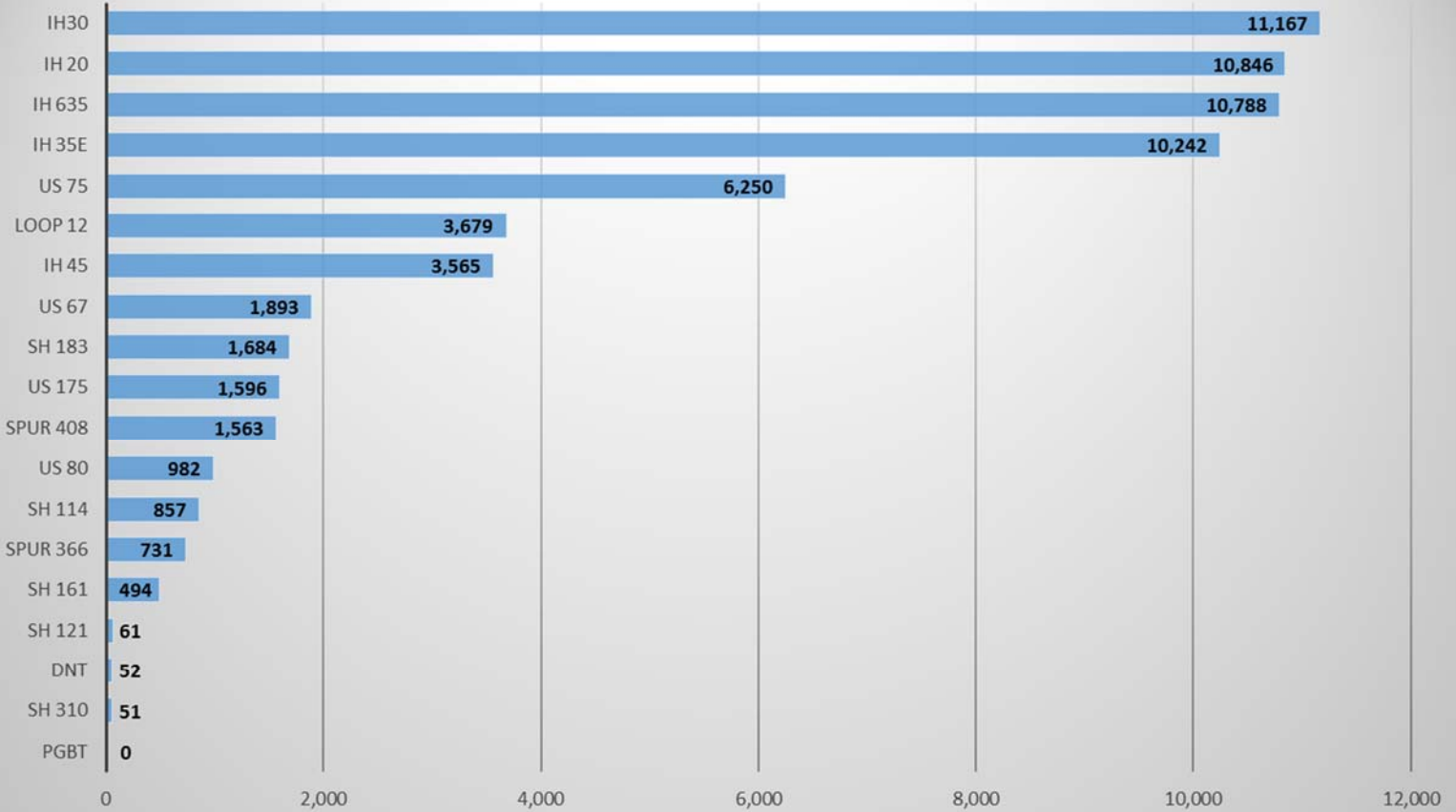


24 Hours a Day

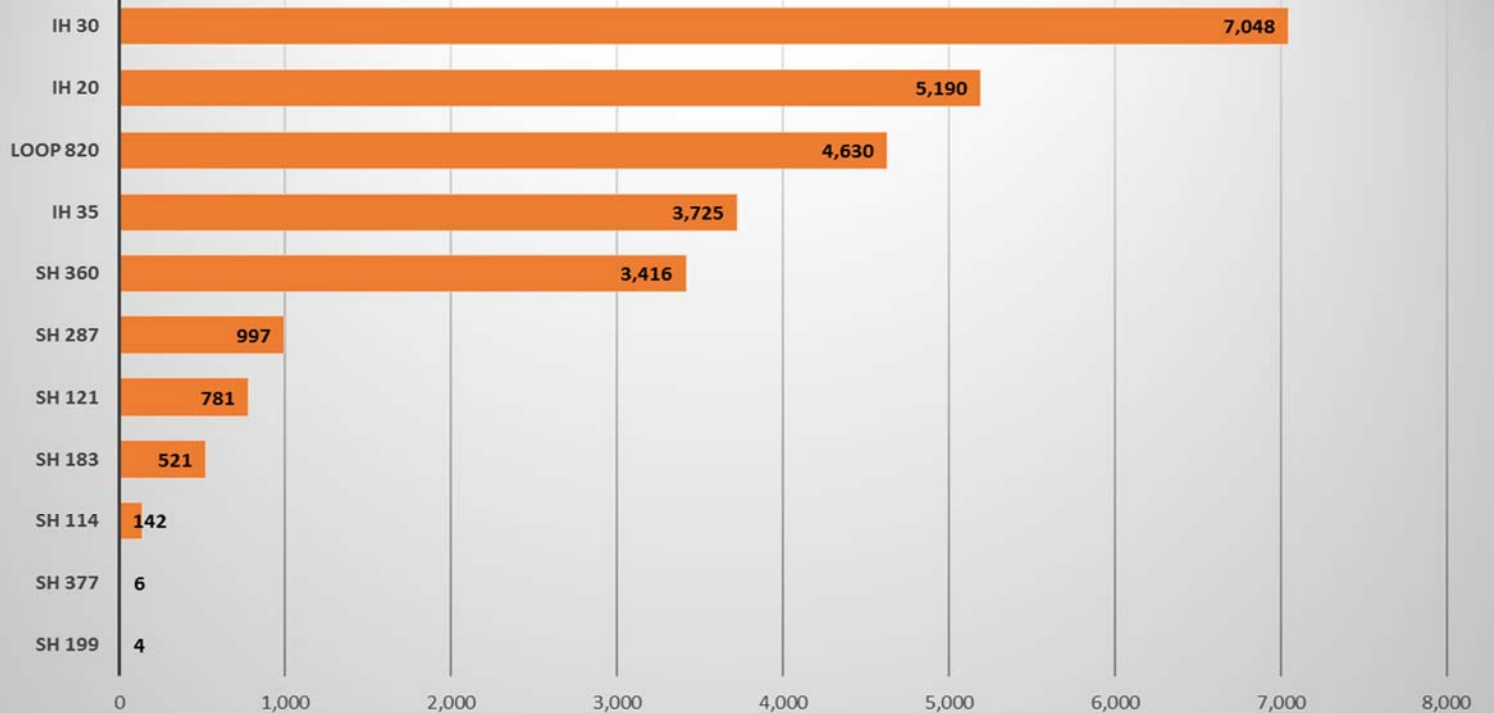


Mobility Assistance Patrol Program (MAPP)

2015 Dallas County Operations — Assist Totals by Roadway



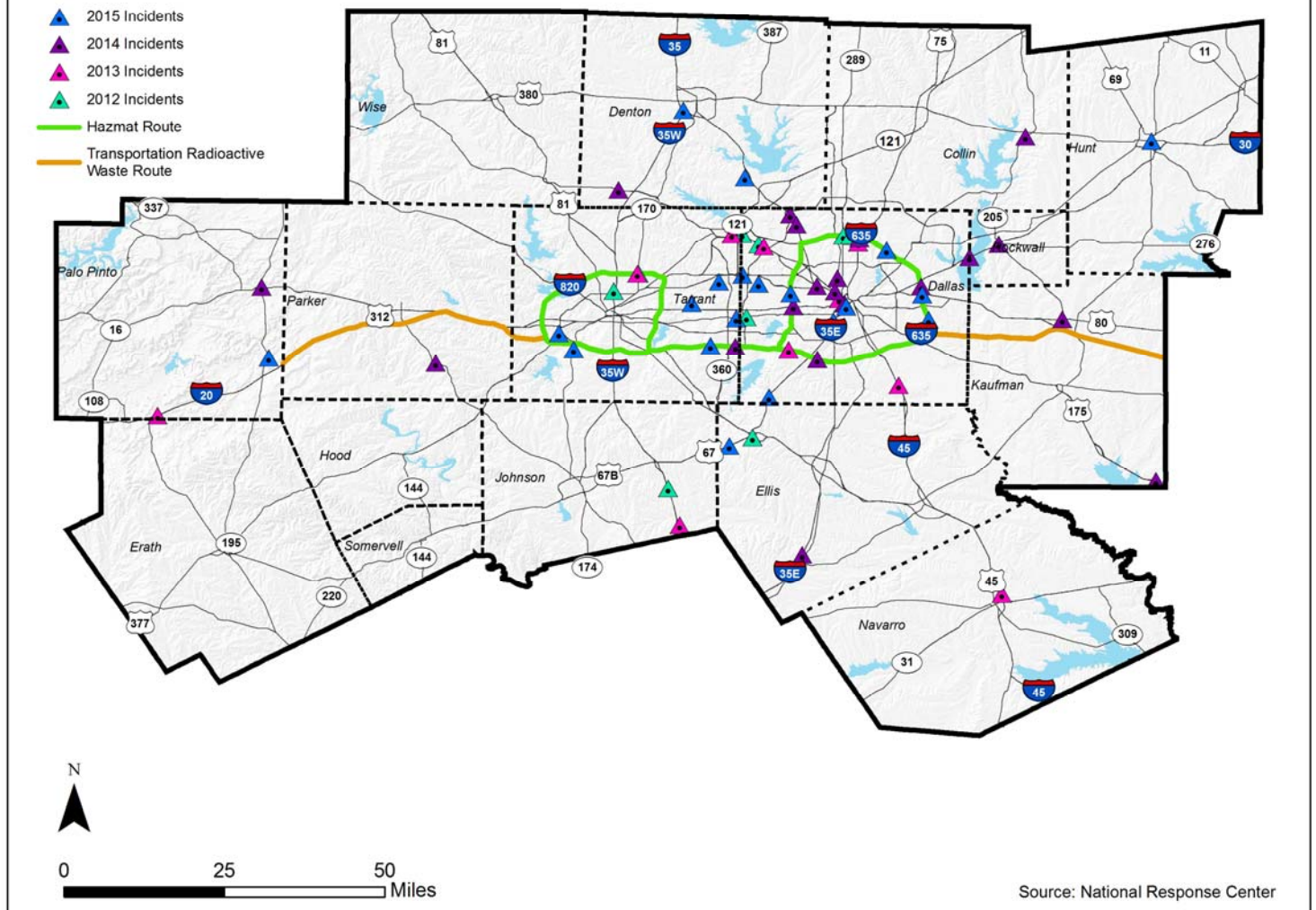
2015 Tarrant County Operations — Assist Totals by Roadway



NCTCOG 16-County HazMat Incidents

NCTCOG continues to evaluate and map hazardous material spills on regional limited access facilities utilizing data from the National Response Center. The analysis assists in identifying possible roadway segments that are especially affected by hazardous materials carriers. Currently, IH 20, IH 820, and IH 635 are designated as HazMat routes. Currently, IH 20, IH 820, and IH 635 are designated as HazMat routes.

HazMat Incident Locations 2012 - 2015



County	2012	2013	2014	2015	Total
Collin	0	0	1	0	1
Dallas	6	6	10	9	31
Denton	0	0	1	2	3
Ellis	1	0	1	1	3
Erath	0	0	0	0	0
Hood	0	0	0	0	0
Hunt	0	0	0	1	1
Johnson	1	1	0	0	2
Kaufman	0	0	2	0	2
Navarro	0	1	0	0	1
Palo Pinto	0	1	1	1	3
Parker	0	0	1	0	1
Rockwall	0	0	2	0	2
Somervell	0	0	0	0	0
Tarrant	3	3	1	6	13
Wise	0	0	0	0	0
Total	11	12	20	20	63

Wrong Way Driving (WWD) Pilot Projects - Dallas and Tarrant Counties

In 2015, planning efforts for Phase Two of the Wrong Way Driving (WWD) Pilot Project were initiated. Phase Two will be implemented in Tarrant County and will focus on 54.2 miles along seven priority corridors in Arlington and Fort Worth as shown in the table below. Recommended countermeasures for Phase Two will concentrate on limited access facilities and may include installation of wrong way pavement markings in the travel lanes; enhanced signage with active detection units; modified sign placement; and use of technology for WWD incident notifications.

Priority	Corridor-Area	From	To	Mile
1	IH 30 West Freeway	University Dr.	Bridgewood Dr.	6.2
2	North Downtown FW	Spur 280	Yucca Ave./Northside Dr.	2.4
3	SH 360	Spur 303-Pioneer Pkwy	Trinity Blvd.	7.9
4	SH 199-Jacksboro Hwy	IH 820	FM 730	11.0
5	IH 820 West Loop	Old Decatur Rd.	Winscott Rd.	14.0
6	IH 820 East Loop	Trinity Blvd.	IH 20/Bus. 287/Mansfield Hwy	8.2
7	IH 30 Ent. District	Fielder Rd.	SH 360	4.5

Phase One Update: Work continued on the Dallas County WWD Pilot Project throughout 2015. Project-related enhancements were completed at 119 interchanges in Carrollton, Farmer's Branch, Garland, Grand Prairie, Irving, Mesquite, Richardson, and Rowlett. Design work was completed on the 37 TxDOT interchange locations and designs were initiated on the 194 locations in the City of Dallas.

Highway Safety Improvement Program (HSIP)

NCTCOG hosted a workshop in March 2015 on the Highway Safety Improvement Program (HSIP) Call For Projects (CFP). During the workshop, TxDOT staff from both the Dallas and Fort Worth Districts provided information to local agencies on the process for submitting project applications as well as types of projects that would be accepted. The 2015 TxDOT HSIP CFP resulted in the following projects for our region:

- The Dallas District received approval on 41 projects for a total of \$11,215,367.
- The Fort Worth District received approval on 26 projects for a total of \$18,866,224.

2016 Update: NCTCOG held an informational workshop for the 2016 TxDOT HSIP CFP on March 29, 2016. The deadline to submit projects to both the Dallas and Fort Worth District Offices was May 20, 2016. More information on the HSIP CFP can be found at: <http://www.nctcog.org/trans/safety/HSIPCFP.asp>

Commercial Vehicle Enforcement (CVE) Efforts

As one of the largest inland ports in the nation, the North Central Texas region is a hub for freight movement, transfers, and distribution to destinations across the state and around the world. In addition to the movement of commercial products and goods, the region continues to experience a great deal of truck traffic associated with the natural gas industry. As a result, safety issues are one of five significant truck transportation issues within the region. To assist in addressing these safety concerns, in 2015 NCTCOG hosted a Commercial Vehicle Operations Workshop for enforcement agencies to discuss CVE needs and interests. The Workshop resulted in the formation of a CVE Working Group which will assist NCTCOG in developing various training programs.

In January 2016, NCTCOG in partnership with the National Traffic Law Center of the National District Attorney's Association hosted two training sessions for area judges, prosecutors, and CVE officers on the importance of Commercial Motor Vehicle Violations and how they should be handled within the region's court systems. The intended goals of the training were to assist in reducing the number of cases involving CDLs that are thrown out in court or receive lesser penalties and to reduce the number of repeat offenders operating within the region.

Safety Related Information Resources

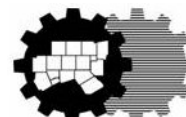
Safety information resources are available at www.nctcog.org/trans/safety/RegSftyResources.asp. General information topics include Highway Safety Improvement Program Information, Safety Countermeasures and Techniques, Safety References, Traffic Safety Statistics, and Safety-related Newsletters.

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