

NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS



2016 Safety Program Performance Measures

North Central Texas Council of Governments - Traffic Safety Crash and Fatality Statistics

NCTCOG 16-County Crash and Fatality Data 2012-2016

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 from 2012 to 2016. The data below indicates that in 2016 the NCTCOG region experienced one crash every four minutes and one fatality every 12 hours.

2012-2016 Crashes							2012-2016 Fatalities					
County	2012	2013	2014	2015	2016	% Change 2015-2016	2012	2013	2014	2015	2016	% Change 2015-2016
Collin	9,406	10,419	11,845	12,893	13,865	7.54%	47	41	41	36	50	38.89%
Dallas	36,082	40,330	42,895	48,811	55,642	13.99%	173	218	235	256	317	23.83%
Denton	7,634	8,975	9,886	11,655	12,182	4.52%	34	40	36	34	49	44.12%
Ellis	1,801	1,858	2,173	2,401	2,595	8.08%	12	19	23	25	28	12.00%
Erath	558	500	624	674	714	5.93%	7	10	16	18	13	-27.78%
Hood	633	638	752	749	795	6.14%	8	5	8	3	15	400.00%
Hunt	1,037	949	1,110	1,317	1,396	6.00%	22	15	18	18	29	61.11%
Johnson	1,947	2,010	1,998	1,983	2,269	14.42%	20	18	23	23	23	0.00%
Kaufman	1,335	1,388	1,480	1,752	2,011	14.78%	27	12	24	17	28	64.71%
Navarro	930	968	1,073	1,253	1,356	8.22%	8	13	10	11	6	-45.45%
Palo Pinto	495	535	534	548	557	1.64%	7	11	8	10	8	-20.00%
Parker	1,613	1,804	1,999	1,981	2,175	9.79%	20	18	15	19	21	10.53%
Rockwall	982	1,026	1,019	1,285	1,362	5.99%	12	8	3	4	11	175.00%
Somervell	135	141	135	135	169	25.19%	5	6	3	2	2	0.00%
Tarrant	25,419	27,595	28,222	30,714	34,596	12.64%	107	139	142	155	159	2.58%
Wise	837	903	910	791	915	15.68%	19	10	14	20	19	-5.00%
Total	90,844	100,039	106,655	118,942	132,599	11.48%	528	583	619	651	778	19.51%

Data Source: TxDOT Crash Records Information System (CRIS) current as of 2/8/2017 - 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."

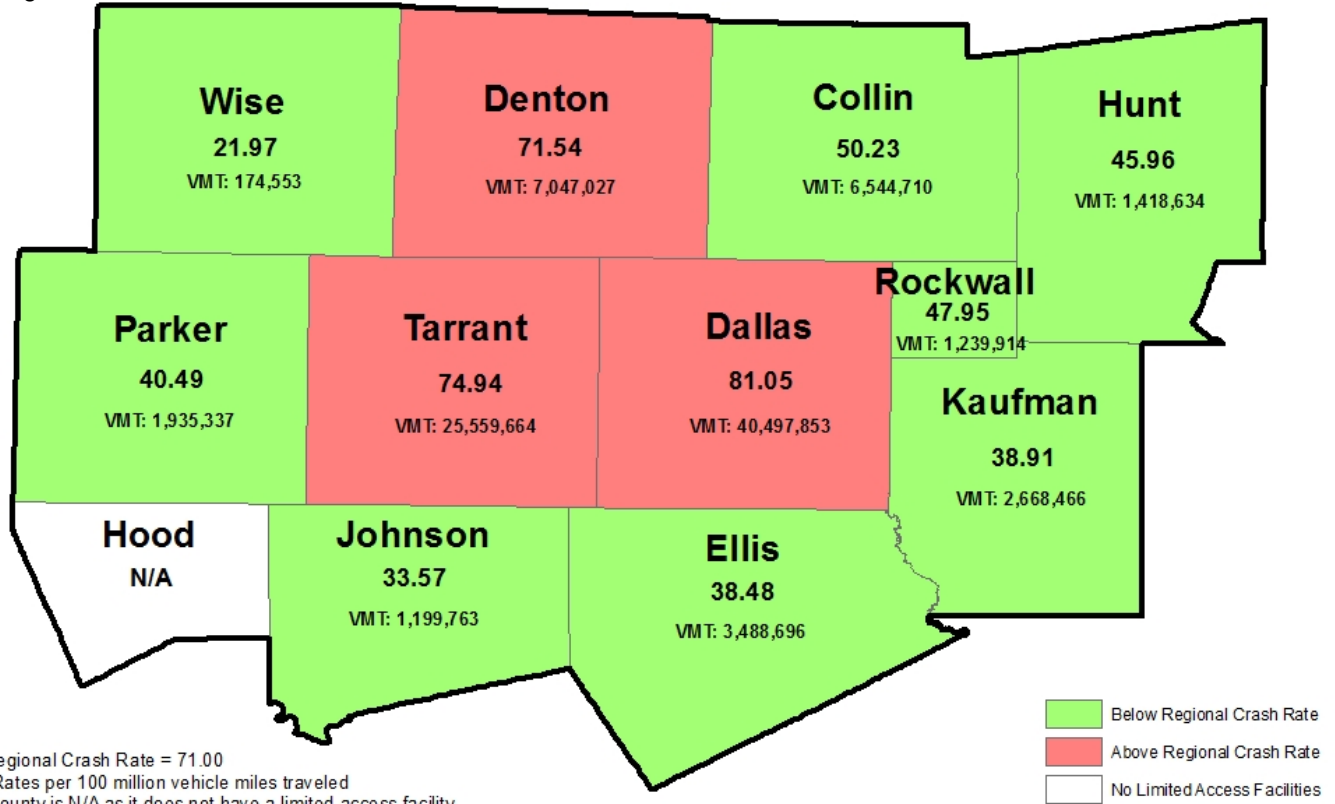
2016 Contributing Factors for Serious Injury and Fatality Crashes

	Top Ten Contributing Factors	Percentage
1	Speeding (Failed to Control Speed / Overlimit / Unsafe Speed)	34.63%
2	Changed Lane When Unsafe	13.02%
3	Driver Related (Distraction in Vehicle / Driver Inattention / Drove Without Headlights / Road Rage / Cell/Mobile Device Use - (Talking / Texting / Other / Unknown [0.68%]))	12.23%
4	Followed Too Closely	10.83%
5	Faulty Evasive Action	7.09%
6	Failed to Drive in Single Lane	6.95%
7	Under Influence - (Had Been Drinking / Alcohol / Drug)	3.19%
8	Failed to Yield ROW (To Pedestrian / Turning Left / Yield Sign)	2.79%
9	Fatigued or Asleep	1.50%
10	Turned Improperly (Cut Corner on Left / Wide Right / Wrong Lane)	1.13%

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 #1 contributing factor for all analysis done from 2014-2016. For more information on contributing factor trends for previous years, please visit the NCTCOG Safety Program webpage.

2016 Crash Rates by County

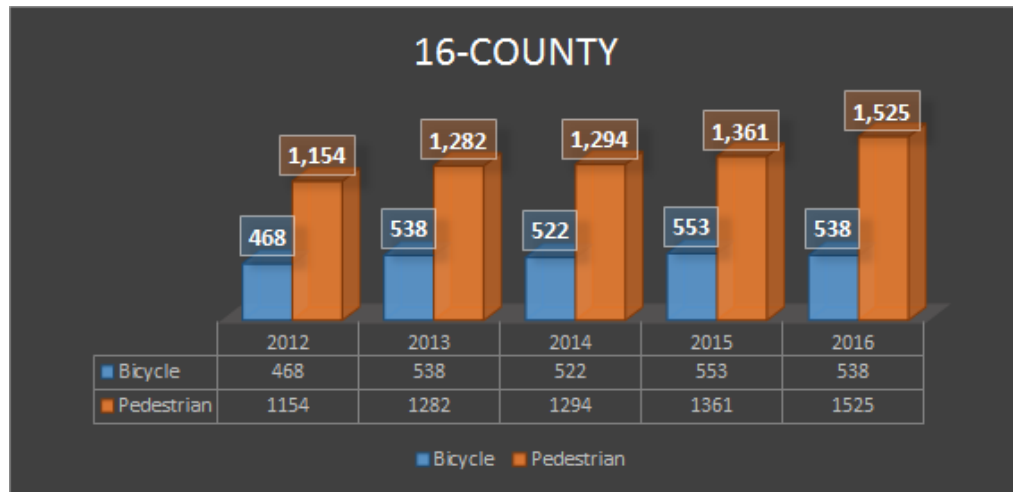
Annually, NCTCOG calculates crash rates on limited access facilities for the NCTCOG 12-County MPA. The map below displays crash rates by county in comparison to the 2016 regional crash rate of 71.00 crashes per 100 million vehicle miles traveled. Counties that have a higher crash rate than the regional rate are shown in red, while counties with a rate below the regional crash rate are shown in green.



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



Regional Bicycle & Pedestrian Crash Data (2012-2016)

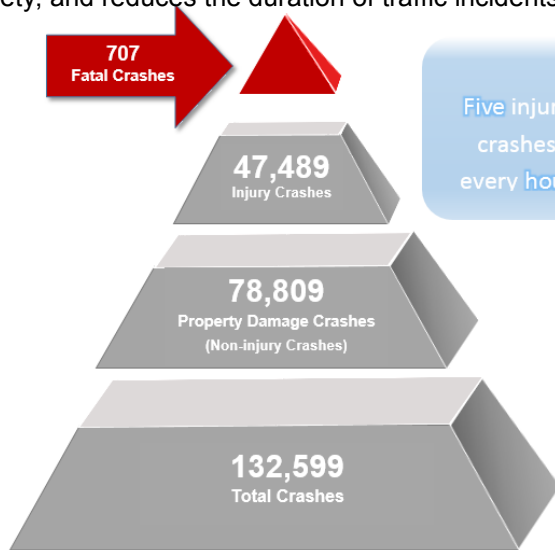


The Look Out Texans Campaign, which encourages North Texans to watch out for one another and offers specific tips to bike, walk and drive safely together, continued in 2016. Understanding how people bicycling, walking and driving should interact together is important to improving safety on area roads and protecting our residents. Sample tips included in the campaign are (1) 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. (2) People walking must be alert and visible. Always wear bright or reflective clothing when walking at night or in the early morning when visibility is reduced. (3) Pedestrians should only cross streets at crosswalks and intersections where they can gauge traffic and be visible. Before crossing, make eye contact with drivers to ensure you are seen. (4) Finally, people driving should allow at least three feet when passing someone on a bicycle. 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 safety campaign, visit LookOutTexans.org.

NCTCOG Traffic Incident Management Program

2016 Regional Crash Pyramid

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.



Five injury crashes every hour

On average, each injury crash requires

- 2 Law Enforcement
- 4 Fire/Rescue
- 2 Emergency Medical Services
- 1 Towing and Recovery
- 9 Responders

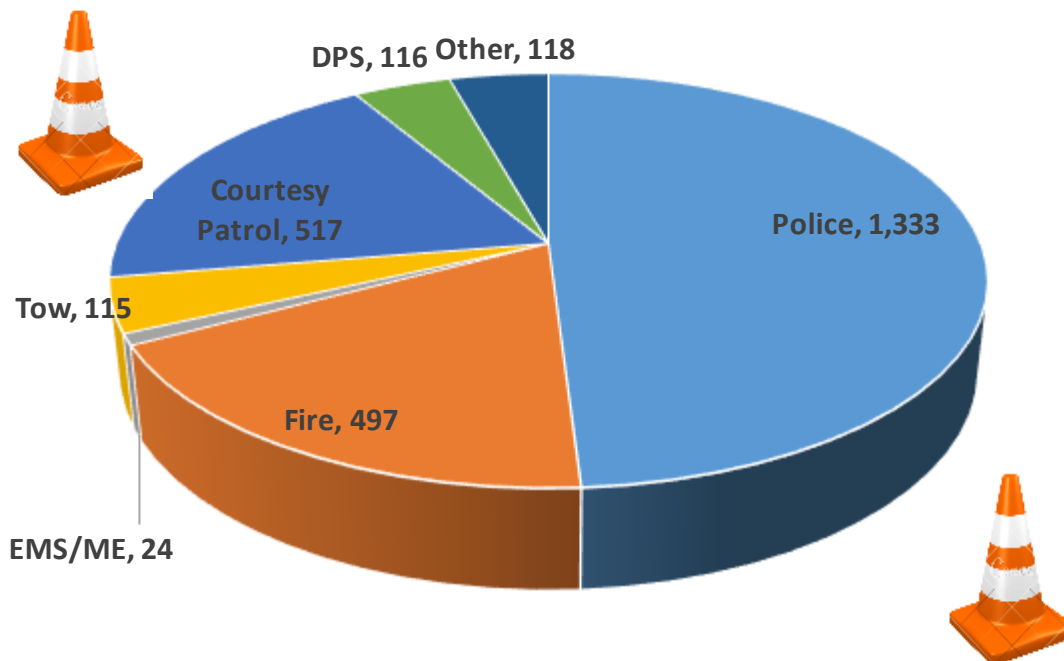
Potentially 45 responders "working in or near moving traffic" every hour 24/7/365.

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** 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 Continuing Education Units.

First Responder and Manager's Course Attendance			
2003 - 2015	2016	March 2017	Total
2,609	87	24	2,720

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



NCTCOG Traffic Incident Management (TIM) Program

First Responder and Manager's Course Attendance - Breakdown By Agency

Cities and Counties Represented (119) - As of March 2017

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

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

****Agencies in blue are agencies that have attended recently (since August 2013)**

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 - May 2017)
312	139	26	15	29	15	176	712

Photogrammetry Training Attendance: 2007— March 2017

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	190
Advanced Training	120

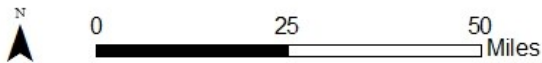
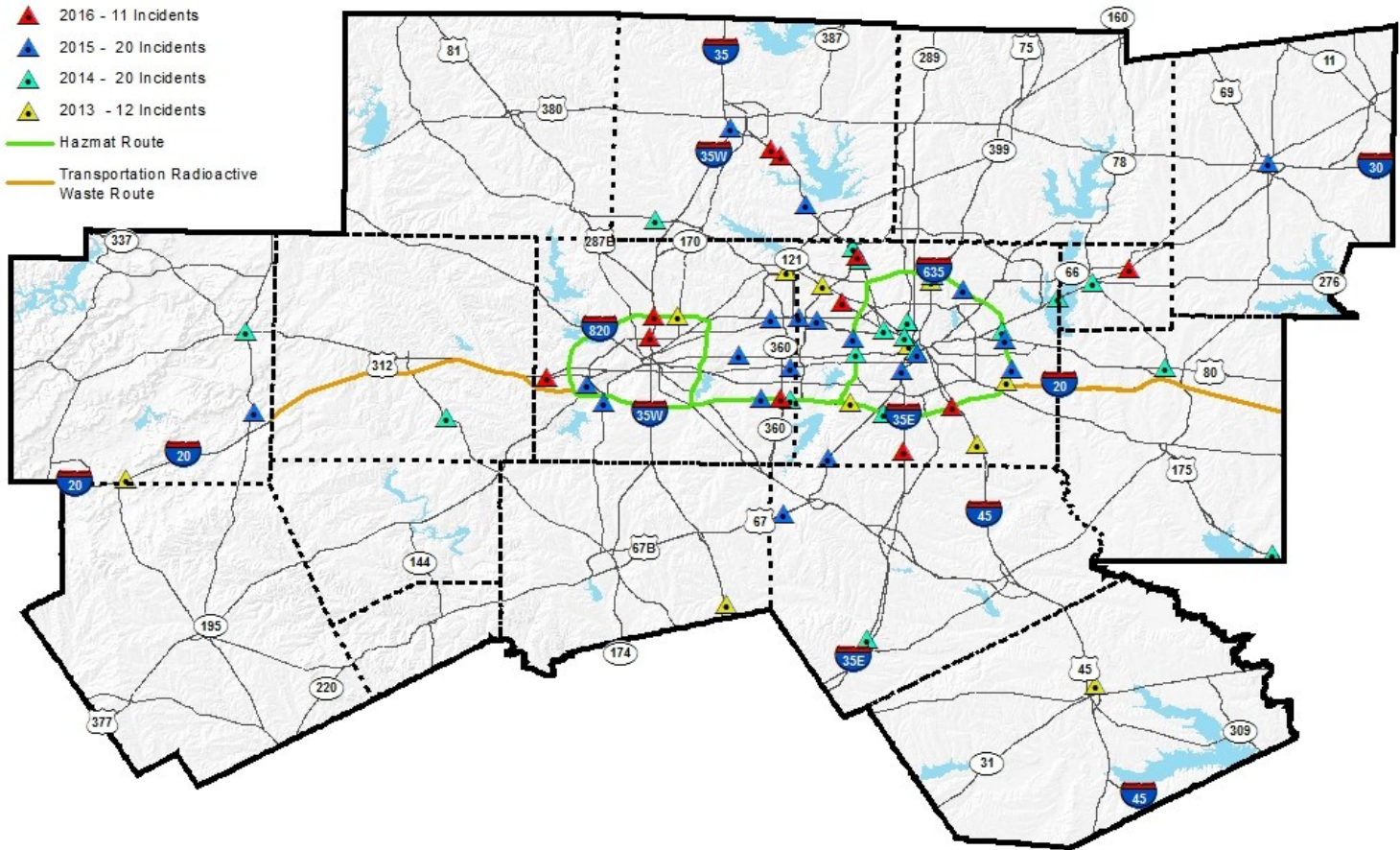
Cities and Counties Represented (64) - As of March 2017

Addison	Cleburne	Farmers Branch	Hurst	Red Oak	Weatherford
Allen	Coppell	Flower Mound	Irving	Richardson	Wilmer
Alvarado	Colleyville	Forest Hill	Lake Dallas	Rockwall	Collin County
Anna	Dallas	Forney	Lancaster	Royse City	Dallas County
Arlington	Decatur	Fort Worth	Lewisville	Sachse	Denton County
Azle	Denton	Frisco	Mansfield	Saginaw	Tarrant County
Balch Springs	DeSoto	Glenn Heights	McKinney	Seagoville	DART
Bedford	Duncanville	Grand Prairie	Melissa	Terrell	DFW Airport
Benbrook	Ennis	Grapevine	Mesquite	Venus	FWTA
Carrollton	Euless	Greenville	Midlothian	Waxahachie	TxDPS
Cedar Hill	Fairview	Highland Park	North Richland Hills		

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. This analysis helps identify roadway segments that may be impacted 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 2013 - 2016



Source: National Response Center
Data current as of April 26, 2017

County	2013	2014	2015	2016	Total
Collin	0	1	0	0	1
Dallas	6	10	9	4	29
Denton	0	1	2	2	5
Ellis	0	1	1	0	2
Erath	0	0	0	0	0
Hood	0	0	0	0	0
Hunt	0	0	1	0	1
Johnson	1	0	0	0	1
Kaufman	0	2	0	0	2
Navarro	1	0	0	0	1
Parker	0	1	0	0	1
Palo Pinto	1	1	1	0	3
Rockwall	0	2	0	1	3
Somervell	0	0	0	0	0
Tarrant	3	1	6	4	14
Wise	0	0	0	0	0
Total	12	20	20	11	63

In 2016, Dallas and Tarrant County Mobility Assistance Patrols

provided:



• • • 38,310

Driver Assistance /
Stalled Vehicle



• • • 27,735

Courtesy Check /
Directions



• • • 3,620

Crash Assistance



• • • 5,987

Debris Removal



• • • 6,930

Protection to First
Responders



• • • 6,646

Abandoned Vehicle
Check

Total Combined Assists: 92,179
Combined Highway Miles Patrolled: 464

2,951 assists were either not found or cancelled before a patrol vehicle could arrive

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

NTE and LBJ TEXpress

Mon - Sun

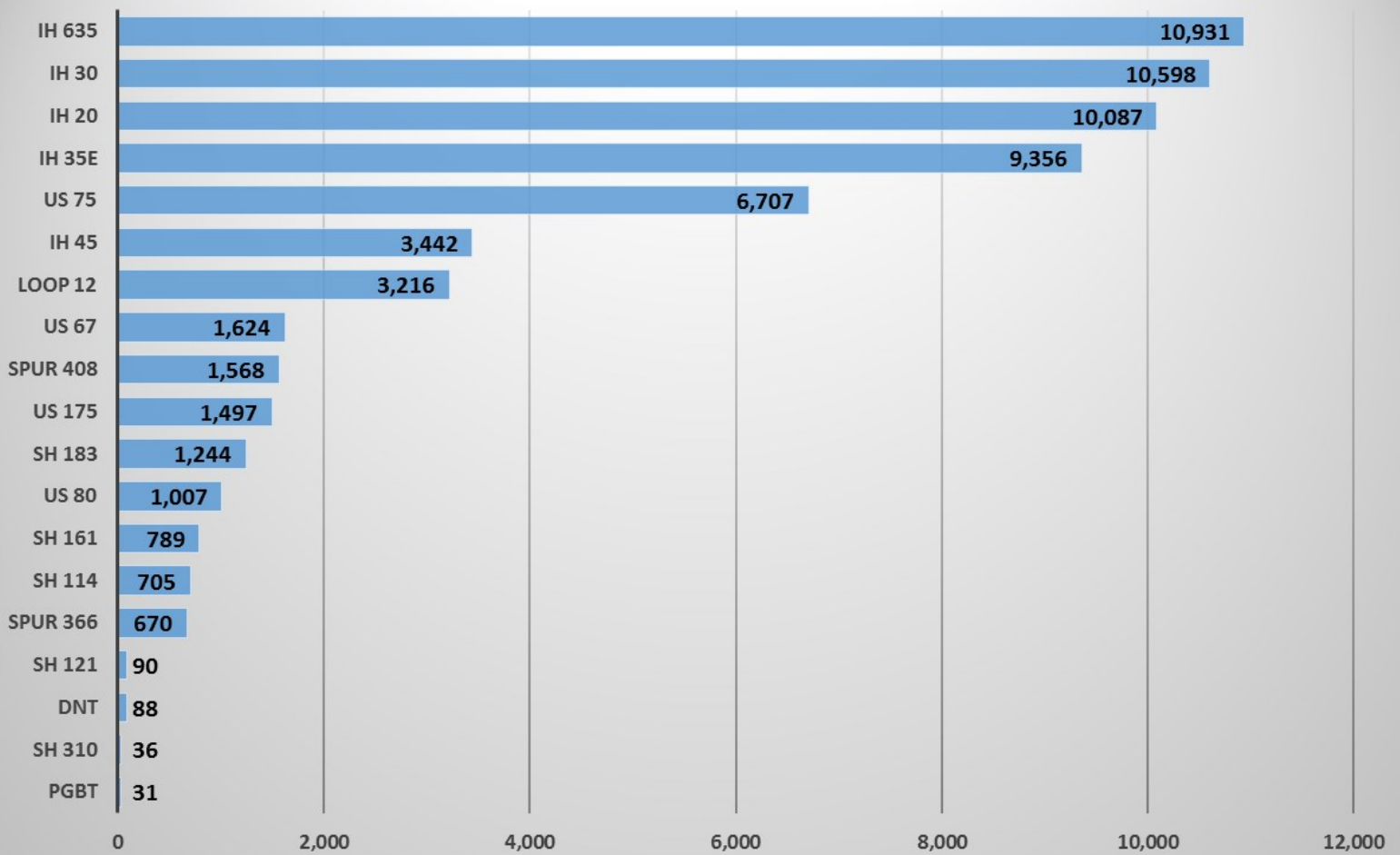


24 Hours a Day

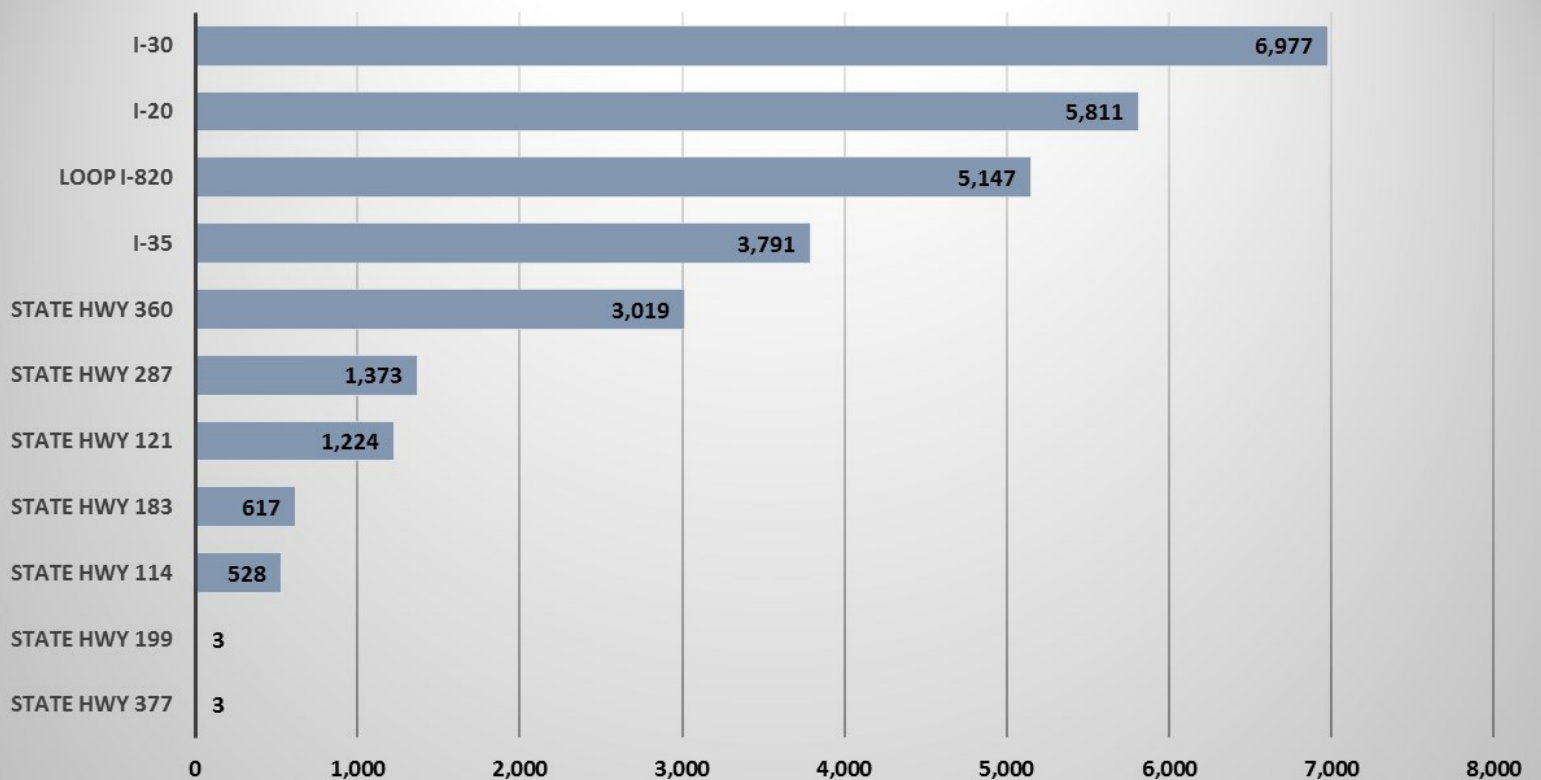


Mobility Assistance Patrol Program

2016 Dallas County Operations — Assist Totals by Roadway



2016 Tarrant County Operations — Assist Totals by Roadway



Wrong-Way Driving Pilot Projects - Dallas and Tarrant Counties

NCTCOG and our regional partners continue efforts to prevent wrong-way driving incidents and crashes. Through the Wrong-Way Driving (WWD) Mitigation Pilot Program, NCTCOG continues to work with TxDOT and local cities in Dallas and Tarrant Counties to implement intersection, roadway, and technology improvements that will reduce the likelihood of these crashes.

Phase I — Dallas County

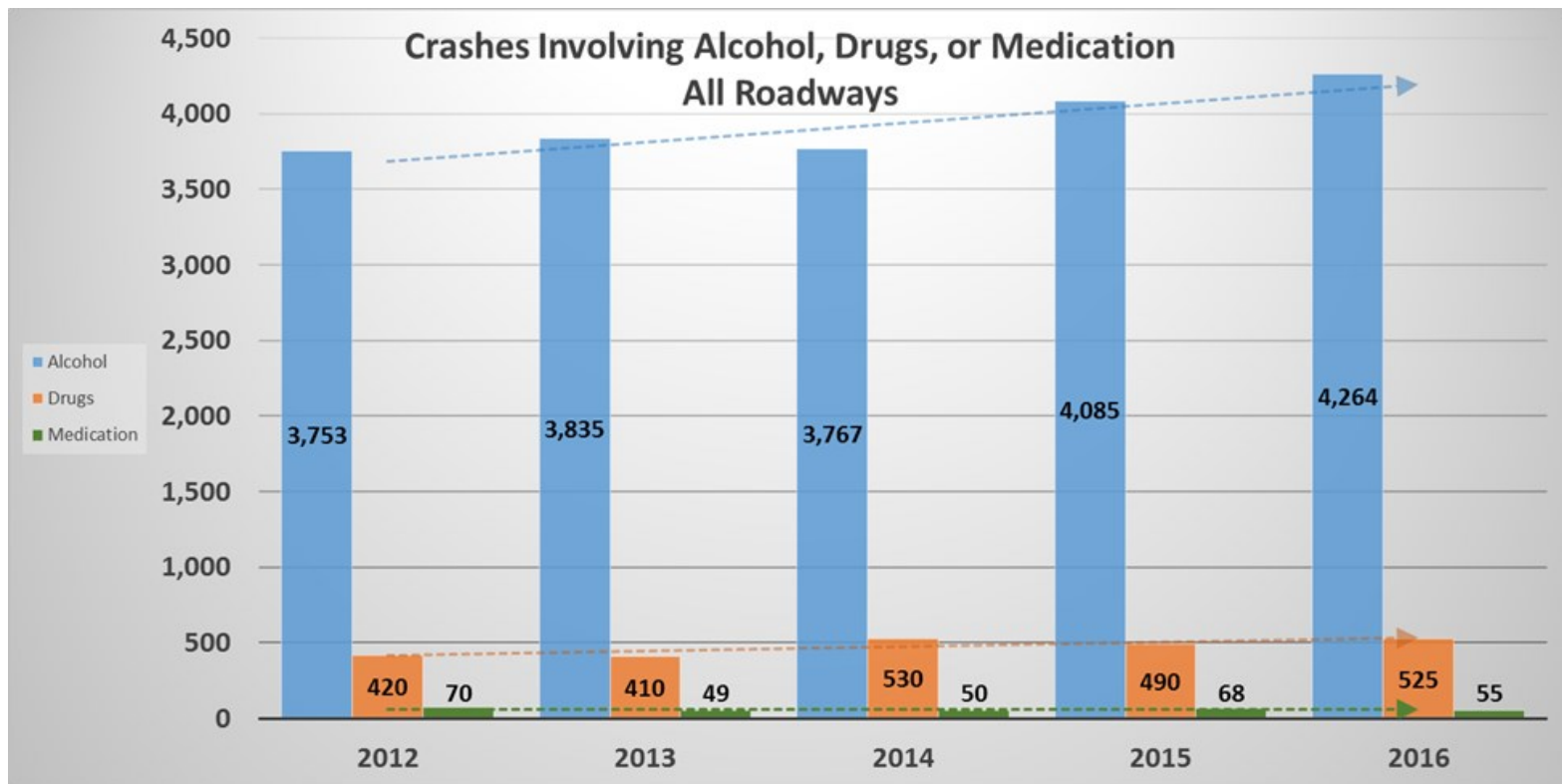
In 2014, NCTCOG, TxDOT, and nine Dallas County cities initiated Phase I of the WWD Pilot Project. Phase I focused on 350 diamond interchanges throughout Dallas County. Phase I improvement strategies include the replacement of conflicting lane and arrow markings, signal enhancements, and other intersection-related improvements. Since the initiation of Phase I, eight cities (Carrollton, Farmers Branch, Garland, Grand Prairie, Irving, Mesquite, Richardson and Rowlett) have completed construction of these countermeasures. The project has also been expanded into Collin and Denton Counties where improvements have entered either the design or construction phase in Allen, McKinney, Plano, Carrollton (Denton County), and Lewisville. As of late February, the City of Dallas has 19 intersections in construction and an additional 42 in the design phase.

Phase II — Tarrant County

Phase II of the WWD project was initiated in 2015 and focused on 54.2 miles of seven freeway corridors in Tarrant County. The Phase II pilot project is nearing completion and includes the installation of wrong-way pavement markings in travel lanes, enhanced signage with active-detection units, optimized sign placement, and use of technology for wrong-way driving

Crashes Involving Impaired Drivers: 2012—2016

Although crashes that involve wrong-way drivers occur less frequently, the severity of these crashes can be devastating and often include multiple fatalities. Multiple research studies by the Federal Highway Administration, the National Transportation Safety Board, the Texas A&M Transportation Institute, and various state agencies have found that impaired driving is a primary contributing factor in WWD crashes on limited access facilities. Also important to note is that crashes that involve impaired drivers can and do occur on all roadway types. The table below highlights crashes that involved alcohol, drugs, and medication as a contributing factor between 2012 and 2016 in the North Central Texas region.



Note: The Impaired Driving Analysis includes TxDOT crash records where the use of alcohol, illegal drugs, or medication were found to have contributed to a motor vehicle crash within the NCTCOG 16-County area.

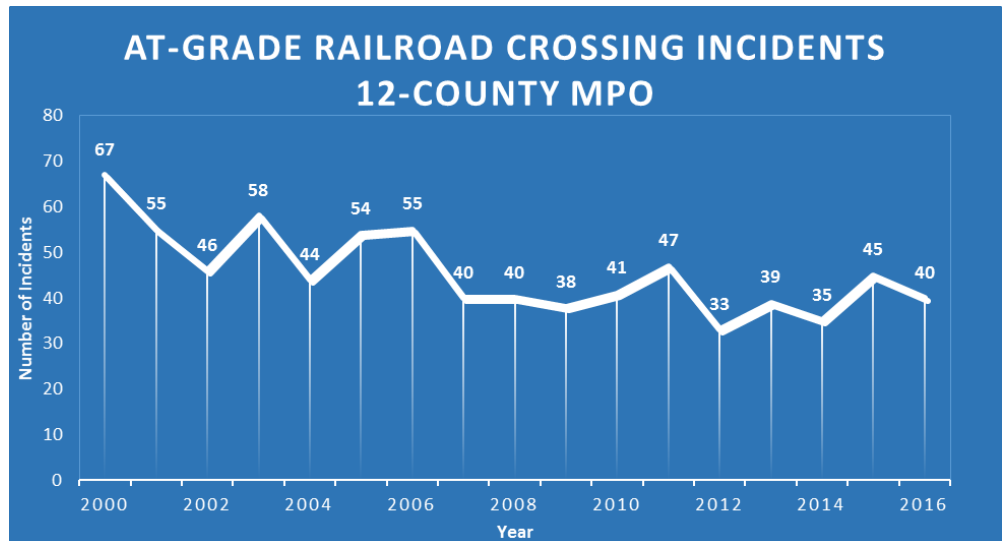
Takata Airbag Recall

Did you know that nearly 70 million Takata airbag inflators are or will be under recall by 2019? More than a half-million of these defective airbags are estimated to be in North Texas alone. For North Texas residents, the situation is particularly urgent. Prolonged exposure to high heat and humidity over time degrades the chemical propellant in a defective airbag inflator, which makes it more explosive and increases risk of serious injury or death. Even a minor fender-bender can cause the defective airbag inflators to rupture, spraying metal shrapnel into drivers and passengers. To date there have been 11 deaths due to this recall, two of which occurred in Texas. NCTCOG has joined with the National Highway Traffic Safety Administration and several local partners to urge North Texas drivers to check their Vehicle Identification Number (VIN) to make sure their car's airbags are not under recall. We encourage our member agencies and partners to help spread the word about the Takata Airbag recall by urging colleagues and residents to check to see if their vehicles are affected by visiting either Safercar.gov or AirbagRecall.com, and enter the VIN located at the lower front windshield on the driver's side. If your airbag is under recall, you can set up an appointment with a dealership to have the airbag replaced free of charge. It is important to note that, even if your vehicle is not currently under a recall, it could be affected in the future. To be notified of future recalls, you can sign up for e-mail alerts at nhtsa.gov.



Freight Safety at At-Grade Crossings

Railroad crossings are located across the region, moving large amounts of freight to and from North Texas. When railroad tracks intersect a roadway, it is called an at-grade crossing. There are over 2,900 at-grade railroad crossings in the region, and it is important for residents to follow safety precautions around them. Sometimes there are both unavoidable and avoidable incidents involving cars and trains at these crossings. Since 2000, when there were 67 incidents in North Texas, the number of incidents has been trending down. Last year in 2016, there were only 40. To continue this improvement, drivers and pedestrians should heed safety signals and warnings.



Highway Safety Improvement Program

NCTCOG hosted a workshop in April 2017 on the Highway Safety Improvement Program (HSIP) Call For Projects (CFP). During the workshop, TxDOT staff from the Fort Worth District provided information to local agencies on the process for submitting project applications as well as types of projects that would be accepted. The Dallas District also hosted a separate workshop in April 2017. The deadline to submit projects to both the Dallas and Fort Worth District Offices is May 8, 2017. More information on the HSIP CFP can be found at: <http://www.nctcog.org/trans/safety/HSIPCFP.asp>

The 2016 TxDOT HSIP CFP resulted in the following projects for our region:

- The Dallas District received approval on 40 projects for a total of \$20,969,685.
- The Fort Worth District received approval on 18 projects for a total of \$14,954,210.

Safety-Related Information Resources

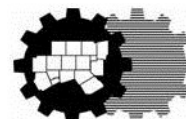
Safety information resources are available at www.nctcog.org/trans/safety/RegSftyResources.asp. General information topics include Highway Safety Improvement Program Information, Safety Countermeasures and Techniques, Safety References, Traffic Safety Statistics, and Safety-related Newsletters.

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North Central Texas
Council of Governments
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