



# NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS 2024 Safety Program Performance Measures

North Central Texas Council of Governments - Roadway Safety Program Area

## NCTCOG's Support of Federal Safety Performance Targets

- NCTCOG Safety Position: 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.

Safety Performance Targets	2023 TxDOT Targets	2023 NCTCOG Targets	2024 TxDOT Targets	2024 NCTCOG Targets	**2025 TxDOT Targets	2025 NCTCOG Targets
	* Fatality - 3.4% Serious Injury – 2%		* Fatality - 3.6% Serious Injury – 2%		* Fatality - 3.6% Serious Injury – 2%	
<b>No. of Fatalities</b>	3,159	590.4	3,046	598.5	3,046	688.5
<b>Fatality Rate</b>	1.20	0.767	1.14	0.760	1.14	0.873
<b>No. of Serious Injuries</b>	17,819	3,711.5	18,242	3,943.7	18,242	4,253.2
<b>Serious Injury Rate</b>	6.77	4.615	6.77	4.53	6.77	5.2
<b>No. of Non-motorized Fatalities and Serious Injuries</b>	2,340	637.7	2,360	634.7	2,360	821.6

\*Percentage reductions for the number of fatalities and the fatality rate apply to NCTCOG's targets only.

\*\* TxDOT maintained its 2024 Safety targets for 2025.

Fatality and fatality rate targets represent a 50% reduction by 2035. Serious injury and serious injury rate targets represent a two percent reduction from the trendline each year.

## Actual Safety Performance Reporting for 2023 Targets

Safety Performance Measures	Original 2023 Target	PY2023 Actual Performance	PY2017-2021 Baseline Performance	Met Target?	Better than the Baseline ?	Met or Made Significant Progress?
Number of Fatalities	590.4	651	614	No	No	No
Rate of Fatalities	0.767	0.788	0.791	No	Yes	
Number of Serious Injuries	3,711.5	4,359	3,636.6	No	No	
Rate of Serious Injuries	4.615	5.217	4.843	No	No	
Number of Non-Motorized Fatalities and Serious Injuries	637.7	706	569.2	No	No	

- Actual Performance reporting of Safety Performance Targets is completed on a two-year delay.
- Reporting of 2023 Actual Performance was conducted in June of 2025.
- An agency is determined to have met or made significant progress toward meeting its targets when at least four of the five established performance targets are either: a) met or b) the outcome for a performance measure is less than a five-year rolling average baseline. The baseline performance is established as the five-year period of data available at the time the target was established. For Performance Year (PY) 2023, that data period was 2017-2021.

# NCTCOG's 12 - County MPA Crash and Fatality Data 2020 - 2024

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 2020 to 2024. The data below indicates that in 2024 the NCTCOG region experienced **one crash every five minutes** and **one fatality every 10 hours**. The regional fatality rate for 2024 was 1.035.

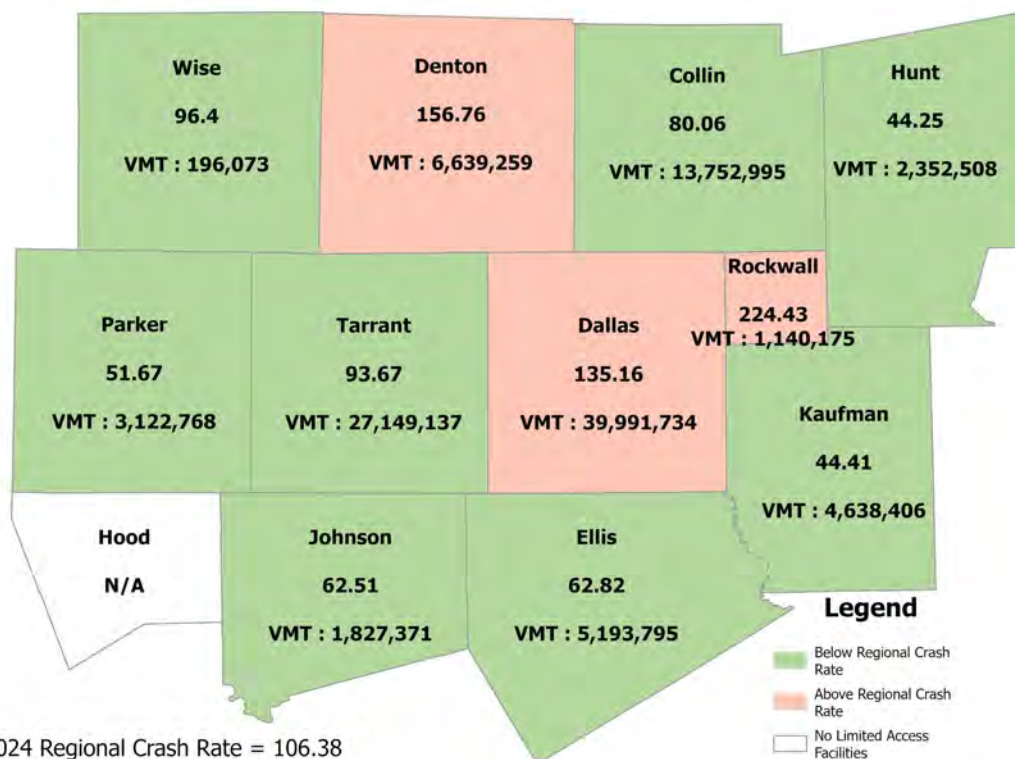
2020-2024 Crashes						
County	2020	2021	2022	2023	2024	% Change 2023-2024
Collin	10,273	12,384	13,831	14,856	15,475	4.17%
Dallas	48,293	55,361	54,543	52,133	46,028	-11.71%
Denton	9,557	11,409	11,968	12,266	12,388	0.99%
Ellis	2,842	3,303	3,231	3,403	3,884	14.13%
Hood	709	804	812	842	840	-0.24%
Hunt	1,362	1,782	1,604	1,714	1,762	2.80%
Johnson	2,191	2,776	2,737	2,786	2,733	-1.90%
Kaufman	1,956	2,226	2,282	2,356	2,612	10.87%
Parker	2,035	2,639	2,525	2,646	2,594	-1.97%
Rockwall	1,422	1,748	1,859	2,155	2,418	12.20%
Tarrant	27,431	30,727	29,014	29,076	28,038	-3.57%
Wise	901	1,022	1,148	1,151	1,118	-2.87%
<b>Total</b>	<b>108,972</b>	<b>126,181</b>	<b>125,554</b>	<b>125,384</b>	<b>119,890</b>	<b>-4.38%</b>

2020-2024 Fatalities						
County	2020	2021	2022	2023	2024	% Change 2023-2024
Collin	64	50	76	62	73	17.74%
Dallas	333	352	354	336	328	-2.38%
Denton	59	66	49	52	51	-1.92%
Ellis	49	36	33	37	42	13.51%
Hood	10	12	10	8	10	25.00%
Hunt	26	38	15	35	24	-31.43%
Johnson	20	39	36	31	20	-35.48%
Kaufman	33	36	26	23	23	0.00%
Parker	21	28	15	24	33	37.50%
Rockwall	7	10	6	12	5	-58.33%
Tarrant	189	227	210	217	205	-5.53%
Wise	11	21	23	22	35	59.09%
<b>Total</b>	<b>822</b>	<b>915</b>	<b>853</b>	<b>859</b>	<b>849</b>	<b>-1.16%</b>

*Data Source: TxDOT Crash Records Information System (CRIS) current as of 4/2/2025 - 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."*

## 2024 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 106.38. This represents a decrease from the 2023 rate of 123.76 crashes per 100 million vehicle miles traveled (VMT). Dallas, Denton, and Rockwall Counties were the only counties with a crash rate above the regional average in 2024.



Crash Rates calculated for limited access facilities: IH, SH, and US main lanes.

## 2024 Contributing Factors for Serious Injury and Fatality Crashes

Top Ten Contributing Factors — Limited Access Facilities Only		2023	2024
1	Speeding - (Overlimit / Unsafe Speed / Failed to Control Speed)	30.54%	32.51%
2	Driver Related (Distraction in Vehicle / Driver Inattention / Road Rage / Drove Without Headlights / Followed Too Closely / Cell/Mobile Device Use - Texting/Other - [0.58%])	15.19%	13.56%
3	Impaired Driving (Intoxicated - Alcohol / Drug / Had Been Drinking / Fatigued or Asleep)	9.30%	10.50%
4	Failed to Drive in Single Lane	10.36%	10.20%
5	Changed Lane When Unsafe	8.54%	9.18%
6	Faulty Evasive Action	8.54%	7.87%
7	Pedestrian Failed to Yield Right of Way - To Vehicle	4.76%	4.08%
8	Disabled in Traffic Lane	4.31%	3.21%
9	Wrong Way Driving (One Way Road)	1.06%	1.31%
10	Ill	1.13%	1.17%

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 2010-2024. For more information on contributing factor trends for previous years, please visit the [NCTCOG Safety Program](#) webpage.

## Safe Streets For All Grant Funding



In December 2023, the North Central Texas Council of Governments (NCTCOG) received a \$4 million Safe Streets and Roadways for All (SS4A) planning grant from the U.S. Department of Transportation to conduct Roadway Safety Audits (RSAs) and prepare Safe Routes to School (SRTS) plans in targeted high injury roadway corridors located in Collin, Dallas, Denton, and Tarrant Counties. The SS4A competitive program was established by the Infrastructure Investment and Jobs Act with the intent of addressing roadway fatalities and serious injuries.

In mid-2024, NCTCOG staff initiated coordination with local governments to study and provide recommendations addressing safety issues in various high injury corridors identified within the Regional Safety Plan and the Pedestrian Safety Action Plan. In collaboration with local government representatives, thirty (30) roadway corridors in thirteen (13) municipalities were selected to conduct safety audits focused on pedestrian, bicycle, and motor vehicle safety. In addition, twenty (20) safe routes to school plans will be conducted within these corridors to address walking and bicycling safety for children traveling to/from school.

Using a multi-disciplinary consultant team and incorporating feedback from local government stakeholders, each safety audit and plan will provide deliverables including, but not limited to, a final report with traffic and safety observations, recommended safety countermeasures, recommendations for implementation, and opinions of probable construction costs. The audits, plans, and final deliverables are anticipated to be completed by spring 2026.

# NCTCOG Crash Pyramid and Regional Struck-By Stats

## 2024 Regional Crash Pyramid — NCTCOG 12-County MPA

The crash pyramid represents the high volume of crashes in the region, equating to four 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”.*

### First Responder Struck-By ‘Fatality’ Stats (2023 - 2024)

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.

Discipline	2023 National	2024 National	2023 Statewide	2024 Statewide	2023 Region	2024 Region
Police	14	26	0	4	0	1
Fire/EMS	8	3	3	0	0	0
Towing	20	12	1	4	1	2
Roadside Assistance Patrol	3	4	0	0	0	0
<b>Total Responder Fatality Struck-bys</b>	<b>45</b>	<b>45</b>	<b>4</b>	<b>8</b>	<b>1</b>	<b>3</b>

“Between January — August 2025, nationwide **seventeen** responders have been struck and killed by vehicles, including 3 in Texas.”

[www.ResponderSafety.com](http://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
2021	18	0	10	19	2	39
2022	34	3	0	16	0	50
2023	15	7	6	*	0	15
2024	5	6	11	*	0	32*

Data was collected directly from regional mobility assistance patrol providers.

*\*Information pending from reporting agency.*

# NCTCOG Traffic Incident Management Program

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

**Cities and Counties Represented (102): August 2013 - December 2024**

<b>Allen</b> <b>Alvarado</b> Amarillo <b>Argyle</b> <b>Arlington</b> Aubrey <b>Azle</b> <b>Balch Springs</b> <b>Bedford</b> <b>Benbrook</b> Boyd Bridgeport <b>Burleson</b> <b>Caddo Mills</b> <b>Carrollton</b> <b>Cedar Hill</b> <b>Celina</b> <b>Cleburne</b> Colleyville <b>Coppell</b> <b>Corinth</b>	Corsicana Cresson Cross Roads <b>Dallas</b> <b>Decatur</b> <b>Denton</b> <b>DeSoto</b> <b>Duncanville</b> <b>Ennis</b> <b>Euless</b> <b>Farmers Branch</b> <b>Flower Mound</b> <b>Forest Hill</b> <b>Forney</b> <b>Fort Worth</b> <b>Frisco</b> <b>Garland</b> <b>Glenn Heights</b> <b>Granbury</b> <b>Grand Prairie</b> <b>Grapevine</b>	<b>Greenville</b> <b>Hickory Creek</b> <b>Highland Park</b> <b>Hurst</b> <b>Hutchins</b> <b>Irving</b> Josephine <b>Joshua</b> <b>Keene</b> <b>Keller</b> <b>Kennedale</b> Krum <b>Lake Cities</b> <b>Lake Worth</b> <b>Lavon</b> <b>Lewisville</b> Little Elm <b>Mansfield</b> Maypearl <b>McKinney</b> Melissa <b>Mesquite</b>	<b>Midlothian</b> <b>N. Richland Hills</b> <b>Northlake</b> <b>Oak Point</b> Pantego <b>Plano</b> <b>Ponder</b> <b>Princeton</b> <b>Prosper</b> <b>Reno</b> <b>Rhome</b> <b>Richardson</b> <b>Richland Hills</b> Rio Vista <b>Roanoke</b> <b>Rockwall</b> <b>Sachse</b> <b>Sanger</b> <b>Seagoville</b> <b>Southlake</b>	<b>Springtown</b> <b>Sunnyvale</b> <b>Terrell</b> <b>University Park</b> <b>Venus</b> <b>Waxahachie</b> <b>Weatherford</b> <b>Willow Park</b> <b>Wilmer</b>
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Counties: **Collin, Dallas, Erath, Hood, Hunt, Johnson, Rockwall, Tarrant, Wise**

- Notes:**
1. Agencies shown in **bold text** have attended both the First Responder and Manager's Course and the Executive Level Course.
  2. A complete list of Agency Attendance from 2003 is available upon request.

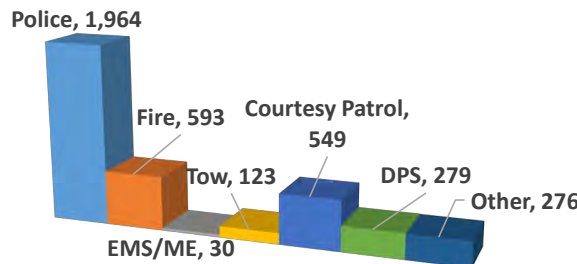
### NCTCOG TIM First Responder and Manager's Course

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.

Course Registration Link — <https://www.nctcog.org/training-development-institute/public-safety-academy>

<b>NCTCOG First Responder and Manager's Course Attendance</b>		
2003 - 2023	2024	Total
3,596	218	<b>3,814</b>

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



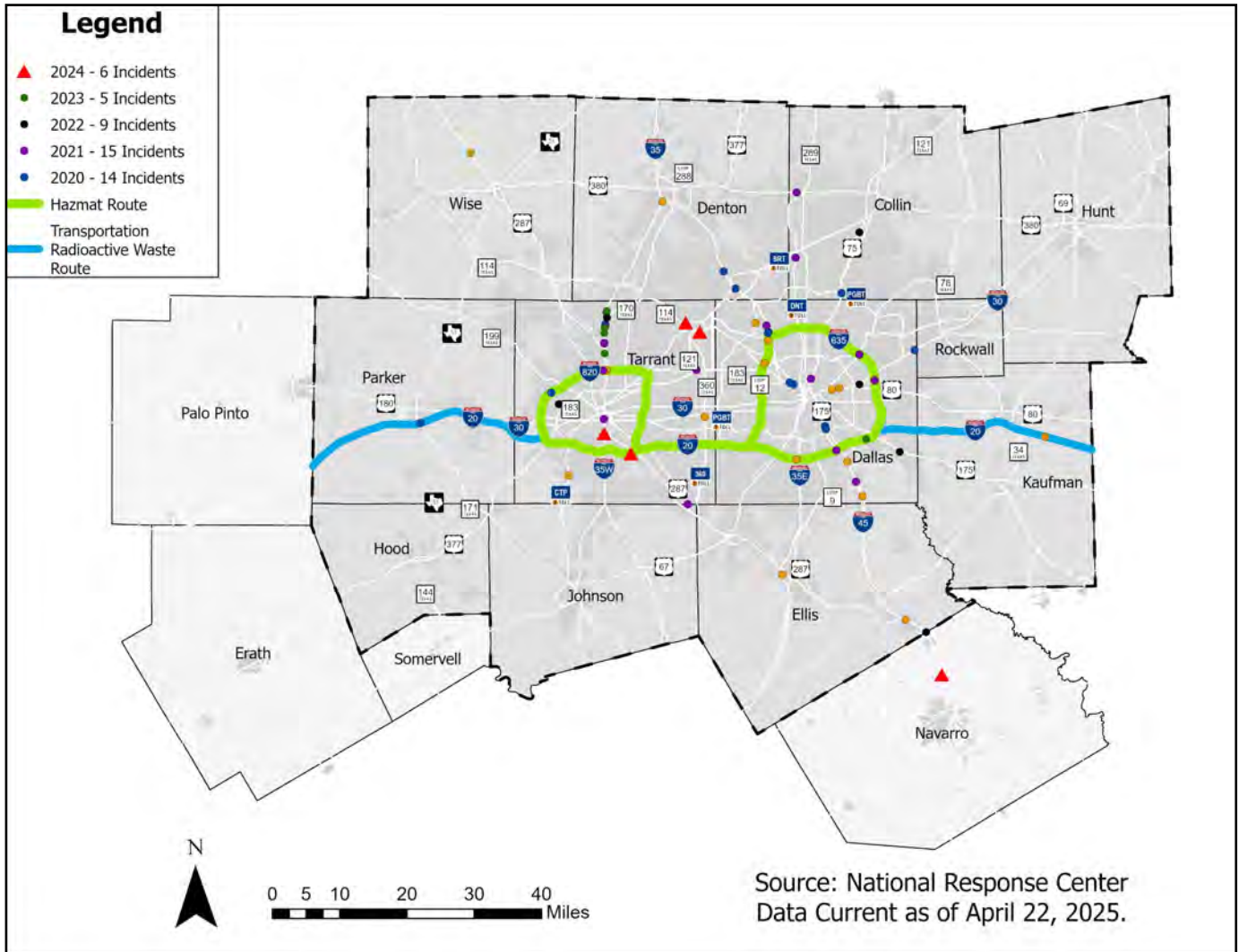
### NCTCOG TIM Executive Level Course Attendance

The **Executive Level Course** introduced in 2005 & is geared towards agency decision and policy makers and provides a high-level overview of the topics discussed in the 1st 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 2024)
535	250	43	16	74	24	327	<b>1,269</b>

# 2024 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 2024, there were 6 significant HazMat spills within the 16-county region. This is up from the previous year, which had 5 such incidents.



County	2020	2021	2022	2023	2024	Total
Collin	0	2	2	0	0	4
Dallas	8	6	4	1	0	19
Denton	2	0	0	0	0	2
Ellis	0	0	1	0	0	1
Erath	0	0	0	0	0	0
Hood	0	0	0	0	0	0
Hunt	0	0	0	0	0	0
Johnson	0	0	0	0	0	0
Kaufman	0	0	0	0	0	0
Navarro	0	0	0	0	1	1
Parker	1	0	0	0	0	1
Palo Pinto	0	0	0	0	0	0
Rockwall	0	0	0	0	0	0
Somervell	0	0	0	0	0	0
Tarrant	3	7	2	4	5	21
Wise	0	0	0	0	0	0
<b>Total</b>	<b>14</b>	<b>15</b>	<b>9</b>	<b>5</b>	<b>6</b>	<b>49</b>

# Roadside Assistance Program

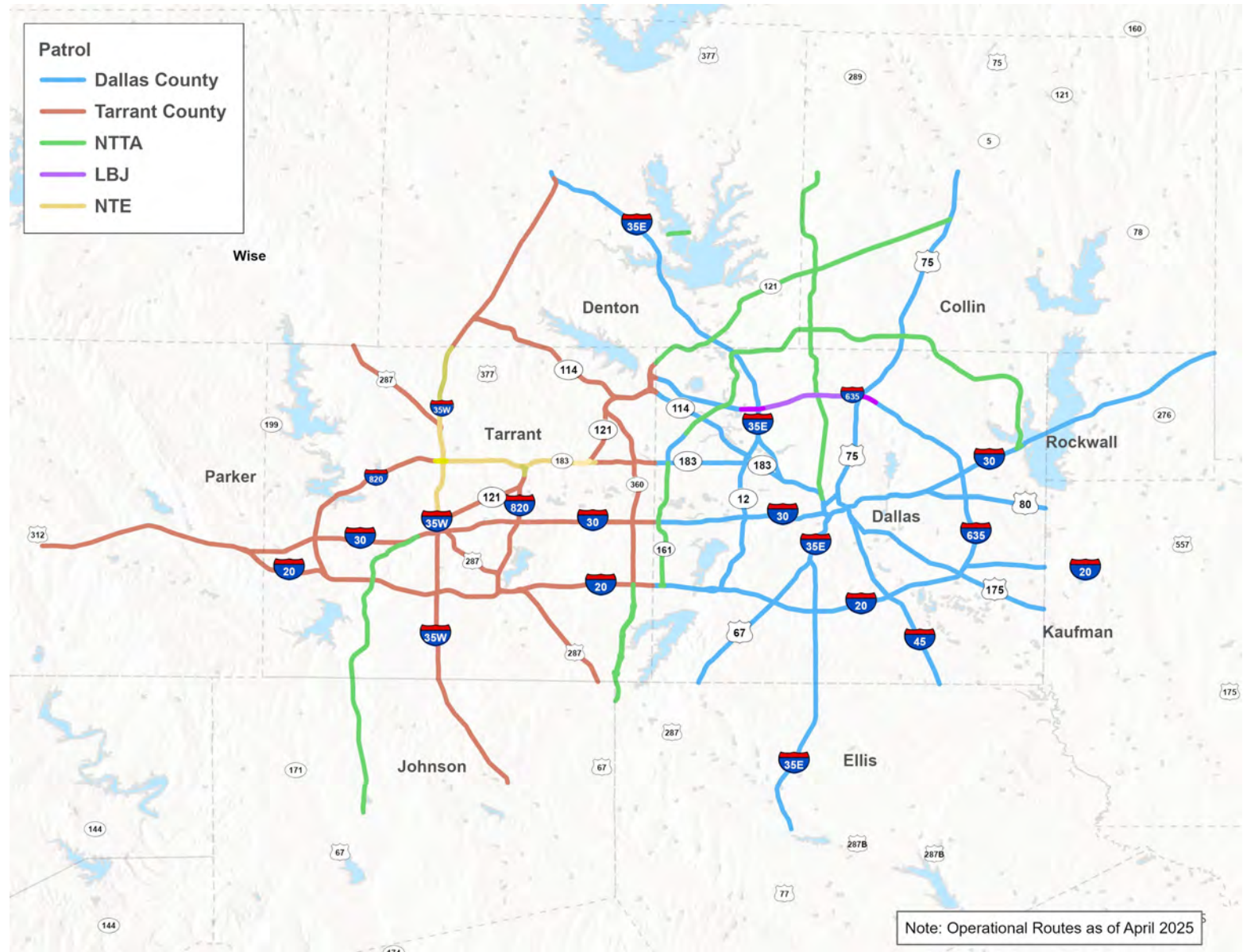
The Roadside Assistance Program (RAP) is a crucial part of incident response and traffic safety efforts in North Texas. Area RAP programs help alleviate congestion and prevent secondary crashes on busy highways/freeways and toll roads by providing free assistance to stalled and stranded motorists by 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 has focused on congested highways in Dallas and Tarrant Counties but also extends into portions of Collin, Denton, and Johnson Counties. Further expansions into Parker, Ellis, Johnson, and Rockwall Counties are in development.

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	2023 Assists	2024 Assists
Dallas County Operations	50,207	56,816
Tarrant County Operations	24,617	25,798
NTTA	50,265	46,045
NTE Express	4,806	3,998
LBJ Express	3,501	2,622

## Patrol Routes



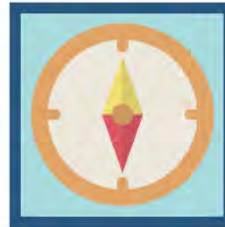
# In 2024, Dallas/Fort Worth Area Roadside Assistance Patrols

provided:



**83,608**

Driver Assistance /  
Stalled Vehicle



**12,800**

Courtesy Check /  
Directions



**2,789**

Crash  
Assistance



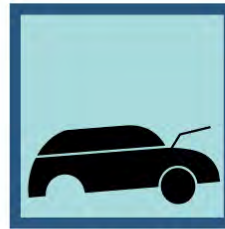
**13,175**

Debris  
Removal



**13,782**

Protection to  
First Responders



**7,173**

Abandoned  
Vehicle Check

**Total Combined Assists: 135,279\***

Notes:

Data includes Dallas County, Tarrant County, NTTA, North Tarrant Express and LBJ Express assists combined. 1,952 assists were either not found or were cancelled before a patrol vehicle arrived..

## 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 #789



## Highway Safety Improvement Program

The TxDOT Highway Safety Improvement Program (HSIP) Call for Projects (CFP) is a funding opportunity for highway safety projects that decrease the number of fatalities and serious injuries on all public roadways. Funds are provided for construction and operational improvements that address crash types outlined in the Texas Strategic Highway Safety Program. TxDOT updated the 2025 HSIP CFP for FY28. The 2024 TxDOT HSIP CFP resulted in the following projects for our region:

- The Dallas District received approval on 21 projects for a total of \$35,453,618.72.
- The Fort Worth District received approval on 15 projects for a total of \$17,618,343.

## Statewide TXDOT and Metropolitan Planning Organization Safety Performance

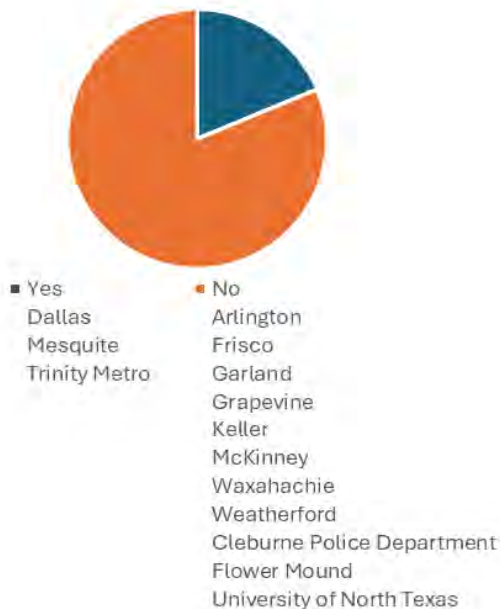
The table below identifies performance measures that TxDOT and MPOs will report on annually. NCTCOG Safety staff will survey partners once a year to collect information on regional safety-related & safety education related programs and efforts, in order to better report on and support the safety efforts within the region. Updates will be provided in future reports.

2024 Annual Performance Measures	Statewide Safety Task Force	Total or Status
<b>No. of Fatalities</b>	TXDOT/MPO	<b>849</b>
<b>Fatality Rate</b>	TXDOT/MPO	<b>1.035</b>
<b>Number of Law Enforcement Encounters During Grant-Funded or MPO Funded Activities</b>	TxDOT/MPO	<b>7 *</b>
<b>Number of Safety Related Programs</b>	TxDOT/MPO	<b>12 *</b>
<b>Number of Education Related Programs</b>	TxDOT/MPO	<b>6 *</b>

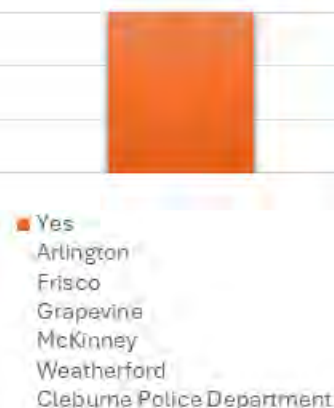
\* Specified quantity is based on the agencies that responded to the survey question.

## NCTCOG Regional Safety Survey — Partner Updates

Agencies that have an Existing Roadway Safety Plan



Agencies that Plan on Creating a Regional Safety Plan



70 agencies were surveyed and 56 agencies had not responded at the time of this publication.

# Regional Roadway Safety Plan

The NCTCOG Regional Roadway Safety Plan was developed to help eliminate all fatalities on our roadways by 2050. Eight emphasis areas were identified as part of the plan: speeding, distracted driving, impaired driving, intersection safety, bicyclist and pedestrian safety, roadway and lane departures, occupant protection (seatbelts), and motorcycles.

The regional Roadway Safety Plan will serve as a guide for the implementation of future systemic safety projects and programs throughout the NCTCOG region as we work towards a goal of zero fatalities on our region's roadways by 2050.

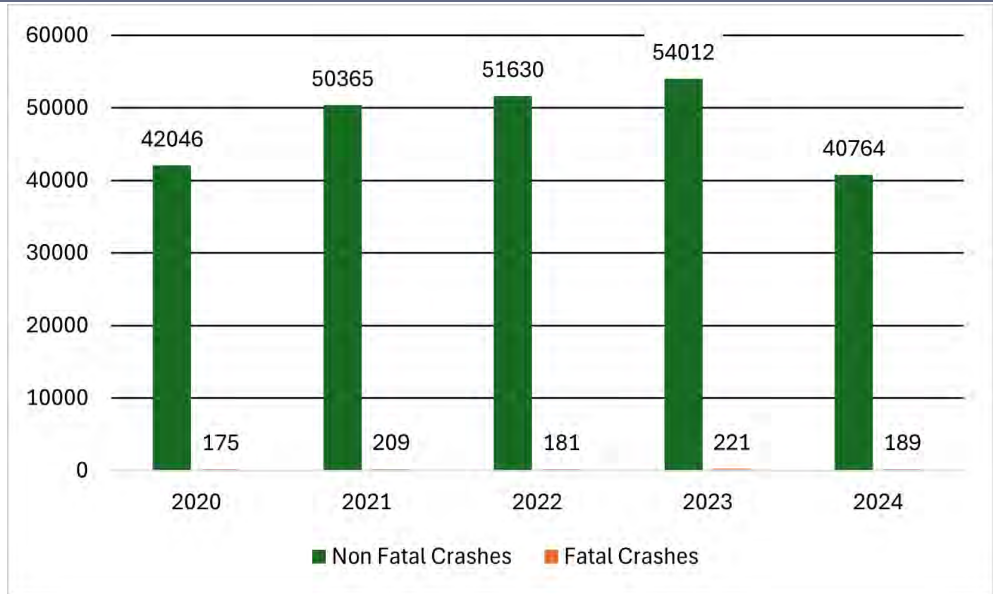
## Regional Roadway Safety Plan Goals:

1. Eliminate fatal crashes from all modes of travel by 2050.
2. Prioritize safety in roadway project selection and provide guidance on countermeasure development to partner agencies.
3. Work with partners to foster a culture of safety that utilizes the safe systems approach; and develop behavioral and educational countermeasures to address dangerous driving behaviors.
4. Fund and implement safety projects and policies equitably to ensure safe transportation access for all road users.
5. Implement a proactive approach to roadway safety to identify problems before they occur.
6. Work with police to effectively enforce traffic rules and traffic management professionals to improve quick clearance strategies.

Updates to the data analysis from the Regional Safety Plan is included below.

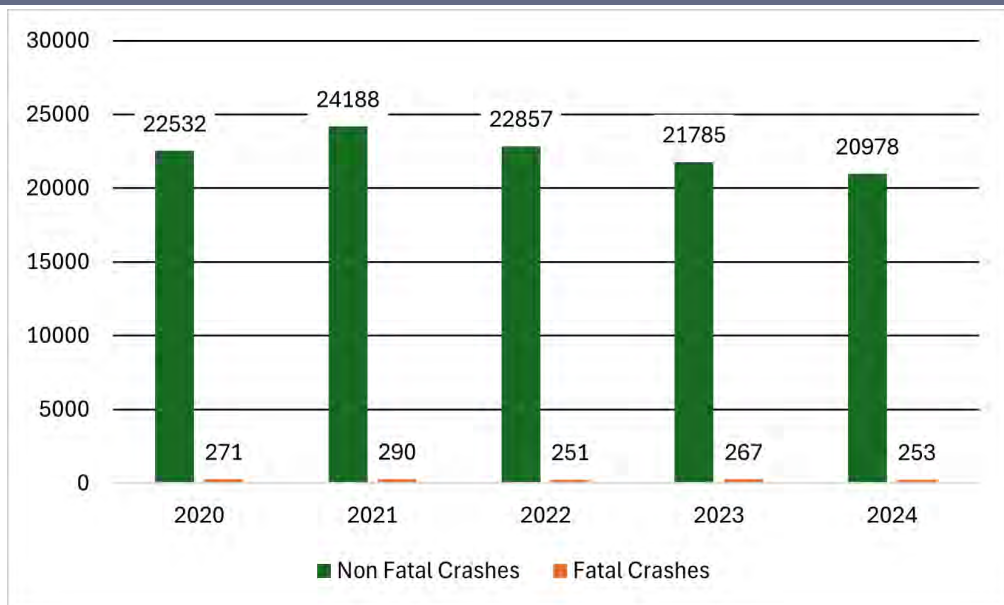
## 12-County MPA - Intersection Related Crashes: 2020 - 2024

Intersection related crashes are those that occur within the boundaries of an intersection or at an approach to or an exit from an intersection. Intersection related crashes decreased by 24 percent from 2023 to 2024 with a decrease of 13,280 total crashes in 2024.



## Roadway and Lane Departure Crashes: 2020 - 2024

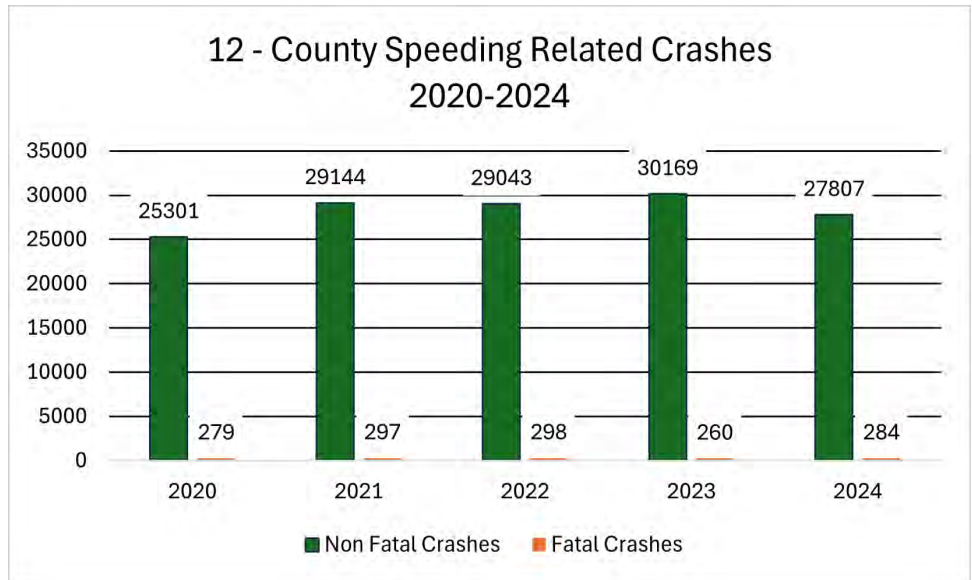
Roadway and Lane Departure crashes are those that occur either off the road, on the shoulder, or in the center median and only involved one motor vehicle. There was a 3.7 percent decrease in Roadway and Lane Departure crashes from 2023 to 2024 and 821 fewer crashes in 2024.



## Speeding Related Crashes: 2020 - 2024

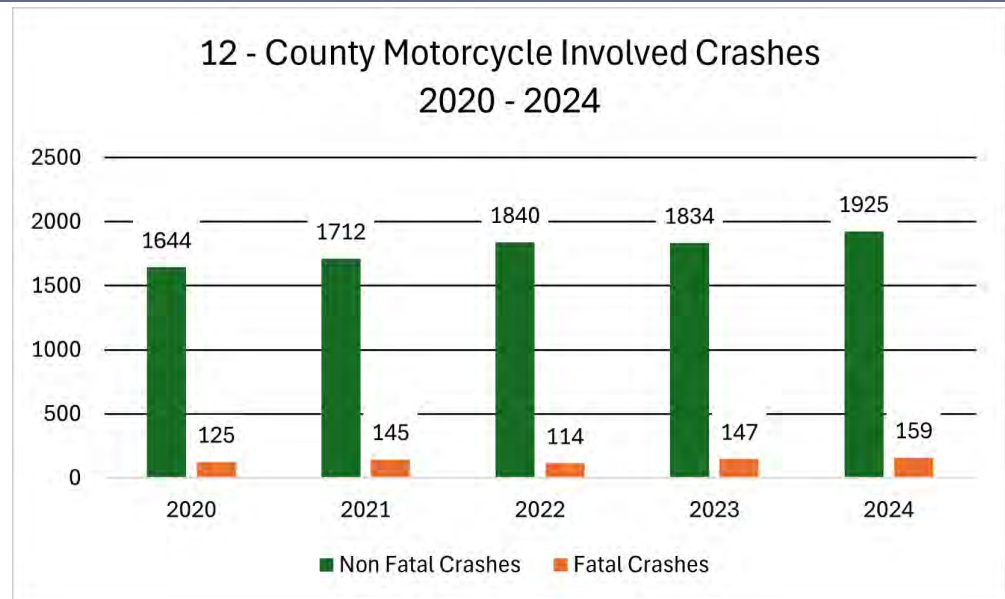
Speeding related crashes are those where at least one driver was travelling well above the posted speed limit or too fast for current roadway conditions. Vehicle speed is proven to have a direct correlation to crash severity. From 2023 to 2024, the number of crashes on all roadways where speeding was cited as a contributing factor decreased by 2,338 total crashes.

Note: Speeding Related crashes include those where speeding were cited either as a primary, secondary, or tertiary contributing factor to the crash.



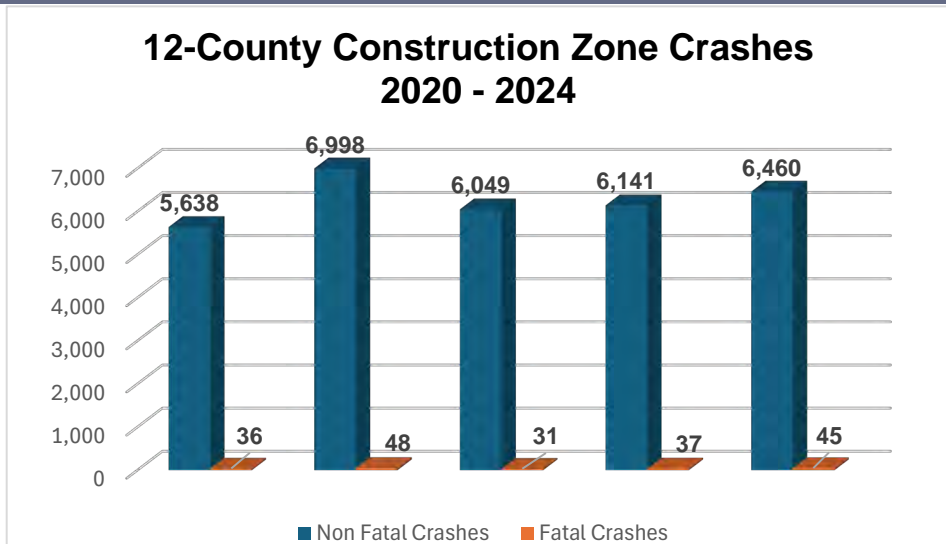
## Motorcyclist Involved Crashes: 2020 - 2024

Like bicyclists and pedestrians, motorcyclists are vulnerable roadway users due to the lack of protection provided by a vehicle. Helmet usage for motorcyclists, like restraint usage has a significant impact on injury severity. There was an increase of 103 total crashes involving motorcyclists from 2023 to 2024.



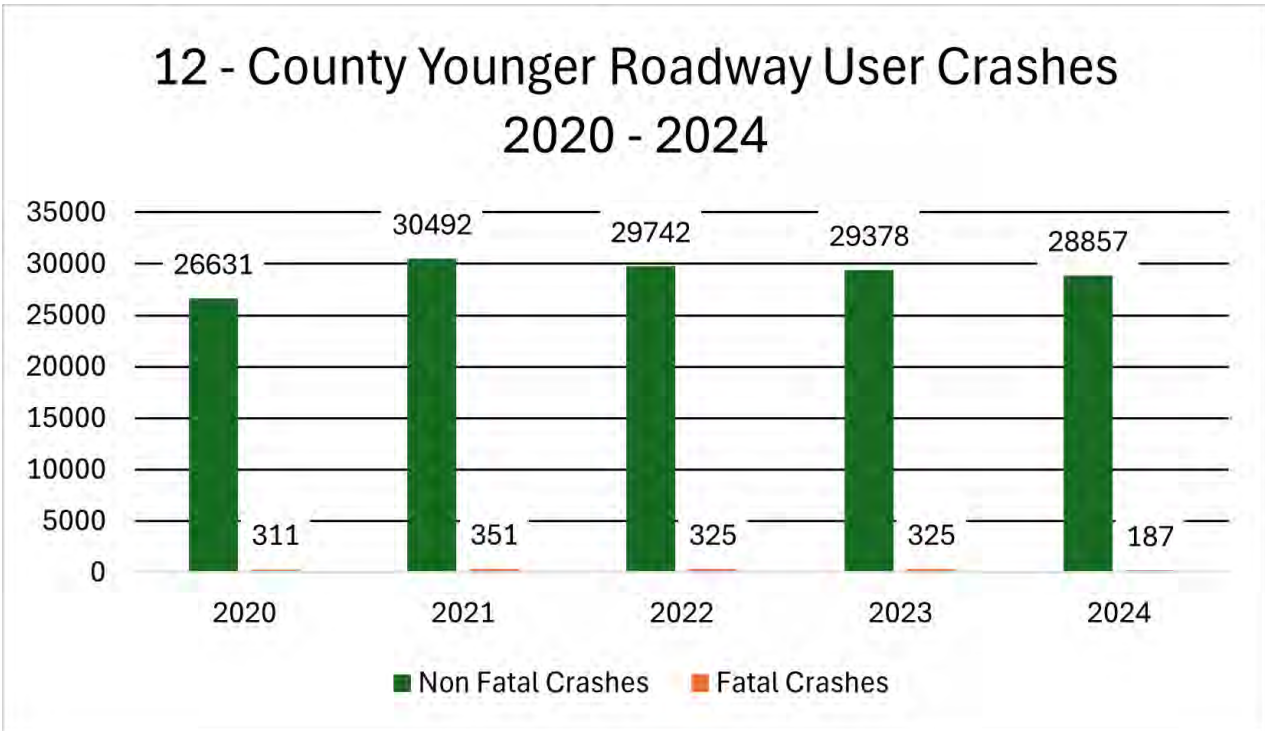
## Construction Zone Crashes: 2020 - 2024

In 2024, over 6,000 traffic crashes occurred in work zones in the 12-county MPA, resulting in 45 deaths and another 175 serious injuries.



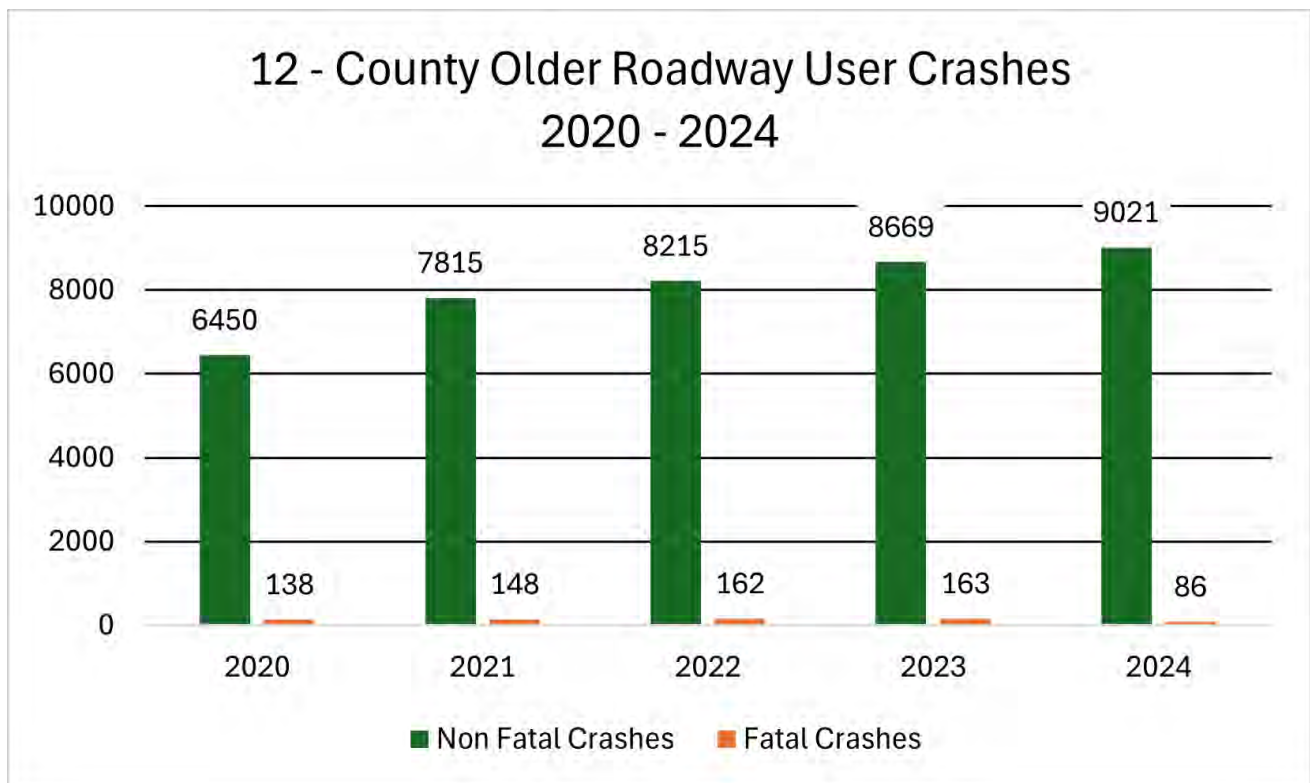
## Younger Roadway User Crashes: 2020 - 2024

Younger roadway users are drivers who are 24 years of age and younger. From 2023 to 2024, Younger Roadway User crashes decreased by 2.2 percent, with a decrease of 659 total crashes in 2024.



## Older Roadway User Crashes: 2020 - 2024

Older Roadway Users are drivers that are of the age 65 and older. From 2023 to 2024, Older Roadway User crashes increased by 3.1 percent, with an increase of 275 total crashes in 2024.

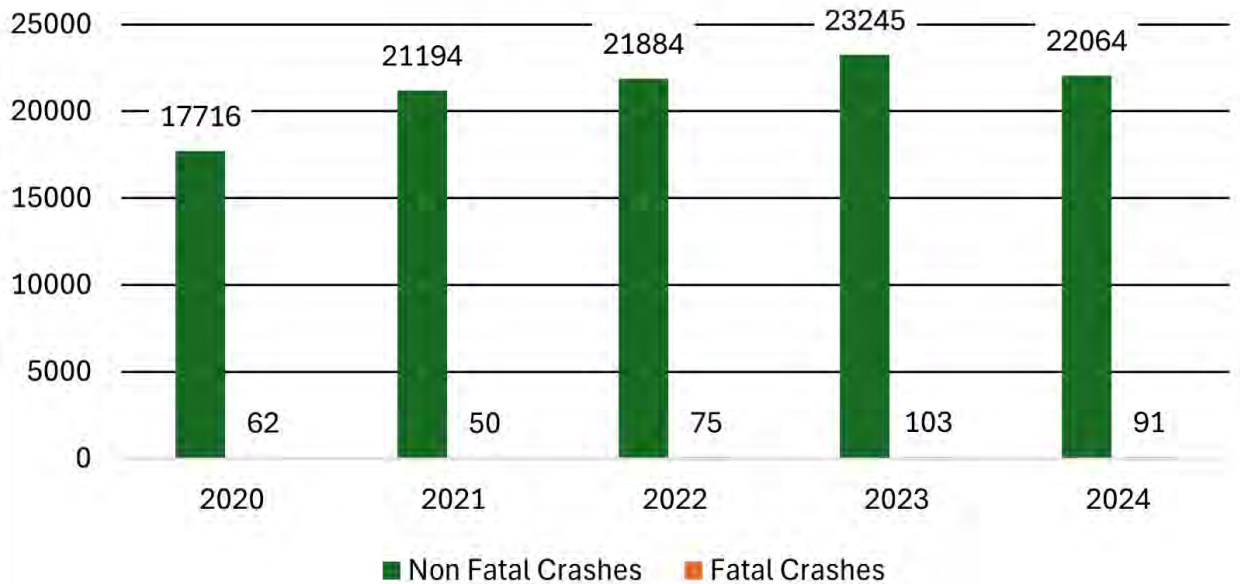


## Distracted Driving: 2020 - 2024

From 2023 to 2024, the number of crashes on all roadways caused by a distracted driver decreased 5.1 percent within the 12-county MPA. The total number of crashes caused by a distracted driver decreased by 1,193 from 2023 compared

Note: Distracted Driving crashes include those where driver inattention, distraction in the vehicle, or cell phone/mobile device use

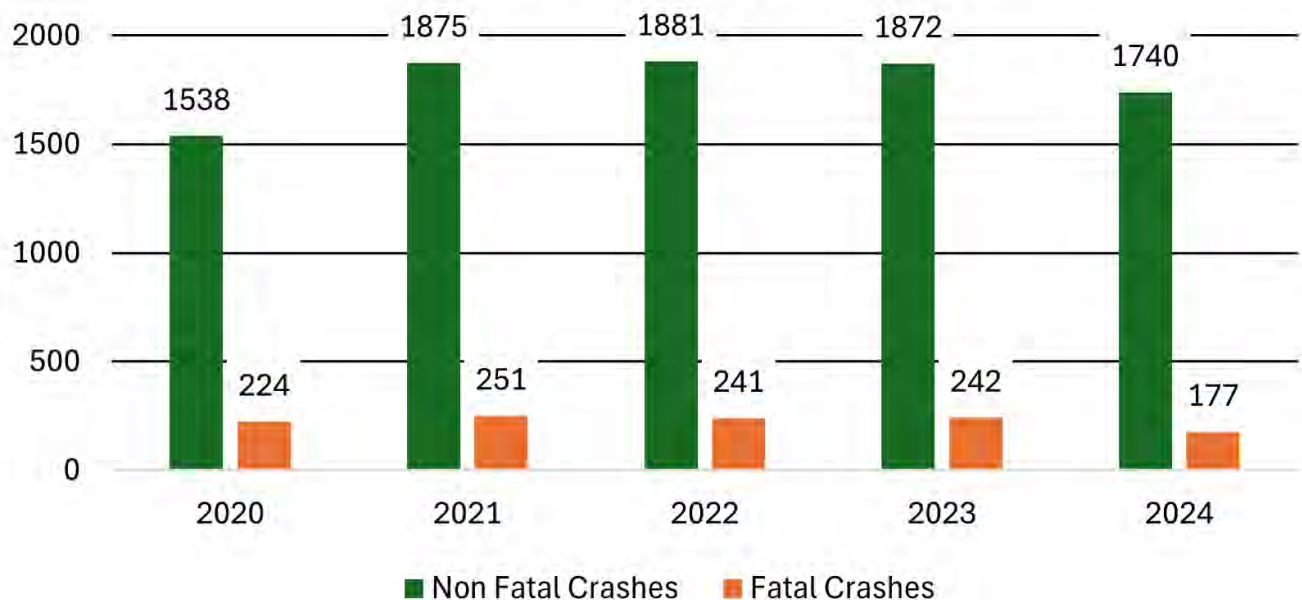
### 12 - County Distracted Driving Crashes 2020 - 2024



## No Restraint Used Crashes: 2020 - 2024

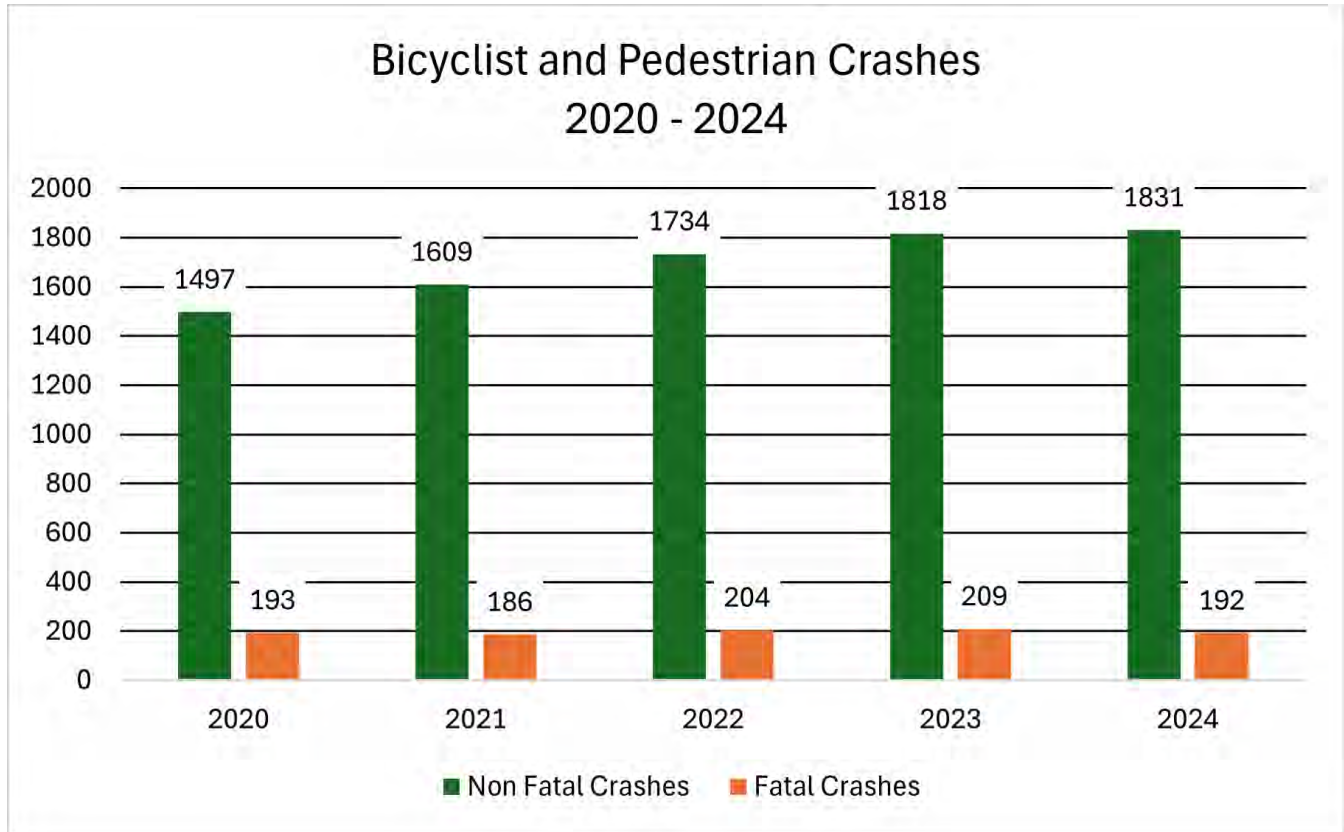
No Restraint Used crashes involve drivers or occupants of the vehicle who were not wearing seatbelts at the time of the crash. These crashes are characterized as dangerous crash types and usually tend to result in more severe injuries for the persons involved.

### 12 - County No Restraint Used Crashes 2020 - 2024



## 12-County MPA - Bicyclist and Pedestrian Crashes: 2020 - 2024

A bicyclist and pedestrian crash involves a crash where a vehicle strikes either a bicyclist or a pedestrian. From 2023 to 2024, the total number of crashes involving a bicyclist or a pedestrian decreased by 0.20% with a decrease of 4 total crashes. Crashes involving bicyclists and pedestrians typically tend to have more severe injuries.



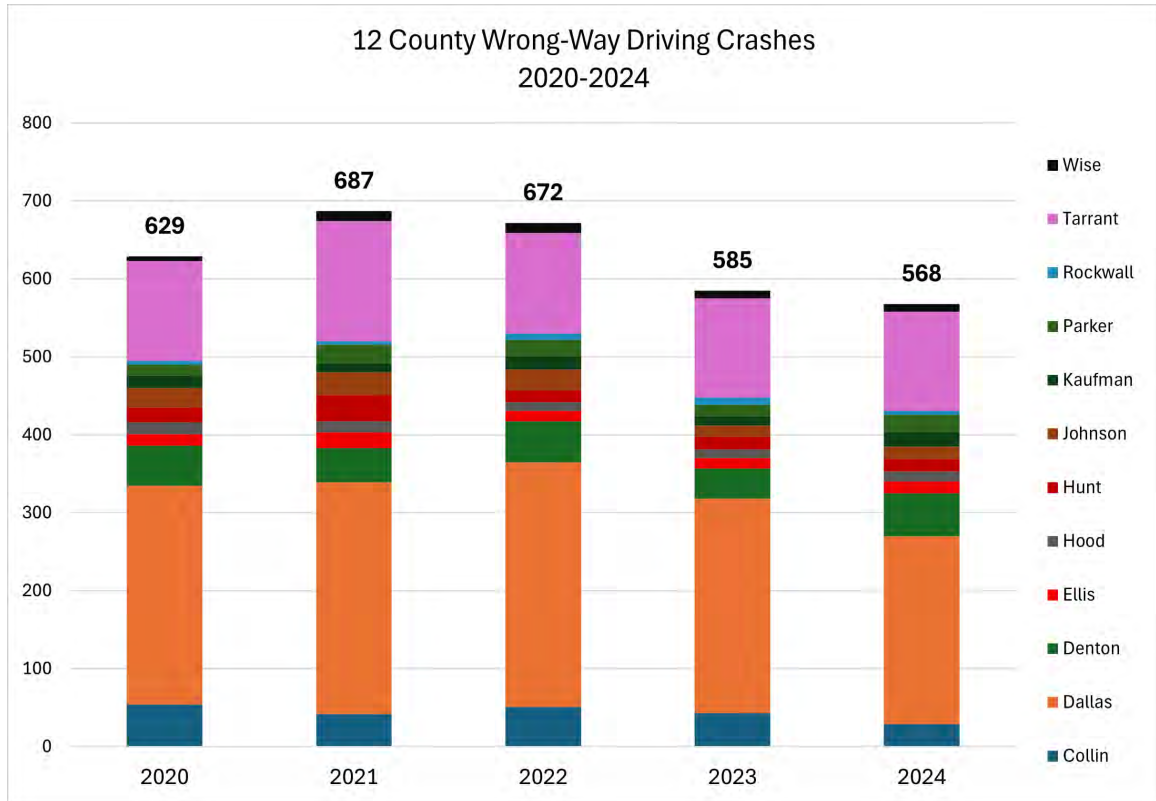
### 2024 Bicyclist and Pedestrian Crashes by County

County	Pedestrian Involved	Bicyclist Involved	Total
Collin	97	79	176
Dallas	784	187	971
Denton	104	70	174
Ellis	19	5	24
Hood	5	2	7
Hunt	19	6	25
Johnson	19	10	29
Kaufman	18	4	22
Parker	19	8	27
Rockwall	6	1	7
Tarrant	389	163	552
Wise	6	3	9
<b>Total</b>	<b>1485</b>	<b>538</b>	<b>2023</b>

## Wrong Way Driving Crashes: 2020 - 2024

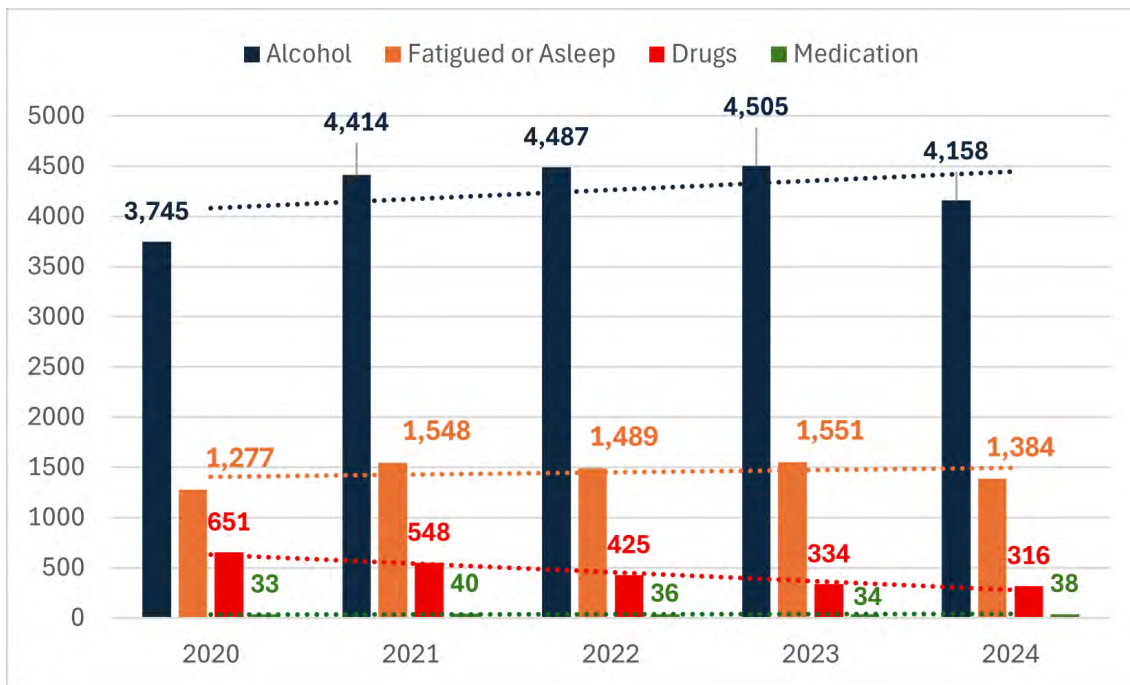
From 2020 to 2024, the number of crashes on all roadways caused by a wrong way driver decreased 9.7% within the 12-county MPA. The total number of crashes caused by a wrong way driver decreased by 17 from in 2024 compared to 2023.

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



## Crashes Involving Impaired Drivers: 2020 - 2024

Crashes involving a driver impaired by alcohol, illegal drugs, legal medication, or fatigue 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 3.3 percent overall.



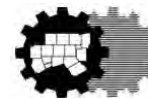
Note: The Impaired Driving Analysis includes TxDOT crash records where the primary, secondary, or tertiary contributing factors were cited as "Had been drinking", "Taking medication", "Under influence — alcohol", "Under influence — drugs", or "Fatigued or Asleep". Motor vehicle crash within the NCTCOG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

### Contact Information

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