



NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

2025 Safety Program Performance Measures

The annual Transportation Safety Performance Measures Report provides updates on federal performance measures and how the North Central Texas Council of Governments (NCTCOG) supports those performance measures through programs, projects, policies, safety efforts, strategic investments and public awareness. NCTCOG works with regional stakeholders and the Texas Department of Transportation (TxDOT) on identifying and funding projects designed to reduce crashes, prevent injuries and save lives. To help reduce crashes, the Regional Transportation Council (RTC) has allocated \$57 million to implement education, enforcement and engineering projects focused on safety. In addition, the report includes various additional NCTCOG performance measures in support as well.

\$57 Million Regional Transportation Council Safety Program (DFW Region)

Category	Final
Speed Enforcement ¹	\$7 Million
Speed Education ²	\$2 Million
Bicycle/Ped Education ²	\$2 Million
Bicycle/Ped Engineering ³	\$10 Million
Freeway Operations Engineering and Intercity Connections ³	\$25 Million
Youth Safety Program	\$4 Million
Edge Pavement Program	\$3 Million
Other	\$4 Million
¹ Increased Law Enforcement Presence ² Enhance Existing Education Campaigns – Drive Aware North Texas and Look Out Texans ³ Identify through Roadway Safety Audit and Regional Safety Plans	Totals \$57 Million

Safety Program - Current Activities in Support

Category	Current Efforts	Totals
1 Speed Enforcement	City of Fort Worth Enforcement Corridors Program - <i>agreement under review</i>	\$7 million
2 Speed Education	NCTCOG - DANT Educational Campaign Website, Outreach Event Items and Participation, Regional Restaurant and Bar Advertising (targeted messaging)	\$2 million
3 Bicycle/Ped Education	NCTCOG - Look Out Texans Campaign	\$2 million
4 Bicycle/Ped Engineering	City of Carrollton - Kelly Blvd Sidepath PS&E and Construction Phases Dallas County - Cotton Belt Trail Connection Alignment PS&E from Carrollton to Coppell NCTCOG - Count Equipment and Operations for DFW Discovery Trail and Cotton Belt Trail NCTCOG - Wayfinding Signage Fabrication for DFW Discovery Trail NCTCOG - Wayfinding Signage Plan for Cotton Belt Trail	\$10 million
5 Freeway Operations Engineering and Intercity Connections	<i>Work not yet completed</i>	\$25 million
6 Youth Safety Program	The Meadows Institute - Active Bystandership for Teen Drivers Pilot	\$4 million
7 Edge Pavement Program	NCTCOG - executed contracts with Johnson and Denton Counties to implement repair of shoulder drop-off to improve safety - <i>recently initiated</i>	\$3 million
8 Other		\$4 million

NCTCOG's Support of Federal Safety Performance Targets

Safety Performance Targets

Safety Performance Targets	2025 TxDOT Targets	2025 NCTCOG Targets	2026 TxDOT Targets	2026 NCTCOG Targets
		Fatalities – 3.7% Serious Injuries – 2%		Fatalities – 3.8% Serious Injuries 2%
No. of Fatalities	3,046	598.5	3,046	576.9
Fatality Rate	1.360	0.767	1.44	0.739
No. of Serious Injuries	18,096	4,382.5	18,884	3,752.4
Serious Injury Rate	6.640	5.282	6.30	4.54
No. of Bicycle & Pedestrian Fatalities and Serious Injuries	2,371	Fatalities: 192.4 Serious Injuries: 448.5 Combined: 640.9	2,802	Fatalities: 185.1 Serious Injuries: 439.5 Combined: 624.6

- 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.
- Percentage reductions for the number of fatalities and the fatality rate apply to NCTCOG's targets only.
- Fatality and fatality rate targets represent a 50% reduction by 2035. Serious Injury and serious injury targets represent a two percent reduction from the trendline each year.

Actual Safety Performance Reporting for 2024 Targets

Safety Performance Measures	Original 2024 Target	PY2024 Actual Performance	PY2018- 2022 Baseline Performance	Met Target?	Better than the Baseline?	Met or Made Significant Progress?
Number of Fatalities	598.5	658.8	620.2	No	No	No
Rate of Fatalities	0.760	0.797	0.751	No	No	
Number of Serious Injuries	3,637.3	3,829	3,645.2	No	No	
Rate of Serious Injuries	4.53	4.633	4.113	No	No	
Number of Bicycle & Pedestrian Fatalities and Serious Injuries	634.7	657.4	594.6	No	No	

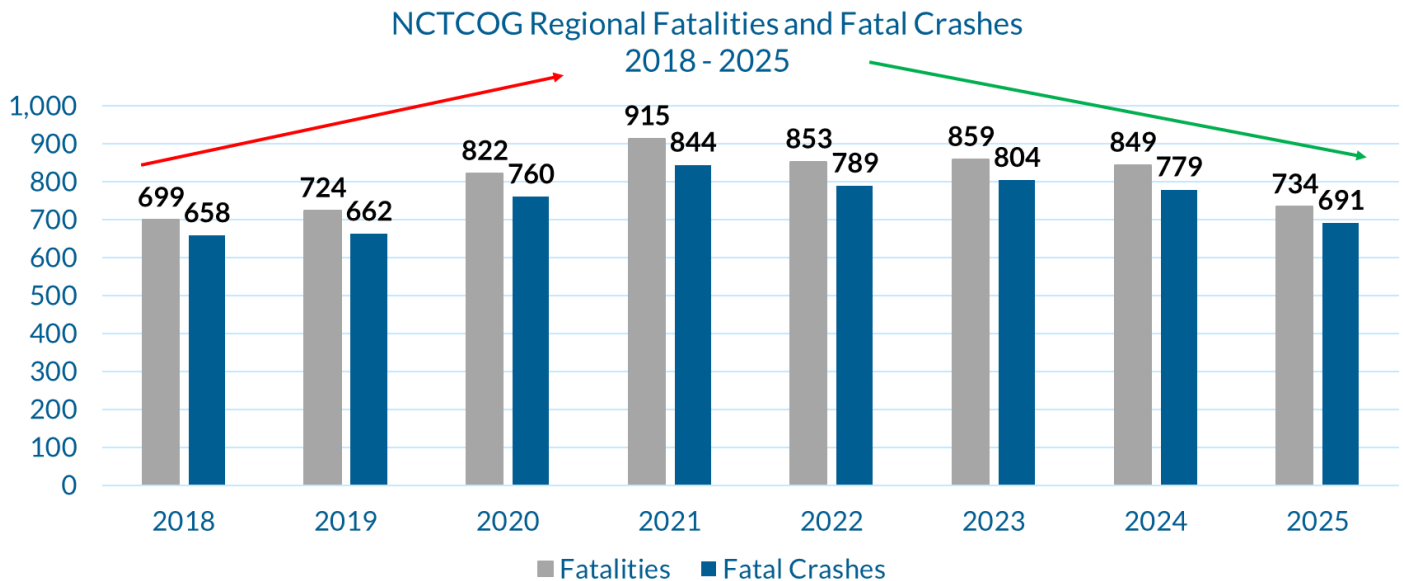
- Actual Performance reporting of Safety Performance Targets is completed on a two-year delay.
- Reporting of 2024 Actual Performance was conducted in Spring of 2026.
- An agency is determined to have met or made significant progress toward meeting its targets when at least four of the five established 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) 2024, that data period was 2018-2022.

*Although as a region, we did not meet the established fatality targets for 2024, we have achieved significant reductions in both fatal crashes and fatalities as highlighted in the next section of the report.

NCTCOG's 12 - County MPA Crash and Fatality Data

This graph highlights the fatalities and fatality crashes within the North Central Texas region between 2018 – 2025 and shows the performance for all fatality crashes that involve vehicles, bicyclists and pedestrians. Our region is still working to get back to pre-pandemic levels for fatal crashes and fatalities and we are getting very close to 2019 levels. Our largest one-year decrease in fatalities and fatality crashes occurred from 2024 to 2025 with a decrease of 110 fatalities and 88 fatal crashes. This is nearly 30% of the total statewide reductions in fatalities achieved. Since the highest point of fatalities in 2021, we've achieved a near 20% reduction in fatalities by the end of 2025, a decrease of over 187 fatalities and 168 fatal crashes.

Actual Fatalities and Fatal Crashes 2018 - 2025



Data Source: TxDOT Crash Records Information System (CRIS) Dashboard

12 - County MPA Crash and Fatality Data 2021 - 2025

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 2021 to 2025. 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 2025 was 0.833.

2021-2025 Crashes						
County	2021	2022	2023	2024	2025	% Change 2024-2025
Collin	12,383	13,827	14,832	15,482	15,615	-0.86%
Dallas	55,357	54,537	52,135	46,020	43,805	4.81%
Denton	11,416	11,974	12,290	12,401	12,195	1.66%
Ellis	3,302	3,232	3,402	3,889	3,823	1.7%
Hood	803	812	842	841	784	6.78%
Hunt	1,783	1,604	1,713	1,760	1,811	-2.9%
Johnson	2,778	2,736	2,786	2,734	2,869	-4.94%
Kaufman	2,228	2,284	2,351	2,613	2,665	-1.99%
Parker	2,638	2,527	2,644	2,598	2,794	-7.54%
Rockwall	1,751	1,865	2,160	2,430	2,755	-13.37%
Tarrant	30,723	29,012	29,075	28,039	30,347	-8.23%
Wise	1,021	1,149	1,152	1,118	1,244	-11.27%
Total	126,183	125,559	125,382	119,925	120,707	-0.65%

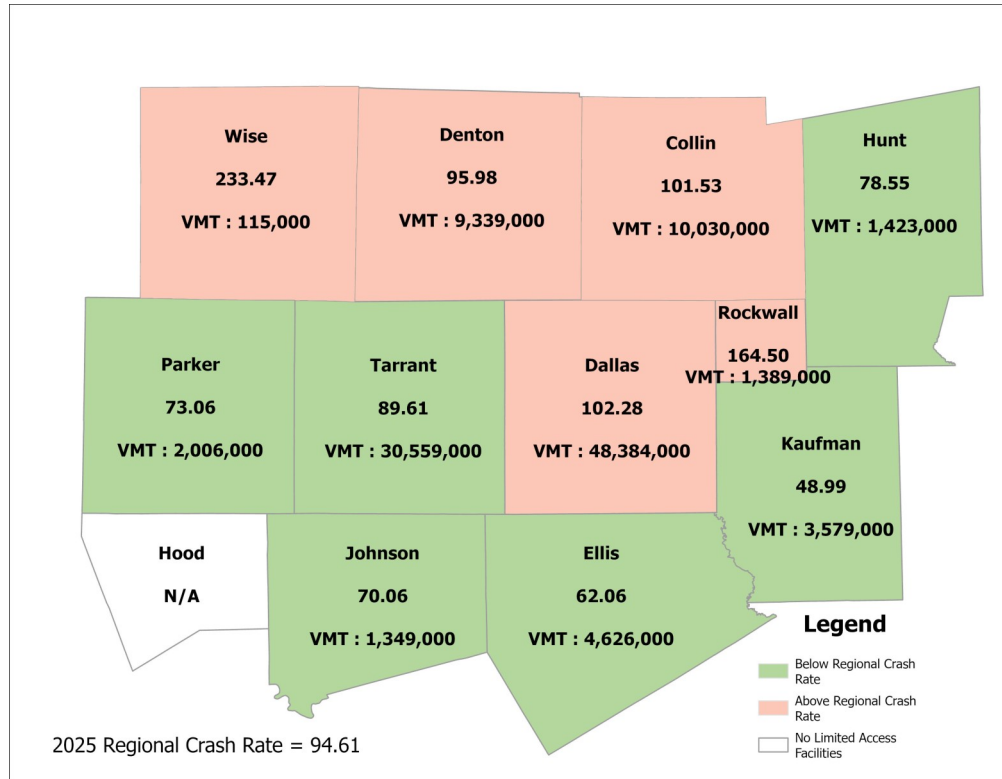
2021-2025 Fatalities						
County	2021	2022	2023	2024	2025	% Change 2024-2025
Collin	50	76	62	73	66	9.59%
Dallas	352	354	336	329	274	16.72%
Denton	66	49	52	51	56	-9.8%
Ellis	36	33	37	42	28	33.33%
Hood	12	10	8	10	9	10%
Hunt	38	15	35	23	25	-8.7%
Johnson	39	36	31	21	16	23.81%
Kaufman	36	26	23	23	24	-4.35%
Parker	28	15	24	33	24	27.27%
Rockwall	10	6	12	5	8	-60%
Tarrant	227	210	217	204	190	6.86%
Wise	21	23	22	35	14	60%
Total	915	853	859	849	734	13.55%

Data Source: TxDOT Crash Records Information System (CRIS) current as of 4/4/2026 - 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."

2025 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 94.61. This represents a decrease from the 2024 rate of 106.38 crashes per 100 million vehicle miles traveled (VMT). Collin, Dallas, Denton, Rockwall, and Wise Counties were the only counties with a crash rate above the regional average in 2025.



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

2025 Contributing Factors for Serious Injury and Fatality Crashes

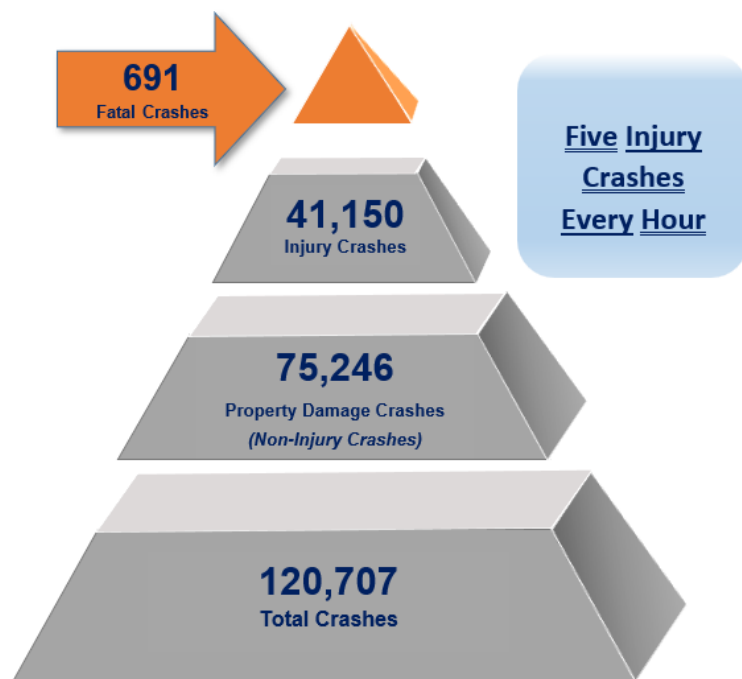
	Top Ten Contributing Factors — Limited Access Facilities Only	2024	2025
1	Speeding - (Overlimit / Unsafe Speed / Failed to Control Speed)	32.51%	34.36%
2	Driver Related (Distraction in Vehicle / Driver Inattention / Road Rage / Drove Without Headlights / Followed Too Closely / Cell/Mobile Device Use - Texting/Other)	13.56%	11.71%
3	Failed to Drive in Single Lane	10.20%	11.20%
4	Impaired Driving (Intoxicated - Alcohol / Drug / Had Been Drinking / Fatigued or Asleep)	10.50%	10.94%
5	Changed Lane When Unsafe	9.18%	9.32%
6	Faulty Evasive Action	7.87%	7.35%
7	Disabled in Traffic Lane	3.21%	4.02%
8	Pedestrian Failed to Yield Right of Way - To Vehicle	4.08%	3.76%
9	Turned When Unsafe	0.44%	1.28%
10	Wrong Way Driving (One Way Road)	1.31%	1.20%

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 2010-2025. For more information on contributing factor trends for previous years, please visit the [NCTCOG Safety Program](#) webpage.

NCTCOG Crash Pyramid and Regional Struck-By Stats

2025 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 (2024 - 2025)

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	2024 National	2025 National	2024 Statewide	2025 Statewide	2024 Region	2025 Region
Police	26	16	4	2	1	0
Fire/EMS	3	3	0	0	0	0
Towing	12	11	4	1	2	0
Roadside Assistance Patrol	4	3	0	0	0	0
Total Responder Fatal Struck-bys	45	33	8	3	3	0

"Between January — April 2026, nationwide **eight** responders have been struck & killed by vehicles (2 in Texas, including 1 in Dallas)."

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
2022	34	3	0	16	0	53
2023	15	7	6	n/a	0	28
2024	5	6	11	n/a	0	22
2025	6	11	10	n/a	2	29

Data was collected directly from regional mobility assistance patrol providers.

NCTCOG Traffic Incident Management Program

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>

NCTCOG First Responder and Manager's Course Attendance		
2003 - 2024	2025	Total
3,814	103	3,917

NCTCOG TIM First Responder and Manager's Course

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

Cities and Counties Represented (102): August 2013 - December 2025

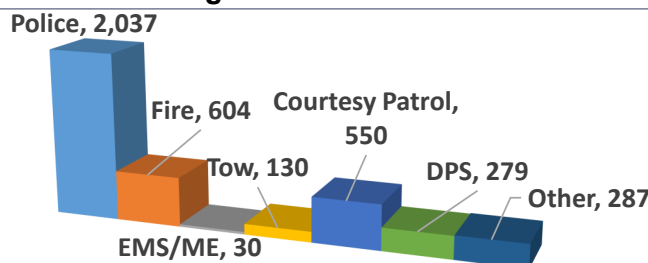
Allen	Corsicana	Greenville	Midlothian	Springtown
Alvarado	Cresson	Hickory Creek	N. Richland Hills	Sunnyvale
Amarillo	Cross Roads	Highland Park	Northlake	Terrell
Argyle	Dallas	Hurst	Oak Point	University Park
Arlington	Decatur	Hutchins	Pantego	Venus
Aubrey	Denton	Irving	Plano	Waxahachie
Azle	DeSoto	Josephine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

Counties: Collin, Dallas, Erath, Hood, Hunt, Johnson, Rockwall, Tarrant, Wise

Notes:

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

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



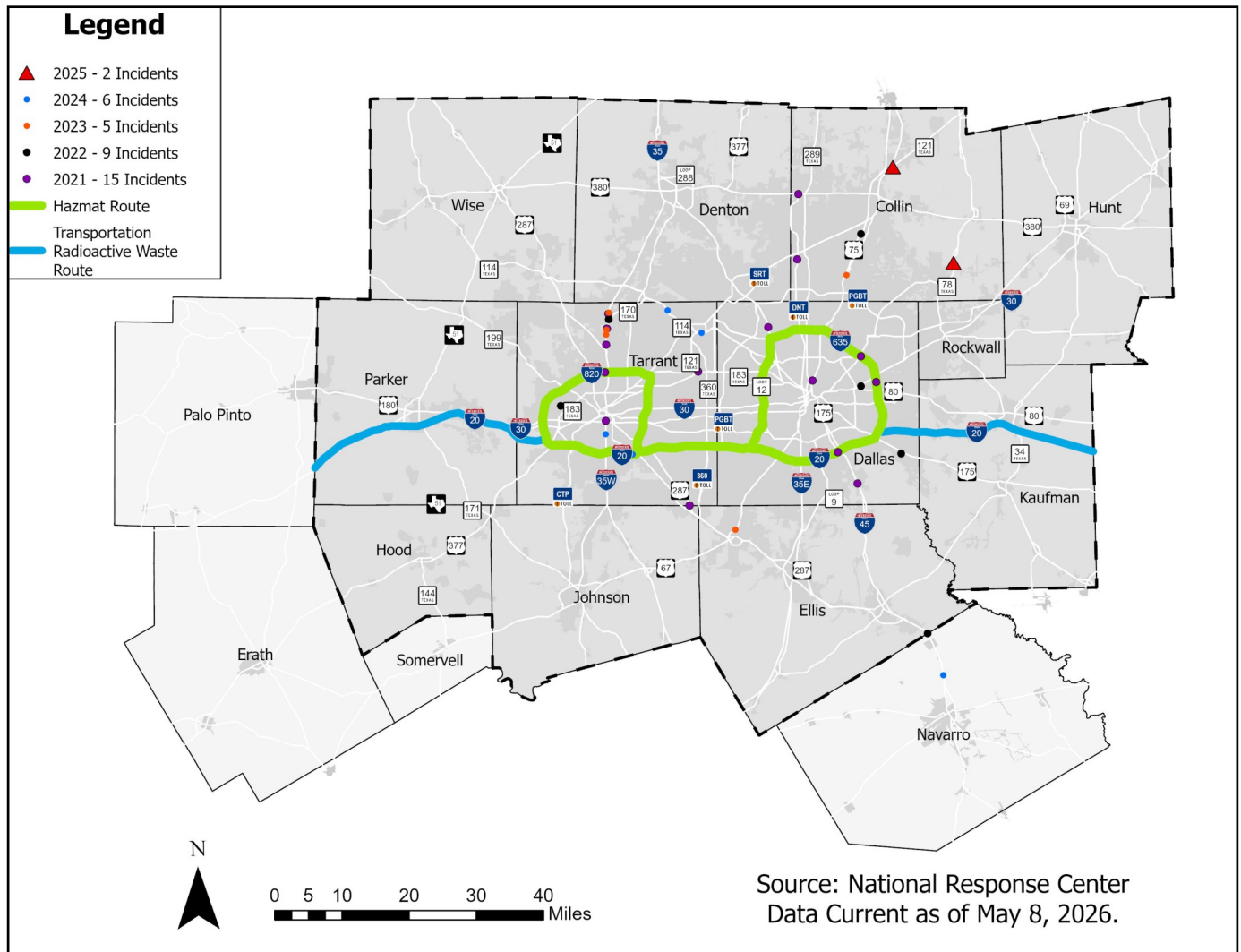
NCTCOG TIM Executive Level Course Attendance

The NCTCOG **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 2025)
535	257	46	16	89	32	335	1,328

2025 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 up designated as radioactive waste routes. In 2025, there were 2 significant HazMat spills within the 16-county region. This is down from the previous year, which had 6 such incidents.



County	2021	2022	2023	2024	2025	Total
Collin	2	2	0	0	2	6
Dallas	6	4	1	0	0	11
Denton	0	0	0	0	0	0
Ellis	0	1	0	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	1	0	1
Parker	0	0	0	0	0	0
Palo Pinto	0	0	0	0	0	0
Rockwall	0	0	0	0	0	0
Somervell	0	0	0	0	0	0
Tarrant	7	2	4	5	0	18
Wise	0	0	0	0	0	0
Total	15	9	5	6	2	37

Roadside Assistance Program

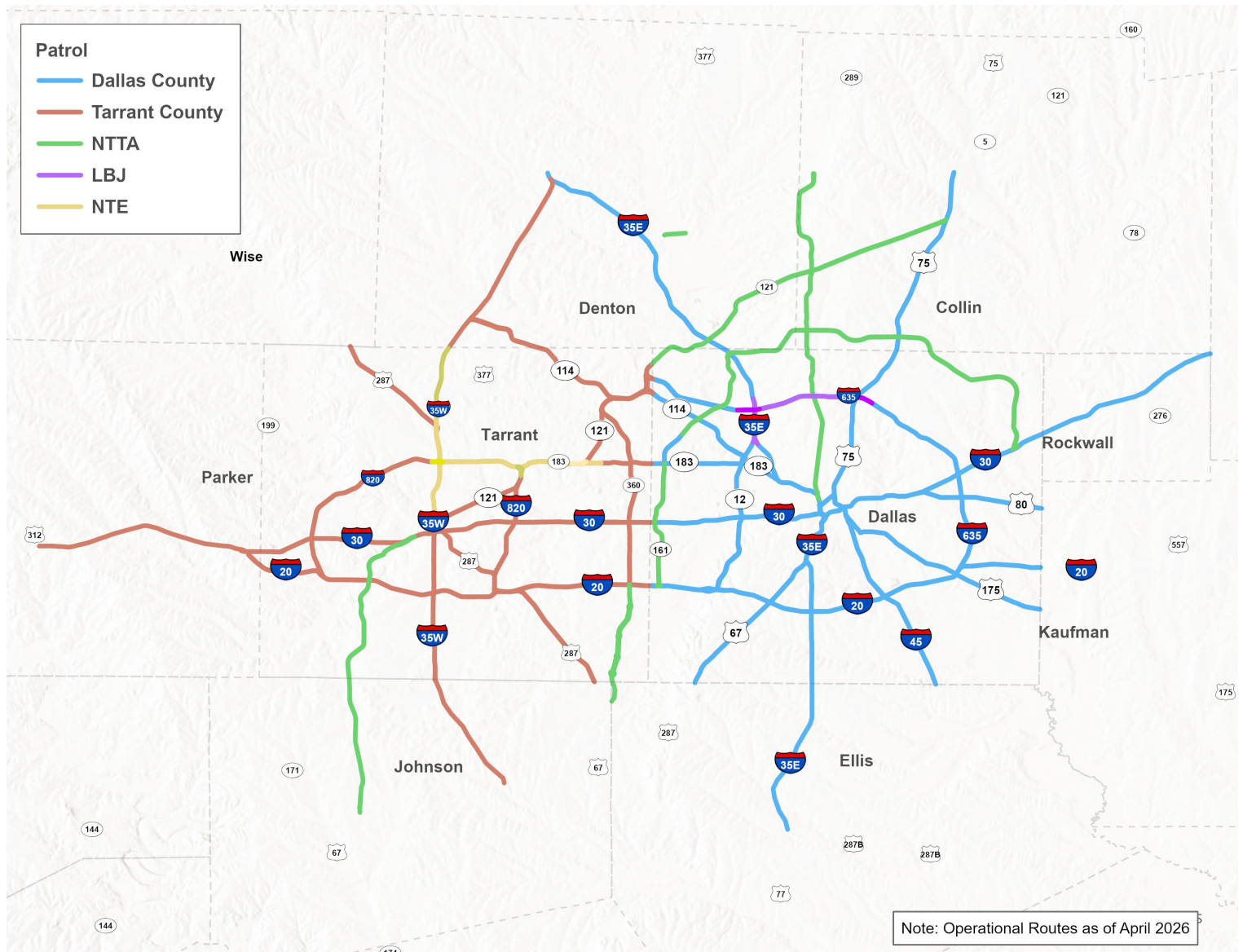
The Roadside Assistance Program (RAP) is a crucial part of incident response and traffic safety efforts in North Texas. Area RAP programs help alleviate congestion and prevent secondary crashes on busy highways/freeways and toll roads by providing free assistance to stalled and stranded motorists by 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	2024 Assists	2025 Assists
Dallas County Operations	56,816	52,165
Tarrant County Operations	25,798	24,572
NTTA	46,045	40,327
NTE Express	3,998	4,395
LBJ Express	2,622	3,220

Patrol Routes



Note: Operational Routes as of April 2026

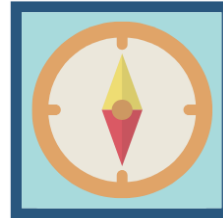
In 2025, Dallas/Fort Worth Area Roadside Assistance Patrols

provided:



61,436

**Driver Assistance
/ Stalled Vehicle**



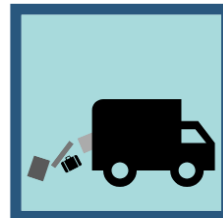
2,730

**Courtesy Check
/ Directions**



34,950

**Crash
Assistance**



12,153

**Debris
Removal**



10,389

**Protection to
First Responders**



3,021

**Abandoned
Vehicle Check**

Total Combined Assists: 124,679

Notes:

Data includes Dallas County, Tarrant County, NTTA, LBJ Express and North Tarrant Express assists combined.

		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



TxDOT 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 the FY26-FY29 funding cycle. The 2025 TxDOT HSIP CFP resulted in the following projects for our region:

- The Dallas District received approval on 20 projects for a total of \$32,737,189.89.
- The Fort Worth District received approval on 21 projects for a total of \$19,923,513.

Statewide TxDOT and Metropolitan Planning Organization Safety Performance

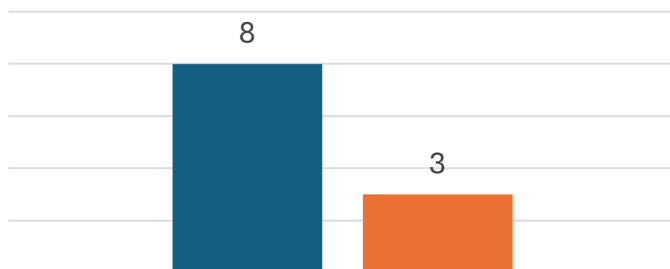
The table below identifies performance measures that TxDOT and MPOs will report on annually. NCTCOG Safety staff will survey partners once a year to collect information on regional safety-related & safety education related programs and efforts, in order to better report on and support the safety efforts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

2025 Annual Performance Measures	Statewide Safety Task Force	Total or Status
No. of Fatalities	TxDOT/MPO	734
Fatality Rate	TxDOT/MPO	0.833
Number of Law Enforcement Encounters During Grant-Funded or MPO Funded Activities	TxDOT/MPO	TBD
Number of Safety Related Programs	TxDOT/MPO	TBD
Number of Education Related Programs	TxDOT/MPO	TBD

NCTCOG Regional Safety Survey — Partner Updates

The NCTCOG Regional Safety Survey gives a platform for regional partner agencies to report on roadway safety programs they are undertaking. This allows agencies to report safety related programs and initiatives that they have in place or are actively planning. Many highlighted programs include roadway safety plans, vision zero initiatives, neighborhood traffic calming projects, and many more projects not limited to the tables below. A number of agencies surveyed were undertaking two or more major safety programs and initiatives.

Agencies with two or more Reported Safety Initiatives / Programs

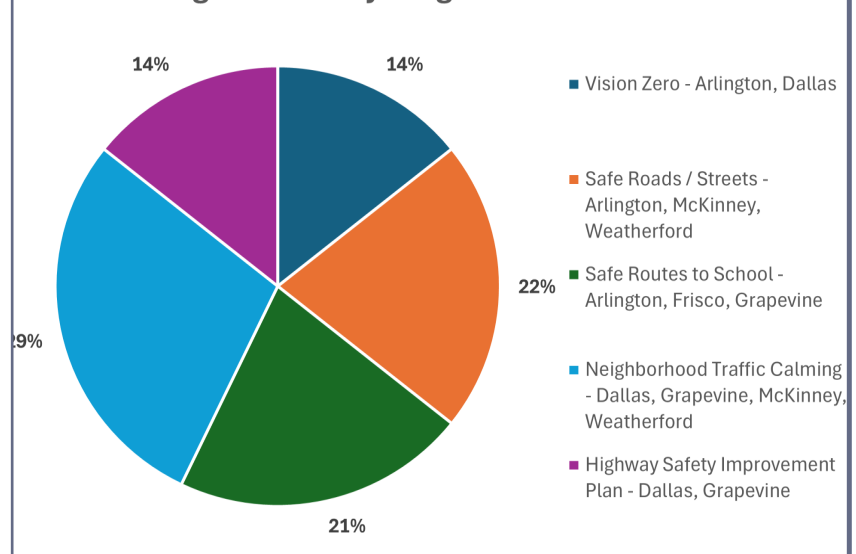


■ Yes - Arlington, Dallas, Garland, Grapevine, McKinney, Mesquite, Weatherford

■ No - Keller, Waxahachie, Flower-Mound

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

Regional Safety Programs & Initiatives



Safe Streets For All Grant Funding



In 2024, the North Central Texas Council of Governments (NCTCOG) received a \$5 million Safe Streets and Roadways for All (SS4A) planning grant from the U.S. Department of Transportation to conduct Roadway Safety Audits (RSAs); and to also prepare Safe Routes to School (SRTS) plans in targeted high injury roadway corridors located in Collin, Dallas, Denton, and Tarrant Counties by improving safety for students walking to school in areas near high injury roads across the region. The RTC approved a \$1.25 million match for a total of \$6.25 million to address this important regional issue. The SS4A competitive program was established by the Infrastructure Investment and Jobs Act with the intent of addressing roadway fatalities and serious injuries.

Since spring 2025, NCTCOG and local government staff coordinated with a multi-discipline consultant team to study and provide recommendations addressing safety issues in various high injury corridors identified within the Regional Roadway Safety Plan and the Pedestrian Safety Action Plan. By spring 2026, RSAs were completed for twenty-seven (27) roadway corridors in thirteen (13) municipalities providing recommendations to improve pedestrian, bicycle, and motor vehicle safety. In addition, twenty (20) safe routes to school plans were completed within these corridors to address walking and bicycling safety for children traveling to/from school.

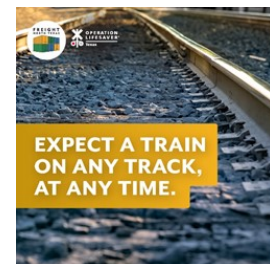
Each safety audit and safe routes to school plan provided a final report with traffic and safety observations and recommended safety countermeasures for implementation.

Freight Safety

Between May and August 2025, NCTCOG ran the 2025 Freight Safety Campaign. The goal of the campaign was to reduce freight and crossing-related accidents and inform the public about safe practices near large commercial motor vehicles and railroad crossings. Safety tips were presented through social media, podcasts, billboards, posters, and radio ads, in English and in Spanish, ensuring the message of freight safety was seen and heard throughout the region on a variety of platforms. See examples below. Billboard advertisements were estimated to have been seen 52,329,075 times, audio advertisements on Audacy and Spotify were estimated to have reached over 2 million people, and advertisements on Facebook, Instagram, and Google Search were seen hundreds of thousands of times. For more information, visit the following website - <https://nctcog.org/trans/plan/freight/freight-safety>



Freight Safety Campaign Tips



Active Bystandership for Teen Drivers



Motor vehicle crashes remain a leading cause of death for young people in North Texas and across the state. In 2024, drivers age 24 and younger were involved in 28,857 crashes across the NCTCOG's 12-county Metropolitan Planning Area — including 187 fatal crashes (NCTCOG, 2024 Safety Program Performance Measures, September 2025). While total younger roadway user crashes have declined modestly from a 2021 peak, the volume and severity of these incidents underscore the continued need for targeted prevention strategies.

In response, NCTCOG has partnered with the Meadows Mental Health Policy Institute (the Meadows Institute) to develop and pilot Teen Driver Bystandership, a two-hour, in-person curriculum that equips teen passengers with skills to recognize unsafe driving behaviors — including distracted, impaired, and speeding-related driving — and to intervene effectively before a crash occurs.

The pilot is currently underway at Independent School District (ISD) high schools and community centers across the region. Participating ISDs share program information with students and families to recruit teens ages 15–18, who attend sessions delivered by Meadows Institute-trained instructors. Pre- and post-training assessments are being administered to measure changes in participant attitudes and knowledge.

Preliminary survey results are encouraging. Participants averaged an 87% score on post-survey knowledge assessments, and 94% accurately defined active bystandership as an obligation to intervene. Notably, 96.7% of students reported they would feel comfortable speaking up as a passenger if they witnessed unsafe driving behavior, and 94.2% indicated they intend to apply the strategies learned in their daily lives. Ninety-eight percent found the training useful, and 96% agreed it changed the way they think about their role in the vehicle.

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.

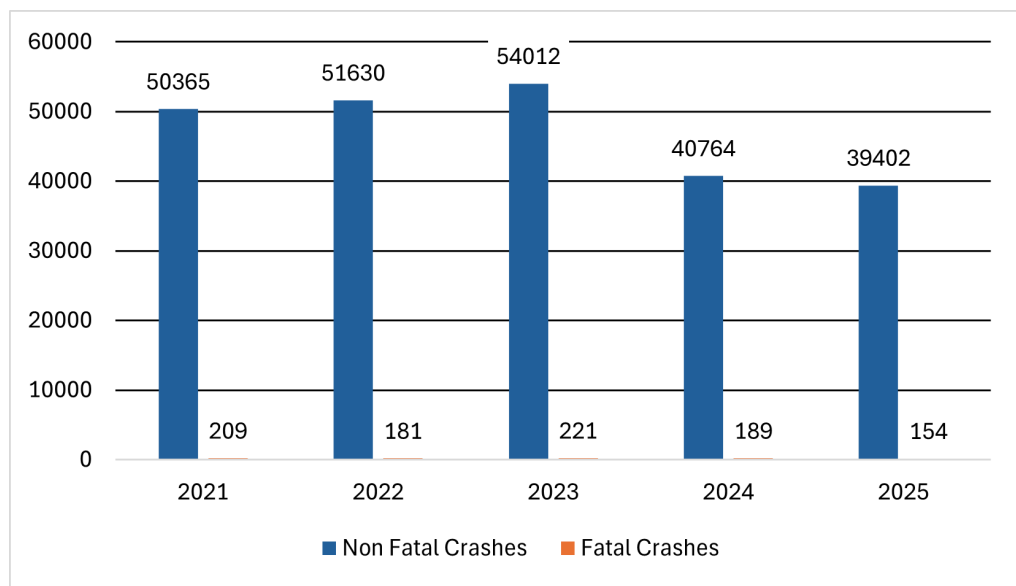
Regional Roadway Safety Plan Goals:

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.

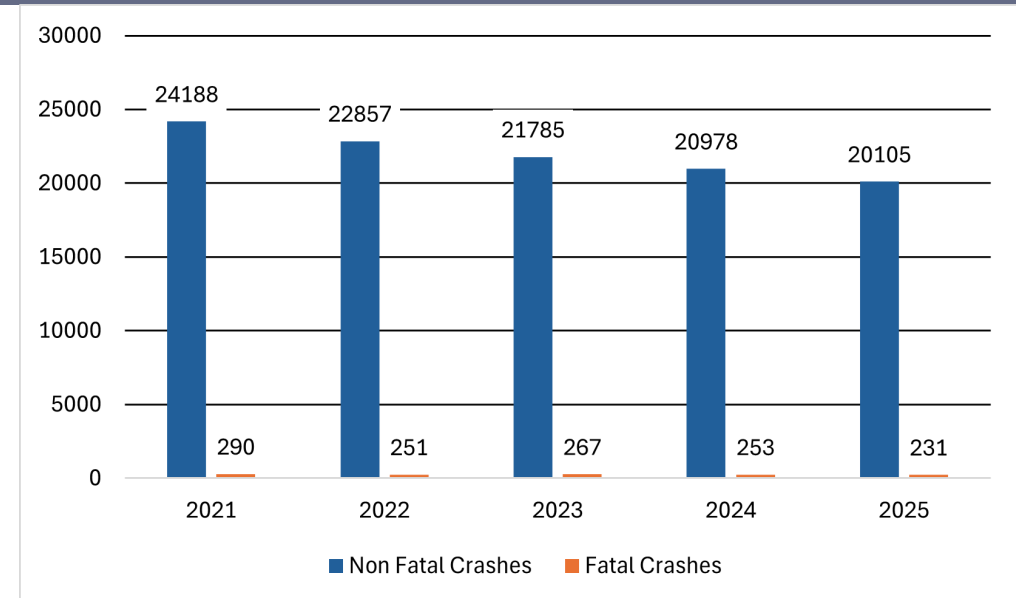
12-County MPA - Intersection Related Crashes: 2021 - 2025

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 3.4 percent from 2024 to 2025 with a decrease of 1,397 total crashes in 2025.



Roadway and Lane Departure Crashes: 2021 - 2025

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 4.2 percent decrease in Roadway and Lane Departure crashes from 2024 to 2025 and 895 fewer crashes in 2025.

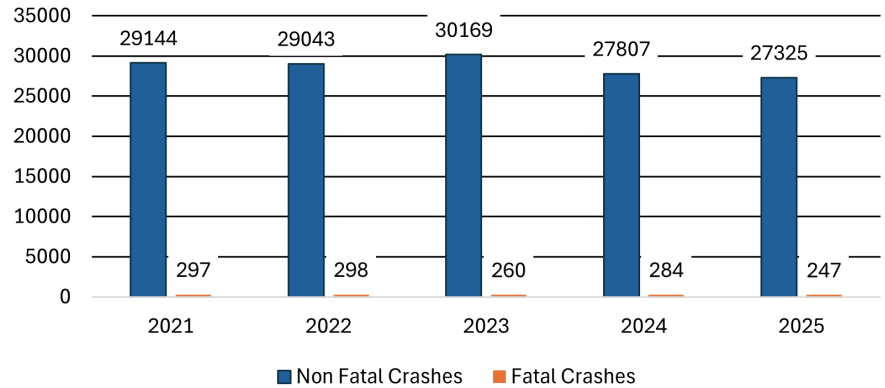


Speeding Related Crashes: 2021 - 2025

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 2024 to 2025, the number of crashes on all roadways where speeding was cited as a contributing factor decreased by 519 total crashes.

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

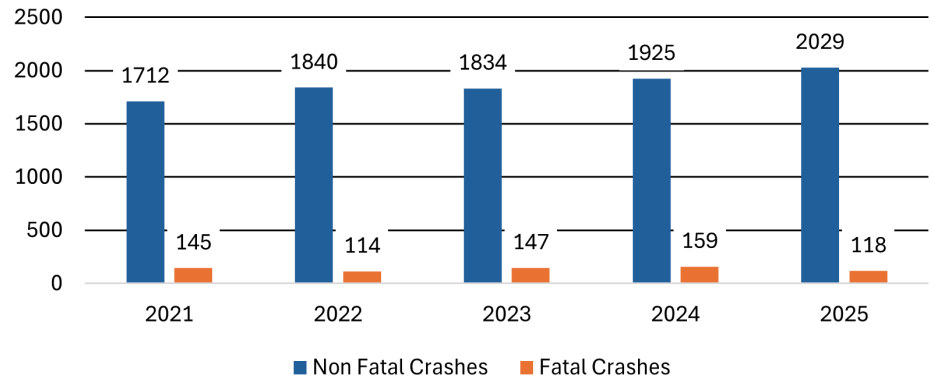
12 - County Speeding Related Crashes
2021-2025



Motorcyclist Involved Crashes: 2021 - 2025

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 63 total crashes involving motorcyclists from 2024 to 2025.

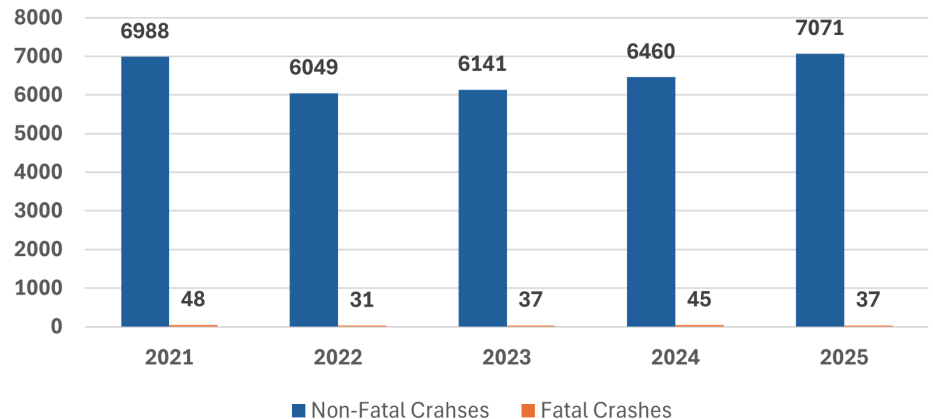
12 - County Motorcycle Involved Crashes
2021 - 2025



Construction Zone Crashes: 2021 - 2025

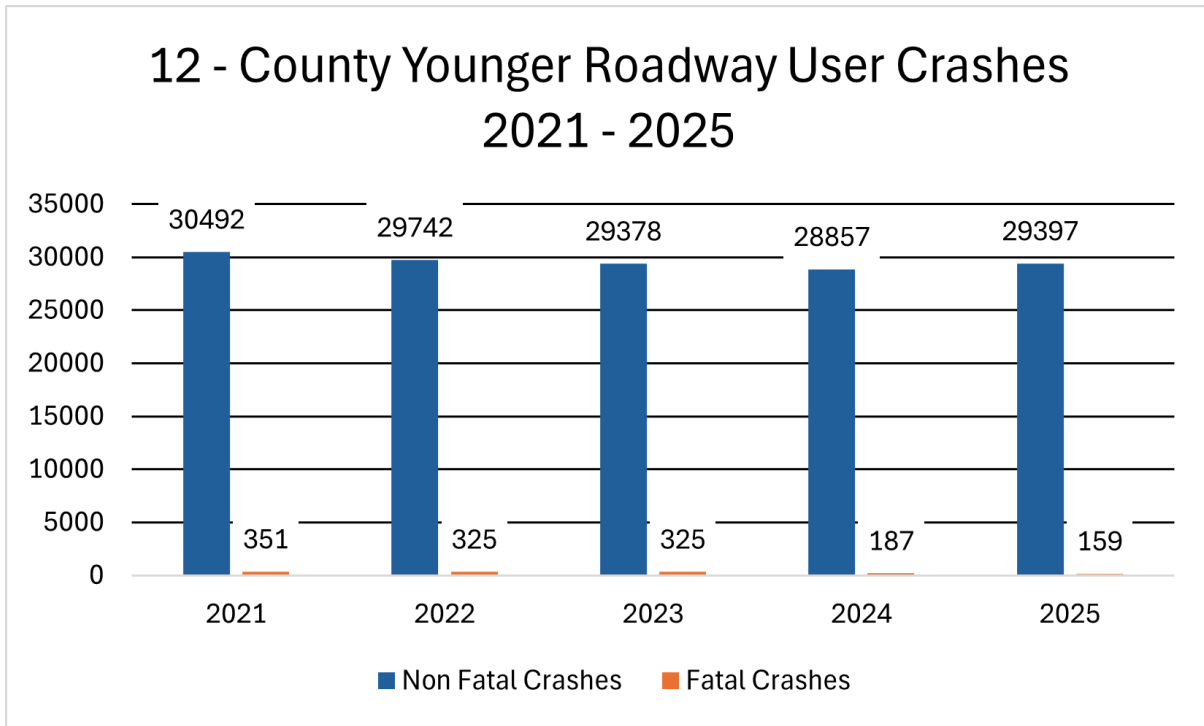
In 2025, over 7,000 traffic crashes occurred in work zones in the 12-county MPA, resulting in 37 deaths and another 158 serious injuries.

12 - County Construction Zone Related Crashes
2021 - 2025



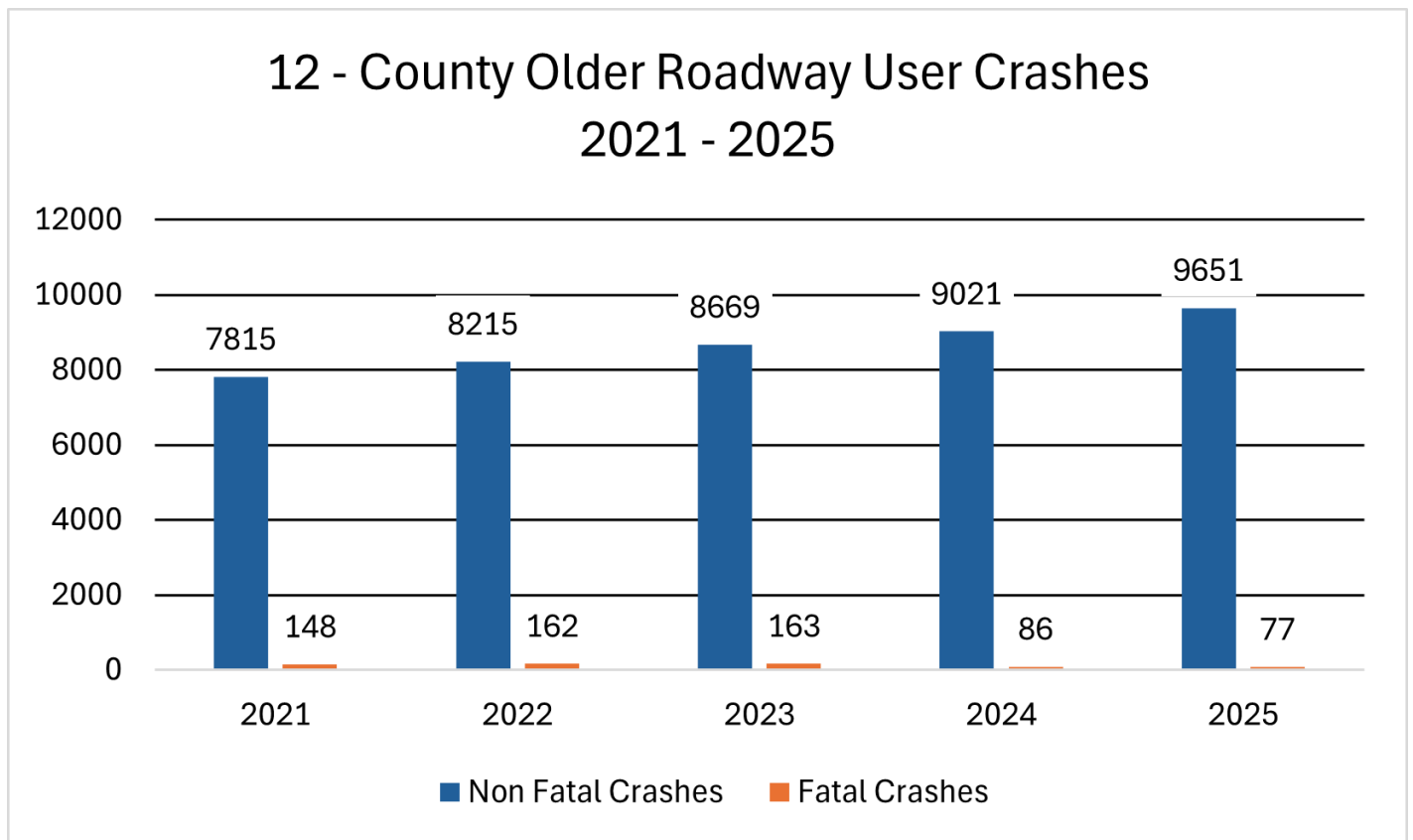
Younger Roadway User Crashes: 2021 - 2025

Younger roadway users are drivers who are 24 years of age and younger. From 2024 to 2025, Younger Roadway User crashes increased by 1.8 percent, with an increase of 512 total crashes in 2025.



Older Roadway User Crashes: 2021 - 2025

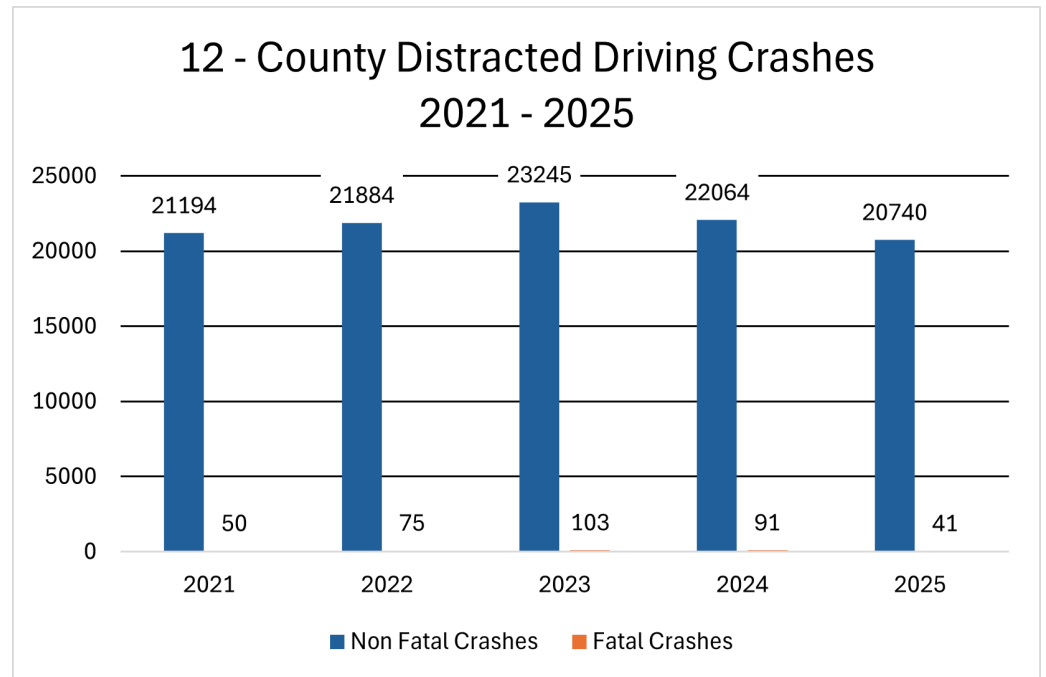
Older Roadway Users are drivers that are of the age 65 and older. From 2024 to 2025, Older Roadway User crashes increased by 6.8 percent, with an increase of 621 total crashes in 2025.



Distracted Driving: 2021 - 2025

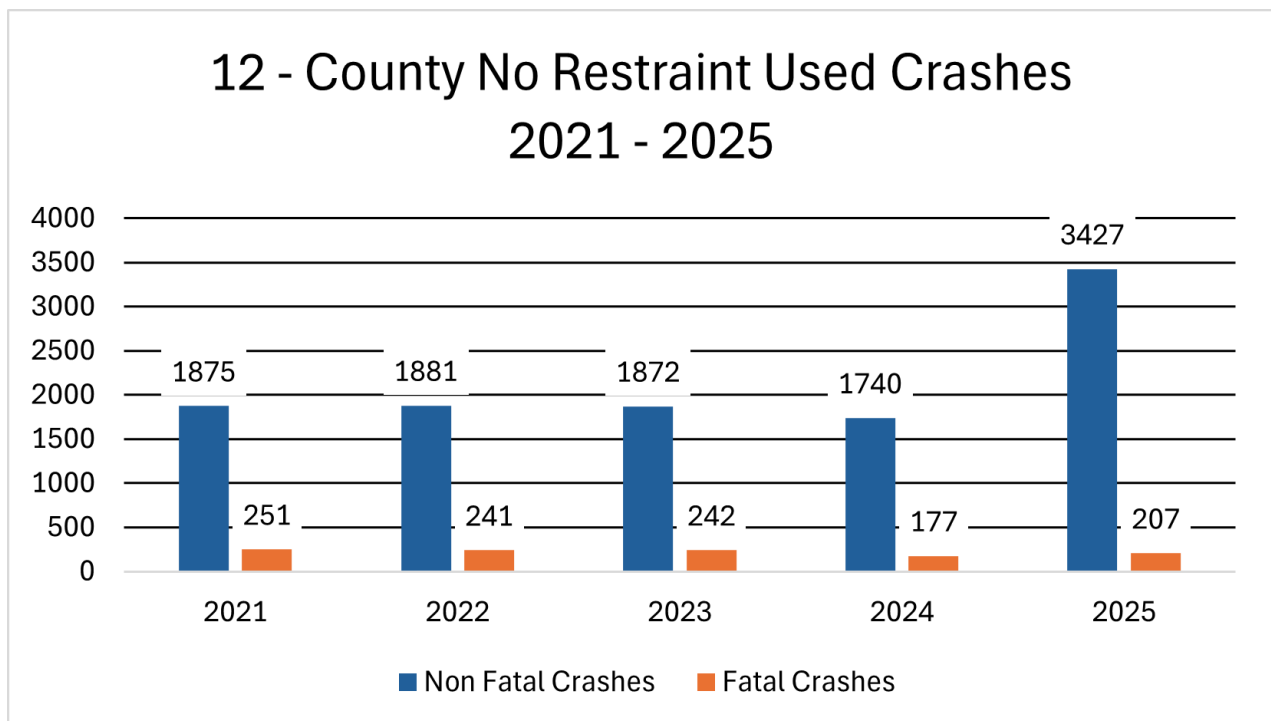
From 2024 to 2025, the number of crashes on all roadways caused by a distracted driver decreased 6.2 percent within the 12-county MPA. The total number of crashes caused by a distracted driver decreased by 1,374 from 2024 compared to 2025.

Note: Distracted Driving crashes include those where driver inattention, distraction in the vehicle, or cell phone/mobile device use were either a primary, secondary, or tertiary contributing factor to the crash.



No Restraint Used Crashes: 2021 - 2025

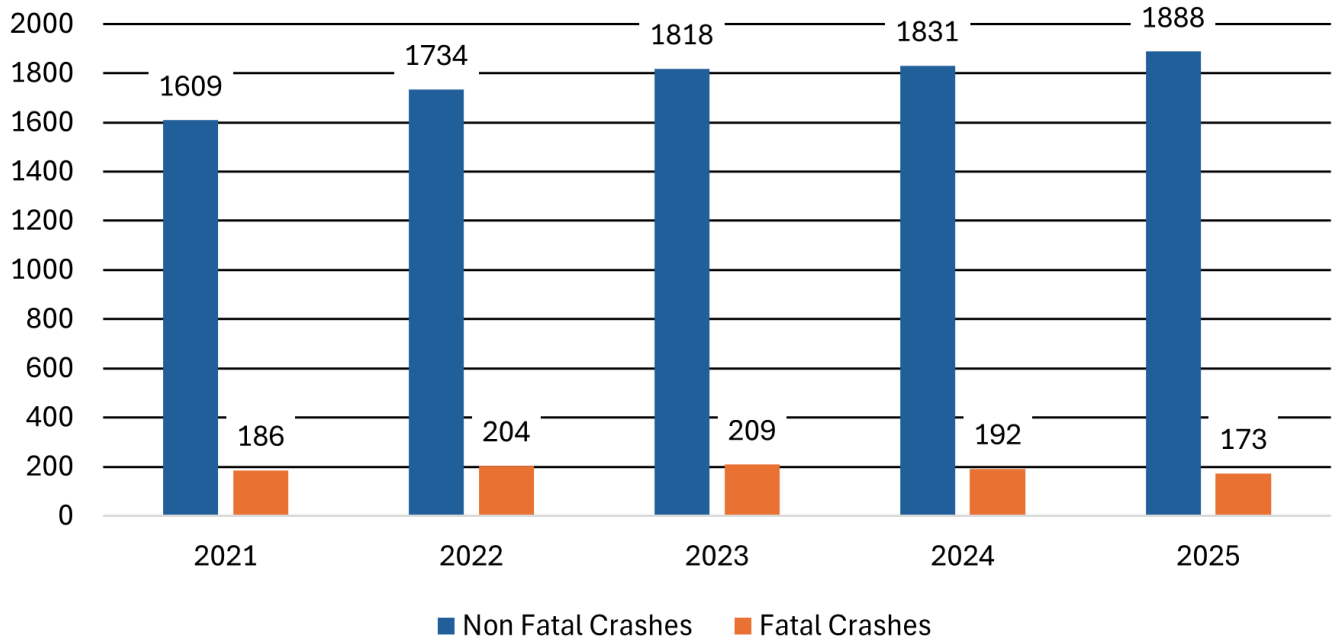
No Restraint Used crashes involve drivers or occupants of the vehicle who were not wearing seatbelts at the time of the crash. These crashes are characterized as dangerous crash types and usually tend to result in more severe injuries for the persons involved. There was an alarming increase in the number of crashes that involved people who did not wear seatbelts between 2024 and 2025 with an increase of 1,687 crashes.



12-County MPA - Bicyclist and Pedestrian Crashes: 2021 - 2025

A bicyclist and pedestrian crash involves a crash where a vehicle strikes either a bicyclist or a pedestrian. From 2024 to 2025, the total number of crashes involving a bicyclist or a pedestrian increased by 1.9% with an increase of 38 total crashes. Crashes involving bicyclists and pedestrians typically tend to have more severe injuries.

Bicyclist and Pedestrian Crashes 2021 - 2025



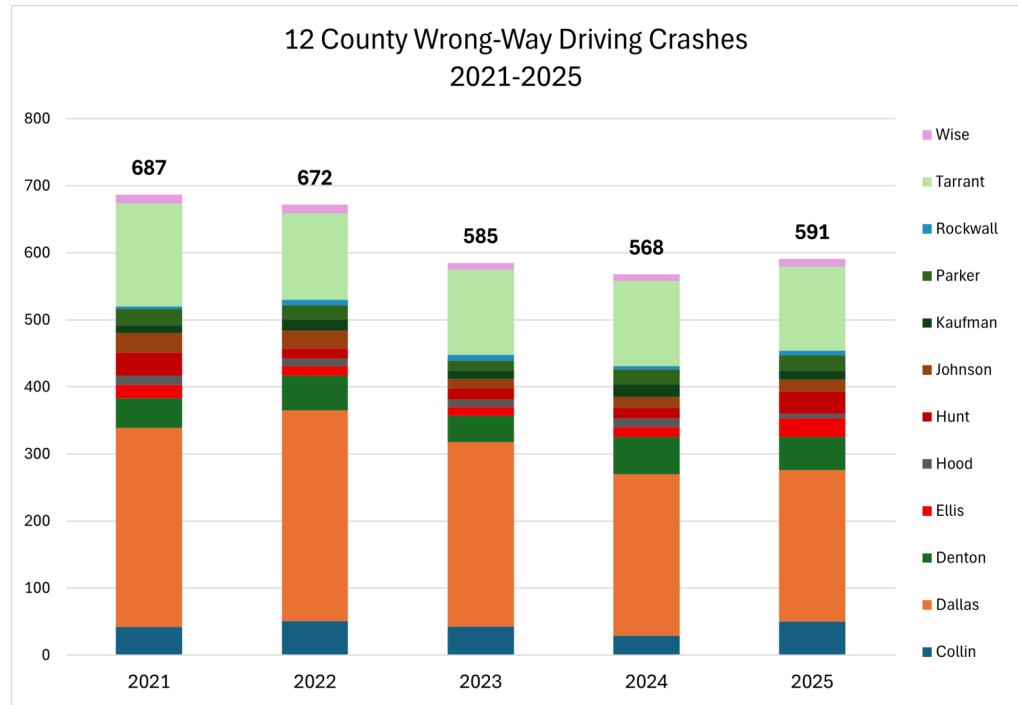
2025 Bicyclist and Pedestrian Crashes by County

County	Pedestrian Involved	Bicyclist Involved	Total
Collin	111	88	199
Dallas	716	188	904
Denton	101	94	195
Ellis	18	7	25
Hood	5	2	7
Hunt	12	4	16
Johnson	13	6	19
Kaufman	19	9	28
Parker	10	7	17
Rockwall	13	6	19
Tarrant	432	192	624
Wise	7	1	8
Total	1457	604	2061

Wrong Way Driving Crashes: 2021 - 2025

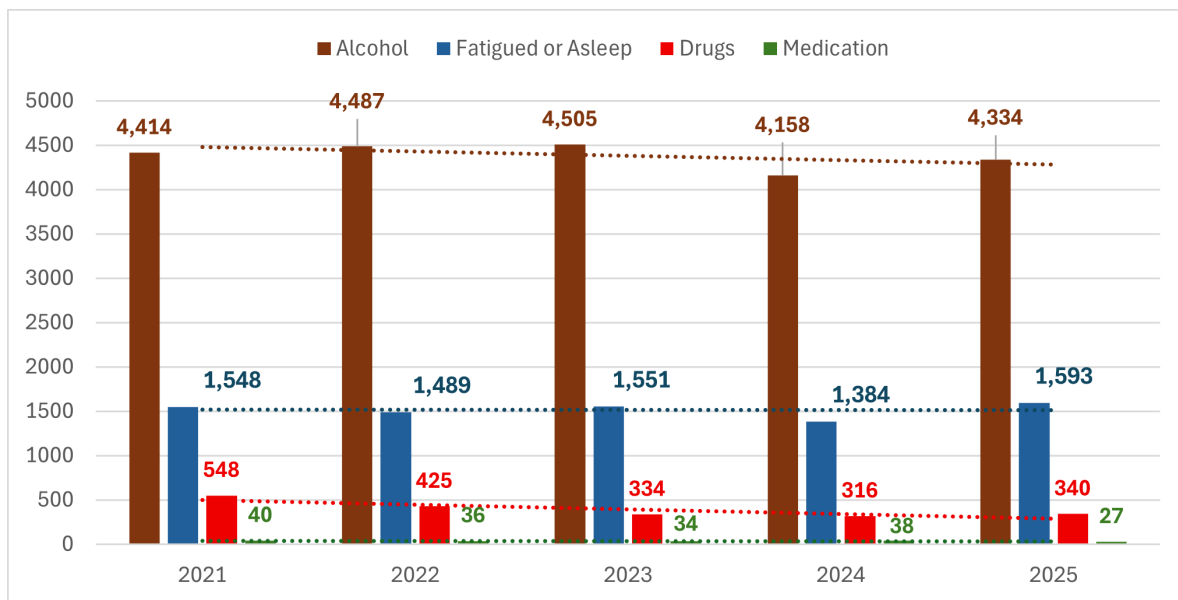
From 2021 to 2025, the number of crashes on all roadways caused by a wrong way driver decreased 14% within the 12-county MPA. The total number of crashes caused by a wrong way driver increased by 23 in 2025 compared to 2024.

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: 2021 - 2025

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 decreased close to 4 percent overall.



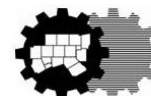
Note: The Impaired Driving Analysis includes TxDOT crash records where the primary, secondary, or tertiary contributing factors were cited as "Had been drinking", "Taking medication", "Under influence — alcohol", "Under influence — drugs", or "Fatigued or Asleep". Motor vehicle crash within the NCTCOG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

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North Central Texas
Council of Governments
Transportation Department