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.

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

Data Source: TxDOT Crash Records Information System (CRIS) current as of 2/6/2017 - 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 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

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

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.

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.

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.

<table>
<thead>
<tr>
<th>First Responder and Manager’s Course Attendance</th>
</tr>
</thead>
<tbody>
<tr>
<td>2003 - 2015</td>
</tr>
<tr>
<td>2,609</td>
</tr>
</tbody>
</table>

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

- Police, 1,333
- Fire, 497
- Tow, 115
- EMS/ME, 24
- Courtesy Patrol, 517
- DPS, 116
- Other, 118
NCTCOG Traffic Incident Management (TIM) Program

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)

### 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.

### 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)

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

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

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

### First Responder and Manager’s Course Attendance - Breakdown By Agency

<table>
<thead>
<tr>
<th>Police</th>
<th>Fire</th>
<th>City Staff</th>
<th>Elected Officials</th>
<th>Public Works/Strategic Services Transportation</th>
<th>Medical Staff</th>
<th>Other</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>312</td>
<td>139</td>
<td>26</td>
<td>15</td>
<td>29</td>
<td>15</td>
<td>176</td>
<td>712</td>
</tr>
</tbody>
</table>

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

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

### HazMat Incident Locations 2013 - 2016

#### Table: County HazMat Incidents 2013 - 2016

<table>
<thead>
<tr>
<th>County</th>
<th>2013</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collin</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Dallas</td>
<td>6</td>
<td>10</td>
<td>9</td>
<td>4</td>
<td>29</td>
</tr>
<tr>
<td>Denton</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>2</td>
<td>5</td>
</tr>
<tr>
<td>Ellis</td>
<td>0</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>Erath</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Hood</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Hunt</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Johnson</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Kaufman</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>Navarro</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Parker</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Palo Pinto</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>3</td>
</tr>
<tr>
<td>Rockwall</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>3</td>
</tr>
<tr>
<td>Somervell</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Tarrant</td>
<td>3</td>
<td>1</td>
<td>6</td>
<td>4</td>
<td>14</td>
</tr>
<tr>
<td>Wise</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>12</strong></td>
<td><strong>20</strong></td>
<td><strong>20</strong></td>
<td><strong>11</strong></td>
<td><strong>63</strong></td>
</tr>
</tbody>
</table>

Source: National Response Center
Data current as of April 26, 2017
The Mobility Assistance Patrol Program (MAPP) is integral to the region’s Traffic Incident Management operations. The MAPP coverage area is focused on congested roadway systems in Dallas and Tarrant Counties and extends into portions of Collin and Denton Counties. The Regional MAPP assists 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 traffic by 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. Portions of Dallas and Tarrant County Operations are currently being patrolled by private sector partner agencies on the LBJ TEXpress and NTE TEXpress corridors.

<table>
<thead>
<tr>
<th>Agency</th>
<th>2015 Assist</th>
<th>2016 Assist</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dallas County Operations</td>
<td>66,501</td>
<td>63,686</td>
</tr>
<tr>
<td>Tarrant County Operations</td>
<td>26,460</td>
<td>28,493</td>
</tr>
<tr>
<td>NTE</td>
<td>3,479</td>
<td>4,394</td>
</tr>
<tr>
<td>LBJ</td>
<td>3,928</td>
<td>6,681</td>
</tr>
<tr>
<td>NTTA</td>
<td>24,535</td>
<td>22,942</td>
</tr>
</tbody>
</table>

### Patrol Routes

[Map of patrol routes showing various regions and highways.]
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: 5 AM - 9:30 PM
  - Sat - Sun: 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
2016 Dallas County Operations — Assist Totals by Roadway

- IH 635: 10,931
- IH 30: 10,598
- IH 20: 10,087
- IH 35E: 9,356
- US 75: 6,707
- IH 45: 3,442
- LOOP 12: 3,216
- US 67: 1,624
- SPUR 408: 1,568
- US 175: 1,497
- SH 183: 1,244
- US 80: 1,007
- SH 161: 789
- SH 114: 705
- SPUR 366: 670
- SH 121: 90
- DNT: 88
- SH 310: 36
- PGBT: 31

2016 Tarrant County Operations — Assist Totals by Roadway

- I-30: 6,977
- I-20: 5,811
- LOOP I-820: 5,147
- I-35: 3,791
- STATE HWY 360: 3,019
- STATE HWY 287: 1,373
- STATE HWY 121: 1,224
- STATE HWY 183: 617
- STATE HWY 114: 528
- STATE HWY 199: 3
- STATE HWY 377: 3
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 SafeCar.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


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