

NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS (NCTCOG)

2014 Safety Program Performance Measures

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

NCTCOG 16-County Crash and Fatality Data 2012-2014

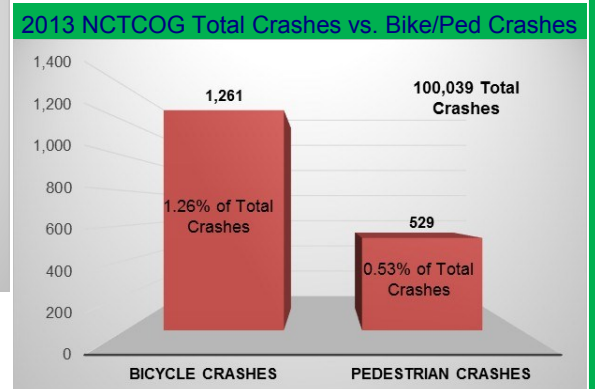
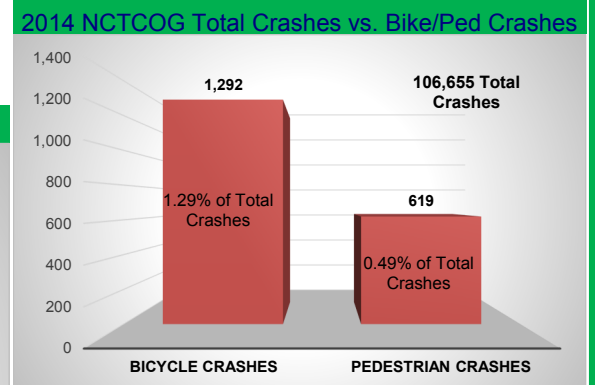
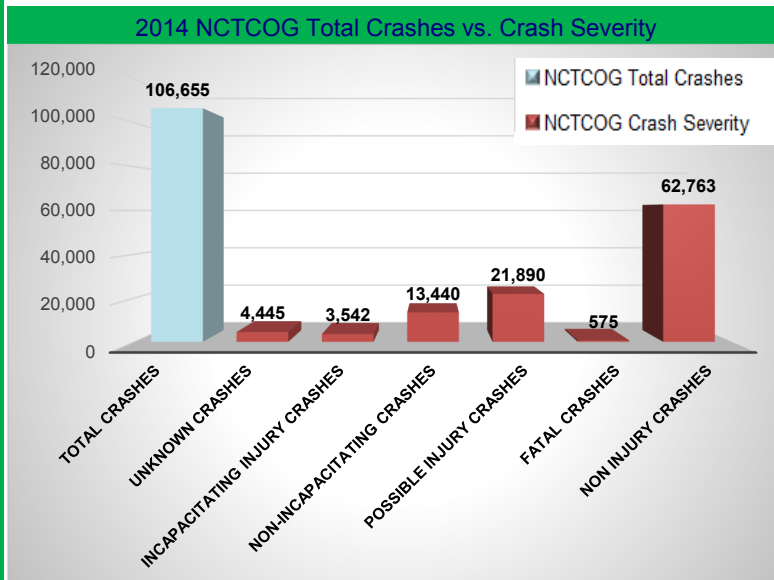
NCTCOG receives regional crash data from TxDOT's Crash Records Information System (CRIS) annually. The collected data helps to identify crash hotspots and assist in the development of improvement strategies for the locations. The performance measures below highlight reportable crashes and fatalities that occurred in the North Texas region in 2012, 2013 and 2014. The data below indicates that in 2014 the NCTCOG region experienced one crash every five minutes and one fatality every 15 hours.

2012-2014 Crashes				
County	2012	2013	2014	% Change 2013 to 2014
Collin	9,406	10,419	11,845	13.69%
Dallas	36,082	40,330	42,895	6.36%
Denton	7,634	8,975	9,886	10.15%
Ellis	1,801	1,858	2,173	16.95%
Erath	558	500	624	24.80%
Hood	633	638	752	17.87%
Hunt	1,037	949	1,110	16.97%
Johnson	1,947	2,010	1,998	-0.60%
Kaufman	1,335	1,388	1,480	6.63%
Navarro	930	968	1,073	10.85%
Palo Pinto	495	535	534	-0.19%
Parker	1,613	1,804	1,999	10.81%
Rockwall	982	1,026	1,019	-0.68%
Somervell	135	141	135	-4.26%
Tarrant	25,419	27,595	28,222	2.27%
Wise	837	903	910	0.78%
Total	90,844	100,039	106,655	6.61%

2012-2014 Fatalities				
County	2012	2013	2014	% Change 2013 to 2014
Collin	47	41	41	0.00%
Dallas	173	218	235	7.80%
Denton	34	40	36	-10.00%
Ellis	12	19	23	21.05%
Erath	7	10	16	60.00%
Hood	8	5	8	60.00%
Hunt	22	15	18	20.00%
Johnson	20	18	23	27.78%
Kaufman	27	12	24	100.00%
Navarro	8	13	10	-23.08%
Palo Pinto	7	11	8	-27.27%
Parker	20	18	15	-16.67%
Rockwall	12	8	3	-62.50%
Somervell	5	6	3	-50.00%
Tarrant	107	139	142	2.16%
Wise	19	10	14	40.00%
Total	528	583	619	6.17%

Source (Crashes and Fatalities): TxDOT's Crash Records Information System (CRIS) current as of 2/13/2015- 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."



NCTCOG Crash and Fatality Data 2014

2014 Contributing Factors for Serious Injury and Fatality Crashes

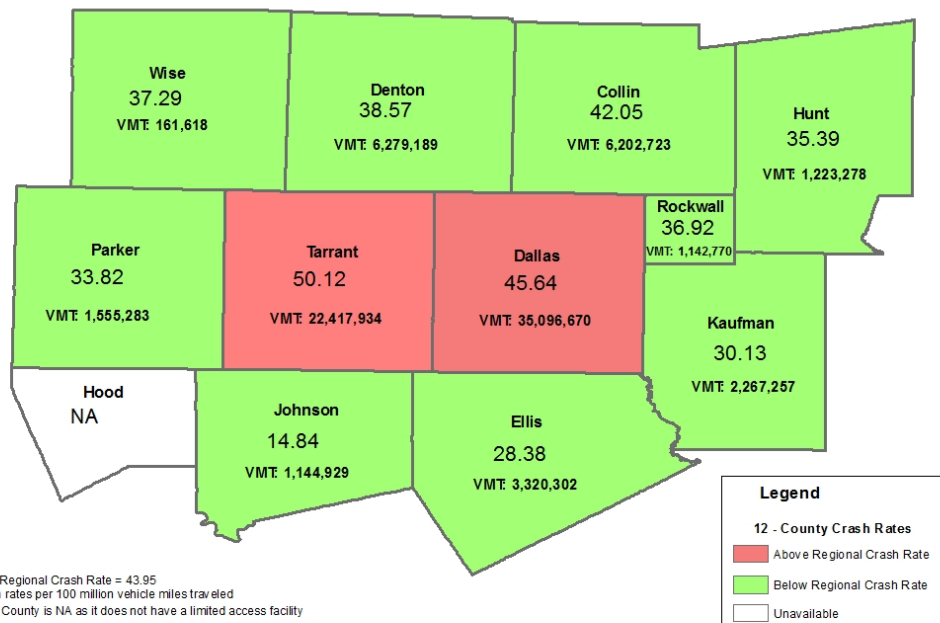
Top Ten Contributing Factors		Percentage
1	Speeding - (Overlimit / Unsafe Speed / Failed to Control Speed)	31.30%
2	Driver Related (Distraction in Vehicle, Drive Inattention / Road Rage / Drove Without Headlights)	10.65%
3	Faulty Evasive Action	9.57%
4	Changed Lane When Unsafe	9.24%
5	Followed Too Closely	8.66%
6	Failed to Drive in Single Lane	8.41%
7	Under Influence - (Had Been Drinking / Alcohol / Drug)	6.16%
8	Fatigued or Asleep	1.96%
9	Disabled in Traffic Lane	1.56%
10	Pedestrian - Failed to Yield ROW to Vehicle	0.98%

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

2014 Crash Rates by County

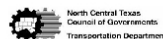
Annually NCTCOG calculates crash rates on limited access facilities for the NCTCOG 12-County MPA. The map below displays crash rates by county in comparison to the 2014 regional crash rate of 43.95 crashes per 100 million vehicle miles traveled. Counties that have a higher crash rate than the regional rate are shown in red, while counties with a rate below the regional crash rate are shown in green.

2014 Limited Access Roadway Crash Rates By County: NCTCOG 12 - County MPA



Note:
 2014 Regional Crash Rate = 43.95
 Crash rates per 100 million vehicle miles traveled
 Hood County is NA as it does not have a limited access facility

Source:
 Crash data - TxDOT Crash Records Information System (CRIS)
 VMT data - NCTCOG trans model performance reports

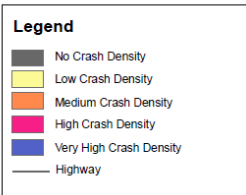
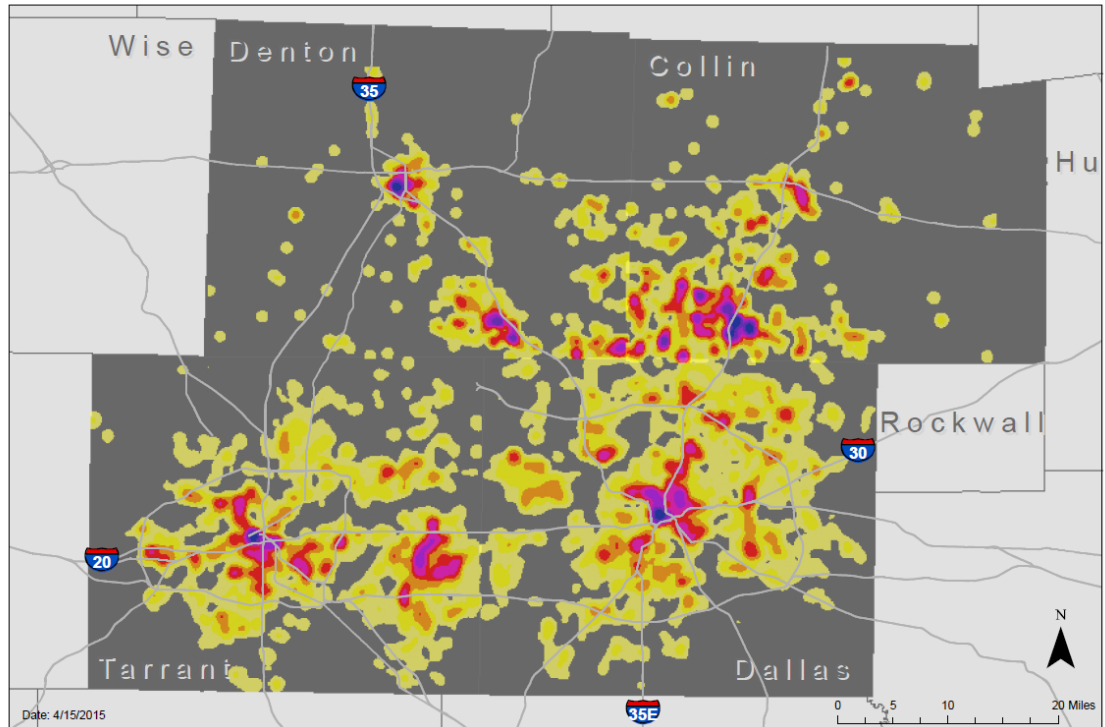
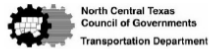


Bicycle Pedestrian Crash Density Map

Over the past decade, the Federal Highway Administration (FHWA) has been working to aggressively reduce pedestrian deaths by focusing extra resources on the cities and states with the highest pedestrian fatalities and/or fatality rates. FHWA has designated the State of Texas and the cities of Dallas and Fort Worth on the list to emphasize pedestrian safety efforts due to the number of pedestrian fatalities which are the result of crashes with motor vehicles. Between 2009-2013 there were 3,996 pedestrian crashes, 1,666 bicycle crashes, and 347 bicycle and pedestrian fatalities reported in the Dallas-Fort Worth region. This map identifies the density of pedestrian and bicycle crashes in Collin, Dallas, Denton, and Tarrant Counties utilizing a low to very high density scale with yellow symbolizing lower concentrations of crashes and blue symbolizing higher concentrations. Larger detailed maps for each county in our region showing bicycle and pedestrian crash locations are provided at <http://www.nctcog.org/trans/sustdev/bikeped/BikePedCrashInfo.asp>.

Collin, Dallas, Denton, & Tarrant Counties

Bicycle and Pedestrian Crash Density (2009 - 2013)



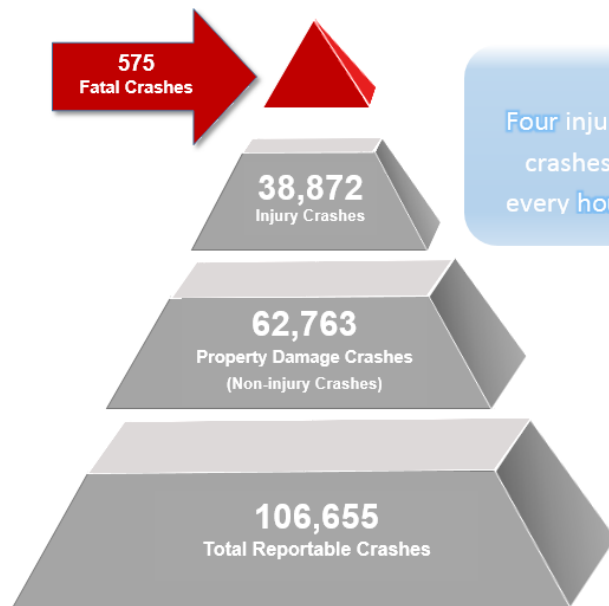
Note: Density concentration is calculated as a magnitude per unit area from crash point features and is based on each counties geography. Blue symbolizes higher concentration of crashes and yellow displays lower concentrations.

- 1.) Source: TxDOT's Crash Records Information System - 2013 data is current as of January 2014. All TxDOT disclaimers apply.
- 2.) Data displayed contains reportable crashes with latitude and longitude information. Additional crashes may have occurred.
- 3.) This data is composed of TxDOT "Reportable Crashes" that occurs or originates on a traffic way, results in injury to or death of any person, or damage to the property of any person to the apparent extent of \$1,000.
- 4.) Areas with the highest crash bicycle and pedestrian density are generally commercial corridors, areas surrounding universities, and central business districts.

NCTCOG Freeway Incident Management (FIM) Program

2014 Regional Crash Pyramid

The statistics below show the importance of training for agencies responsible for managing and clearing traffic incidents is extremely important, as well as consistency among agencies, and has demonstrated the ability to improve responder and motorist safety and to significantly reduce the length and size of roadway closures.



Four 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 36 responders "working in or near moving traffic" every hour 24/7/365

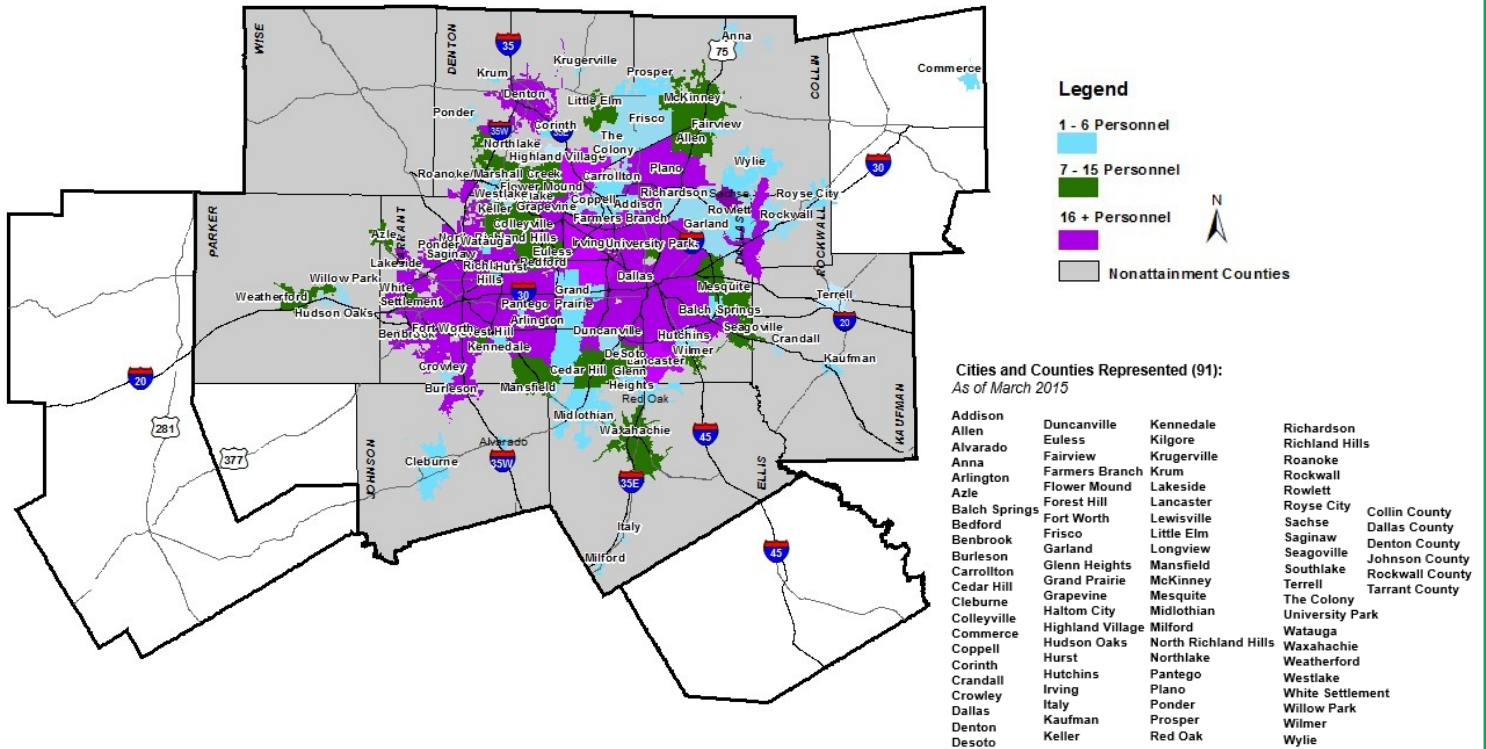
NCTCOG Freeway Incident Management (FIM) Program

First Responder and Manager's Course/Executive Level Course Training

The Freeway Incident Management (FIM) training series was developed in February of 2003 and first offered in December of 2003. The goal of the FIM 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 and Fire Commission Credits. In 2014 the training also became eligible for Emergency Medical Services (EMS) Continuing Education Units (CEUs).

First Responder and Manager's Course Attendance			
2003 - 2013	2014	January-March 2015	Total
2,311	129	49	2,489

First Responder and Manager's Course Attendance - Police



A similar map for agencies with Fire Attendance is also available upon request.

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.

Executive Level Course Attendance

Police	Fire	City Staff	Elected Officials	Public Works/ Strategic Services Transportation	Medical Staff	Other	Total (February 2005 - November 2014)
234	92	19	16	17	4	84	466

Photogrammetry Training 2007-2015

Photogrammetry Training is offered as a complement to the region's FIM 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	150
Advanced Training	95

NCTCOG Freeway Incident Management (FIM) Program

Incident Management Equipment Purchase 2014 Call for Projects

In 2014, NCTCOG conducted an Incident Management Equipment Purchase Call for Projects to assist our local police, fire, and public works agencies in purchasing equipment and technology that aid in clearing crashes quicker and more safely. Equipment and technology that aid in quick incident clearance assists both with keeping motorists and first responders safe on the roadway and in improved air quality for the region. Over \$1.7 million dollars was awarded to regional police and fire departments to assist them in purchasing equipment such as traffic control and scene management equipment; responder safety gear, changeable message signs, responder radios, and crash investigation technology and training.

Agencies Receiving Funding (Eastern Sub-Region)

	Agency	Project Types	# of Project Requests	Funding Requested
1	City of Anna	Traffic Control Equipment, Responder Safety Gear, and Dynamic Message Boards	3	\$57,303
2	City of Dallas	Traffic Control Equipment, Dynamic Message Boards, Responder Radios and Accident Investigation Technology	5	\$144,739
3	City of Frisco	Traffic Control Equipment, TMC Equipment, Thermal Imager and Incident Dispatching Software	4	\$372,526
4	City of Denton	Traffic Control Equipment, Responder Safety Gear, Scene Lighting, and Dynamic Message Signs	7	\$52,512
5	City of Farmers Branch	Traffic Control Equipment, Responder Radios, Accident Investigation Technology	3	\$67,208
6	City of Flower Mound	Responder Opticom Emitters	1	\$4,905
7	City of Grand Prairie	Traffic Control Equipment and Dynamic Message Signs	3	\$33,606
8	City of Richardson	Accident Investigation Technology	1	\$10,248
9	Dallas County	Crash Attenuator Trucks Equipped with Traffic Control and Scene Management Equipment (Arrowboards, Lighting)	2	\$233,174
10	DART Police Department	Accident Investigation Technology	1	\$60,000
		Total	30	\$1,036,221

Agencies Receiving Funding (Western Sub-Region)

	Agency	Project Types	# of Project Requests	Funding Requested
1	City of Arlington	Traffic Control Equipment, Crash Attenuators, Arrowboards, Push Bumpers/Transit Clusters, and Accident Investigation Technology	8	\$343,949
2	City of Euless	Traffic Control Equipment, Responder Safety Gear, Scene Lighting, and Dynamic Message Boards	5	\$34,597
3	City of Fort Worth	Heavy Duty Response Truck Equipped with Traffic Control Equipment, Responder Safety Gear, Portable Message Boards, and Accident Investigation Technology	7	\$160,036
4	City of Grapevine	Accident Investigation Technology	1	\$32,262
5	City of Hurst	Traffic Control Equipment and Scene Lighting	3	\$5,617
6	City of North Richland Hills	Heavy Duty Response Truck Equipped with Traffic Control Equipment	1	\$78,028
7	City of Weatherford	Traffic Control Equipment, Scene Lighting and Accident Investigation Technology	4	\$21,937
		Total	29	\$676,425

Mobility Assistance Patrol Program (MAPP)

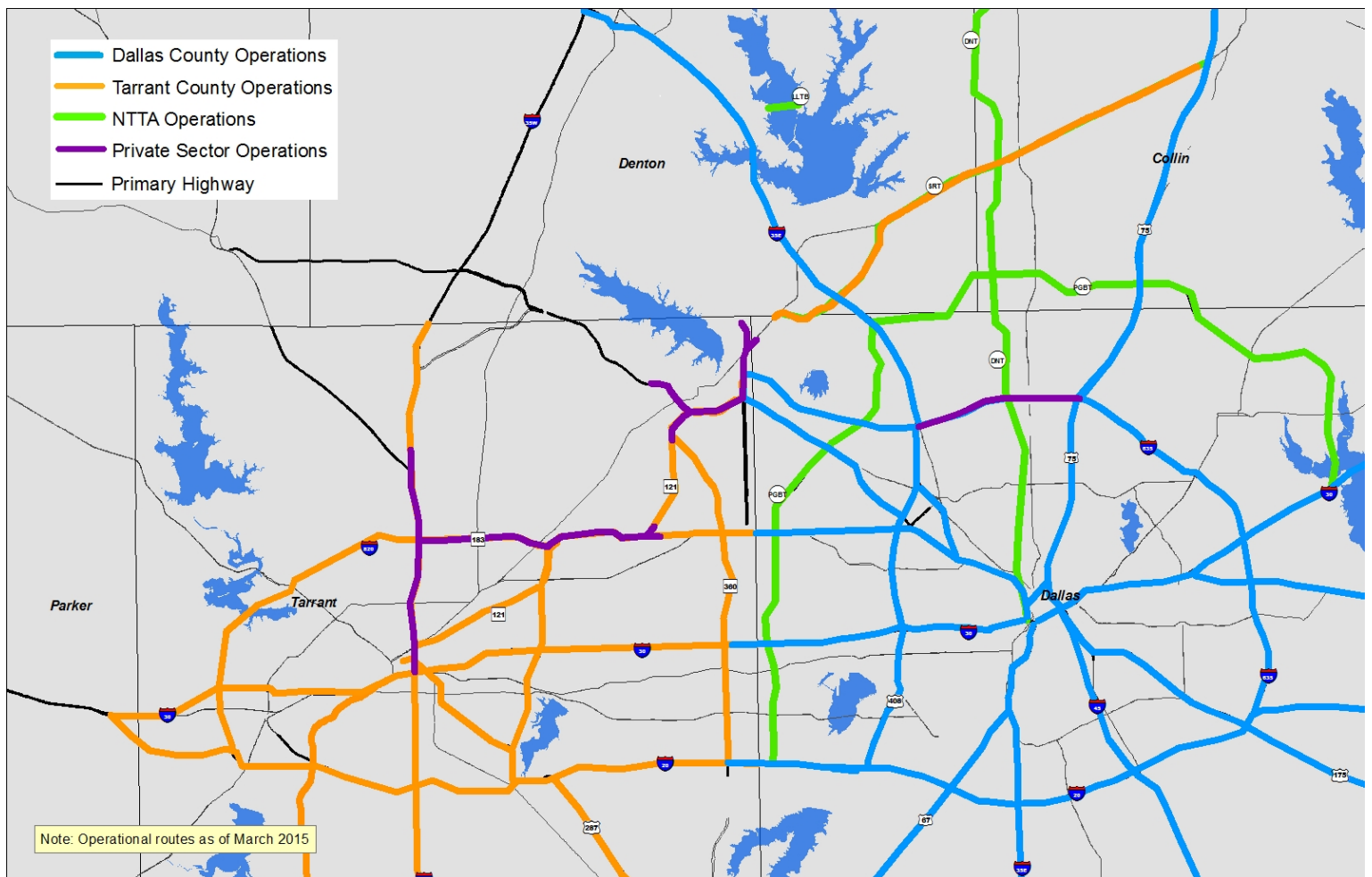
The Mobility Assistance Patrol Program (MAPP) is an essential element to the region's Freeway Incident Management operations. The MAPP coverage area is focused on congested roadway systems in Dallas and Tarrant Counties and portions of Collin and Denton Counties. The goal of the Regional MAPP is to assist in the alleviation of congestion on area highways/freeways and toll roads. The MAPP provides free assistance to stalled and stranded motorists by helping them to move disabled vehicles from the main lanes of regional highway/freeway facilities, assisting with flat tires, stalled vehicles, and minor accidents and ultimately getting the vehicles operating or off the facility completely. Assistance is also provided to law enforcement with traffic control when deemed necessary or when requested by law enforcement.

MAPP is currently being operated by the Dallas County Sheriff's Office, Tarrant County Sheriff's Office and the North Texas Tollway Authority (NTTA). Portions of Dallas and Tarrant County Operations are currently being patrolled by private sector partner agencies on the LBJ, DFW Connector, and NTE TEXpress corridors. This may reflect a decrease in assist numbers. We anticipate receiving performance stats from the private sector partner agencies.

Mobility Assistance Patrol Program Performance Measures

Agency	2013 Assist	2014 Assist
Dallas County	62,356	69,828
Tarrant County	20,164	22,765
NTTA	37,998	38,832

Patrol Routes

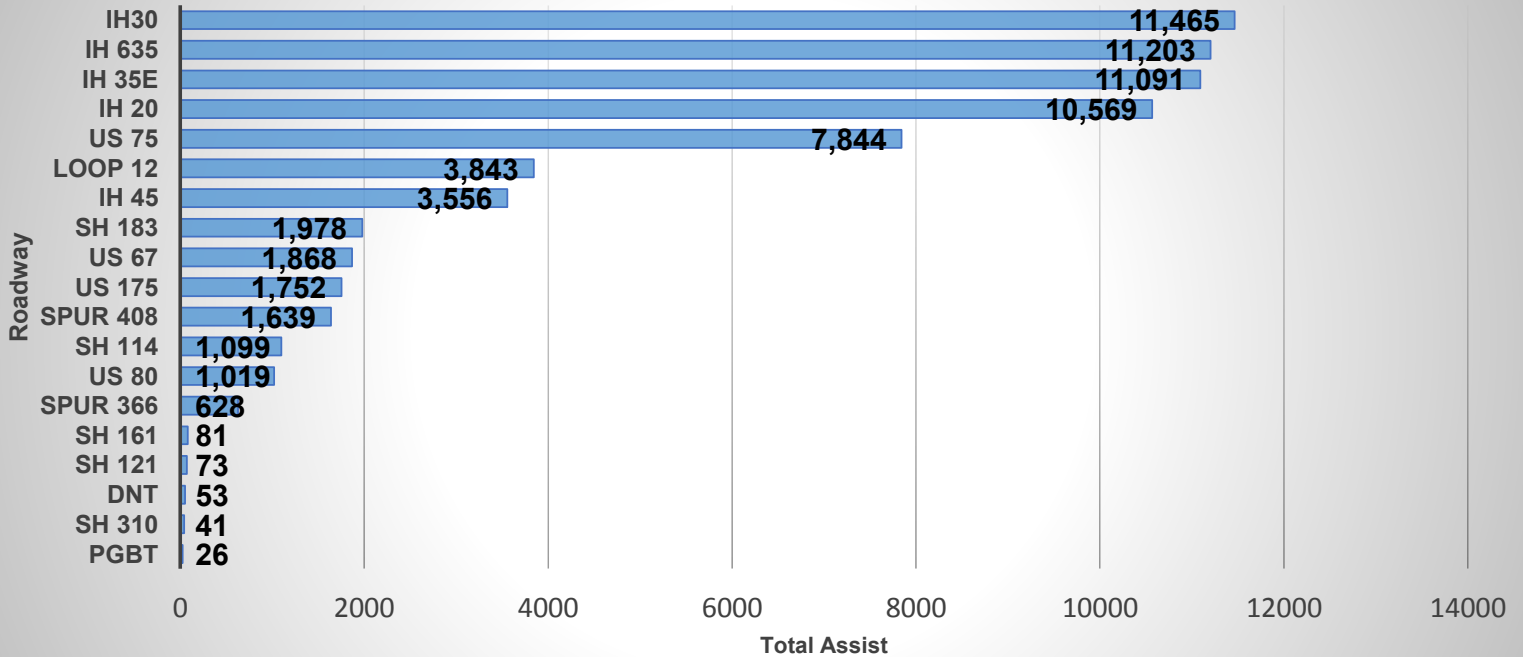


Hours of Operation

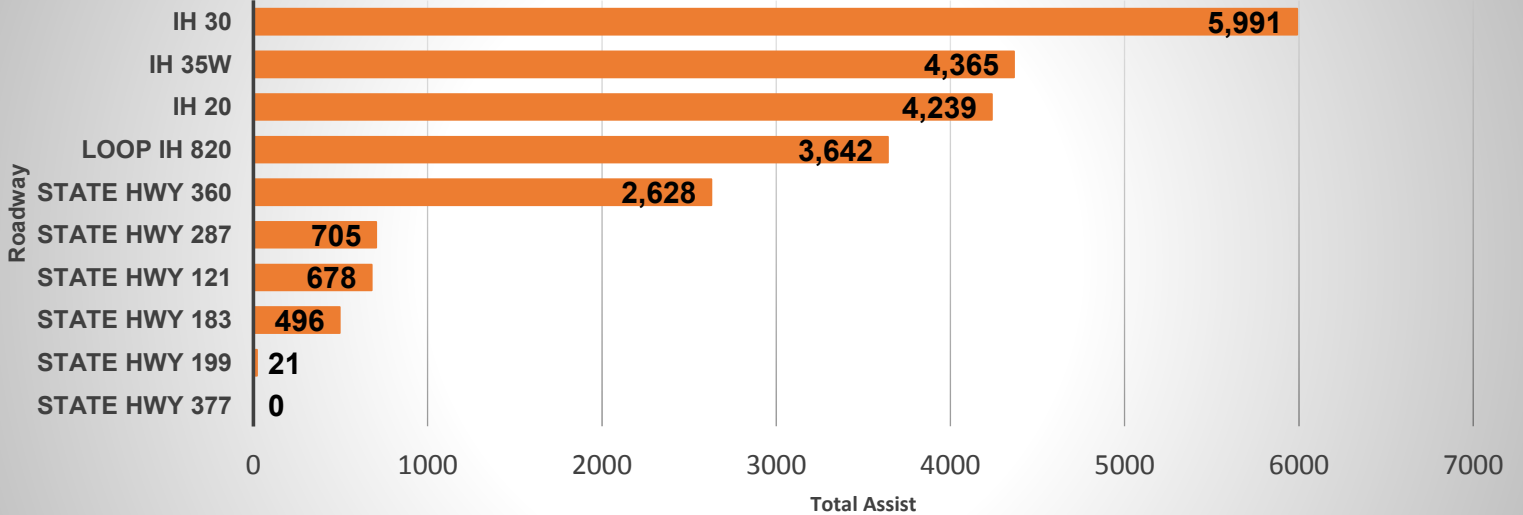
Dallas County	Tarrant County	NTTA	CDA (NTE)	CDA (LBJ)	CDA (DFW)
Mon - Fri 5 am - 9:30 pm	Mon - Sun	Mon - Sun	Mon - Sun	Mon - Sun	Mon - Fri 5:30 am - 8:30 am
Sat - Sun 11 am - 7:30 pm	6 am - 10 pm	24 hours/day	24 hours/day	24 hours/day	Mon - Fri 3:30 pm - 7 pm

Mobility Assistance Patrol Program (MAPP)

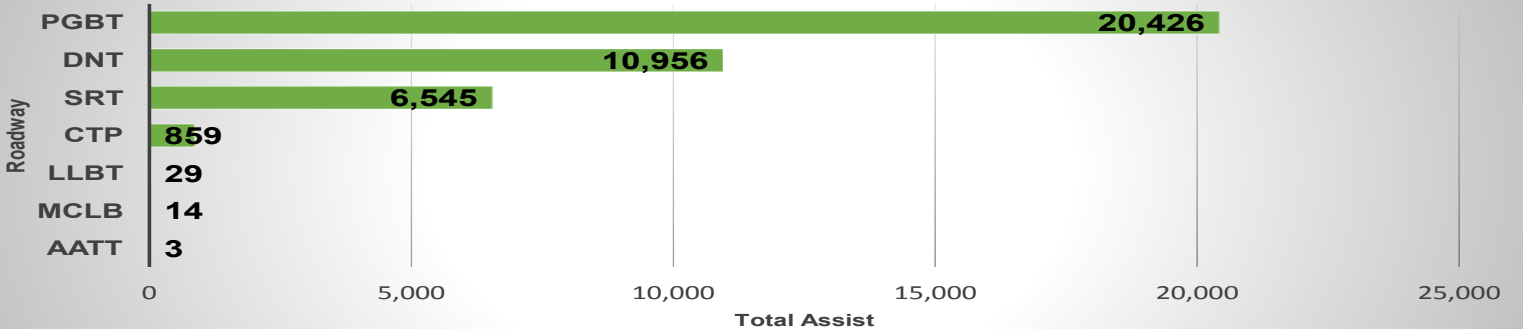
2014 Dallas County Assist Totals by Roadway



2014 Tarrant County Assist Totals by Roadway



2014 NTTA Assist Totals by Roadway



Wrong Way Driving Pilot Project - Dallas County

The National Transportation Safety Board identifies wrong way driving crashes on high-speed divided highways as the most serious type of highway collision. Although the wrong way driving collision occurs less frequently than other crashes, this type of collision is more likely to result in fatal and serious injuries than other types of crashes. In 2012, NCTCOG began working with TxDOT and local jurisdictions in Dallas County to implement a Wrong Way Driving (WWD) Pilot Project. The goal was to implement a project that focuses on preventing wrong way driving along regional corridors through the implementation of intersection improvements, signage and/or other available countermeasures. The project focuses on Diamond Interchanges throughout Dallas County. Work was initiated on many of these intersections in 2014 and is expected to be completed in 2015. The cities included in this WWD Pilot Project are listed below.

City/Agency	Total # of Intersections Identified	Project Completion Status
Carrollton	12	Complete
Dallas	194	-
Farmers Branch	2	Complete
Garland	15	Complete
Grand Prairie	25	Complete
Irving	38	Complete
Mesquite	16	Complete
Richardson	7	Complete
Rowlett	4	Complete
TxDOT	37	Designed
Total	350	

2015 Update: Planning activities for Phase 2 of the Wrong Way Driving Pilot Project were initiated in 2015. Phase 2 activities will focus on local jurisdictions in Tarrant County.

Highway Safety Improvement Project (HSIP)

NCTCOG hosted a workshop in March 2014 on the Highway Safety Improvement Project (HSIP) Call For Projects (CFP). During the workshop TxDOT staff from both the Dallas and Fort Worth Districts, provided information to local agencies on the process for submitting project applications as well as types of projects that would be accepted. The 2014 CFP resulted in the following projects for our region:

- The Dallas District received approval on 30 projects for a total of \$12,380,527.
- The Fort Worth District received approval on 16 projects for a total of \$6,767,571.

2015 Update: NCTCOG held a workshop in March 2015 for the 2015 HSIP Call for Projects. The deadline to submit projects to the Dallas District Office is May 15, 2015 and to the Fort Worth District Office is May 22, 2015. More information can be found at: <http://www.nctcog.org/trans/safety/HSIPCFP.asp>

Commercial Vehicle Enforcement Efforts

The North Central Texas region represents one of the largest inland ports in the nation where freight is moved, transferred, and distributed to destinations across the state and around the world. In addition to the movement of commercial products and goods, the region continues to experience a great deal of truck traffic associated with the natural gas industry. As a result, safety issues are one of five significant truck transportation issues within the region. In 2014, NCTCOG conducted a survey of regional police agencies to gather information on Commercial Vehicle Enforcement (CVE) efforts throughout the region to assist in addressing these safety issues. Results of the survey were used to determine the current level of CVE now occurring; the number of agencies that have an established program; and interest in a regional training and technology program to assist with CVE. Based on the survey responses, NCTCOG hosted a work session with enforcement agencies in the first quarter of 2015 to further discuss CVE needs and interests. It is anticipated that additional activities related to CVE activities will occur in 2015.

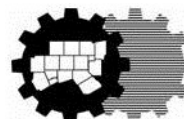
Safety Related Information Resources

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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