



NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS 2022 Safety Program Performance Measures

NCTCOG's Support of Federal Safety Performance Targets

- NCTCOG Aspirational Safety Goal: 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.
- On February 9, 2023, the Regional Transportation Council (RTC) adopted new Highway Safety Improvement Program Performance Targets (i.e. PM1) as established by the Texas Department of Transportation (TxDOT) in collaboration with statewide stakeholders.
- The updated performance measures target a 50 percent reduction in the number of fatalities, fatality rates, and bike and pedestrian fatalities by target year 2035. This goal is in line with both TxDOT and RTC's goals of zero fatalities by 2050. Serious injuries, serious injury rates, and bike and pedestrian serious injuries now target a two percent reduction from the five-year trendline each year.
- Targets are based on a five-year rolling average and are revisited annually.

Safety Performance Targets	2021 TxDOT Targets	2021 NCTCOG Targets	2022 TxDOT Targets	2022 NCTCOG Targets	2023 TxDOT Targets	2023 NCTCOG Targets
	1.6% Reduction		2% Reduction		Fatalities - See Note	
No. of Fatalities	3,687*	3,687*	3,563*	579.5	3,628.0*	590.4*
Fatality Rate	1.33*	1.33*	1.27*	0.755	1.38*	0.767*
No. of Serious Injuries	17,151	17,151	16,677	3,032.9	17,062.0	3,711.5
Serious Injury Rate	6.06	6.06	5.76	3.939	6.39	4.615
No. of Non-motorized Fatalities and Serious Injuries	2,316.4	2,316.4	2,367	594.7	2,357	637

**Fatality and fatality rate targets represent a 50 percent reduction by 2035, while serious injury related measures target a two percent reduction from the trendline each year.*

Actual Safety Performance Reporting for 2021 Targets

Safety Performance Measures	Original 2021 Target	PY2021 Actual Performance	PY2015-2019 Baseline Performance	Met Target?	Better than the Baseline?	Met or Made Significant Progress?
Number of Fatalities	572.4	614.2	557.2	No	No	No
Rate of Fatalities	0.762	0.814	0.781	No	No	
Number of Serious Injuries	3,375.3	3,647.6	3,663.1	No	Yes	
Rate of Serious Injuries	4.485	4.843	5.2	No	Yes	
Number of Non-Motorized Fatalities and Serious Injuries	592.3	617	569.8	No	No	

- Actual Performance reporting of Safety Performance Targets is completed on a two-year delay.
- Reporting of 2021 Actual Performance was conducted in January of 2023.
- Reporting of the 2022 Actual Performance will be conducted during the first quarter of 2024.
- 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) 2020, that data period was 2015-2019.
- 2021 was the first year that NCTCOG failed to meet roadway safety performance targets due to the high number of fatal and serious injury crashes recorded during COVID in 2020 and 2021.

NCTCOG's 12-County MPA Crash and Fatality Data 2018-2022

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 2018 to 2022. The data below indicates that in 2022 the NCTCOG region experienced **one crash every five minutes** and **one fatality every 12 hours**. The fatality rate for the region for 2022 was 1.031.

2018-2022 Crashes						
County	2018	2019	2020	2021	2022	% Change 2021-2022
Collin	13,215	13,950	10,271	12,380	13,820	11.63%
Dallas	49,733	55,261	48,294	55,367	54,551	-1.47%
Denton	11,770	12,188	9,554	11,403	11,957	4.86%
Ellis	2,811	2,798	2,841	3,302	3,228	-2.24%
Hood	725	798	708	804	812	1.00%
Hunt	1,470	1,364	1,362	1,781	1,604	-9.94%
Johnson	2,367	2,393	2,193	2,776	2,737	-1.40%
Kaufman	2,130	2,015	1,956	2,227	2,280	2.38%
Parker	2,221	2,201	2,036	2,640	2,525	-4.36%
Rockwall	1,417	1,591	1,424	1,751	1,864	6.45%
Tarrant	33,090	32,464	27,432	30,722	29,004	-5.59%
Wise	971	931	901	1,021	1,148	12.44%
Total	121,920	127,954	108,972	126,174	125,530	-0.51%

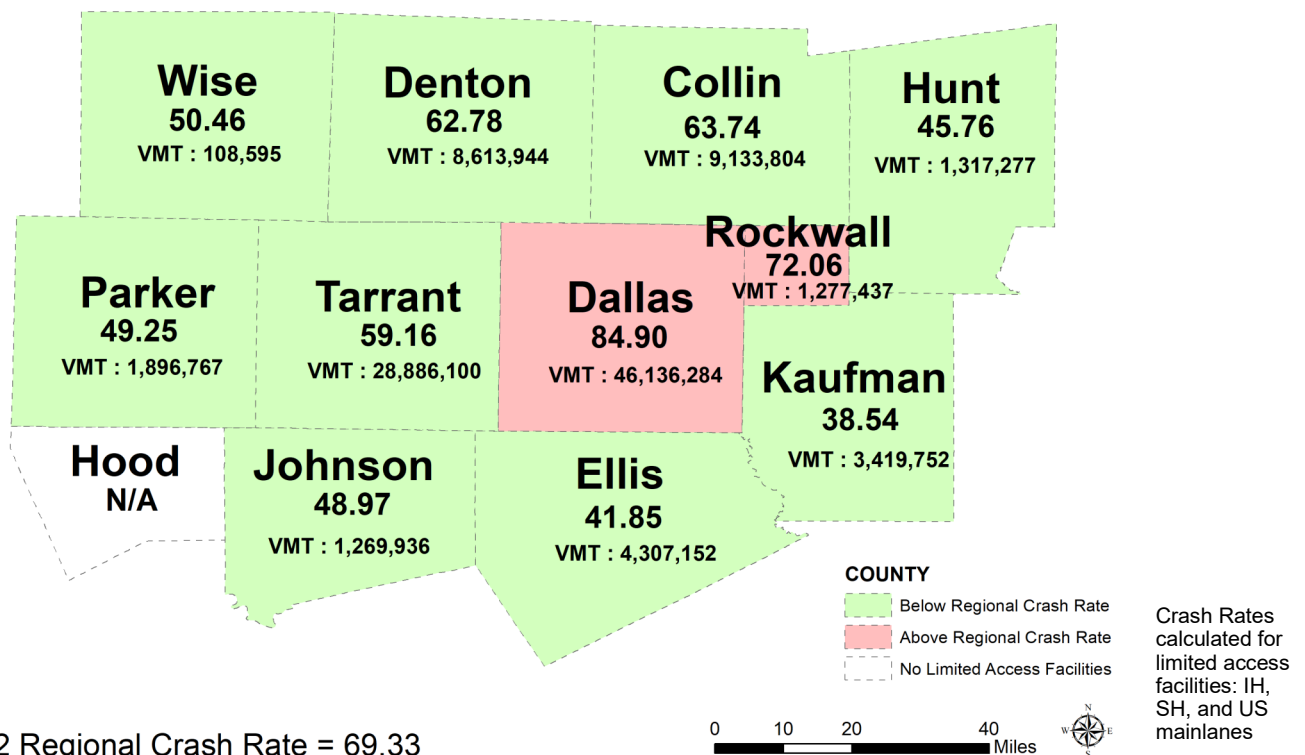
2018-2022 Fatalities						
County	2018	2019	2020	2021	2022	% Change 2021-2022
Collin	45	53	64	51	77	50.98%
Dallas	295	271	333	354	355	0.28%
Denton	51	52	59	67	51	-23.88%
Ellis	16	27	49	36	33	-8.33%
Hood	5	12	10	13	11	-15.38%
Hunt	17	25	26	38	15	-60.53%
Johnson	23	39	20	39	37	-5.13%
Kaufman	25	32	33	36	25	-30.56%
Parker	29	26	21	28	15	-46.43%
Rockwall	8	2	7	10	7	-30.00%
Tarrant	169	171	189	228	215	-5.70%
Wise	16	14	11	21	23	9.52%
Total	699	724	822	921	864	-6.19%

Data Source: TxDOT Crash Records Information System (CRIS) current as of 4/12/2022 - 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."

2022 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 69.33. This represents a decrease from the 2021 rate of 111.83 crashes per 100 million vehicle miles traveled (VMT). Dallas and Rockwall Counties were the only counties with a crash rate above the regional average in 2022.



2022 Contributing Factors for Serious Injury and Fatality Crashes

Top Ten Contributing Factors — Limited Access Facilities Only		2021	2022
1	Speeding (Overlimit / Unsafe Speed / Failed to Control Speed)	32.21%	30.56%
2	Driver Related (Driver Inattention / Distraction in Vehicle / Drove Without Headlights / Road Rage / Followed Too Closely / Cell/Mobile Device Use (Talking / Texting / Other [0.28%])	13.96%	16.24%
3	Impaired Driving (Intoxicated: Alcohol/Drug / Had Been Drinking / Taking Medication / Fatigued or Asleep)	12.10%	11.89%
4	Failed to Drive in Single Lane	10.45%	10.33%
5	Faulty Evasive Action	7.54%	8.05%
6	Changed Lane When Unsafe	8.00%	7.34%
7	Pedestrian Related (Failed to Yield Right of Way to Vehicle)	3.37%	5.56%
8	Disabled in Traffic Lane	4.43%	3.63%
9	Wrong Way Driving (Wrong Way - One Way Road / Wrong Side - Approach or Intersection / Wrong Side - Not Passing)	2.05%	1.78%
10	Ill (Explain in Narrative)	0.99%	1.14%

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 2010-2022.

NCTCOG Pedestrian Safety Action Plan

In 2021 NCTCOG completed a Pedestrian Safety Action Plan (PSAP) for the 12-county metropolitan planning area to address the steadily increasing number of reported crashes across North Texas involving pedestrians resulting in serious injuries and fatalities.

The PSAP serves as a guide for State, regional, and local governments for improving overall pedestrian safety across the MPA. The PSAP includes goals, action items, and policies, all aimed at supporting the safety position adopted by the Regional Transportation Council, which states that “even one death on the transportation system is unacceptable,” and the action taken by the Texas Transportation Commission, who ordered TxDOT to “develop strategies for reducing traffic deaths by 50 percent by 2035 and to zero by 2050.”

Additional analysis of crash data occurred in 2022 including an environmental justice analysis and an added section related to annual monitoring and outcomes. Minor edits were also made to Appendix B to remove duplicative tables and to add Environmental Justice information to the Safety Corridor and County maps. The 2022 Update was approved by the Surface Transportation Technical Committee on July 22, 2022, and the Regional Transportation Council on August 18, 2022.

One of the PSAP action items is to conduct Roadway Safety Audits (RSA) for the designated primary pedestrian safety corridors that have a high number of crashes and serious injuries. In collaboration with the Federal Highway Administration (FHWA), RSAs were conducted and reports finalized for Belknap St. in downtown Fort Worth and for W. Spring Valley Rd. in Richardson. Using the approach developed by FHWA, an RSA core team made up of independent and multi-disciplinary members assessed the roadways over several days and provided an official report with recommendations and proposed safety solutions to the Cities of Fort Worth and Richardson. Additional RSAs are expected to be conducted on other primary pedestrian safety corridors throughout the region identified in the PSAP.

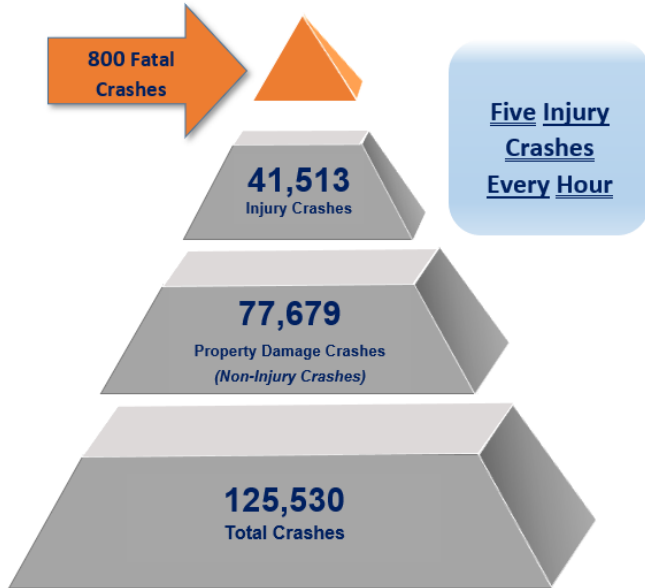


The PSAP, including all appendices and RSAs completed to date, can be viewed at www.nctcog.org/pedsafetyplan.

NCTCOG Traffic Incident Management Program

2022 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.

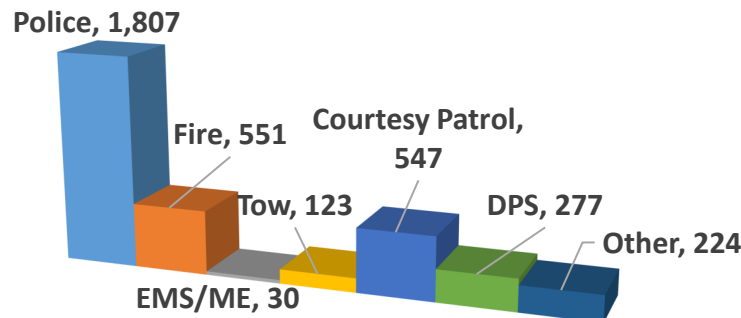
*Crash pyramid does not include “Unknown Injury Crashes”

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.

NCTCOG First Responder and Manager’s Course Attendance		
2003 - 2021	2022 — June 2023	Total
3,458	101	3,559

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



NCTCOG TIM Executive Level Course Attendance

The **Executive Level Course** was introduced in 2005 and is geared towards agency decision and policy makers and provides a high-level overview of the topics discussed in the First Responder and Manager’s Course. The Executive Level Course is offered twice a year.

Police	Fire	City Staff	Elected Officials	Public Works/ Strategic Services Transportation	Medical Staff	Other	Total (February 2005 - May 2023)
483	232	40	15	66	23	314	1,173

NCTCOG Traffic Incident Management Program

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

Cities and Counties Represented (93): August 2013 - June 2023

Allen Alvarado Argyle Arlington Aubrey Azle Balch Springs Bedford Benbrook Bridgeport Burleson Caddo Mills Carrollton Cedar Hill Celina Cleburne Colleyville Coppell Corinth Cresson	Cross Roads Dallas Decatur Denton DeSoto Duncanville Ennis Euless Farmers Branch Flower Mound Forest Hill Forney Fort Worth Frisco Garland Glenn Heights Granbury Grand Prairie Grapevine Greenville	Hickory Creek Highland Park Hurst Irving Joshua Keene Keller Kennedale Krum Lake Cities Lake Worth Lavon Lewisville Little Elm Mansfield Maypearl McKinney Melissa Mesquite Midlothian N. Richland Hills Northlake	Oak Point Pantego Plano Ponder Princeton Prosper Reno Richardson Richland Hills Rio Vista Roanoke Rockwall Sachse Seagoville Springtown Sunnyvale Terrell University Park Venus Waxahachie Weatherford Willow Park Wilmer
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Counties: **Collin, Dallas, Erath, 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. The last major course update was done in August 2013.
3. A complete list of Agency Attendance from 2003 is available upon request.

First Responder Struck-By 'Fatality' Stats (2021-2022)

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	2021 National	2022 National	2021 Statewide	2022 Statewide	2021 Region	2022 Region
Police	30	17	1	3	1	1
Fire/EMS	9	11	0	0	0	0
Towing	22	18	3	3	1	0
Roadside Assistance Patrol	2	1	0	0	0	0
Total Responder Fatality Struck-bys	63	47	4	6	2	1

"Between January—July 2023, nationwide **eighteen** responders have been struck and killed by vehicles (2 in Texas)."
www.ResponderSafety.com

NCTCOG Roadside Assistance Patrol Struck-By 'Non-Fatality' Stats

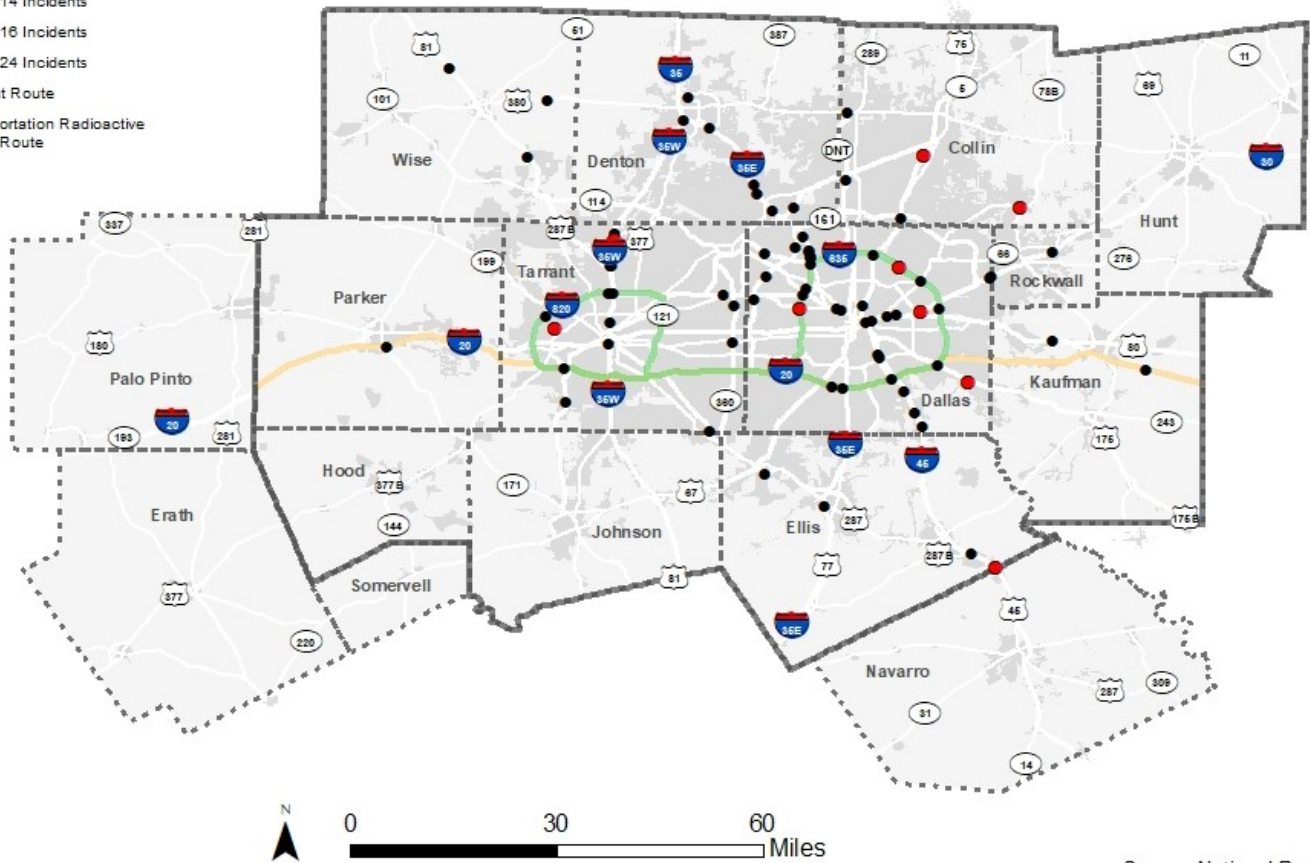
Roadside Assistance Patrol	Dallas County	LBJ Express	NTE Express	NTTA	Tarrant County	NCTCOG Region
2019	1	7	4	9	0	21
2020	23	0	1	15	2	41
2021	18	0	10	19	2	39
2022	34	3	0	16	0	50

The Regional Roadside Assistance Patrol Program struck-by data was collected directly from regional mobility assistance patrol providers.

2022 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 2022, there were nine significant HazMat spills within the 16-county region. This is down from the previous year, which had 15 such incidents.

- 2022 - 9 Incidents
- 2021 - 15 Incidents
- 2020 - 14 Incidents
- 2019 - 16 Incidents
- 2018 - 24 Incidents
- Hazmat Route
- Transportation Radioactive Waste Route



Source: National Response Center
Data current as of January 25, 2023

County	2018	2019	2020	2021	2022	Total
Collin	0	0	0	2	2	4
Dallas	11	8	8	6	4	37
Denton	4	1	2	0	0	7
Ellis	1	2	0	0	1	4
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	1	1	0	0	0	2
Navarro	0	0	0	0	0	0
Parker	0	0	1	0	0	1
Palo Pinto	0	0	0	0	0	0
Rockwall	2	0	0	0	0	2
Somervell	0	0	0	0	0	0
Tarrant	3	3	3	7	2	18
Wise	2	1	0	0	0	3
Total	24	16	14	15	9	78

Roadside Assistance Program

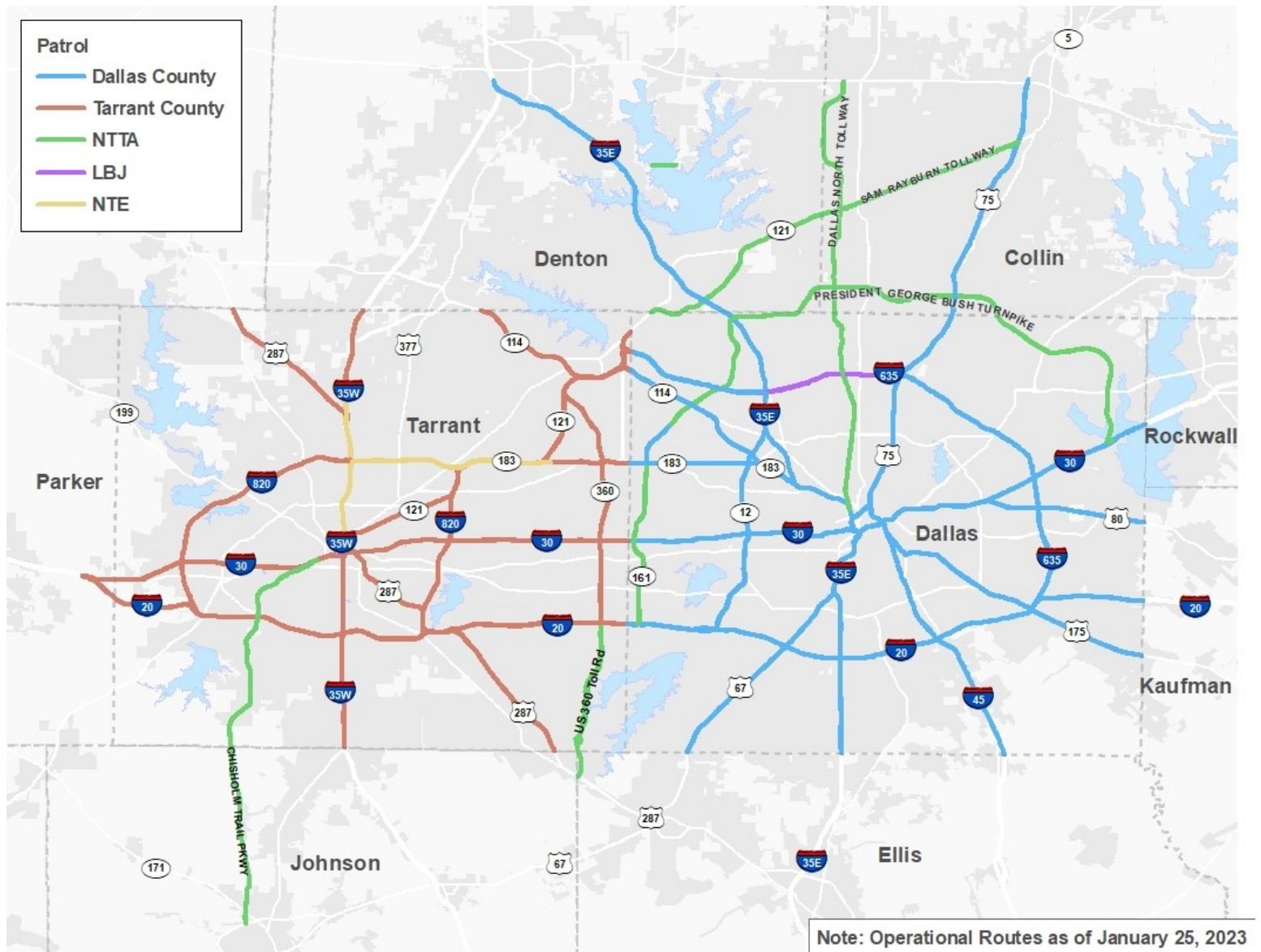
The Roadside Assistance Program (RAP) is a crucial part of incident response and traffic safety efforts in North Texas. Area RAP programs help alleviate congestion and prevent secondary crashes on busy highways/freeways and toll roads by providing free assistance to stalled and stranded motorists by 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	2021 Assists	2022 Assists
Dallas County Operations	60,843	54,301
Tarrant County Operations	23,206	25,638
NTTA	43,368	49,372
NTE Express	4,298	4,261
LBJ Express	4,179	3,602

Patrol Routes

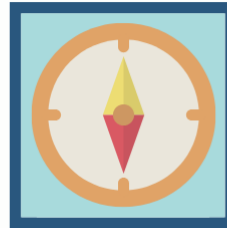


In 2022, Dallas/Fort Worth Area Roadside Assistance Patrols

provided:



68,416
Driver Assistance /
Stalled Vehicle



29,081
Courtesy Check /
Directions



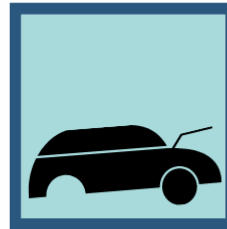
5,219
Crash
Assistance



14,641
Debris
Removal



15,969
Protection to
First Responders



8,564
Abandoned
Vehicle Check

Total Combined Assists: 144,371

Notes:

Data includes Dallas County, Tarrant County, NTTA, and LBJ/NTE motorist assists combined.
2,481 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 2022 HSIP CFP for FY2023-FY2025. The 2022 TxDOT HSIP CFP resulted in the following projects for our region:

- The Dallas District received approval on 73 projects for a total of \$53,037,219.
- The Fort Worth District received approval on 13 projects for a total of \$15,347,208.

NCTCOG Drive Aware North Texas Campaign



Drive Aware North Texas is an educational effort that focuses on improving the negative driving behaviors identified as the leading contributing factors in fatal and serious injury crashes in the region. The campaign website, www.driveawarentx.org, focuses on four main causes of serious and fatal traffic incidents: speeding, impaired driving, distracted driving and wrong-way driving. It examines data over the past five years related to each category, including crashes by time of day and gender, presenting the data in easy-to-read graphs. Speeding traditionally has been the top contributor to fatal and serious-injury crashes on the region's roadways, playing a role in 31 percent of such crashes in 2022.

Statewide TxDOT and Metropolitan Planning Organization Task Force

The Texas Transportation Commission established a new task force comprised of representatives from TxDOT and the state's metropolitan planning organizations to further identify and fund safety projects throughout the state with a relentless focus on reducing the number of fatalities on Texas highways. The TxDOT/MPO Safety Task Force kicked off in November 2021 for an initial two-year term.

The Task force has developed a five-year proposal to identify best practices, recommendations, and new ideas in an effort to reduce highway fatalities, injuries, and traffic crashes. The Task Force also developed a short-term plan to immediately invest funding on current ongoing safety initiatives to reduce speeding and impaired driving, improve bicycle, pedestrian, and motorcycle safety, increase awareness for occupant protection (seatbelts), and implement safety efforts in work zones. Annually, TxDOT and MPOs will report on previous years' performance measures, implemented activities and achievements as well as identify priorities for the next year. TxDOT has committed \$50,000 to each MPO across the state to support safety efforts and document safety activities to help reduce fatalities in the state of Texas. In addition, a long-term plan will be created to identify funding sources, establish metrics to measure effectiveness, and describe incentives for the partnership based on the reduction of deaths on Texas roadways.

As the TxDOT/MPO Safety Task Force wraps up, a new committee will carry this initiative forward that includes both public and private sector agencies working to implement innovative ideas to reduce fatalities and serious injury crashes, the Friends of the Safety Committee.

The following table 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.

Annual Performance Measures	Statewide Safety Task Force	Located in NCTCOG Safety Report
No. of Fatalities	TxDOT/MPO	Page 2
Fatality Rate	TxDOT/MPO	Page 2
Number of Law Enforcement Encounters During Grant-Funded or MPO Funded Activities	TxDOT/MPO	Future
Number of Safety Related Programs	TxDOT/MPO	Survey in Progress
Number of Education Related Programs	TxDOT/MPO	Survey in Progress

Regional Roadway Safety Plan

Approved by the Regional Transportation Council in March 2023, the NCTCOG Regional Roadway Safety Plan is the first region-wide plan developed to eliminate all fatalities on our roadways by 2050. The Roadway Safety Plan includes region-wide safety analyses to identify which crash types produce the most fatalities and serious injuries and then recommends countermeasures to prevent these crashes or reduce crash severity. The following 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 plan also identifies roadways with the highest history of fatal and serious injury crashes and scores those roadway segments as candidates for engineering upgrades or other safety countermeasures. 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:

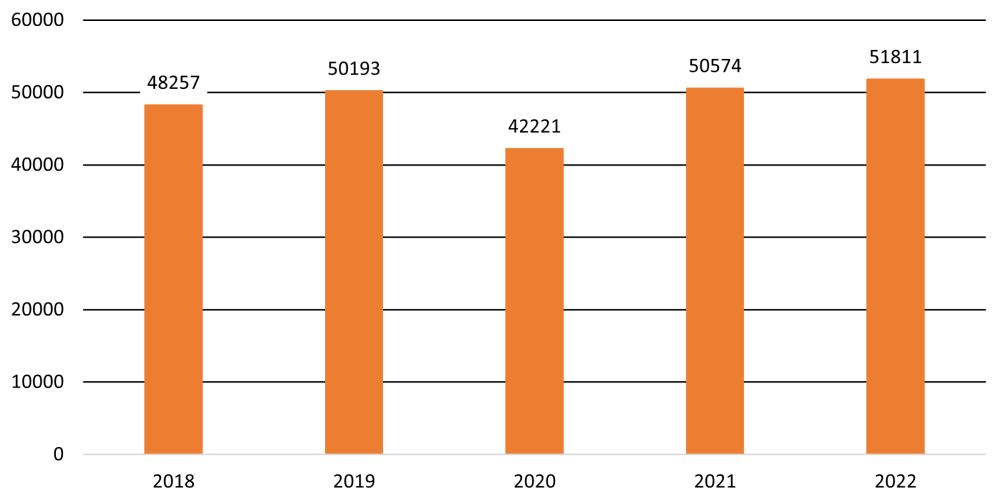
1. Eliminate fatal crashes from all modes of travel by 2050.
2. Prioritize safety in roadway project selection and provide guidance on countermeasure development to partner agencies.
3. Work with partners to foster a culture of safety that utilizes the safe systems approach; and develop behavioral and 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.

The following data analyses is highlighted in the Regional Roadway Safety Plan.

<https://www.nctcog.org/trans/quality/safety/transportation-safety/roadway-safety-plan>

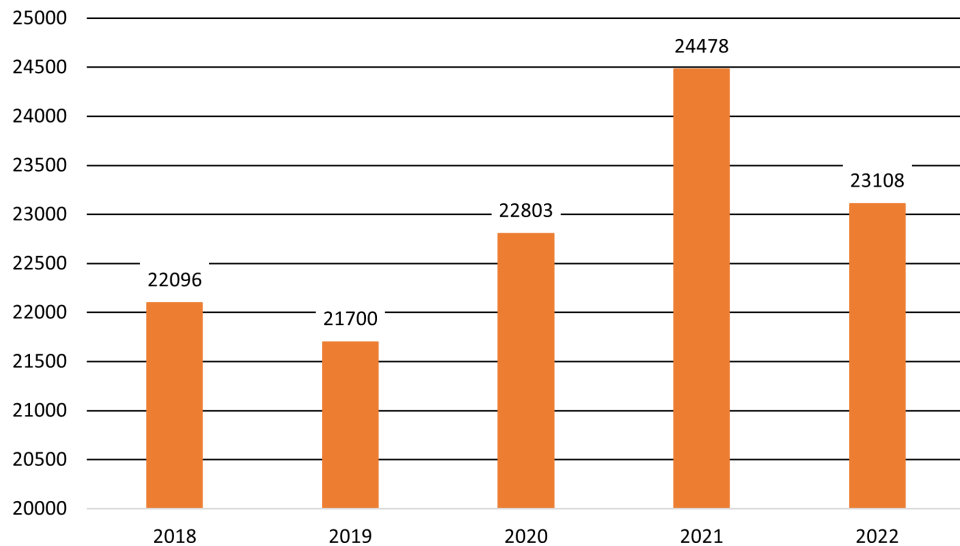
12-County MPA - Intersection Related Crashes: 2018-2022

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 increased by 2.4 percent from 2021 to 2022 with an increase of 1,237 crashes in 2022.



Roadway and Lane Departure Crashes: 2018- 2022

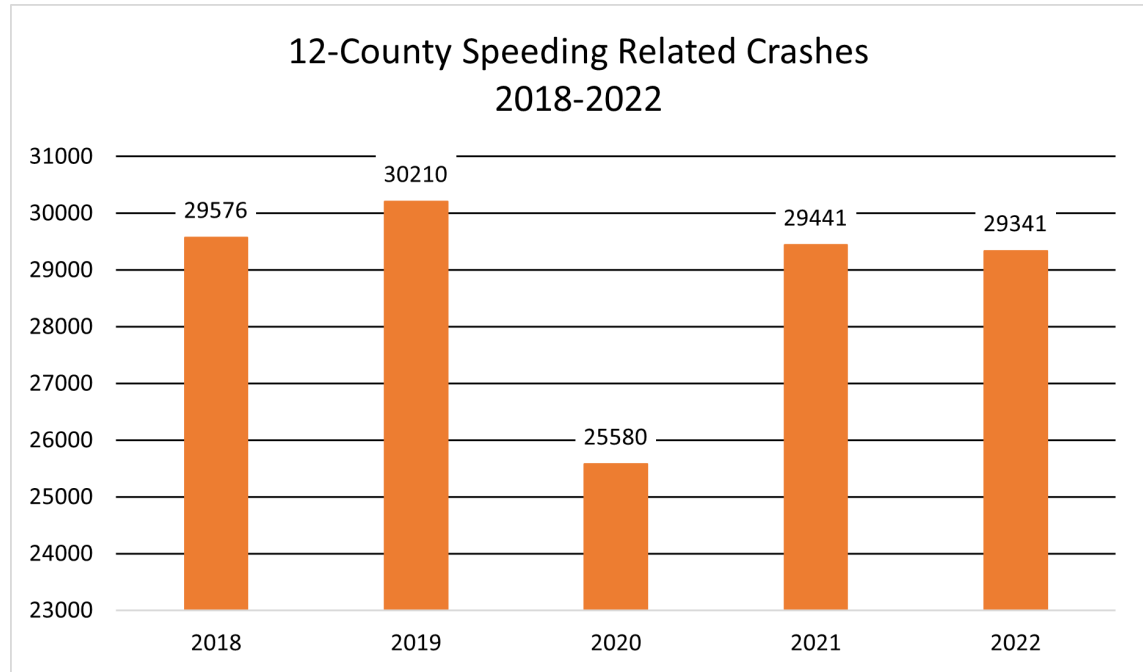
Roadway and Lane Departure crashes are those that occur either off the road, on the shoulder, or in the center median and only involved one motor vehicle. There was a 5.5 percent decrease in Roadway and Lane Departure crashes from 2021 to 2022 and 1370 fewer crashes in 2022.



12-County MPA - Speeding Related Crashes: 2018-2022

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 2021 to 2022, the number of crashes on all roadways where speeding was cited as a contributing factor decreased by 100 crashes.

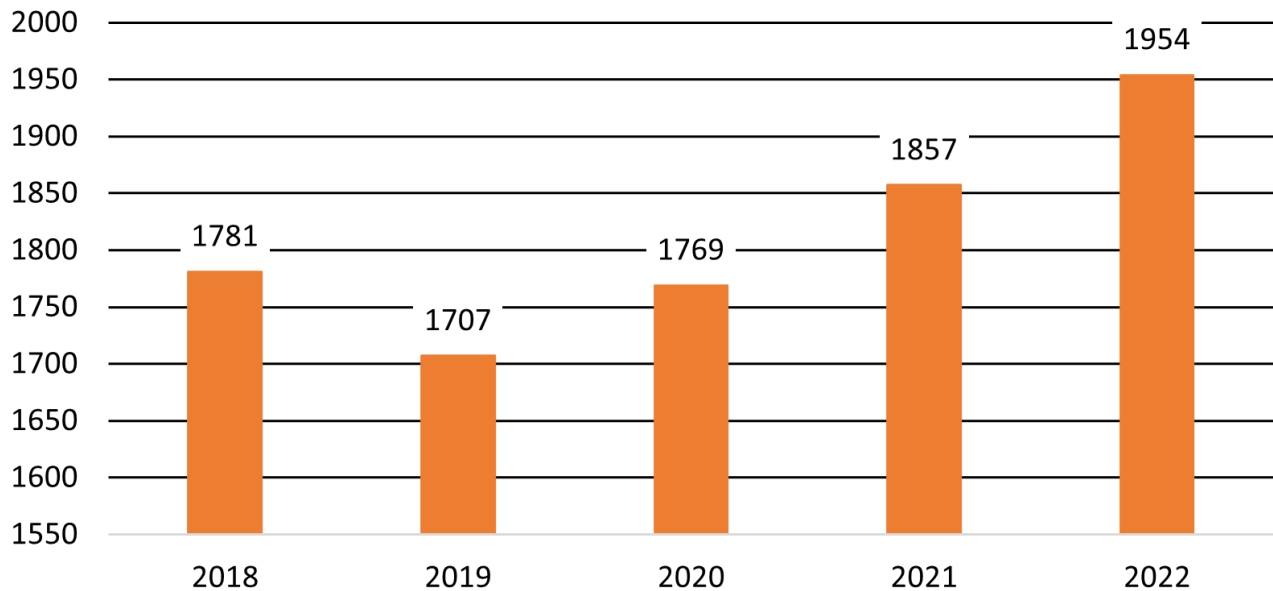
Note: Speeding Related crashes include those where speeding were cited either as a primary, secondary, or tertiary contributing factor to the crash.



Motorcyclist Involved Crashes: 2018- 2022

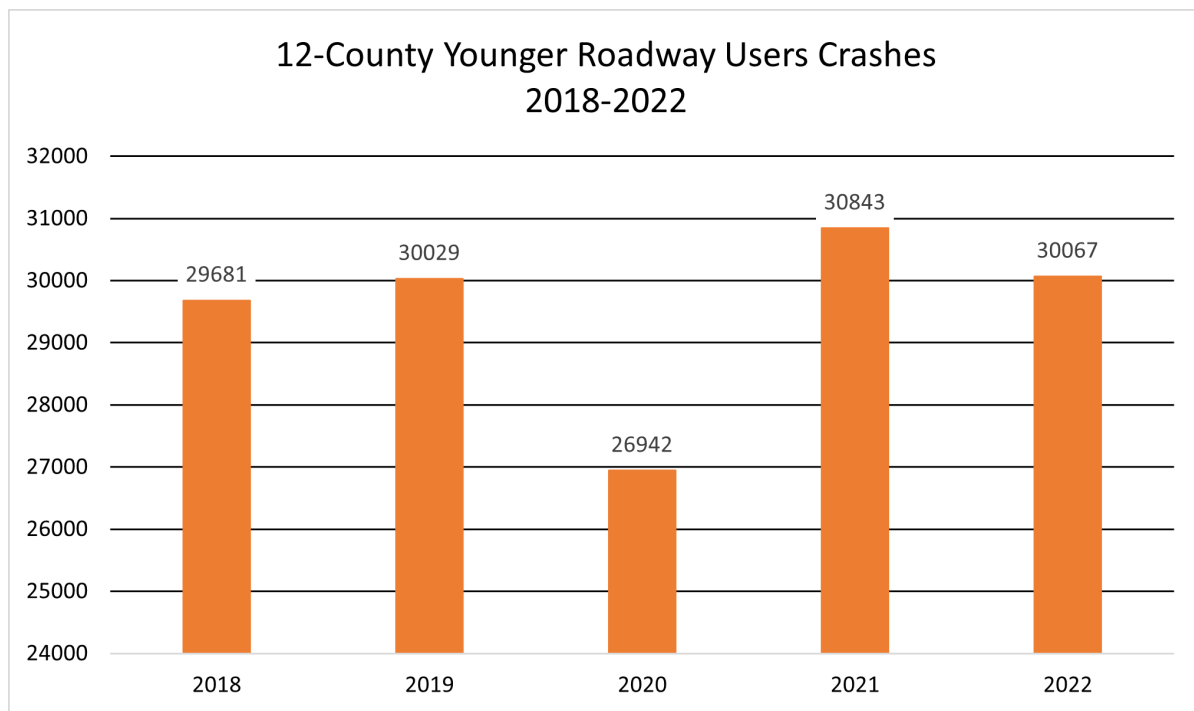
Like bicyclists and pedestrians, motorcyclists are vulnerable roadway users due to the lack of protection provided by a vehicle. Helmet usage for motorcyclists, like restraint usage has a significant impact on injury severity. There was an increase of 5 percent of crashes involving motorcyclists from 2021 to 2022 with an increase of 97 crashes in 2022.

12-County Motorcyclist Involved Crashes 2018-2022



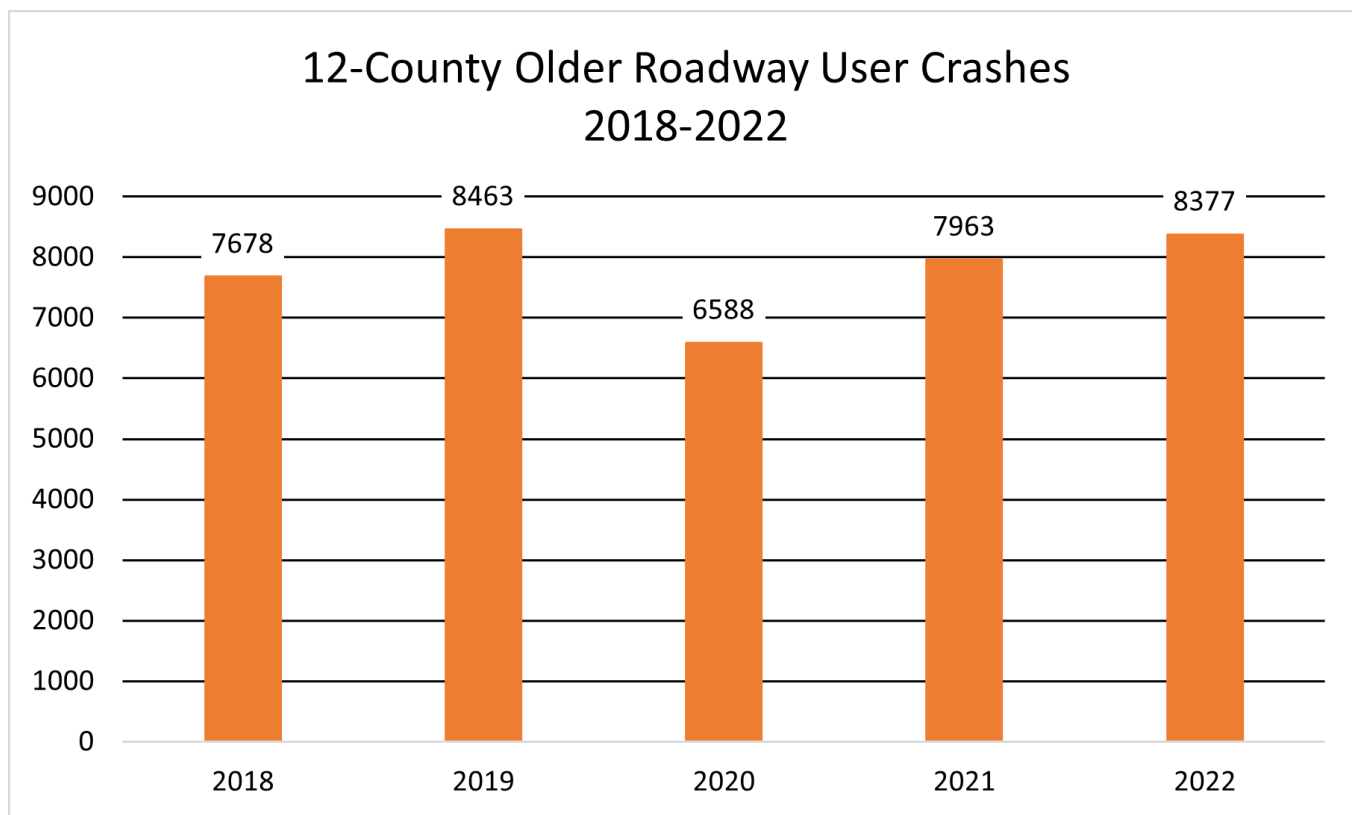
Younger Roadway User Crashes: 2018-2022

Younger roadway users are drivers who are 24 years of age and younger. From 2021 to 2022, Younger Roadway User crashes decreased by 2.5 percent, with a decrease of 776 crashes in 2022.



Older Roadway User Crashes: 2018- 2022

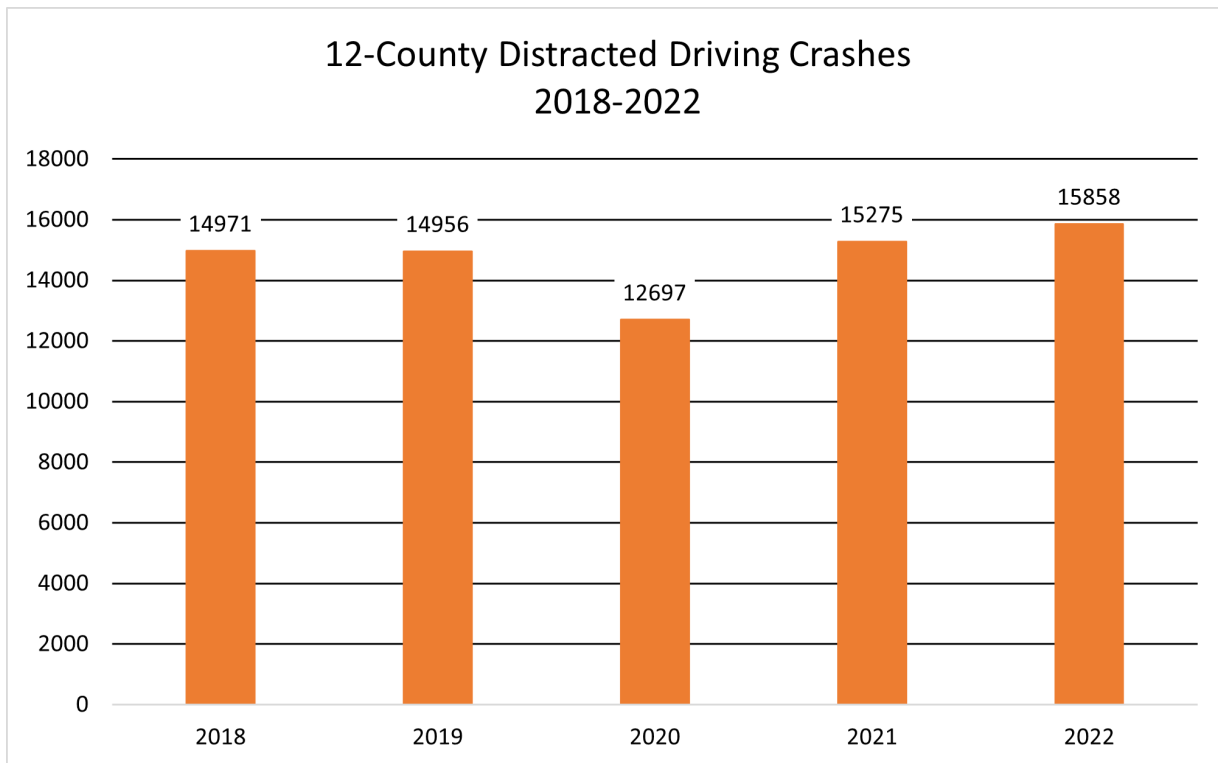
Older Roadway Users are drivers that are of the age 65 and older. From 2021 to 2022, Older Roadway User crashes increased by 5.2 percent, with an increase of 414 crashes in 2022.



12-County MPA - Distracted Driving: 2018-2022

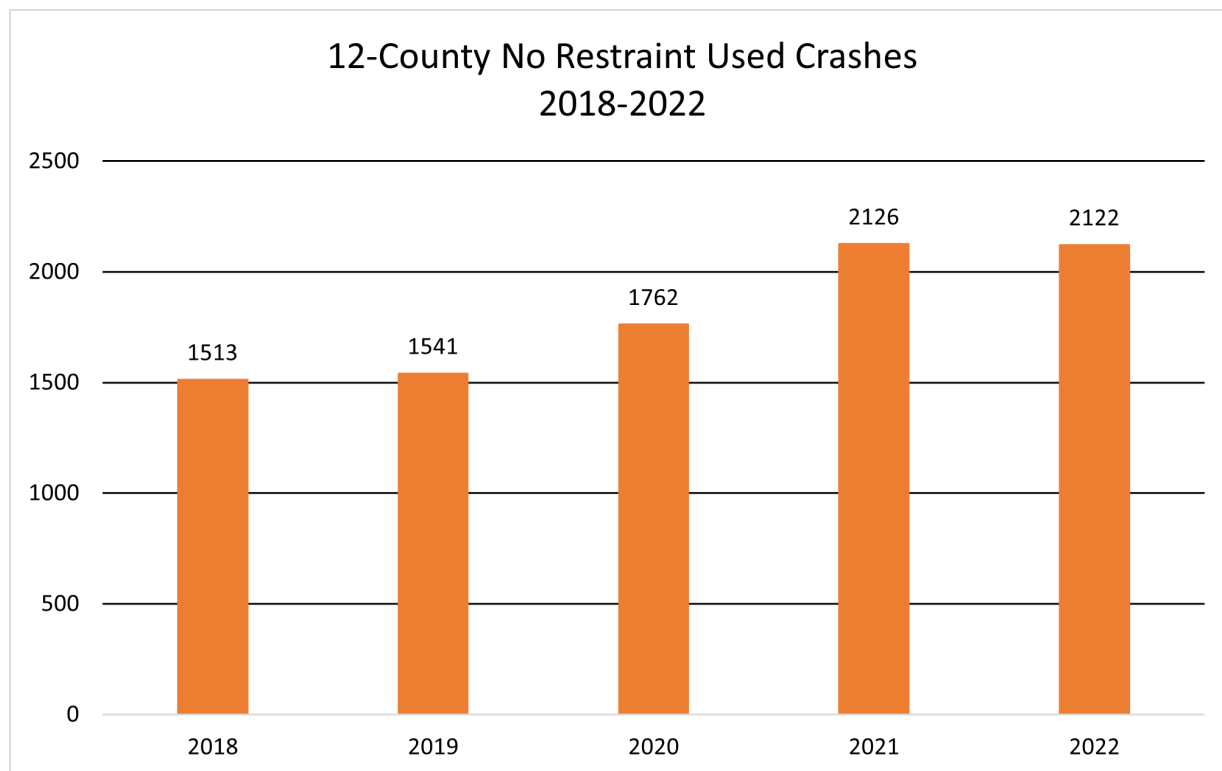
From 2018 to 2022, the number of crashes on all roadways caused by a distracted driver increased 6 percent within the 12-county MPA. The total number of crashes caused by a distracted driver increased by 583 from in 2022 compared to 2021.

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



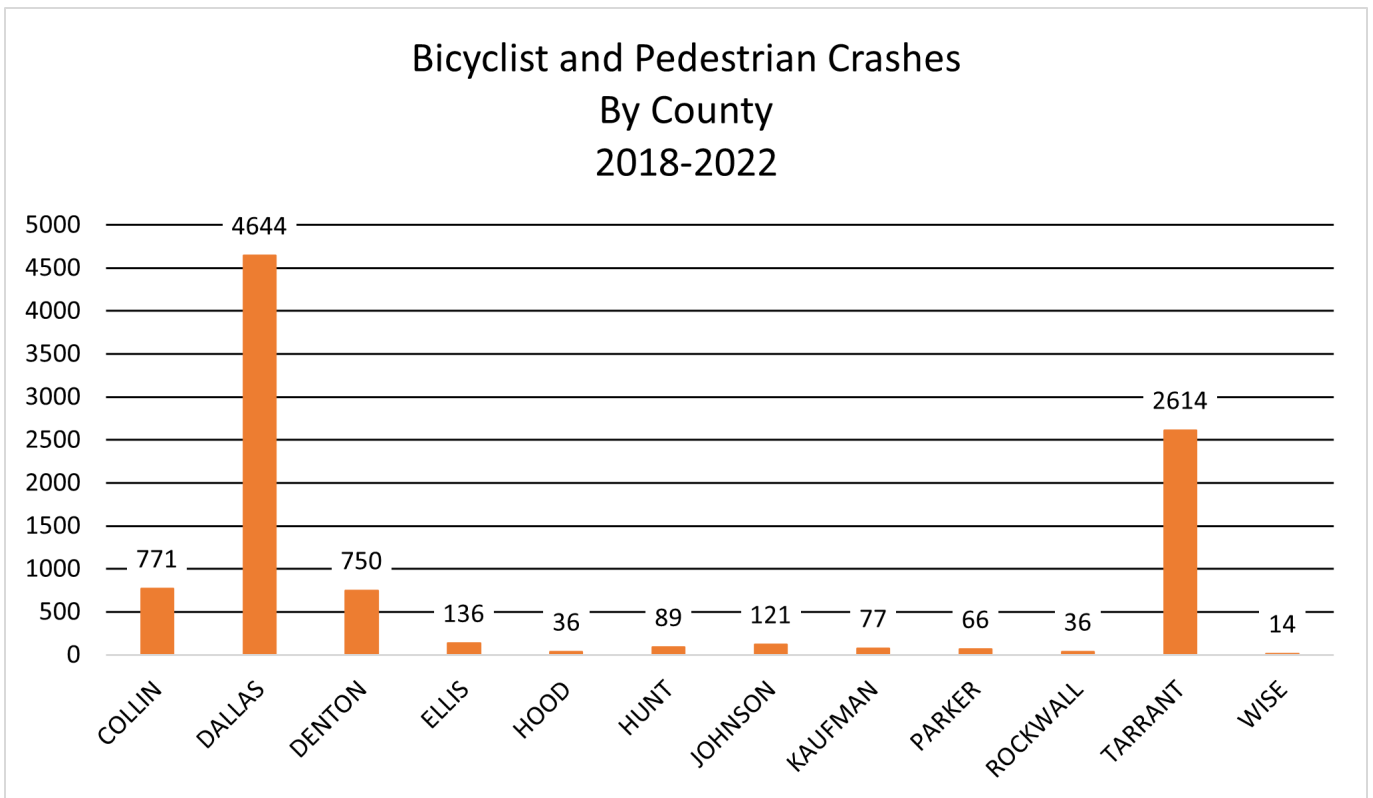
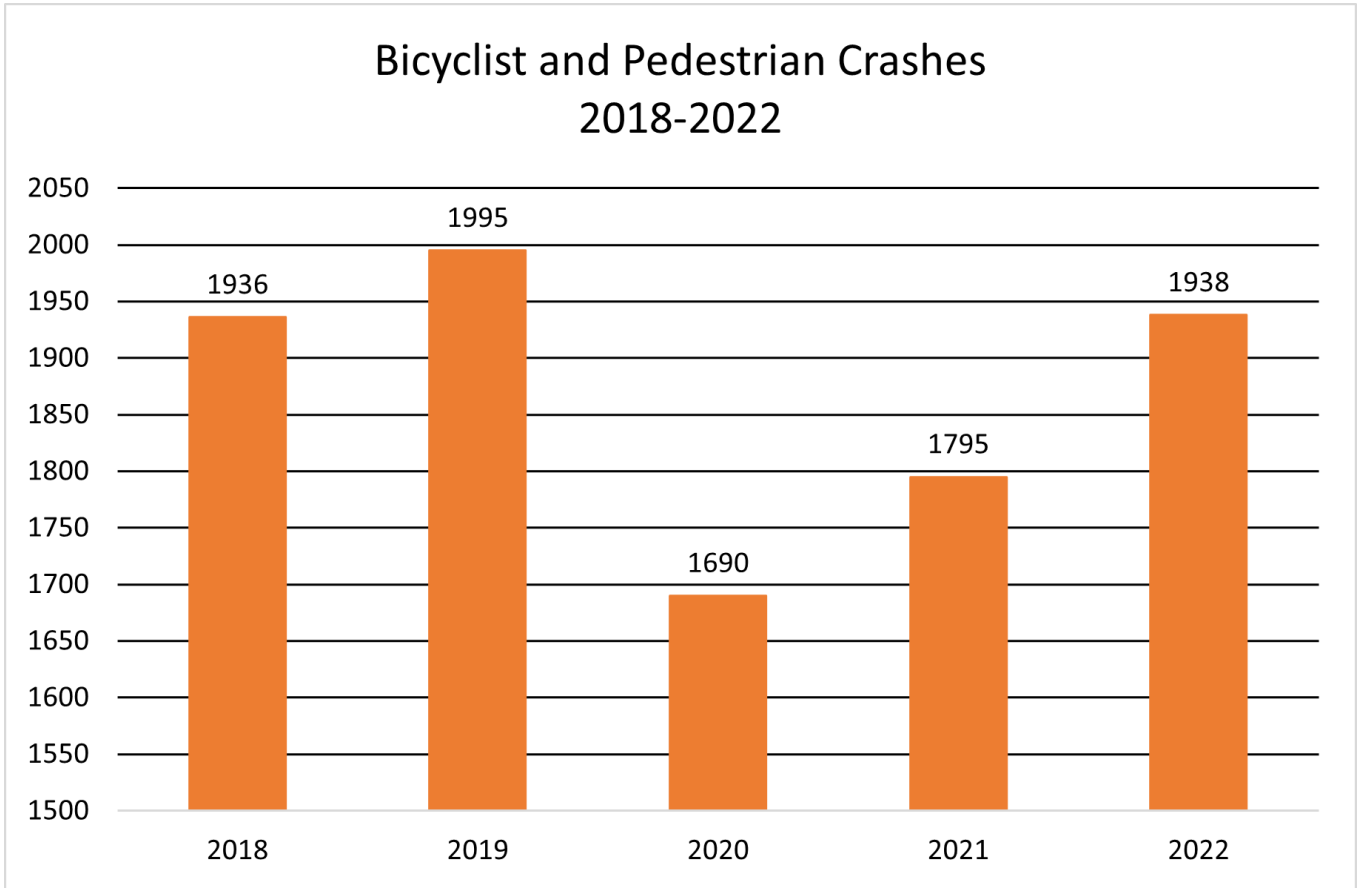
No Restraint Used Crashes: 2018- 2022

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.



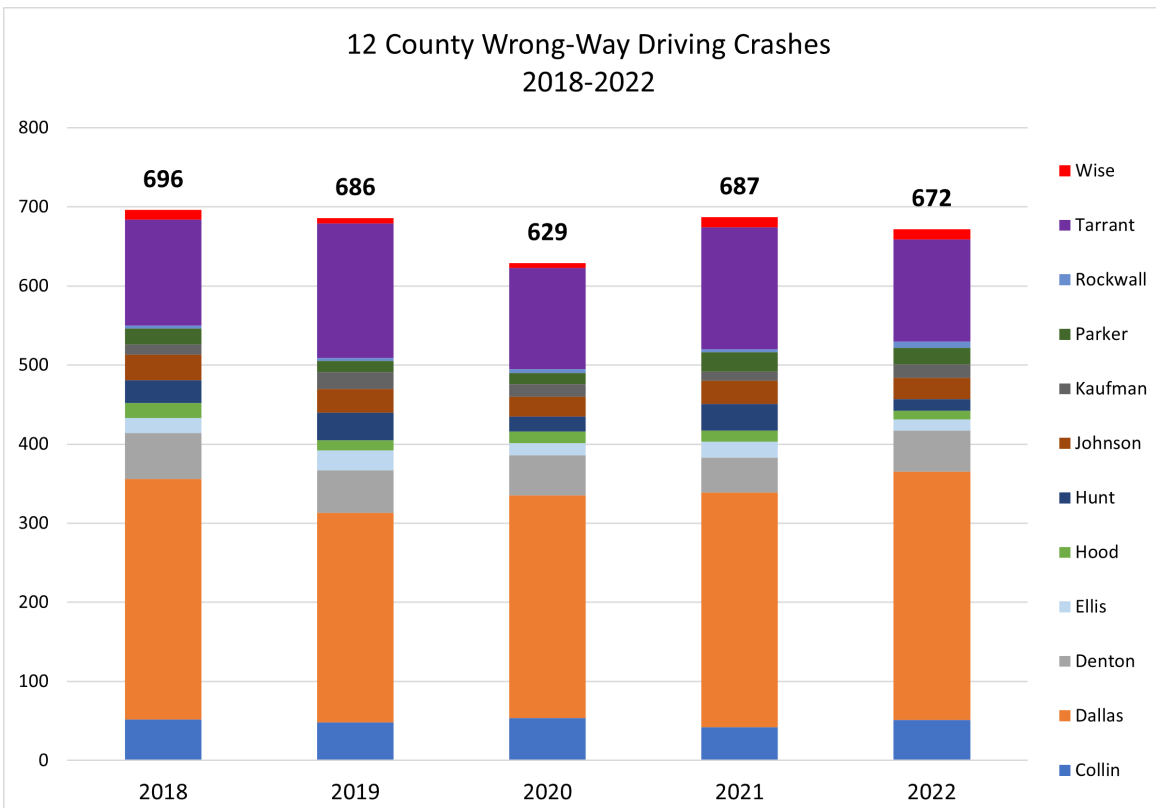
12-County MPA - Bicyclist and Pedestrian Crashes: 2018-2022

A bicyclist and pedestrian crash involves a crash where a vehicle strikes either a bicyclist or a pedestrian. From 2018 to 2022, the number of crashes involving a bicyclist or a pedestrian increased by eight percent from 2021 to 2022 with an increase of 143 crashes. Crashes involving bicyclists and pedestrians typically tend to have more severe injuries.



12-County MPA - Wrong Way Driving Crashes: 2018-2022

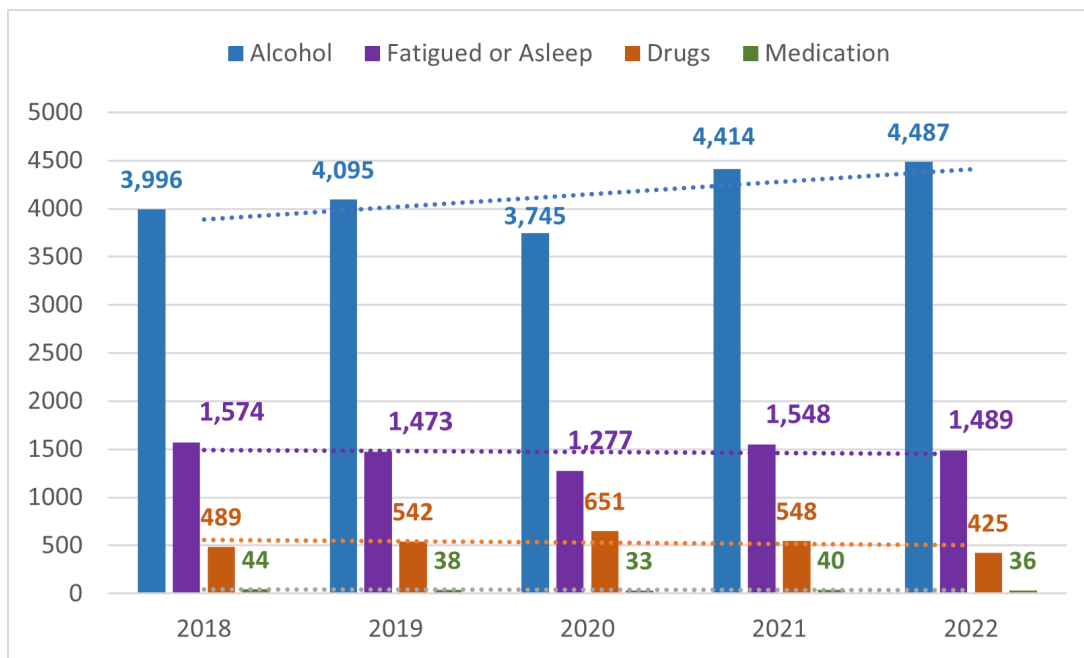
From 2018 to 2022, the number of crashes on all roadways caused by a wrong way driver decreased 3.4 percent within the 12-county MPA. The total number of crashes caused by a wrong way driver decreased by 15 from in 2022 compared to 2021.



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: 2018- 2022

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 5.5 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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