



# NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS 2020 Safety Program Performance Measures

North Central Texas Council of Governments - Roadway Safety Program Area

## 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 14, 2019, the Regional Transportation Council adopted a resolution supporting Highway Safety Improvement Program Performance Targets (i.e. PM1) as established by the Texas Department of Transportation (TxDOT) in collaboration with statewide stakeholders.
- TxDOT targets were developed using a data-driven, multi-year, collaborative process which resulted in a two percent reduction from original trend line by Target Year 2022 — achieved by reducing each intermediate year by 0.4 percent in 2018, 0.8 percent in 2019, 1.2 percent in 2020, 1.6 percent in 2021, and 2.0 percent in 2022.
- Targets are based on a five year rolling average and are revisited annually.

Safety Performance Targets	2019 TxDOT Targets	2019 NCTCOG Targets	2020 TxDOT Targets	2020 NCTCOG Targets	2021 TxDOT Targets	2021 NCTCOG Targets
	0.8% Reduction		1.2% Reduction		1.6% Reduction	
<b>No. of Fatalities</b>	3,791.0	5,992	4,068	589.3	3,687*	572.4
<b>Fatality Rate</b>	1.414	0.838	1.48	0.803	1.33*	0.762
<b>No. of Serious Injuries</b>	17,751.0	3,999.6	18,602	3,514.7	17,151	3,375.3
<b>Serious Injury Rate</b>	6.550	5.568	6.56	4.768	6.06	4.485
<b>No. of Non-motorized Fatalities and Serious Injuries</b>	2,237.6	582.4	2,477	595.0	2,316.4	592.3

\*2021 Targets for TxDOT include new 50% reduction by 2035 targets for fatalities and fatality rate only.

## Actual Safety Performance Reporting for 2019 Targets

- Biennial reporting schedule for Actual Performance reporting of Safety Performance Targets.
- Reporting of 2019 Actual Performance was conducted during the first quarter of 2021.
- Reporting of the 2020 Actual Performance will be conducted during the first quarter of 2022.
- 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 a) are met or b) the outcome for a performance measure is less than the five-year rolling average data for the performance measure for the year prior to the establishment of the State's target.

Safety Performance Measures	2019 Original Target	2019 Actual Performance	2012-2016 Baseline Performance	Met Target?	Better than the Baseline?	Met or Made Significant Progress?
<b>Number of Fatalities</b>	599.2	557.2	496	Yes	No	Yes
<b>Rate of Fatalities</b>	0.838	0.781	0.768	Yes	No	
<b>Number of Serious Injuries</b>	3,999.6	3,692	3,754	Yes	Yes	
<b>Rate of Serious Injuries</b>	5.568	5.200	5.807	Yes	Yes	
<b>No. of Non-Motorized Fatalities and Serious Injuries</b>	582.4	559	497	Yes	No	

# NCTCOG's 12-County MPA Crash and Fatality Data 2016-2020

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 2016 to 2020. The data below indicates that in 2020 the NCTCOG region experienced **one crash every four minutes** and **one fatality every 12 hours**.

2016-2020 Crashes						
County	2016	2017	2018	2019	2020	% Change 2019-2020
Collin	13,905	13,102	13,209	13,940	10,270	-26.33%
Dallas	55,680	50,556	49,754	55,254	48,291	-12.60%
Denton	12,232	11,965	11,762	12,192	9,551	-21.66%
Ellis	2,595	2,724	2,811	2,796	2,838	1.50%
Hood	794	821	725	798	706	-11.53%
Hunt	1,418	1,346	1,470	1,364	1,357	-0.51%
Johnson	2,283	2,353	2,368	2,394	2,190	-8.52%
Kaufman	2,025	1,913	2,128	2,016	1,954	-3.08%
Parker	2,177	2,308	2,217	2,201	2,035	-7.54%
Rockwall	1,374	1,364	1,412	1,592	1,428	-10.30%
Tarrant	34,732	34,312	33,049	32,458	27,428	-15.50%
Wise	970	954	971	930	900	-3.23%
<b>Total</b>	<b>130,185</b>	<b>123,718</b>	<b>121,876</b>	<b>127,935</b>	<b>108,948</b>	<b>-14.84%</b>

2016-2020 Fatalities						
County	2016	2017	2018	2019	2020	% Change 2019-2020
Collin	50	68	45	53	64	20.75%
Dallas	316	281	295	271	333	22.88%
Denton	49	49	51	52	59	13.46%
Ellis	28	33	16	27	49	81.48%
Hood	15	11	5	12	9	-25.00%
Hunt	28	27	17	25	26	4.00%
Johnson	23	21	23	39	20	-48.72%
Kaufman	28	31	25	32	33	3.13%
Parker	21	20	29	26	21	-19.23%
Rockwall	12	13	8	2	7	250%
Tarrant	166	182	169	171	188	9.94%
Wise	19	22	16	14	11	-21.43%
<b>Total</b>	<b>755</b>	<b>758</b>	<b>699</b>	<b>724</b>	<b>820</b>	<b>13.26%</b>

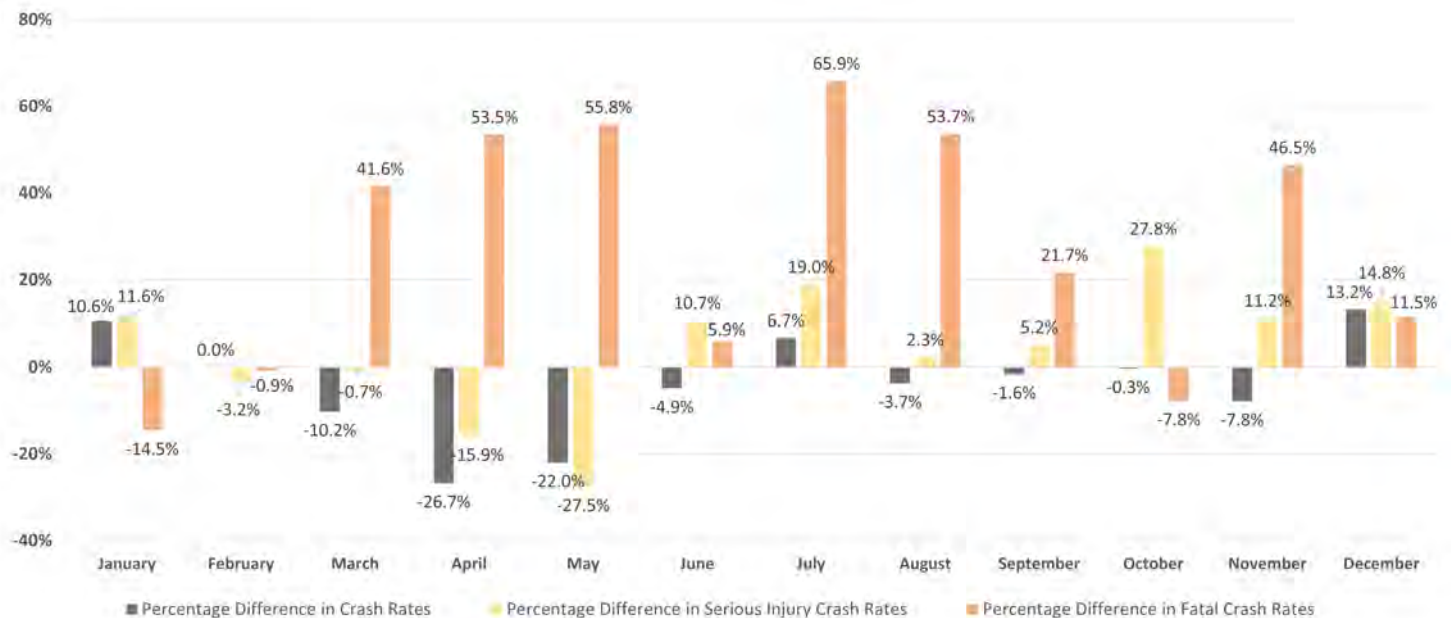
Data Source: TxDOT Crash Records Information System (CRIS) current as of 4/7/2020 - All TxDOT disclaimers apply to this information.

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."

## Impact of COVID-19 Related Travel Behavior Changes on Crashes in 2020

As soon as the COVID-19 pandemic began, NCTCOG began monitoring how our region's traffic patterns were effected. The stay-at-home orders which began in March 2020 had an immediate effect on traffic safety as can be seen in the graph below. While the total number and rate of crashes\* fell in March, the number of fatal crashes actually increased due to excessive speeds on empty roadways. This trend of fewer overall crashes but more fatal crashes continued through the rest of 2020 and into 2021.

Percentage Difference in Fatal, Serious Injury, and All Crash Rates from 2019—2020



\*Crash rates are calculated as the number of crashes relative to the number of vehicle miles traveled within the study area.

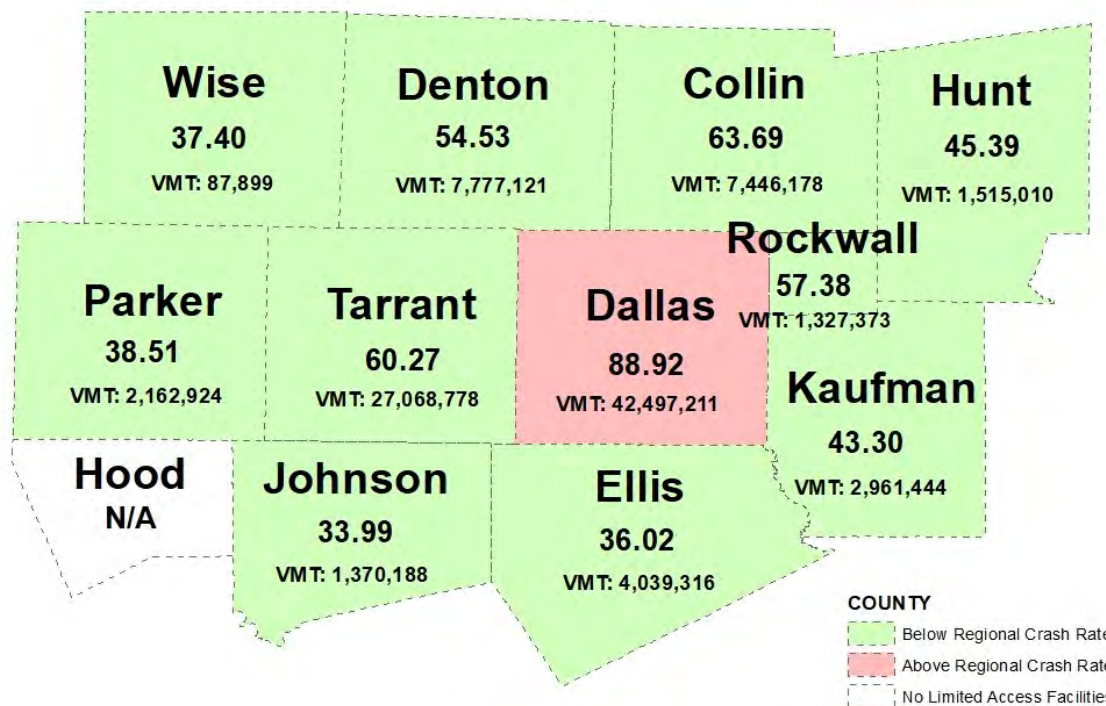
## 2020 Contributing Factors for Serious Injury and Fatality Crashes

Top Ten Contributing Factors — Limited Access Facilities Only		2019	2020
1	Speeding (Overlimit / Unsafe Speed / Failed to Control Speed)	32.37%	33.04%
2	Impaired Driving (Under Influence: Had Been Drinking, Alcohol, Drug / Taking Medication / Fatigued or Asleep)	10.84%	11.99%
3	Failed to Drive in Single Lane	10.84%	9.86%
4	Driver Related (Distraction in Vehicle / Driver Inattention / Road Rage / Cell/Mobile Device Use - (Talking / Texting / Other / Unknown) - [0.48%])	10.01%	9.41%
5	Faulty Evasive Action	6.22%	8.35%
6	Changed Lane When Unsafe	8.95%	7.10%
7	Disabled/Parked in Traffic Lane	1.92%	5.60%
8	Pedestrian Failed to Yield Right of Way to Vehicle	5.00%	5.24%
9	Followed Too Closely	4.02%	2.93%
10	Wrong Way Driving (Wrong Way—One Way Road / Wrong Side—Not Passing)	1.02%	1.42%

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 2010-2020. For more information on contributing factor trends for previous years, please visit the [NCTCOG Safety Program](#) webpage.

## 2020 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 69.83. This represents a slight decrease from the 2019 rate of 79.32 crashes per 100 million vehicle miles traveled (VMT). Dallas County was the only county with a crash rate above the regional average in 2020.



**COUNTY**  
■ Below Regional Crash Rate  
■ Above Regional Crash Rate  
 No Limited Access Facilities

Crash Rates calculated for limited access facilities: IH, SH, and US mainlanes

2020 Regional Crash Rate = 69.83





# NCTCOG Bicycle and Pedestrian Safety Program Updates

## Look Out Texans Campaign and Planning Efforts

Look Out Texans is a safety and education campaign that encourages North Texans to watch out for one another and offers specific tips to bike, walk, and drive safely together. The campaign features North Texans promoting various safety tips to help everyone understand how people bicycling, walking, and driving should interact together. bring a greater sense of community and respect to our roads. Unfortunately, between 2015 and 2019, there were more than 10,000 reported bicycle and pedestrian crashes involving a motor vehicle and over 845 fatalities in North Central Texas, according to TxDOT. Look Out Texans wants to improve safety on our North Texas roads and remind everyone to look out for our friends, families, and neighbors.



The safety tips are for people bicycling, walking, and driving. For people bicycling, they should follow the same traffic rules as people driving, ride in the same direction as traffic, always stop at traffic signals and stop signs, and use hand signals to notify motorists of their intent. People walking must be alert and visible. Pedestrians should only cross streets at crosswalks and intersections where they can gauge traffic and be visible. Before crossing, pedestrians should make eye contact with drivers to ensure they are seen. Finally, people driving should allow at least three feet when passing someone on a bicycle. State law allows bicyclists to ride on roadways and use the middle of a lane. 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 campaign, visit

[LookOutTexans.org](http://LookOutTexans.org).

## Pedestrian Safety Action Plan

In response to the steadily increasing number of reported pedestrian crashes across North Texas in the past decade, NCTCOG has completed a Pedestrian Safety Action Plan (PSAP) for the 12-county MPA. Between 2014 and 2018, a total of 7,072 pedestrian crashes were reported in the MPA, resulting in 672 pedestrian deaths, well above state and national averages. For example, in 2018, the national average was 1.92 pedestrian fatalities per 100k population, whereas the State of Texas and the MPA were and 2.13 and 2.06 per 100k population, respectively. Due to these high numbers of crashes and fatalities, the Federal Highway Administration designated two cities in the region, Dallas and Fort Worth, as Focus Cities, and the State of Texas as a Focus State for pedestrian safety.



The PSAP is intended to serve as a guide for State, regional and local governments for improving overall pedestrian safety across the MPA. The Plan 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.”

Throughout the development of the PSAP, data analysis was used to determine the demographics of individuals involved in the incidents, as well as the most common contributing crash factors. Crash density maps were also developed to identify where crashes are happening most frequently. The PSAP further identifies pedestrian safety corridors, which are roadway segments with a high frequency of documented crashes between motor vehicles and pedestrians. A total of 105 safety corridors were identified, within four counties and 10 cities, capturing nearly 30 percent of all reported crashes in the region. These corridors will be used in a targeted approach to assist in future project and program selection, where applying proven safety countermeasures will be most effective in reducing the region’s overall crash numbers.

Goals of the PSAP aim to eliminate crashes across the region by 2050, balance the safety and needs of all roadway users with priority given to those most vulnerable, to include level of comfort in the design and other phases of development, to integrate the most direct routes for pedestrians (without forcing them to walk far out of their way to cross roadways safely), and to implement countermeasures where needed. Policies of the PSAP include collaboration with stakeholders, educational programs for the public and for law enforcement, implementation of safety countermeasures along the safety corridors, and support for key statewide legislation, amongst others. All the goals and policies established within the PSAP fit within one of the Three Es: Education, Engineering or Enforcement. The PSAP, including all appendices, can be viewed at [www.nctcog.org/pedsafetyplan](http://www.nctcog.org/pedsafetyplan).

# NCTCOG Traffic Incident Management Program

## 2020 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 36 responders “working in or near moving traffic” every hour 24/7/365.

\*Crash pyramid does not include “Unknown Injury Crashes”

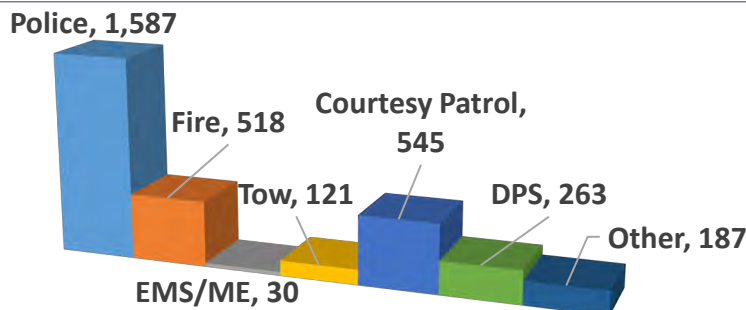
### NCTCOG TIM First Responder and Manager’s Course

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 - 2019	January 2020 — February 2021*	Total
3,190	76	3,266

\*Training requirements put in place during COVID-19 restrictions included: only hosting classes in locations with room sizes adequate for social distancing, as well as limiting the number of attendees to 20 (including instructors), in order to ensure adequate space for social distancing.

### 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 - November 2020)
398	168	33	14	55	15	253	936

\*May 2020 TIM Executive Level Course cancelled due to COVID-19 restrictions. The November 2020 Course was held virtually.

# NCTCOG Traffic Incident Management Program

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

Cities and Counties Represented (78): August 2013 - February 2021

<b>Allen</b>	<b>Dallas</b>	<b>Hickory Creek</b>	<b>Northlake</b>
<b>Alvarado</b>	<b>Decatur</b>	<b>Hurst</b>	<b>Plano</b>
<b>Argyle</b>	<b>Denton</b>	<b>Irving</b>	<b>Ponder</b>
<b>Arlington</b>	<b>DeSoto</b>	Joshua	Princeton
Aubrey	<b>Duncanville</b>	<b>Keene</b>	<b>Prosper</b>
<b>Azle</b>	<b>Eules</b>	<b>Keller</b>	Reno
<b>Balch Springs</b>	<b>Farmers Branch</b>	Kennedale	<b>Richardson</b>
<b>Bedford</b>	<b>Flower Mound</b>	Krum	<b>Richland Hills</b>
<b>Benbrook</b>	<b>Forest Hill</b>	Lake Cities	<b>Roanoke</b>
<b>Burleson</b>	Forney	<b>Lake Worth</b>	<b>Rockwall</b>
Caddo Mills	<b>Fort Worth</b>	<b>Lavon</b>	<b>Sachse</b>
<b>Carrollton</b>	<b>Frisco</b>	Lewisville	<b>Seagoville</b>
<b>Cedar Hill</b>	<b>Garland</b>	Little Elm	<b>Springtown</b>
<b>Cleburne</b>	<b>Glenn Heights</b>	Mansfield	<b>Terrell</b>
Colleyville	<b>Granbury</b>	Maypearl	<b>University Park</b>
<b>Corinth</b>	<b>Grand Prairie</b>	<b>McKinney</b>	<b>Venus</b>
Cresson	<b>Grapevine</b>	Melissa	<b>Waxahachie</b>
	<b>Greenville</b>	<b>Mesquite</b>	<b>Willow Park</b>
		<b>N. Richland Hills</b>	<b>Wilmer</b>

Counties: **Collin, Dallas**, Erath, Hunt, Tarrant, and 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. *Due to COVID-19 related restrictions, there was a reduced number of "n-person" NCTCOG TIM training classes (3) held in 2020.*
4. A complete list of Agency Attendance from 2003 is available upon request.

### First Responder Struck-By 'Fatality' Stats (2019-2020)

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	2019 National	2020 National	2019 Statewide	2020 Statewide	2019 NCTCOG Region	2020 NCTCOG Region
Police	18	17	5	3	1	0
Fire/EMS	9	4	2	1	0	0
Towing	14	21	3	1	2	0
Roadside Assistance Patrol	0	3	0	0	0	0
<b>Total Responder Fatality Struck-bys</b>	<b>41</b>	<b>45</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>

"Between January—April 2021, nationwide **seventeen** responders have been struck and killed by vehicles (*one in Dallas TX*)."

[www.ResponderSafety.com](http://www.ResponderSafety.com)

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

Roadside Assistance Patrol	Dallas County	LBJ Express	NTE Express	NTTA	Tarrant County	NCTCOG Region
2017	*	2	0	*	1	3
2018	*	1	1	13	3	18
2019	1	7	4	9	0	21
2020	*	0	1	15	2	18

The regional Roadside Assistance Patrol Program struck-by data was collected directly from regional mobility assistance patrol providers. Staff is looking to collect non-fatality struck-by information from all regional response agencies *for future reports*.

\* Information Unavailable or Pending from reporting agency.

# NCTCOG Incident Management Equipment Purchases 2020 Call for Projects

NCTCOG opened the second Incident Management Equipment Purchase Call for Projects (CFP) to assist regional police, fire, and public works agencies in purchasing equipment and technology that aid in quick incident clearance and mitigation. Equipment and technology that aid in quick incident clearance assists with both keeping motorists and first responders safe on the roadway and in improved air quality for the region. The CFP covered multiple jurisdictions throughout the Dallas-Fort Worth nonattainment area, including Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise Counties. A total of \$1.5 million was available to regional first responder agencies to assist them in purchasing equipment and technology used to mitigate traffic incidents.

## Eastern Subregion Agencies - Projects Approved for Funding

1	City of Balch Springs	\$31,190	Portable Solar Message Boards
2	City of Balch Springs	\$7,760	Traffic Control & Scene Management Equipment
3	City of Frisco	\$245,000	Closest To Dispatching Enhancement
4	Dallas County Sheriff's Office	\$66,540	Highway Incident Reporting Software & Equipment
5	City of Balch Springs	\$8,160	Radio & Communication Equipment
6	Town of Prosper	\$68,505	Thermal Imaging Cameras
7	Town of Prosper	\$3,200	Traffic Safety Vests
8	City of Dallas	\$38,500	LED Active Lighting Reflective Safety Vests
9	City of Dallas	\$70,000	Portable Hand-held Radios
10	City of Terrell	\$70,522	FARO Laser Scanner System
11	Kaufman Police & Fire Department	\$16,595	Portable Message Board
12	Kaufman Police & Fire Department	\$9,300	Arrowboard Trailers
13	Kaufman Police & Fire Department	\$2,400	Reflective Class 2 Vests
14	Kaufman Police & Fire Department	\$950	Traffic Cones
15	City of Terrell	\$9,307	Traffic Control & Scene Management Equipment
16	Town of Flower Mound	\$54,250	Response Trailer & Equipment
17	Irving Police Department	\$5,585	Crash Data Recovery Kit
18	Farmersville Police Department	\$9,042	Speed Trailer & Equipment
19	City of Richardson	\$57,590	FARO 3D Scanner
20	City of Richardson	\$39,790	Video Management System
21	Cedar Hill Police Department	\$26,570	Dynamic Message Signs
22	Irving Police Department	\$98,384	Traffic Control, Safety & Personal Protective Equipment
	<b>Total</b>	<b>\$939,140</b>	

## Western Subregion Agencies - Projects Approved for Funding

1	North Richland Hills Police Department	\$27,338	Crash Data Retrieval Premium Kit
2	North Richland Hills Fire Department	\$27,285	HAAS Alert Safety Cloud Service
3	City of Keller	\$32,000	Crash Data Retrieval Kit (CDR)
4	City of Colleyville	\$40,000	Portable Radios and Batteries
5	City of Keller	\$24,700	Traffic Control & Scene Management Equipment
6	Fort Worth Police Department	\$6,150	Traffic Cones
7	Fort Worth Police Department	\$3,480	Roadside Assistance Equipment
8	Fort Worth Police Department	\$2,669	Tow/Recovery Equipment
9	Fort Worth Police Department	\$32,680	PPE Equipment
10	City of Fort Worth	\$107,500	Pan-Tilt-Zoom Camera
	<b>Total</b>	<b>\$303,802</b>	

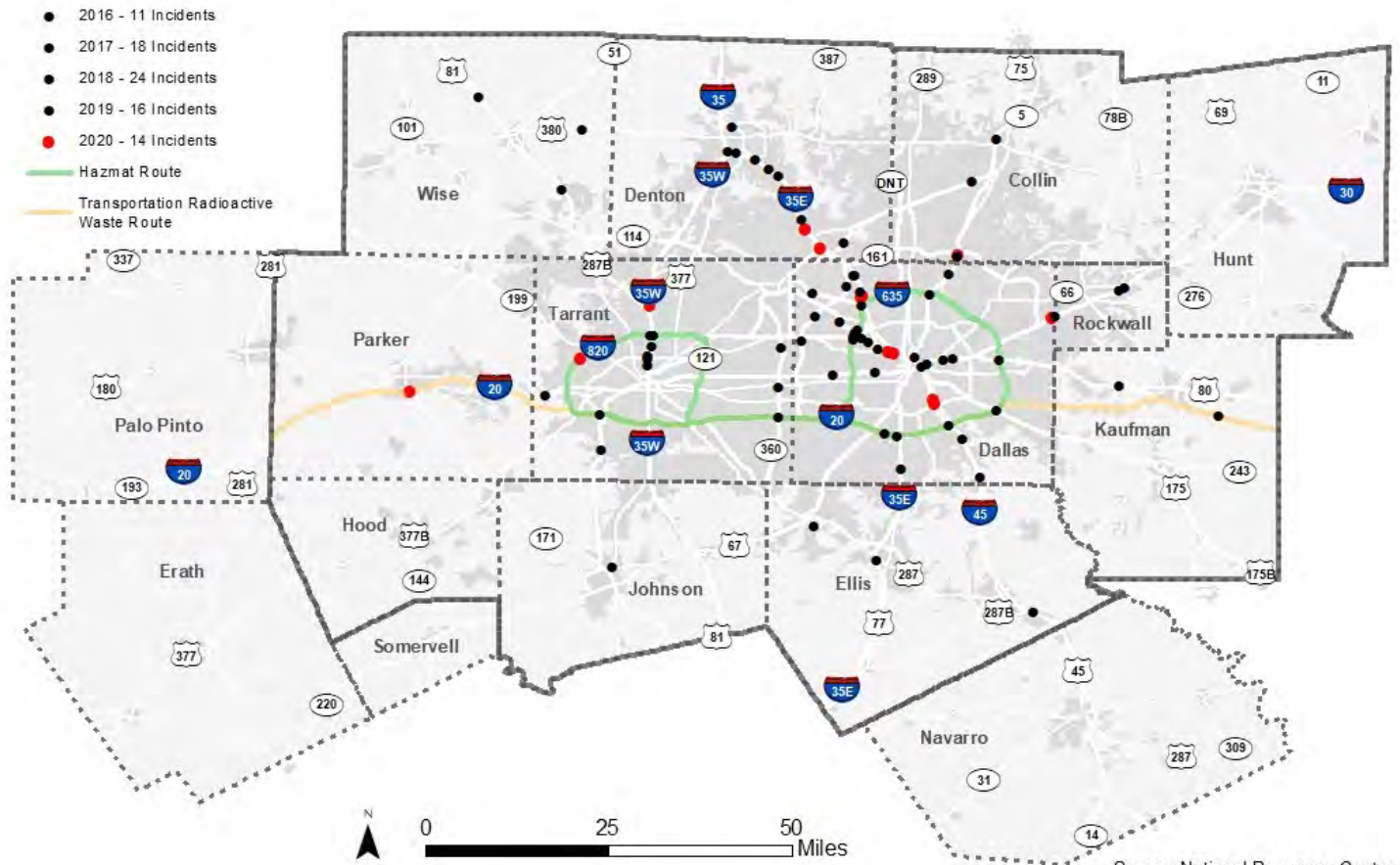
## Blocking Equipment Pilot Projects (Funded using Regional Toll Revenue (RTR) Funds)

1	Mesquite Fire Department	\$39,200	Scorpion Attenuator/Blocker
2	City of Grand Prairie	\$34,500	204 Scorpion Blocker
		\$31,400	A1R1 Scorpion Blocker
3	Town of Flower Mound	\$26,900	Scorpion Trailer Attenuator/Blocker & Arrowboard
	<b>Total</b>	<b>\$132,000</b>	



# 2020 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 2020, there were 14 significant HazMat spills within the 16-county region. This is down from the previous year, which had 16 such incidents.



Source: National Response Center  
Data current as of January 21, 2021

County	2016	2017	2018	2019	2020	Total
Collin	0	3	0	0	0	3
Dallas	4	10	11	8	8	41
Denton	2	1	4	1	2	10
Ellis	0	0	1	2	0	3
Erath	0	0	0	0	0	0
Hood	0	0	0	0	0	0
Hunt	0	0	0	0	0	0
Johnson	0	1	0	0	0	1
Kaufman	0	0	1	1	0	2
Navarro	0	0	0	0	0	0
Parker	0	0	0	0	1	1
Palo Pinto	0	0	0	0	0	0
Rockwall	0	0	2	0	0	2
Somervell	0	0	0	0	0	0
Tarrant	4	3	3	3	3	16
Wise	0	0	2	1	0	3
<b>Total</b>	<b>10</b>	<b>18</b>	<b>24</b>	<b>16</b>	<b>14</b>	<b>82</b>



# Roadside Assistance Program

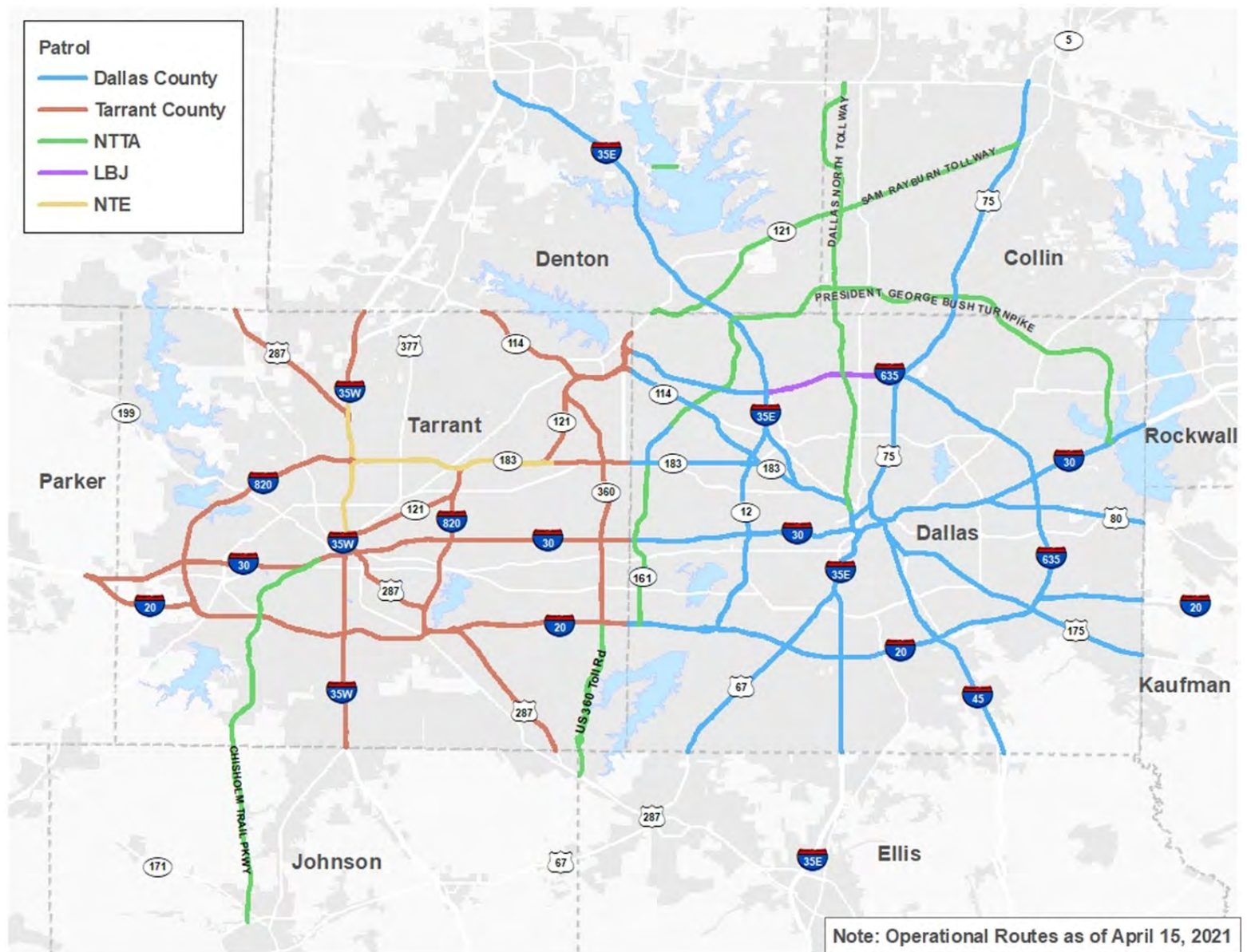
The Roadside Assistance Program (RAP) is a crucial part of incident response and traffic safety efforts in North Texas. Area RAP programs help alleviate congestion and prevent secondary crashes on busy highways/freeways and toll roads by providing free assistance to stalled and stranded motorists by either getting the vehicles operating again or moving them off the facility completely. Patrols also provide protection to other first responders, and give advance warning to motorists approaching the scene of a crash. Patrol coverage is focused on congested highway systems in Dallas and Tarrant Counties but also extends into portions of Collin, Denton, and Johnson Counties.

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	2019 Assists	2020 Assists
Dallas County Operations	68,649	67,251
Tarrant County Operations	27,135	23,706
NTTA	44,702	43,747
NTE Express	6,185	3,604
LBJ Express	6,080	4,023

## Patrol Routes



# In 2020, Dallas/Fort Worth Area Roadside Assistance Patrols

provided:



**65,197**  
Driver Assistance /  
Stalled Vehicle



**26,891**  
Courtesy Check /  
Directions



**4,909**  
Crash  
Assistance



**17,106**  
Debris  
Removal



**16,600**  
Protection to  
First Responders



**7,680**  
Abandoned  
Vehicle Check

**Total Combined Assists: 142,331**

*Notes:*

*Data includes Dallas County, Tarrant County, LBJ and NTE Texpress, and NTTA motorist assists combined.*

*2,467 assists were either not found or were cancelled before a patrol vehicle arrived, 1,481 assists were not categorized.*

## 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





## Regional Wrong Way Driving Mitigation Projects — 2020 Update

The NCTCOG Wrong-Way Driving (WWD) Mitigation Pilot Program focuses on preventing incidents where a driver enters a limited access facility in the wrong direction by installing WWD countermeasures at known hotspots. Phase 1 of this program began in Dallas County in 2014 by introducing low cost systemic countermeasures such as replacing conflicting lane signage and arrow markings. Since its initiation, the project has expanded to several additional counties shown in the table below. Over the past year the Dallas District has worked to complete intersection improvements in Denton and Navarro Counties. Only 33 intersections remain to be completed out of the 417 proposed intersections.

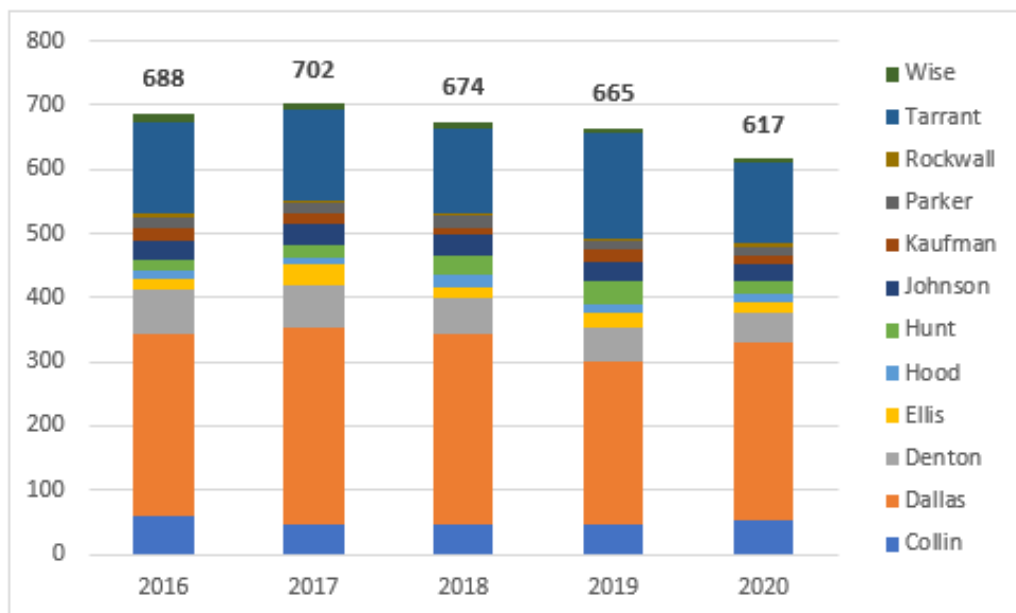
The North Texas Tollway Authority (NTTA) uses thermal cameras and sensors embedded in ramps to detect wrong way drivers on their tolled facilities. If this happens, automatic alerts are sent to NTTA staff who notify law enforcement. NTTA has also added prevention measures like flashing signs to correct a wrong way driver's travel before they enter the highway. Dynamic messaging signs are also used to warn oncoming traffic about the presence of a wrong way vehicle. In 2020, NTTA expanded these countermeasures to several new locations throughout North Texas.

### Phase I Signalized and Non-signalized Intersections: TxDOT Dallas District

Dallas County Intersections			Additional Counties		
	Proposed Intersections	Remaining Intersections		Proposed Intersections	Remaining Intersections
Carrollton	11	0	Collin County	39	17
Dallas	174	7	Denton County	20	0
Farmers Branch	2	0	Ellis County	6	6
Garland	17	0	Rockwall County	4	0
Grand Prairie	25	0	Navarro County	3	0
Irving	38	0	Kaufman County	3	3
Mesquite	17	0	Dallas (DNT)*	13	0
Richardson	6	0			
Rowlett	5	0			
TxDOT	34	0			
<b>Totals</b>	<b>329</b>	<b>7</b>		<b>88</b>	<b>26</b>

## 12-County MPA - Wrong Way Driving Crashes: 2016-2020

From 2016 to 2020, the number of crashes on all roadways caused by a wrong way driver decreased 10.3 percent within the 12-county MPA. The total number of crashes caused by a wrong way driver fell to a five year low in 2020.



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

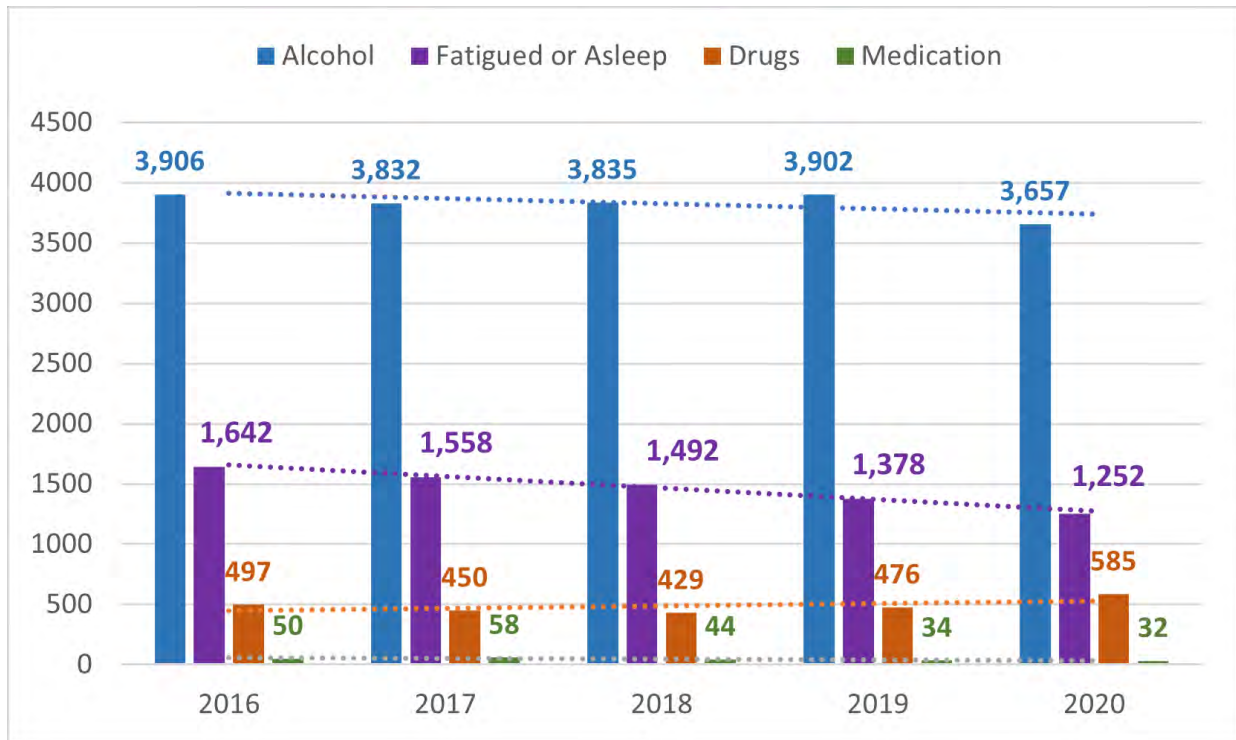
## Highway Safety Improvement Program

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. The 2020 TxDOT HSIP CFP resulted in the following projects for our region:

- The Dallas District received approval on 30 projects for a total of \$12,549,274.73.
- The Fort Worth District received approval on 34 projects for a total of \$27,992,387.

# Crashes Involving Impaired Drivers: 2016 — 2020

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 9.3 percent overall and included a drop in the number of crashes where medication was cited as a contributing factor.



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.

## Commercial Vehicle Enforcement Equipment and Training Program

In 2020, NCTCOG contracted with Intercomp Company to purchase and distribute 26 sets of LP600 portable scales (104 scales total) to Commercial Vehicle Enforcement (CVE) agencies in North Central Texas. As part of the program, the LP600 scales and usage training were provided to 15 unique CVE agencies free of charge. The goal of the CVE Equipment and Training Program is to increase our area CVE agencies’ ability to enforce commercial vehicle weight requirements; in doing so, reducing the number of crashes caused by overloaded and unsafe commercial motor vehicles and protecting regional roadways and bridges from damage by enforcing compliance with state laws regulating commercial vehicle weight. CVE agencies that received the equipment and training are included below.

Arlington Police Department	Kaufman County Sheriff’s Office
Bedford Police Department	Midlothian Police Department
Cedar Hill Police Department	Plano Police Department
Dallas County Sheriff’s Department	Richardson Police Department
Fort Worth Police Department	Southlake Police Department
Grand Prairie Police Department	The Colony Police Department
Haltom City Police Department	Wylie Police Department
Irving Police Department	

### Contact Information

Camille Fountain  
(817) 704-2521  
[cfountain@nctcog.org](mailto:cfountain@nctcog.org)

Kevin Kroll  
(817) 695-9258  
[kkroll@nctcog.org](mailto:kkroll@nctcog.org)

Michael Misantonis  
(817) 608-2384  
[mmistois@nctcog.org](mailto:mmistois@nctcog.org)

Sonya J. Landrum  
(817) 695-9273  
[slandrum@nctcog.org](mailto:slandrum@nctcog.org)



North Central Texas  
Council of Governments  
Transportation Department