



NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS 2023 Safety Program Performance Measures

North Central Texas Council of Governments - Roadway Safety Program Area

NCTCOG's Support of Federal Safety Performance Targets

- NCTCOG Safety Position: Even one death on the transportation system is unacceptable. Staff will work with our partners to develop projects, programs, and policies that assist in eliminating serious injuries and fatalities across all modes of travel.
- On February 9, 2023, the Regional Transportation Council (RTC) approved the 2023 — 2027 Safety Performance Target reduction schedule for the region as shown below.

Targets: Number of Fatalities and Fatality Rate	
Year	Percent Reduction
2023	3.4%
2024	3.6%
2025	3.7%
2026	3.8%
2027	4.0%

Safety Performance Targets	2022 TxDOT Targets	2022 NCTCOG Targets	2023 TxDOT Targets	2023 NCTCOG Targets	2024 TxDOT Targets	2024 NCTCOG Targets
		2% Reduction		Fatality - 3.4% Serious Injury – 2%		Fatality - 3.6% Serious Injury – 2%
No. of Fatalities	3,563	579.5	3,628.0	590.4	4,145.6	598.5
Fatality Rate	1.27	0.755	1.38	0.767	1.388	0.760
No. of Serious Injuries	16,677	3,032.9	17,062.0	3,711.5	17,515.2	3,943.7
Serious Injury Rate	5.76	3,939	6.39	4.615	5.839	4.793
No. of Non-motorized Fatalities and Serious Injuries	2,367	594.7	2,357	637.7	2,357	634.7

Fatality and fatality rate targets represent a 50% reduction by 2035, while serious injury related measures target a two percent reduction from the trendline each year. Targets are based on a five-year rolling average.

Actual Safety Performance Reporting for 2022 Targets

Safety Performance Measures	Original 2022 Target	PY2022 Actual Performance	PY2016-2020 Baseline Performance	Met Target?	Better than the Baseline?	Met or Made Significant Progress?
Number of Fatalities	579.5	622.2	584.8	No	No	No
Rate of Fatalities	0.755	0.799	0.802	No	Yes	
Number of Serious Injuries	3,032.9	3645.8	3,559.8	No	No	
Rate of Serious Injuries	3.939	4.685	4.891	No	Yes	
Number of Non-Motorized Fatalities and Serious Injuries	594.7	594.6	588.4	Yes	No	

- Actual Performance reporting of Safety Performance Targets is completed on a two-year delay.
- Reporting of 2022 Actual Performance was conducted in January of 2024.
- Reporting of the 2023 Actual Performance will be conducted during the first quarter of 2025.
- 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) 2021, that data period was 2016-2020.
- 2022 was the 2nd 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 2019 - 2023

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 2019 to 2023. The data below indicates that in 2023 the NCTCOG region experienced **one crash every five minutes** and **one fatality every 10 hours**. The regional fatality rate for 2023 was 0.967.

2019-2023 Crashes						
County	2019	2020	2021	2022	2023	% Change 2022-2023
Collin	13,942	10,270	12,378	13,824	14,846	6.88%
Dallas	55,267	48,297	55,369	54,555	52,121	-4.67%
Denton	12,193	9,556	11,409	11,966	12,263	2.42%
Ellis	2,798	2,842	3,303	3,231	3,403	5.05%
Hood	799	709	804	812	843	3.68%
Hunt	1,365	1,362	1,782	1,604	1,714	6.42%
Johnson	2,392	2,191	2,776	2,736	2,780	1.58%
Kaufman	2,015	1,956	2,226	2,282	2,355	3.10%
Parker	2,201	2,035	2,640	2,525	2,644	4.50%
Rockwall	1,588	1,422	1,748	1,861	2,152	13.52%
Tarrant	32,465	27,431	30,724	29,009	29,058	0.17%
Wise	931	901	1,022	1,148	1,152	0.35%
Total	127,956	108,972	126,181	125,553	125,331	-0.18%

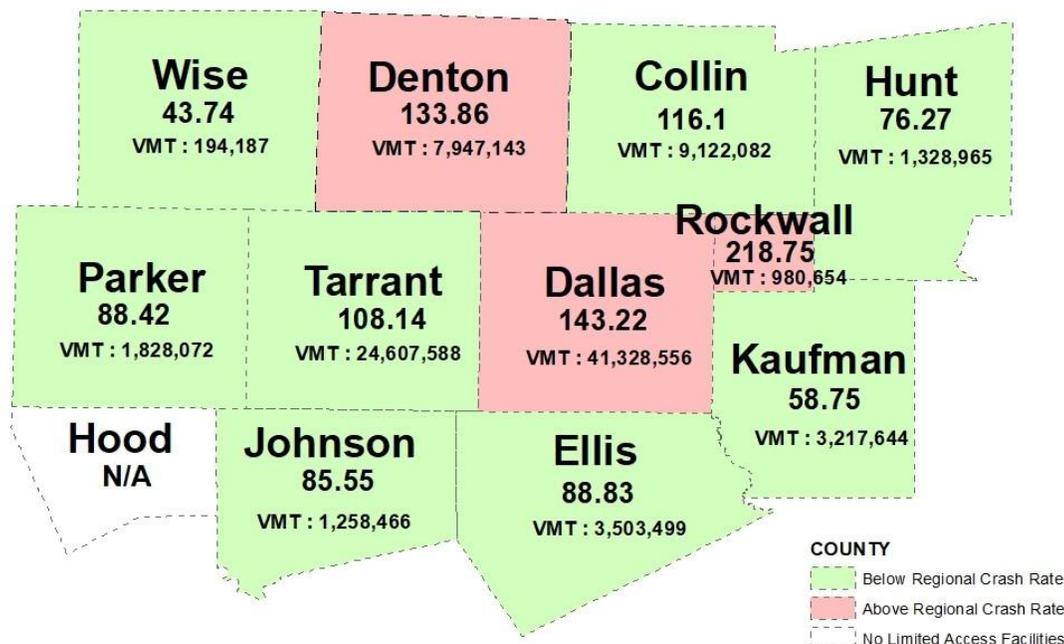
2019-2023 Fatalities						
County	2019	2020	2021	2022	2023	% Change 2022-2023
Collin	53	64	50	76	62	-22.58%
Dallas	271	333	352	354	334	-5.99%
Denton	52	59	66	49	51	3.92%
Ellis	27	49	36	33	37	10.81%
Hood	12	10	12	10	9	-11.11%
Hunt	25	26	38	15	35	57.14%
Johnson	39	20	39	36	31	-16.13%
Kaufman	32	33	36	26	23	-13.04%
Parker	26	21	28	15	24	37.50%
Rockwall	2	7	10	6	12	50.00%
Tarrant	171	189	227	210	217	3.23%
Wise	14	11	21	23	22	-4.55%
Total	724	822	915	853	857	0.47%

Data Source: TxDOT Crash Records Information System (CRIS) current as of 4/3/2024 - 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."

2023 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 123.76. This represents an increase from the 2022 rate of 69.33 crashes per 100 million vehicle miles traveled (VMT). Dallas, Denton, and Rockwall Counties were the only counties with a crash rate above the regional average in 2023.



2023 Regional Crash Rate = 123.76



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

2023 Contributing Factors for Serious Injury and Fatality Crashes

Top Ten Contributing Factors — Limited Access Facilities Only		2022	2023
1	Speeding (Overlimit / Unsafe Speed / Failed to Control Speed)	30.56%	30.54%
2	Driver Related (Distraction in Vehicle / Driver Inattention / Road Rage / Followed Too Closely / Cell/Mobile Device Use (Texting / Other / Unknown - [0.08%])	16.24%	15.19%
3	Failed to Drive in Single Lane	10.33%	10.36%
4	Impaired Driving (Intoxicated: Alcohol/Drug / Had Been Drinking / Taking Medication / Fatigued or Asleep)	11.89%	9.30%
5a	Changed Lane When Unsafe	7.34%	8.54%
5b	Faulty Evasive Action	8.05%	8.54%
6	Pedestrian Failed to Yield Right of Way to Vehicle	5.56%	4.76%
7	Disabled/Parked in Traffic Lane	3.70%	4.31%
8	Fleeing or Evading Police	1.00%	1.21%
9	ILL or Sick	1.14%	1.13%
10	Wrong Way Driving (Wrong Way - One Way Road / Wrong Side - Approach or Intersection)	1.78%	1.06%

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 2010-2023. For more information on contributing factor trends for previous years, please visit the [NCTCOG Safety Program](#) webpage.

NCTCOG Pedestrian Safety Action Plan

In 2021, the North Central Texas Council of Governments (NCTCOG) completed a regional Pedestrian Safety Action Plan (PSAP) for the 12-county Metropolitan Planning Area (MPA) to address the steadily increasing number of reported serious or fatal crashes involving pedestrians across North Texas.

The PSAP serves as a guide for State, regional and local governments for improving overall pedestrian safety across the MPA.



This guide 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 the Texas Department of Transportation to “develop strategies for reducing traffic deaths by 50 percent by 2035 and to zero by 2050.”

One of the PSAP action items is to conduct Roadway Safety Audits (RSAs) for the designated primary pedestrian safety corridors — roadway corridors that have a high number of crashes involving pedestrians and high crash severity. In collaboration with the Federal Highway Administration (FHWA), an RSA was conducted and a report finalized for a subarea of Downtown Dallas. A similar RSA was also conducted for N. Cooper St. and N. Center St. in Arlington. Using the approach developed by the FHWA, an RSA core team made up of independent and multi-disciplinary members assessed the roadways over several days and provided an official report detailing observations, recommendations, and proposed safety solutions for the City of Dallas and the City of Arlington. Additional RSAs are expected to be completed on other primary pedestrian safety corridors throughout the region as identified in the PSAP. These efforts will be funded in part by an award from the United States Department of Transportation 2023 Safe Streets and Roadways for All grant program to conduct additional planning to implement the regional Safety Plan.

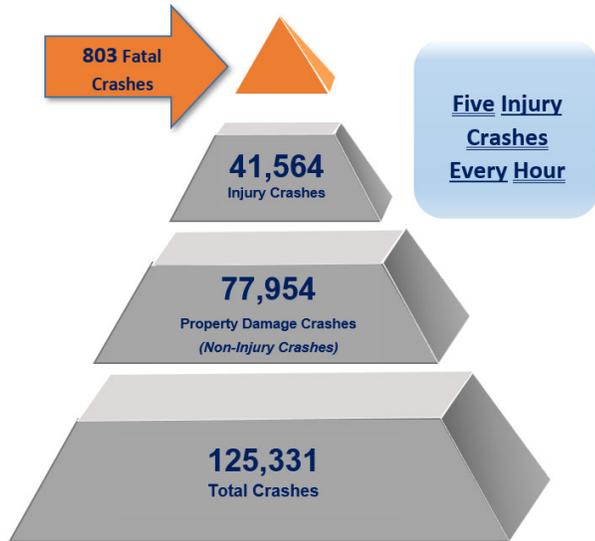
Another PSAP action item focuses on coordination and support of educational programs and marketing campaigns aimed at informing the public of their rights and responsibilities while traveling on the roadway. NCTCOG is coordinating with local agencies in the region to promote Look Out Texans. In 2024, NCTCOG is collaborating with local agencies to publish newsletter articles, broadcast safety tip videos and pedestrian and bicyclist crash survivor testimonial videos on local government access channels and share informative social media post aimed at educating North Texans on their rights and responsibilities while walking, biking, or driving. Promotion and advertising of Look Out Texans safety education content is expected to continue.

The regional Pedestrian Safety Action Plan, including all appendices, can be viewed at www.nctcog.org/pedsafetyplan.

NCTCOG Crash Pyramid and Regional Struck-By Stats

2023 Regional Crash Pyramid — NCTCOG 12-County MPA

The crash pyramid represents the high volume of crashes in the region, equating to four injury crashes every hour. There is an obvious need for highly effective training for those agencies responsible for managing and clearing traffic incidents. Traffic incident management training promotes consistency among agency responders, significantly improves responder and motorist safety, and reduces the duration of traffic incidents.



On average, each injury crash requires

- 2 Law Enforcement
- 4 Fire/Rescue
- 2 Emergency Medical Services
- 1 Towing and Recovery
- 9 Responders

Potentially 45 responders “working in or near moving traffic” every hour 24/7/365.

*Crash pyramid does not include “Unknown Injury Crashes”

First Responder Struck-By ‘Fatality’ Stats (2022 - 2023)

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	2022 National	2023 National	2022 Statewide	2023 Statewide	2022 Region	2023 Region
Police	17	14	3	0	1	0
Fire/EMS	11	8	0	3	0	0
Towing	18	20	3	1	0	1
Roadside Assistance Patrol	1	3	0	0	0	0
Total Responder Fatality Struck-bys	47	45	6	4	1	1

“Between January—July 2024, nationwide **twenty** responders have been struck and killed by vehicles (4 in Texas, 1 in Duncanville, 1 in Grapevine).”

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
2020	23	0	1	15	2	41
2021	18	0	10	19	2	39
2022	34	3	0	16	0	50
2023	15	7	6	*	0	15

Data was collected directly from regional mobility assistance patrol providers.

*Information Pending from reporting agency

NCTCOG Traffic Incident Management Program

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

Cities and Counties Represented (96): August 2013 - September 2023

Allen
Alvarado
Amarillo
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
Rhame
Richardson
Richland Hills
Rio Vista
Roanoke
Rockwall
Sachse
Seagoville
Springtown
Sunnyvale
Terrell
University Park
Venus
Waxahachie
Weatherford
Willow Park
Wilmer

Counties: **Collin, Dallas, Erath,** Hood, 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. A complete list of Agency Attendance from 2003 is available upon request.

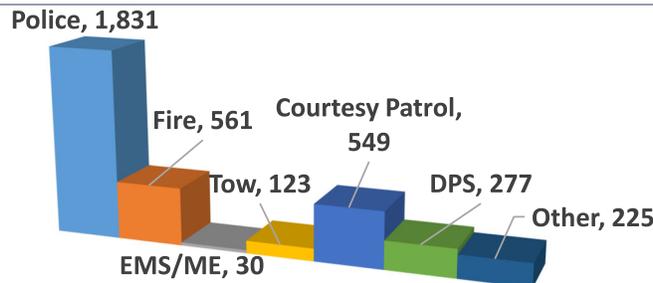
NCTCOG TIM First Responder and Manager's Course

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.

Course Registration Link — <https://www.nctcog.org/training-development-institute/public-safety-academy>

NCTCOG First Responder and Manager's Course Attendance		
2003 - 2022	2023	Total
3,492	104	3,596

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



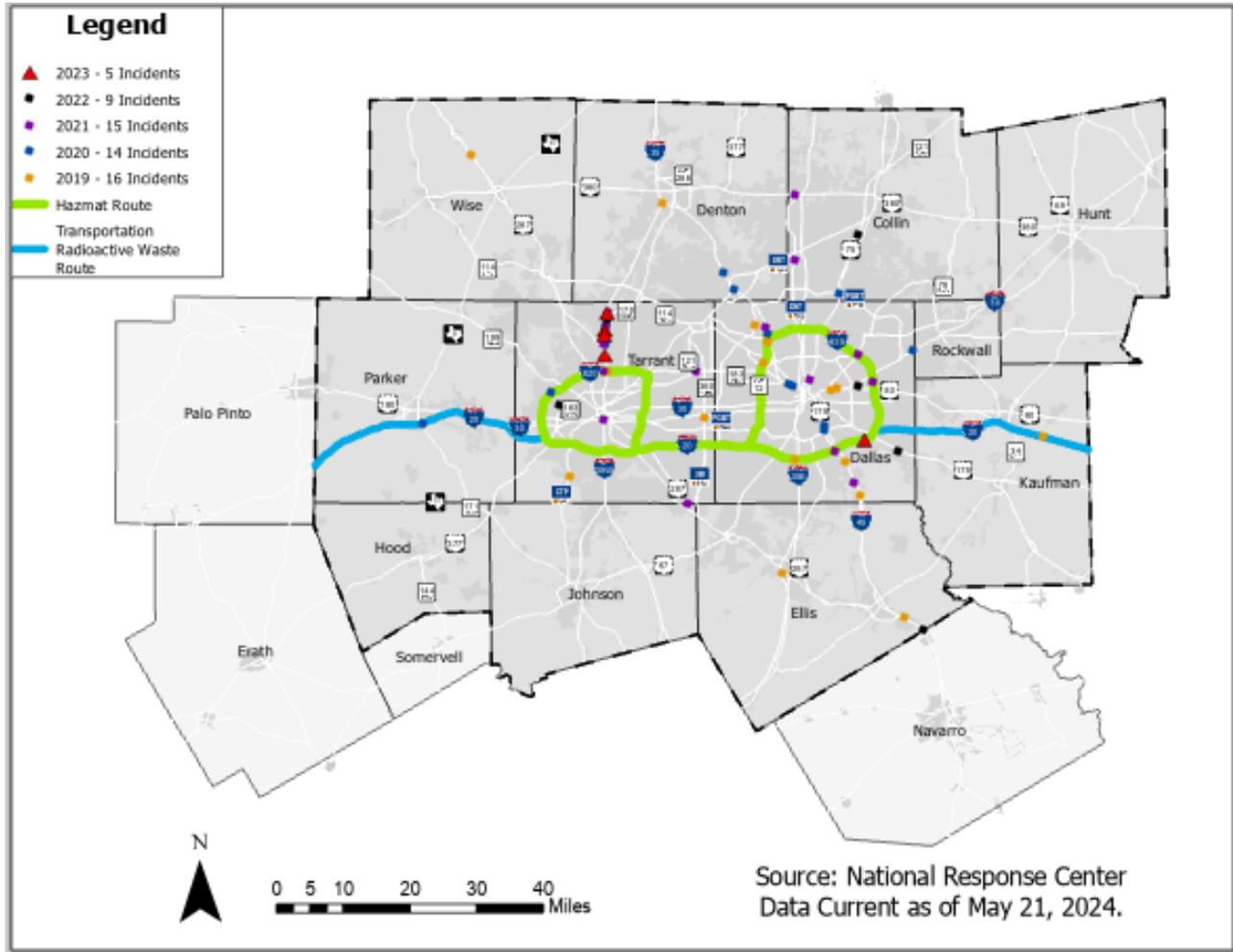
NCTCOG TIM Executive Level Course Attendance

The **Executive Level Course** introduced in 2005 & is geared towards agency decision and policy makers and provides a high-level overview of the topics discussed in the 1st Responder and Manager's Course. The Executive Level Course is offered twice a year.

Police	Fire	City Staff	Elected Officials	Public Works/ Strategic Services Transportation	Medical Staff	Other	Total (February 2005 - November 2023)
498	240	42	15	70	23	317	1,205

2023 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 2023, there were 5 significant HazMat spills within the 16-county region. This is down from the previous year, which had 9 such incidents.



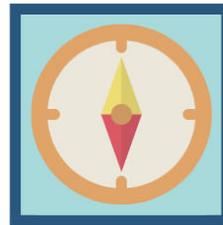
County	2019	2020	2021	2022	2023	Total
Collin	0	0	2	2	0	4
Dallas	8	8	6	4	1	27
Denton	1	2	0	0	0	3
Ellis	2	0	0	1	0	3
Erath	0	0	0	0	0	0
Hood	0	0	0	0	0	0
Hunt	0	0	0	0	0	0
Johnson	0	0	0	0	0	0
Kaufman	1	0	0	0	0	1
Navarro	0	0	0	0	0	0
Parker	0	1	0	0	0	1
Palo Pinto	0	0	0	0	0	0
Rockwall	0	0	0	0	0	0
Somervell	0	0	0	0	0	0
Tarrant	3	3	7	2	4	19
Wise	1	0	0	0	0	1
Total	16	14	15	9	5	59

In 2023, Dallas/Fort Worth Area Roadside Assistance Patrols

provided:



46,550
Driver Assistance /
Stalled Vehicle



8,294
Courtesy Check /
Directions



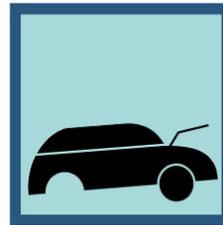
2,662
Crash
Assistance



3,881
Debris
Removal



11,602
Protection to
First Responders



4,481
Abandoned
Vehicle Check

Total Combined Assists: 77,470*

Notes:

Data includes Dallas County and Tarrant County assists combined.

*2,646 assists were either not found or were cancelled before a patrol vehicle arrived. NTTA, North Tarrant Express and Lyndon B. Johnson patrol assists are not included in this total.

Hours of Operation

Phone Number

Dallas County



Mon - Sun 5 AM - 12:00 AM



(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 2023 TxDOT HSIP CFP resulted in the following projects for our region:

- The Dallas District received approval on 33 projects for a total of \$32,574,139.00.
- The Fort Worth District received approval on \$31,198,936 for 18 projects.

Statewide TxDOT and Metropolitan Planning Organization Safety Performance

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

2023 Annual Performance Measures	Statewide Safety Task Force	Total or Status
No. of Fatalities	TxDOT/MPO	857
Fatality Rate	TxDOT/MPO	0.967
Number of Law Enforcement Encounters During Grant-Funded or MPO Funded Activities	TxDOT/MPO	Future
Number of Safety Related Programs	TxDOT/MPO	Survey Results Pending
Number of Education Related Programs	TxDOT/MPO	Survey Results Pending

Regional Roadway Safety Plan

The NCTCOG Regional Roadway Safety Plan was developed to help eliminate all fatalities on our roadways by 2050. Eight emphasis areas were identified as part of the plan: speeding, distracted driving, impaired driving, intersection safety, bicyclist and pedestrian safety, roadway and lane departures, occupant protection (seatbelts), and motorcycles.

The regional Roadway Safety Plan will serve as a guide for the implementation of future systemic safety projects and programs throughout the NCTCOG region as we work towards a goal of zero fatalities on our region's roadways by 2050.

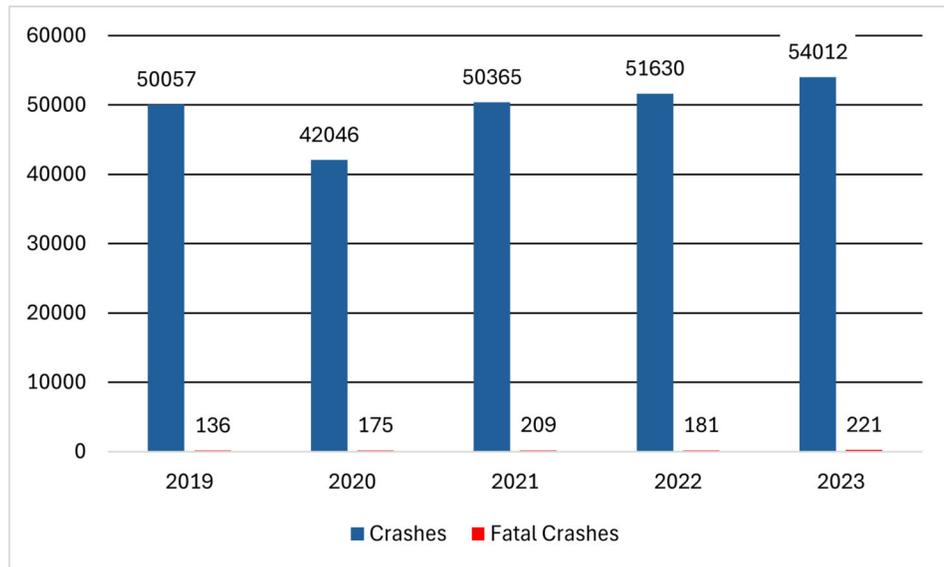
Regional Roadway Safety Plan Goals:

1. Eliminate fatal crashes from all modes of travel by 2050.
2. Prioritize safety in roadway project selection and provide guidance on countermeasure development to partner agencies.
3. Work with partners to foster a culture of safety that utilizes the safe systems approach; and develop behavioral and educational countermeasures to address dangerous driving behaviors.
4. Fund and implement safety projects and policies equitably to ensure safe transportation access for all road users.
5. Implement a proactive approach to roadway safety to identify problems before they occur.
6. Work with police to effectively enforce traffic rules and traffic management professionals to improve quick clearance strategies.

Updates to the data analysis from the Regional Safety Plan is included below.

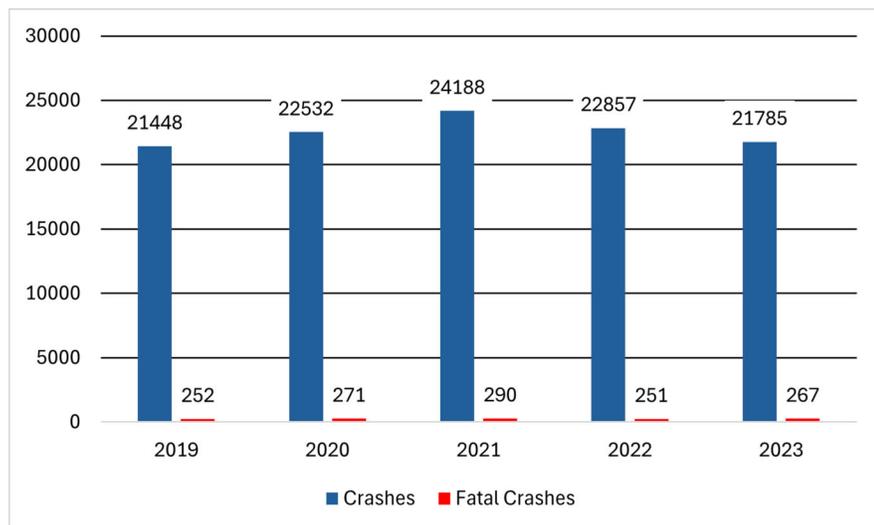
12-County MPA - Intersection Related Crashes: 2019 - 2023

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 4.6 percent from 2022 to 2023 with an increase of 2,422 crashes in 2023.



Roadway and Lane Departure Crashes: 2019 - 2023

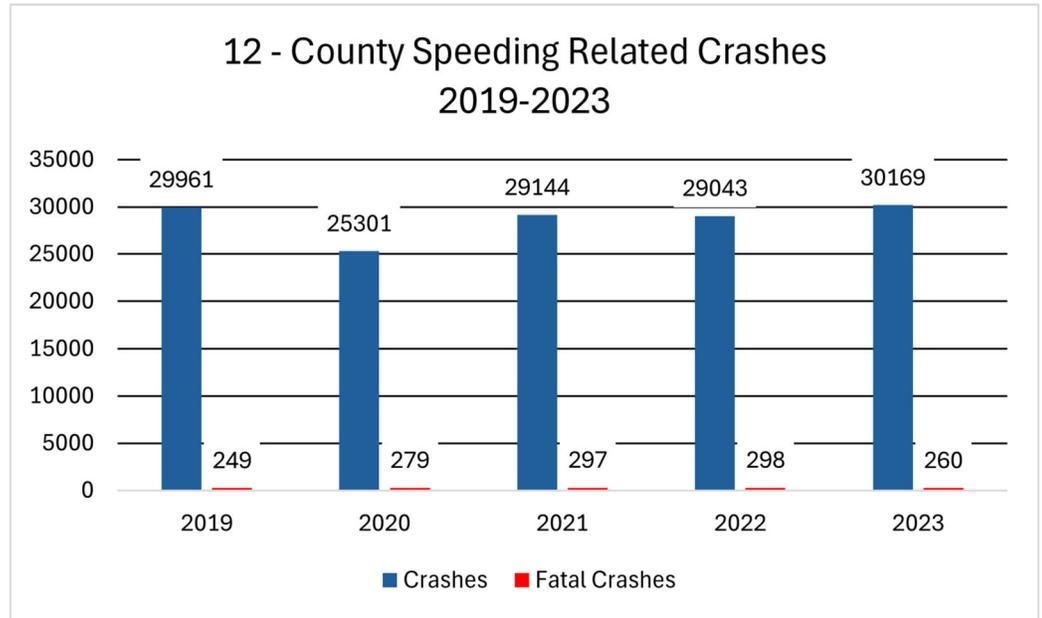
Roadway and Lane Departure crashes are those that occur either off the road, on the shoulder, or in the center median and only involved one motor vehicle. There was a 4.5 percent decrease in Roadway and Lane Departure crashes from 2022 to 2023 and 1,056 fewer crashes in 2023.



Speeding Related Crashes: 2019 - 2023

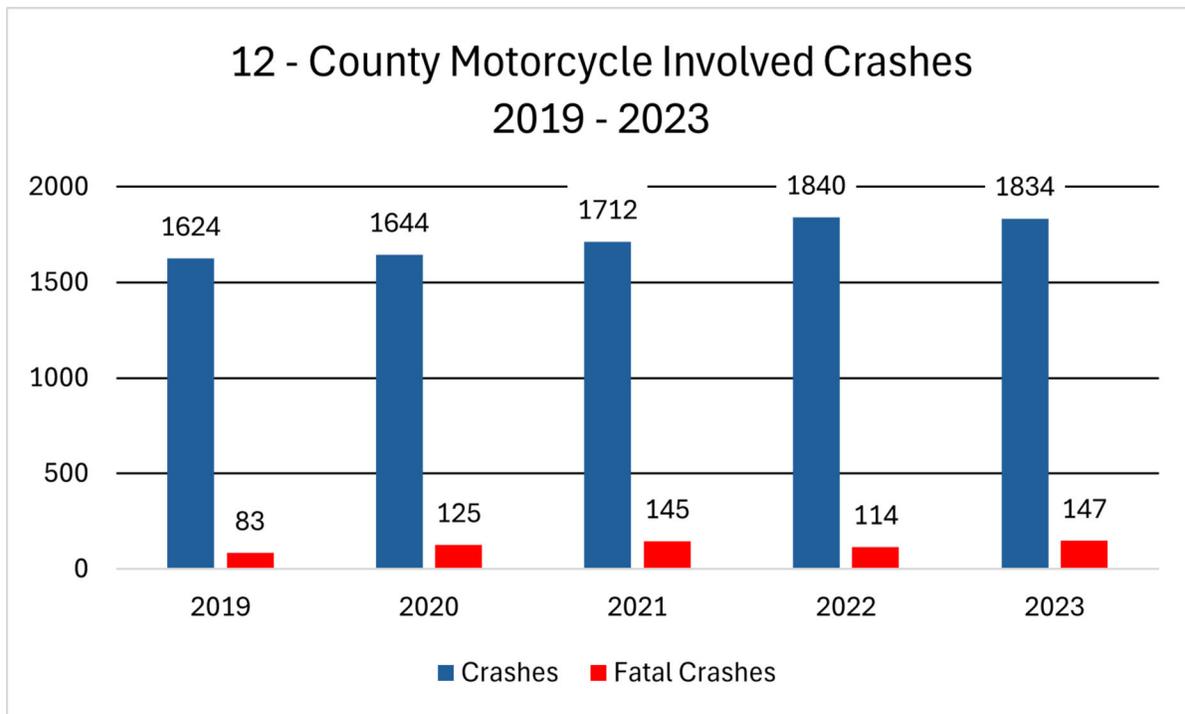
Speeding related crashes are those where at least one driver was travelling well above the posted speed limit or too fast for current roadway conditions. Vehicle speed is proven to have a direct correlation to crash severity. From 2022 to 2023, the number of crashes on all roadways where speeding was cited as a contributing factor increased by 1,088 crashes.

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



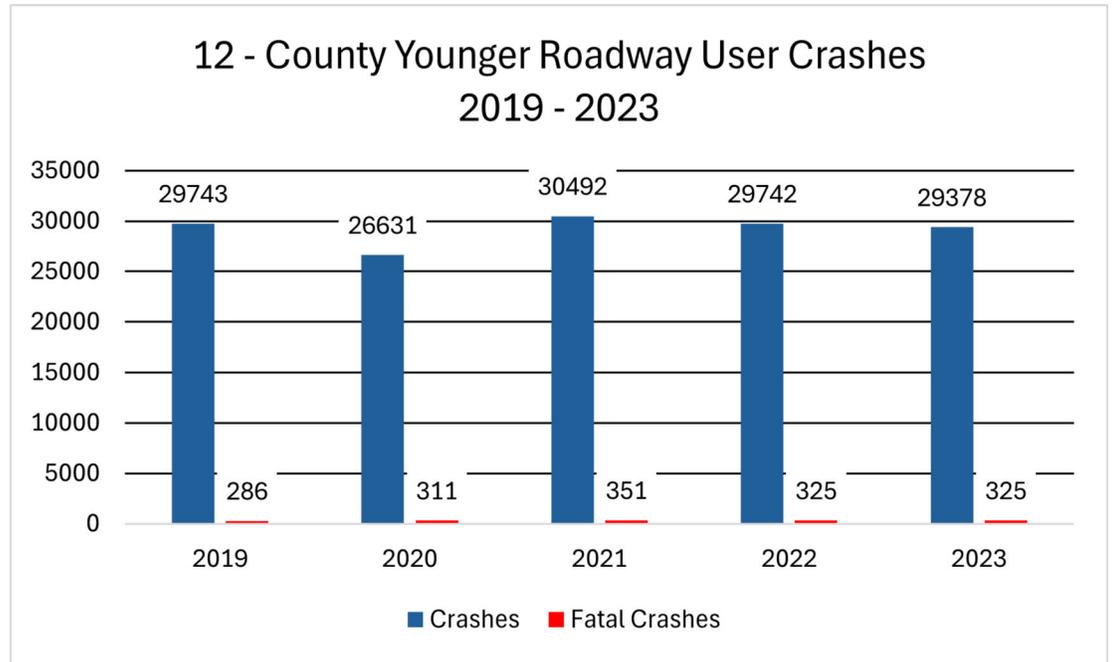
Motorcyclist Involved Crashes: 2019 - 2023

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 27 crashes involving motorcyclists from 2022 to 2023.



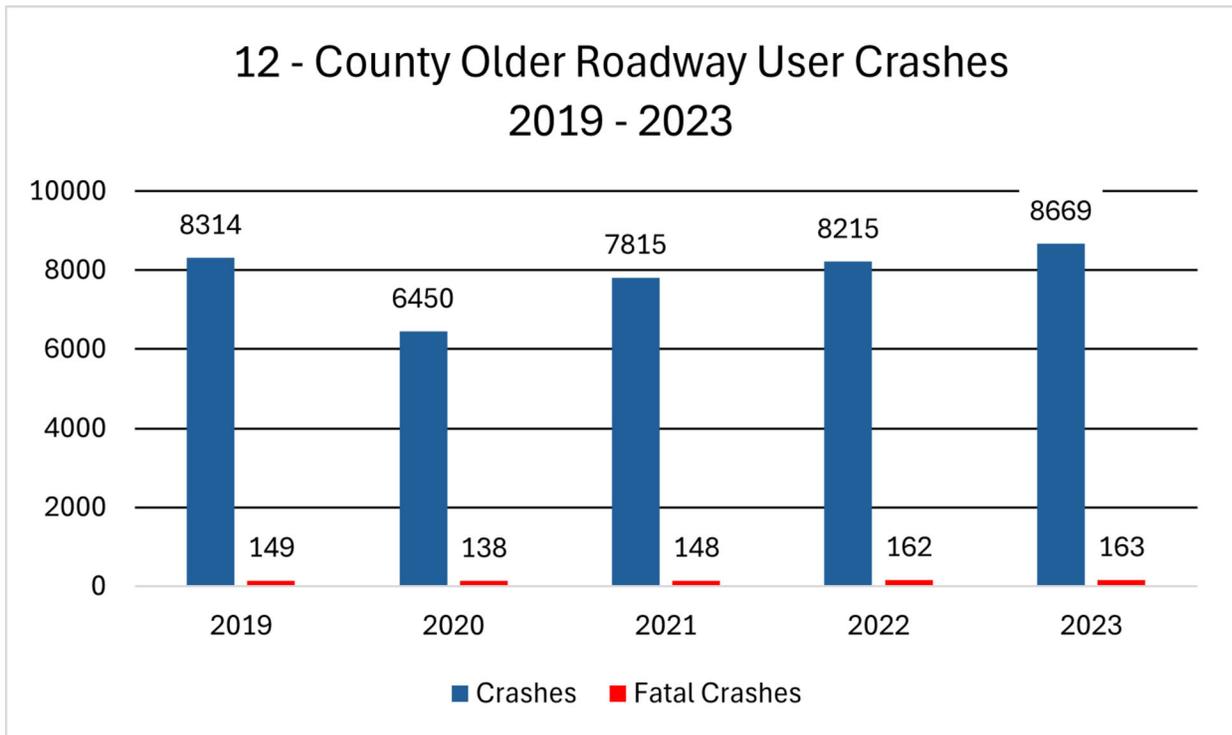
Younger Roadway User Crashes: 2019 - 2023

Younger roadway users are drivers who are 24 years of age and younger. From 2022 to 2023, Younger Roadway User crashes decreased by 1.2 percent, with a decrease of 364 crashes in 2023.



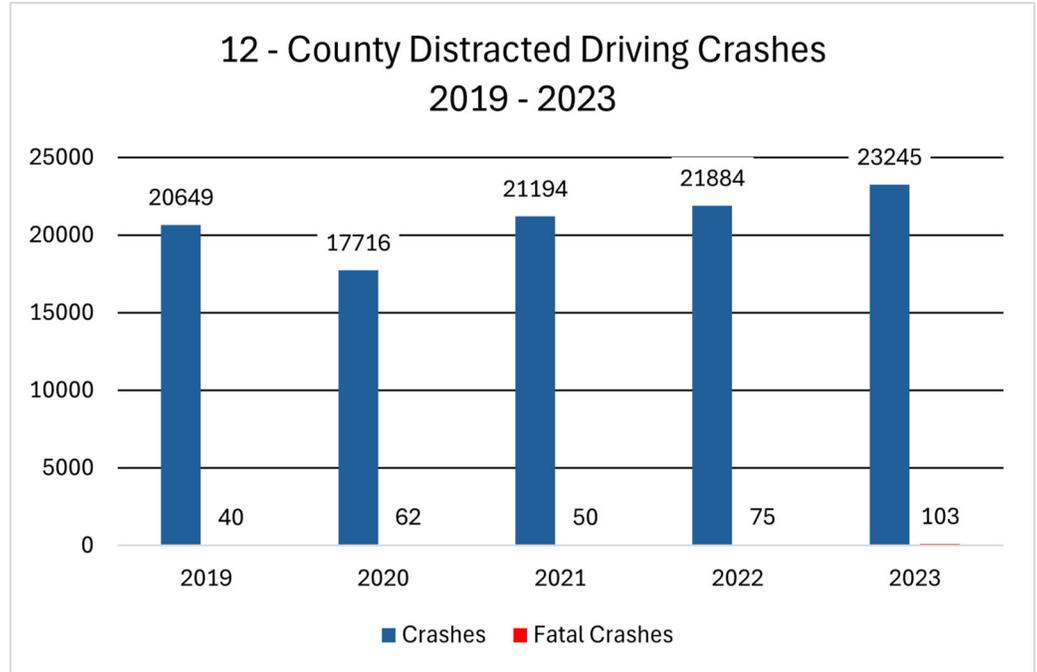
Older Roadway User Crashes: 2019 - 2023

Older Roadway Users are drivers that are of the age 65 and older. From 2022 to 2023, Older Roadway User crashes increased by 5.4 percent, with an increase of 455 crashes in 2023.



Distracted Driving: 2019 - 2023

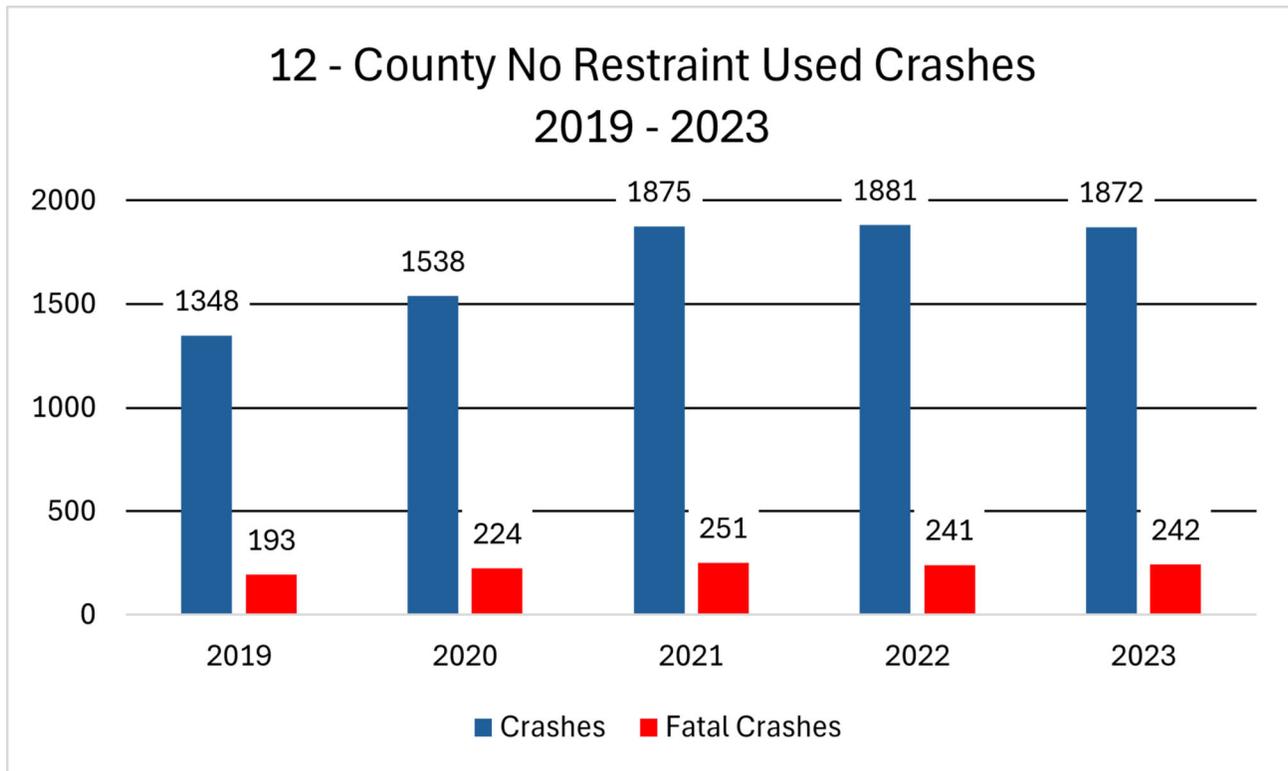
From 2019 to 2023, the number of crashes on all roadways caused by a distracted driver increased 12.8 percent within the 12-county MPA. The total number of crashes caused by a distracted driver increased by 1,389 from in 2022 compared to 2021.



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 to the crash.

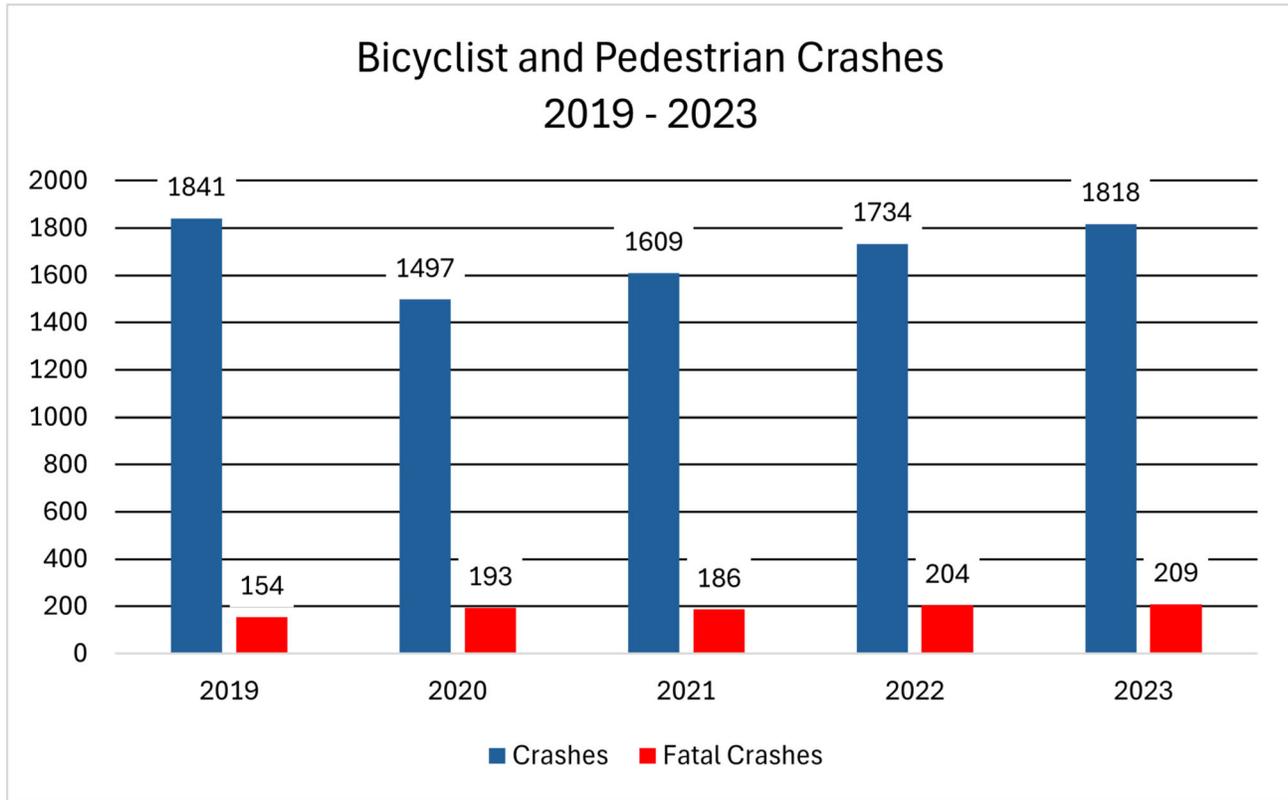
No Restraint Used Crashes: 2019 - 2023

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: 2019 - 2023

A bicyclist and pedestrian crash involves a crash where a vehicle strikes either a bicyclist or a pedestrian. From 2019 to 2023, the number of crashes involving a bicyclist or a pedestrian increased by 1.6% from 2022 to 2023 with an increase of 89 crashes. Crashes involving bicyclists and pedestrians typically tend to have more severe injuries.



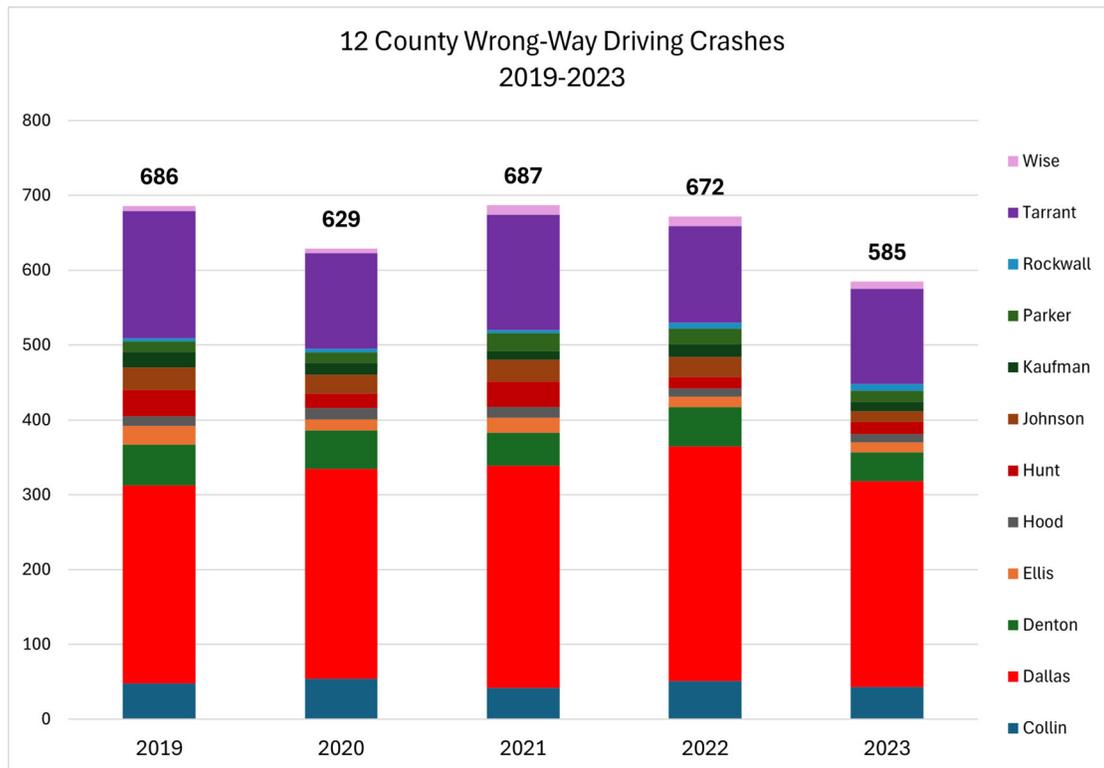
2023 Bicyclist and Pedestrian Crashes by County

County	Pedestrian Involved	Bicyclist Involved	Total
Collin	111	98	209
Dallas	751	186	937
Denton	121	74	195
Ellis	16	9	25
Hood	6	3	9
Hunt	12	3	15
Johnson	10	6	16
Kaufman	14	4	18
Parker	10	7	17
Rockwall	6	3	9
Tarrant	426	146	572
Wise	5	0	5
Total	1488	539	2027

Wrong Way Driving Crashes: 2019 - 2023

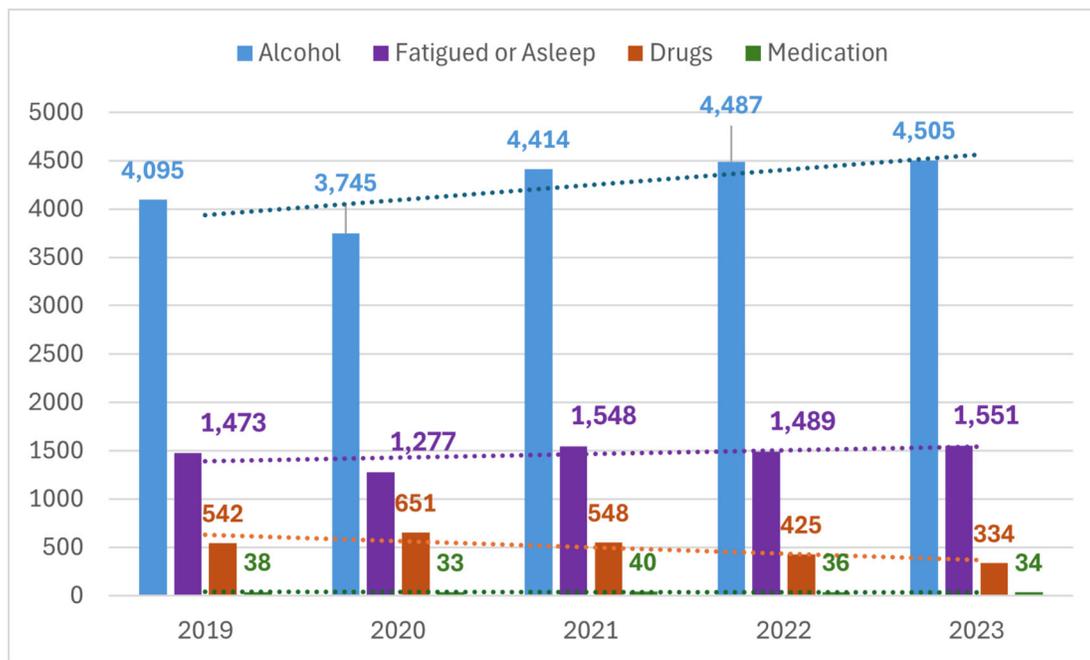
From 2019 to 2023, the number of crashes on all roadways caused by a wrong way driver decreased 14.7 % within the 12-county MPA. The total number of crashes caused by a wrong way driver decreased by 87 from in 2023 compared to 2022.

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: 2019 - 2023

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 4.5 percent overall.



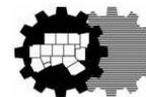
Note: The Impaired Driving Analysis includes TxDOT crash records where the primary, secondary, or tertiary contributing factors were cited as "Had been drinking", "Taking medication", "Under influence—alcohol", "Under influence—drugs", or "Fatigued or Asleep". Motor vehicle crash within the NCTCOG 12-County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

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