



NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS 2021 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 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 the 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	2020 TxDOT Targets	2020 NCTCOG Targets	2021 TxDOT Targets	2021 NCTCOG Targets	2022 TxDOT Targets	2022 NCTCOG Targets
	1.2% Reduction		1.6% Reduction		2% Reduction	
No. of Fatalities	4,068	5893.3	3,687*	572.4	3,563*	579.5
Fatality Rate	1.48	0.803	1.33*	0.762	1.27*	0.755
No. of Serious Injuries	18,602	3,514.7	17,151	3,375.3	16,677	3,032.9
Serious Injury Rate	6.56	4.768	6.06	4.485	5.76	3.939
No. of Non-motorized Fatalities and Serious Injuries	2,477	595.0	2,316.4	592.3	2,367	594.7

*2021 and 2022 Targets for TxDOT include new 50% reduction by 2035 targets for fatalities and fatality rate only.

Actual Safety Performance Reporting for 2020 Targets

Safety Performance Measures	Original 2020 Target	PY20 Actual Performance	PY14-18 Baseline Performance	Met Target?	Better than the Baseline?	Met or Made Significant Progress?
Number of Fatalities	589.3	587.4	542.2	Yes	No	Yes
Rate of Fatalities	0.803	0.803	0.784	Yes	No	
Number of Serious Injuries	3,514.7	3,560	3,743.2	No	Yes	
Rate of Serious Injuries	4.768	4.891	5.434	No	Yes	
Number of Non-Motorized Fatalities and Serious Injuries	595.0	587.8	547.2	Yes	No	

- Actual Performance reporting of Safety Performance Targets is completed on a two-year delay.
- Reporting of 2020 Actual Performance was conducted in January of 2022.
- Reporting of the 2021 Actual Performance will be conducted during the first quarter of 2023.
- 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 of time the target was established. For PY2020, that data period was 2014-2018.

NCTCOG's 12-County MPA Crash and Fatality Data 2017-2021

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 2017 to 2021. The data below indicates that in 2021 the NCTCOG region experienced **one crash every five minutes** and **one fatality every 12 hours**.

2017-2021 Crashes						
County	2017	2018	2019	2020	2021	% Change 2020-2021
Collin	13,097	12,654	1,3945	10,269	12,379	20.55%
Dallas	50,569	49,415	55,261	48,297	55,355	14.64%
Denton	11,955	11,661	12,182	9,551	11,401	19.37%
Ellis	2,726	2,638	2,795	2,841	3,290	15.80%
Hood	821	660	798	708	804	13.56%
Hunt	1,346	1,424	1,364	1,361	1,784	31.08%
Johnson	2,351	2,264	2,392	2,190	2,775	26.71%
Kaufman	1,914	1,890	2,016	1,954	2,226	13.92%
Parker	2,308	2,181	2,202	2,035	2,641	29.78%
Rockwall	1,362	1,331	1,591	1,427	1,749	22.56%
Tarrant	34,315	34,890	32,476	27,435	30,729	12.01%
Wise	954	945	930	901	1,021	13.32%
Total	123,718	121,953	127,952	108,969	126,154	15.77%

2017-2021 Fatalities						
County	2017	2018	2019	2020	2021	% Change 2020-2021
Collin	68	77	53	64	51	-20.31
Dallas	281	264	271	333	351	5.41%
Denton	49	66	52	59	67	13.56%
Ellis	33	15	27	49	35	-28.57%
Hood	11	4	12	10	13	30.00%
Hunt	27	8	25	26	38	46.15%
Johnson	21	17	39	20	38	90.00%
Kaufman	31	15	32	33	37	12.12%
Parker	20	26	26	21	28	33.33%
Rockwall	13	8	2	7	10	42.86%
Tarrant	182	214	171	189	228	20.63%
Wise	22	3	14	11	21	90.91%
Total	758	717	724	822	917	11.56%

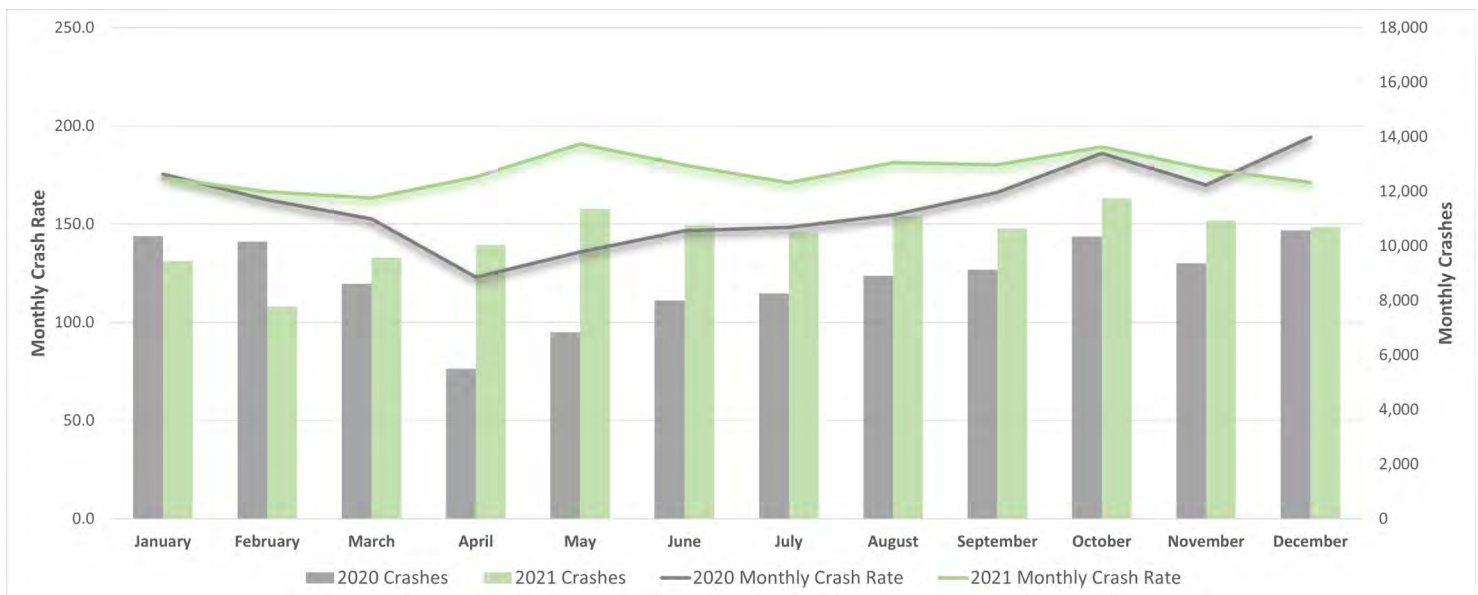
Data Source: TxDOT Crash Records Information System (CRIS) current as of 4/12/2022 - All TxDOT disclaimers apply to this information.

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."

Impact of COVID-19 Related Travel Behavior Changes on Crashes in 2021

NCTCOG is still continuing to monitor how the COVID-19 pandemic has impacted safety in our region. Crashes increased in 2021 from 2020 except in the months of January and December. The highest increase in crashes was in April 2021 with an increase of 4,525 crashes. Crash rates also increased in 2021 from 2020 except for the months of January and December. The highest increase in crash rate was in April 2021 with an increase of 55.0.

Monthly Crashes and Crash Rates from 2020—2021



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

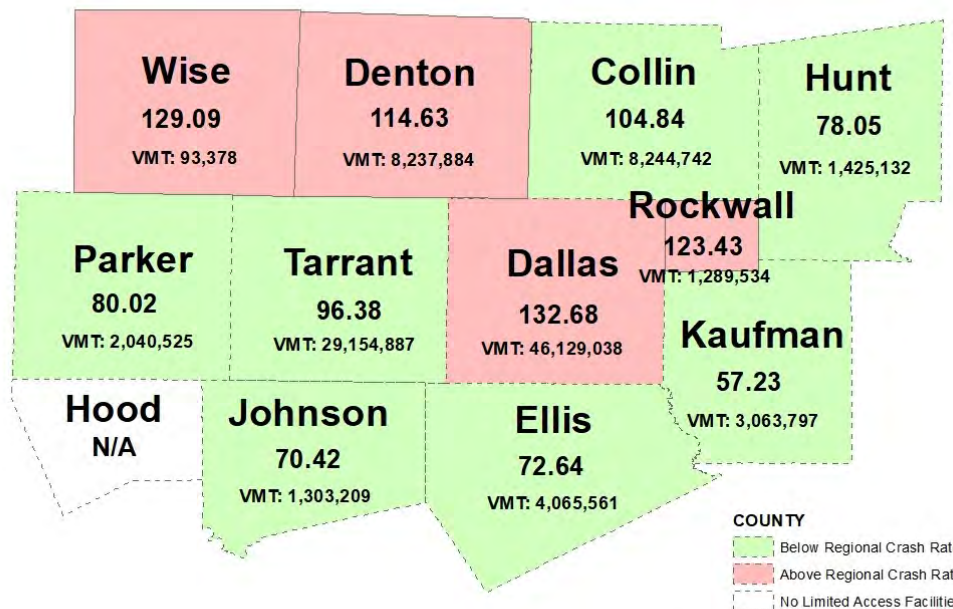
2021 Contributing Factors for Serious Injury and Fatality Crashes

Top Ten Contributing Factors — Limited Access Facilities Only		2020	2021
1	Speeding (Overlimit / Unsafe Speed / Failed to Control Speed)	33.04%	32.21%
2	Driver Related (Distraction in Vehicle / Driver Inattention / Road Rage / Drove Without Headlights/ Followed Too Closely / Cell/Mobile Device Use - (Talking/Texting/Other/Unknown) - [0.13%])	9.41%	13.96%
3	Impaired Driving (Under Influence: Had Been Drinking, Alcohol, Drug / Taking Medication / Fatigued or Asleep)	11.99%	12.10%
4	Failed to Drive in Single Lane	9.86%	10.45%
5	Changed Lane When Unsafe	7.10%	8.00%
6	Faulty Evasive Action	8.35%	7.54%
7	Disabled/Parked in Traffic Lane	5.60%	4.43%
8	Pedestrian Failed to Yield Right of Way to Vehicle	5.24%	3.37%
9	Wrong Way Driving (Wrong Way—One Way Road / Wrong Side—Not Passing)	1.42%	2.05%
10	Turned When Unsafe	0.27%	1.19%

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 2010-2021.

2021 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 111.83. This represents an increase from the 2020 rate of 69.83 crashes per 100 million vehicle miles traveled (VMT). Dallas, Denton, Rockwall, and Wise Counties were the only counties with a crash rate above the regional average in 2021.



2021 Regional Crash Rate = 111.83



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

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. Unfortunately, between 2017 and 2021, there were more than 10,000 reported bicycle and pedestrian crashes involving a motor vehicle and over 900 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. Pedestrians should only cross streets at crosswalks and intersections. Before crossing, pedestrians should look both ways and make eye contact with drivers to ensure they are seen. 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 stopping for pedestrians in crosswalks. To view safety education videos and see all 21 safety tips of the Look Out Texans campaign, visit [LookOutTexans.org](https://www.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 completed a Pedestrian Safety Action Plan (PSAP) for the 12-county MPA in June 2021.

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.”

One of the action items of the PSAP is to conduct Roadway Safety Audits (RSA) for the primary pedestrian safety corridors. In collaboration with the Federal Highway Administration (FHWA), RSAs were conducted on MLK Blvd in south Dallas and Belknap St in downtown Fort Worth. 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 Dallas and Fort Worth. Additional RSAs are expected to be conducted on other primary pedestrian safety corridors identified in the PSAP throughout the region.

The PSAP, including all appendices, can be viewed at www.nctcog.org/pedsafetyplan.



NCTCOG Traffic Incident Management Program

2021 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”

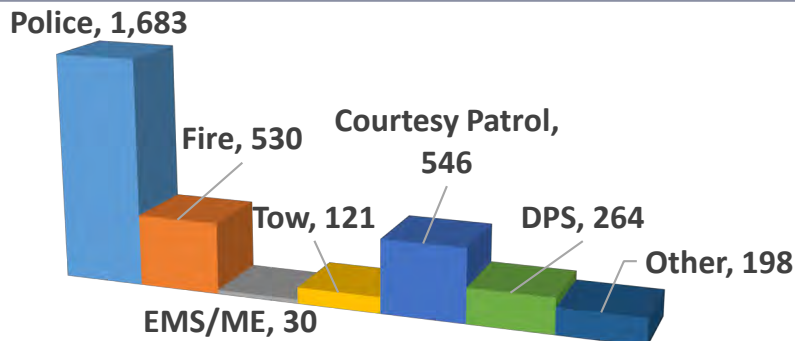
NCTCOG TIM First Responder and Manager’s Course

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 - 2020	January 2021 — March 2022*	Total
3,251	121	3,372

*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 - May 2022)
447	209	36	14	71	20	256	1,053

*The May 2021, November 2021, & May 2022 TIM Executive Level Courses were held virtually.

NCTCOG Traffic Incident Management Program

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

Cities and Counties Represented (84): August 2013 - March 2022

Allen Alvarado Argyle Arlington Aubrey Zale Balch Springs Bedford Benbrook Burleson Caddo Mills Carrollton Cedar Hill Cleburne Colleyville Coppell Corinth Cresson Dallas	Decatur Denton DeSoto Duncanville Ennis Eules Farmers Branch Flower Mound Forest Hill Forney Fort Worth Frisco Garland Glenn Heights Granbury Grand Prairie Grapevine Greenville	Hickory Creek 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 Pantego Plano Ponder Princeton Prosper Reno Richardson Richland Hills Rio Vista Roanoke Rockwall Sachse Seagoville Springtown Terrell University Park Venus Waxahachie Willow Park Wilmer
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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. A complete list of Agency Attendance from 2003 is available upon request.

First Responder Struck-By 'Fatality' Stats (2020-2021)

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	2020 National	2021 National	2020 Statewide	2021 Statewide	2020 NCTCOG Region	2021 NCTCOG Region
Police	17	30	3	1	0	1
Fire/EMS	4	9	1	0	0	0
Towing	21	22	1	3	0	1
Roadside Assistance Patrol	3	2	0	0	0	0
Total Responder Fatality Struck-bys	45	63	5	4	0	2

"Between January—April 2022, nationwide **twenty-one** responders have been struck and killed by vehicles (3 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
2018	*	1	1	13	3	18
2019	1	7	4	9	0	21
2020	10	0	1	15	2	18
2021	14	*	*	*	2	2

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 Freeway Blocking Equipment 2021 Call for Projects



NCTCOG opened the 2021 Incident Management Freeway Blocking Equipment Call for Projects (CFP) to assist regional partner agencies in the purchase of scene management blocking equipment used (i.e., crash attenuators, crash barriers, crash cushions, etc.), used to provide protection to first responders responding to traffic crashes in the North Central Texas (NCT) Metropolitan Planning Area (MPA). Truck mounted attenuators provide protection for incident responders, traveling motorists, as well as reduce collateral damage to other vehicles. The CFP covered multiple jurisdictions throughout the Dallas-Fort Worth NCT MPA, including: Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise Counties. A total of \$1.4 million was approved for funding to regional first responder agencies to assist them in purchasing freeway blocking equipment used to provide protection to first responders responding to traffic crashes.

Agencies Approved for Funding

	City/Agency Name	Approved Project Cost	Equipment Requested	Quantity Requested
1	City of Frisco Fire	\$122,864	Crash Attenuator Truck	1
2	City of Coppell Fire	\$89,867	Highway Safety Attenuator/Arrowboard Combo	1
3	City of Dallas (Government Affairs)	\$300,000	Scorpion/Truck Combo	3
4	City of Terrell Emergency Management	\$101,836	Truck Mounted Attenuator (all-in-one)	1
5	City of North Richland Hills Fire	\$109,153	Truck Mounted Attenuator (all-in-one)	1
6	City of Lancaster Fire	\$89,774	Attenuator Truck	1
7	City of Euless Police	\$46,251	Truck Mounted Crash Attenuator	1
8	City of Denton Fire	\$160,000	Public Safety Blocker Unit (Truck/Attenuator)	1
9	City of Garland Fire	\$360,000	Scorpion Attenuator	3
10	City of Grapevine Fire	\$32,234	Scorpion II Model C	1
	Total	\$1,411,979		

NCTCOG Drive Aware North Texas Campaign



Drive Aware North Texas is an educational effort introduced by NCTCOG in October 2021, to focus 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

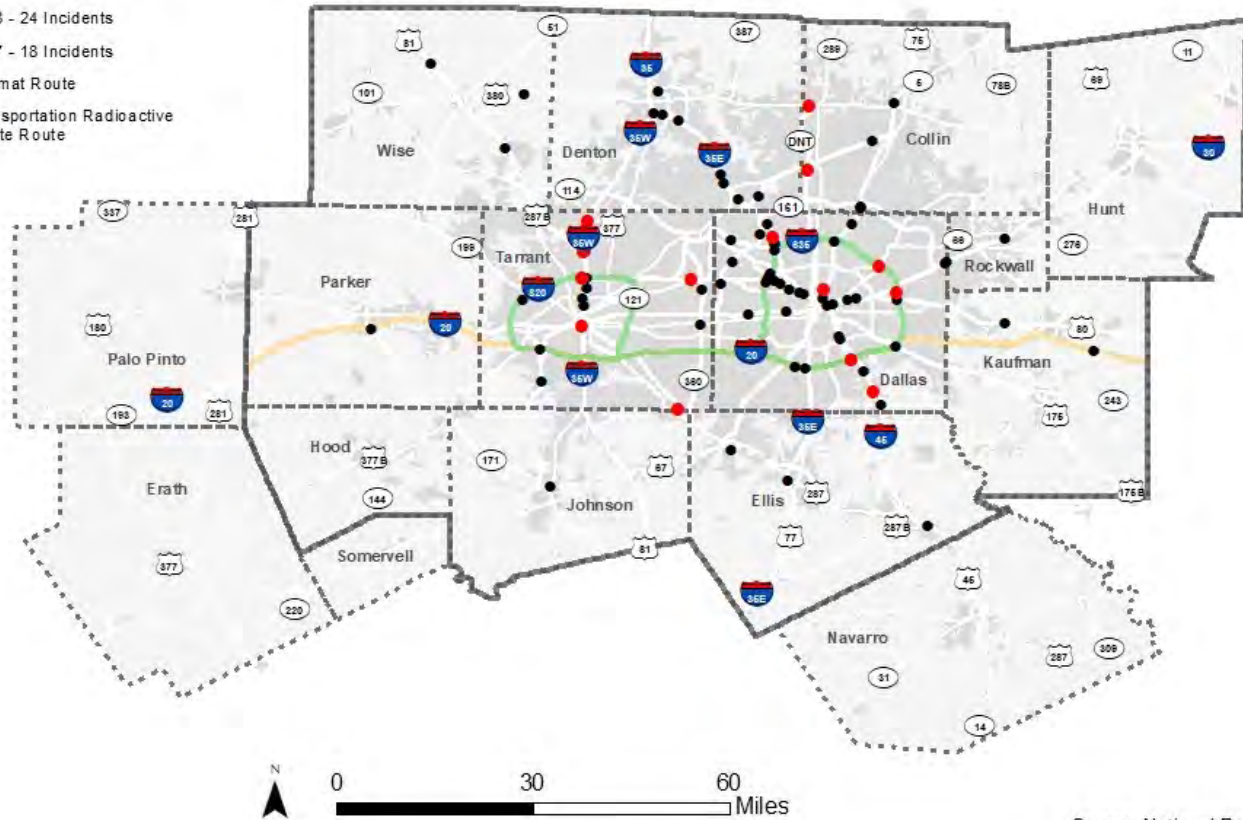
and serious-injury crashes on the region's roadways, playing a role in 32% of such crashes in 2021.

NCTCOG and its transportation partners work daily to ensure the transportation system provides residents with the capacity needed as the region grows. Roadway construction and maintenance are visible contributors to system reliability. But safety is also a significant part of the equation. Drive Aware North Texas encourages motorists to be part of the solution to safer roadways by avoiding certain risky behaviors while behind the wheel. Additionally, NCTCOG and other Metropolitan Planning Organizations across Texas are working with TxDOT as part of a statewide task force established to make the roads safer.

2021 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 2021, there were 15 significant HazMat spills within the 16-county region. This is up from the previous year, which had 14 such incidents.

- 2021 - 15 Incidents
- 2020 - 14 Incidents
- 2019 - 16 Incidents
- 2018 - 24 Incidents
- 2017 - 18 Incidents
- Hazmat Route
- Transportation Radioactive Waste Route



Source: National Response Center
Data current as of February 1, 2022

County	2017	2018	2019	2020	2021	Total
Collin	3	0	0	0	2	5
Dallas	10	11	8	8	6	43
Denton	1	4	1	2	0	8
Ellis	0	1	2	0	0	3
Erath	0	0	0	0	0	0
Hood	0	0	0	0	0	0
Hunt	0	0	0	0	0	0
Johnson	1	0	0	0	0	1
Kaufman	0	1	1	0	0	2
Navarro	0	0	0	0	0	0
Parker	0	0	0	1	0	1
Palo Pinto	0	0	0	0	0	0
Rockwall	0	2	0	0	0	2
Somervell	0	0	0	0	0	0
Tarrant	3	3	3	3	7	19
Wise	0	2	1	0	0	3
Total	18	24	16	14	15	87

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.

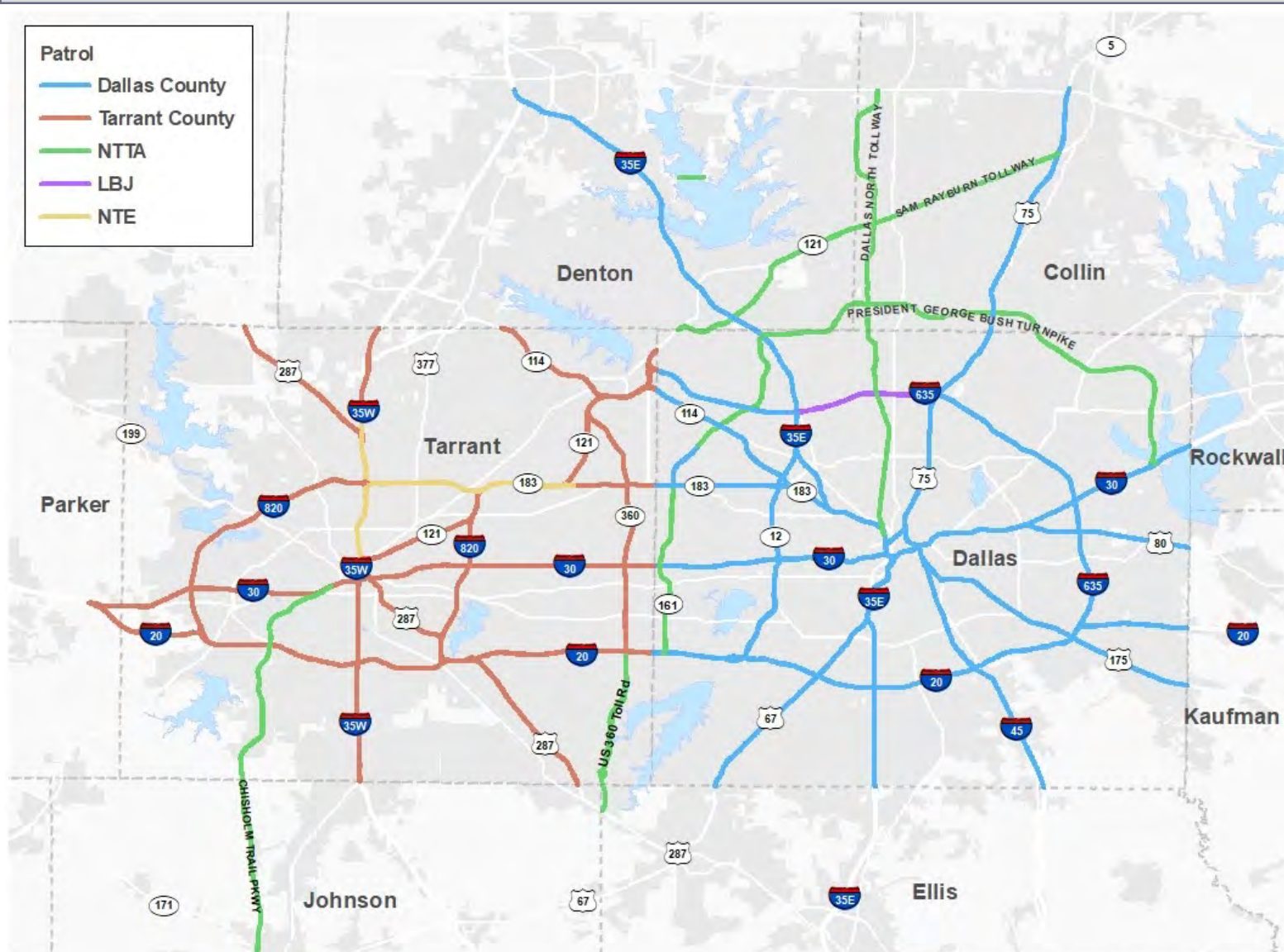
Patrols are currently operated by the Dallas County Sheriff's Office, Tarrant County Sheriff's Office, North Texas Tollway Authority (NTTA), LBJ Express, and North Tarrant Express (NTE) Mobility Partners. Each agency's coverage area is shown in the map below.

Roadside Assistance Program Performance Measures

Agency	2020 Assists	2021 Assists
Dallas County Operations	67,251	60,843
Tarrant County Operations	23,706	23,206
NTTA	43,747	43,368
NTE Express	3,604	*
LBJ Express	4,023	*

* Information Unavailable or Pending from reporting agency.

Patrol Routes



Note: Operational Routes as of June 14, 2022

In 2021, Dallas/Fort Worth Area Roadside Assistance Patrols

provided:



60,783

Driver Assistance /
Stalled Vehicle



26,791

Courtesy Check /
Directions



3,518

Crash
Assistance



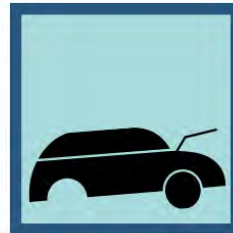
13,779

Debris
Removal



12,915

Protection to
First Responders



7,126

Abandoned
Vehicle Check

Total Combined Assists: 127,417

Notes:

Data includes Dallas County, Tarrant County, and NTTA motorist assists combined.

2,505 assists were either not found or were cancelled before a patrol vehicle arrived. North Tarrant Express and Lyndon B. Johnson patrol assists are not included in this total.

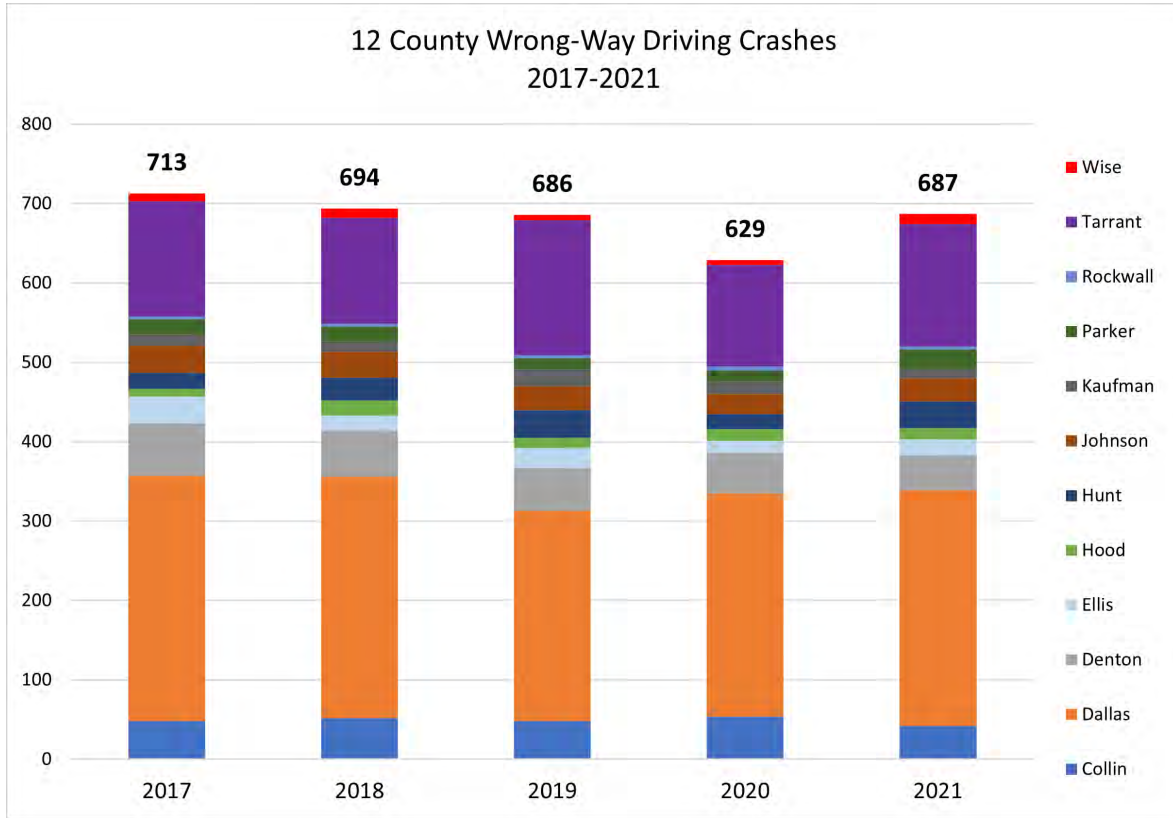
		Hours of Operation		Phone Number
Dallas County		Mon - Fri 5 AM - 9:30 PM Sat - Sun 11 AM - 7:30 PM		(214) 320-4444
Tarrant County		Mon - Sun 6 AM - 10 PM		(817) 884-1213
NTTA		Mon - Sun 24 Hours a Day		(214) 224-2203 or #999
NTE and LBJ TEXpress		Mon - Sun 24 Hours a Day		(972) 661-8693 or #789



12-County MPA - Wrong Way Driving Crashes: 2017-2021

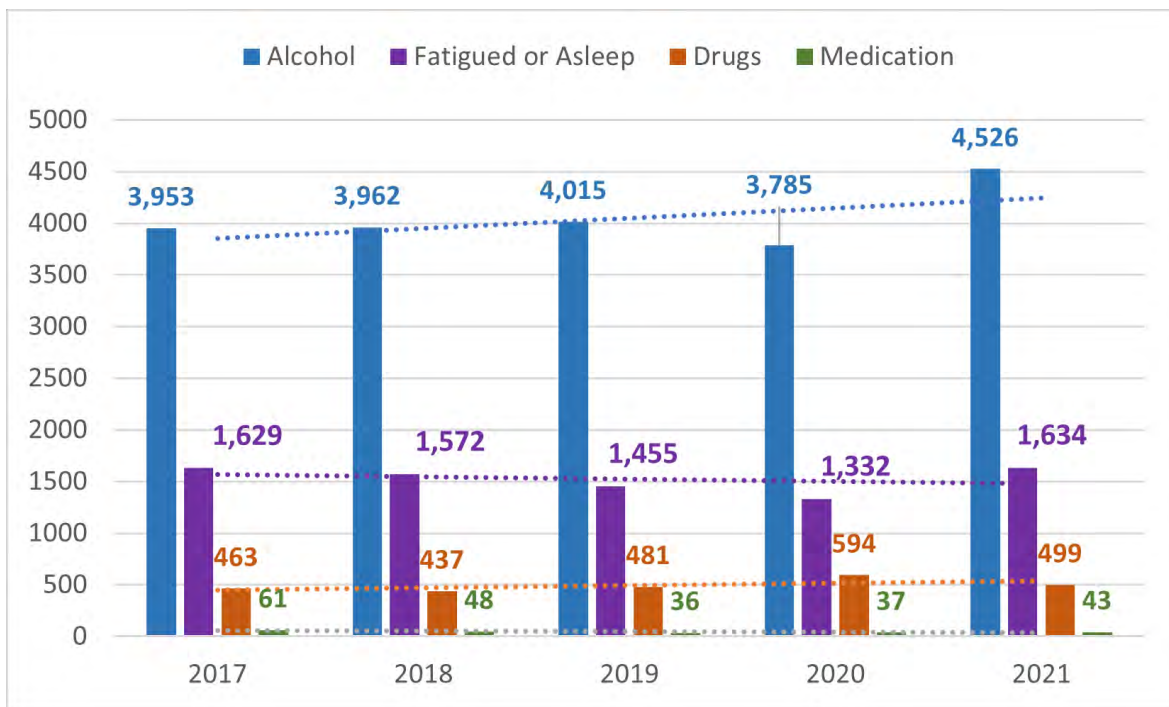
From 2017 to 2021, the number of crashes on all roadways caused by a wrong way driver decreased 3.6 percent within the 12-county MPA. The total number of crashes caused by a wrong way driver fell to a five year low in 2020 with an increase of 58 crashes in 2021.

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: 2017- 2021

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 9.7 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

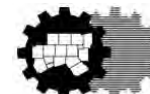
Contact Information

Camille Fountain
(817) 704-2521
cfountain@nctcog.org

Kevin Kroll
(817) 695-9258
kkroll@nctcog.org

Michael Misantonis
(817) 608-2384
mmistois@nctcog.org

Sonya J. Landrum
(817) 695-9273
slandrum@nctcog.org



North Central Texas
Council of Governments
Transportation Department