



NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

2024 Safety Program Performance Measures

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.

| Safety Performance Targets | 2023 TxDOT Targets | 2023 NCTCOG Targets | 2024 TxDOT Targets | 2024 NCTCOG Targets | **2025 TxDOT Targets | 2025 NCTCOG Targets |
|---------------------------------------------------------|------------------------------------------|---------------------------|------------------------------------------|---------------------------|------------------------------------------|---------------------------|
| | * Fatality - 3.4% Serious Injury – 2% | | * Fatality - 3.6% Serious Injury – 2% | | * Fatality - 3.6% Serious Injury – 2% | |
| No. of Fatalities | 3,159 | 590.4 | 3,046 | 598.5 | 3,046 | 576.9 |
| Fatality Rate | 1.20 | 0.767 | 1.14 | 0.760 | 1.14 | 0.733 |
| No. of Serious Injuries | 17,819 | 3,711.5 | 18,242 | 3,637.3 | 18,242 | 3,564.5 |
| Serious Injury Rate | 6.77 | 4.615 | 6.77 | 4.53 | 6.77 | 4.432 |
| No. of Non-motorized Fatalities and Serious Injuries | 2,340 | 637.7 | 2,360 | 634.7 | 2,360 | 611.8 |

*Percentage reductions for the number of fatalities and the fatality rate apply to NCTCOG's targets only.

** TxDOT maintained its 2024 Safety targets for 2025.

Fatality and fatality rate targets represent a 50% reduction by 2035. Serious injury and serious injury rate targets represent a two percent reduction from the trendline each year.

Actual Safety Performance Reporting for 2023 Targets

| Safety Performance Measures | Original 2023 Target | PY2023 Actual Performance | PY2017-2021 Baseline Performance | Met Target? | Better than the Baseline ? | Met or Made Significant Progress? |
|------------------------------------------------------------|-------------------------|---------------------------------|----------------------------------------|----------------|-------------------------------------|-----------------------------------------|
| Number of Fatalities | 590.4 | 651 | 614 | No | No | No |
| Rate of Fatalities | 0.767 | 0.788 | 0.791 | No | Yes | |
| Number of Serious Injuries | 3,711.5 | 4,359 | 3,636.6 | No | No | |
| Rate of Serious Injuries | 4.615 | 5.217 | 4.843 | No | No | |
| Number of Non-Motorized Fatalities and Serious Injuries | 637.7 | 706 | 569.2 | No | No | |

- Actual Performance reporting of Safety Performance Targets is completed on a two-year delay.
- Reporting of 2023 Actual Performance was conducted in June 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) 2023, that data period was 2017-2021.

NCTCOG's 12 - County MPA Crash and Fatality Data 2020 - 2024

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 2020 to 2024. The data below indicates that in 2024 the NCTCOG region experienced **one crash every five minutes** and **one fatality every 10 hours**. The regional fatality rate for 2024 was 1.035.

| 2020-2024 Crashes | | | | | | |
|-------------------|----------------|----------------|----------------|----------------|----------------|--------------------|
| County | 2020 | 2021 | 2022 | 2023 | 2024 | % Change 2023-2024 |
| Collin | 10,273 | 12,384 | 13,831 | 14,856 | 15,475 | 4.17% |
| Dallas | 48,293 | 55,361 | 54,543 | 52,133 | 46,028 | -11.71% |
| Denton | 9,557 | 11,409 | 11,968 | 12,266 | 12,388 | 0.99% |
| Ellis | 2,842 | 3,303 | 3,231 | 3,403 | 3,884 | 14.13% |
| Hood | 709 | 804 | 812 | 842 | 840 | -0.24% |
| Hunt | 1,362 | 1,782 | 1,604 | 1,714 | 1,762 | 2.80% |
| Johnson | 2,191 | 2,776 | 2,737 | 2,786 | 2,733 | -1.90% |
| Kaufman | 1,956 | 2,226 | 2,282 | 2,356 | 2,612 | 10.87% |
| Parker | 2,035 | 2,639 | 2,525 | 2,646 | 2,594 | -1.97% |
| Rockwall | 1,422 | 1,748 | 1,859 | 2,155 | 2,418 | 12.20% |
| Tarrant | 27,431 | 30,727 | 29,014 | 29,076 | 28,038 | -3.57% |
| Wise | 901 | 1,022 | 1,148 | 1,151 | 1,118 | -2.87% |
| Total | 108,972 | 126,181 | 125,554 | 125,384 | 119,890 | -4.38% |

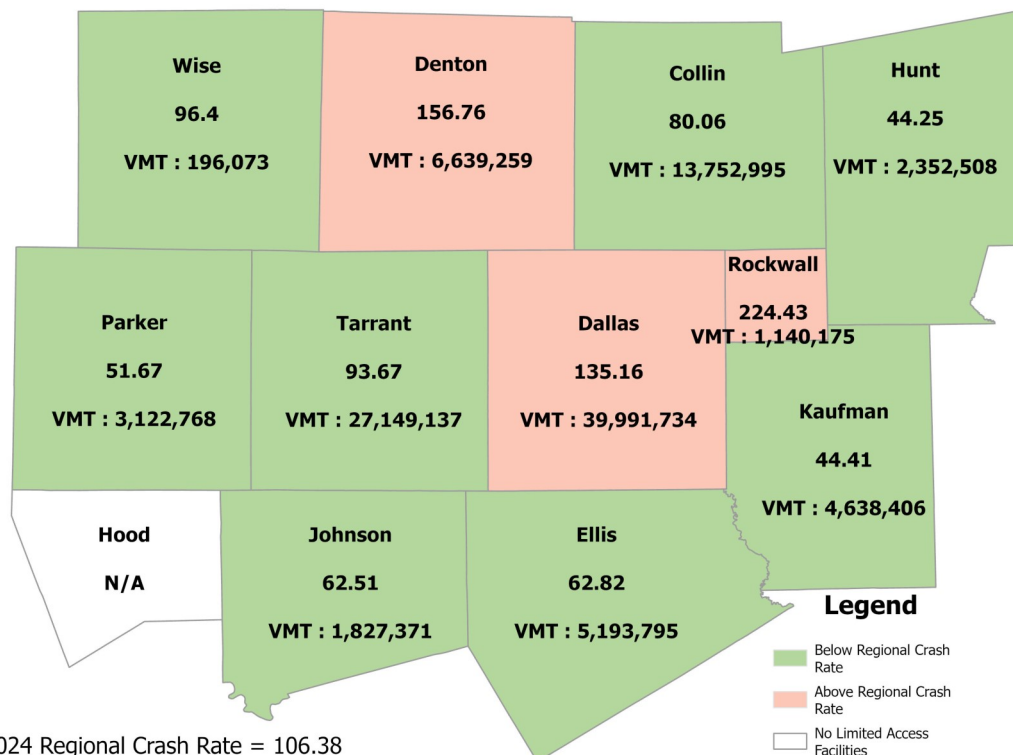
| 2020-2024 Fatalities | | | | | | |
|----------------------|------------|------------|------------|------------|------------|--------------------|
| County | 2020 | 2021 | 2022 | 2023 | 2024 | % Change 2023-2024 |
| Collin | 64 | 50 | 76 | 62 | 73 | 17.74% |
| Dallas | 333 | 352 | 354 | 336 | 328 | -2.38% |
| Denton | 59 | 66 | 49 | 52 | 51 | -1.92% |
| Ellis | 49 | 36 | 33 | 37 | 42 | 13.51% |
| Hood | 10 | 12 | 10 | 8 | 10 | 25.00% |
| Hunt | 26 | 38 | 15 | 35 | 24 | -31.43% |
| Johnson | 20 | 39 | 36 | 31 | 20 | -35.48% |
| Kaufman | 33 | 36 | 26 | 23 | 23 | 0.00% |
| Parker | 21 | 28 | 15 | 24 | 33 | 37.50% |
| Rockwall | 7 | 10 | 6 | 12 | 5 | -58.33% |
| Tarrant | 189 | 227 | 210 | 217 | 205 | -5.53% |
| Wise | 11 | 21 | 23 | 22 | 35 | 59.09% |
| Total | 822 | 915 | 853 | 859 | 849 | -1.16% |

Data Source: TxDOT Crash Records Information System (CRIS) current as of 4/2/2025 - 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."

2024 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 106.38. This represents a decrease from the 2023 rate of 123.76 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 2024.



Crash Rates calculated for limited access facilities: IH, SH, and US main lanes.

2024 Contributing Factors for Serious Injury and Fatality Crashes

| | Top Ten Contributing Factors — Limited Access Facilities Only | 2023 | 2024 |
|----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|--------|
| 1 | Speeding - (Overlimit / Unsafe Speed / Failed to Control Speed) | 30.54% | 32.51% |
| 2 | Driver Related (Distraction in Vehicle / Driver Inattention / Road Rage / Drove Without Headlights / Followed Too Closely / Cell/Mobile Device Use - Texting/Other - [0.58%]) | 15.19% | 13.56% |
| 3 | Impaired Driving (Intoxicated - Alcohol / Drug / Had Been Drinking / Fatigued or Asleep) | 9.30% | 10.50% |
| 4 | Failed to Drive in Single Lane | 10.36% | 10.20% |
| 5 | Changed Lane When Unsafe | 8.54% | 9.18% |
| 6 | Faulty Evasive Action | 8.54% | 7.87% |
| 7 | Pedestrian Failed to Yield Right of Way - To Vehicle | 4.76% | 4.08% |
| 8 | Disabled in Traffic Lane | 4.31% | 3.21% |
| 9 | Wrong Way Driving (One Way Road) | 1.06% | 1.31% |
| 10 | Ill | 1.13% | 1.17% |

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 2010-2024. For more information on contributing factor trends for previous years, please visit the [NCTCOG Safety Program](#) webpage.

Safe Streets For All Grant Funding



In December 2023, the North Central Texas Council of Governments (NCTCOG) received a \$4 million Safe Streets and Roadways for All (SS4A) planning grant from the U.S. Department of Transportation to conduct Roadway Safety Audits (RSAs) and prepare Safe Routes to School (SRTS) plans in targeted high injury roadway corridors located in Collin, Dallas, Denton, and Tarrant Counties. The SS4A competitive program was established by the Infrastructure Investment and Jobs Act with the intent of addressing roadway fatalities and serious injuries.

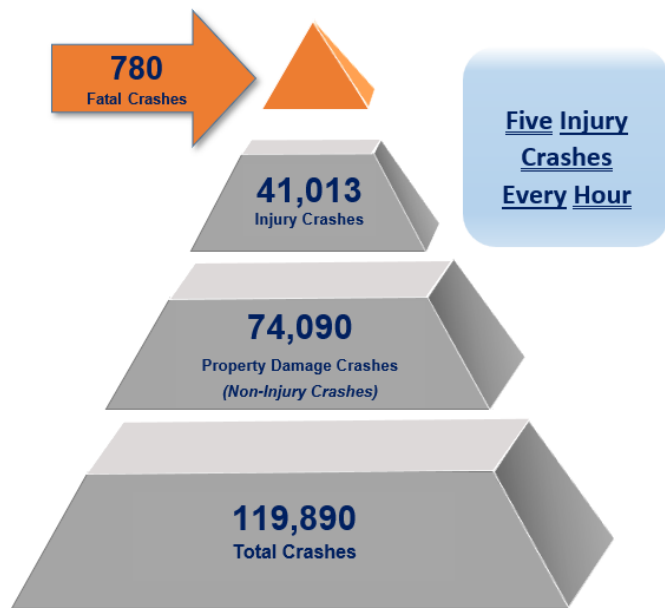
In mid-2024, NCTCOG staff initiated coordination with local governments to study and provide recommendations addressing safety issues in various high injury corridors identified within the Regional Safety Plan and the Pedestrian Safety Action Plan. In collaboration with local government representatives, thirty (30) roadway corridors in thirteen (13) municipalities were selected to conduct safety audits focused on pedestrian, bicycle, and motor vehicle safety. In addition, twenty (20) safe routes to school plans will be conducted within these corridors to address walking and bicycling safety for children traveling to/from school.

Using a multi-disciplinary consultant team and incorporating feedback from local government stakeholders, each safety audit and plan will provide deliverables including, but not limited to, a final report with traffic and safety observations, recommended safety countermeasures, recommendations for implementation, and opinions of probable construction costs. The audits, plans, and final deliverables are anticipated to be completed by spring 2026.

NCTCOG Crash Pyramid and Regional Struck-By Stats

2024 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 (2023 - 2024)

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 | 2023 National | 2024 National | 2023 Statewide | 2024 Statewide | 2023 Region | 2024 Region |
|--------------------------------------------|---------------|---------------|----------------|----------------|-------------|-------------|
| Police | 14 | 26 | 0 | 4 | 0 | 1 |
| Fire/EMS | 8 | 3 | 3 | 0 | 0 | 0 |
| Towing | 20 | 12 | 1 | 4 | 1 | 2 |
| Roadside Assistance Patrol | 3 | 4 | 0 | 0 | 0 | 0 |
| Total Responder Fatality Struck-bys | 45 | 45 | 4 | 8 | 1 | 3 |

“Between January — August 2025, nationwide seventeen responders have been struck and killed by vehicles, including 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 |
|----------------------------|---------------|-------------|-------------|------|----------------|---------------|
| 2021 | 18 | 0 | 10 | 19 | 2 | 39 |
| 2022 | 34 | 3 | 0 | 16 | 0 | 50 |
| 2023 | 15 | 7 | 6 | * | 0 | 15 |
| 2024 | 5 | 17 | 11 | * | 0 | 32* |

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 (102): August 2013 - December 2024

| | | | | |
|---------------|----------------|---------------|-------------------|-------------|
| Allen | Corsicana | Greenville | Midlothian | Springtown |
| Alvarado | Cresson | Hickory Creek | N. Richland Hills | Sunnyvale |
| Amarillo | Cross Roads | Highland Park | Northlake | Terrell |
| Argyle | Dallas | Hurst | Oak Point | University |
| Arlington | Decatur | Hutchins | Pantego | Park |
| Aubrey | Denton | Irving | Plano | Venus |
| Azle | DeSoto | Josephine | Ponder | Waxahachie |
| Balch Springs | Duncanville | Joshua | Princeton | Weatherford |
| Bedford | Ennis | Keene | Prosper | Willow Park |
| Benbrook | Euless | Keller | Reno | Wilmer |
| Boyd | Farmers Branch | Kennedale | Rhome | |
| Bridgeport | Flower Mound | Krum | Richardson | |
| Burleson | Forest Hill | Lake Cities | Richland Hills | |
| Caddo Mills | Forney | Lake Worth | Rio Vista | |
| Carrollton | Fort Worth | Lavon | Roanoke | |
| Cedar Hill | Frisco | Lewisville | Rockwall | |
| Celina | Garland | Little Elm | Sachse | |
| Cleburne | Glenn Heights | Mansfield | Sanger | |
| Colleyville | Granbury | Maypearl | Seagoville | |
| Coppell | Grand Prairie | McKinney | Southlake | |
| Corinth | Grapevine | Melissa | | |
| | | Mesquite | | |

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.

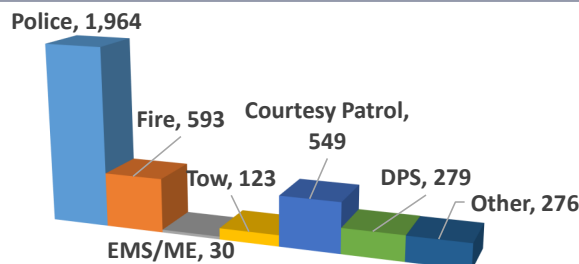
NCTCOG TIM First Responder and Manager's Course

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 - 2023 | 2024 | Total |
| 3,596 | 218 | 3,814 |

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



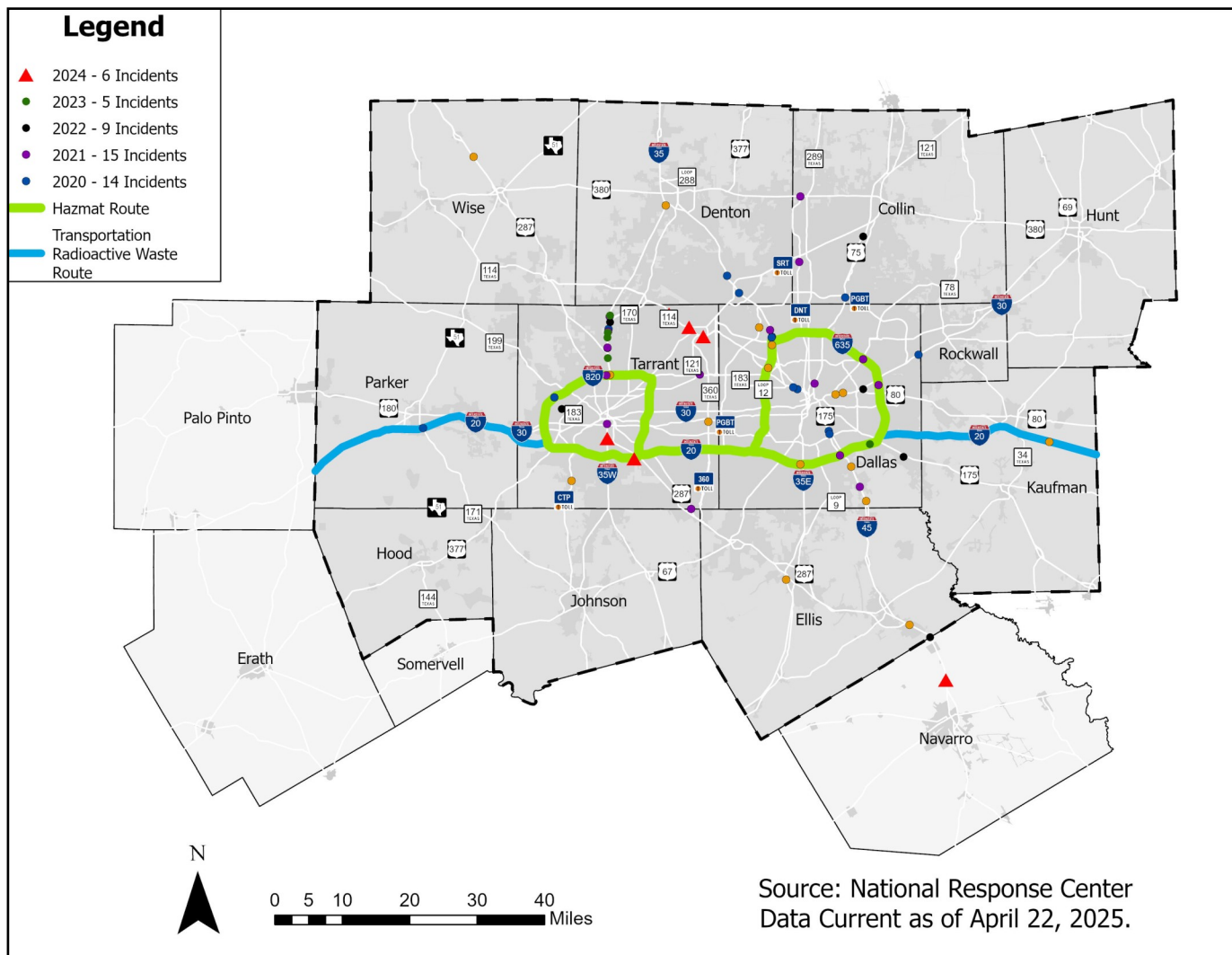
NCTCOG TIM Executive Level Course Attendance

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 2024) |
|--------|------|------------|-------------------|------------------------------------------------|---------------|-------|---------------------------------------|
| 535 | 250 | 43 | 16 | 74 | 24 | 327 | 1,269 |

2024 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 2024, there were 6 significant HazMat spills within the 16-county region. This is up from the previous year, which had 5 such incidents.



| County | 2020 | 2021 | 2022 | 2023 | 2024 | Total |
|--------------|-----------|-----------|----------|----------|----------|-----------|
| Collin | 0 | 2 | 2 | 0 | 0 | 4 |
| Dallas | 8 | 6 | 4 | 1 | 0 | 19 |
| Denton | 2 | 0 | 0 | 0 | 0 | 2 |
| Ellis | 0 | 0 | 1 | 0 | 0 | 1 |
| 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 | 0 | 0 | 0 | 0 | 0 | 0 |
| Navarro | 0 | 0 | 0 | 0 | 1 | 1 |
| Parker | 1 | 0 | 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 | 7 | 2 | 4 | 5 | 21 |
| Wise | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 14 | 15 | 9 | 5 | 6 | 49 |

Roadside Assistance Program

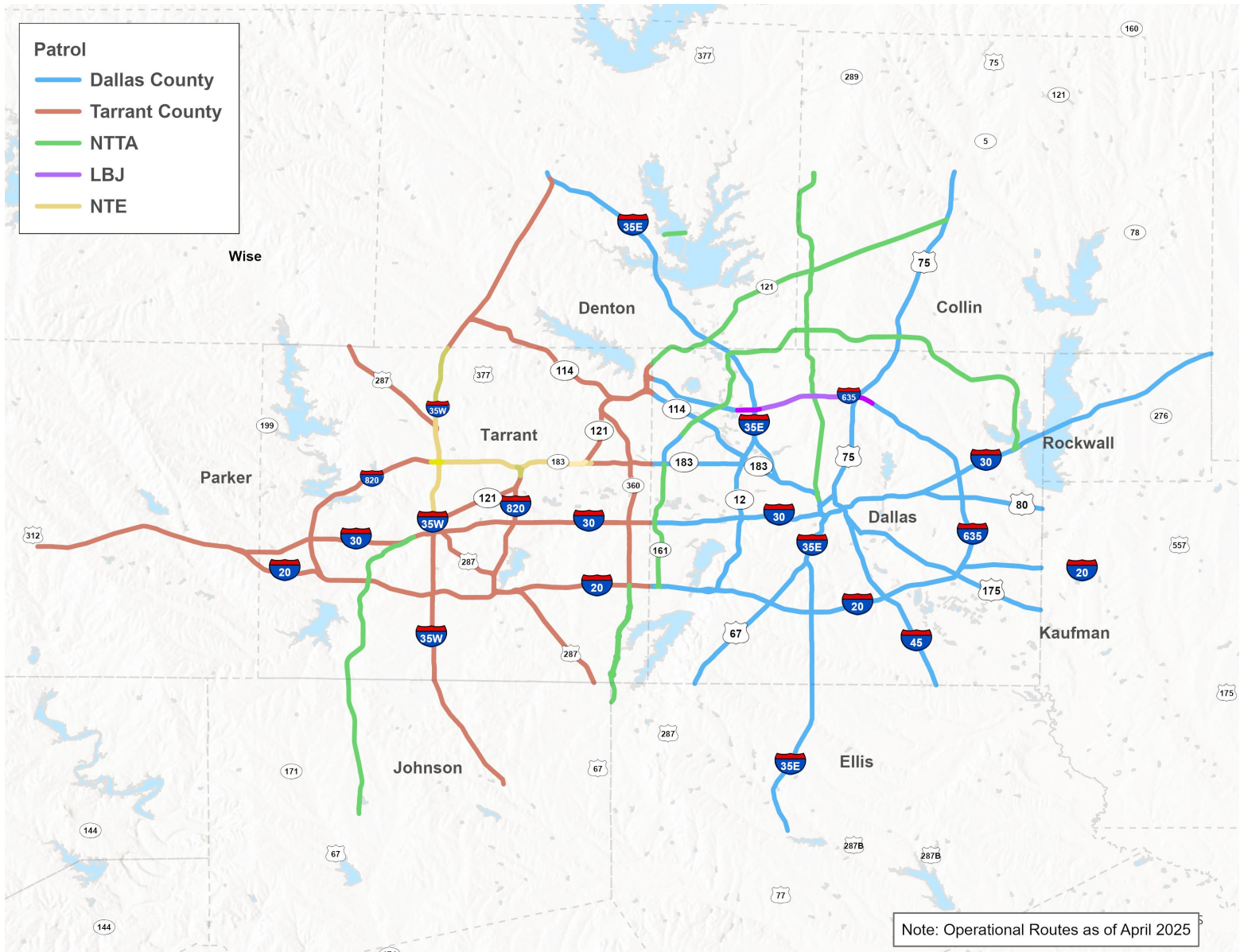
The Roadside Assistance Program (RAP) is a crucial part of incident response and traffic safety efforts in North Texas. Area RAP programs help alleviate congestion and prevent secondary crashes on busy highways/freeways and toll roads by providing free assistance to stalled and stranded motorists by 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 | 2023 Assists | 2024 Assists |
|---------------------------|--------------|--------------|
| Dallas County Operations | 50,207 | 56,816 |
| Tarrant County Operations | 24,617 | 25,798 |
| NTTA | 50,265 | 46,045 |
| NTE Express | 4,806 | 3,998 |
| LBJ Express | 3,501 | 2,622 |

Patrol Routes



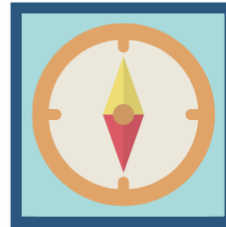
In 2024, Dallas/Fort Worth Area Roadside Assistance Patrols

provided:



83,608

Driver Assistance /
Stalled Vehicle



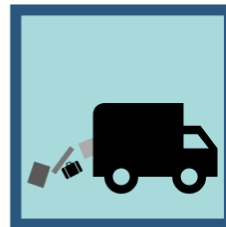
12,800

Courtesy Check /
Directions



2,789

Crash
Assistance



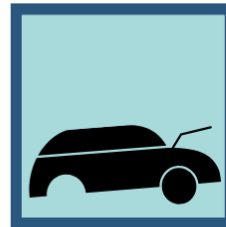
13,175

Debris
Removal



13,782

Protection to
First Responders



7,173

Abandoned
Vehicle Check

Total Combined Assists: 135,279*

Notes:

*Data includes Dallas County, Tarrant County, NTTA, North Tarrant Express and LBJ Express assists combined.
1,952 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 2025 HSIP CFP for FY28. The 2024 TxDOT HSIP CFP resulted in the following projects for our region:

- The Dallas District received approval on 21 projects for a total of \$35,453,618.72.
- The Fort Worth District received approval on 15 projects for a total of \$17,618,343.

Statewide TXDOT and Metropolitan Planning Organization Safety Performance

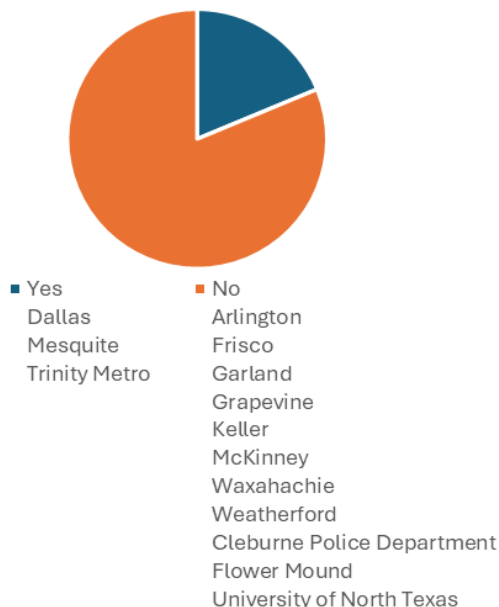
The table below identifies performance measures that TxDOT and MPOs will report on annually. NCTCOG Safety staff will survey partners once a year to collect information on regional safety-related & safety education related programs and efforts, in order to better report on and support the safety efforts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

| 2024 Annual Performance Measures | Statewide Safety Task Force | Total or Status |
|-----------------------------------------------------------------------------------|-----------------------------|-----------------|
| No. of Fatalities | TXDOT/MPO | 849 |
| Fatality Rate | TXDOT/MPO | 1.035 |
| Number of Law Enforcement Encounters During Grant-Funded or MPO Funded Activities | TxDOT/MPO | 7 * |
| Number of Safety Related Programs | TxDOT/MPO | 12 * |
| Number of Education Related Programs | TxDOT/MPO | 6 * |

* Specified quantity is based on the responses from the agencies that responded to the survey question.

NCTCOG Regional Safety Survey — Partner Updates

Agencies that have an Existing Roadway Safety Plan



Agencies that Plan on Creating a Regional Safety Plan



70 agencies were surveyed and 56 agencies have not responded at the time of this publication.

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.

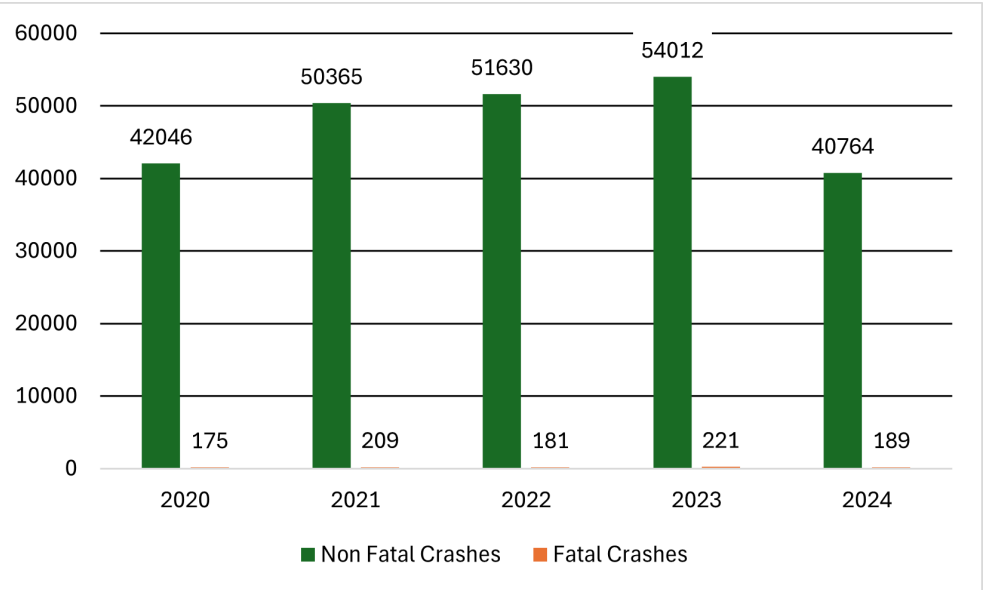
Regional Roadway Safety Plan Goals:

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.

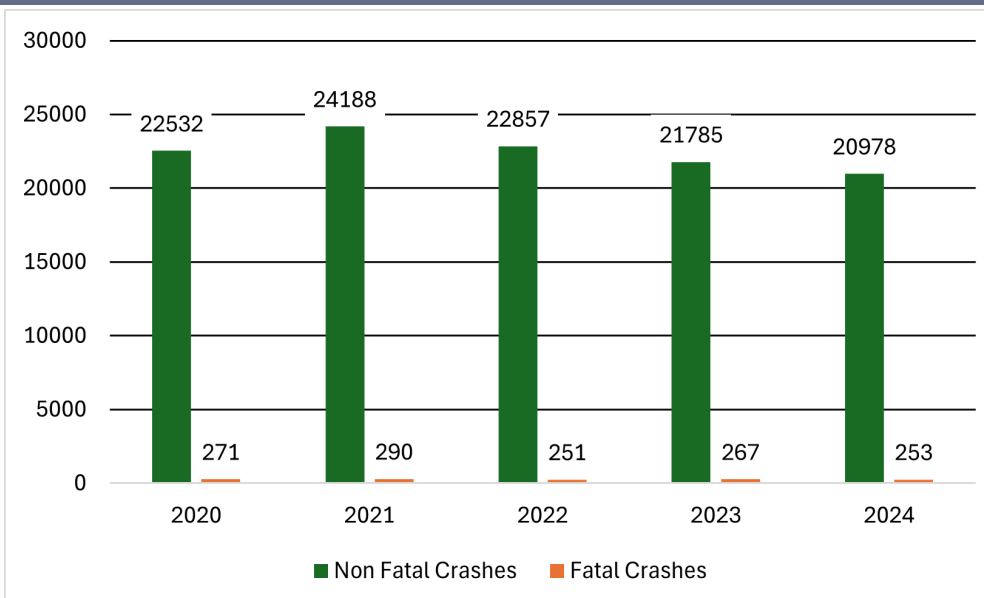
12-County MPA - Intersection Related Crashes: 2020 - 2024

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 decreased by 24 percent from 2023 to 2024 with a decrease of 13,280 total crashes in 2024.



Roadway and Lane Departure Crashes: 2020 - 2024

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 3.7 percent decrease in Roadway and Lane Departure crashes from 2023 to 2024 and 821 fewer crashes in 2024.

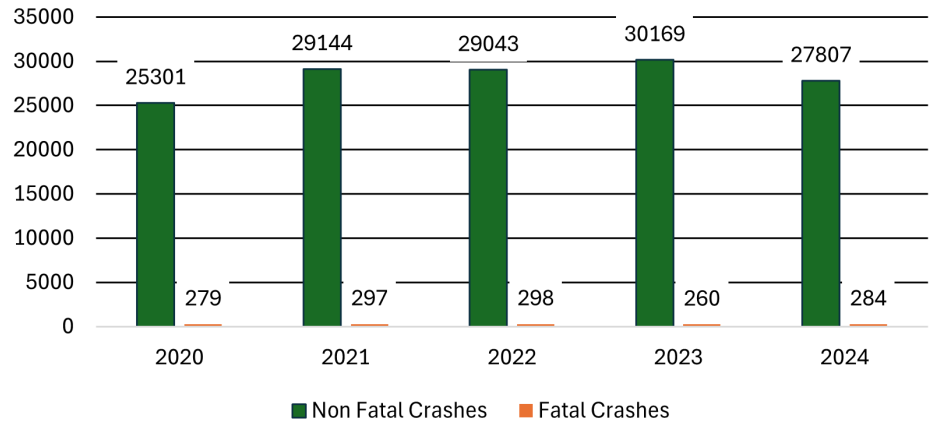


Speeding Related Crashes: 2020 - 2024

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 2023 to 2024, the number of crashes on all roadways where speeding was cited as a contributing factor decreased by 2,338 total crashes.

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

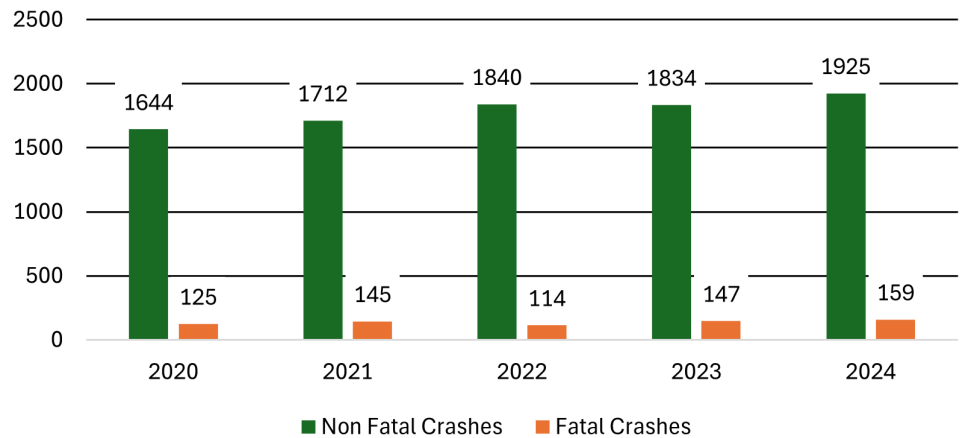
12 - County Speeding Related Crashes
2020-2024



Motorcyclist Involved Crashes: 2020 - 2024

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 103 total crashes involving motorcyclists from 2023 to 2024.

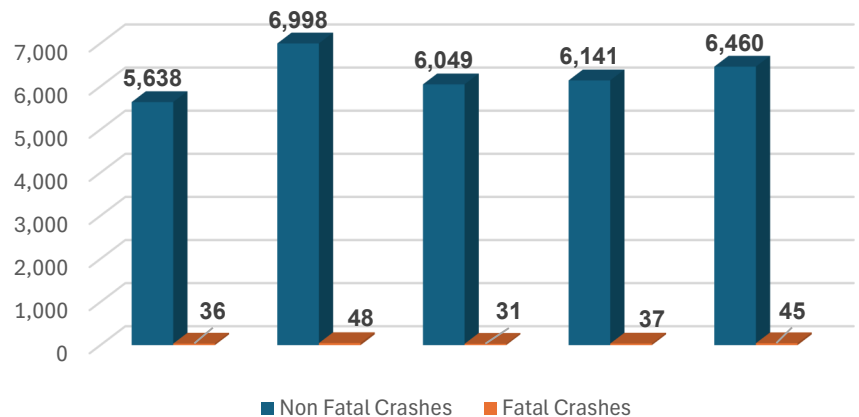
12 - County Motorcycle Involved Crashes
2020 - 2024



Construction Zone Crashes: 2020 - 2024

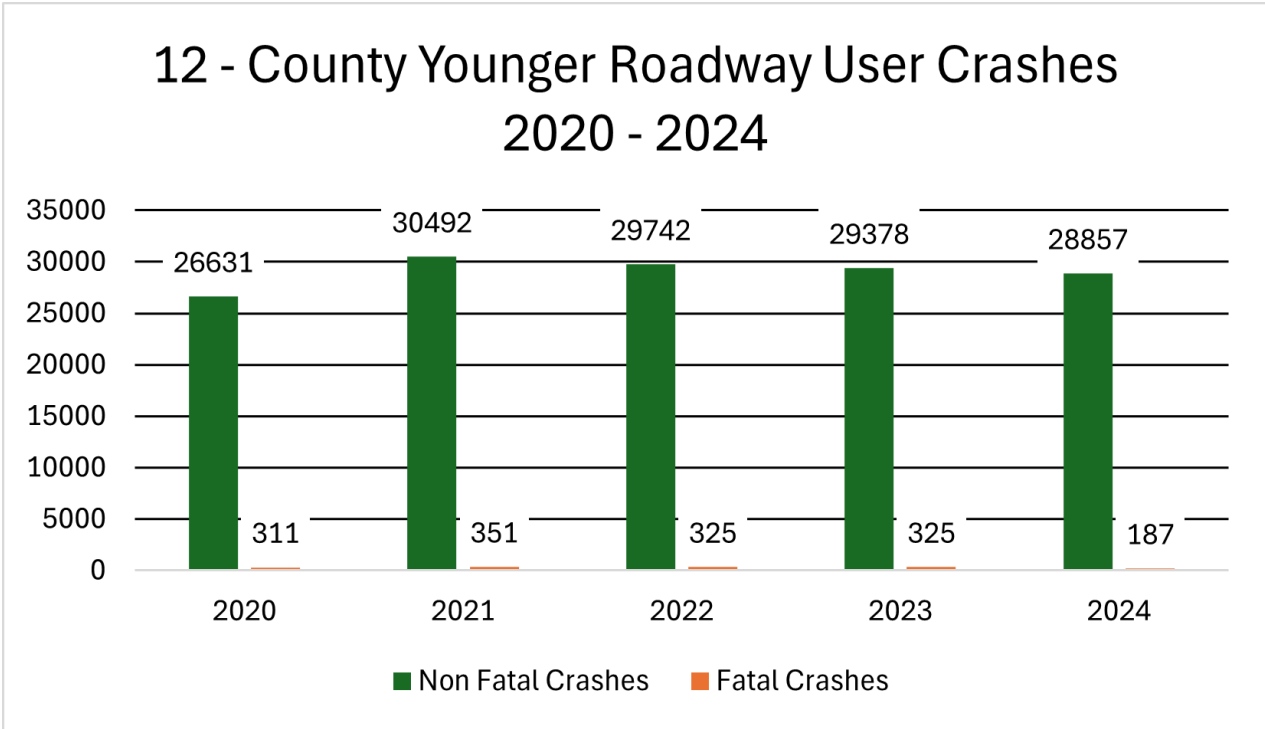
In 2024, over 6,000 traffic crashes occurred in work zones in the 12-county MPA, resulting in 45 deaths and another 175 serious injuries.

12-County Construction Zone Crashes
2020 - 2024



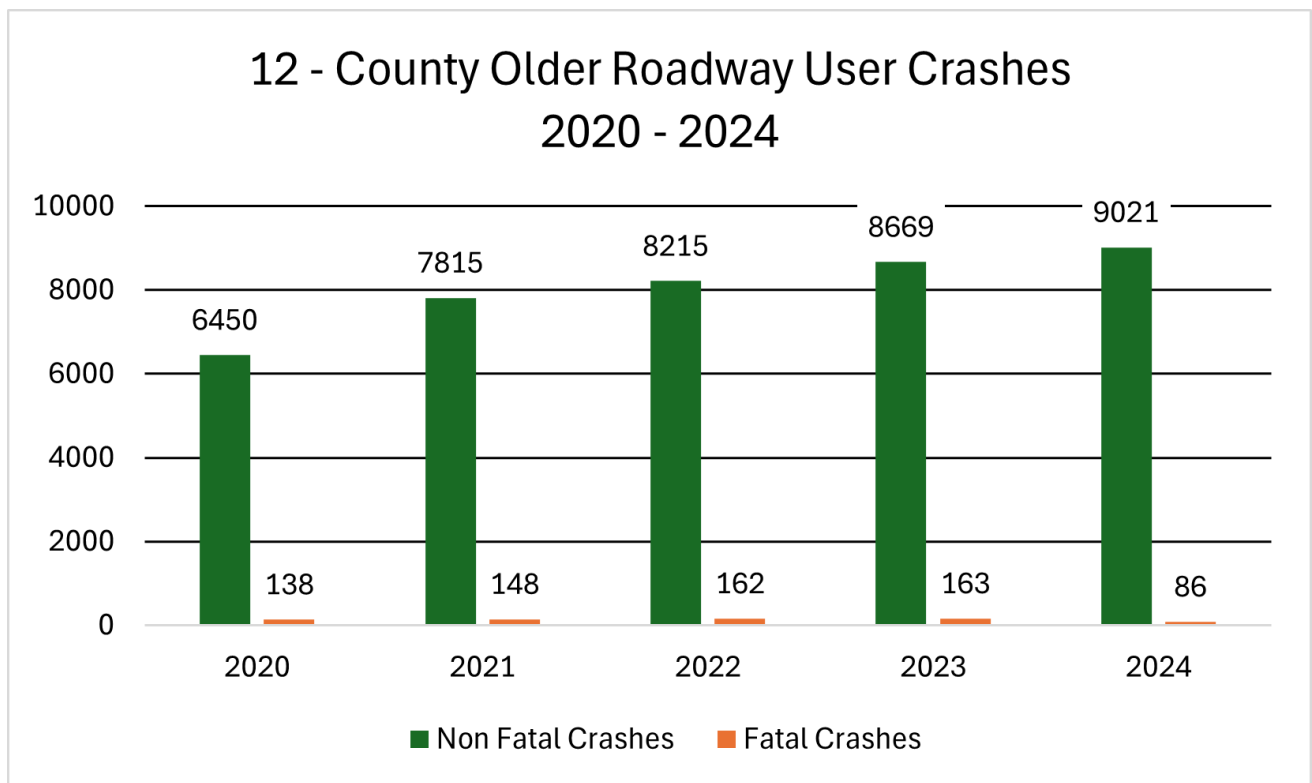
Younger Roadway User Crashes: 2020 - 2024

Younger roadway users are drivers who are 24 years of age and younger. From 2023 to 2024, Younger Roadway User crashes decreased by 2.2 percent, with a decrease of 659 total crashes in 2024.



Older Roadway User Crashes: 2020 - 2024

Older Roadway Users are drivers that are of the age 65 and older. From 2023 to 2024, Older Roadway User crashes increased by 3.1 percent, with an increase of 275 total crashes in 2024.

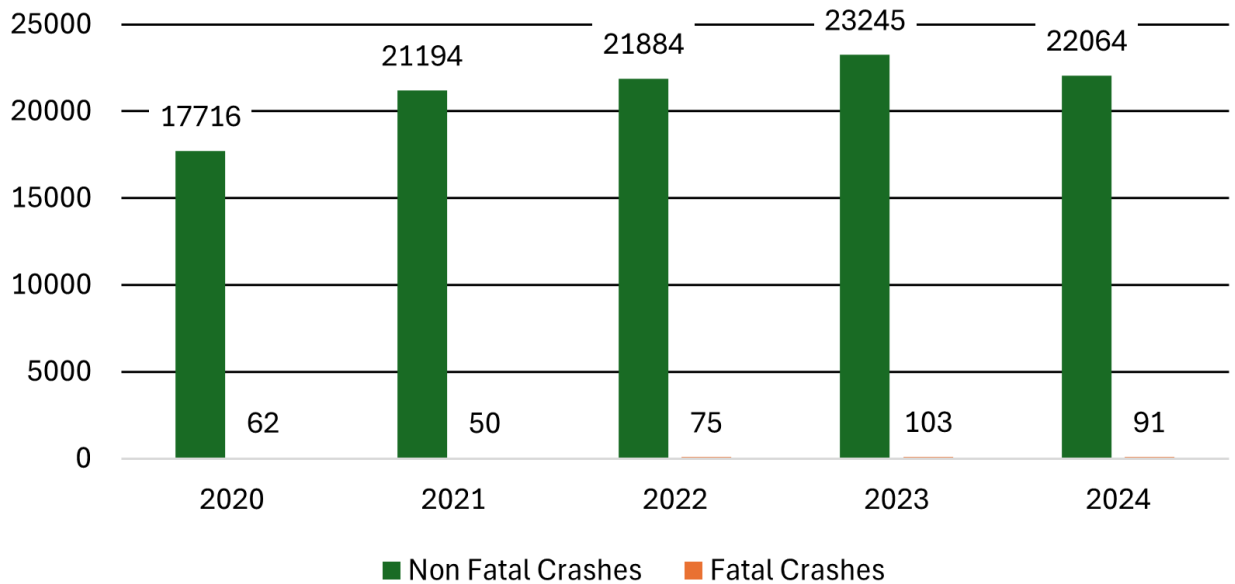


Distracted Driving: 2020 - 2024

From 2023 to 2024, the number of crashes on all roadways caused by a distracted driver decreased 5.1 percent within the 12-county MPA. The total number of crashes caused by a distracted driver decreased by 1,193 from 2023 compared

Note: Distracted Driving crashes include those where driver inattention, distraction in the vehicle, or cell phone/mobile device use

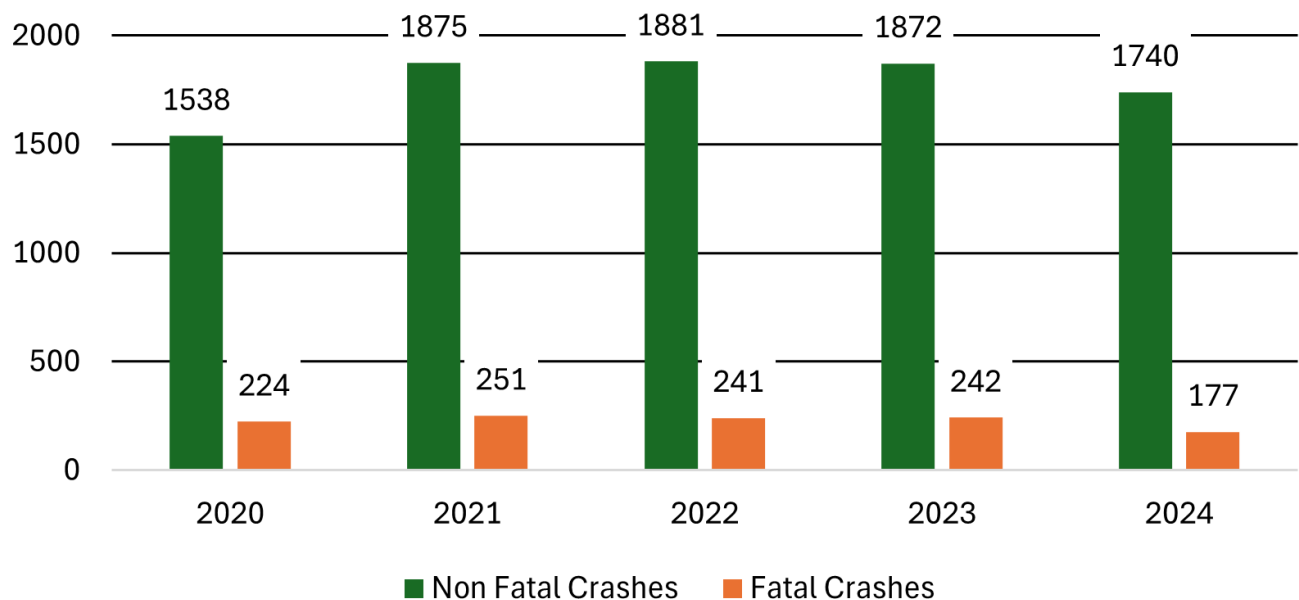
12 - County Distracted Driving Crashes 2020 - 2024



No Restraint Used Crashes: 2020 - 2024

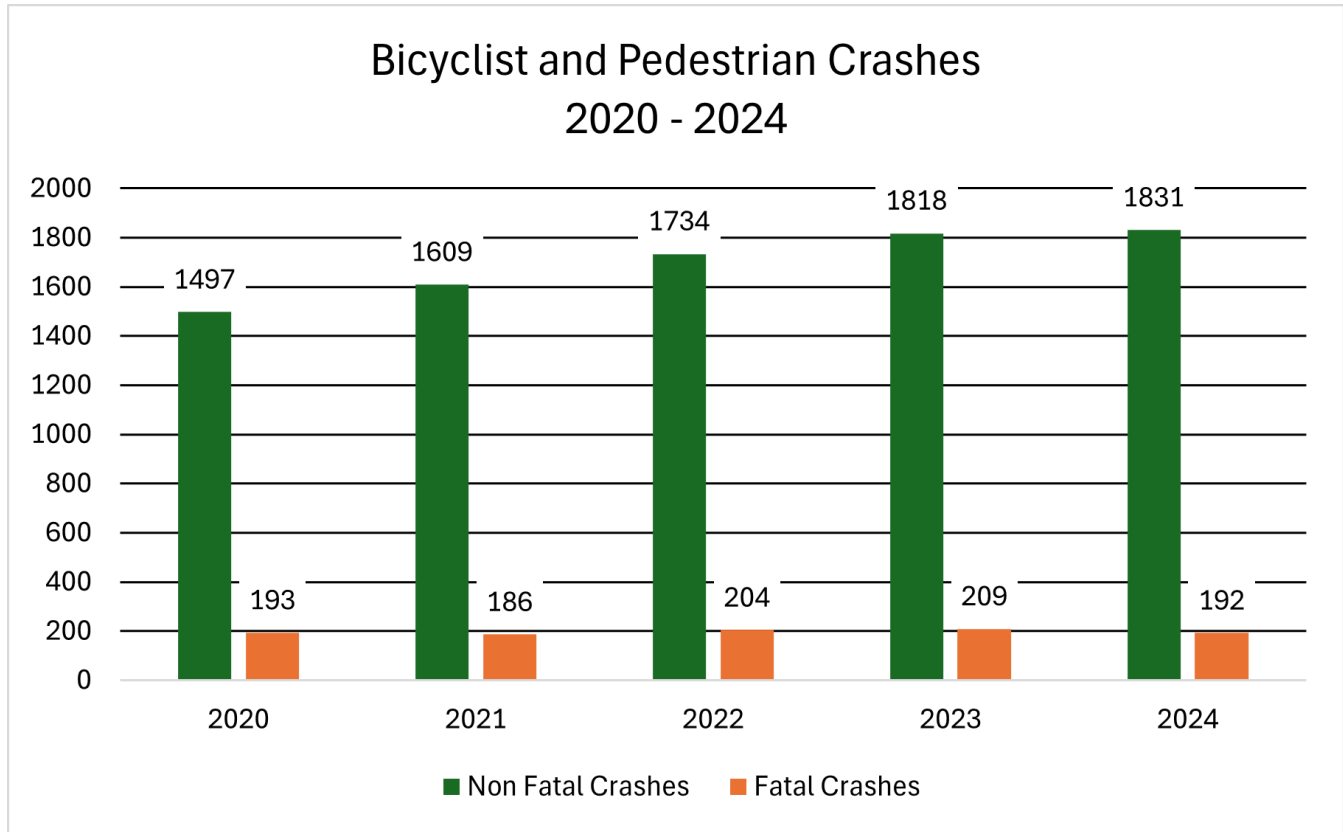
No Restraint Used crashes involve drivers or occupants of the vehicle who were not wearing seatbelts at the time of the crash. These crashes are characterized as dangerous crash types and usually tend to result in more severe injuries for the persons involved.

12 - County No Restraint Used Crashes 2020 - 2024



12-County MPA - Bicyclist and Pedestrian Crashes: 2020 - 2024

A bicyclist and pedestrian crash involves a crash where a vehicle strikes either a bicyclist or a pedestrian. From 2023 to 2024, the total number of crashes involving a bicyclist or a pedestrian decreased by 0.20% with a decrease of 4 total crashes. Crashes involving bicyclists and pedestrians typically tend to have more severe injuries.



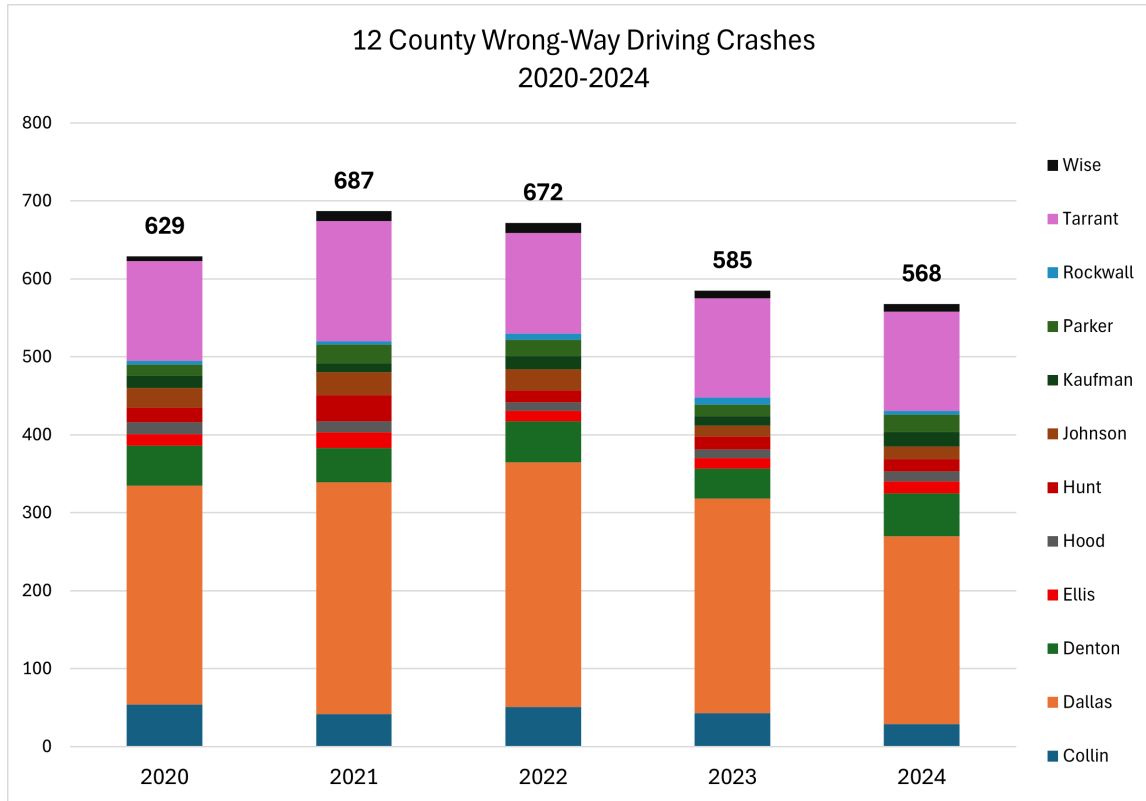
2024 Bicyclist and Pedestrian Crashes by County

| County | Pedestrian Involved | Bicyclist Involved | Total |
|----------|---------------------|--------------------|-------|
| Collin | 97 | 79 | 176 |
| Dallas | 784 | 187 | 971 |
| Denton | 104 | 70 | 174 |
| Ellis | 19 | 5 | 24 |
| Hood | 5 | 2 | 7 |
| Hunt | 19 | 6 | 25 |
| Johnson | 19 | 10 | 29 |
| Kaufman | 18 | 4 | 22 |
| Parker | 19 | 8 | 27 |
| Rockwall | 6 | 1 | 7 |
| Tarrant | 389 | 163 | 552 |
| Wise | 6 | 3 | 9 |
| Total | 1485 | 538 | 2023 |

Wrong Way Driving Crashes: 2020 - 2024

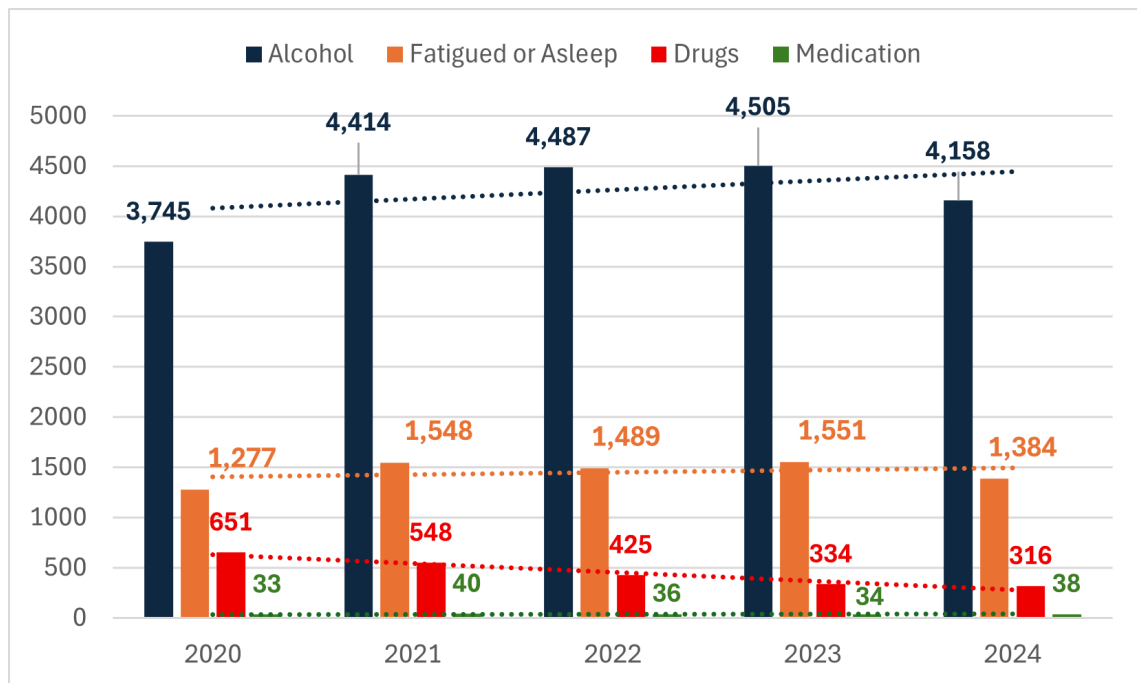
From 2020 to 2024, the number of crashes on all roadways caused by a wrong way driver decreased 9.7% within the 12-county MPA. The total number of crashes caused by a wrong way driver decreased by 17 from in 2024 compared to 2023.

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: 2020 - 2024

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 3.3 percent overall.



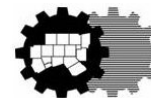
Note: The Impaired Driving Analysis includes TxDOT crash records where the primary, secondary, or tertiary contributing factors were cited as "Had been drinking", "Taking medication", "Under influence — alcohol", "Under influence — drugs", or "Fatigued or Asleep". Motor vehicle crash within the NCTCOG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

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North Central Texas
Council of Governments
Transportation Department