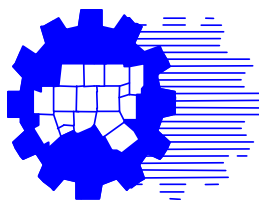


# NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS (NCTCOG)

## Safety Program Area 2010-2011

North  
Central Texas  
Council of  
Governments



### Contact Information

Camille Fountain  
Phone:  
(817) 704-2521  
E-mail:  
cfountain@nctcog.org

Jory Dille  
Phone:  
(817) 704-5644  
E-mail:  
jdille@nctcog.org

Sonya Jackson  
Phone:  
(817) 695-9273  
E-mail:  
sjackson@nctcog.org

### CONGESTION MANAGEMENT PROCESS



## Freeway Incident Management (FIM)

### First Responders and Managers Training/Executive Level Training

The Freeway Incident Management (FIM) training series was developed in February of 2003 and first offered in December of 2003. The First Responders and Managers Course is specifically designed for those with daily involvement in responding to traffic incidents on the region's freeways. The goal of the Freeway Incident Management (FIM) 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. This course is offered at least nine times per year.

#### First Responders and Managers Training Course Attendance

2003 - 2004	2005	2006	2007	2008	2009	2010	2011	Total
331	233	322	168	226	248	218	247	1,993

The Executive Level Course was introduced in 2005 and is geared towards agency decisionmakers and policymakers and provides a high-level overview of the topics discussed in the First Responders and Managers Course. The Executive Level Course is offered twice a year.

#### Executive Level Training Course Attendance

Police	Fire	Exec. City Staff	Elected Officials	Public Works/ Strategic Services/ Transportation	Medical Examiner Offices	Emergency Medical Ser- vices (EMS)	Other	Total (February 2005 - November 2011)
169	62	15	10	13	2	1	53	325

### Photogrammetry Training 2007-2011

Photogrammetry Training is offered as a complement to the region's Freeway Incident Management Training series. The Photogrammetry System, used for crash reconstruction and forensic measurements, is an image-based 3D system that calculates measurements from photographs and digital images. The System helps to reduce the time needed to investigate a crash scene. The technology works by taking the same point in different photos and then using angles to calculate distances based on angles and mathematical formulas. In 2011, NCTCOG entered into a new contract with DeChant Consulting to provide up to three years of additional training.

The training is offered twice a year.

- Basic Training - five-days (includes a three-day iWitness™ workshop and a two-day Crash Zone workshop)
- Advanced Training - two-days (offered to students who completed Basic Training)

Course	2007 -2008	2009	2010	2011	Total
Basic Training	20	20	19	23	82
Advanced Training	6	14	17	14	51

## NCTCOG 16-County Crash and Fatality Data 2008-2010

In 2007, NCTCOG began to receive regional crash data from TxDOT's Crash Records Information System (CRIS). The data will be used to develop a Regional Safety Information System, which will be a clearinghouse for safety-related incident data from incidents that occur in the region. The collected data will help identify crash hot-spots and assist in the development of improvement strategies for the locations. There is a lag time of one year for the crash data that we receive and report. The performance measures below highlight reportable crashes and fatalities that occurred in the North Texas region in 2008, 2009 and 2010.

2008-2010 Crashes					2008-2010 Fatalities				
County	2008	2009	2010	% Change 2009 to 2010	County	2008	2009	2010	% Change 2009 to 2010
Collin	9,876	10,007	8,736	-12.70%	Collin	34	38	32	-15.79%
Dallas	35,319	36,874	35,409	-3.97%	Dallas	231	155	167	7.74%
Denton	7,892	7,909	7,168	-9.37%	Denton	29	32	39	21.88%
Ellis	2,153	2,086	1,917	-8.10%	Ellis	21	16	14	-12.50%
Erath	615	596	553	-7.21%	Erath	9	15	6	-60.00%
Hood	931	696	654	-6.03%	Hood	15	7	3	-57.14%
Hunt	1,101	1,150	1,063	-7.57%	Hunt	19	15	15	0.00%
Johnson	3,029	2,369	2,093	-11.65%	Johnson	27	24	23	-4.17%
Kaufman	1,562	1,480	1,395	-5.74%	Kaufman	17	17	18	5.88%
Navarro	1,150	1,137	992	-12.75%	Navarro	14	5	6	20.00%
Palo Pinto	612	566	425	-24.91%	Palo Pinto	10	10	7	-30.00%
Parker	1,877	1,934	1,606	-16.96%	Parker	20	15	13	-13.33%
Rockwall	1,069	903	929	2.88%	Rockwall	2	3	7	133.33%
Somervell	202	157	161	2.55%	Somervell	5	4	3	-25.00%
Tarrant	27,651	27,950	22,652	-18.96	Tarrant	134	128	123	-3.91%
Wise	1,050	904	892	-1.33	Wise	20	12	12	0.00%
<b>Total</b>	<b>96,089</b>	<b>96,718</b>	<b>86,645</b>	<b>-10.41%</b>	<b>Total</b>	<b>607</b>	<b>496</b>	<b>488</b>	<b>-1.61%</b>

Source (Crashes): TxDOT's Crash Records Information System (CRIS) - All TxDOT disclaimers apply to this information.

Source (Fatalities) : Fatality Analysis Reporting System (FARS) Web-Based Encyclopedia (<http://www.fars.nhtsa.dot.gov>)

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."

## NCTCOG 16-County HazMat Incidents

The performance measures below highlight Hazardous Material (HazMat) incidents that occurred on limited access facilities within NCTCOG's 16-county region. The data only include incidents that are classified as Mobile Incidents. Other classifications of incidents may have occurred, but are not included.

NCTCOG 16-County HazMat Spills 2008-2010					2010 HazMat Incident Locations Map
County	2008	2009	2010	% Change 2009-2010	
Collin	1	2	0	-100%	
Dallas	8	5	5	0%	
Denton	0	1	0	-100%	
Ellis	2	5	1	-80%	
Erath	0	0	1	100%	
Hood	0	0	0	0%	
Hunt	0	1	1	0%	
Johnson	0	0	0	0%	
Kaufman	0	0	0	0%	
Navarro	0	0	0	0%	
Parker	0	1	0	-100%	
Palo Pinto	0	1	0	-100%	
Rockwall	0	0	0	0%	
Somervell	0	1	0	-100%	
Tarrant	2	3	0	-100%	
Wise	0	2	2	0%	
<b>Total</b>	<b>13</b>	<b>22</b>	<b>10</b>	<b>-54.55%</b>	

Source: National Response Center (NRC)

# NCTCOG - Safety Programs and Projects

## Contributing Factors for Serious Injury and Fatality Crashes

The NCTCOG Safety Program Area performed an analysis on the top 10 Contributing Factors for serious injury and fatality crashes, as well as analyzed the associated countermeasures to assist in reducing crashes. For 2010, there were 3,677 serious injury and fatality crashes on limited access facilities (IH, SH, and US) in the 12-county MPA. The tables below show the primary and secondary contributing factors; however there were many instances in which multiple factors were related to a crash.

Primary Contributing Factors		Percentage	Secondary Contributing Factors		Percentage
1	Speeding (Overlimit / Unsafe Speed / Failed to Control Speed)	27.86%	1	Speeding - (Overlimit / Unsafe Speed / Failed to Control Speed)	22.71%
2	Driver Related (Distraction in Vehicle / Driver Inattention / Road Rage / Drove Without Headlights)	11.26%	2	Driver Related - (Distraction in Vehicle / Driver Inattention)	17.19%
3	Faulty Evasive Action	8.89%	3	Faulty Evasive Action	13.47%
4	Followed Too Closely	8.27%	4	Under Influence - (Had Been Drinking / Alcohol / Drug)	13.17%
5	Changed Lane When Unsafe	7.58%	5	Followed Too Closely	7.34%
6	Failed to Drive in Single Lane	5.72%	6	Failed to Drive in Single Lane	7.04%
7	Disregard Traffic Control - (Stop and Go Signal / Stop Sign or Light)	4.97%	7	Changed Lane When Unsafe	4.02%
8	Failed to Yield ROW (Open Intersection / Private Drive / To Pedestrian / Stop Sign / Yield Sign / Turning Left)	4.23%	8	Failed to Yield ROW - (Turn on Red / Open Intersection / Private Drive / Stop Sign / Yield Sign / Turning Left)	1.81%
9	Under Influence - (Had Been Drinking / Alcohol / Drug)	3.76%	9	Disregard Traffic Control (Stop and Go Signal / Stop Sign or Light)	1.41%
10	Fatigued or Asleep	1.80%	10	Failed to Pass Safely (Left / Right / Overtake and Pass Insufficient Clearance)	1.31%

## NCTCOG Regional Cell Phone In School Zone Ban Inventory

Cities across the region were surveyed to determine if they implemented a ban on using a cell phone in school zones. Information, such as date of implementation and sign enforcement, were collected from cities that implemented the ban. The inventory only includes cities with a population of 25,000 or more. As of September 2011, 28 cities within the NCTCOG region reported having a ban on using a cell phone in school zones.

Cities that implemented Cell Phone in School Zone Ban		NCTCOG Cell Phone in School Zone Ban Map
Arlington	Irving	
Bedford	Keller	
Cedar Hill	Lancaster	
Cleburne	Little Elm	
Corsicana	McKinney	
Dallas	Mesquite	
Denton	North Richland Hills	
Duncanville	Plano	
Farmers Branch	Richardson	
Flower Mound	The Colony	
Fort Worth	University Park	
Grapevine	Waxahachie	
Greenville	Weatherford	
Haltom City	Wylie	

# Mobility Assistance Patrol Program (MAPP)

The MAPP is an essential element to the region's Freeway Incident Management operations. The MAPP coverage area is focused on congested roadway systems in Dallas and Tarrant Counties and portions of Collin and Denton Counties. The goal of the Regional Mobility Assistance Patrol Program is to assist in the alleviation of congestion on area highways/freeways and toll roads. The MAPP provides assistance to stalled and stranded motorists by helping them to move disabled vehicles from the main lanes of regional highway/freeway facilities and ultimately getting the vehicles operating or off the facility completely. Assistance is also provided to law enforcement with traffic control when deemed necessary or when requested by law enforcement.

Assistance is provided free of charge to the motorist and includes such services as assisting with flat tires, stalled vehicles, and minor accidents. The program is currently being operated by the Dallas County Sheriff's Office, Tarrant County Sheriff's Office and the North Texas Tollway Authority (NTTA). Portions of Dallas and Tarrant County Operations are currently being patrolled by Comprehensive Development Agreement (CDA) Patrols on particular corridors while they are under construction. This may reflect a decrease in assist numbers.

## Mobility Assistance Patrol Program Performance Measures

Agency	2010 Assists	2011 Assist
Dallas County	77,737	76,399
Tarrant County	21,690	23,319
NTTA	22,128	26,561

## MAPP ROUTES

### 2011 Dallas County Operations

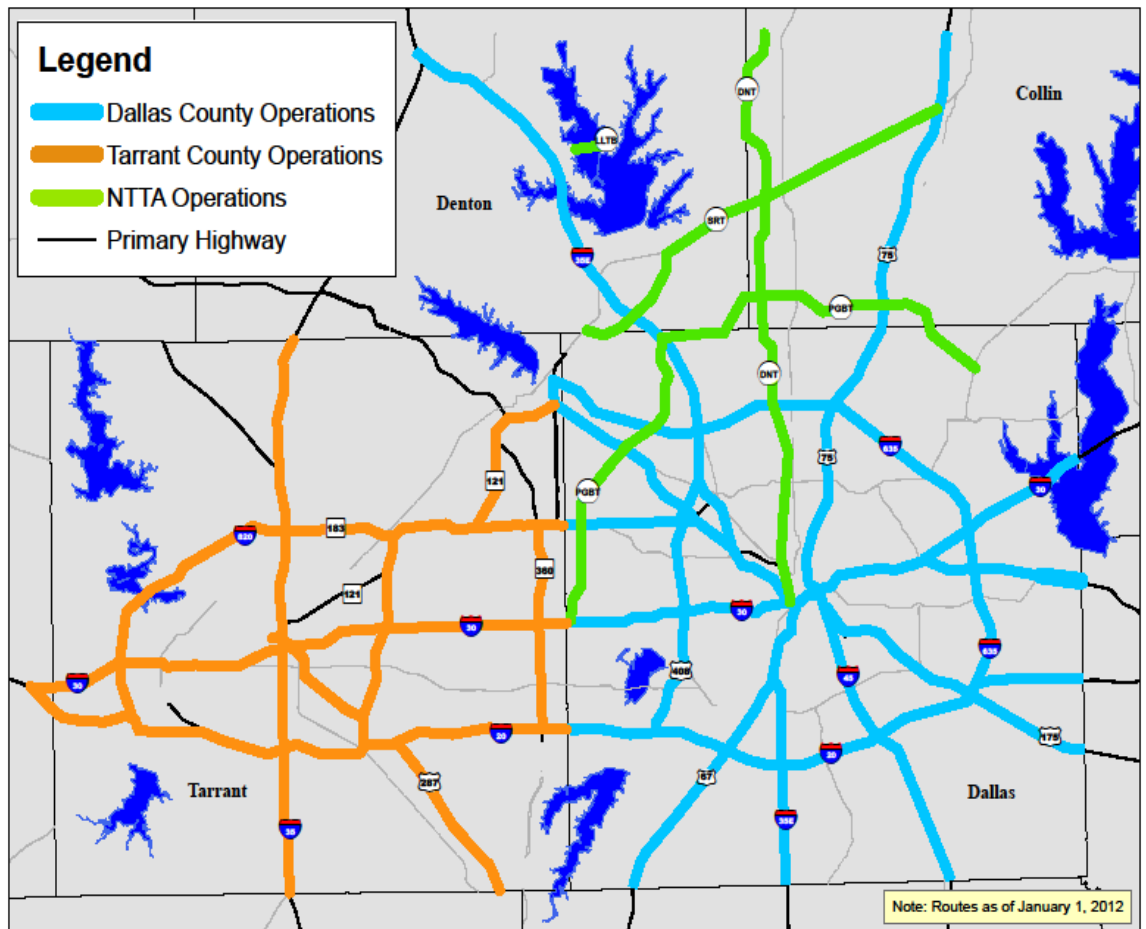
Roadway	Assist	% of Assist
IH 30	10,527	13%
IH 20	13,721	17%
IH 35E	12,771	16%
IH 45	3,684	4%
IH 635	13,779	18%
Loop 12	4,082	5%
SH 114	835	1%
SH 121	70	0.09%
SH 161	51	0.07%
SH 183	2,026	2%
SH 310	105	0.14%
Spur 366	613	0.80%
Spur 408	1,563	2%
US 175	1,591	2%
US 67	1,915	2%
US 75	8,309	10%
US 80	757	0.99%

### 2011 Tarrant County Operations

Roadway	Assist	% of Assist
IH 30	4,528	19%
IH 20	5,534	23%
IH 35W	5,667	24%
Loop 820	4,025	17%
SH 121	648	2%
SH 183	531	2%
SH 360	2,386	10%

### 2011 NTTA Operations

Roadway	Assist	% of Assist
DNT	9,533	35%
PGBT	10,727	40%
SRT	5,473	20%
AATT	7	0.03%
161(Toll)	796	3%
LLBT	15	0.06%
MCLB	10	0.04%



## Hours of Operation

Dallas County	Tarrant County	NTTA
Monday - Friday: 5:00 am - 9:30 pm	Monday - Sunday: 6:00 am - 10:00 pm	24 hours / day Monday - Sunday
Saturday - Sunday: 11:00 am - 7:30 pm		