HOUSTON-GALVESTON AREA COUNCIL
PO Box 22777 • 3555 Timmons Ln. • Houston, Texas 77227-2777• 713/627-3200

April 14, 2010

The Honorable Deirdre Delisi, Chairperson
Texas Transportation Commission
Texas Department of Transportation
125 East 11th Street
Austin, Texas 78701

Re: SH 105 from LP 336 to Cleveland Bypass

Dear Chairperson Delisi:

I am writing to bring your attention to a serious safety concern on SH 105 in Montgomery County. The section of the roadway from LP 336 west of Conroe to US 59 in Cleveland experiences significantly higher crash rates than comparable state facilities. The attached report details the crash history between 2003 and 2008. H-GAC's analysis shows that the crash rate for this segment of SH 105 (176.8 crashes per 100 million vehicle miles of travel) is almost double the crash rate for comparable state highways (92.2crashes per 100 million vehicle miles of travel). The data reflect 29 fatalities in the 18 mile segment.

Unlike other segments of SH 105, the segment east of Conroe and just west of Cleveland, where the SH 105 bypass begins, is a 2-lane roadway. This segment has narrow shoulders with open ditches on either side. Average daily traffic in 2008 was approximately 11,000 vehicles, a 20% increase from 2000.

I am aware that transportation funding resources are limited within the State. Nevertheless, I urge the Commission to explore any opportunity to address safety issues on SH 105 between Conroe and Cleveland. I would be pleased to facilitate further discussions with the cities and counties served by this section of SH 105 and examine opportunities to work cooperatively with TxDOT to address these safety concerns.

Sincerely,

Alan C. Clark
MPO Director

AC/lm

Attachment

Cc: Honorable Lang Thompson, Mayor, Town of Cut and Shoot
Honorable J. D. Roberts, Alderman, Town of Cut and Shoot
Honorable Jill Barnett Kirkonis, Mayor, City of Cleveland

Honorable Web Melder, Mayor, City of Conroe
Honorable Ed Rinehart, Montgomery County, Precinct 4
Honorable Craig Doyle, Montgomery County, Precinct 2
Mr. Amadeo Saenz, P.E., TxDOT
Mr. Ned Holmes, Texas Transportation Commission
Mr. Delvin Dennis, P.E., TxDOT – Houston District
Mr. James Koch, P.E., TxDOT – Houston District
Mr. Rakesh Tripathi, P.E., TxDOT – Houston District

SH 105 Vehicle Crash Summary

March 8, 2010

The following information summaries motor vehicle crashes incidents along State Highway 105 (SH 105) from Loop 336, in Conroe, TX, to US Highway 59, in Cleveland, TX, from 2003 to 2008 (hereafter, "the roadway"). Only geo-coded, TxDOT Reportable crashes resulting in at least one fatality, injury, or property damage in excess of $1,000 are included in the summary. The crashes selected were geographically chosen based on crash geo-coding conducted by TxDOT.

The total length of the roadway is approximately 18.7 miles; with an estimated 202,998 vehicle miles travelled (VMT) based on 2006 TxDOT saturated counts. The crash rate for the roadway is **176.8 crashes per 100 Million VMT (100MVMT)**. The 2007 State average for a rural 2 lane-2 way road was 101.7 crashes per 100MVMT, and for a rural state highway: 92.23 crashes per 100MVMT.

Of the 785 crashes that occurred along the roadway, 446 crashes (56.82%) occurred within 2.57 miles of Loop 336 in Conroe, TX. This portion of the roadway has a crash rate of 647.1 crashes per 100MVMT.

Total Crashes, Fatalities, Injuries, & Impaired Driving Crashes

YEAR	Crashes	Fatalities	Incapacitating	Non-Incapacitating	Possible	DWI-ALCOHOL	DUI-DRUGS
2003	146	2	22	32	51	8	3
2004	110	7	18	22	38	6	0
2005	123	3	12	24	34	7	2
2006	135	3	9	19	54	4	4
2007	134	5	27	29	39	5	2
2008	137	9	18	27	52	5	3
TOTAL	**785**	**29**	**106**	**153**	**268**	**35**	**14**
AVG	**131**	**5**	**18**	**26**	**45**	**6**	**2**

From 2006 to 2008, the number of fatalities reported along the roadway has nearly doubled annually. Over the same period, there have been marginal increases in the number of impaired driving crashes.

Intersection-Related Crashes

Intersection Related	Crashes	PCT
INTERSECTION/INTERSECTION-RELATED	343	43.7%
NON INTERSECTION	353	45.0%
DRIVEWAY ACCESS	89	11.3%
TOTAL	785	

55% of the crashes along the roadway were intersection or driveway access related.

Manner of Collision Totals & Percentages

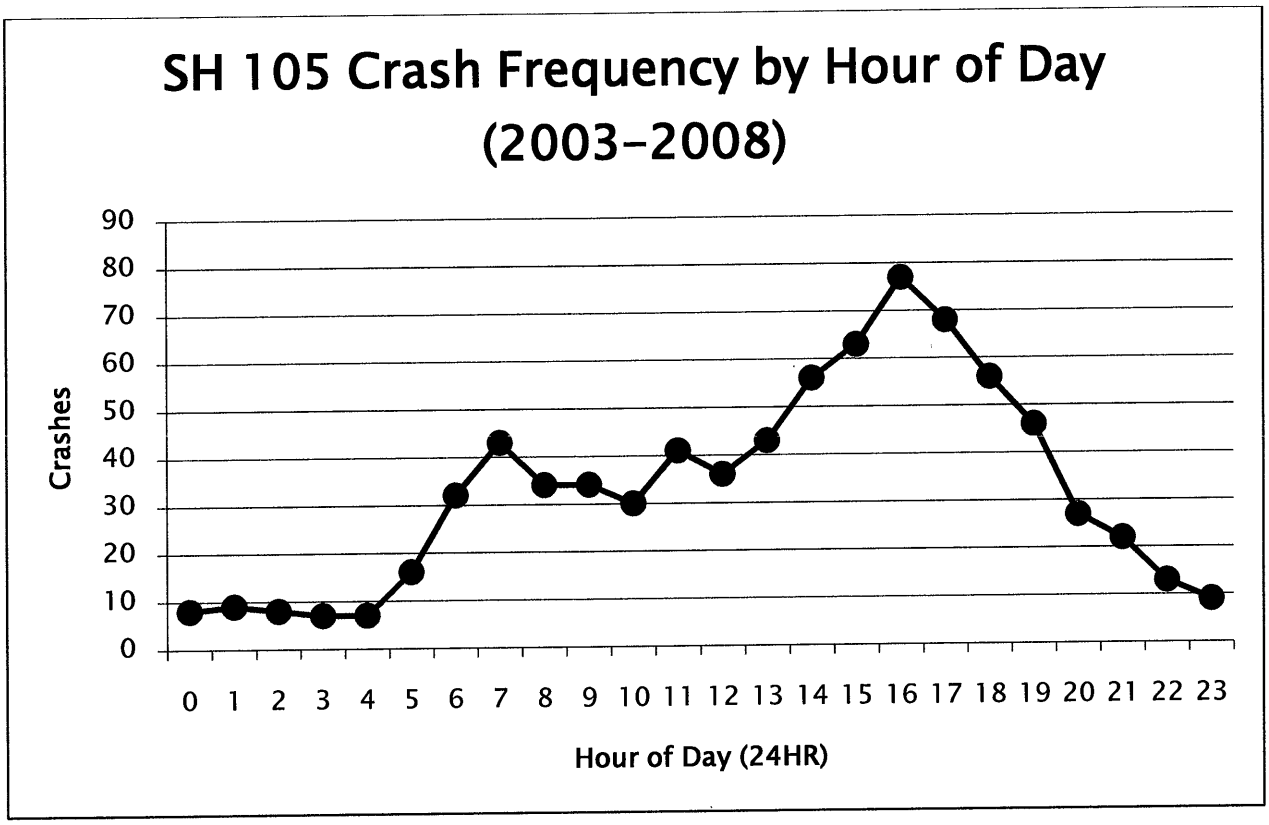
Collision Type	Crashes	PCT
SAME DIRECTION: ONE STRAIGHT-ONE STOPPED	206	26.2%
SAME DIRECTION: BOTH GOING STRAIGHT-REAR END	147	18.7%
ANGLE - BOTH GOING STRAIGHT	100	12.7%
ONE MOTOR VEHICLE: VEHICLE GOING STRAIGHT	92	11.7%
OPPOSITE DIRECTION: ONE STRAIGHT-ONE LEFT TURN	57	7.3%
ANGLE - ONE STRAIGHT-ONE LEFT TURN	39	5.0%
OPPOSITE DIRECTION: BOTH GOING STRAIGHT	33	4.2%
SAME DIRECTION: BOTH GOING STRAIGHT-SIDESWIPE	26	3.3%
SAME DIRECTION: ONE STRAIGHT-ONE LEFT TURN	22	2.8%
SAME DIRECTION: ONE STRAIGHT-ONE RIGHT TURN	15	1.9%
ANGLE - ONE STRAIGHT-ONE RIGHT TURN	12	1.5%
SAME DIRECTION: BOTH LEFT TURN	6	0.8%
ANGLE - ONE LEFT TURN-ONE STOPPED	5	0.6%
OPPOSITE DIRECTION: ONE BACKING-ONE STOPPED	4	0.5%
OPPOSITE DIRECTION: ONE STRAIGHT-ONE STOPPED	4	0.5%
ONE MOTOR VEHICLE: VEHICLE TURNING LEFT	3	0.4%
ONE MOTOR VEHICLE: VEHICLE TURNING RIGHT	3	0.4%
OPPOSITE DIRECTION: ONE RIGHT TURN-ONE LEFT TURN	2	0.3%
OPPOSITE DIRECTION: ONE STRAIGHT-ONE BACKING	2	0.3%
ONE MOTOR VEHICLE: OTHER	1	0.1%
OPPOSITE DIRECTION: BOTH LEFT TURNS	1	0.1%
ONE MOTOR VEHICLE: VEHICLE BACKING	1	0.1%
ANGLE - ONE STRAIGHT-ONE BACKING	1	0.1%
ANGLE - ONE RIGHT TURN-ONE LEFT TURN	1	0.1%
SAME DIRECTION: BOTH RIGHT TURN	1	0.1%
NOT REPORTED	1	0.1%
TOTAL	785	

45% of the crashes that occurred along this segment of roadway were rear-end type collisions. Approximately 1 in 10 crashes were broadside or T-bone crashes, and about 20% were turning type crashes.

Top 25 Primary Contributing Factors

Contributing Factor	Crashes	PCT
FAILED TO CONTROL SPEED	334	39.2%
FAILED TO YIELD ROW - STOP SIGN	60	7.0%
FAILED TO YIELD ROW - TURNING LEFT	54	6.3%
DRIVER INATTENTION	42	4.9%
FOLLOWED TOO CLOSELY	34	4.0%
FAILED TO YIELD ROW - PRIVATE DRIVE	34	4.0%
BACKED WITHOUT SAFETY	26	3.1%
UNDER INFLUENCE - ALCOHOL	26	3.1%
FAILED TO DRIVE IN SINGLE LANE	26	3.1%
DISREGARD STOP SIGN OR LIGHT	22	2.6%
OTHER FACTOR	17	2.0%
DISREGARD STOP AND GO SIGNAL	17	2.0%
WRONG SIDE - NOT PASSING	15	1.8%
SPEEDING - UNSAFE (UNDER LIMIT)	13	1.5%
FAULTY EVASIVE ACTION	13	1.5%
CHANGED LANE WHEN UNSAFE	12	1.4%
TURNED WHEN UNSAFE	11	1.3%
PASSED IN NO PASSING LANE	8	0.9%
ANIMAL ON ROAD- WILD	8	0.9%
PASSED ON RIGHT SHOULDER	7	0.8%
TURNED IMPROPERLY - CUT CORNER ON LEFT	7	0.8%
FATIGUED OR ASLEEP	7	0.8%
FAILED TO PASS TO RIGHT SAFELY	4	0.5%
FAILED TO YIELD ROW - OPEN INTERSECTION	4	0.5%
DISTRACTION IN VEHICLE	4	0.5%
ALL OTHER FACTORS	47	5.5%
TOTAL	852	

The top five primary contributing factors correlate very well with the most frequent manners of collision along the roadway.



Crash frequency along this road segment corresponds to standard travel peak times. The highest crash frequencies occur during morning and afternoon peak times, with the highest frequencies at 7AM in the morning and 4PM in the afternoon.