

Safety in the Texas Medical Center

The following information applies to safety in the Texas Medical Center between 1998 and 2001. There are some caveats about the data:

1. The data are obtained from the Crash Records Bureau of the Department of Public Safety. This is the state agency vested with documenting crashes for the State. Currently, their reporting requirements are that all fatal crashes, all injury crashes, and all property damage only (PDO) crashes in which one or more vehicles were towed be reported. Thus, they do not include the typical 'fender bender' in which no one is injured and all vehicles are driven away from the crash scene. In other words, the data we have represent the more serious crashes.
2. We've geocoded the crashes. However, because the data are kept in a very old information system by DPS in which road names are represented either by five-digit codes, the first five letters of the road name, or control-section numbers (for rural state roads), there is inevitably some geocoding error. We were able to geocode about 82% of all crashes in the DPS data set with about 90% accuracy on average.
3. To date, we have geocoded crashes for 1998-2001. Thus, any conclusions about location are only applicable for those years.
4. Spatial accuracy is within 50-100 yards. One would need actual crash diagrams to have more accuracy.
5. Please cite the Crash Records Bureau of the Texas Department of Public Safety as the source for the crash data and cite the Houston-Galveston Area Council as the source for the crash analysis.

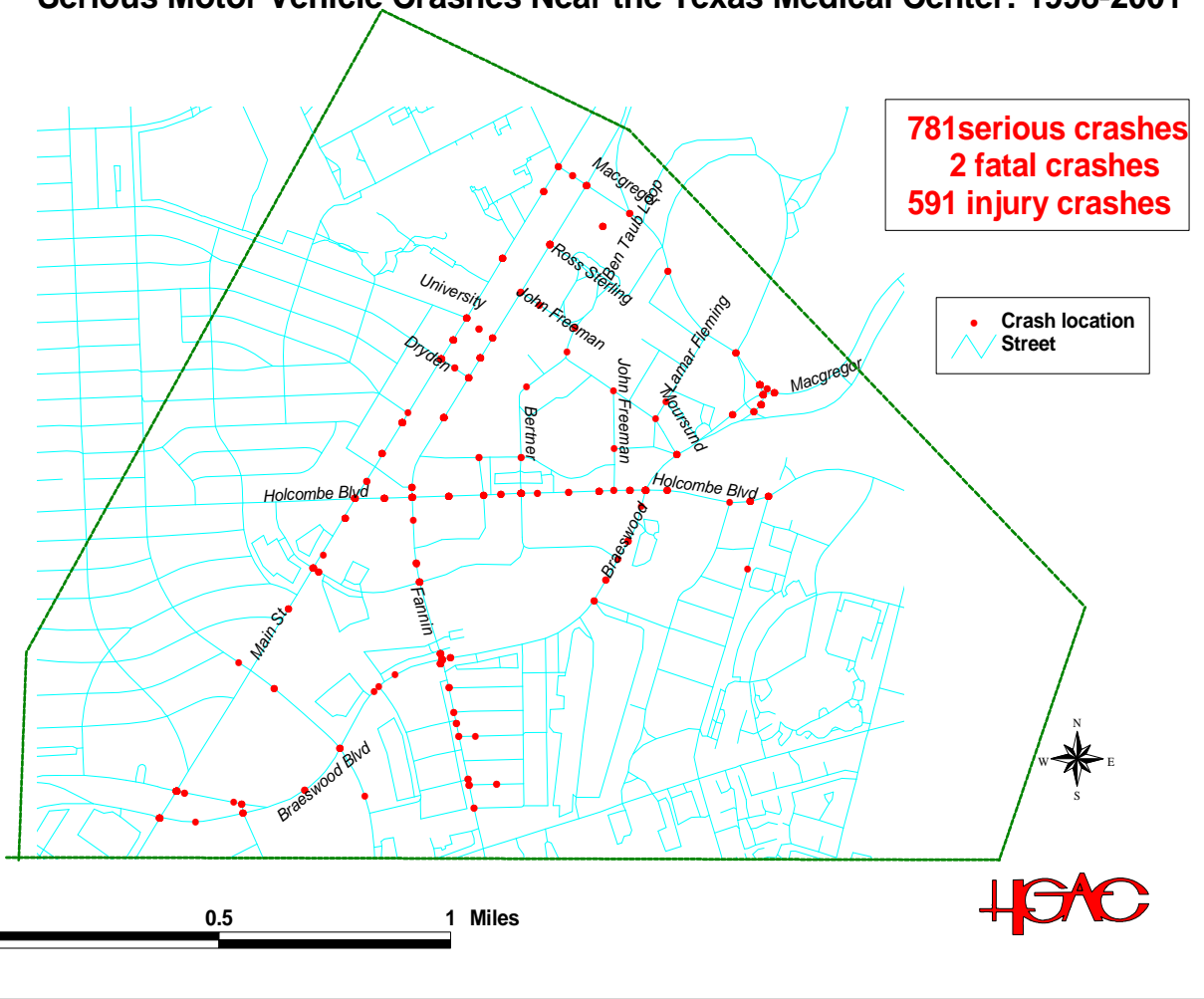
The results of the analysis were as follows:

1. Between 1998 and 2001, there were 781 serious motor vehicle crashes within the area covered by the Texas Medical Center. Of these, two crashes involved fatalities 591 involved injuries.
2. Of the 781 serious crashes in the four year period, there were 7 bicycle crashes (all involving injuries) and 31 pedestrian crashes (again, all involving injuries).
3. Of the 781 serious crashes between 1998 and 2001, the worst location was at Main St and Braeswood Blvd, just at the edge of the Texas Medical Center, where 92 crashes occurred (slightly more occurred at North Braeswood than on South Braeswood, though the actual split is indeterminate given the lack of street directions for many of these crashes). Another 80 crashes occurred

where Macgregor crosses Braeswood; 72 occurred on Main St between Dryden and Holcombe; 46 occurred at Holcombe and Braeswood; and 29 occurred on Fannin between Dryden and Bates.

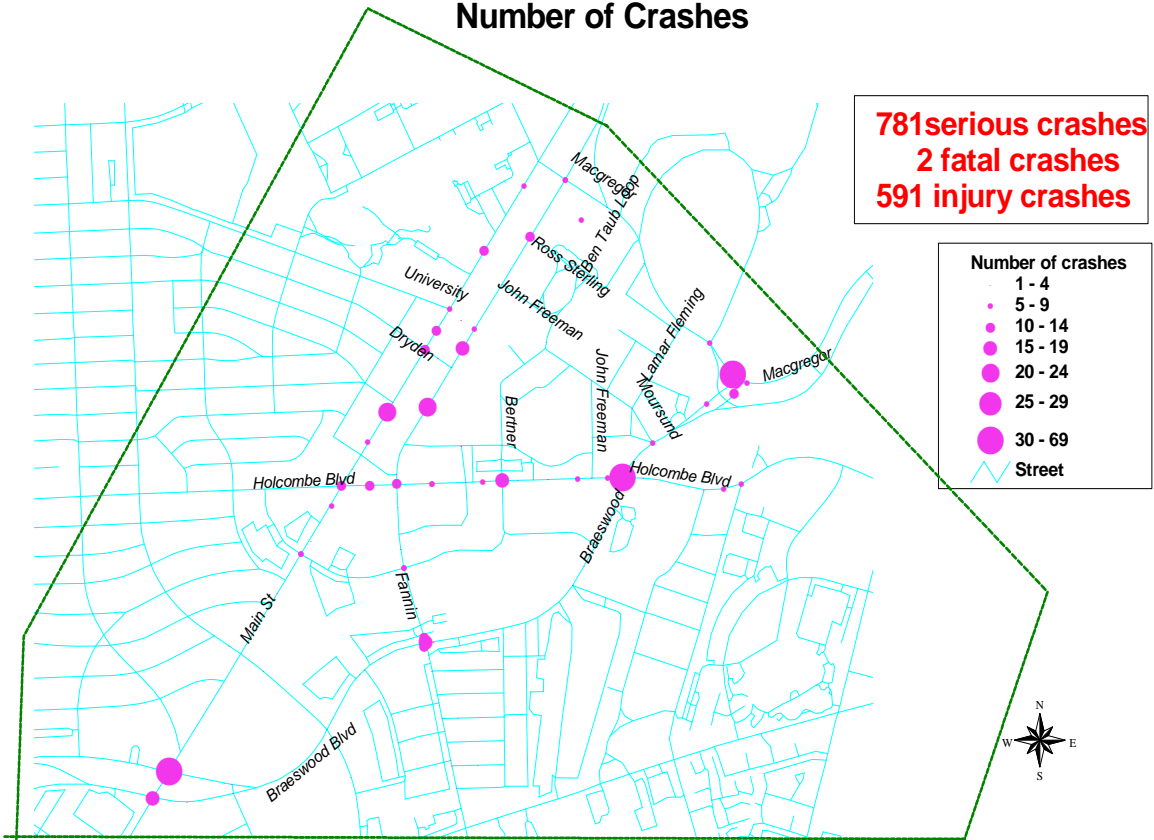
4. Of the 7 bicycle crashes, 4 occurred on Fannin (one at the intersection with Holcombe, one between Bates and Dryden, and two between Dryden and Wilkins).
5. Of the 31 pedestrian crashes:
 - A. 13 occurred on Fannin (4 at the intersection with Dryden, 3 at the intersection with Ross Sterling, 2 between John Freeman and Dryden, 2 between Dryden and Bates, and 2 at the intersection with Holcombe)
 - B. 9 occurred on Main St (3 at Dryden, 2 at Holcombe, 1 at University, 1 between Holcombe and Galen, 1 at Galen, and 1 at South Braewood)
 - C. 7 occurred on Holcombe (2 at Main, 2 at Fannin, 1 between Main and Fannin, 1 at Bertner, and 1 at M.D. Anderson).
 - D. This is double-counting the pedestrian crashes at Holcombe & Main, and Holcombe & Fannin.
6. Based on the estimate of Vehicle Miles Traveled (VMT) from our modeling group, *serious crash risk* was calculated. This is the number of serious crashes per 100 million VMT. For 1998-2001, crash risk in the Texas Medical Center was 262 crashes per 100 million VMT. This is higher than the regional average of 202 crashes per 100 million VMT for the four year period. Compared to the region as a whole, crash risk is high within the TMC.

7.
Serious Motor Vehicle Crashes Near the Texas Medical Center: 1998-2001



Serious Motor Vehicle Crashes Near the Texas Medical Center: 1998-2001 Number of Crashes

781 serious crashes
2 fatal crashes
591 injury crashes



Number of crashes	
1 - 4	(smallest circle)
5 - 9	(small circle)
10 - 14	(medium-small circle)
15 - 19	(medium circle)
20 - 24	(medium-large circle)
25 - 29	(large circle)
30 - 69	(largest circle)
Street	(blue line)

0 0.5 1 Miles

