

Safety on John F. Kennedy Blvd.

The following is some information about safety along John F. Kennedy Blvd between Beltway 8 and Greens Rd. There are several caveats to the data and analysis that you should be aware of:

1. The data H-GAC has analyzed is distributed by the Accident 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 only geocoded crashes for 1999. Thus, any conclusions about location are only tentative.
4. Spatial accuracy is within 50-100 yards. One would need actual crash diagrams to have more accuracy.
5. Please cite the Accident 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.

Given these caveats, the results of the analysis are as follows:

1. In 1999, there were 95 crashes along John F. Kennedy Blvd between (and including) Beltway 8 and Greens Rd.
2. Of the 95 crashes in 1999, there were no fatal, but 7 incapacitating injury (Type A), 14 non-incapacitating injury (Type B) and 49 possible injury crashes (Type C). There were also 25 serious PDO crashes. As mentioned above, this is only a sub-set of all PDO crashes.
3. Figure 1 below shows a map of the distribution of crashes. Each crash location is represented by a red dot. At any one location, there may be more

than one crash. However, since the program plots the crashes on top of each other, multiple crashes cannot be identified from this map.

4. Of the 95 crashes, all but three were with other motor vehicles. The other three were with fixed objects.
5. The location on John F. Kennedy Blvd with the highest number of crashes was at Beltway 8 where there were 36 crashes. For 33 of these, the police officer indicated that the crash occurred at an intersection while for the other 3, the officer indicated that it was intersection related.
 - A. For all 36 crashes at Beltway 8, the officer indicated that the intersection was at grade level with a 'county road or city street'. This suggests that the crashes occurred on the entrance or exit ramps.
 - B. Again, for 33 of the 36 crashes at Beltway 8, the officer indicated that both vehicles were going straight. For two of the crashes, one vehicle was going straight and one was stopped, and for the last crash both were going straight but that there was a read end crash.
6. Aside from the intersection with Beltway 8, along John F. Kennedy Blvd, going north to south:
 - A. 13 crashes occurred at the intersection with Greens Rd,
 - B. 8 occurred at an access road 0.16 miles south of Greens Rd,
 - C. 9 occurred at the intersection with World Houston Parkway,
 - D. 6 occurred at 0.52 miles south of Greens Rd, and
 - E. 8 occurred 0.72 miles south of Greens Rd.
7. Based on the estimate of VMT from our modeling group, *crash risk* was calculated. This is the number of crashes per 100 million vehicle miles traveled (VMT). In 1999, crash risk on FM 1960 was approximately 505.2 crashes per 100 million VMT. The figure must be used cautiously since intersecting streets were considered in calculating VMT; with such a small number of streets, the effect of this is large. Nevertheless, on the surface, the 505 crashes per 100 million VMT is much higher than the regional average of 199 crashes per 100 million VMT. Compared to the region as a whole, crash risk is very high. Further, our region is the worst in the State of Texas and is one of the worst in the country. Consequently, the crash risk on John F. Kennedy Blvd. has to be considered very severe by national standards.

Figure 1:

