

## Safety in City Council District D

The following information applies to safety in City Council District D. First, there are some caveats about the data:

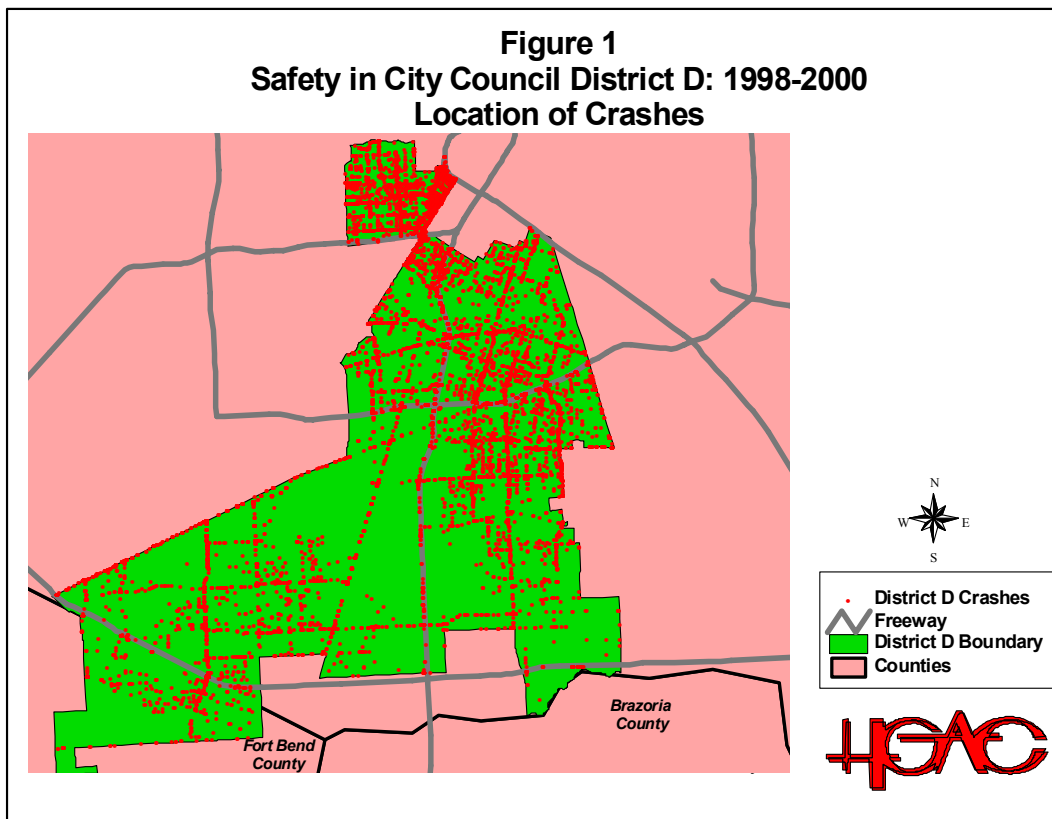
1. The data come from the Accident Records Bureau of the Department of Public Safety. This is the state agency vested with documenting crashes for the State. Currently, their reporting requirements are that all fatal crashes, all injury crashes, and all property damage only (PDO) crashes in which one 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 have 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 through 2000. 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 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.

The results of the analysis in City Council District D were as follows:

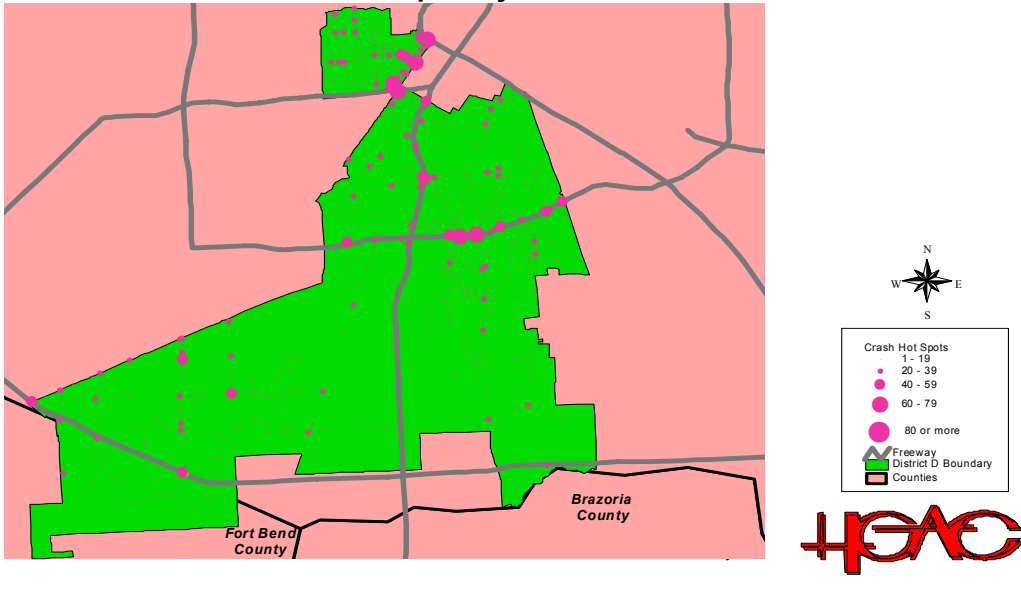
1. Between 1998 and 2000, there were 13,988 crashes in City Council District D. These included 61 fatal crashes, 518 incapacitating injury crashes, 1,649 non-incapacitating injury crashes, and 7,833 possible injury crashes. Figure 1 shows the location of crashes in City Council District D.
2. Of the 13,988 crashes, 11,300 were with other vehicles, 1,567 were with fixed objects, 385 were with parked cars, 322 were with pedestrians, 179 were with bicycles, 17 were with animals, and 5 were with trains. In addition, 4,192 crashes involved speeding, 3,084 involved failure to yield, 2,456 involved failure to stop, 2,038 involved teenage drivers, 1,792 involved red light running, 1,279 involved elderly drivers, 749 involved commercial trucks, and 633 crashes involved Driving Under the Influence (DUI).
3. Three locations in City Council District D had 100 or more crashes between 1998 and 2000. Figure 2 shows the location of these crashes.
  - A. The North access ramp of the Sam Houston Toll Rd. at S. Post Oak (339 crashes);

- B. The South access ramp of the Sam Houston Toll Rd. at S. Post Oak (153 crashes); and
  - C. The junction of Milam and Elgin (100 crashes).
4. Crash hot spots are small areas where there is a concentration of crashes. They are a better indicator of hazard than a single location since they consider the interaction of several roads in affecting safety. Using the *CrimeStat* program, four hot spots were identified that had 150 or more crashes. The majority of hot spots are located in central Houston. Figure 3 shows a map of these hot spots. The four most serious are:
- A. A 0.13-mile stretch of road at the Sam Houston Toll Rd. and S. Post Oak (563 crashes);
  - B. A 0.27-mile stretch of road at the junction of Smith Rd. and Main St. (279 crashes);
  - C. A 0.20-mile stretch of road at the junction of Main St. and I-45 (221 crashes); and
  - D. A 0.34-mile stretch of road at the junction of Smith Rd. and Bagby (150 crashes).
5. Based on the estimate of VMT from our modeling group, *serious crash risk* was calculated. This is the number of serious crashes per 100 million vehicle miles traveled (VMT). Between 1998 and 2000, serious crash risk in City Council District D was 701 crashes per 100 million VMT. This is higher than the regional average of 197 serious crashes per 100 million VMT. Further, since our region is higher than the state average of 150 for 1998-2000, crash risk in City Council District D has to be considered severe.
6. Between 1998 and 2000, there were 322 pedestrian crashes in City Council District D. Figure 4 shows the locations of these crashes.
7. Three locations had multiple crashes involving pedestrians between 1998 and 2000. Figure 5 shows the locations of these crashes.
- A. Martin Luther King Blvd just north of Park Villa Dr. (3 crashes);
  - B. At the junction of Fannin and Ross Sterling St. (3 crashes); and
  - C. At the junction of Scott St. and Belfort Rd. (3 crashes).
8. Using the *CrimeStat* program, four hot spots were identified that had 10 or more pedestrian crashes. Figure 6 shows a map of these hot spots. The four most serious are:
- A. A 0.68 mile area at the junction between Westheimer and Montrose (22 crashes);

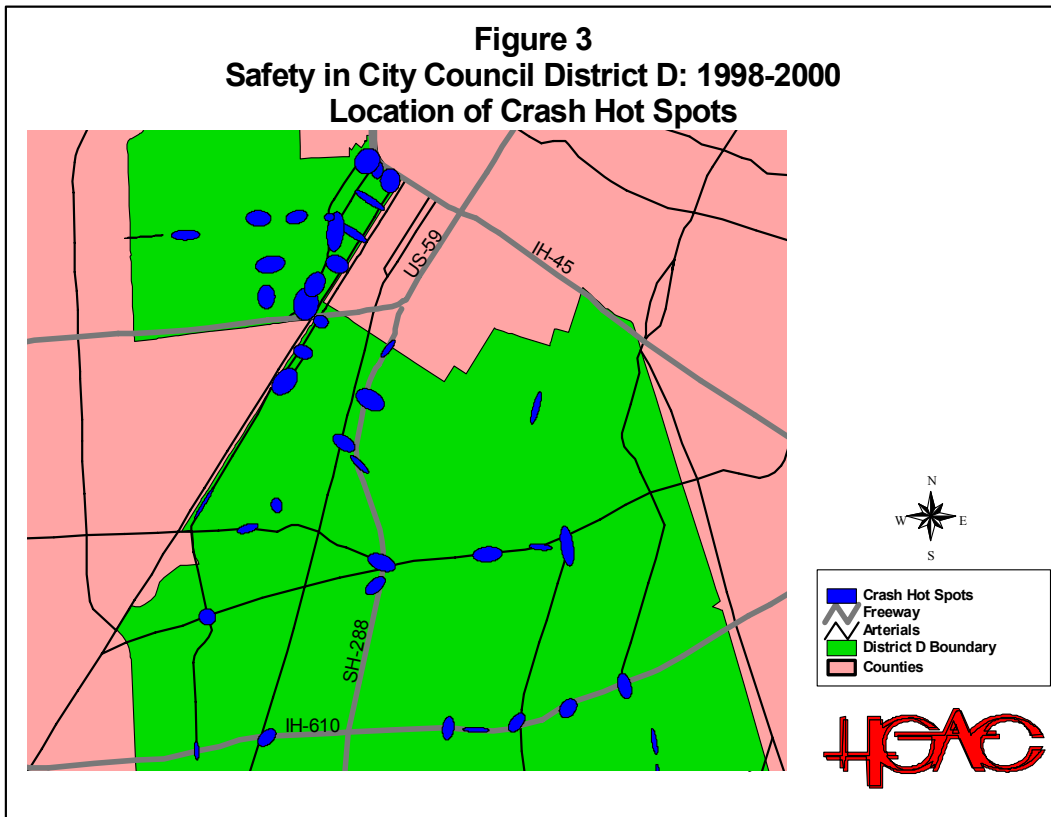
- B. A 0.92 mile area just northwest of the junction between Cullen and FM 528 (13 crashes);
  - C. A 0.75 mile stretch of Main St. between McGowen and Alabama (12 crashes); and
  - D. A 0.96 mile stretch of Fannin between Holcombe and MacGregor (11 crashes).
9. Between 1998 and 2000, there were 61 fatal crashes in City Council District D. Figure 7 shows the locations of these crashes.
10. Three locations in City Council District D had two fatal crashes between 1998 and 2000. Figure 8 shows the location of these crashes.
- A. SH 35 north of Wheeler Rd. (2 crashes);
  - B. SPUR 527 just north of US 59 (2 crashes); and
  - C. The junction of Westheimer and Dunlavy (2 crashes).
11. Crash hot spot analysis was attempted for fatal crashes in City Council District D, however there were no hot spots identified. There were not enough fatal crashes in one area to generate a statistically significant hot spot.



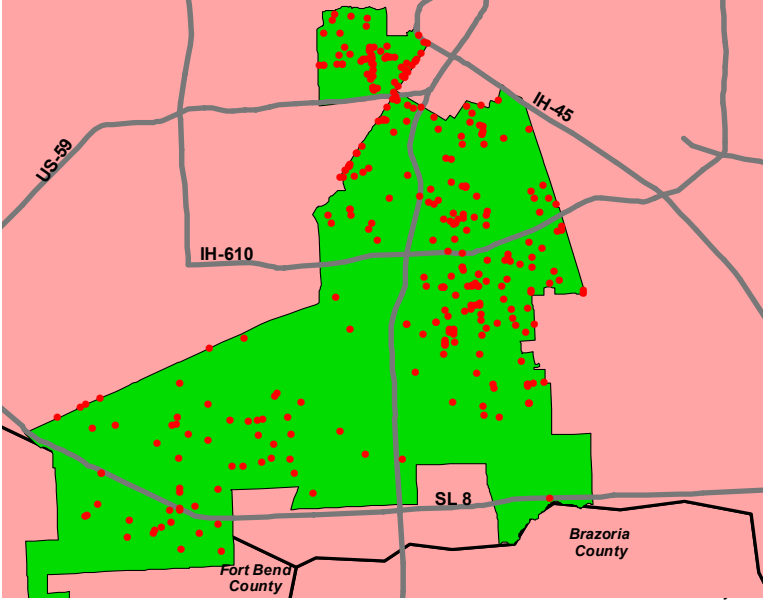
**Figure 2**  
**Safety in City Council District D: 1998-2000**  
**Frequency of Crashes**



**Figure 3**  
**Safety in City Council District D: 1998-2000**  
**Location of Crash Hot Spots**



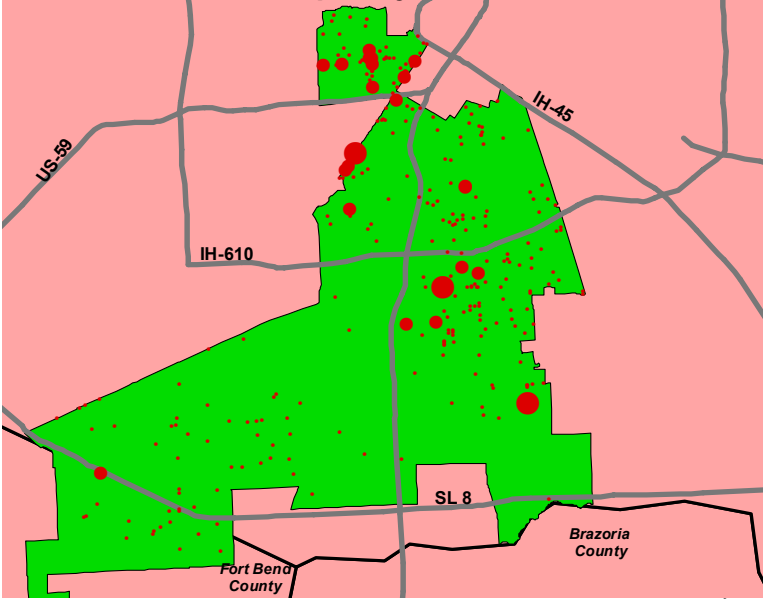
**Figure 4**  
**Safety in City Council District D: 1998-2000**  
**Location of Pedestrian Crashes**



	Pedestrian Crashes
	Freeway
	District D Boundary
	Counties

**HAC**

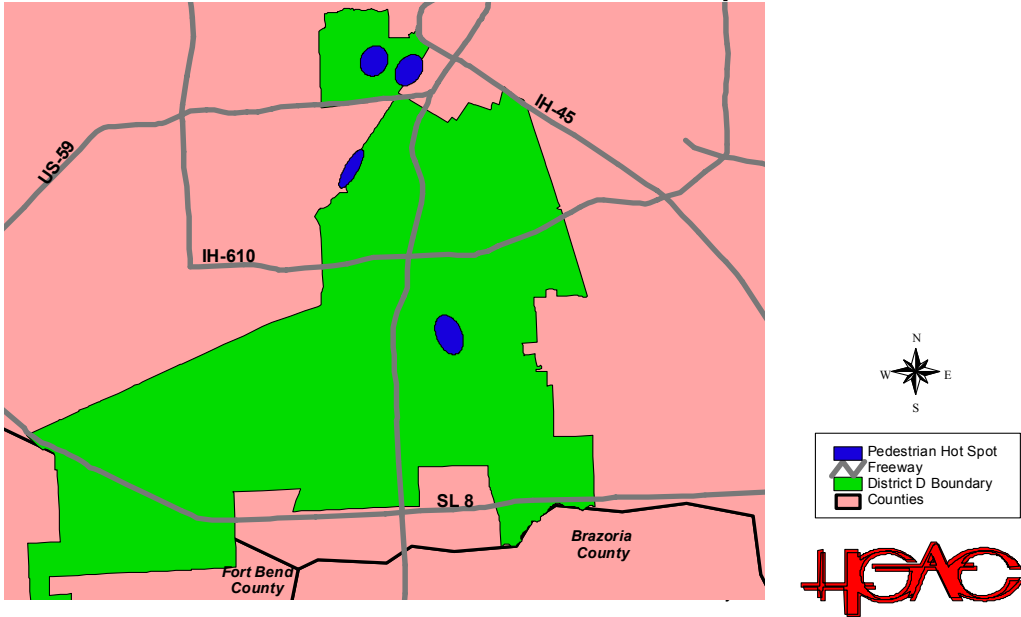
**Figure 5**  
**Safety in City Council District D: 1998-2000**  
**Frequency of Pedestrian Crashes**



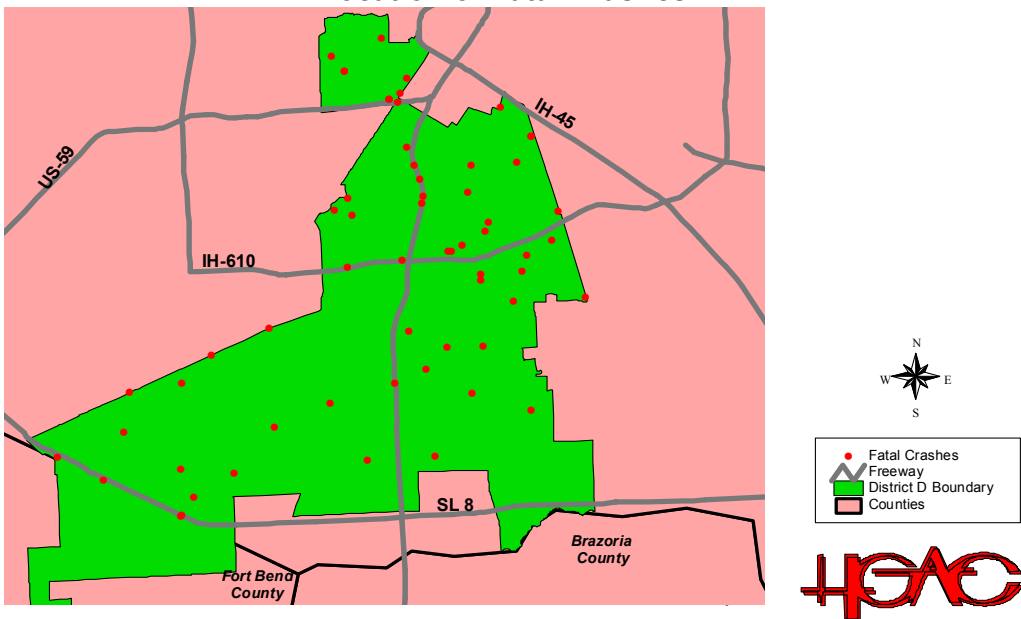
Frequency of Ped Crashes	
	1
	2
	3
	Freeway
	District D Boundary
	Counties

**HAC**

**Figure 6**  
**Safety in City Council District D: 1998-2000**  
**Location of Pedestrian Crash Hot Spots**



**Figure 7**  
**Safety in City Council District D: 1998-2000**  
**Location of Fatal Crashes**



**Figure 8**  
**Safety in City Council District D: 1998-2000**  
**Frequency of Fatal Crashes**

