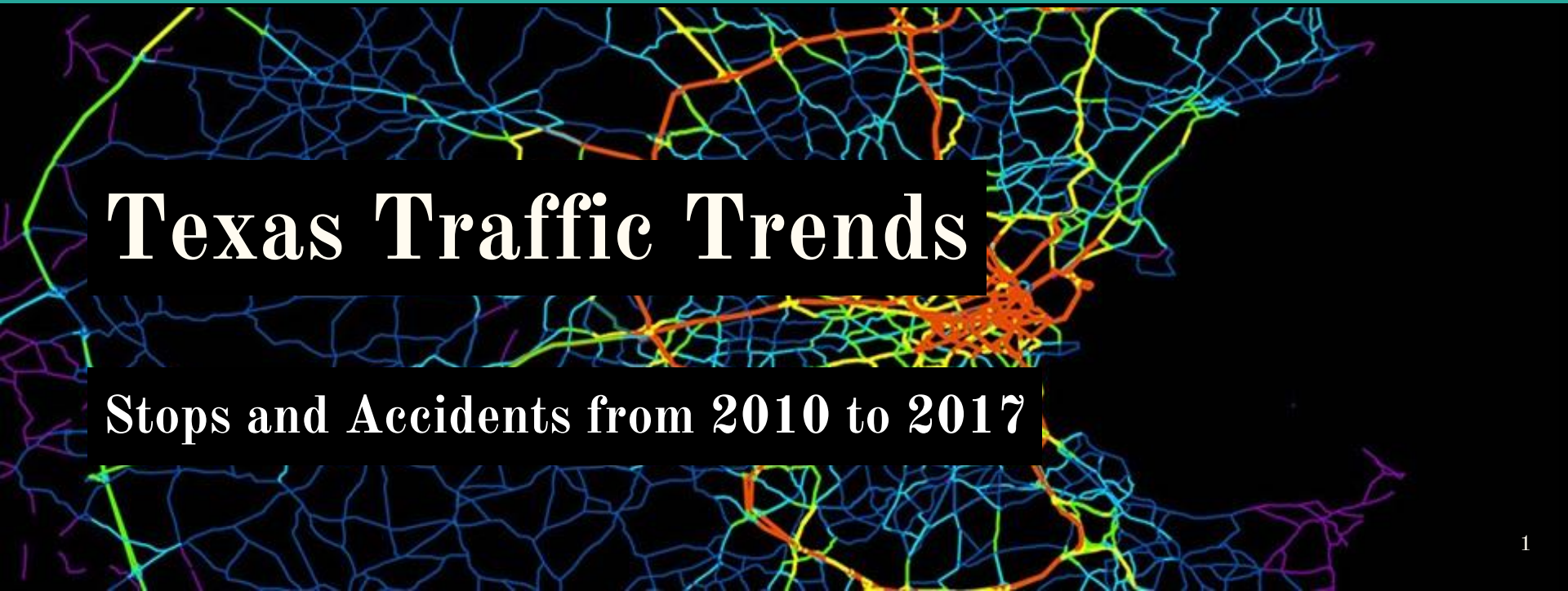
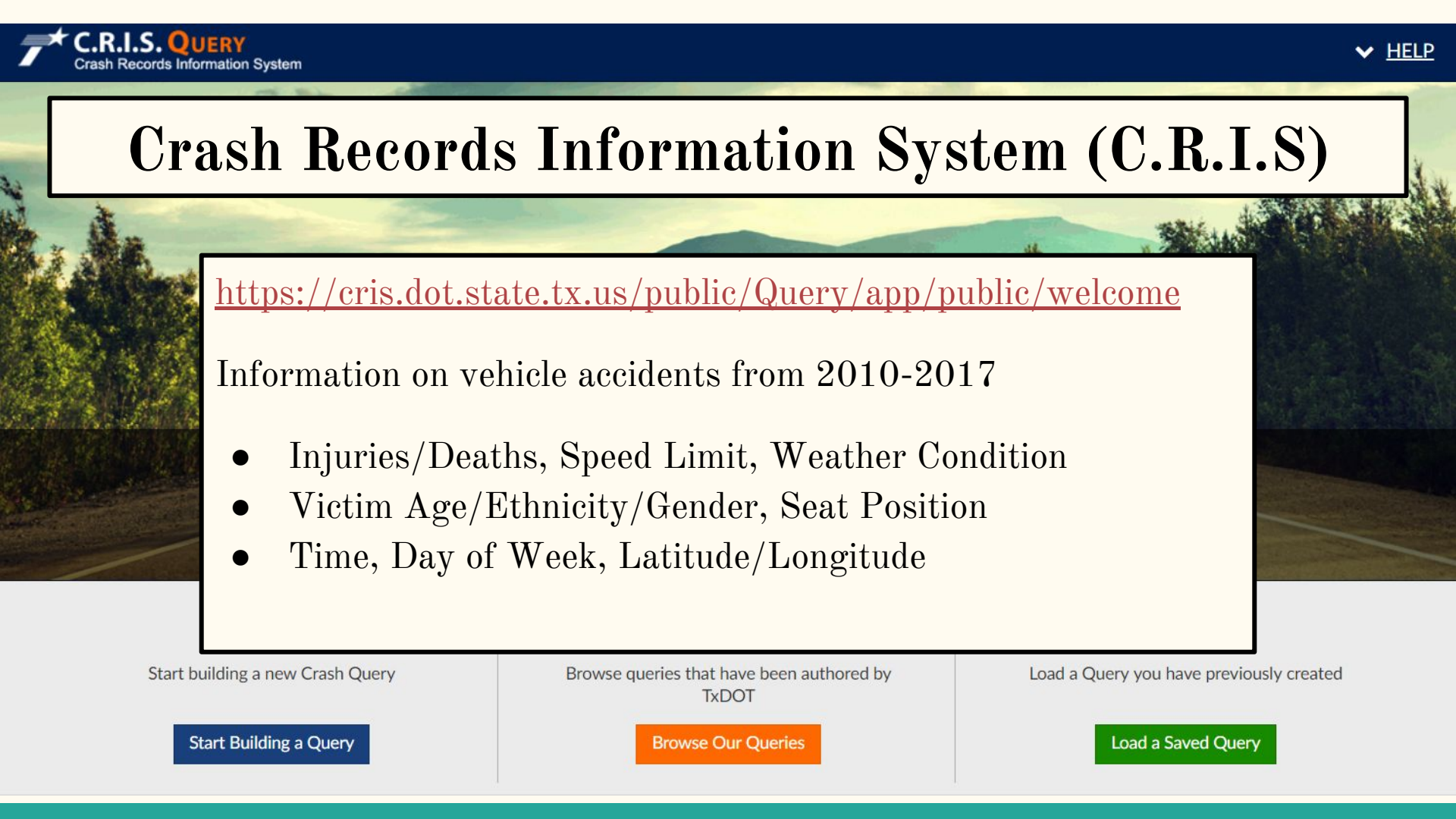


Texas Traffic Trends

Stops and Accidents from 2010 to 2017


The Data


C.R.I.S. QUERY
Crash Records Information System
HELP
Crash Records Information System (C.R.I.S)
https://cris.dot.state.tx.us/public/Query/app/public/welcome
Information on vehicle accidents from 2010-2017
Injuries/Deaths, Speed Limit, Weather Condition
Victim Age/Ethnicity/Gender, Seat Position
Time, Day of Week, Latitude/Longitude
Start building a new Crash Query
Start Building a Query
Browse queries that have been authored by TxDOT
Browse Our Queries
Load a Query you have previously created
Load a Saved Query

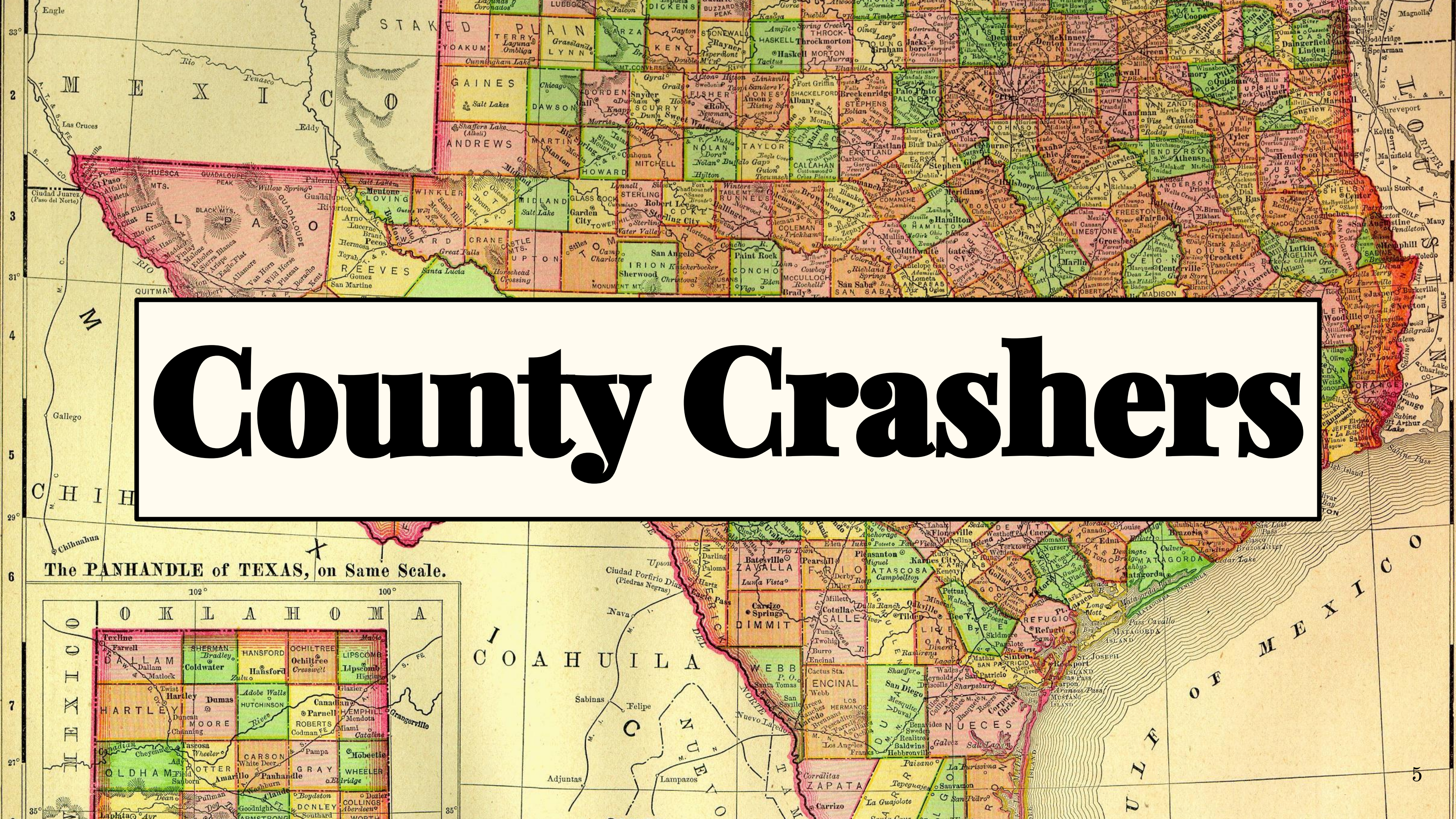
Stanford Open Policing Project

https://openpolicing.stanford.edu/data/

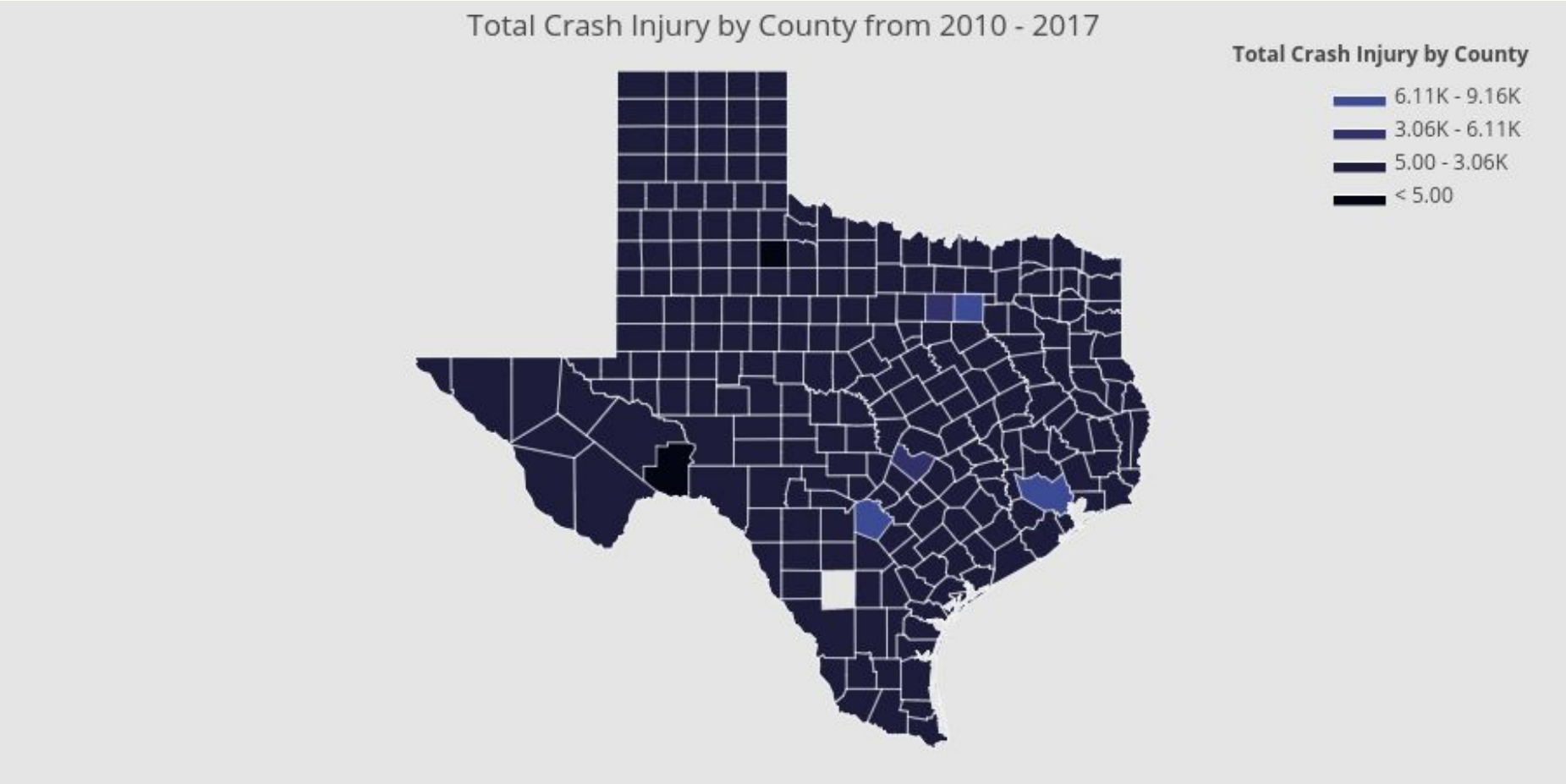
Information on police stops collected from across the country, varying in scope depending on state

Data available for Texas:

Stops	Time Range	Stop Date	Stop Time	Stop Location	Driver Race	Driver Gender	Driver Age	Stop Reason	Search Conducted	Search Type	Contraband Found	Stop Outcome
23,397,249	2006–2015	■	■	■	■	■		■	■	■	■	■

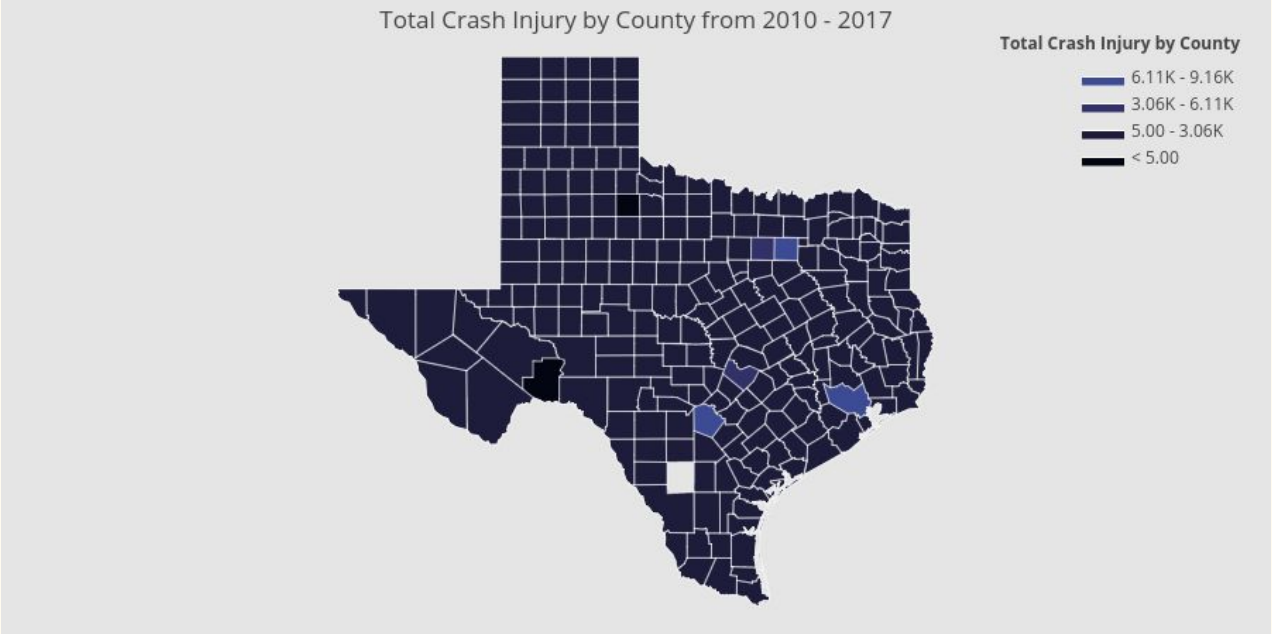


County Crashers

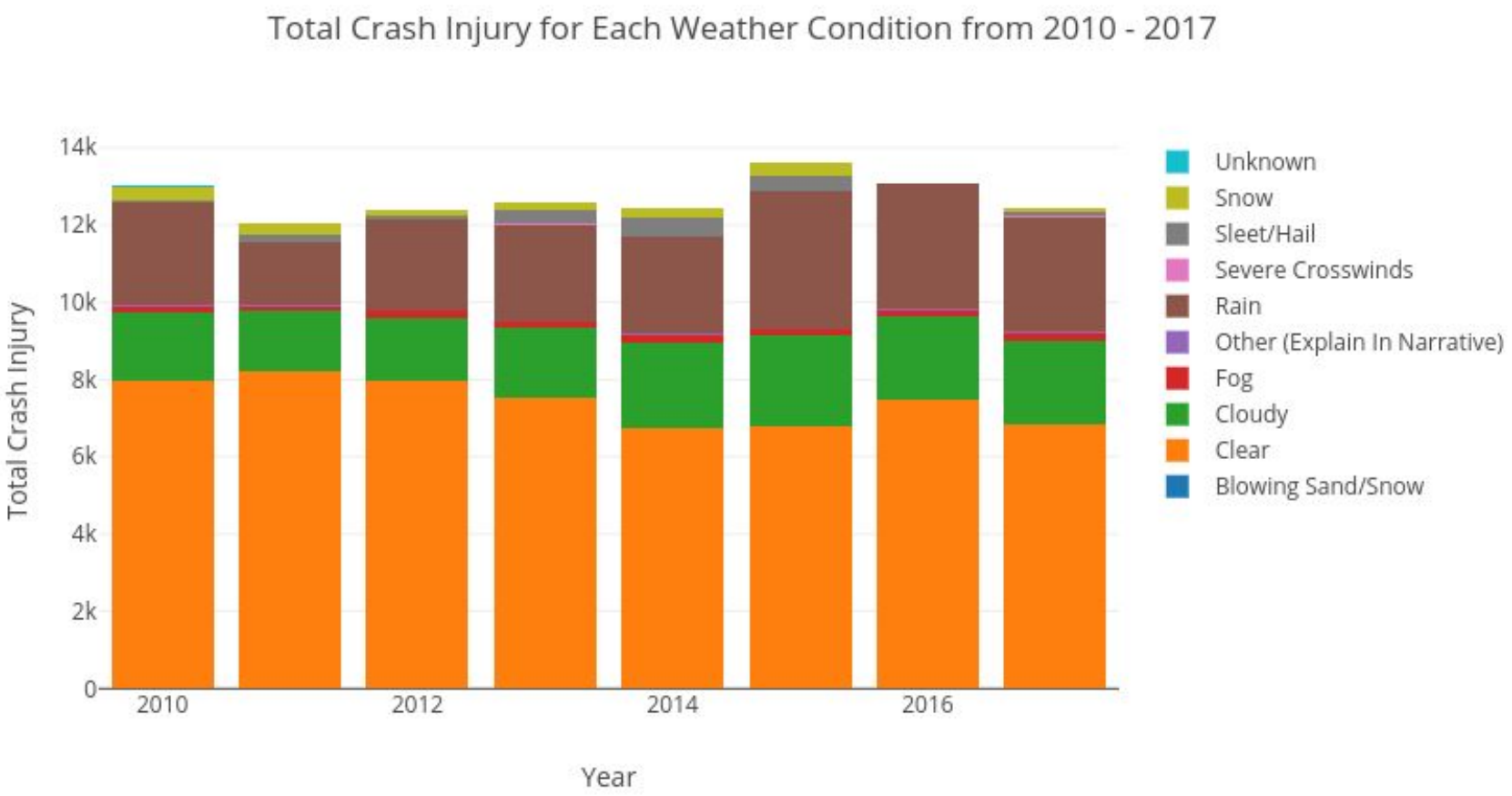

Total Crash Injury by County from 2010 - 2017
Total Crash Injury by County
6.11K - 9.16K
3.06K - 6.11K
5.00 - 3.06K
< 5.00

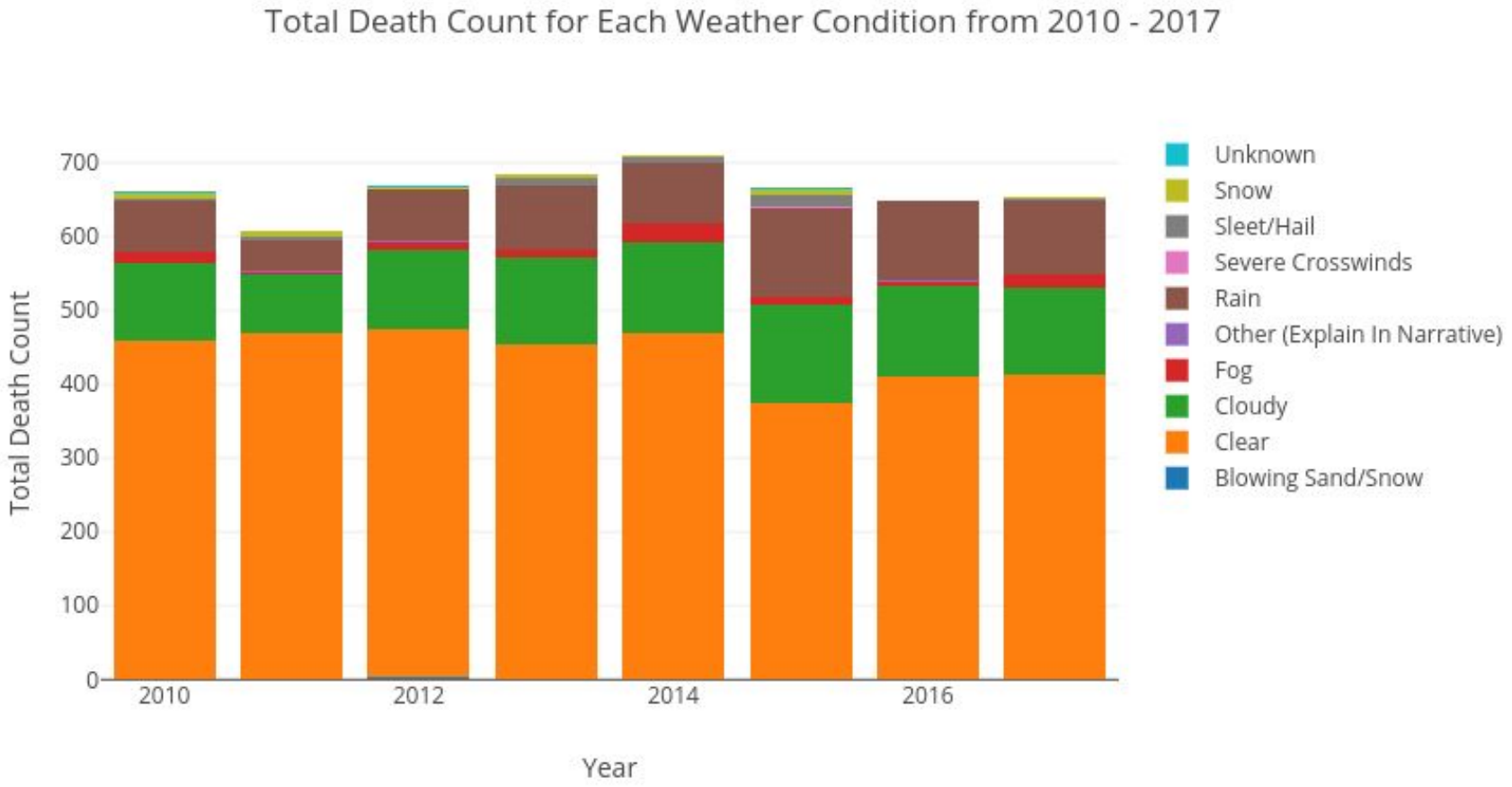
County Crashers

This **heat map** shows that the highest concentration of **injuries from traffic accidents** takes place around the metropolitan areas of **Houston, Dallas, and San Antonio.**




Under the
Weather

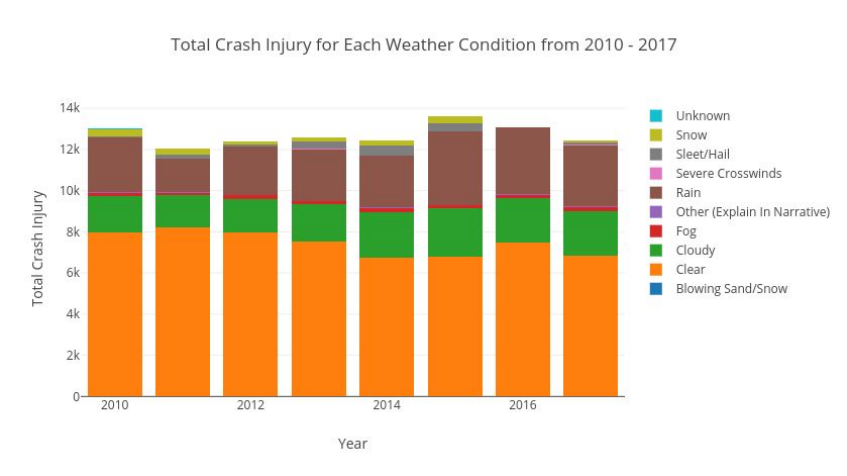

Total Crash Injury for Each Weather Condition from 2010 - 2017
Total Crash Injury
14k
12k
10k
8k
6k
4k
2k
0
2010
2012
2014
2016
Year
Unknown
Snow
Sleet/Hail
Severe Crosswinds
Rain
Other (Explain In Narrative)
Fog
Cloudy
Clear
Blowing Sand/Snow

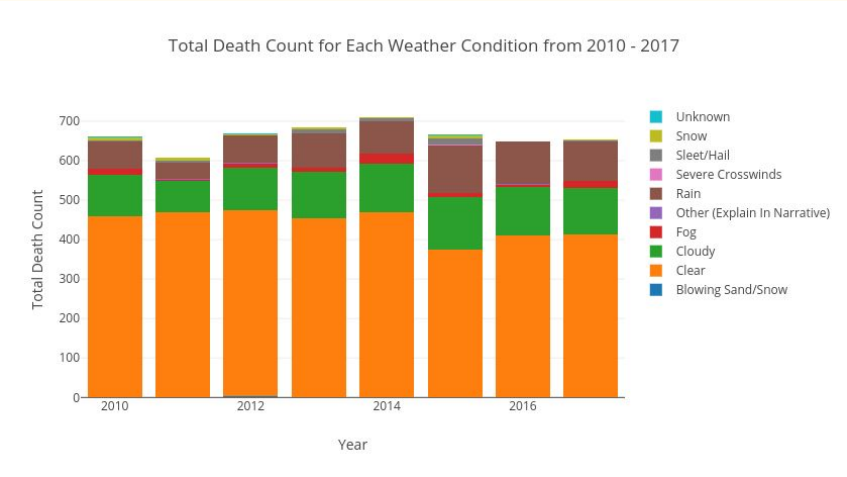

Total Death Count for Each Weather Condition from 2010 - 2017
Total Death Count
700
600
500
400
300
200
100
0
2010
2012
2014
2016
Year
Unknown
Snow
Sleet/Hail
Severe Crosswinds
Rain
Other (Explain In Narrative)
Fog
Cloudy
Clear
Blowing Sand/Snow

Under the Weather

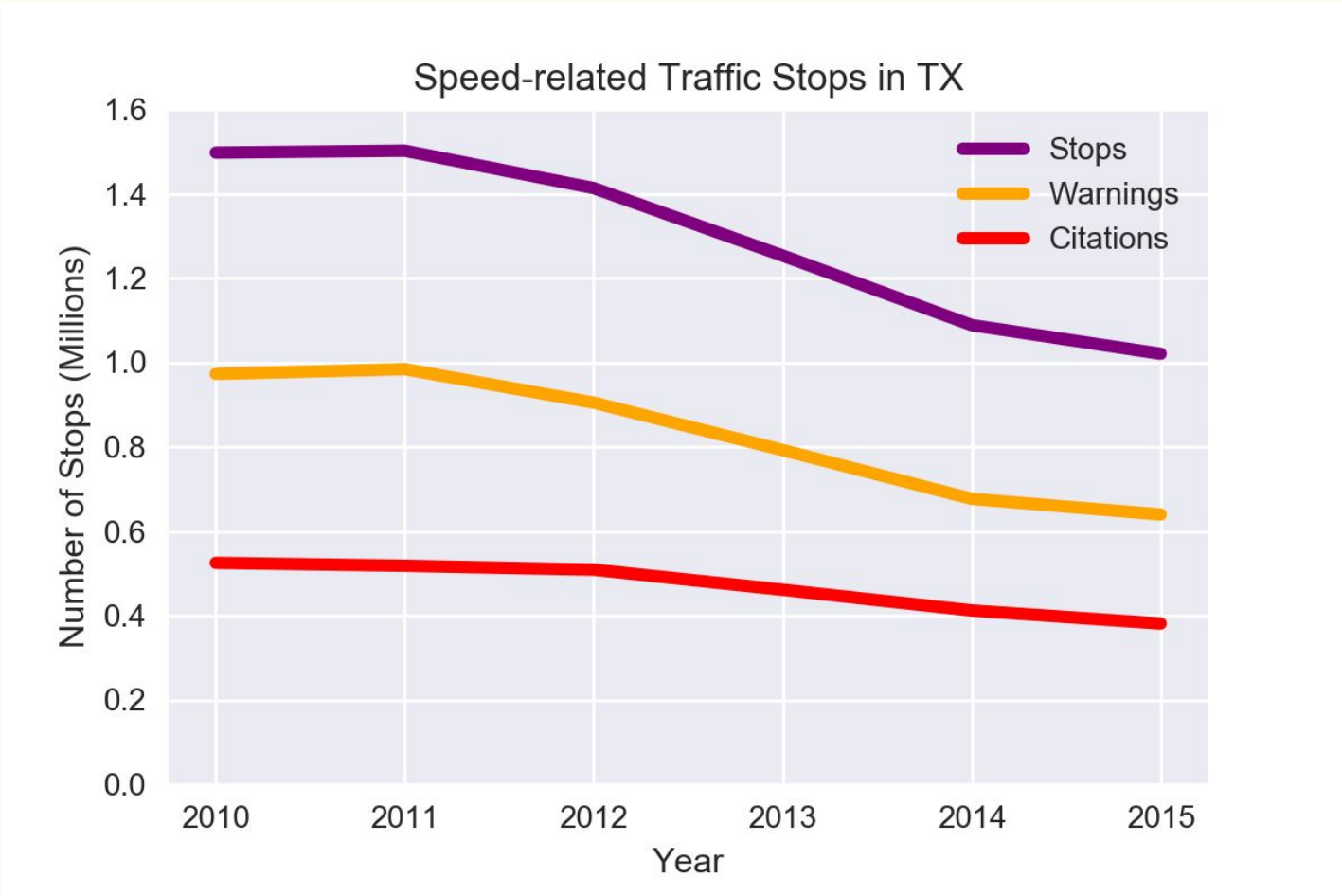
While the **majority** of accident injuries/deaths occur on a **clear day**, there are **more** injuries recorded on **rainy** days than **cloudy**.

Snow injuries are a small but consistent presence from 2010-2015, but see a sharp drop to **nearly nothing** in **2016 and 2017**.





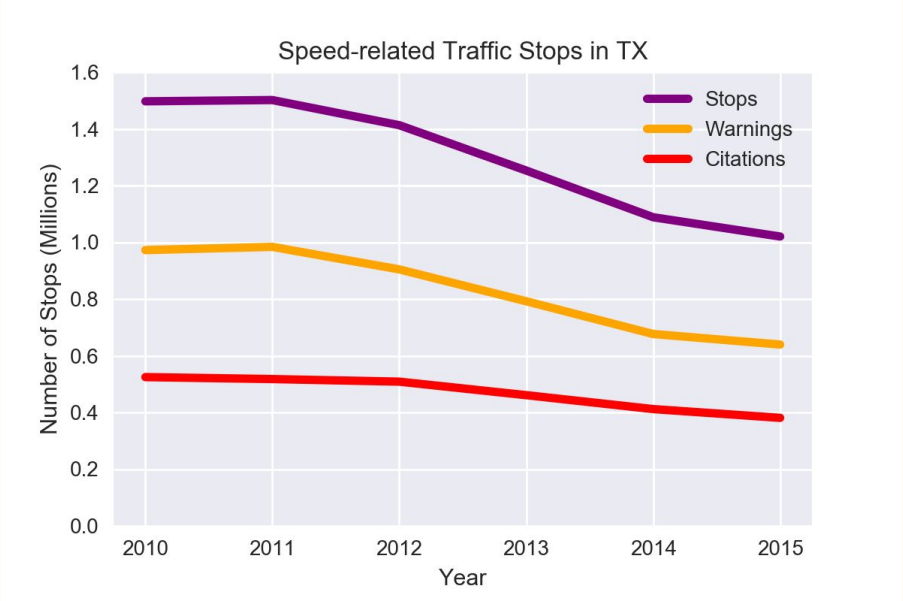

Stopping
Speeders

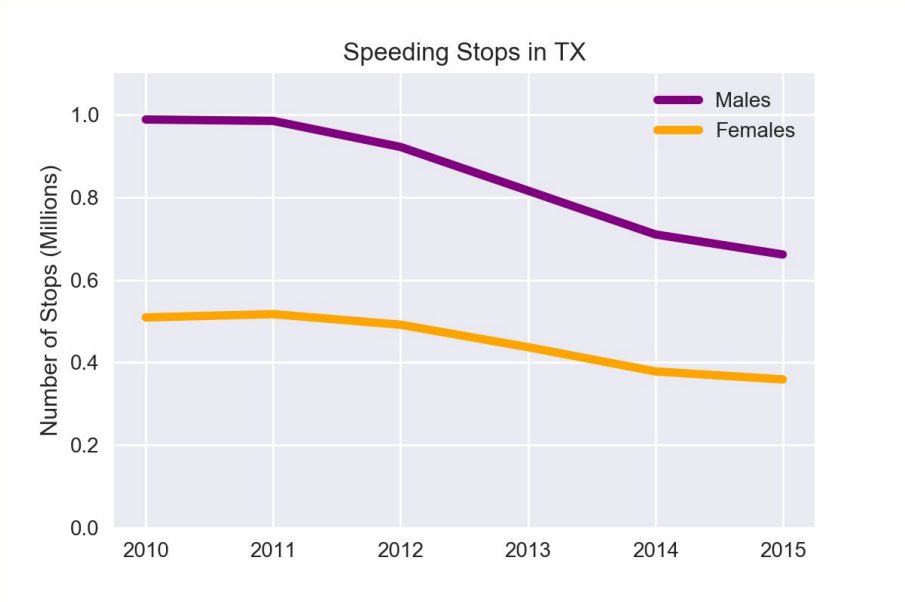

Speed-related Traffic Stops in TX
Number of Stops (Millions)
1.6
1.4
1.2
1.0
0.8
0.6
0.4
0.2
0.0
2010
2011
2012
2013
2014
2015
Year
Stops
Warnings
Citations

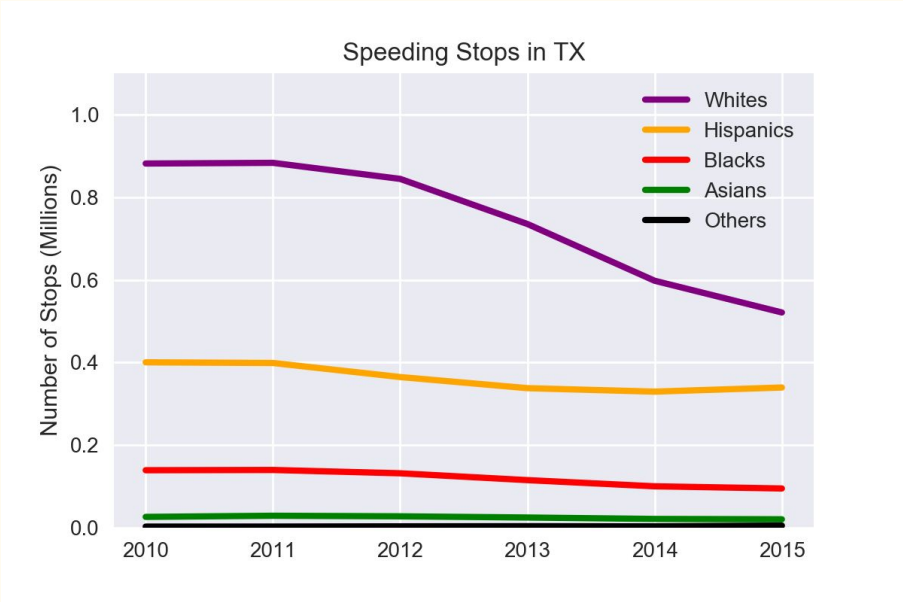
Stopping Speeders

Overall, **traffic stops** citing **speed** as a reason for the stop have decreased by about 30%

While the number of **warnings** given out as a result has **decreased** at a similar rate (slightly over 30%), the number of **citations** given has seen a much **smaller drop**, by only around 20%

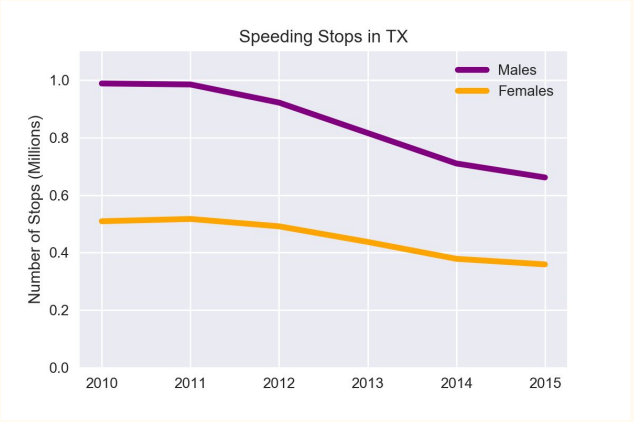


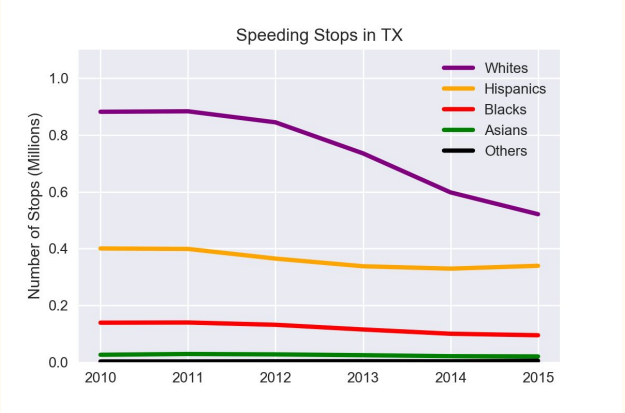

Speeding Stops in TX
Males
Females
Number of Stops (Millions)
1.0
0.8
0.6
0.4
0.2
0.0
2010
2011
2012
2013
2014
2015

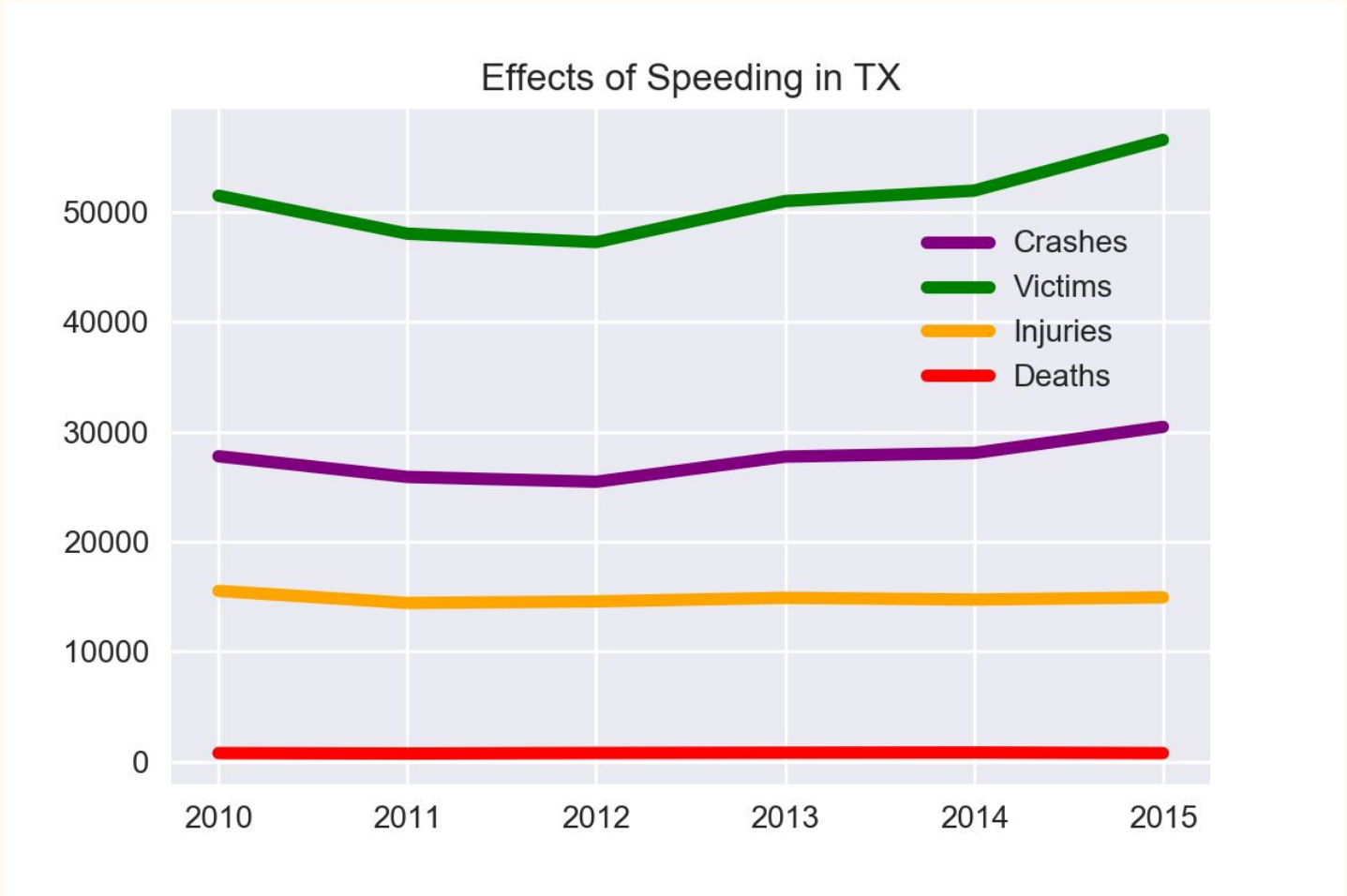

Speeding Stops in TX
Whites
Hispanics
Blacks
Asians
Others
Number of Stops (Millions)
1.0
0.8
0.6
0.4
0.2
0.0
2010
2011
2012
2013
2014
2015

Stopping Speeders

While **men** saw a slightly **larger drop** in number of speeding stops than **women**, the sharpest discrepancy is apparent in the **racial** breakdown, where we can see that **minorities** races remain relatively **consistent** in their number of stops while slightly more than **half** as many **white people** were stopped in 2015 as in 2010.



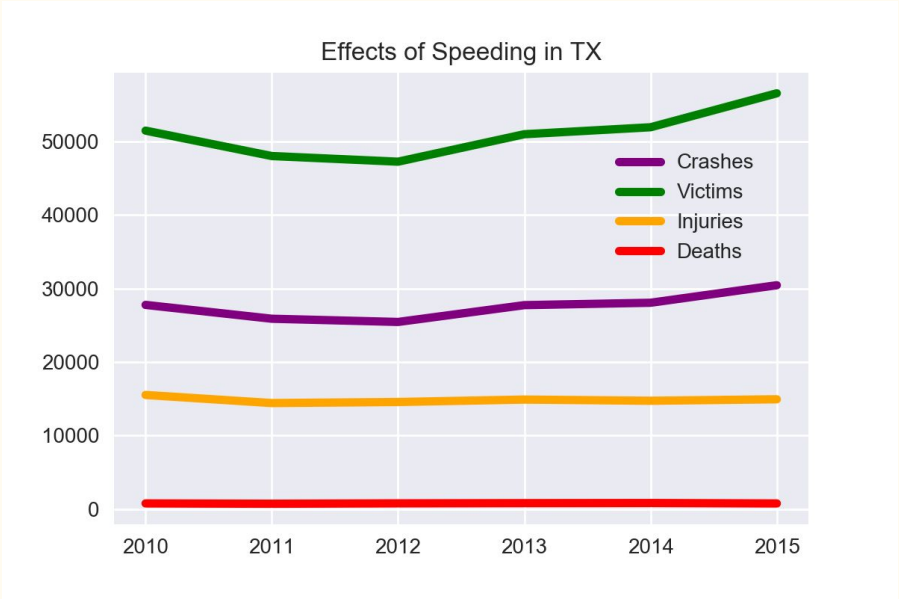


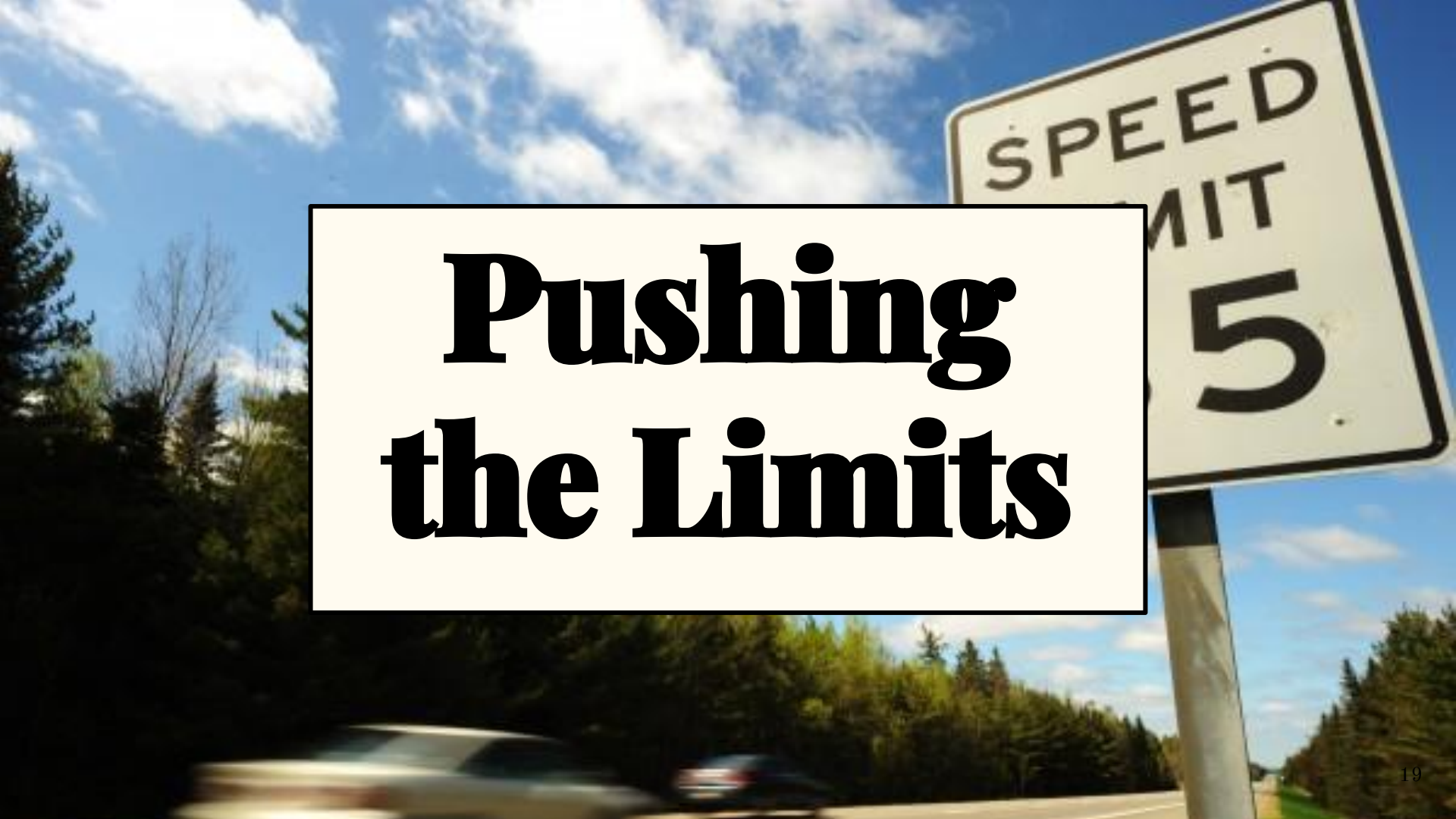

Effects of Speeding in TX
50000
40000
30000
20000
10000
0
2010
2011
2012
2013
2014
2015
Crashes
Victims
Injuries
Deaths

Stopping Speeders

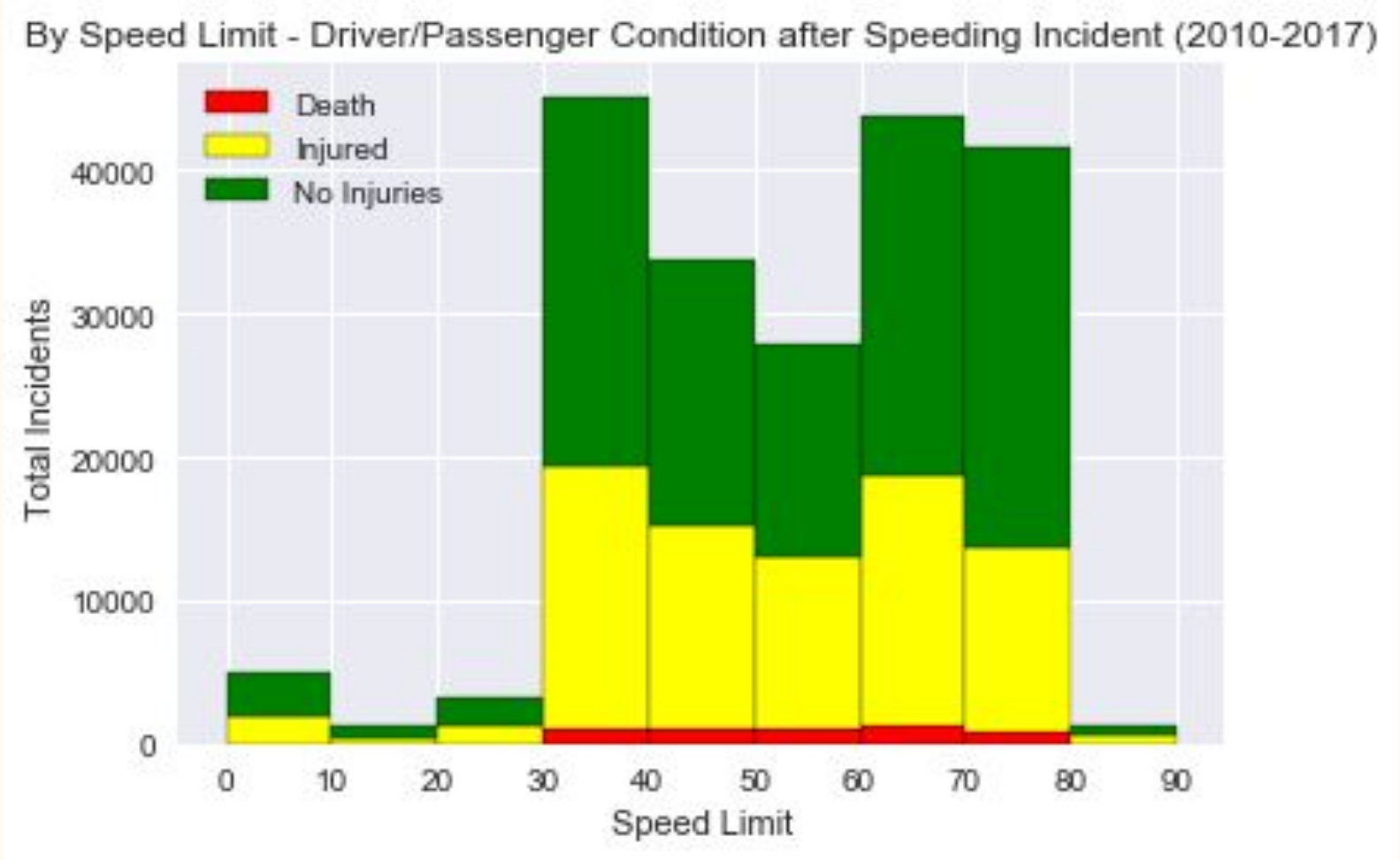
While the number of **injuries and deaths** due to accidents where **speed** was a factor remained relatively **stable**, there is a clear **upwards** trend on the number of **accidents and victims** involved.

Further research into other states might support or refute an **inverse relationship** between number of **warnings** given out and **minor accidents** (without injury).





Pushing the Limits

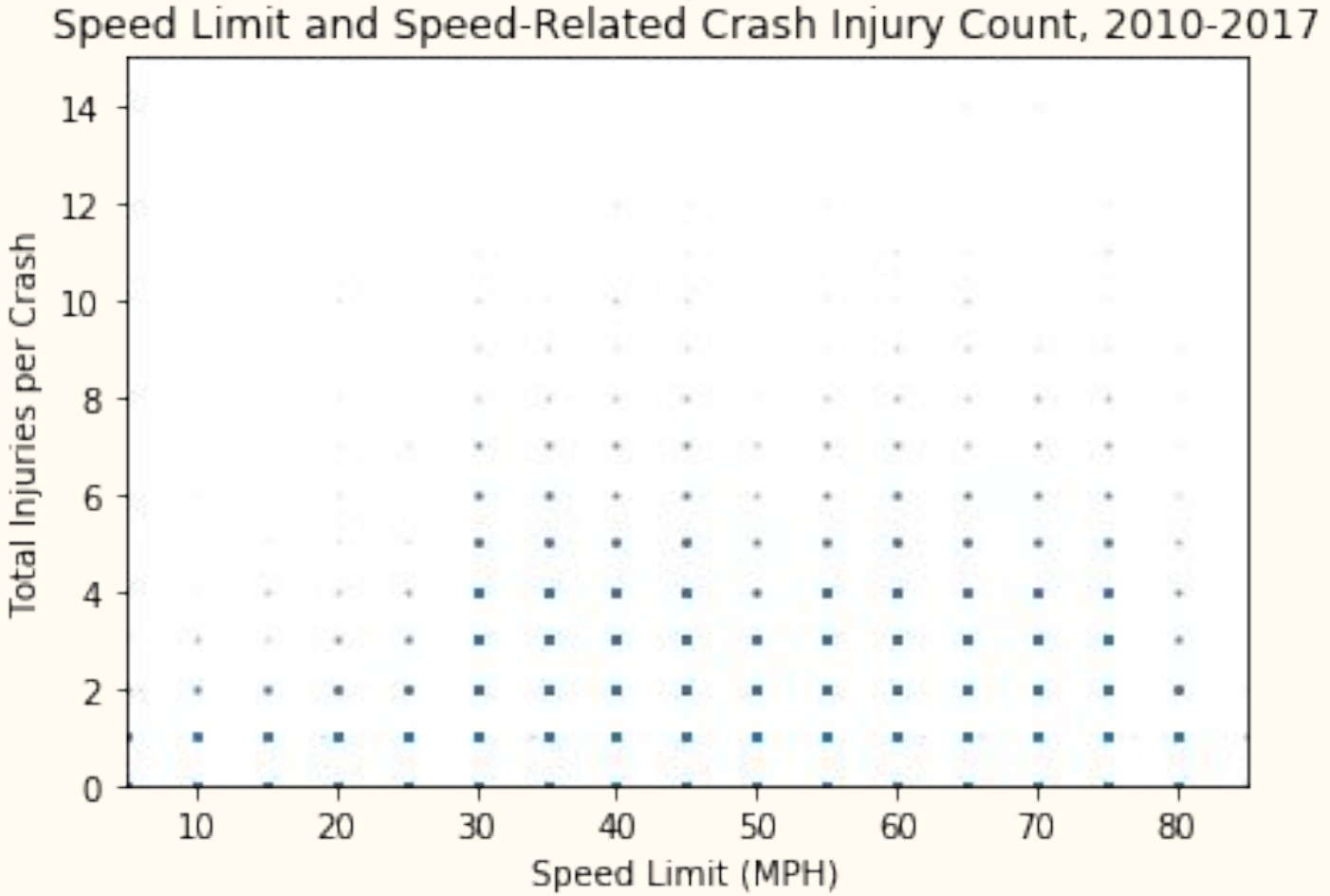

By Speed Limit - Driver/Passenger Condition after Speeding Incident (2010-2017)
Death
Injured
No Injuries
Total Incidents
40000
30000
20000
10000
0
0
10
20
30
40
50
60
70
80
90
Speed Limit

Pushing the Limits

There is a **dramatic increase** in both **accidents** and their **fatality** as soon as the posted speed limit hits **30 MPH**.

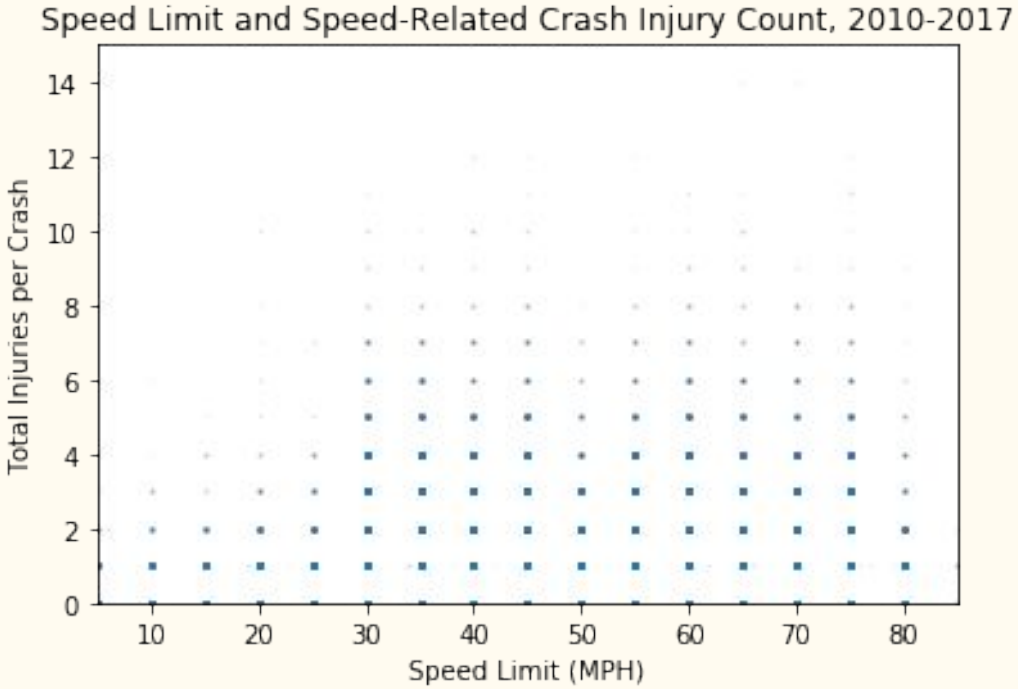
Comparing these numbers with each speed limit's **total road miles** within Texas could help identify any **particularly deadly** speed limits.

Data Source: C.R.I.S 2010-2017

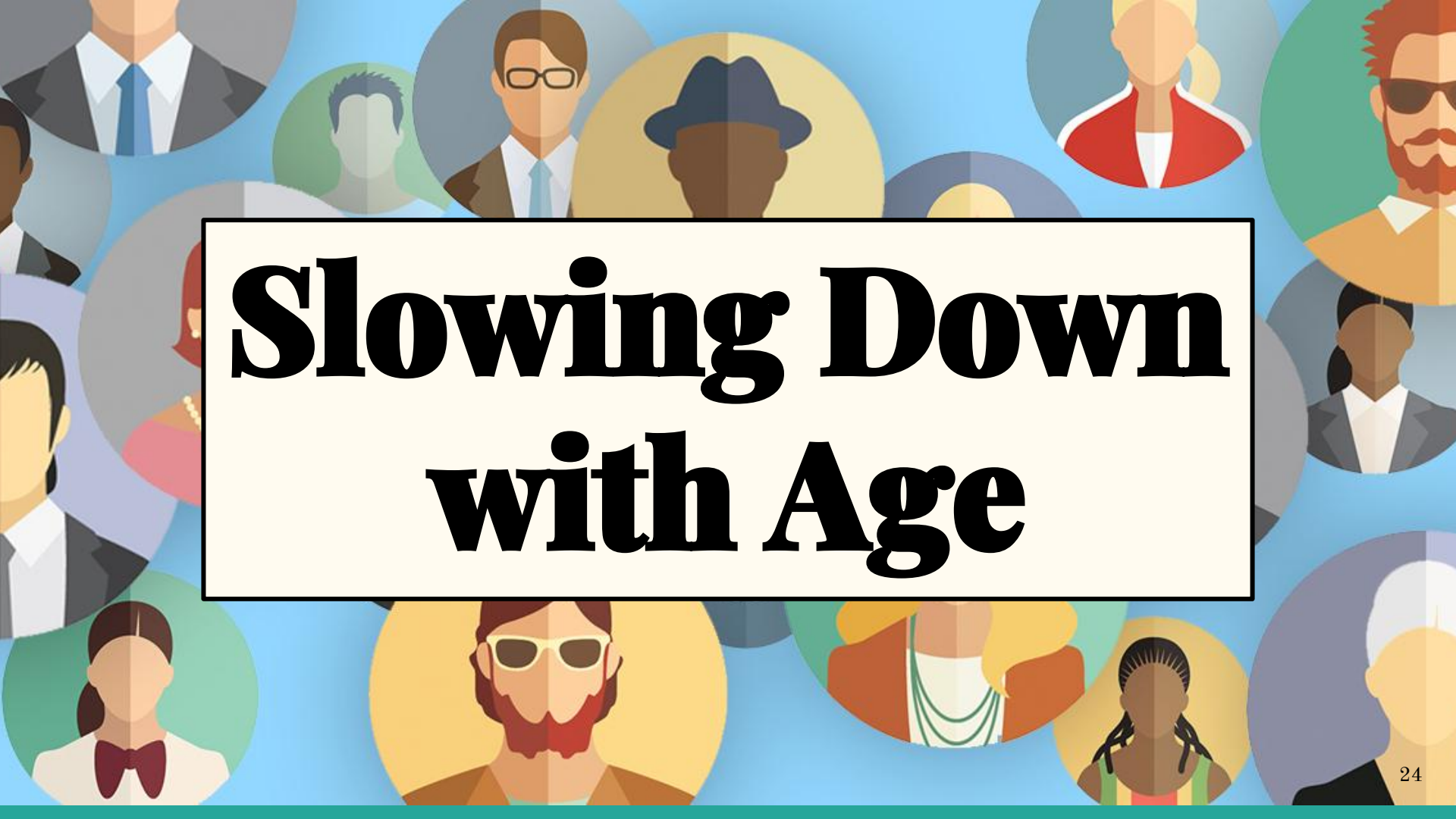

Speed Limit and Speed-Related Crash Injury Count, 2010-2017
Total Injuries per Crash
0
2
4
6
8
10
12
14
10
20
30
40
50
60
70
80
Speed Limit (MPH)

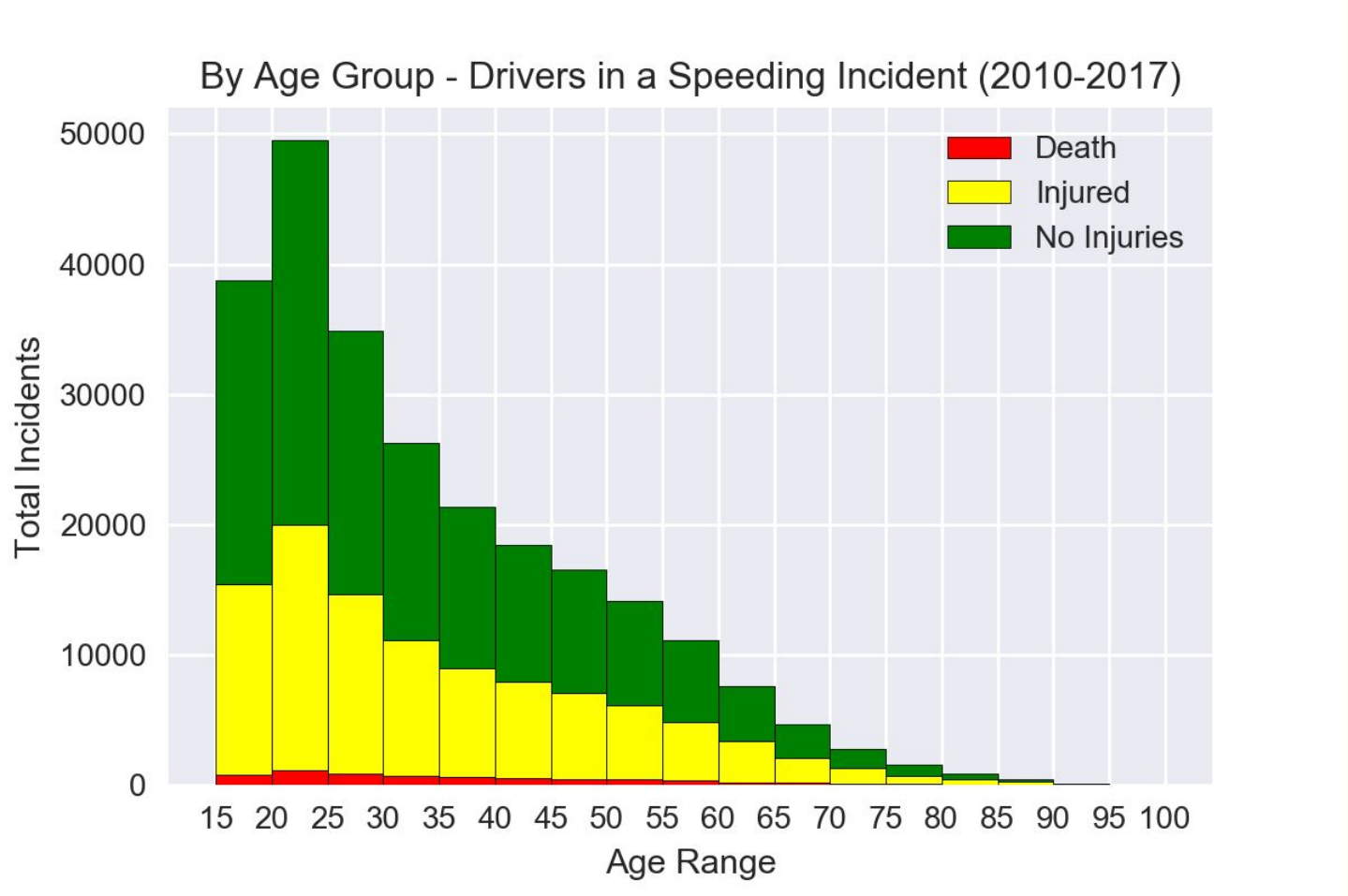
Pushing the Limits

While the **majority** of speed-related crashes **did not** involve injury, areas with a posted speed limit **under 30 MPH** very **rarely** saw accidents with **more than two** injuries, with another dramatic **increase** at limits of **30 or higher**.



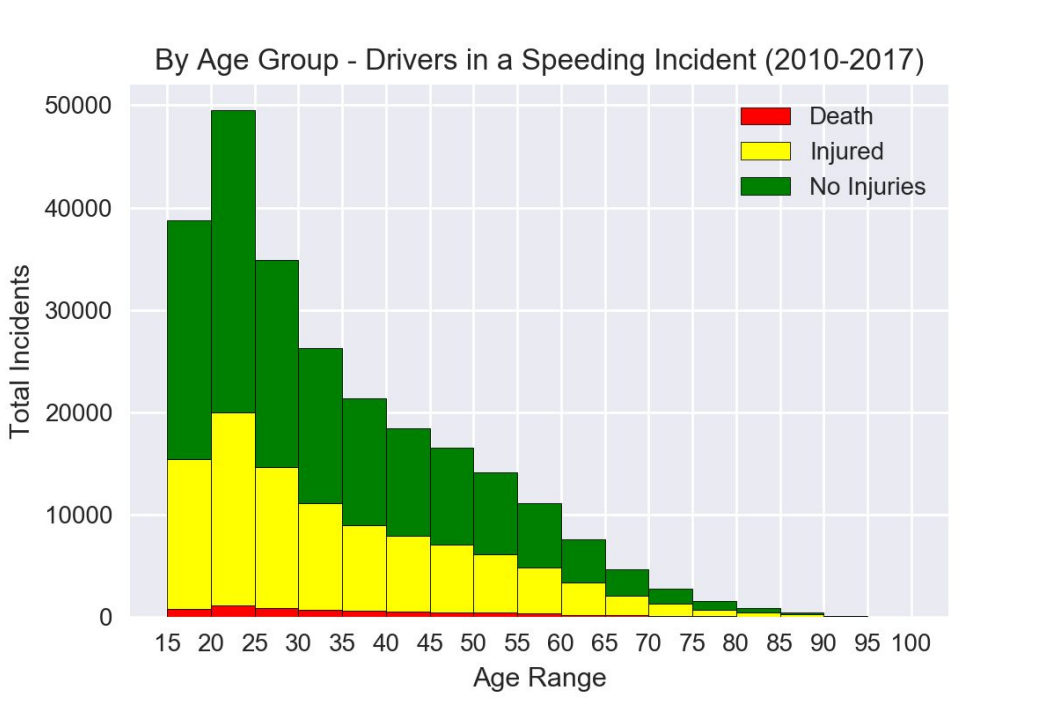
Data Source: C.R.I.S 2010-2017

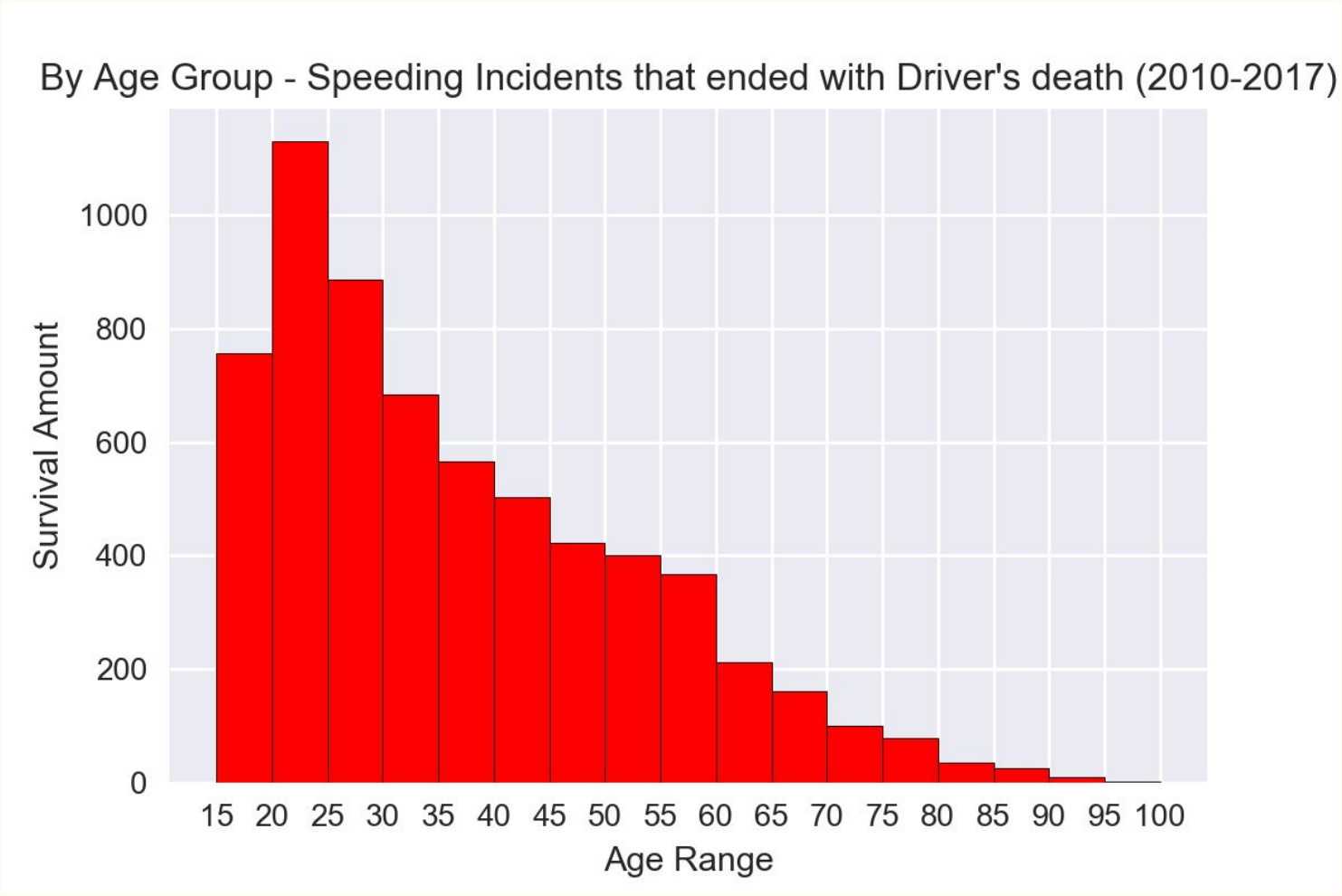

Slowing Down
with Age


By Age Group - Drivers in a Speeding Incident (2010-2017)
Death
Injured
No Injuries
Total Incidents
50000
40000
30000
20000
10000
0
15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100
Age Range

Slowing Down with Age

Drivers involved in speed-related crashes **overwhelmingly** tend to be **under 30**, with the peak range from 20-25 years old.




By Age Group - Speeding Incidents that ended with Driver's death (2010-2017)
Survival Amount
0
200
400
600
800
1000
15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100
Age Range

Slowing Down with Age

When focused on driver deaths, however, drivers **under 20** seem to be **less likely to lose their life** than other age groups when involved in speed-related accidents