Texas Traffic Trends

Stops and Accidents from 2010 to 2018

The Data

Crash Records Information System (C.R.I.S)

- TxDOT Crash Query Tool
- https://cris.dot.state.tx.us/public/Query/app/public/welcome
- 2010-2017

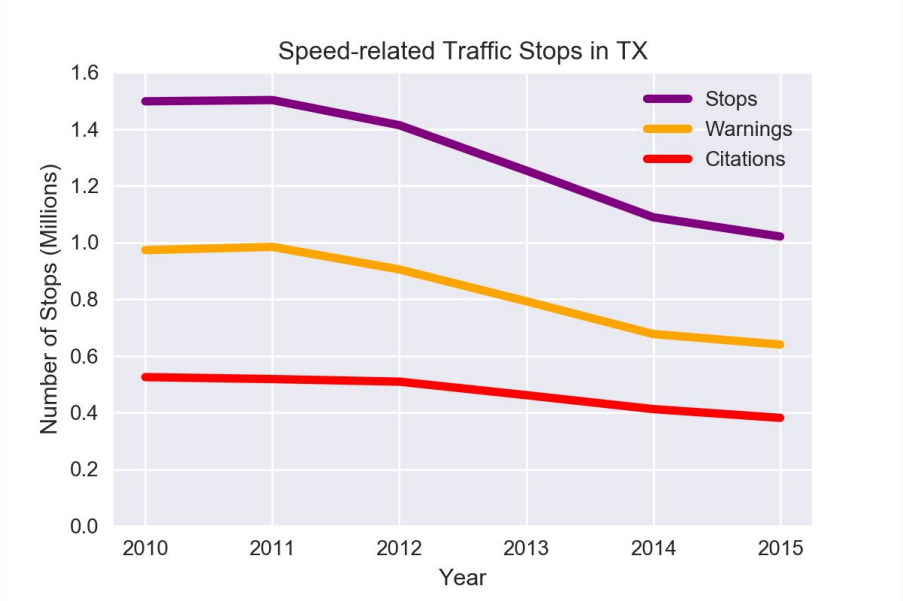
Stanford Open Policing Project

- https://openpolicing.stanford.edu/data/
- 2010-2017

Stopping Speeders

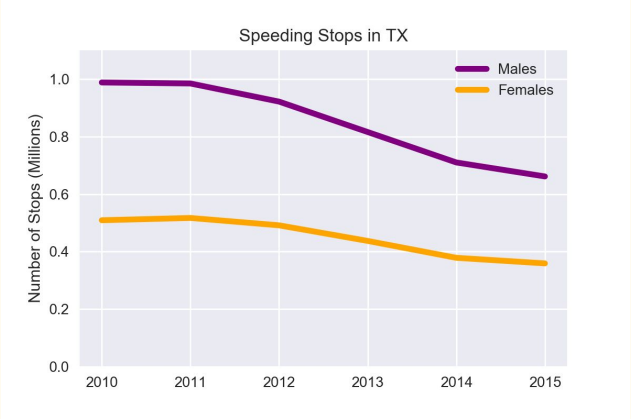
Overall, **traffic stops** citing **speed** as a reason for the stop have decreased by about 30%

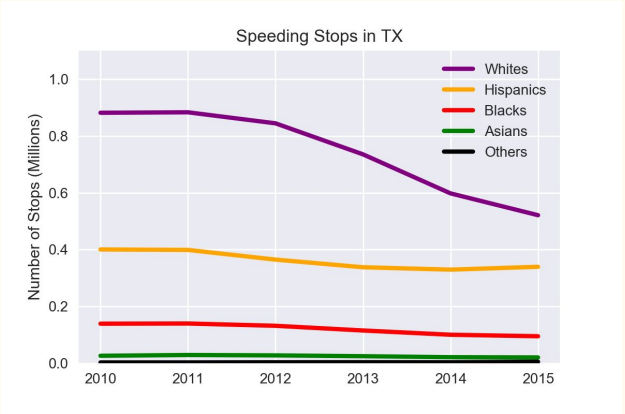
While the number of **warnings** given out as a result has **decreased** at a similar rate (slightly over 30%), the number of **citations** given has seen a much **smaller drop**, by only around 20%



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.

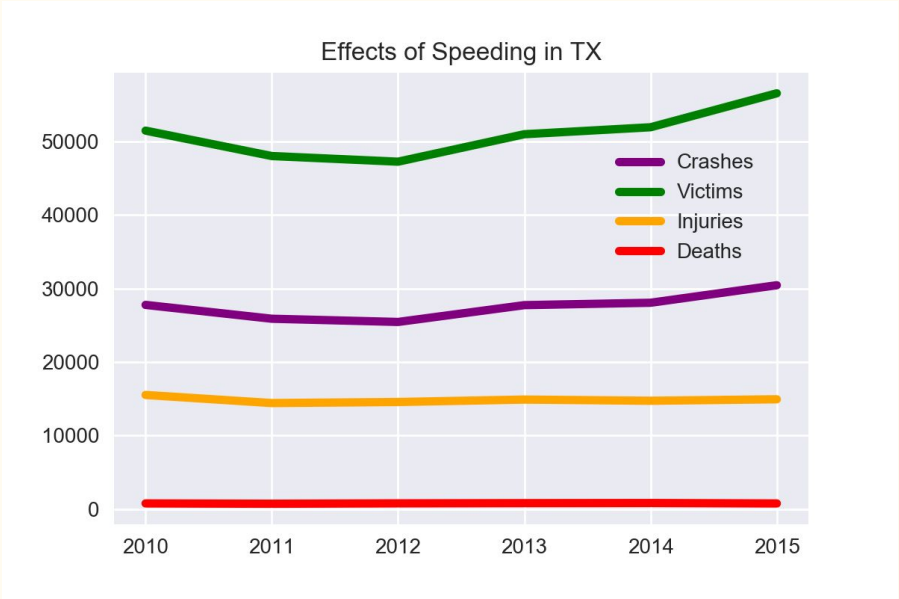




Stopping Speeders

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

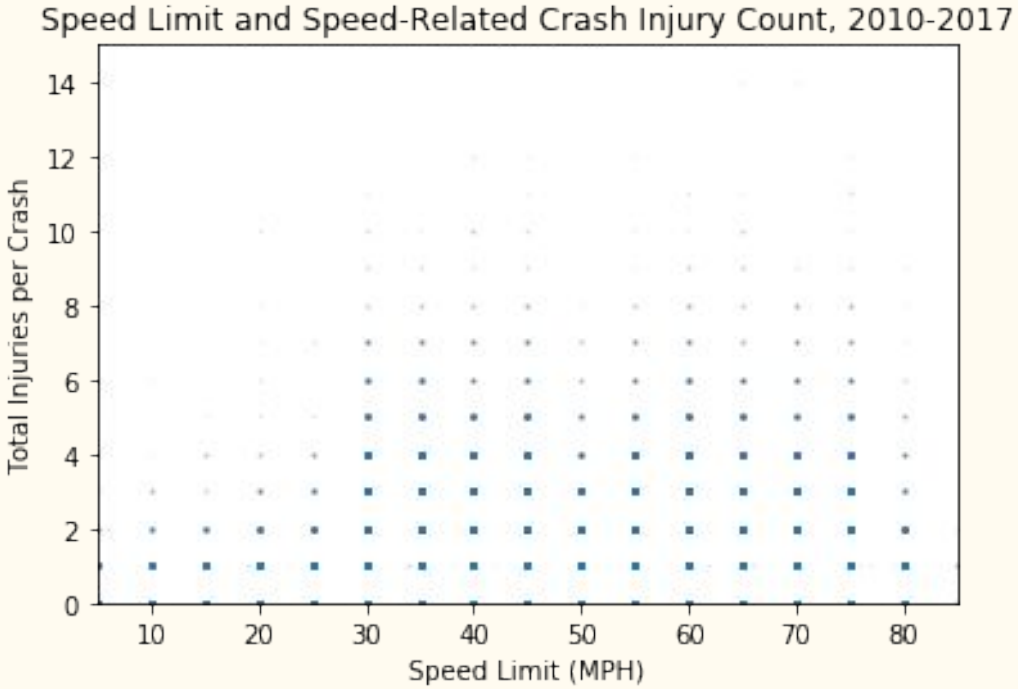
There is a **dramatic increase** in both **accidents** and their **fatality** as soon as the posted speed limit hits **30 MPH**.

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

Pushing the Limits

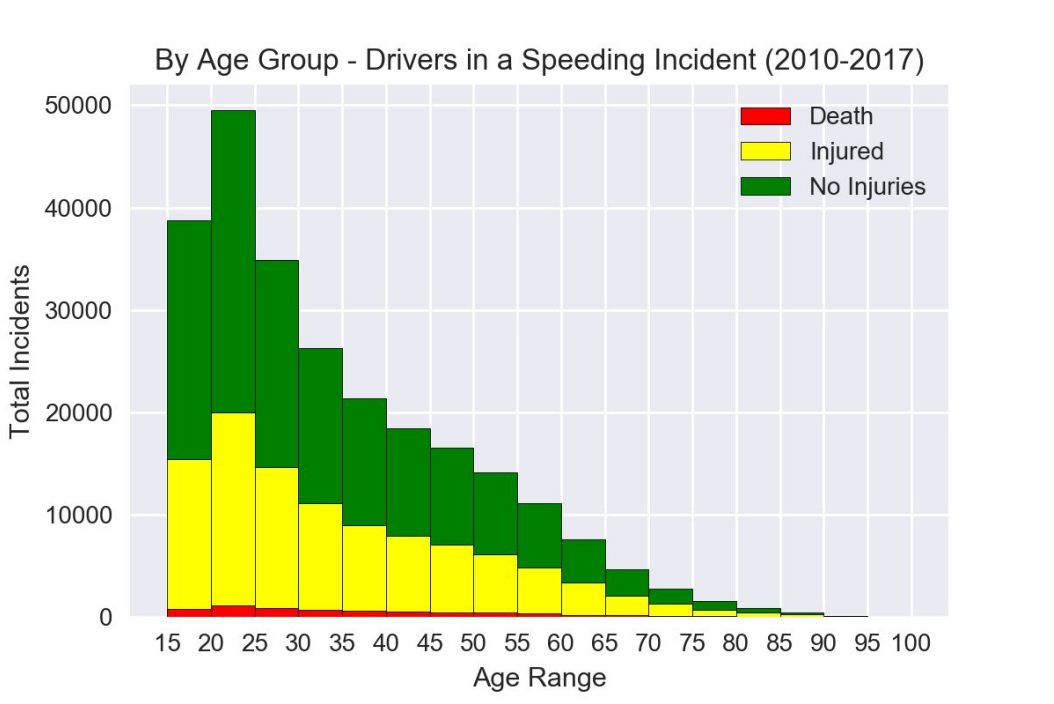
While the **majority** of speed-related crashes **did not** involve injury, areas with a posted speed limit **under 30 MPH** very **rarely** saw accidents with **more than two** injuries, with another dramatic **increase** at limits of **30 or higher**.



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

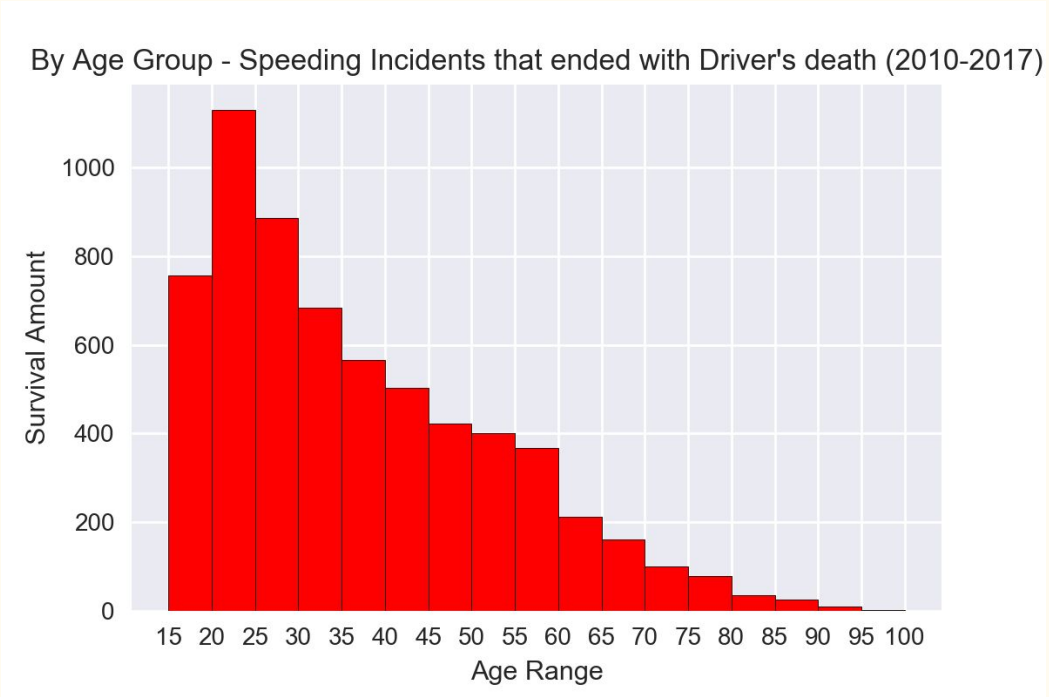
Slowing Down with Age

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



Slowing Down with Age

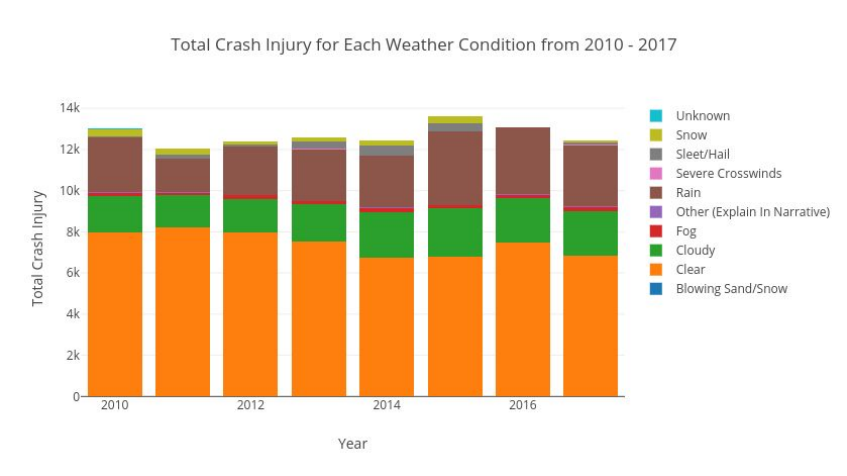
When focused on driver deaths, however, drivers **under 20** seem to be **less likely to lose their life** than other age groups when involved in speed-related accidents

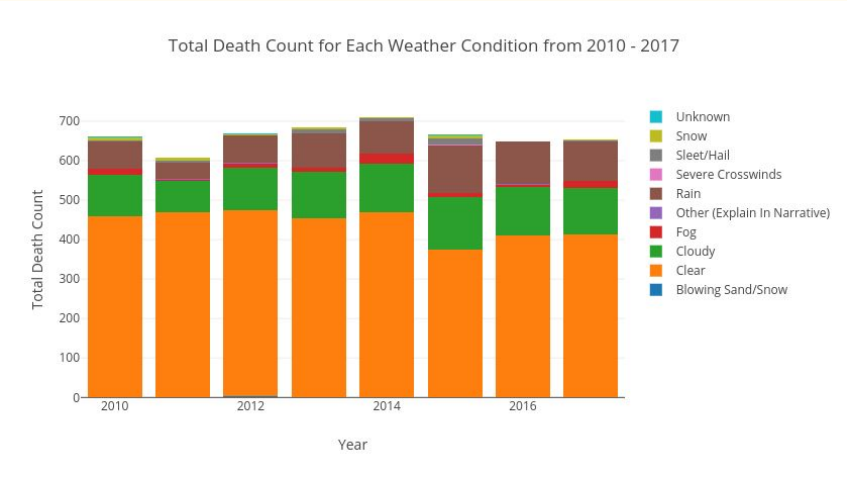


Under the Weather

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

Comparing this breakdown to the proportion of **clear**, **cloudy**, and **rainy** days throughout each **year** could support or refute the statistical significance of this.





Under the Weather

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.**