

Report on Statistical Trends

Cases Related to Motor Vehicles





Fine Only Misdemeanor Traffic Cases



Misdemeanor DWI Cases

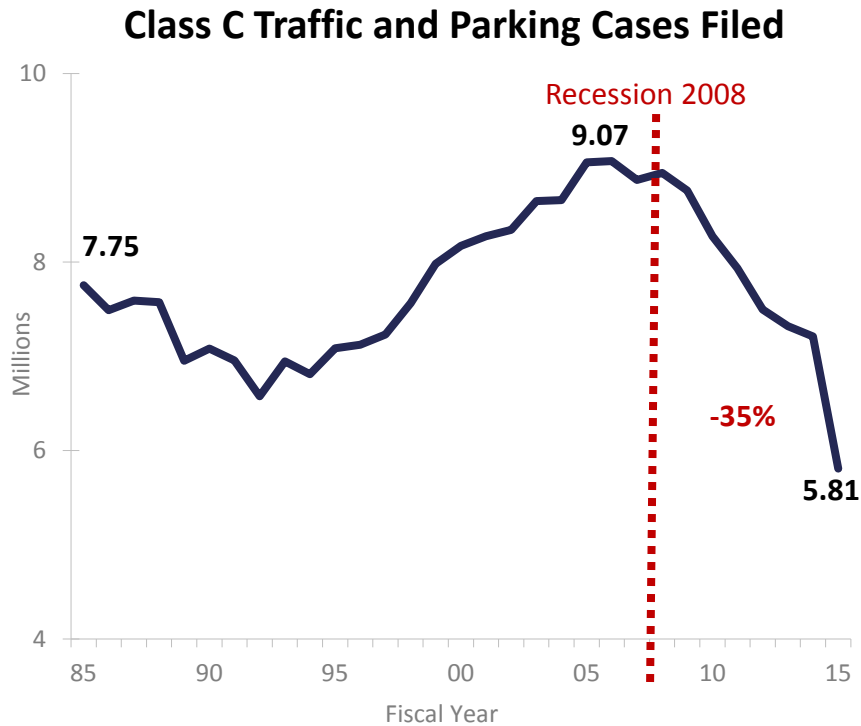


Injury or Damage – Motor Vehicle

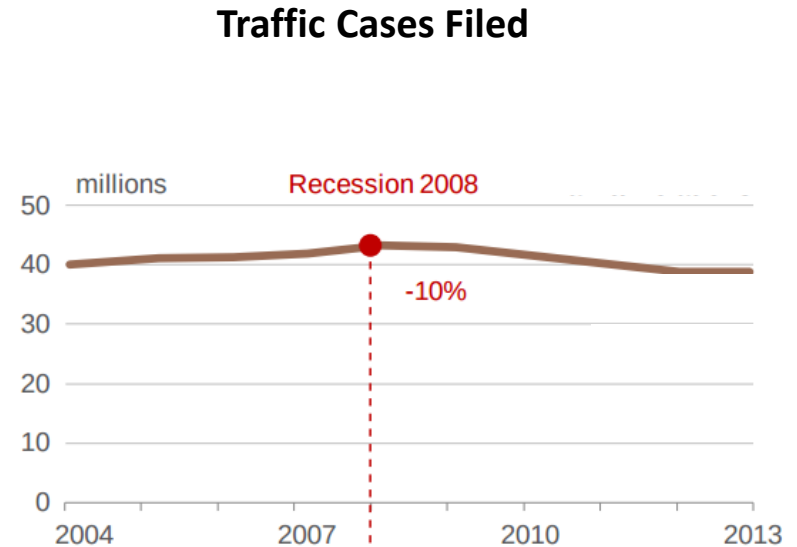
Traffic and Parking Cases

Traffic case filings have declined nationwide, but have declined at a much more significant rate in Texas.

Texas



National

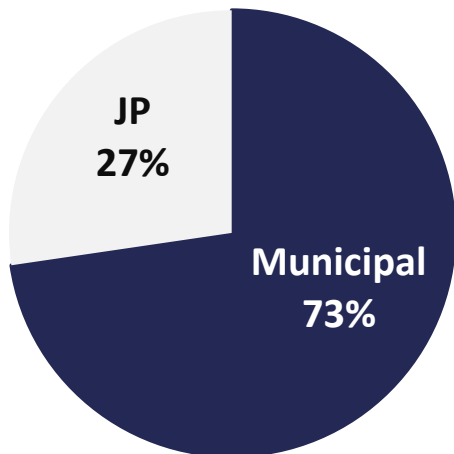


Source: National Center for State Courts

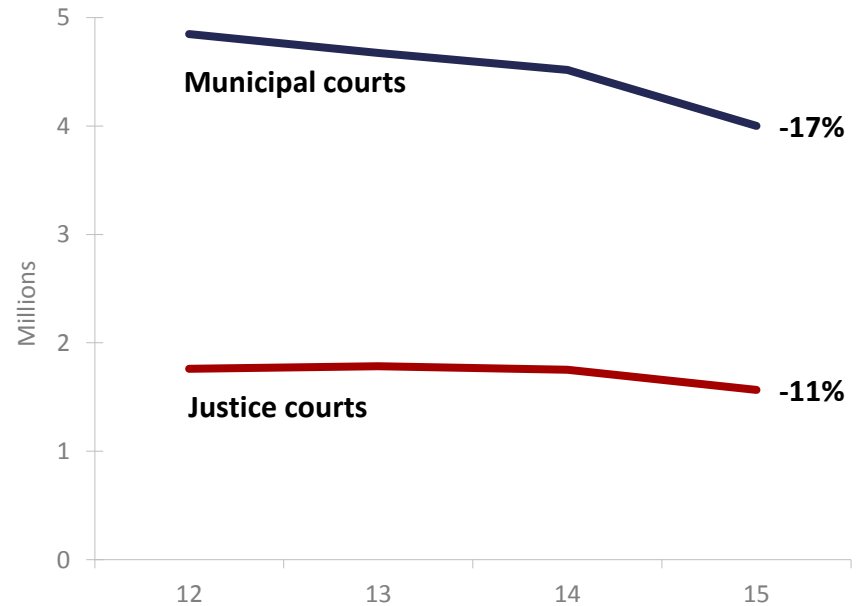
Class C Non-Parking Traffic Cases

	4-Yr Change
Texas Population	↑ 5%
Traffic	↓ 16%

The majority of cases are filed in the municipal courts.



Filings have declined at a greater rate in municipal courts than in justice courts.

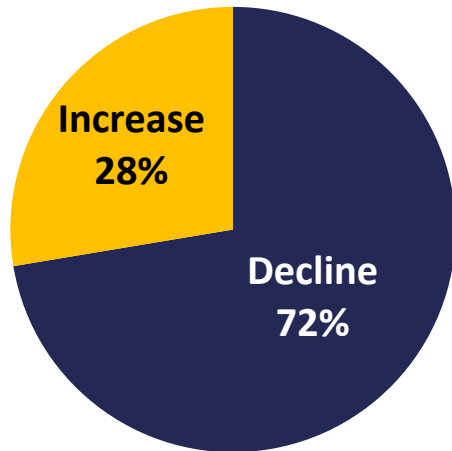


Class C Non-Parking Traffic Cases

Municipal Courts in Cities with Populations Greater than 40,000*

Filings declined in the majority of courts from FY 12 to 15.

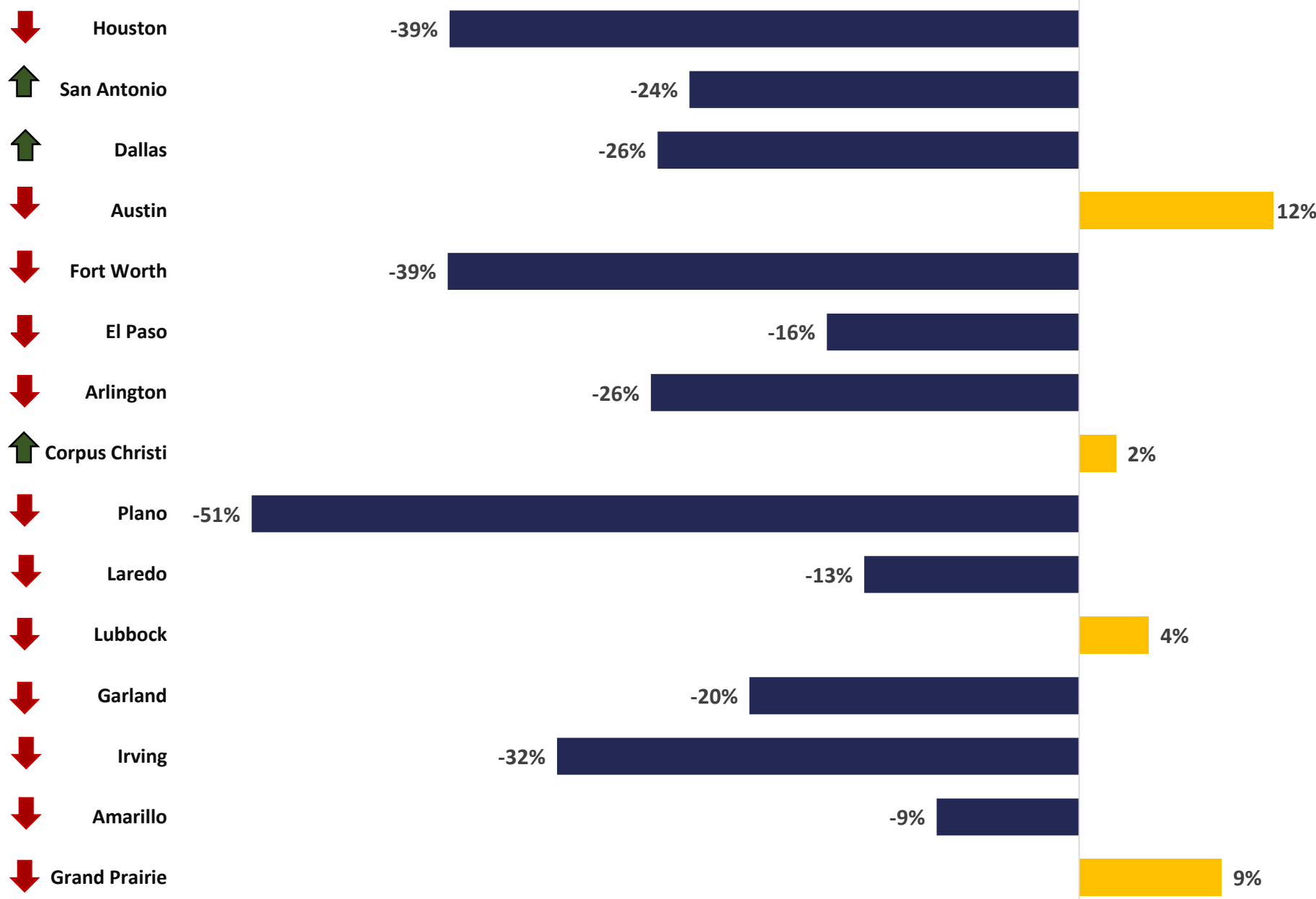
Filings have continued to decline in FY 16 compared to the same period in FY 15.



*76 cities, accounting for 69% of traffic filings in municipal courts in FY 12

**Change from
FY 15 to FY 16 -
(Sept. to Jan.)**

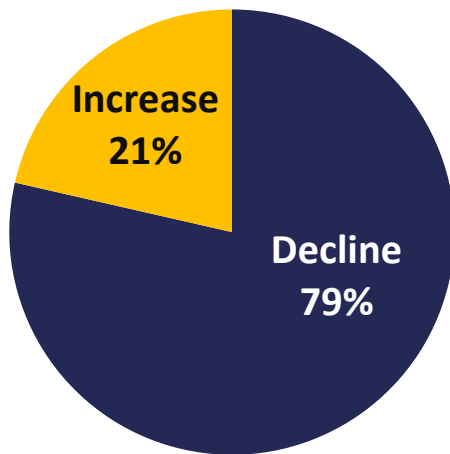
15 Largest Cities – Change from FY 12 to 15



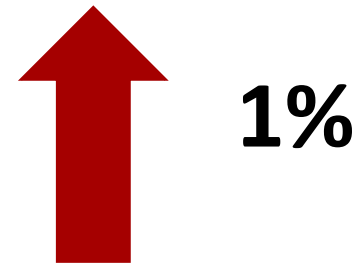
Class C Non-Parking Traffic Cases

Counties with Populations Greater than 150,000*

Filings declined in the majority of counties from FY 12 to 15.



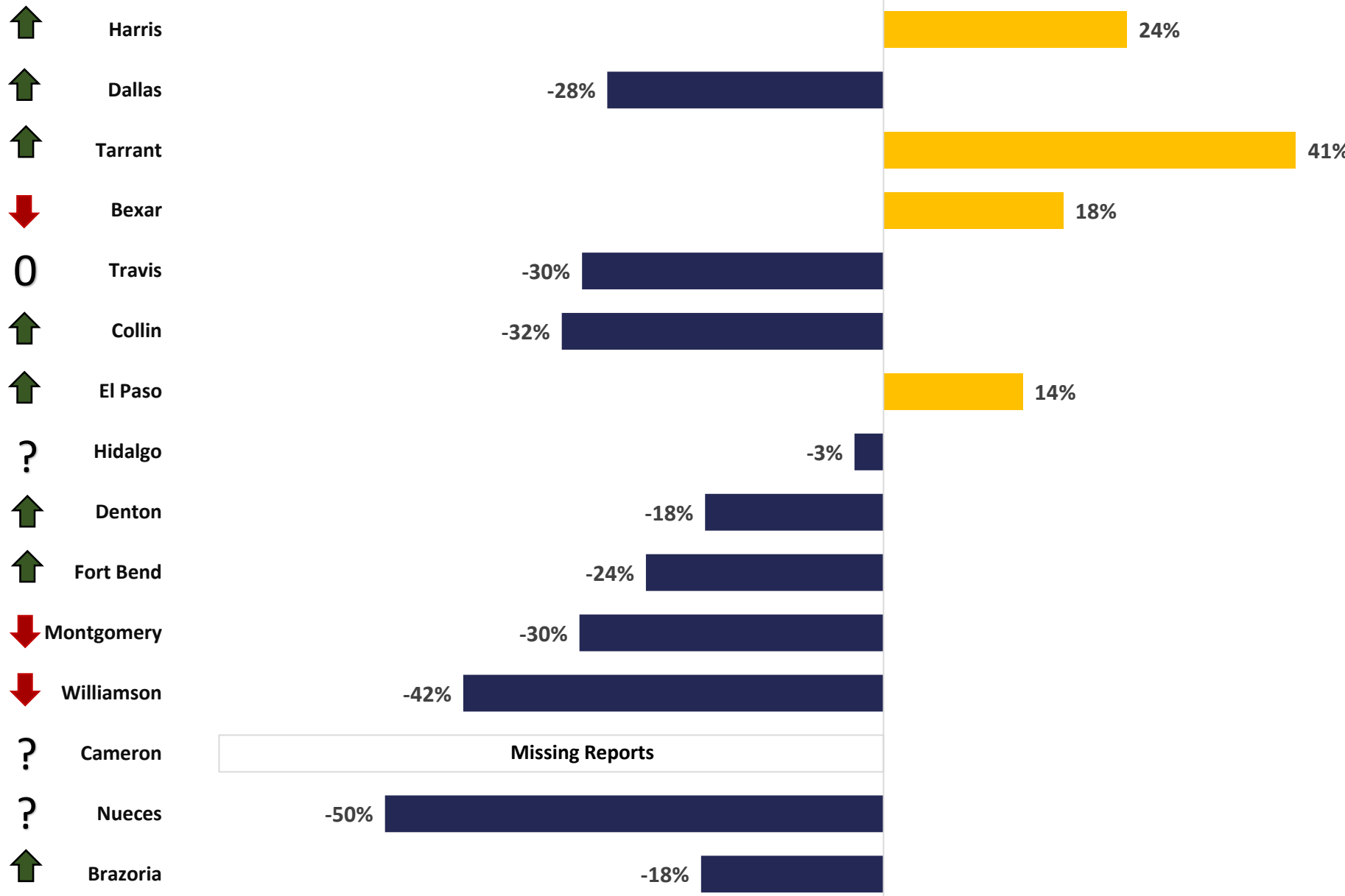
Filings have increased slightly in FY 16 compared to the same period in FY 15.



*28 counties, accounting for 60% of traffic filings in justice courts in FY 12

**Change from
FY 15 to FY 16 -
(Sept. to Jan.)**

15 Largest Counties – Change from FY 12 to 15



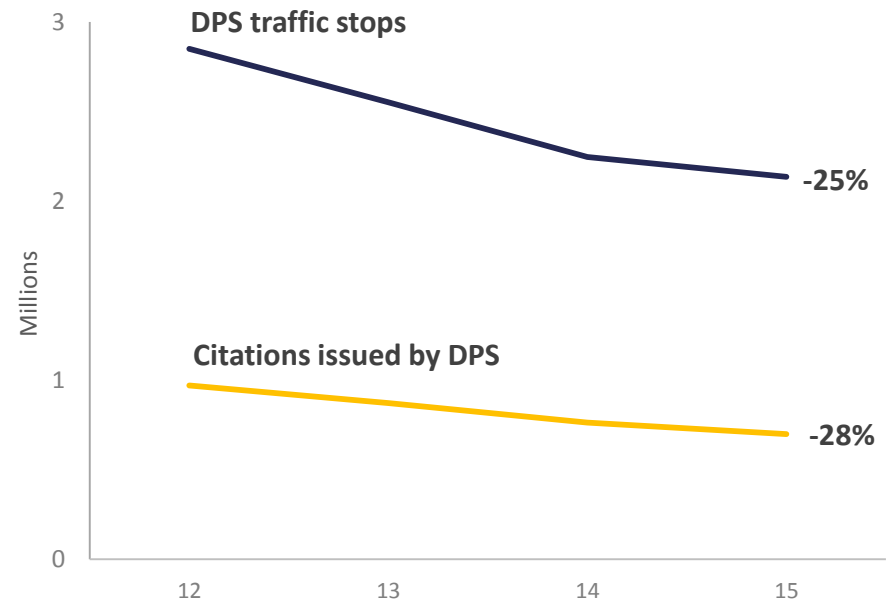
Decline in Class C Non-Parking Traffic Cases

Factors Related to Law Enforcement

Budget/resource limitations

- **Reduction in traffic stops**
- **Reduced staffing** in patrol section
- **Reduced federal funding** of Selective Traffic Enforcement Program (STEP)
- **Reduction in \$ spent on overtime** for officers to attend court
- Increases in officer time spent **responding to calls for service**, leaving less time for community policing

Traffic stops and citations issued by the Texas Department of Public Safety have declined.

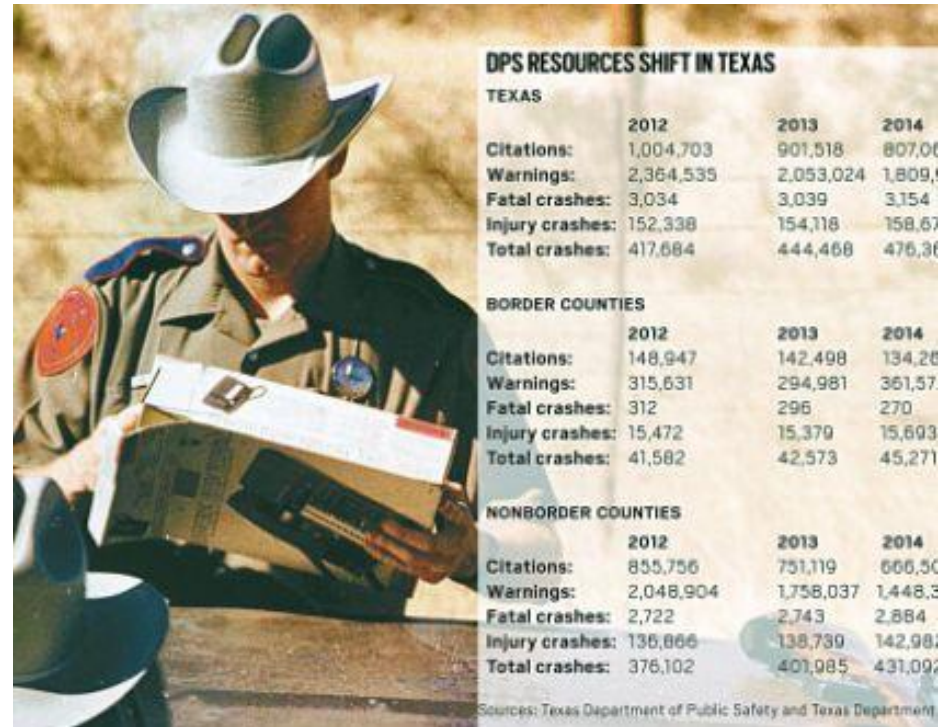


Decline in Class C Non-Parking Traffic Cases

Factors Related to Law Enforcement

Change in strategies

- Shift from citywide traffic enforcement to **focus on major highways**
- Shift to enforce hazardous violations at **top crash locations** to reduce fatalities & serious injuries
- Increase in traffic stops but **focus on warnings** rather than tickets
- Shift DPS resources to **border security**



El Paso Times: ..."citations and warnings issued by DPS troopers increased by 5 percent between 2012 and 2014 in the 31 counties the state considers border counties."

Decline in Class C Non-Parking Traffic Cases

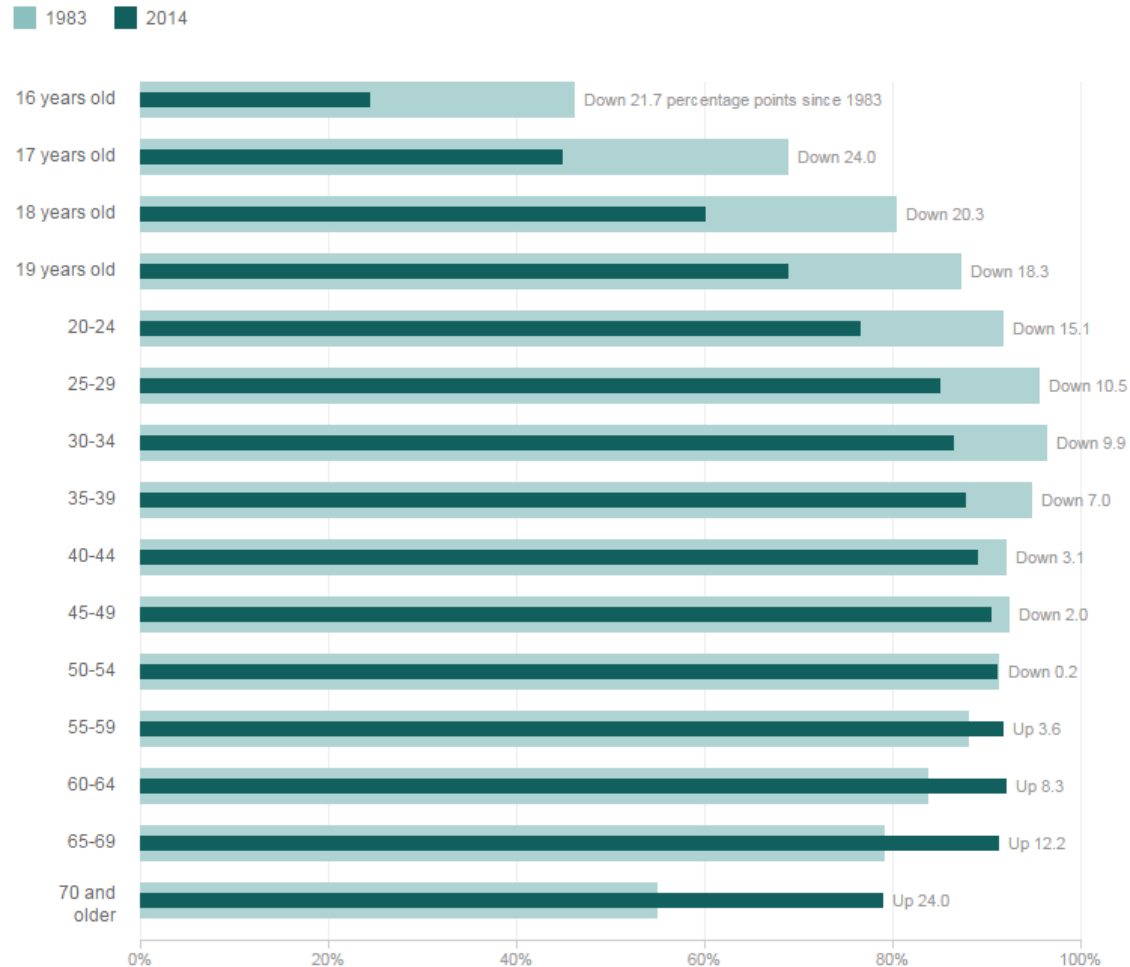
Other Potential Factors

Generational shift

- Fewer people get driver's license, particularly younger people
- Getting license before 18 more difficult, greater restrictions (graduated licensing)
- Fewer young people own cars
 - Electronics, social media
 - Expense, debt, economy
 - Use of alternative transportation

Fewer Drivers Among Younger Generations

Proportion of licensed drivers in 1983 and 2014, by age



Source: University of Michigan Transportation Research Institute

Credit: Katie Park/NPR

DWI Cases

5-Yr Change

Texas Population



7%

Misdemeanor DWI

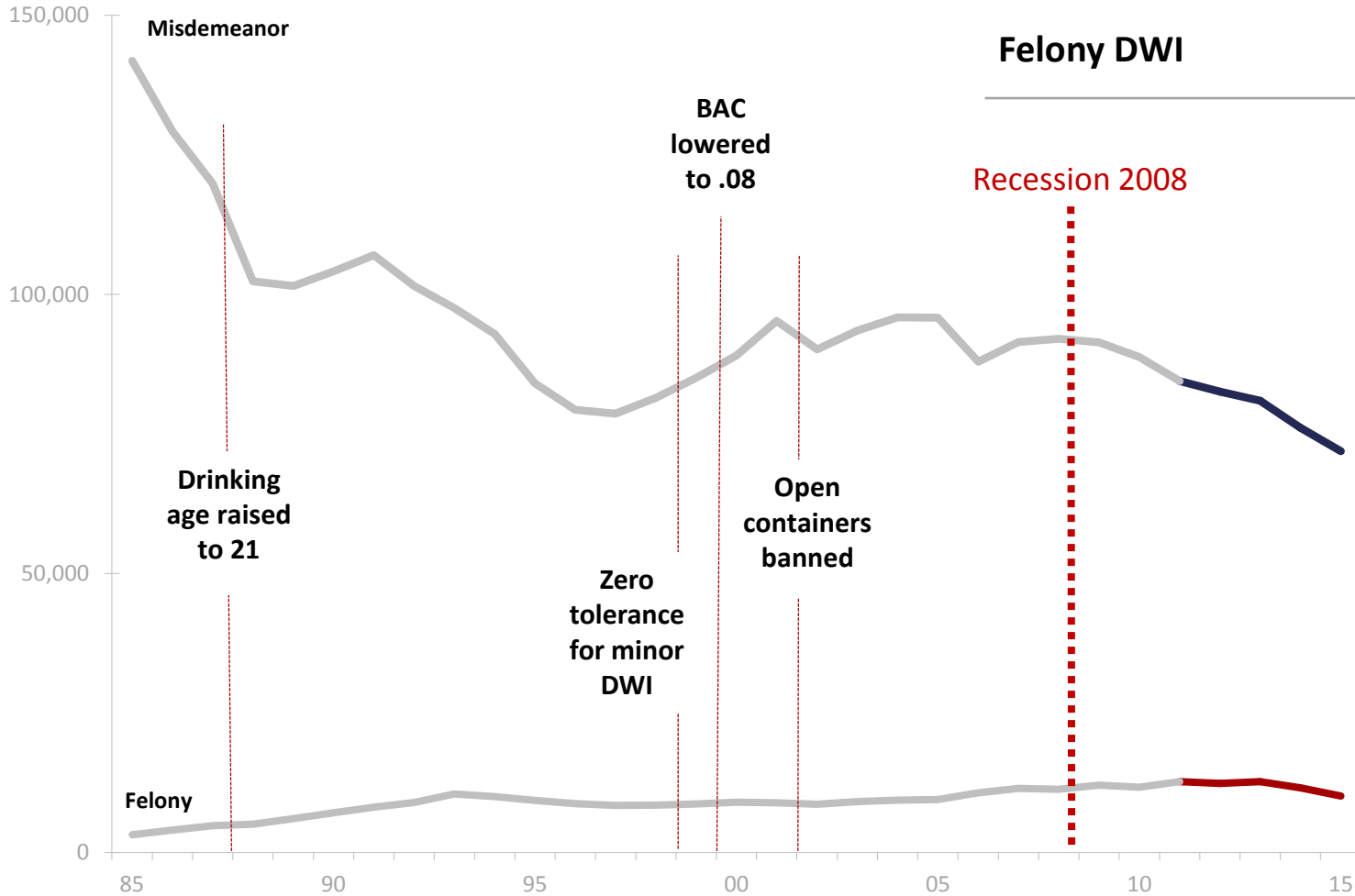


15%

Felony DWI



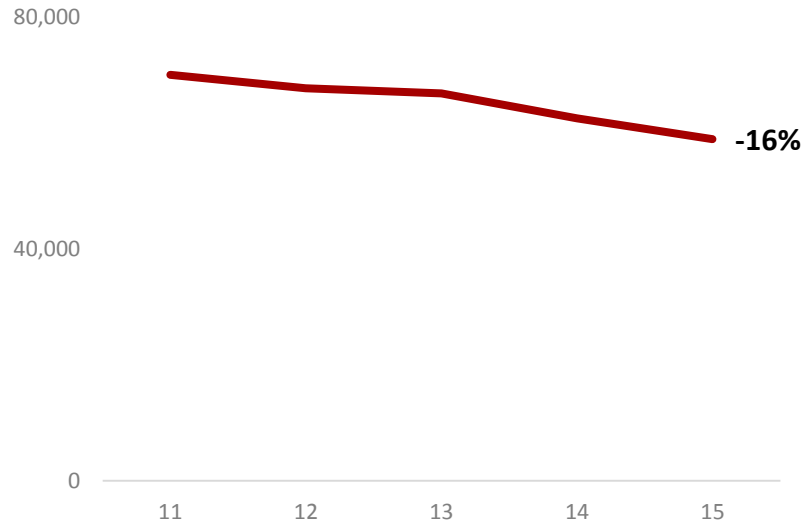
20%



Misdemeanor DWI Cases

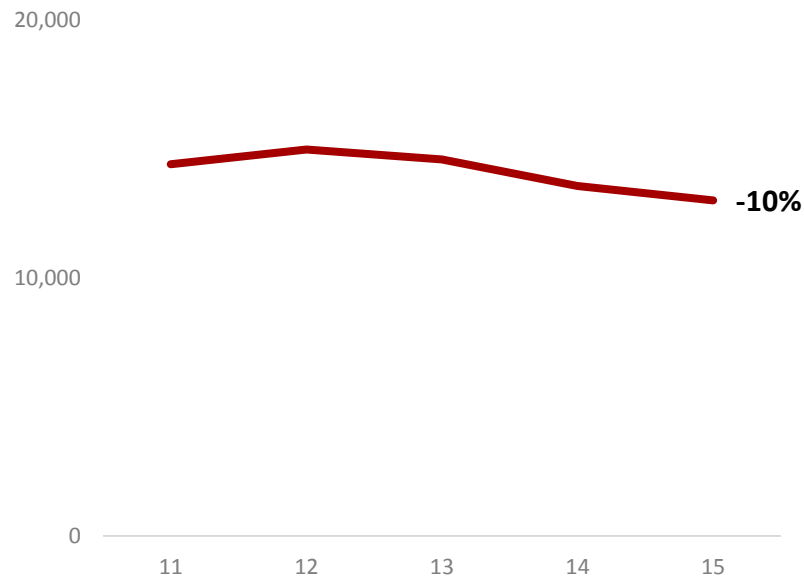
Change from
FY 15 to FY 16 -
(Sept. to Jan.)

1st Offense



↓ 6%

2nd Offense



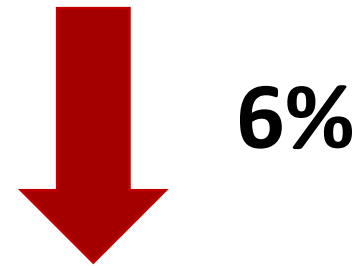
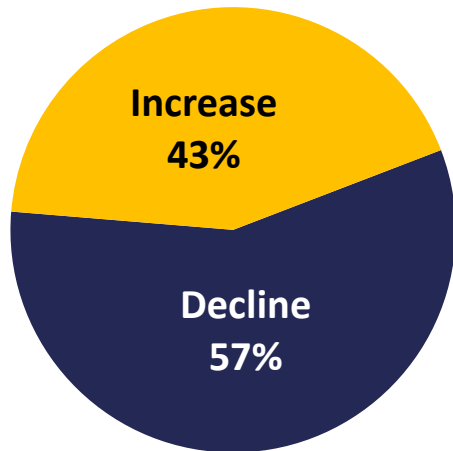
↓ 6%

Misdemeanor DWI

Counties with Populations Greater than 150,000*

Filings decreased in more than half of the counties from FY 11 to 15.

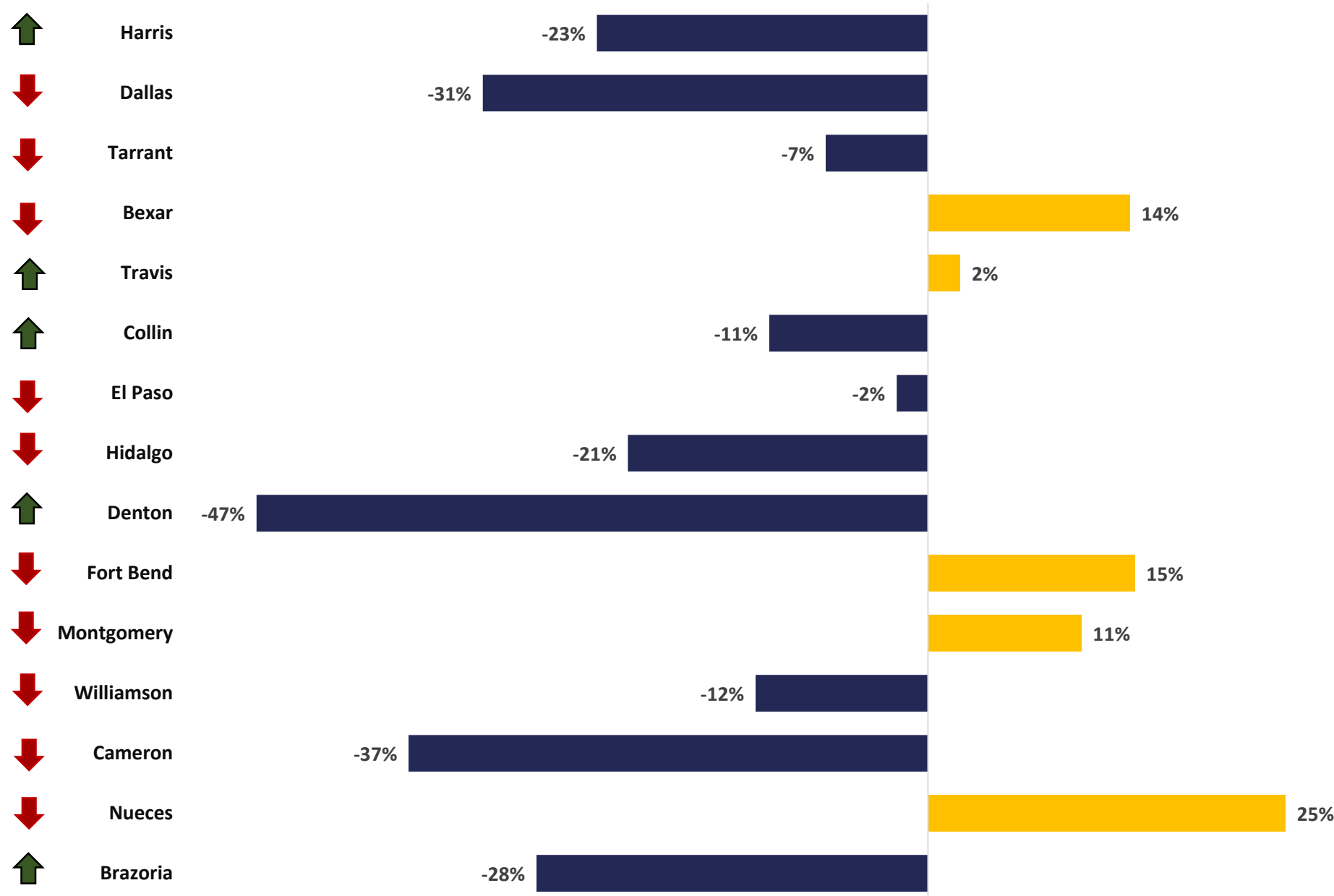
Filings have continued to decrease in FY 16 compared to the same period in FY 15.



*28 counties, accounting for 75% of misdemeanor DWI cases in FY 11

Change from
FY 15 to FY 16 -
(Sept. to Jan.)

15 Largest Counties – Change from FY 11 to 15

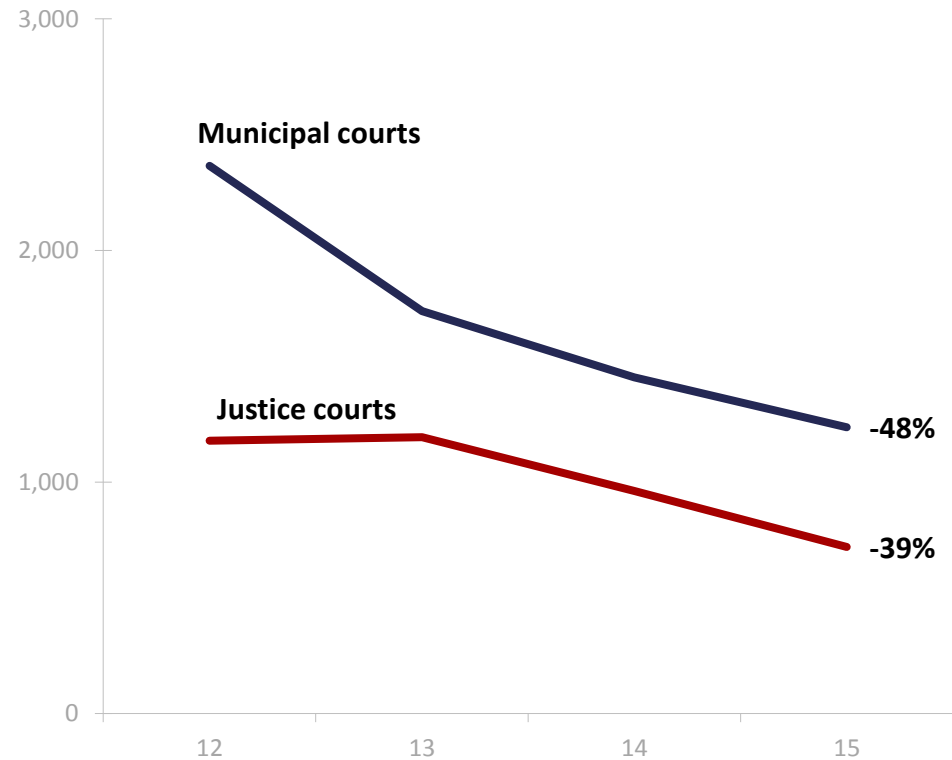
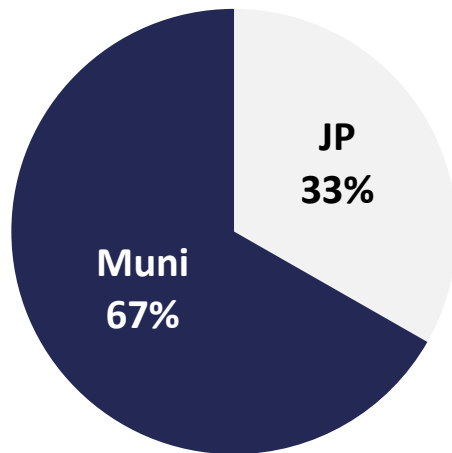


Juvenile/Minor DUI Cases

	4-Yr Change
Texas Population	↑ 5%
Juvenile/ Minor DUI	↓ 45%

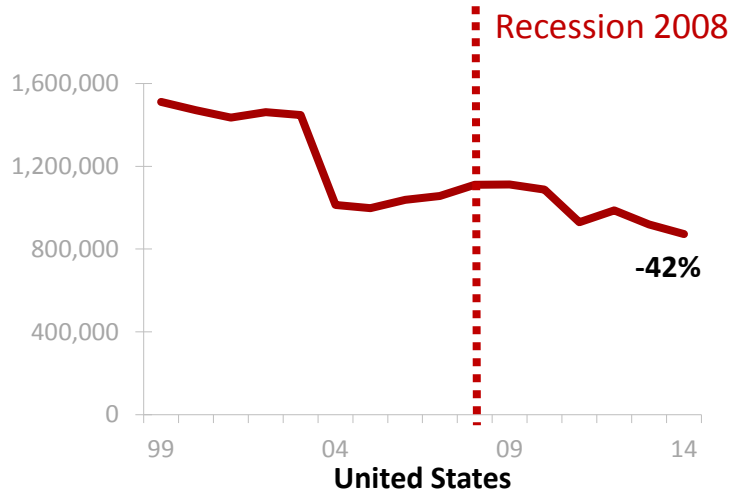
Filings have declined at a greater rate in municipal courts than in justice courts.

The majority of cases are filed in the municipal courts.



Decline in DWI Cases

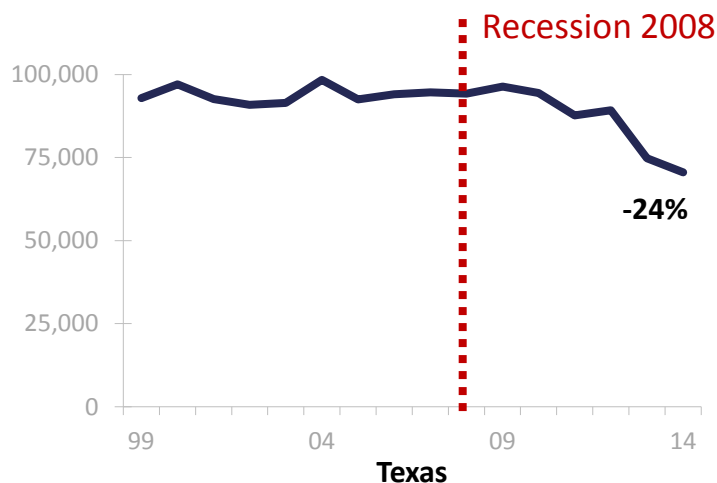
Arrests for driving under the influence have declined.



Potential factors

Change in laws and culture

- Tougher DWI laws beginning in early 1980s laws and continuing to present
- Rise of MADD & other similar groups
- Education campaigns



Decline in DWI Cases

Potential factors

Generational shift

- Fewer people get driver's license, particularly younger people
- Fewer young people own cars
 - Electronics, social media
 - Expense, debt, economy
 - Use of alternative transportation

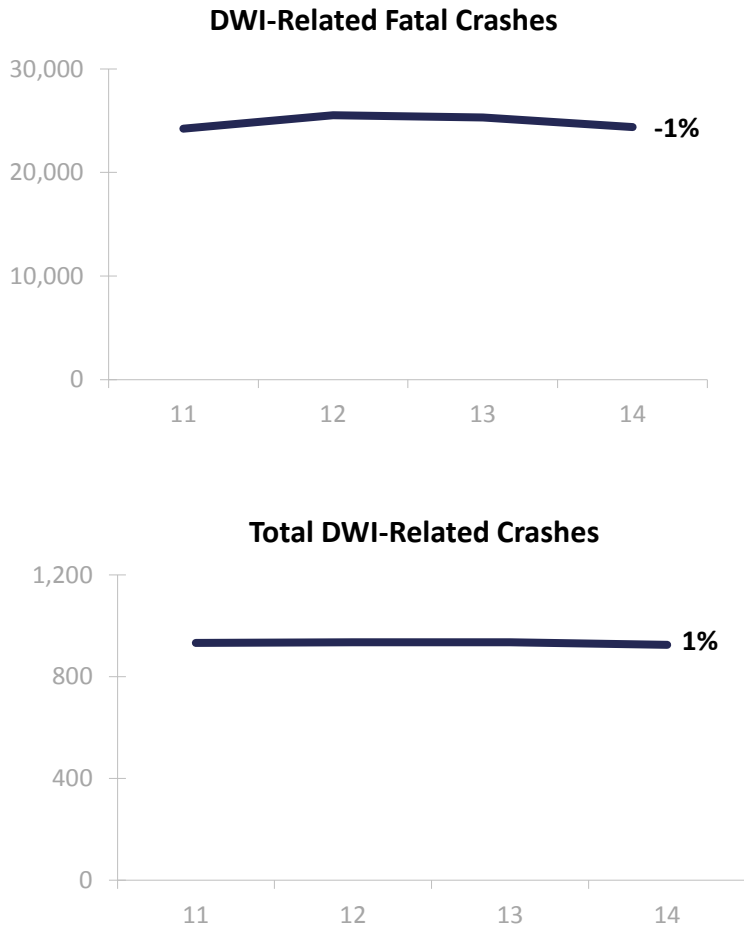
Budget/resource limitations

- **Reduction in traffic enforcement**, resources devoted to other matters
- **Reduced federal funding** for enforcement efforts
- **Reduced staffing** in DWI squads

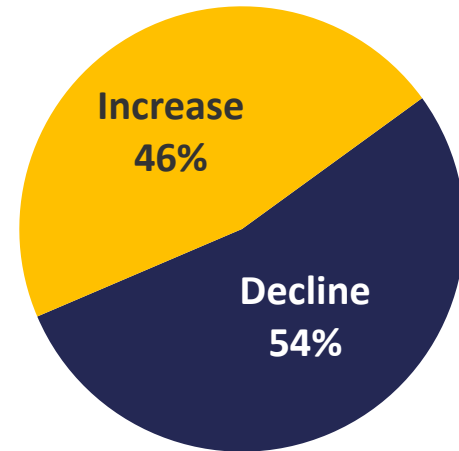
DWI Related Crashes

In Texas, DWI arrests declined by 19% from FY 11 to 14, but the number of DWI related crashes remained steady.

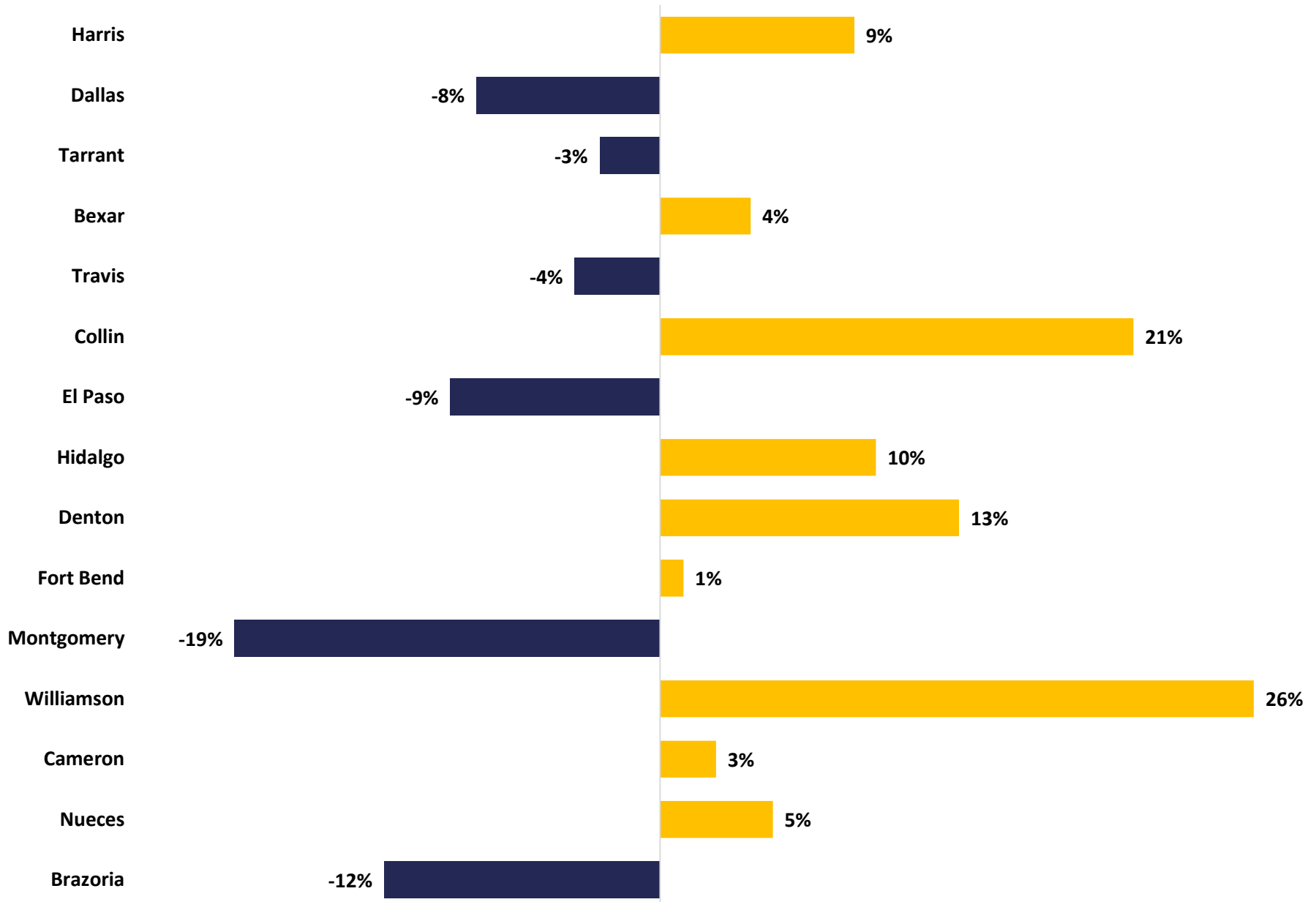
Total DWI related crashes increased in nearly half of counties with populations over 150,000.



Counties with Populations Greater than 150,000

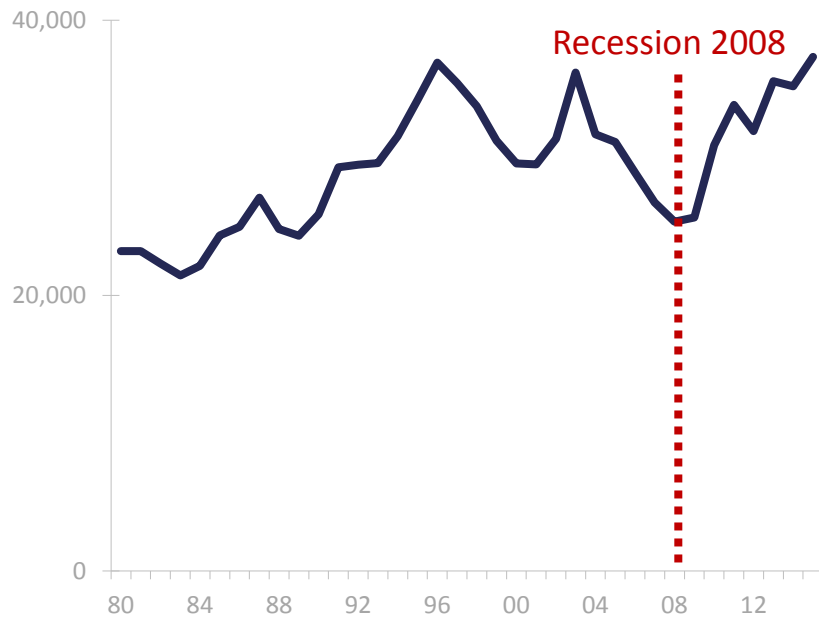


15 Largest Counties – Change in Crashes from FY 11 to 14



Injury or Damage – Motor Vehicle

Filings of motor vehicle related tort cases reached an all-time high in 2015.

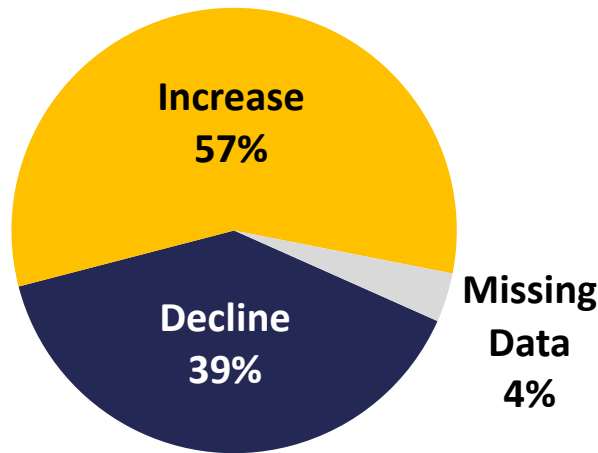


	5-Yr Change
Texas Population	↑ 7%
Injury/Damage – Motor Vehicle	↑ 10%

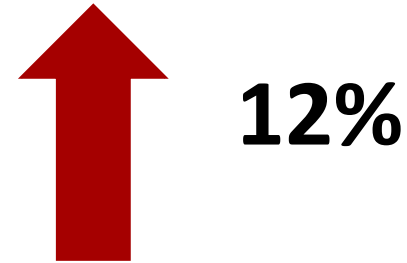
Injury or Damage – Motor Vehicle

Counties with Populations Greater than 150,000*

Filings increased in the majority of counties from FY 11 to 15.



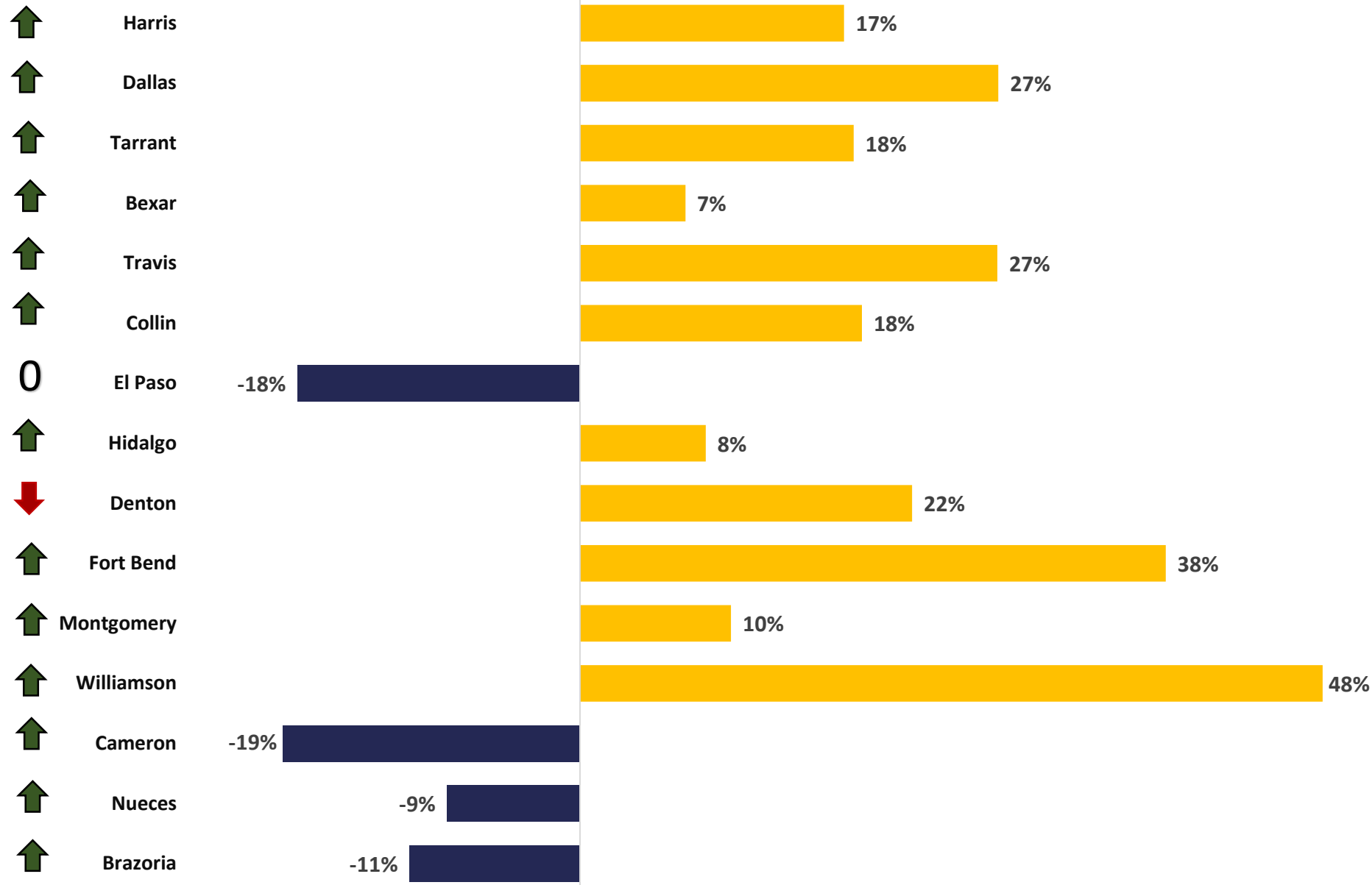
Filings have increased in most of these counties in FY 16 compared to the same period in FY 15.



*28 counties, accounting for 85% of injury/damage cases involving a motor vehicle in FY 11

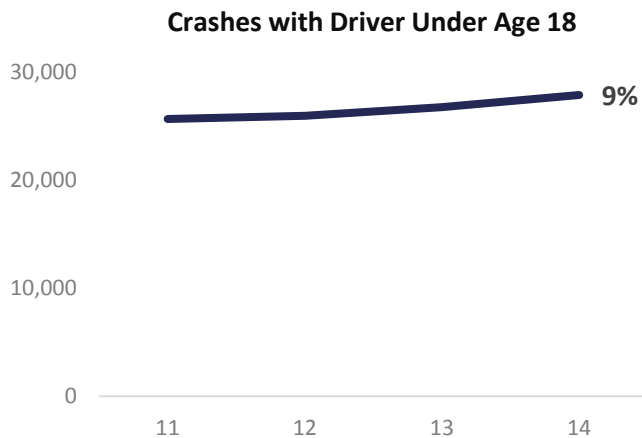
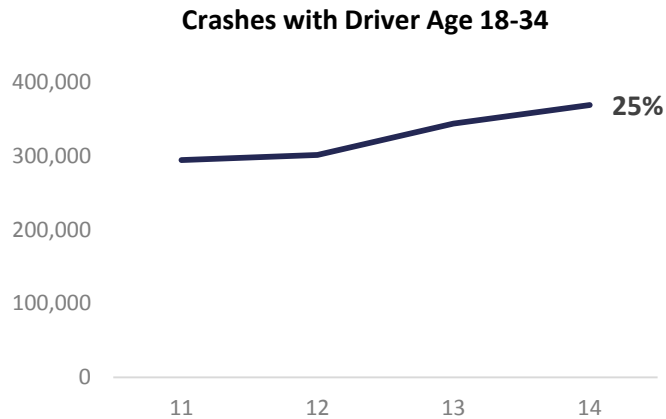
**Change from
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15 Largest Counties – Change from FY 11 to 15



Crashes – Change from 11 to 14

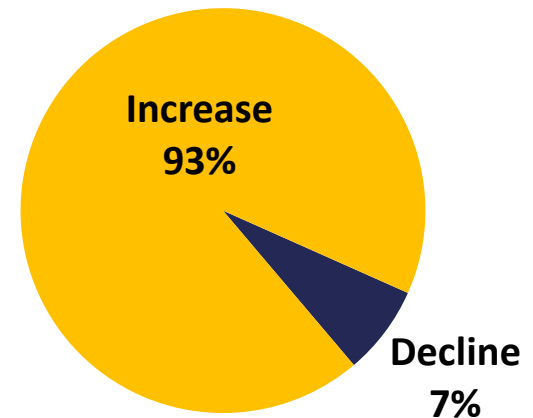
Crashes have increased at a rate greater than the state's population growth.



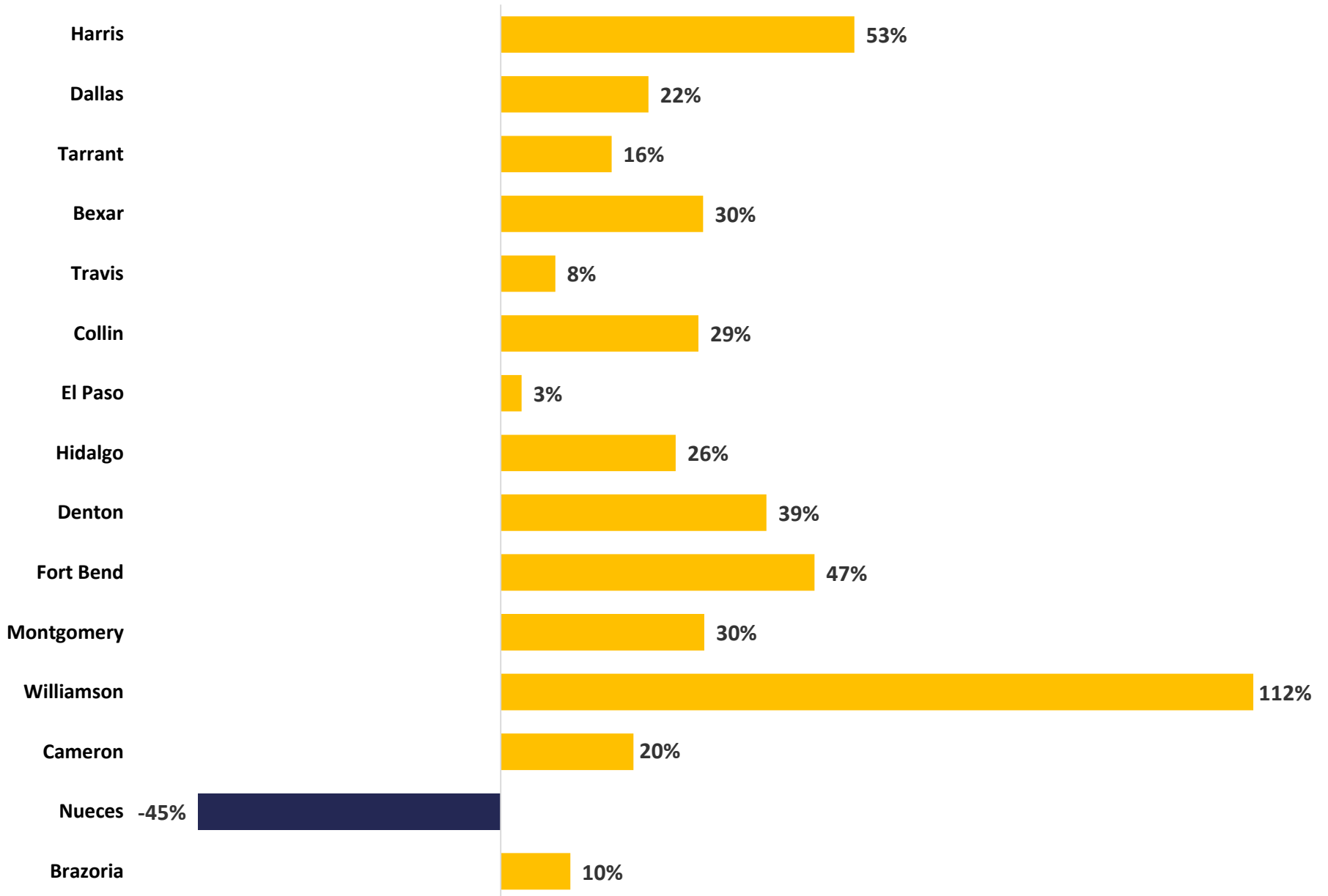
	4-Yr Change
Texas Population	↑ 5%
All Crashes	↑ 25%

Crashes increased in nearly all counties with populations over 150,000.

Counties with Populations Greater than 150,000



15 Largest Counties – Change in Crashes from 11 to 14



15 Largest Cities – Change in Crashes from 11 to 14

