Town of Pecos City

SS4A Comprehensive Safety Action Plan

April 2026



ACKNOWLEDGMENTS

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Jerry Matta, Constable Pct. 2, Reeves County

Brenda McKinney, Chief Executive Officer, Reeves Regional Health

Yvette Riker, Chief Operating Officer, Reeves Regional Health

LETTER FROM THE MAYOR



April 23, 2026

RE: Comprehensive Safety Action Plan for the Town of Pecos, Texas

To Whom It May Concern,

I am pleased to present the final report for the Town of Pecos City's Safe Streets for All Comprehensive Safety Action Plan. The development of this plan was made possible through funding provided by a US Department of Transportation Safe Streets and Roads for All (SS4A) planning grant, along with the dedicated efforts of City staff and the SS4A Stakeholder Committee.

This Safety Action Plan represents a comprehensive, citywide approach to improving roadway safety for all users. It includes recommendations informed by rigorous data analysis and meaningful community input. As part of the Town's commitment to Vision Zero, the Town of Pecos City aims to eliminate fatal and serious injury crashes on its roadways by 2050.

We look forward to pursuing additional grant opportunities to support the implementation of the projects and strategies outlined in this report. Together, we can create a safer roadway network for residents, visitors, and all members of the traveling public in the Town of Pecos City.

Sincerely,

Teresa Winkles, Mayor, Town of Pecos City


PECOS
TEXAS

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HOME of the World's First RODEO
PECOS
TEXAS
JANUARY 1, 1993

INTRODUCTION

Texas, and the nation, have a roadway safety problem.

Prior to the COVID-19 pandemic in 2020, roadway fatalities at the state and national level were on a downward trend. Since the pandemic, progress has stalled and, in some cases, reversed. In Texas, crashes increased by 16% between 2020 and 2021, from 3,876 to 4,500. Nationally, crashes increased by 11% over the same timeframe. This trend is reflected at the local level, but the Town of Pecos City is committed to changing the tide.

Pecos is committed to putting safety first.

The Town of Pecos City is the largest city in Reeves County and the county seat. The county, located in the Permian Basin, covers a total area of approximately 2,642 square miles. It sits just south of the New Mexico border along the west bank of the Pecos River and the eastern edge of the Chihuahua Desert. Its location is central to its role as a hub for the oil and gas industry in West Texas. Because of this association with the oil and gas industry, heavy commercial truck traffic shares the road with local automobile drivers, pedestrians, and other wheeled users. In addition to the oil and gas industry, the hospitality industry is growing, and the city is investing in education, healthcare, logistics, and regional entertainment. Part of this investment is a concerted effort to make Pecos's roads safer for every road user.

The city demonstrated this commitment to safety by adopting a Vision Zero resolution on October 23, 2025. This resolution commits the city to reaching zero roadway fatalities or serious injuries by 2050.

But roadway deaths and injuries are still happening.

Even with the commitment to Vision Zero, traffic crashes are still affecting families and visitors of Pecos. Between 2021 and 2025, there were a total of 866 crashes, not including the interstate system. Of these, 41 resulted in a death or serious injury and six involved a pedestrian. Crashes not only affect the lives of those involved but change the public's perception of street safety across the city making it feel less safe to walk, bike, and drive.

More work needs to be done to ensure that people feel safe and secure while going about their daily routines.

VISION ZERO PECOS

ZERO TRAFFIC DEATHS BY 2050

Here's what we're doing about it.

Adopting a Safety Action Plan

In order to reach the Vision Zero goal, Pecos has developed and adopted this Comprehensive Safety Action Plan (CSAP). The plan is a data-driven, strategic framework designed to eliminate roadway fatalities and serious injuries. The CSAP was funded by a federal USDOT Safe Streets and Roads for All (SS4A) planning grant. It will guide future safety investments across the city by prioritizing projects at high-risk locations and recommending infrastructure, policy, and other improvements to help make Pecos's roads safer for all road users.

Utilizing a holistic approach to safety

The Safe System Approach, focusing on five key principles, is a holistic and comprehensive framework for achieving the goal of eliminating traffic fatalities and serious injuries. The Safe System Approach recognizes that deaths and serious injuries are unacceptable, humans make mistakes, humans are vulnerable, responsibility is shared, safety is proactive, and redundancy is crucial. By integrating these principles into the plan, Pecos's roadway safety strategy moves beyond reactive measures and toward a comprehensive, preventive model.



Figure 1: Safe System Approach. Source: FHWA

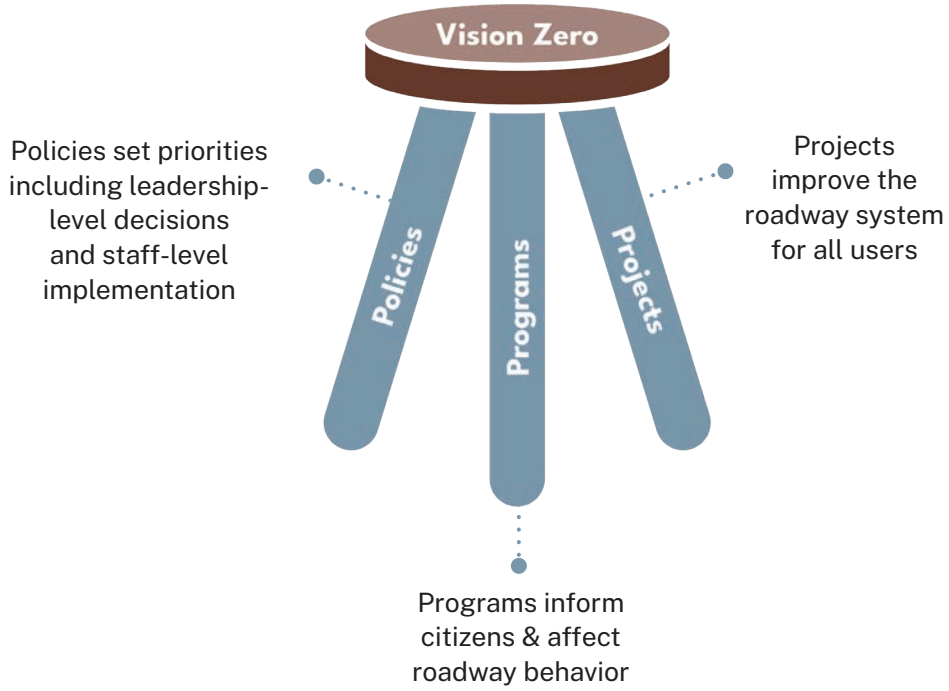
TRADITIONAL	SAFE SYSTEM
Prevent crashes	Prevent deaths and serious injuries
Improve human behavior	Design for human mistakes/limitations
Control speeding	Design for naturally lower speeds
Individuals are responsible	Share responsibility
React based on crash history	Proactively identify and address risks

LEADERSHIP COMMITMENT AND GOAL SETTING

Reaching Vision Zero

Getting to the goal of zero traffic fatalities or serious injuries will require a multi-pronged approach that targets improvements from many angles.

The 3-Legged Stool is an interdisciplinary method of achieving Vision Zero that breaks down solutions into policies, programs, and projects. This approach emphasizes that each of the "3 legs" are inter-dependent and necessary to successfully reduce roadway fatalities and serious injuries. All stakeholders (from elected officials, to drivers, emergency responders, and people walking and biking) are involved in the effort to eliminate roadway fatalities and serious injuries.



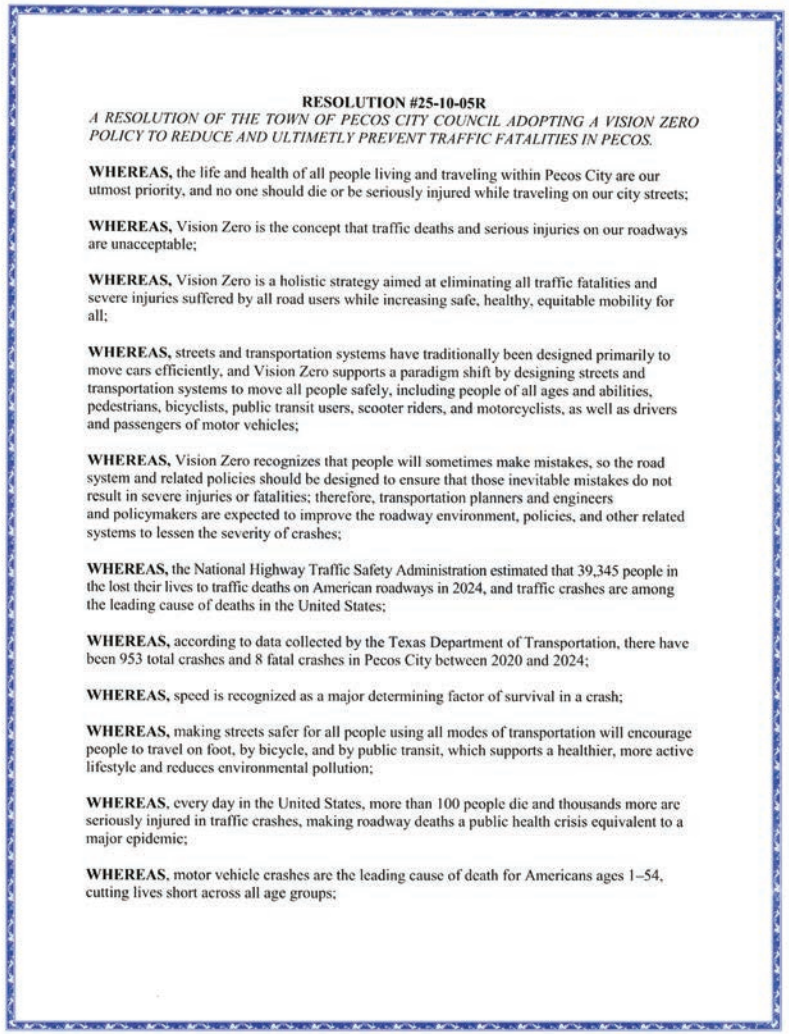
State-Level Leadership Commitment

In 2019, the Texas Transportation Commission adopted and launched Road to Zero, which is an ambitious, comprehensive program to *#EndTheStreakTX* by cutting traffic fatalities in half by 2035 and recording zero deaths by 2050. Road to Zero directs the Texas Department of Transportation (TxDOT) to develop and implement strategies to achieve those goals.

In addition, the Permian Promise is a Texas Transportation Commission sponsored program that was developed in the 2020 Unified Transportation Program by committing $600 million of strategic priority funding to help address the transportation needs throughout the Permian Basin. The goal of the Permian Promise is to identify roadway enhancements that reduce congestion and fatal crashes by improving existing corridors and identifying corridors in need of possible expansion.

Vision Zero Resolution

The Town of Pecos City adopted the Vision Zero policy in October 2025, thereby committing to reducing all roadway fatalities and serious injuries by 2050. By adopting this resolution, Pecos is setting a framework for prioritizing safety on its roadways for all users.



RESOLUTION #25-10-05R

A RESOLUTION OF THE TOWN OF PECOS CITY COUNCIL ADOPTING A VISION ZERO POLICY TO REDUCE AND ULTIMETLY PREVENT TRAFFIC FATALITIES IN PECOS.

WHEREAS, the life and health of all people living and traveling within Pecos City are our utmost priority, and no one should die or be seriously injured while traveling on our city streets;

WHEREAS, Vision Zero is the concept that traffic deaths and serious injuries on our roadways are unacceptable;

WHEREAS, Vision Zero is a holistic strategy aimed at eliminating all traffic fatalities and severe injuries suffered by all road users while increasing safe, healthy, equitable mobility for all;

WHEREAS, streets and transportation systems have traditionally been designed primarily to move cars efficiently, and Vision Zero supports a paradigm shift by designing streets and transportation systems to move all people safely, including people of all ages and abilities, pedestrians, bicyclists, public transit users, scooter riders, and motorcyclists, as well as drivers and passengers of motor vehicles;

WHEREAS, Vision Zero recognizes that people will sometimes make mistakes, so the road system and related policies should be designed to ensure that those inevitable mistakes do not result in severe injuries or fatalities; therefore, transportation planners and engineers and policymakers are expected to improve the roadway environment, policies, and other related systems to lessen the severity of crashes;

WHEREAS, the National Highway Traffic Safety Administration estimated that 39,345 people in the lost their lives to traffic deaths on American roadways in 2024, and traffic crashes are among the leading cause of deaths in the United States;

WHEREAS, according to data collected by the Texas Department of Transportation, there have been 953 total crashes and 8 fatal crashes in Pecos City between 2020 and 2024;

WHEREAS, speed is recognized as a major determining factor of survival in a crash;

WHEREAS, making streets safer for all people using all modes of transportation will encourage people to travel on foot, by bicycle, and by public transit, which supports a healthier, more active lifestyle and reduces environmental pollution;

WHEREAS, every day in the United States, more than 100 people die and thousands more are seriously injured in traffic crashes, making roadway deaths a public health crisis equivalent to a major epidemic;

WHEREAS, motor vehicle crashes are the leading cause of death for Americans ages 1–54, cutting lives short across all age groups;



WHEREAS, in Texas, the state has recorded at least one roadway death every single day since November 7, 2000, a tragic streak that continues unbroken for over two decades;

WHEREAS, pedestrians struck at 20 miles per hour have about a 90 percent chance of survival, but that survival rate plummets to about 10 percent at 40 miles per hour, demonstrating the life-saving impact of speed management;

WHEREAS, local crash data shows that intersections and driver control issues together make up nearly two-thirds of all crashes in Pecos, making them priority areas for Vision Zero strategies; and

WHEREAS, cities that have adopted Vision Zero and implemented data-driven strategies have reported meaningful reductions in traffic fatalities, demonstrating that progress is possible.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE TOWN OF PECOS CITY, TX AS FOLLOWS:

1. The Town of Pecos City adopts the goal of zero traffic deaths and serious injuries, stating that no loss of life or serious injury is acceptable on our streets.
2. The Town of Pecos City adopts the goal of eliminating traffic deaths and serious injuries by 2050 and endorses Vision Zero as a comprehensive and holistic approach to achieving this goal.
3. The City Council hereby directs city staff to complete a Comprehensive Safety Action Plan that will determine the policy, education, enforcement, and project strategies that will assist the Town of Pecos City reach Vision Zero.
4. The City Council hereby directs that staff complete the Comprehensive Safety Action Plan by the spring of 2026, to begin implementation of the plan in earnest, and be in best position to compete for further implementation funding.

PASSED AND ADOPTED by the City Council of the Town of Pecos City, on this the 22nd day of October, 2025.

ATTEST:

Wendy Lujan, City Secretary

Teresa Winkles, Mayor

TOWN OF PECOS CITY TEXAS

PLANNING STRUCTURE

Who has supported our vision so far?

The Town of Pecos City convened an active stakeholder committee to meet regularly throughout the planning process. The stakeholder committee allowed a broad cross-section of Pecos to be informed and engaged. The stakeholder committee for this effort included members of various county and city governmental agencies, interest groups, and elected officials.

The stakeholder committee met five times during the study period – November 10, 2025, and January 7, February 4, March 4, and April 1 in 2026. We'd like to thank the following people for their participation in the Stakeholder Committee:

Town of Pecos City

- Teresa Winkles, Mayor
- Arthur Orona, City Council
- Conrado Saldana, City Council
- Hector Carassco, City Council
- Randy Graham, City Council
- Valerie Trujillo, City Council
- Charles Lino, City Manager
- Heather Ramirez, Assistant City Manager
- Nicole Ferrini, Assistant City Manager
- Griffin Moreland, Assistant to the City Manager
- Lisa Tarango, Police Chief
- Holly Jarocki, Community Development Director
- Savannah Woodward, Director of Convention and Visitors Bureau
- Edward De Leon, Communications and Public Affairs Director
- Clarissa Millan, Communications and Public Affairs Specialist
- Bonnie Dominguez, Pecos Municipal Court
- Bianca Lujan, Streets Supervisor
- Lucas Chavez, GIS Technician
- Christal Morris, GIS Technician
- Wendy Lujan, City Secretary
- Krystal Urteaga, Pecos Public Works Admin
- Pedro Morales, Pecos Landfill Supervisor

Pecos Emergency Services

- Brian Fuentes, Fire Chief
- Robert Snyder, Assistant Chief of Fire Services
- Ronald Lee, Emergency Services Chief
- Michael Authement, Assistant Chief of EMS

Pecos-Barstow-Toyah Independent School District (PBTISD)

- Brent Jaco, Superintendent
- Nydia Natividad, Communications Director
- Gloria Natividad, Transportation Director
- Adriel Carrasco, Communications Specialist

Pecos Economic Development Corporation

- Jimmy Dutchover, Director

Reeves County

- Israel Campos, County Commissioner
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- Leo Hung, County Judge
- Ernesto Lazcano, Chief Deputy, Sherrif's Department
- Jerry Bullard, Director of Emergency Management
- Curtis Wilson, County Engineer
- Cesario "Cesar" Urias, Constable Pct. 4
- Jackie Hernandez, Constable Pct. 1
- Jerry Matta, Constable Pct. 2

Reeves Regional Health

- Brenda McKinney, Chief Executive Officer
- Yvette Riker, Chief Operating Officer

SAFETY ANALYSIS

How, why, and what types of crashes are happening?

Understanding crash history is an essential step to building a safer transportation network in Pecos. This safety analysis uses the most recent available crash data from TxDOT's Crash Records Information System (CRIS), spanning January 2021 to December 2025. All crashes were analyzed with the goal of reaching Vision Zero. This section highlights issues specific to the fatal and serious crashes, referred to together as severe crashes. The most significant crash trends are highlighted below.

866 **total crashes***



38% of severe crashes involved **distracted driving**



25% of severe crashes involved **commercial trucks**

41 **fatal or serious injury (severe) crashes**



35% of severe crashes were caused by **failure to yield**



39% of severe crashes involved **older (60+) or younger (20-24) drivers**



57% of severe crashes occured at **intersections**



25% of severe crashes involved **lack of seatbelt use**



3 of 6 **pedestrian crashes** were fatal or serious

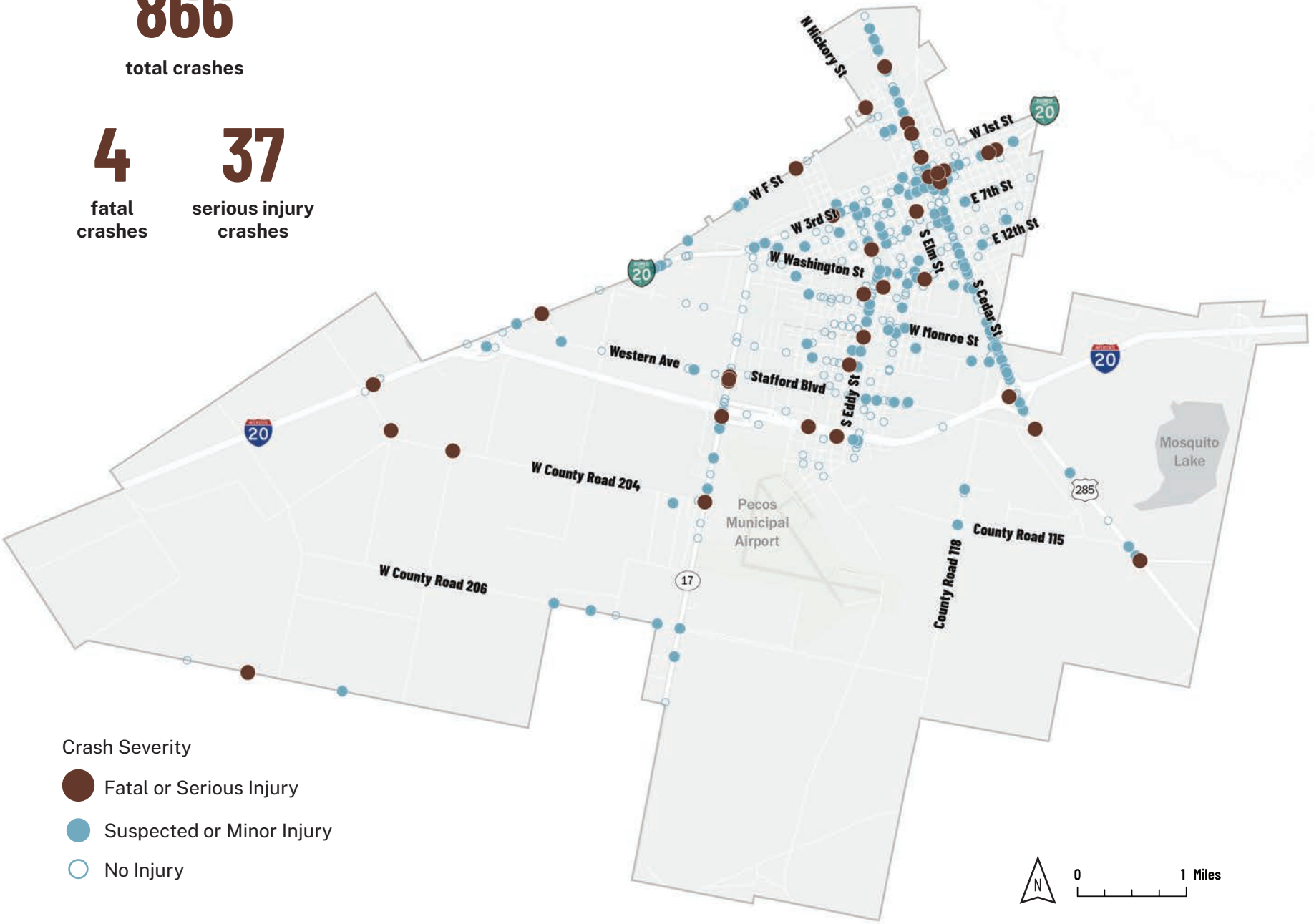
Data excludes crashes on the interstate system

Map 1: Crashes in Pecos (2021-2025)

866
total crashes

4
fatal crashes

37
serious injury crashes



Data excludes crashes on the interstate system
Pecos city limits as of January 2026

Crash Types

Of the 866 crashes between 2021 and 2025, the most common type of crash was an angle crash, accounting for 39% of all crashes and 32% of fatal and serious crashes. Angle crashes occur when the front end of one vehicle strikes the side of another vehicle. Most angle crashes happen at the intersection, which is why over half (57%) of severe crashes in Pecos are intersection-related.

The second most frequent crash type in Pecos is single-vehicle collisions, or "not a collision with a vehicle", accounting for 28% of all crashes, and 39% of fatal and serious crashes. More than half of this type of collision included a vehicle hitting a fixed object, such as a stop sign. Pedestrian crashes are also included in this category.

Contributing Factors

The top behavioral contributors to fatal and serious crashes in Pecos were distracted driving, failure to yield, and not wearing a seatbelt. Commercial truck driving and driver age were also factors in crash severity.

Distracted driving is any activity that diverts attention from driving, including talking or texting on your phone, eating and drinking, or talking to people in your vehicle. Distracted driving was a factor in 38% of all crashes and 34% of fatal and serious crashes.

Failure to yield occurs when one driver does not stop for another driver, pedestrian, or roadway user who has the right-of-way. This type of crash can be especially common where it is unclear which driver has the right-of-way. In Pecos, failure to yield contributed to 36% of all crashes and 34% of fatal and serious crashes.

Improper restraint use, such as not buckling a seat belt or installing a rear-facing infant seat in the front passenger seat, increases the likelihood of serious or fatal injury when a crash occurs. This behavior is involved in 43% of fatal crashes and 26% of severe crashes.

In addition to behavioral factors, **commercial truck driving** heavily contributed to the severity of crashes. Of all crashes, commercial vehicle crashes contributed to 25% of fatal and serious crashes and 75% of fatal crashes in Pecos.



Figure 2: Commercial truck driving on US-285

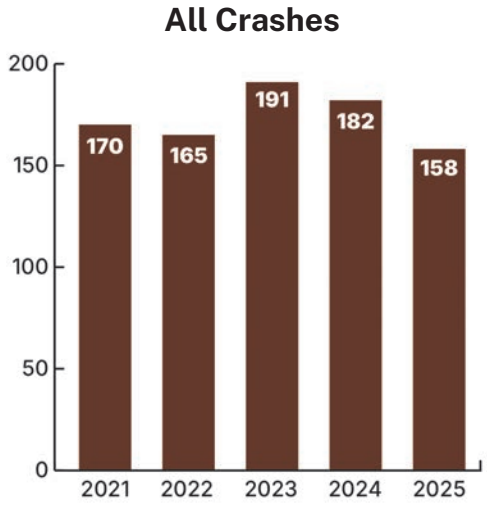


Figure 3: All crashes (2021 to 2025)

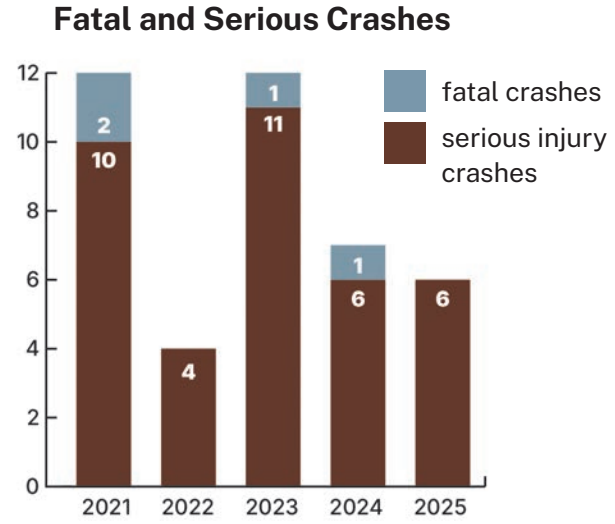


Figure 4: Fatal and serious crashes (2021 to 2025)

Driver age was also a factor in crash severity. Both older (over 60 years of age) and younger drivers (between 20 and 24 years of age) showed elevated safety concerns. Together, older and younger drivers were involved in 40% of fatal and serious crashes.

Approximately 1 in 3 crashes involved drivers aged 60 and older, even though only about 1 in 5 people are over 60 years of age in Pecos. These crashes may be influenced by age-related factors such as reduced reaction time, limited visibility, and challenges maneuvering through complex roadway environments. Nearly 1 in 3 crashes involved younger drivers, even though only about 1 in 14 people are between 20 and 24 years of age in Pecos. Crash risk for younger adult drivers is often associated with inexperience, speed, distraction, and higher exposure during busy travel periods.

Vulnerable Road Users

Vulnerable road users, particularly people on foot, were overrepresented among crash victims. Under one percent of all crashes involved someone walking, but of the six pedestrian-related crashes, two were fatal and one was serious. That means if a pedestrian is hit, they have a 50% chance of a fatal or serious outcome.

School Safety

Traffic safety is especially important around schools, particularly at pick-up and drop-off when there is more congestion and a mix of buses, cars, and people on foot. In Pecos, there were 130 crashes within one quarter miles of a school. Of those, over half were angle crashes and almost half were due to failure to yield. Crashes involving younger drivers (ages 15 to 19) were also more prominent than at the city-wide level.

Areas of Persistent Poverty

Studies show that there is a relationship between traffic safety and economic outcomes. One way to measure this is through the Census Designated Areas of Persistent Poverty, defined as census tracts where 20% or more of the population has lived in poverty since the 1990 census.

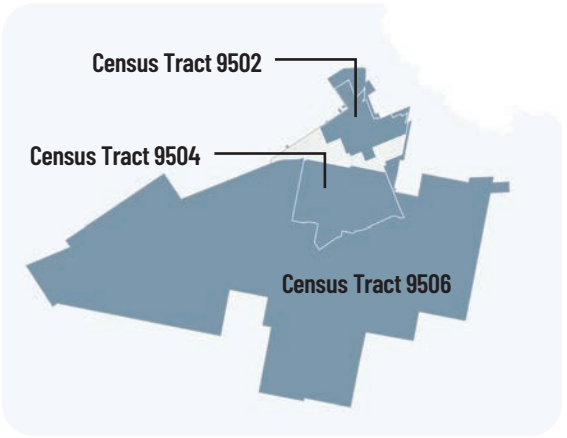
Pecos's city boundaries overlap with three census tracts that are located in Areas of Persistent Poverty. Of the 866 crashes occurring in Pecos, 652 were found to have occurred in Areas of Persistent Poverty.



Figure 5: Stop sign without yielding information



Figure 6: Student walking at school drop-off



Map 2: Areas of Persistent Poverty

How do we decide where to focus our efforts?

A High Injury Network (HIN) identifies roads and intersections with the highest concentration of fatal and serious injuries. The HIN analysis incorporates general crash history and community feedback to help Pecos prioritize safety projects that will have the most impact on fatal and serious injury crash reduction. The following list of corridors, identified through data and public input, are on Pecos's High Injury Network. For more information on the High Injury Network methodology, please see Appendix B.

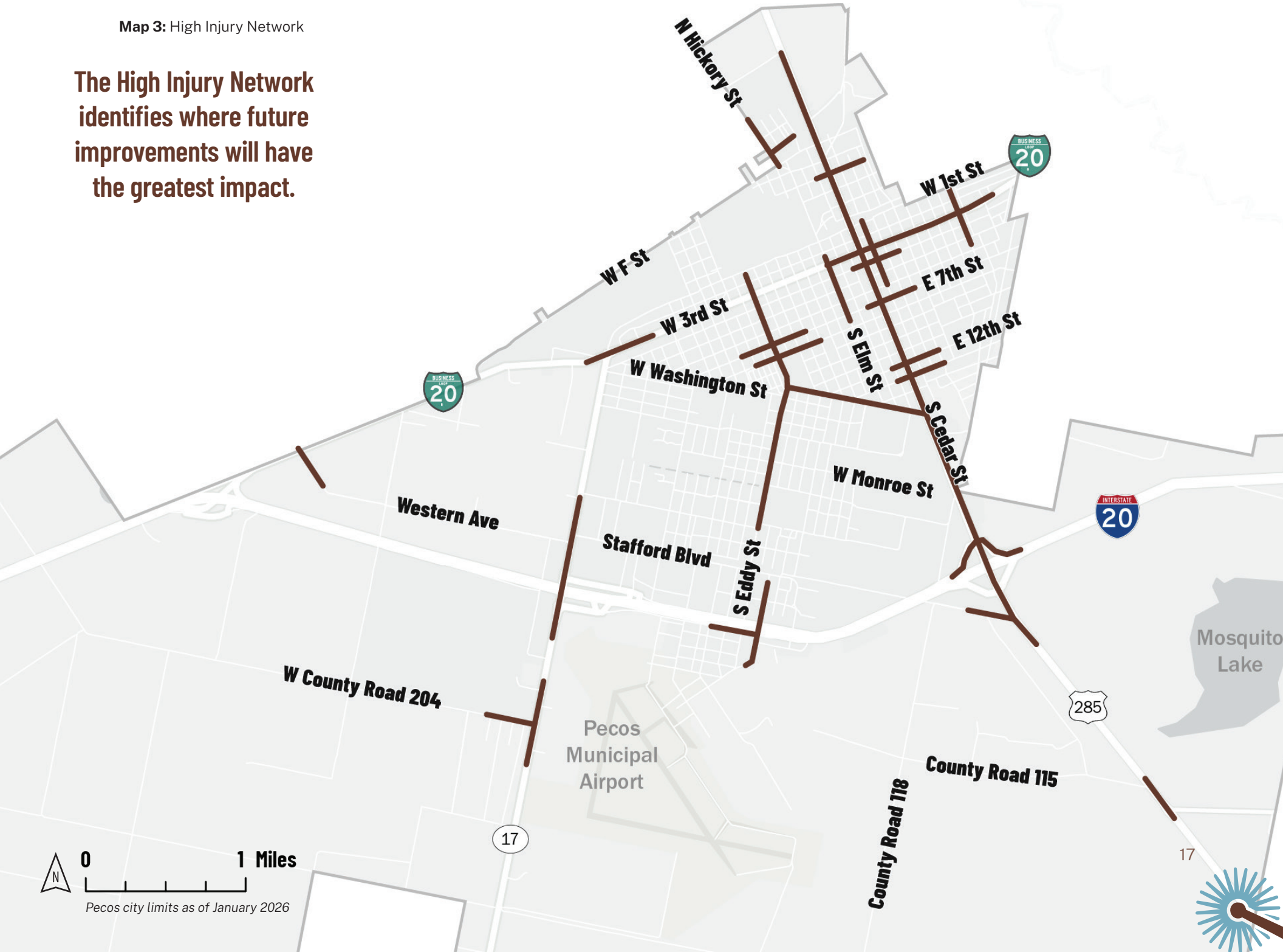
High Injury Network Corridors:

- Cedar Street (US-285)
- East 3rd Street (Business 20)
- West 3rd Street (Business 20)
- South Eddy Street
- State Highway 17
- West Walthall Street
- County Road 204
- Western Avenue (County Road 201)
- South Country Club Drive
- I-20 South Frontage Road
- West County Road (County Road 116)
- East 7th Street
- West 7th Street
- South Ash Street
- East 12th Street
- East 13th Street
- East 3rd Street
- East 4th Street
- West 8th Street
- Hickory Street
- North Pecos Street
- Pinehurst Street
- Orange Street
- East D Street

Crash Severity
+
Crash Type
+
Crash Frequency
+
Agency and Community Feedback
=
High Injury Network

Map 3: High Injury Network

The High Injury Network identifies where future improvements will have the greatest impact.



Pecos city limits as of January 2026

ENGAGEMENT AND COLLABORATION

How has the public been involved?

Public engagement and collaboration are critical parts of Pecos's Comprehensive Safety Action Plan. The public had several opportunities to weigh in on their top safety issues and desired changes, including four in-person open house sessions and two online surveys. All engagement materials were made available in English and Spanish. See Appendix A for full engagement results.

A project website, "Vision Zero Pecos" (https://pecosvisionzero.com/), was established as a primary hub during the entire planning process for the community to learn about the plan, hear about upcoming meetings, and send in comments.



Online Surveys

The first survey was designed to gather feedback on current travel patterns and safety concerns. The biggest takeaways from the first survey included:

- 1 out of every 3 respondents stated that safety impacts which mode of travel they choose "all of the time".
- Only 1 in 10 respondents felt safe walking in Pecos, and 1 in 20 felt safe riding a bike or scooter.
- The main safety concerns were inadequate infrastructure maintenance and speeding.
- Speeding and a lack of sidewalks were a major concern for route-to-school safety.
- Respondents supported more lighting, roundabouts, and traffic calming. They also wanted to see more traffic enforcement.

The second survey was designed to gather input on proposed solutions for traffic safety issues in Pecos. The main takeaways from the second survey were:

- The biggest concerns were safety at intersections, speeding, and distracted driving.
- More than 8 in 10 respondents wanted to see more sidewalks in the city and 78% wanted additional street lighting.
- Safer infrastructure, including sidewalks and lighting, surrounding schools were especially important to survey takers.
- Around 65% of respondents wanted crosswalks and traffic signals at major intersections.
- Many people requested enhanced education and enforcement to target behavioral issues.

"We need more sidewalks in residential areas, especially those close to schools."

Open Houses

At the first public meeting, participants were asked about their biggest existing safety concerns in Pecos and to vote on future safety improvements they might want to see. There were two sessions of the first open house, one scheduled during lunch hours and the second scheduled after work hours. Feedback was gathered with handwritten sticky notes and sticker voting.

Participants' biggest safety concerns were road maintenance, commercial trucks on local roads, lack of lighting, and safety while walking and bicycling. One comment from a resident suggested setting up a road maintenance portal for residents to report road issues and concerns.

The most popular future safety improvements were streetlights, sidewalks, high-visibility crosswalks, school zone markings, and speed feedback signs. Residents also requested bike lanes and traffic calming around parks and schools.

At the second public meeting, participants were asked about their top driving behavior concerns in Pecos. Like the first public meeting, several boards were displayed offering relevant background information. Feedback was received during two sessions, one at lunchtime and one after work hours.

In-person input was similar to the input given in the second survey. Residents often see drivers speeding and failing to yield at intersections. Multiple people requested greater enforcement from local police to address these issues.

The top written responses requested marketing campaigns for seatbelt use, additional street lighting on roadways and major intersections, and additional traffic controls such as stop signs and stop lights at intersections.

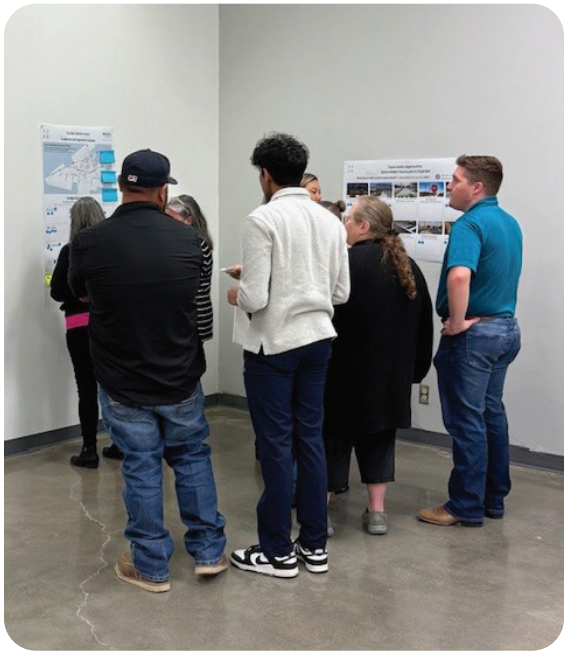


Figure 7: Residents at the first open house

Residents often see drivers speeding or failing to yield at intersections.

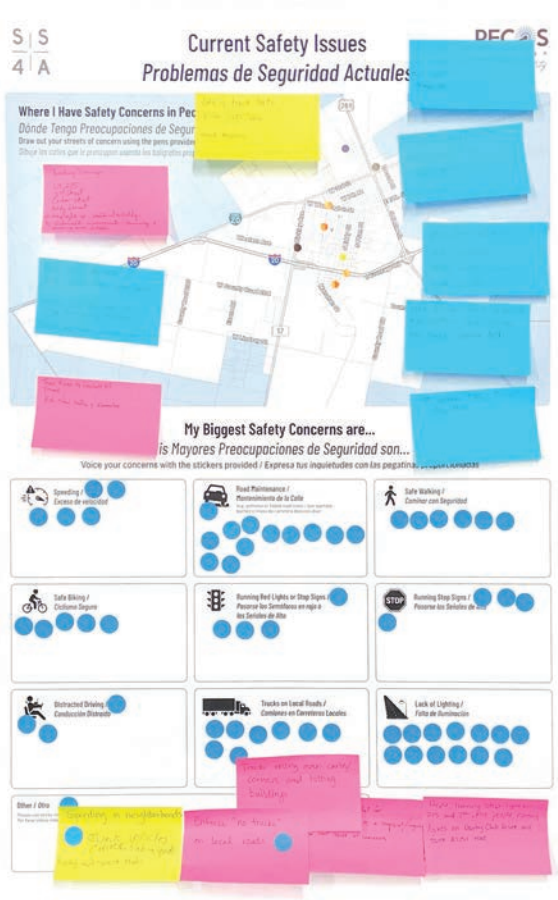


Figure 8: Feedback board from first open house

POLICY AND PROCESS CHANGES

Why do policies and programs matter?

Municipal policies and programs guide city investment, shape private development, and implement the long-term vision of a community. Policies and programs are an important part of the Safety Action Plan because they create the foundation for developing a culture of safety. Safety culture can be defined as the shared values, actions, and behaviors that demonstrate a commitment to safety over competing goals and demands.

How has existing work shaped Pecos's Safety Action Plan?

During this planning process, adopted plans were reviewed to understand how they integrate into Pecos's Safety Action Plan. The city's adopted ordinances and development policies were also reviewed for their current approach to and potential for improving roadway safety.

Adopted Planning Documents

The Safety Action Plan was informed by and is consistent with existing planning documents at the local, state, and federal level. The Safety Action Plan is consistent with Pecos's primary foundational documents, the Pecos Strategic Plan and the Pecos Comprehensive Plan. This Plan also brings forward recommendations from the Reeves County Comprehensive Safety Action Plan (CSAP), the Permian Basin CSAP, and the TxDOT El Paso/Far West Texas Truck Parking Action Plan.

In addition, the following plans were reviewed and incorporated into the CSAP as needed:

- Permian Basin Regionally Coordinated Transportation Plan (2022)
- TxDOT Permian Basin Freight and Energy Sector Transportation Plan (2020)
- Texas Strategic Highway Safety Plan (2022)

Policies and programs...

- *Guide city development*
- *Shape private development*
- *Implement the community's long-term vision*

2030 Pecos Strategic Plan



The Pecos Strategic Plan includes eight goals. This Safety Action Plan directly supports:

- Goal 2: Safe and Secure City
- Goal 3: Promote the Visual Image of Pecos
- Goal 4: Enhance Pecos's Quality of Life
- Goal 7: Enhance Pecos's Infrastructure Network
- Goal 8: Create a Resilient, Sustainable Community

Pecos Comprehensive Plan (2020)

The Pecos Comprehensive Plan documents long-term community objectives for land use, housing, the economy, the transportation system, and the water supply. This Safety Action Plan supports the goal of the transportation component of the plan which states, "In 2030, Pecos will be an affordable, residential community that provides excellent services and attractive amenities. The city will be characterized by: A multimodal transportation system that will prioritize safety while accommodating heavy industrial traffic."

Reeves County CSAP (2025)



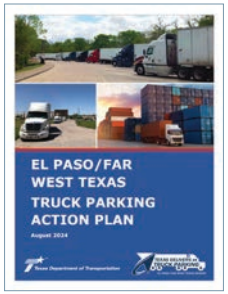
In the Reeves County CSAP, four of the six top crash locations are in Pecos, and four out of six pedestrian and bicyclist crash hot spots are in Pecos. All of the top crash locations and hot spots identified in the county plan are prioritized in this CSAP. Relevant countermeasure recommendations in the county plan are also carried forward in Pecos's CSAP.

Permian Basin CSAP (2025)



The Permian Basin CSAP does not include direct recommendations for Reeves County but proposes regional solutions that are applicable to Pecos. Recommendations, including setting appropriate speed limits and adding leading pedestrian intervals, are intended to address the top contributing crash factors in the Permian Basin — speeding and failure to drive in a single lane. These regional contributing factors are also top contributing factors for crashes in Pecos.

TxDOT El Paso Far/West Texas Truck Parking Action Plan (2024)



This Action Plan aims to assess the current supply and demand for truck parking at the regional level, identify truck parking needs, and recommend solutions to address existing and future commercial truck parking gaps and needs. TxDOT worked closely with the districts and regional stakeholders and developed actionable strategies to meet truck parking needs across the region, promote partnerships with the private sector, enhance safety, reduce congestion, and improve efficiency on the Texas Highway Freight Network.



Ordinance Review

Pecos's Code of Ordinances was reviewed for its incorporation of transportation safety elements. Ordinances relating to the Pecos transportation system were scored as either strong, solid, or needs improvement based upon comparison to national safety best practices. Based upon this review, a set of issues and opportunities was identified. For a comprehensive breakdown of ordinance rankings, refer to the Policy and Program Memorandum in Appendix C.

The city is successfully implementing ordinances that address appropriate commercial truck routes and establish minimum standards for street connectivity.

The city has also adopted ordinances that establish low speeds in school zones. However, there are a number of areas of concern that could be improved to create and maintain a roadway network with the potential of achieving Vision Zero.

What is the city doing well?

- Vision Zero policy adopted
- Designated commercial truck routes
- Detailed lane width and design standards
- Sight distance triangle required at intersections

What could be improved?

- Roadway design standards that serve the needs of all users
- Access management standards to reduce existing and future conflict points
- Street lighting standards to improve visibility of all users
- Speed reduction policies, specifically along residential streets

What programs already exist to guide future driving behavior in Pecos?

Many programs already exist at the national, state, and local levels that Pecos can take advantage of to improve driver behavior. A full review of the most relevant programs are included below.

Distracted Driving Programs

Impact Texas Drivers (TxDOT): A virtual course for distracted driving awareness.

Talk. Text. Crash (TxDOT): A comprehensive public marketing campaign to discourage distracted driving.

Drive a Safe Speed (TxDOT): Comprehensive public marketing campaign to discourage speeding.



Improper Seatbelt Use Programs

Click it or Ticket (TxDOT): An annual public marketing campaign to educate Texans on proper safety restraint usage.

Child Passenger Safety (TxDOT): Free car seat checks and educational media.

Age Related Safety Programs

Drive Sober. No Regrets. (TxDOT): Comprehensive public marketing campaign to discourage young adults from driving under the influence.

Driving for Life (Texas A&M): Educational brochures, games, and worksheets for drivers 60+.

Mature Driver Defensive Driving Course (National Safety Council): Online/in-person classes for older drivers





Commercial Truck Safety Programs

Share the Road (American Trucking Assoc.): Street safety campaign educating cyclists, drivers, and pedestrians on how to interact with commercial trucks on the road.

Safety Training Resources (Texas Department of Insurance): Reading resource of safe driving practices for commercial truck drivers.

Pedestrian Safety Programs

Pedestrian Safety Campaign (TxDOT): Media campaign to promote safer walking and driving behaviors.

Safe Routes to School (TxDOT): A program to help Texas elementary and middle school educators teach kids and their families about safe walking and biking.



STRATEGY AND PROJECT SELECTIONS

Developing project and policy recommendations

Combining the traffic data and community input, this CSAP includes a recommendation of strategies and countermeasures to effectively address the top safety issues in the Town of Pecos City. These recommendations serve to:

- **Remove Severe Conflicts**: Reduce conflict points and separate different roadway users in physical space
- **Reduce Vehicle Speeds:** Reduce both the likelihood and severity of crashes
- **Manage Driver Expectation**: Improve driver expectations with clearer traffic control and roadway design
- **Increase Attentiveness and Awareness**: Increase visibility to help drivers be more aware and make safer choices

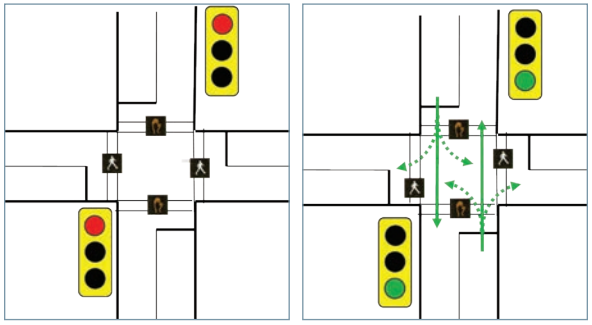


Remove Severe Conflicts





Sidewalks and Paved Paths



Leading Pedestrian Intervals



High Visibility or Raised Crosswalks



Raised Center Medians



Truck-Only Routes

Reduce Vehicle Speeds



Residential Speed Limits



Dynamic Speed Monitoring



Traffic Calming

Manage Driver Expectation




Roundabouts



New Traffic Signal



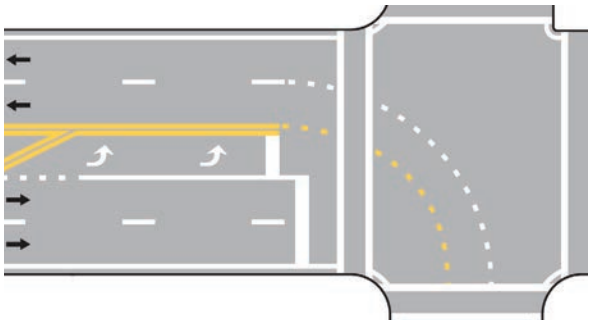
Protected Left Turn Light



All-Way Stop



Lane Delineation with Pavement Markers



Turning Movement Lane Markings

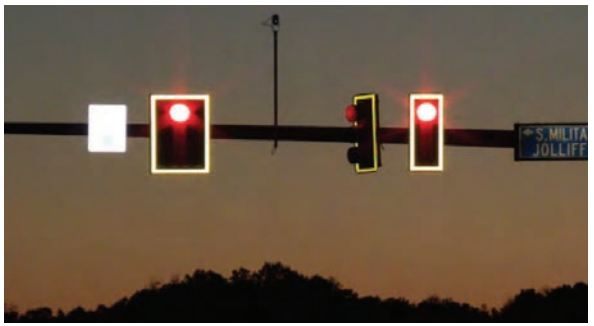
Increase Attentiveness and Awareness



Lighting Enhancements



Advance Warning Signs



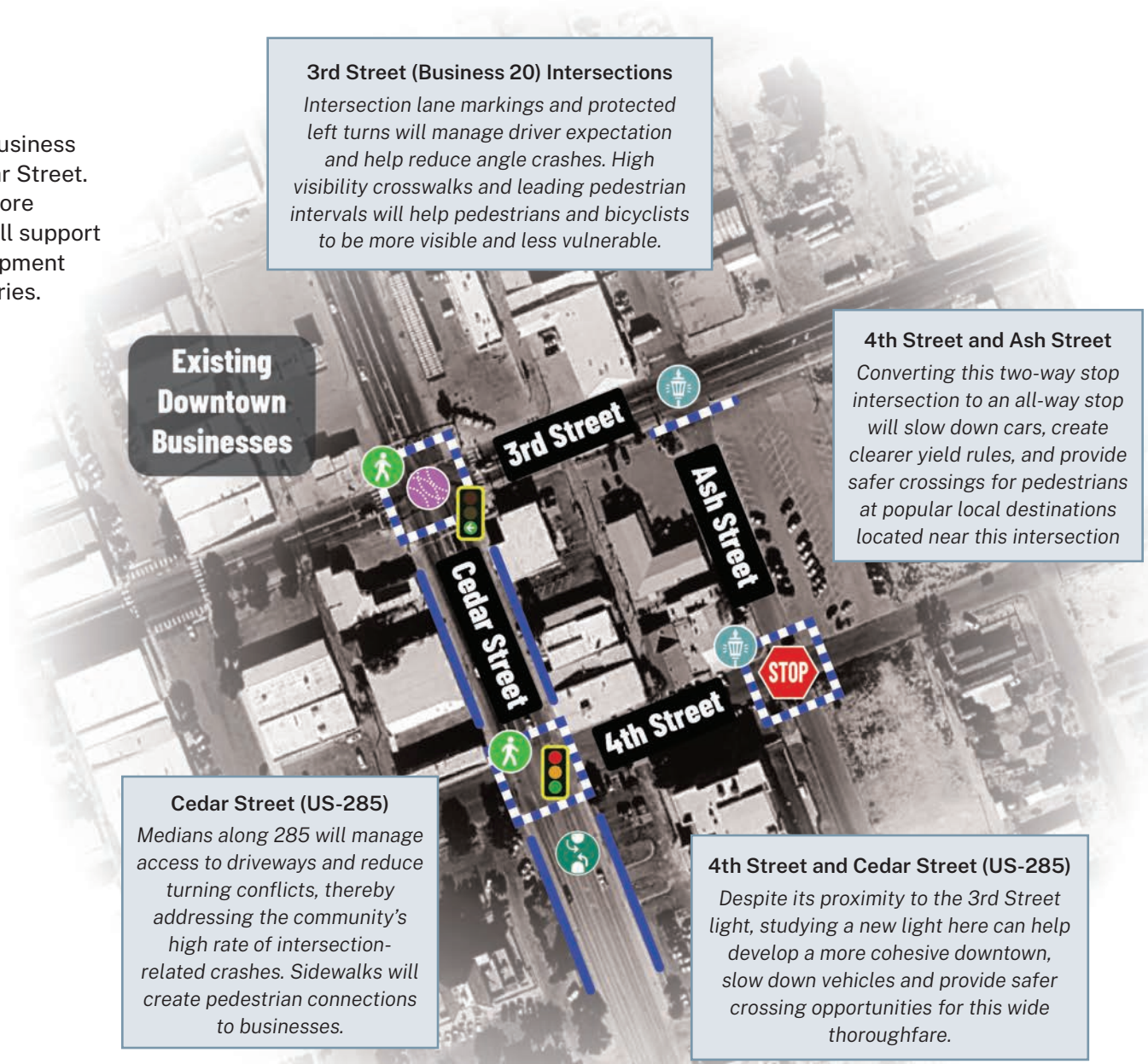
Retroreflective Backplates

Example Projects

Downtown Improvements

Pecos is already seeing downtown business growth and investment west of Cedar Street. Continuing to invest in a safer and more walkable downtown area in Pecos will support existing and future economic development while reducing fatal and serious injuries.

- Leading pedestrian intervals
- Retroreflective backplates & protected left-turn
- Convert to all-way stop
- Turning movement lane markings
- High visibility-crosswalks
- Lighting enhancements
- Study a new traffic signal
- Sidewalk connectivity
- Medians



3rd Street (Business 20) Intersections

Intersection lane markings and protected left turns will manage driver expectation and help reduce angle crashes. High visibility crosswalks and leading pedestrian intervals will help pedestrians and bicyclists to be more visible and less vulnerable.

4th Street and Ash Street

Converting this two-way stop intersection to an all-way stop will slow down cars, create clearer yield rules, and provide safer crossings for pedestrians at popular local destinations located near this intersection

Cedar Street (US-285)

Medians along 285 will manage access to driveways and reduce turning conflicts, thereby addressing the community's high rate of intersection-related crashes. Sidewalks will create pedestrian connections to businesses.

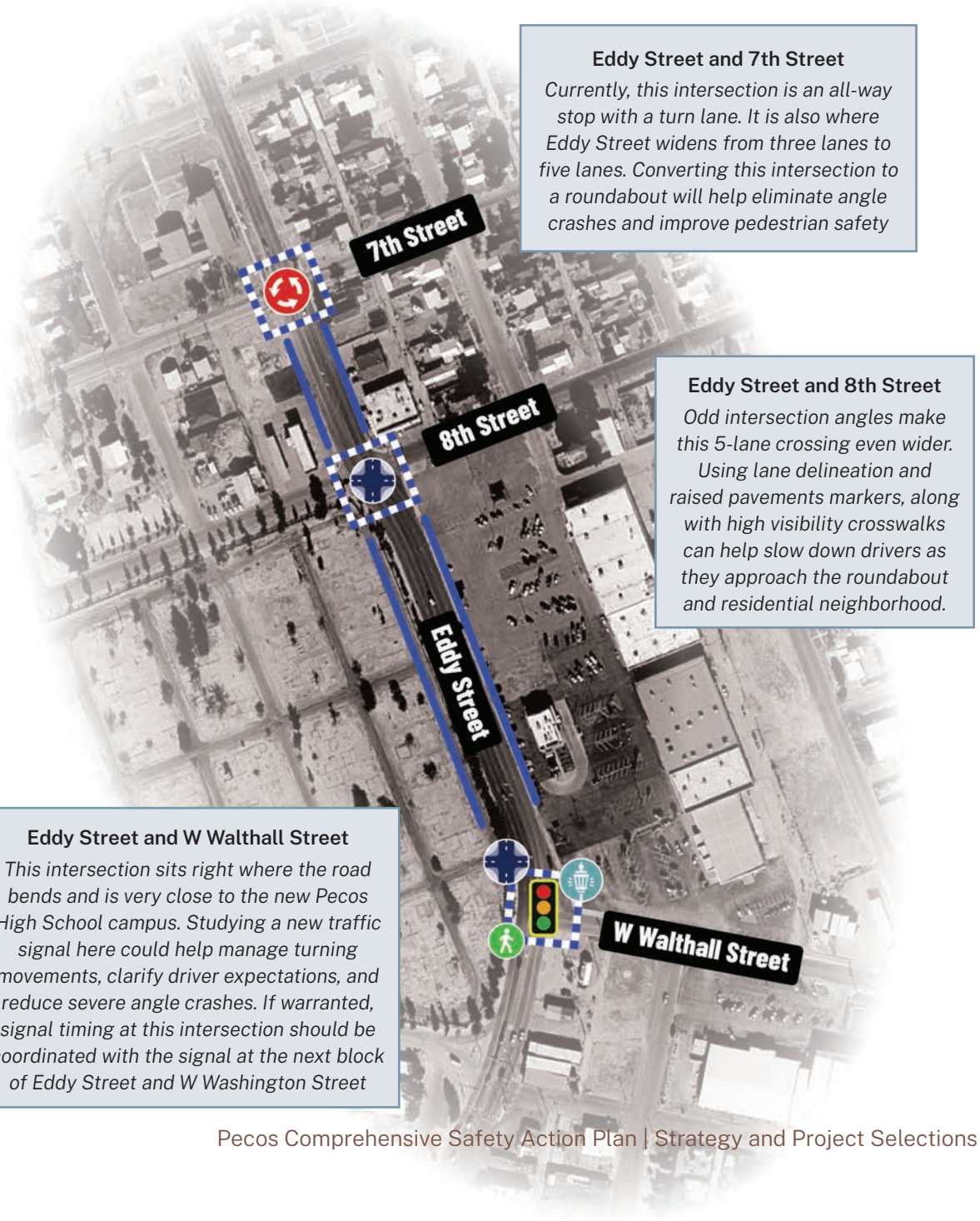
4th Street and Cedar Street (US-285)

Despite its proximity to the 3rd Street light, studying a new light here can help develop a more cohesive downtown, slow down vehicles and provide safer crossing opportunities for this wide thoroughfare.

Eddy Street Improvements

Eddy Street is a major thoroughfare that connects Pecos's residential area to commercial businesses and schools. Safety improvements at the intersections can ease these transitions and reduce crash severity by slowing speeds and managing driver expectation.

- Convert to roundabout
- Lane delineation and pavement markers
- High visibility-crosswalks
- Lighting enhancements
- Study a new traffic signal
- Leading pedestrian intervals
- Sidewalk connectivity



Eddy Street and 7th Street

Currently, this intersection is an all-way stop with a turn lane. It is also where Eddy Street widens from three lanes to five lanes. Converting this intersection to a roundabout will help eliminate angle crashes and improve pedestrian safety

Eddy Street and 8th Street

Odd intersection angles make this 5-lane crossing even wider. Using lane delineation and raised pavements markers, along with high visibility crosswalks can help slow down drivers as they approach the roundabout and residential neighborhood.

Eddy Street and W Walthall Street

This intersection sits right where the road bends and is very close to the new Pecos High School campus. Studying a new traffic signal here could help manage turning movements, clarify driver expectations, and reduce severe angle crashes. If warranted, signal timing at this intersection should be coordinated with the signal at the next block of Eddy Street and W Washington Street

Projects List

The table below summarizes the recommended countermeasure projects for Pecos. The table is organized by recommended priority and includes an estimated implementation timeframe once the project has begun. The assigned priority in the table uses historical traffic data to score those projects that have the most significant reduction in roadway fatalities and serious crashes in Pecos, as well as identified community priorities.

Highest Priority Projects

US-285 is the community's highest priority since this corridor has the greatest number of all crashes as well as serious and fatal crashes. Beyond working with TxDOT to create the US-285 Bypass, the city should prepare a corridor access management study on US-285 between I-20 and the railroad. By comprehensively assessing the corridor volumes, crash data, and surrounding land use, an Access Management Study will create a clear plan for adding medians and access points that best serve the local community and the roadway users.

The other top priority associated with the US-285 corridor is implementing the Pecos Freight Village, located at the southeast corner of the US-285 and I-20 interchange. The Pecos Freight Village concept plan was adopted as part of the TxDOT El Paso/Far West Texas Truck Parking Action Plan. Providing this much-needed parking and amenity area will help address Pecos's high rate of fatalities involving commercial trucks.

Project Priority

Recommends the order in which projects should begin

- 1 **Highest**
- 10 **Lowest**

Project Timeline

Explains how long a project is expected to take

- 1-2 Years **Shortest**
- 5+ Years **Longest**

Projects

ID	Location	Recommendation	Priority	Timeframe
P-1	East of Pecos	Build US-285 Bypass per TxDOT Pecos East Relief Project	1	5+ years
P-2	US-285/ Cedar Street	Adopt and implement a corridor access management study between I-20 and railroad	1	5+ years
P-3	US-285/ Cedar Street at I-20 Interchange	Commercial truck parking at the Pecos Freight Village	1	3-5 years
P-4	B-20 at US-285	Signal timing changes, to include leading pedestrian interval and protected left turn movements; High visibility crosswalks; Turning movement lane markings	2	1-2 years
P-5	US-285 at E 4th Street & E 4th Street at South Ash Street	High visibility crosswalk; Street lighting	2	1-2 years

ID	Location	Recommendation	Priority	Timeframe
P-6	B-20 at South Ash Street	High visibility crosswalks; Street lighting	2	1-2 years
P-7	US-285 at 7th Street	High visibility crosswalk; Leading pedestrian interval; Street lighting	3	1-2 years
P-8	US-285 at 12th Street	High visibility crosswalk; Leading pedestrian interval; Street lighting	3	1-2 years
P-9	US-285 at West Walthall St	Traffic signal warrant study; High visibility crosswalks; Street lighting	3	3-5 years
P-10	US-285 at Pinehurst St	Retroreflective signal backplates; High friction surface treatment	3	3-5 years
P-11	US-285 at East D Street	High visibility crosswalk	4	1-2 years
P-12	US-285 at 13th Street	High visibility crosswalk; Street lighting	4	1-2 years
P-13	US-285 at Co Road 116 (Country Rd) & US-285 at Co Road 115	Advanced warning signals and signage; Street lighting; Lane delineation and raised pavement markings	4	1-2 years
P-14	Country Club Drive at Frontage Road	Bridge underpass widening to allow wide paved multi-use path; Signal timing changes to include protected left turn phase; High visibility crosswalks	5	5+ years
P-15	US-285, B-20, South Eddy Street	Sidewalk connectivity project to widen existing sidewalks and connect where sidewalks are currently missing	6	3-5 years
P-16	South Eddy St at West Walthall St	Perform a traffic signal warrant study; High visibility crosswalks; Street lighting; Lane delineation and raised pavement markings	7	3-5 years
P-17	South Eddy at 7th Street	Neighborhood roundabout candidate; High visibility crosswalk	8	3-5 years
P-18	South Eddy at 8th Street	High visibility crosswalk; Lane delineation and raised pavement markings	8	3-5 years
P-19	B-20 at Orange Street	High visibility crosswalks; Street lighting; Right-of-way clarification signage on stop sign	9	1-2 years
P-20	B-20 at S Elm Street	High visibility crosswalks; Street lighting	9	1-2 years
P-21	B-20 between SH-17 and Ross Blvd	Street lighting (upgrades); Traffic signal warrant study	9	3-5 years
P-22	B-20 at Western Avenue *	Street lighting on Western Avenue **New traffic signal recently added that is not reflected in data*	10	1-2 years
P-23	SH-17 from Veterans Blvd to County Rd 204	Street lighting	10	1-2 years
P-24	SH-17 at County Road 204	Roundabout candidate; Traffic signal warrant study; Street lighting; Advanced warning signals and signage	10	3-5 years

Safety Policies and Strategies

Policy and strategy recommendations focus on efforts that go beyond physical roadway projects to achieve Vision Zero.

To address the most pressing safety issues on Pecos roadways, the city can focus their efforts on the following recommendations:

- Adopt a Complete Streets Guide
- Establish a Regional Mobility Authority
- Adopt Street Lighting Standards
- Adopt a Traffic Calming Policy
- Adopt lower residential speed limits
- Adopt access management ordinances
- Implement enhanced enforcement

There are two ways that a municipality can update its policies: either by creating a stand-alone guidebook or manual that is referenced in the city ordinances as a requirement, or by putting those standards directly into the ordinance.

For ease of use, the CSAP recommendations place the more complicated design standards as stand-alone guides that are referred to in an ordinance.

Adopt a Complete Streets Guide

A Complete Streets Guide is a standalone document that informs roadway design across a city. It incorporates safe street elements such as wide sidewalks, a buffer zone between pedestrians and the road, and center lane medians. Each of these elements promotes a safer roadway experience for all types of road users: drivers, pedestrians, cyclists, and other wheeled users. A Complete Streets Guide in Pecos can offer street designs that reflect both the street's service needs (i.e. volumes, vehicle types, regional connectivity, etc.) and the land use context (i.e. commercial, industrial, residential, etc.). The Guide can also reference other city standards such as paving, lighting, or stormwater management. Once adopted and referenced in a city ordinance, the guide must be adhered to by private developers, city staff, and TxDOT.

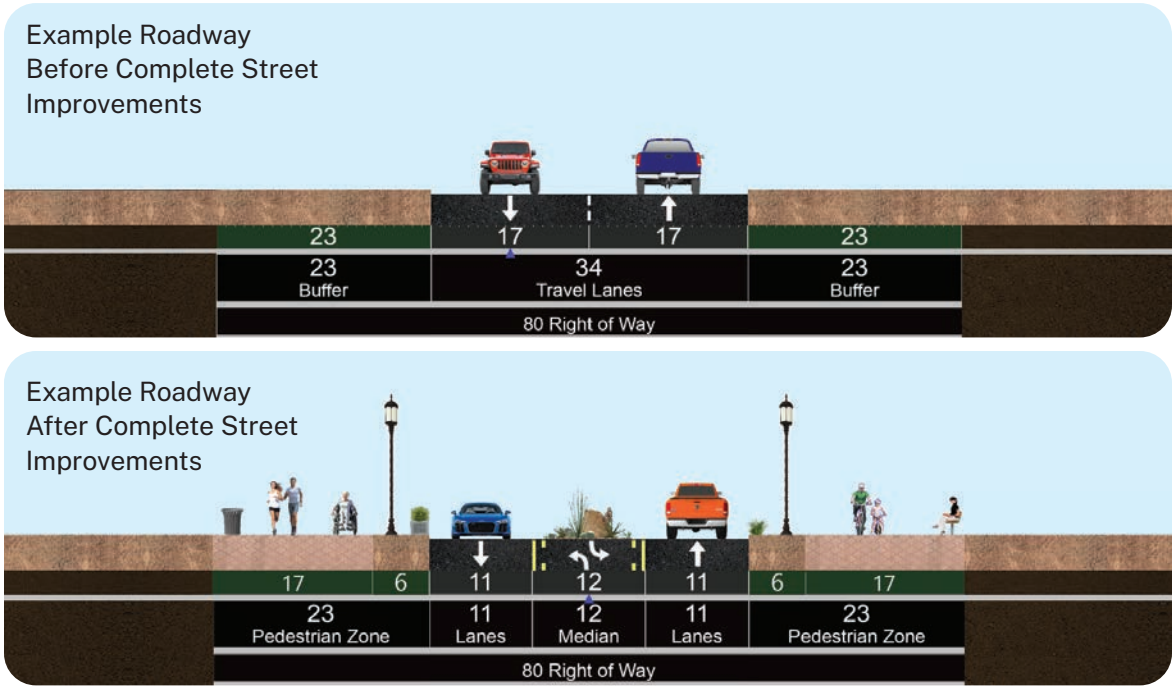


Figure 9: Complete Streets before and after examples

Establish a Regional Mobility Authority

In 2002, the Texas Legislature authorized the creation of Regional Mobility Authorities (RMA). One or more counties are allowed to form an RMA to finance, acquire, design, construct, operate, maintain, expand, or extend transportation projects. Reeves County and Pecos should continue developing and requesting state approval of an RMA in conjunction with the TxDOT Pecos East Relief Route.

Adopt Street Lighting Standards

Minimum lighting standards can be established for roadways based on surrounding land use. Commercial corridors, for example, will have higher light levels than residential or rural corridors.

Lighting standards should include minimum illumination levels rather than specific lighting types to avoid obsoletion as lighting technology advances.

Adopt a Traffic Calming Policy

Traffic Calming Policies include pre-approved design standards for calming techniques, such as chicanes, quick-build neighborhood roundabouts, or curb extensions. The purpose of these techniques is to reduce speeds on unsafe corridors.

A strong Traffic Calming Policy will include minimum requirements for when the city will install traffic calming and when relevant studies, such as speeding studies and traffic counts, will be conducted. It will also create a program to allow residents to submit streets for review and consideration. These studies may uncover other issues that are not speeding related, such as a high volume of heavy vehicle cut-through traffic.

Example Traffic Calming Options

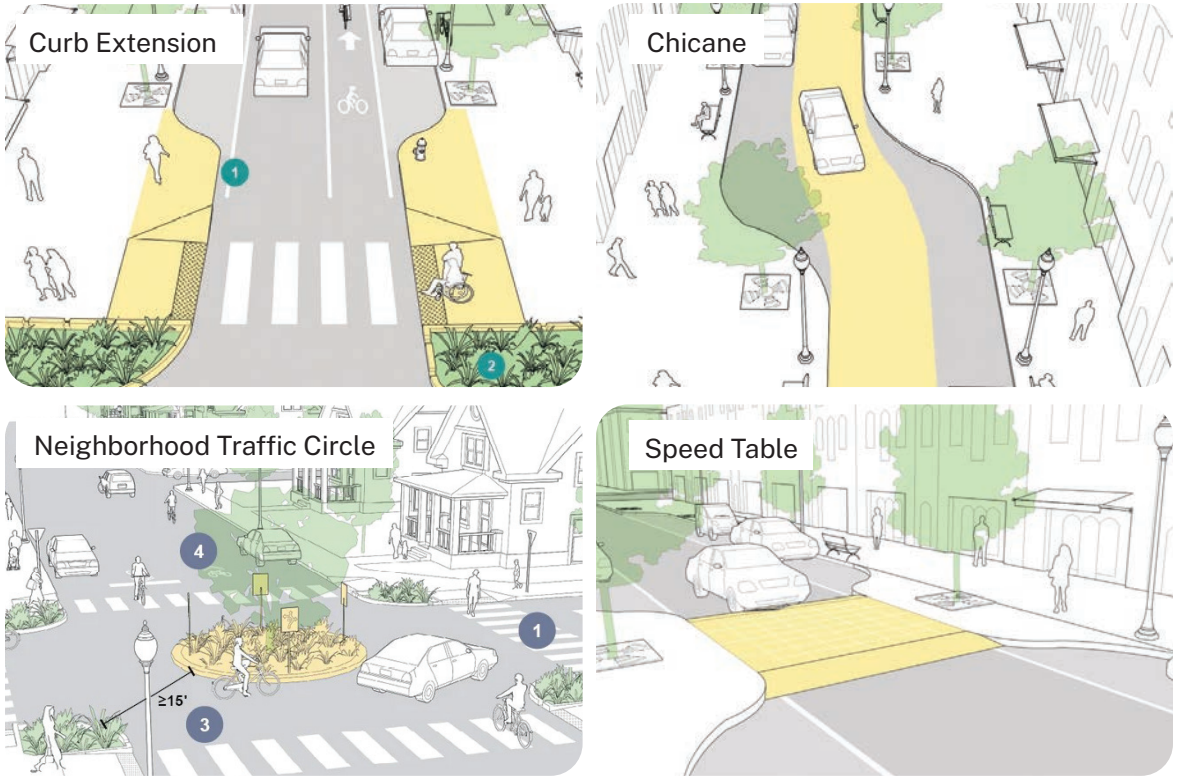


Figure 10: Traffic calming examples. *Source: NACTO*

Adopt Lower Residential Speeds

Statewide, speeds on most residential roads are set to 30mph. According to state law, Texas allows cities to lower speeds on most residential streets to 25mph without a speed study, or the speed limit can be lowered more if a proper speed study is conducted. Once speed limits are reduced, posted speed limit signs will inform drivers of the change. Driver behavior then becomes an issue of education and enforcement.

Adopt Access Management Ordinances

Access management techniques are design ordinances that prevent future driveway safety issues during the development, or re-development, of private property. Such techniques can include, but are not limited to:

- Require inter-parcel connectivity between commercial businesses
- Minimum driveway spacing from intersections and other driveways
- Shared driveways for larger commercial developments
- Minimum internal queue standards for fast-food restaurants

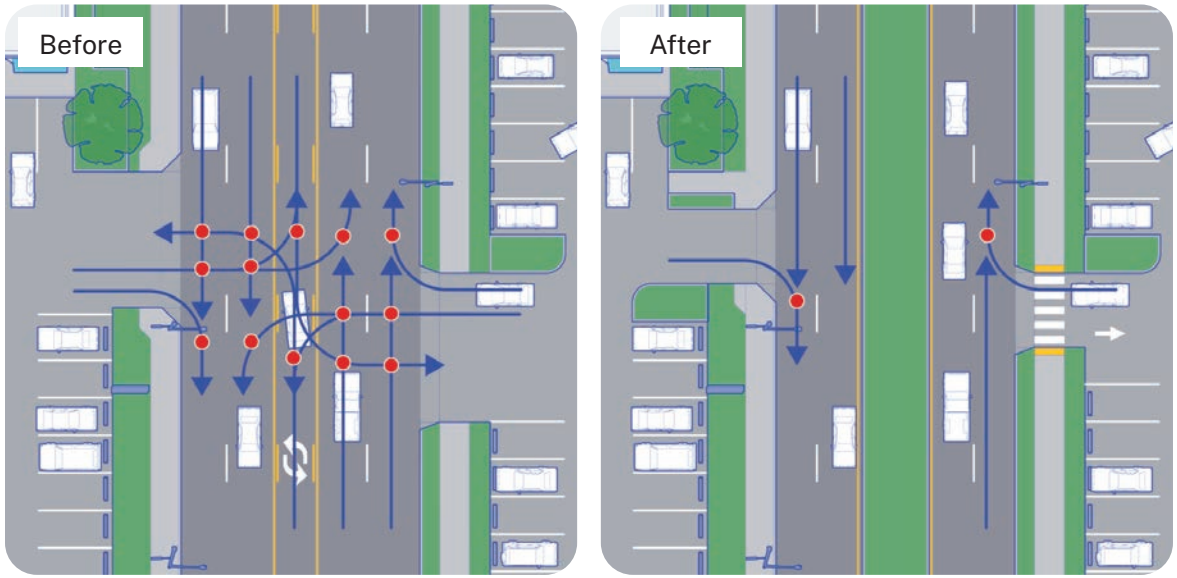


Figure 11: Conflict points before and after access management improvements

Implement Enhanced Enforcement

Pecos has an active police force that patrols the community daily to ensure drivers comply with safety laws. The Pecos Police Department is working hard to balance staff availability and funding while providing the highest level of service to residents.

Enhancing enforcement of existing ordinances and laws and adding high-visibility enforcement techniques is one of the strategies with the greatest impact on a behavioral issues like speeding and distracted driving.

Enhanced enforcement is a policy choice that involves both the Police Department and the Communications and Public Affairs Department. Adopting this policy would mean providing additional resources to the Police Department and Communications and Public Affairs Department. Some of the high visibility enforcement efforts could include:

- Increased patrol
- Speed checks and seatbelt checks
- Targeted commercial truck route enforcement
- Changeable message boards with safety messages
- Giving out safety brochures along with warnings or citations

Policies

ID	Action Item	Description of Action Item	Responsible Parties and Partners	Priority	Timeframe
O-1	Adopt a Complete Streets Guide	Adoption allows city to require DOT compliance with city standards. All future roadway improvements should comply with the Guide, allowing the incremental implementation across the city.	Lead: Pecos Community Development Department; Support: Pecos Public Works Department	1	1-2 years
O-2	Establish a Regional Mobility Authority	Coordinate with regional partners to create an RMA to finance transportation infrastructure. Ensure future project selection formula prioritizes safety improvements and targets the HIN.	Lead: Pecos & Reeves County; Support: TxDOT	1	In Progress
O-3	Coordinate with the Independent School District (ISD) on roadway improvements near schools	Leverages available funding to support safe travel to schools.	Lead: Pecos City Manager's Office; Pecos ISD	1	In Progress
O-4	Adopt street lighting standards	Include minimum illumination levels and lamp height standards, at a minimum. Adoption allows city to require all future projects to comply with the standards.	Lead: Pecos Public Works Department	2	1-2 years
O-5	Update ordinance with access management techniques	Include inter-parcel connectivity between commercial uses, minimum driveway distance from intersection, shared driveways, and internal queuing requirements at a minimum.	Lead: Pecos Community Development Department	2	1-2 years
O-6	Lower residential street speed limits within city	Adopt ordinance to reduce all residential street speed limits to a minimum of 25 mph, according to state law requirements.	Lead: Pecos City Manager's office; Support: Pecos Public Works Department	3	1-2 years
O-7	Adopt a Traffic Calming Policy	Establish pre-approved traffic calming designs. Include minimum study requirements for the city to consider construction of a traffic calming project.	Lead: Pecos Public Works Department Support: Pecos City Manager's Office	3	1-2 years
O-8	Adopt an annual street repaving program that prioritizes the HIN	Typical repaving plans are based on pavement condition only. By adding a priority score for roads in the HIN, the city will be showing its commitment to Vision Zero.	Lead: Pecos Public Works Department	4	1 year
O-9	Budget for capital improvements addressing roadway safety needs	Ensure the capital plan includes annual allocations to lighting improvements and sidewalk improvements.	Lead: Pecos City Manager's Office	4	Annually
O-10	Budget for annual maintenance of roadways	Ensure the annual budget includes adequate funding for roadway paving, striping, signage, and other safety improvements. Prioritize improvements on the HIN.	Lead: Pecos City Manager's Office	4	Annually
O-11	Budget for Vision Zero public information campaigns and enhanced enforcement efforts	Review the annual budget to ensure funding is allocated for the additional hours and equipment necessary to increase awareness of roadway safety issues in Pecos.	Lead: Pecos City Manager's Office	4	Annually



ID	Action Item	Description of Action Item	Responsible Parties and Partners	Priority	Timeframe
O-12	Conduct speed surveys	Adopt a policy to conduct speed surveys on the HIN and other streets of concern annually.	Lead: Pecos Public Works Department	5	Annually
O-13	Update traffic study ordinance	Require traffic studies for large developments such as big box stores. Integrate commercial truck and pedestrian considerations in the study standards.	Lead: Pecos Community Development Department	6	1-2 years
O-14	Update sidewalk ordinance	Require new developments to comply with the Complete Streets Guide and construct the required sidewalk.	Lead: Pecos Community Development Department	6	1-2 years
O-15	Update sight distance ordinance	Adopt an ordinance that requires a clear sight triangle at intersections and driveways.	Lead: Pecos Public Works Department	6	1-2 years
O-16	Update ordinances to include bicycle facilities	Ordinance focuses on new private development or redevelopment to require bike racks. Should also include rack design and placement standards.	Lead: Pecos Community Development Department	6	1-2 years

Programs

ID	Action Item	Description of Action Item	Responsible Parties and Partners	Priority	Timeframe
E-1	Implement Enhanced Enforcement	Further improve public safety enforcement through increased patrols, speed checks, enforcement of truck routes and message boards with safety messages.	Lead: Pecos Police Department Support: Pecos Communications and Public Affairs	1	Annually
E-2	Offer free car-seat checks at local police and fire stations	Requires training for first responders to provide this service.	Lead: Pecos Fire and Emergency Response	2	1-2 years
E-3	Launch seatbelt public safety campaign	Leverage available seatbelt public safety campaign materials to increase public awareness of the importance of seatbelt use.	Lead: Pecos Communications and Public Affairs Support: TxDOT	2	Annually
E-4	Launch distracted driving public safety campaign	Leverage available distracted driving public safety campaign materials to increase public awareness of the harm distracted driving can cause (Talk. Text. Crash).	Lead: Pecos Communications and Public Affairs Support: TxDOT	2	Annually
E-5	Offer free driver education classes	Leverage availability of free driver education classes and increase public awareness of free driver education classes such as the Reality Education Driver (RED) program.	Lead: Pecos Communications and Public Affairs Support: TxDOT	3	Annually
E-6	Coordinate with local municipal judges to leverage free driver education classes	Meet with the local municipal judge to consider requiring driver education classes for misdemeanor traffic offenses (TxDOT Impact Texas Drivers and Talk.Text.Crash and RED Program).	Lead: Pecos City Manager's Office Support: Municipal Court Judge	3	1-2 years



PROGRESS AND TRANSPARENCY

Pecos is dedicated to creating safer streets and making sure the community is fully involved every step of the way. After a CSAP is developed and adopted, methods need to be identified to measure progress and transparency. Pecos will publish the Action Plan online to track progress. In addition, the city will continue to maintain the Pecos Vision Zero website either in its current configuration or as a page on the city website. To clearly and openly show progress, Pecos will update their Vision Zero webpage on a regular basis.

This tool will allow residents, businesses, and community partners to see regularly updated safety data on where crashes are occurring and how safety improvements are making a difference. By keeping this information public, Pecos hopes to build trust and encourage shared responsibility for reaching Vision Zero goals.

Another way Pecos is making safety progress transparent is through the Vision Zero Stakeholder Committee with the mission to guide the implementation of the CSAP. This committee can be either set up with a membership consisting of Council-appointed members that may be city staff or a combination of community leaders, safety advocacy organizations, and city and county staff. The group will meet regularly to review the latest crash data, track the impact of safety projects, and discuss new priorities.

The committee will also help set future goals and ensure the plan continues to reflect the needs and concerns of Pecos residents. Through these efforts, Pecos is showing its commitment not only to reducing traffic crashes and saving lives but also to involving the community in building a safer, healthier, and more connected community.



Vision Zero Tracking Website



Vision Zero Stakeholder Committee

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PECOS
TEXAS
Town of Pecos City