Town of Pecos City

SS4A Comprehensive Safety Action Plan

Executive Summary

April 2026



EXECUTIVE SUMMARY

Background and Context

Prior to the COVID-19 pandemic, roadway fatalities were declining across Texas and the nation. Since 2020, that progress has stalled — and in some cases reversed. In Texas, crashes rose 16% between 2020 and 2021, and nationally increased 11% over the same period. The Town of Pecos City has not been immune to this trend.

The Town of Pecos City is the largest city and county seat of Reeves County. Its position as a hub for the West Texas oil and gas industry means that heavy freight traffic routinely shares the road with local drivers, pedestrians, and bicyclists. The city is also growing its hospitality, healthcare, education, and logistics sectors — making safe streets an economic as well as community priority.

Vision Zero Commitment

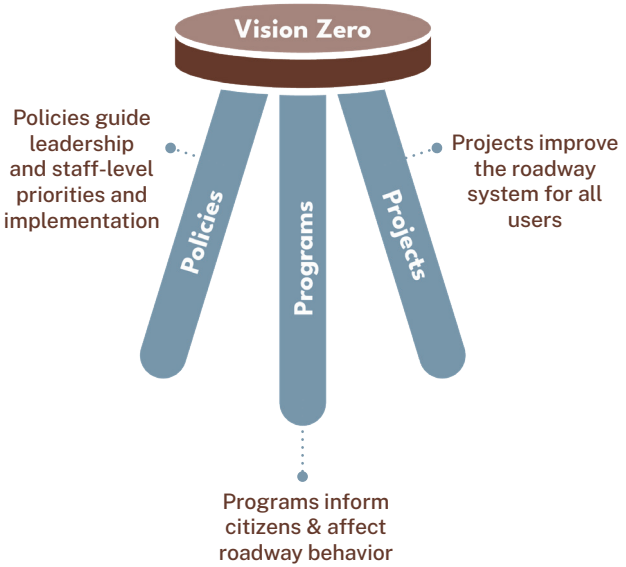
The Town of Pecos City adopted a Vision Zero resolution in October of 2025, committing to reach zero roadway fatalities or serious injuries by 2050. This Comprehensive Safety Action Plan was developed to translate this commitment into concrete actions.

Reaching Vision Zero

Getting to the goal of zero traffic fatalities and 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 eliminate roadway fatalities and serious injuries.

In addition, this plan represents a shift from a traditional safety approach to the **Safe System Approach** — a holistic and comprehensive framework for achieving Vision Zero.



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**

866 **total crashes***

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

57% of severe crashes are happening at **intersections**

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

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

**Data excludes crashes on the interstate system*

Crash Data at a Glance

This plan draws on crash data from TxDOT's Crash Records Information System (CRIS) covering January 2021 through December 2025. During this timeframe, there were 866 total crashes and 41 fatal or serious injury crashes.

Top Contributing Factors

- Distracted driving — factor in 38% of all crashes and 34% of fatal/serious crashes
- Failure to yield — factor in 36% of all crashes and 34% of fatal/serious crashes
- No seatbelt use — involved in 25% of fatal/serious crashes
- Commercial truck involvement — 25% of fatal/serious crashes and 75% of fatal crashes
- Driver age — older (60+) and younger (20–24) drivers involved in 40% of fatal/serious crashes

Most Common Crash Types

Angle crashes — where the front of one vehicle strikes the side of another — were the most frequent, accounting for 39% of all crashes and 32% of fatal or serious crashes.

Single-vehicle collisions, often involving a fixed object like a stop sign, were the second most common, at 28% of all crashes and 39% of fatal/serious crashes.

High Injury Network

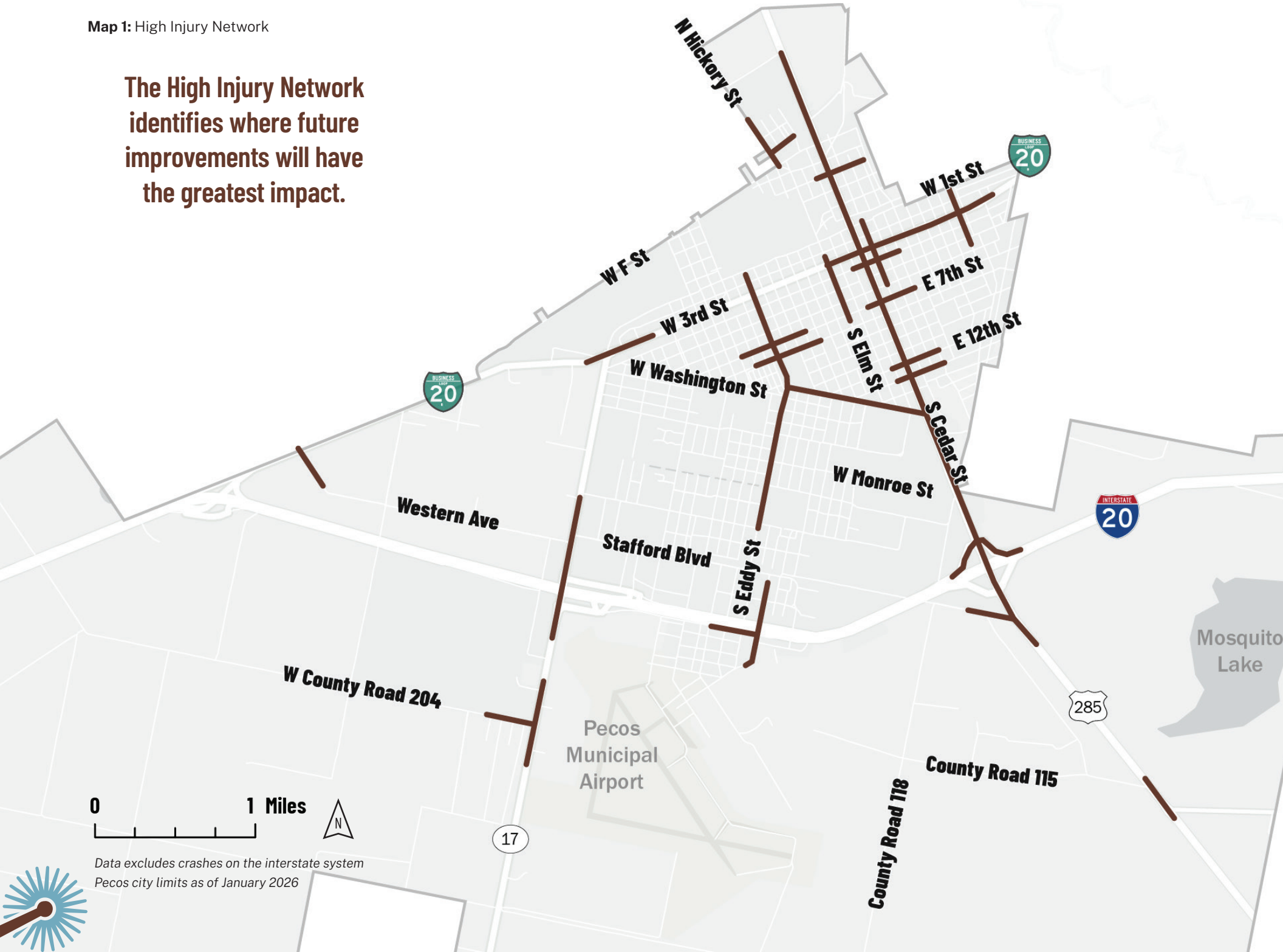
The High Injury Network (HIN) identifies roads and intersections with the highest concentration of fatal and serious injuries, incorporating crash history and community feedback to focus safety investments where they will have the greatest impact.

Priority HIN locations include:

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

Map 1: High Injury Network

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



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

Planning Process

Stakeholder Committee

The Town of Pecos City convened a broad stakeholder committee that met five times during the planning period. Members represented city and county government, law enforcement, emergency services, the school district, regional health, economic development, and elected officials — including the Mayor and City Council.

Community Engagement

The community had multiple opportunities to shape the plan. All materials were provided in English and Spanish.

There were four in-person open house sessions held at the Reeves County Civic Center, two online surveys, and a dedicated project website ("Vision Zero Pecos*") served as the central information hub.

During this process, we heard:

- 1 in 3 survey respondents said safety affects their travel choice "all of the time"
- Only 1 in 10 felt safe walking in Pecos; 1 in 20 felt safe biking or riding a scooter
- Top concerns were: road maintenance, speeding, distracted driving, and walkability
- Top desired improvements were: streetlights, sidewalks, high-visibility crosswalks, school zone markings, speed feedback signs, and traffic calming.

Recommended Projects and Strategies

Infrastructure projects are organized around four core safety objectives and summarized below:

1 Remove Severe Conflicts

High visibility & raised crosswalks, leading pedestrian intervals, sidewalk connectivity, median barriers, and truck-only routes.





2 Reduce Vehicle Speeds

Residential speed limit reductions, dynamic speed monitoring signs, traffic calming techniques.





3 Manage Driver Expectation

Roundabouts, traffic signals, protected turn signals, all-stop conversions, lane delineation, and intersection lane markings.





4 Increase Attentiveness & Awareness

Lighting enhancements, advance warning signs, and retroreflective backplates.





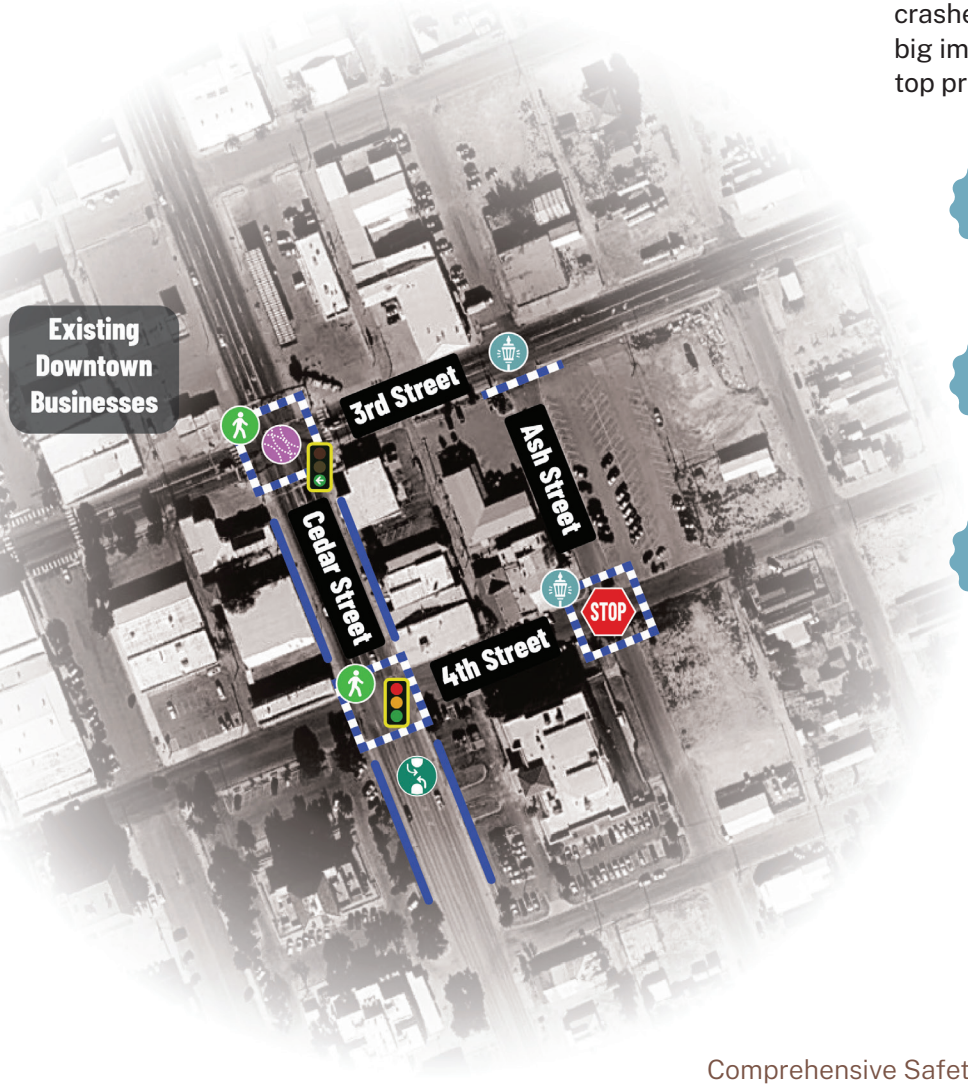
*https://pecosvisionzero.com/

Applying the Safety Strategies

Example 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
- Turning movement lane markings
- Convert to all-way stop
- High visibility-crosswalks
- Lighting enhancements
- Study a new traffic signal
- Sidewalk connectivity
- Medians



Top Priority Projects

Highest Priority Project Actions

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. In addition, truck traffic is having a big impact on safety and quality of life. The top priority actions address these issues.

- Build US-285 Bypass per TxDOT Pecos East Relief Project
- Adopt and implement a corridor access management study between I-20 and railroad
- Construct truck parking at the Pecos Freight Village

Recommended Policies

Policy and strategy recommendations focus on efforts that go beyond physical roadway projects to achieve Vision Zero. These are the four highest priority policy actions.

1 Adopt a Complete Streets Policy

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.

2 Adopt Access Management Standards

Access management techniques are design ordinances that prevent future traffic safety issues during the development or re-development of private property, such as:

- Inter-parcel connectivity between commercial businesses
- Minimum driveway spacing from intersections and other driveways
- Shared driveways for larger commercial developments.

3 Adopt Enhanced Enforcement

Pecos has an active police force that patrols the community daily to ensure drivers comply with safety laws. Enhancing enforcement of existing ordinances and laws and adding high visibility enforcement techniques is one of the strategies with the greatest impact on a community.

Adopting this policy would mean providing additional resources to the Police Department and Communications and Public Affairs Department.

4 Adopt Lower Residential Speed Limits

Texas allows city's to lower the speeds in residential streets to either 25 or 20 mph, based on law requirements. Posted speed limit signs inform drivers of the reduced speed.

Once these lower speeds are posted, enforcement can follow.

Leveraging Existing Programs

A range of existing programs can be activated at the local level, including:

- **Impact Texas Drivers (TxDOT):** A virtual course for distracted driving awareness.
- **Click it or Ticket (TxDOT):** An annual public marketing campaign to educate Texans on proper safety restraint usage.
- **Safe Routes to School (TxDOT):** A program to helps Texas elementary and middle school educators teach kids and their families about safe walking and biking.
- **Driving for Life (Texas A&M):** Educational brochures, games, and worksheets for drivers 60+.

Implementation & Tracking

Implementation will be guided by a phased project list indicating timeline, location, and priority.

To ensure transparency and accountability, the city will:

- Maintain a public Vision Zero website with regularly updated crash data.
- Convene the Vision Zero Stakeholder Committee at least quarterly to review crash data, track project impact, and refine priorities.
- Track performance metrics aligned with Vision Zero goals.