



S|S 4|A SAFE STREETS FOR ALL

VISION ZERO
Traffic deaths are PREVENTABLE
Humans make MISTAKES
Prevent FATAL & SEVERE CRASHES
SYSTEMS approach
Saving lives is NOT EXPENSIVE

VISION ZERO PECOS

ZERO TRAFFIC DEATHS BY 2050

FORESITE group | PECOS TEXAS Town of Pecos City

January 7, 2026

SS4A STAKEHOLDER MEETING 2: ALL ABOUT THE DATA

Agenda

1. Project Status Overview, Introduction, and Goals
2. Crash Data
3. Preliminary Survey Feedback
4. Developing a High Injury Network
5. Candidate HIN
6. Committee Feedback
7. Next Steps





Introductions



Erik Steavens
Project Manager



Parris Orr
Senior Planner



Claire Jaffe
Project Planner

Project Schedule

Online Survey 1
November - February

Public Meeting 1
February 3

Online Survey 2
March - April

Community Event
TBD

Public Meeting 2
April

Adoption
April

October | November | December | January | February | March | April

October
Kickoff

Meet with Project Team to discuss scope, deliverables, and timeline. Establish stakeholder committee membership. Data collection continues.

November 10
Introduction & Goals

Purpose and goals of study, understanding Vision Zero, and defining the role of the Stakeholder Committee.

January 7
Data & Emphasis Areas

Review crash data, crash severity, and crashes involving vulnerable users. Discuss initial data insights and get input from Stakeholder Committee.

February 4
Policies & Programs

Review adopted policies and programs. Initial recommendations for policy revisions and adoptions, as well as education and enforcement programs.

March 4
Countermeasures & Tracking

Review recommended countermeasures for roadway improvements and discuss ongoing tracking of community progress after adoption of safety plan.

April 1
Putting the Pieces Together

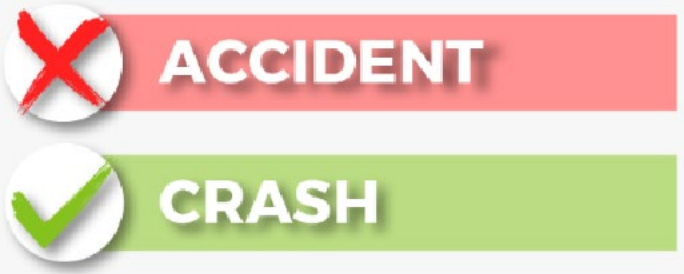
Present final plan and next steps towards implementation

Plan Goal: Implement Vision Zero

“Crash” Not “Accident”

Using the word “accident” implies that nothing could have been done to prevent a crash. But that’s not accurate: lots of decisions were made before that crash occurred that could have reduced its severity or even prevented it.

Let’s proactively address this safety issue and track our community’s progress toward Zero Roadway Deaths by 2050.



What is SS4A and the CSAP?

The Pecos Safe Streets and Roads for All (SS4A) Comprehensive Safety Action Plan (CSAP) is a road map to provide safe transportation for all people living in and driving through Pecos. The CSAP will help Pecos move toward Vision Zero, the goal to have zero traffic fatalities.

This CSAP will give Pecos access to dedicated SS4A federal funds for implementation.

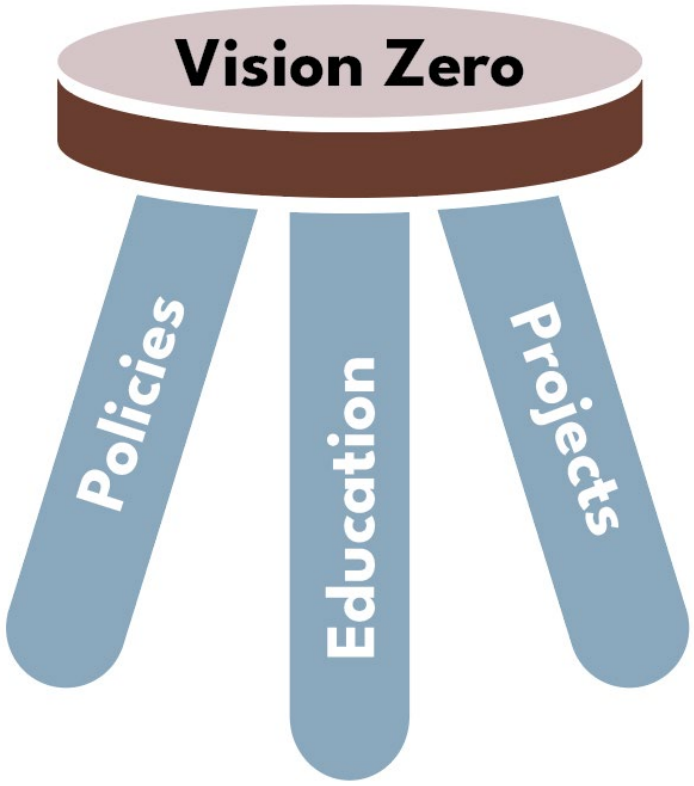
How we get there?
Safe Systems Approach



Source: FHWA.

Safe Streets and Roads For All

Three-Legged Stool Approach



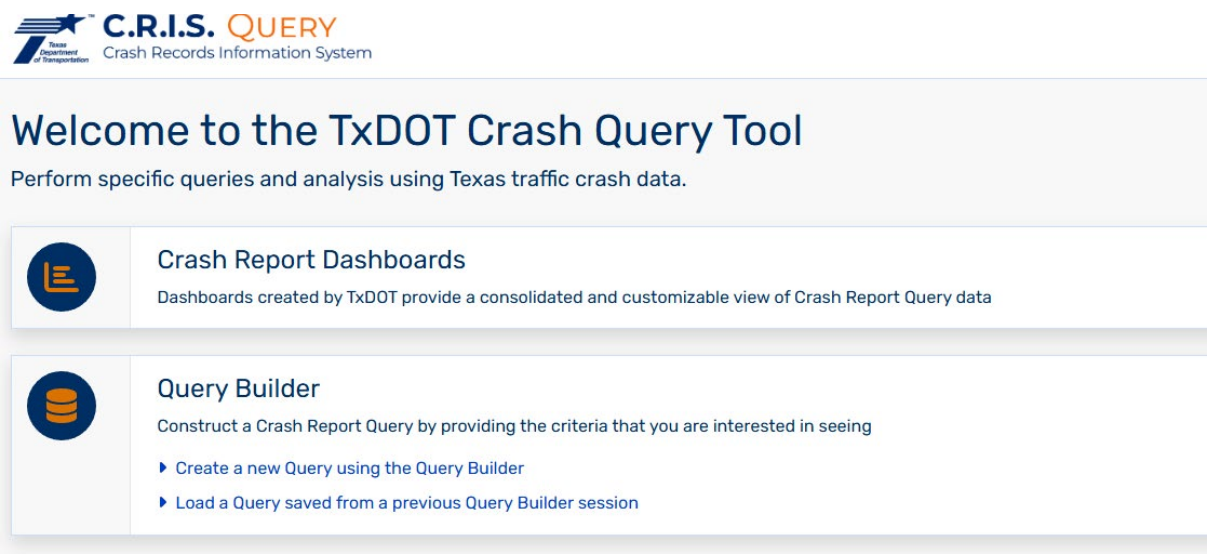
The Three-Legged Stool Approach highlights our interdisciplinary approach to achieve the zero-traffic death goal.

- **Policies** to set priorities
  - Leadership level decisions
  - Staff level implementation
- **Education/Enforcement** to inform citizens & affect future behaviors
- **Projects** to improve the roadway system for all users

Crash Analysis

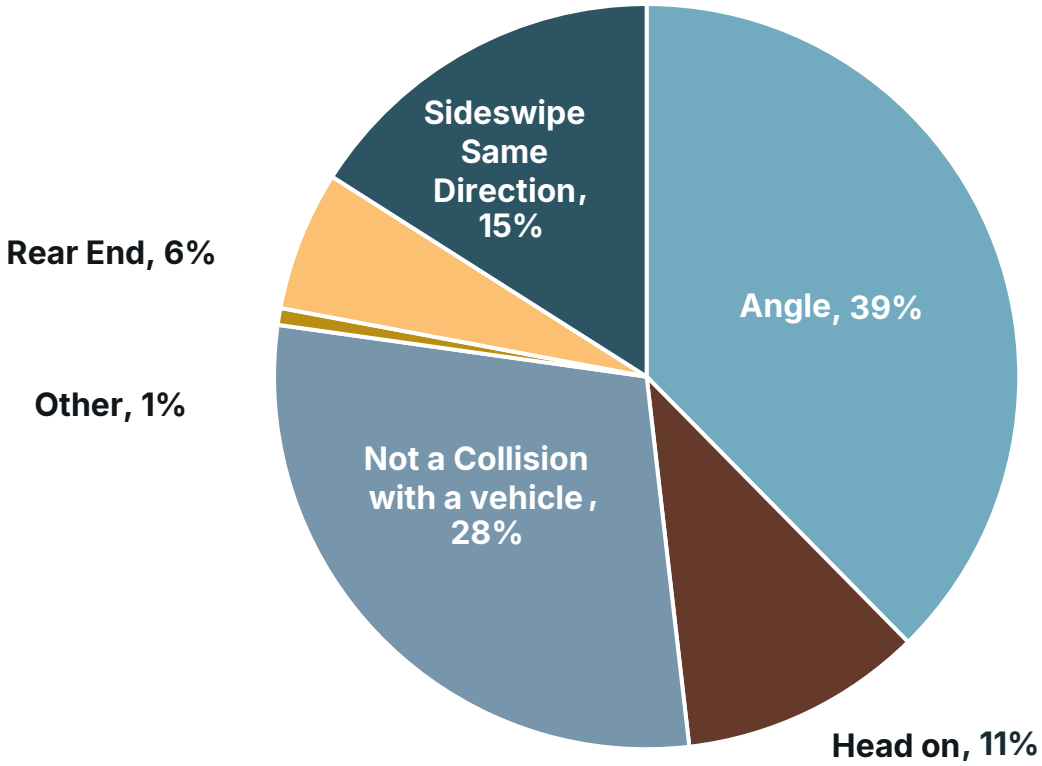
About the data

- Data Source: The TxDOT Crash Records Information System (CRIS) updates every two days with new crash records.
- This study reflects crash data from January 1, 2021, to December 31, 2025.
  - A total of 950 recorded crashes in the Pecos during this timeframe.
  - Will update the analysis with the full year of 2025 data in January
- Severity Rating: KABCO System
  - **K** – Fatal Injury
  - **A** – Suspected Serious Injury
  - **B** – Suspected Minor Injury
  - **C** – Possible Injury
  - **O** – Not Injured

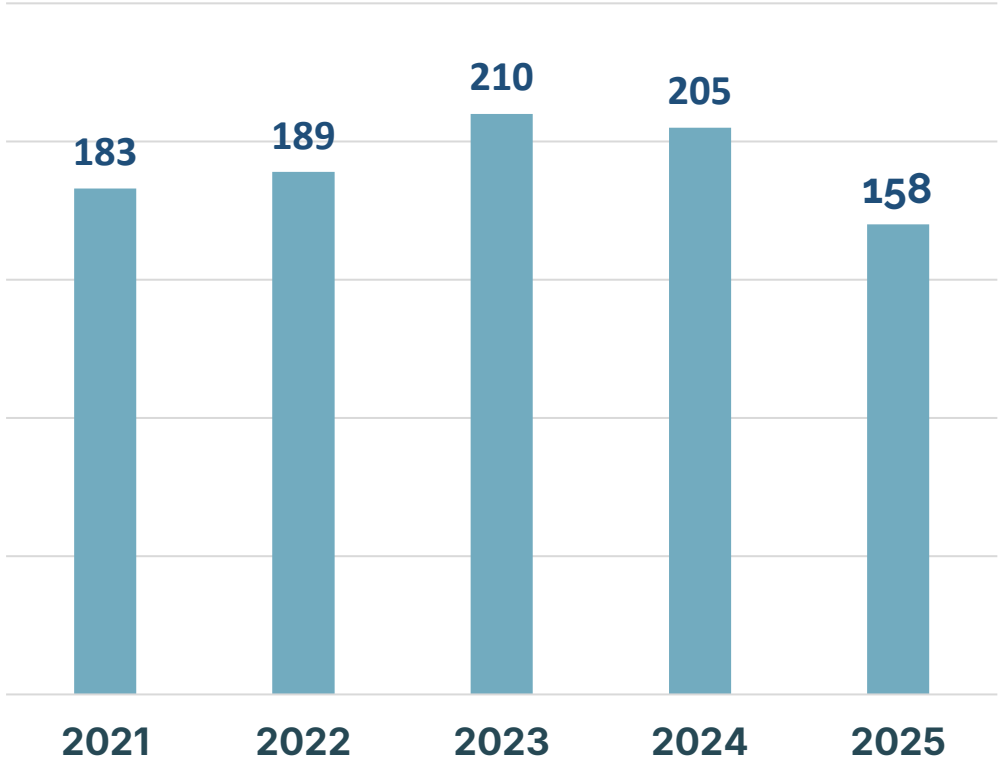


Crash Data Overview: All Crashes

Types of Crashes (2021-2025)

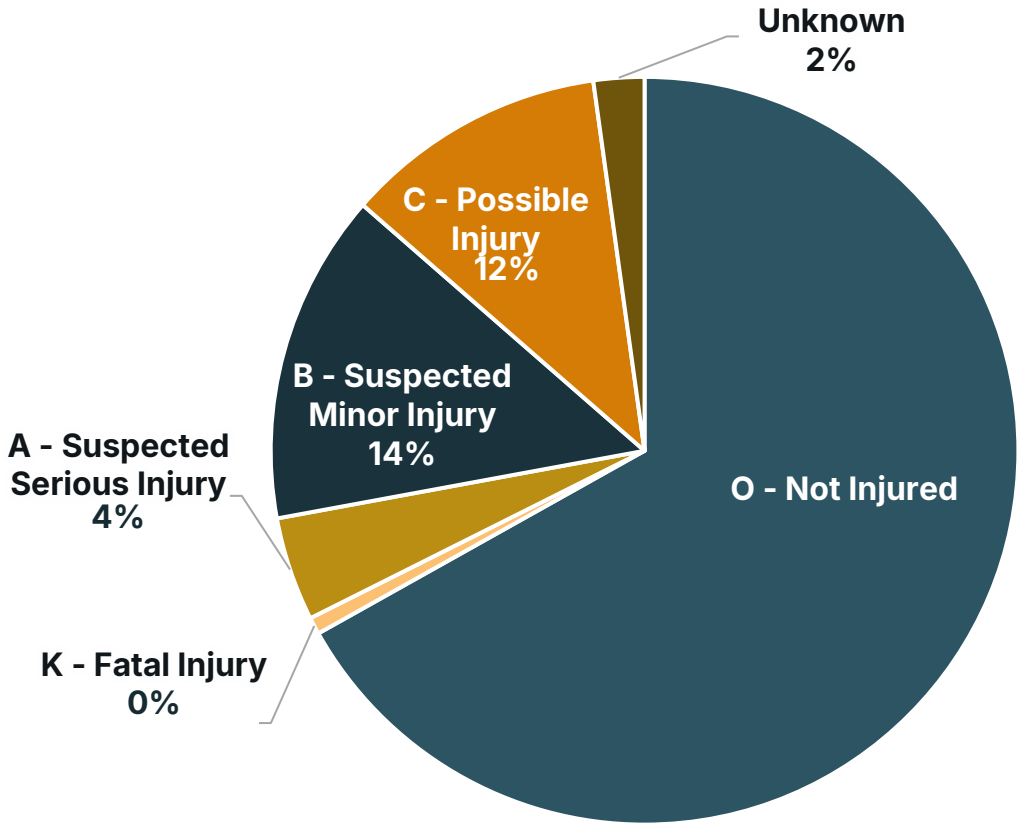


All Crashes

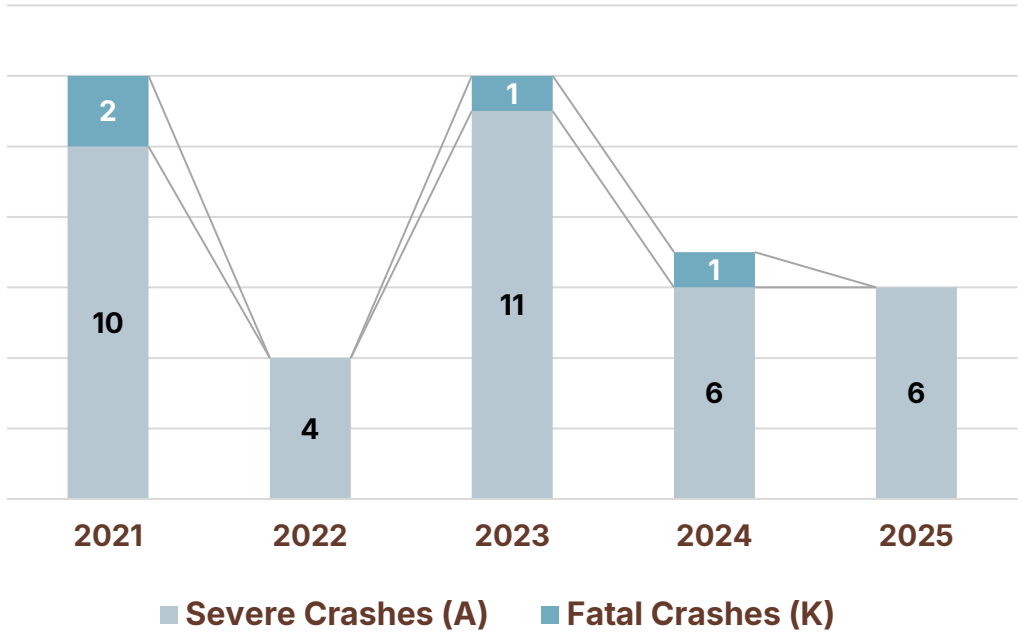


Crash Data Overview: Severity

Crash Severity (2021-2025)



Fatal and Severe Crash Trend

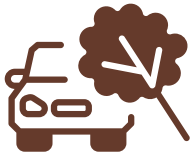


Crash Trends by Type



At Intersection

*are involved in 51% of all crashes and **57% of severe crashes***



Single-Vehicle Collisions

*are involved in 31% of all crashes and **22% of severe crashes***

Over half of the single-vehicle collisions crashed with fixed objects



Failure to Yield Right of Way

*are involved in 38% of all crashes and **32% of severe crashes***



Commercial Motor Vehicle (CMV) Related Collision

*are involved in 31% of severe crashes and **71% of fatal crashes***

Crash Trends by Behavior

Distracted Drivers

*are involved in 38% of all crashes and **32% of severe crashes***

Improper Occupant Protection

*are involved in 4% of all crashes and **25% of severe crashes***

Crash Trends by Age Group



Older Drivers Ages 60+

*are involved in 21% of all crashes and **10% of severe crashes***



Young Adult Drivers Ages 20-24

*are involved in 36% of all crashes and **20% of severe crashes***

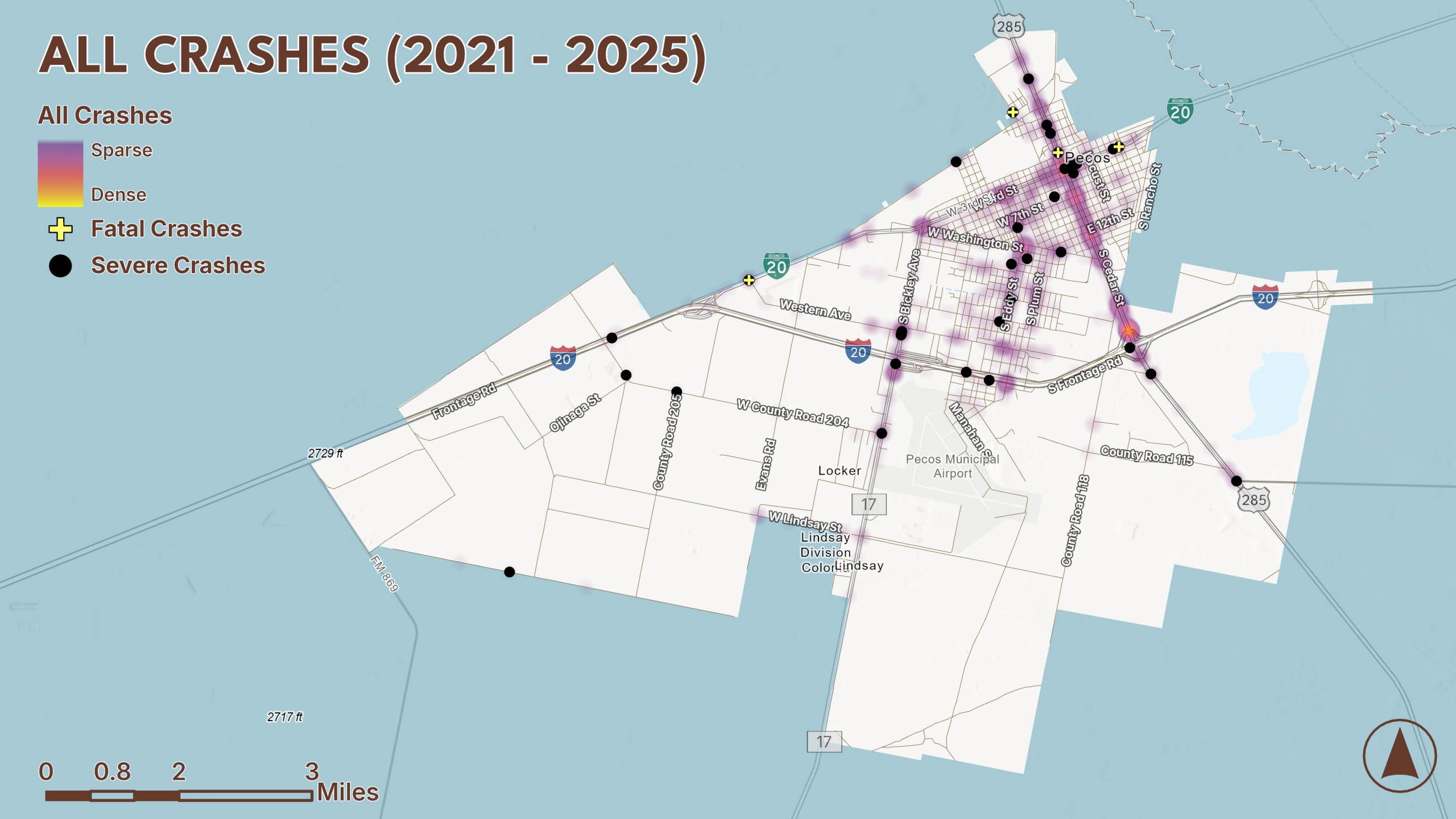


Young Drivers Ages 15-19

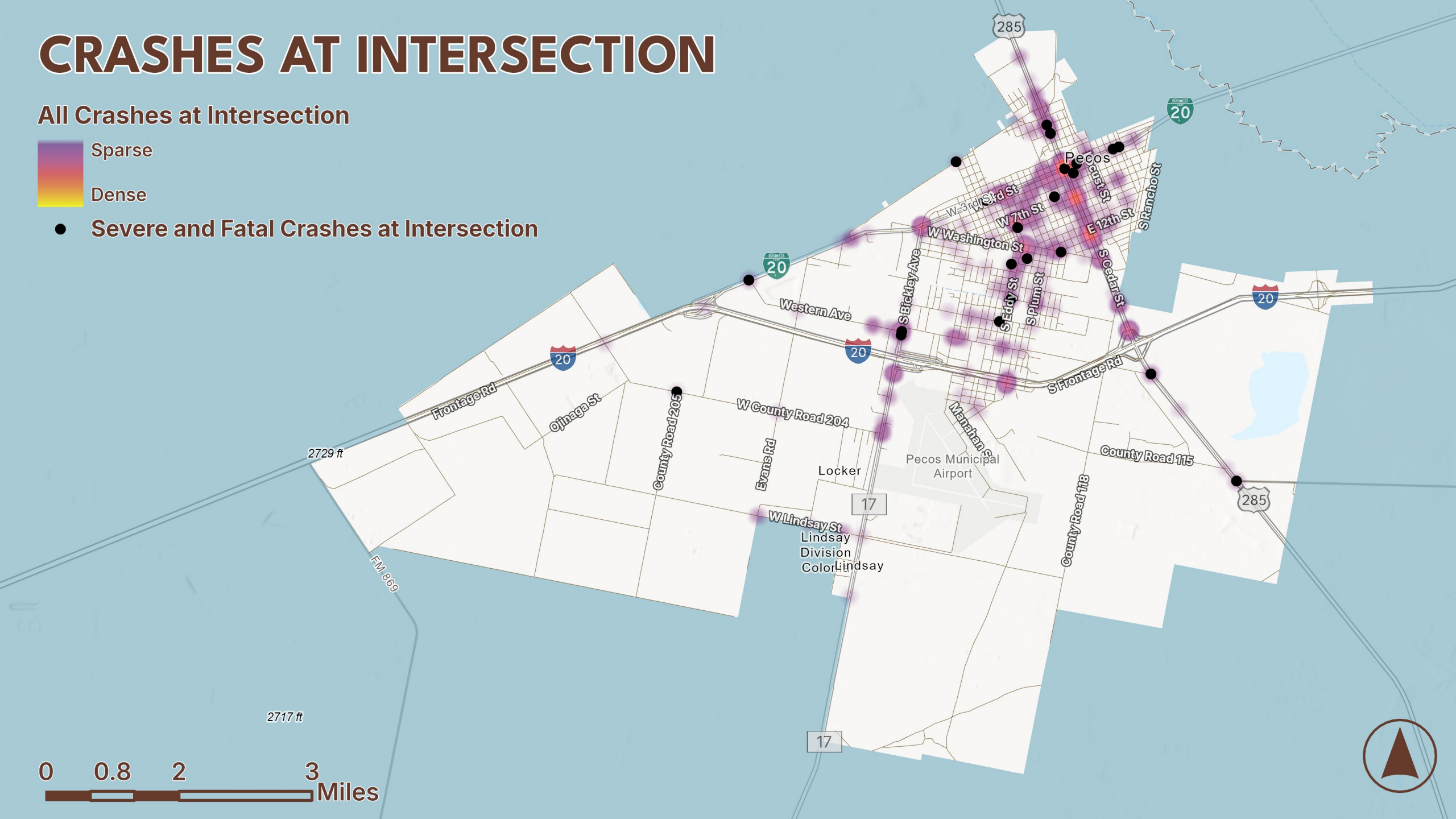
*are involved in 14% of all crashes and **8% of severe crashes***

Crash Maps

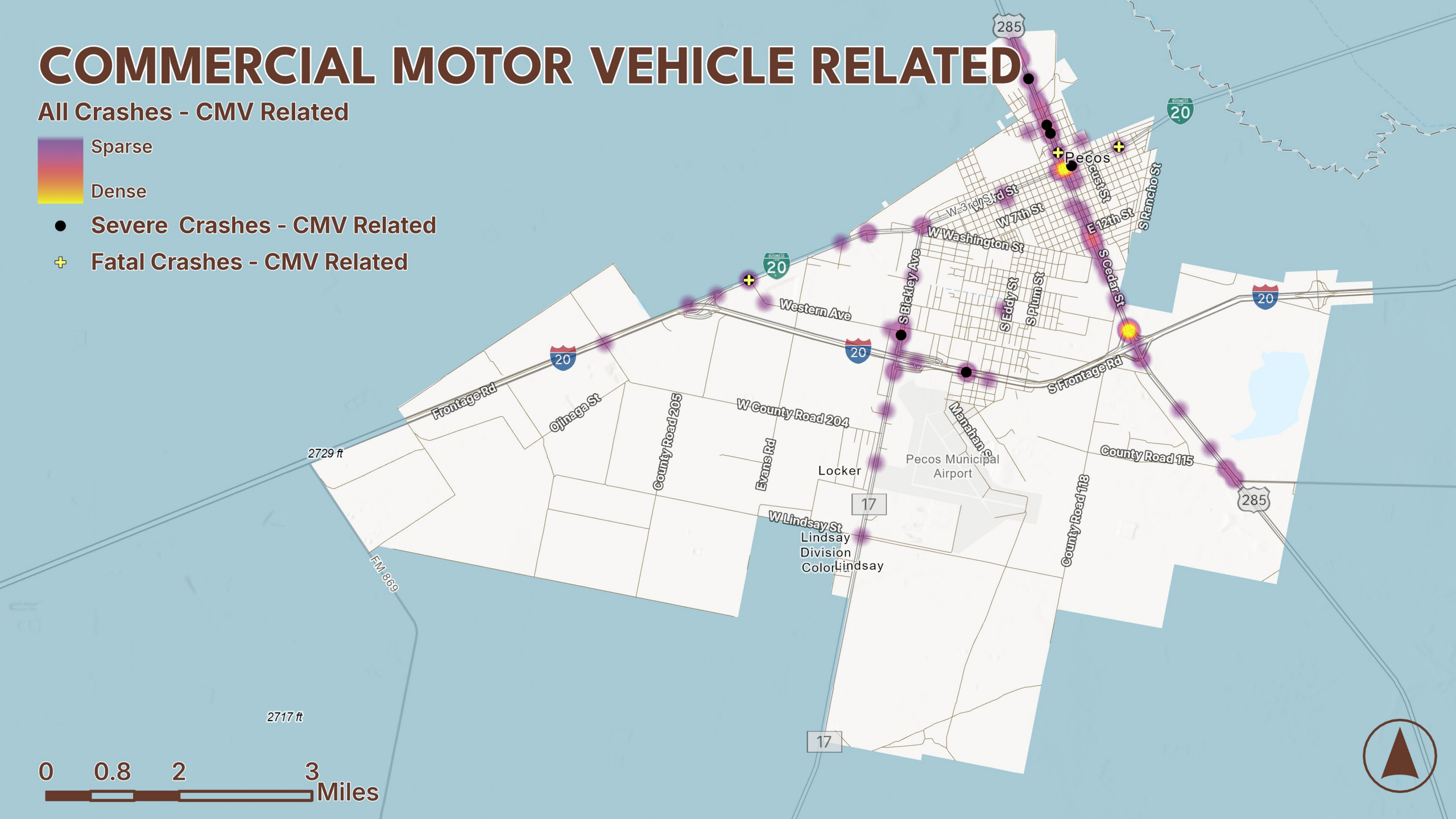
ALL CRASHES (2021 - 2025)



CRASHES AT INTERSECTION



COMMERCIAL MOTOR VEHICLE RELATED



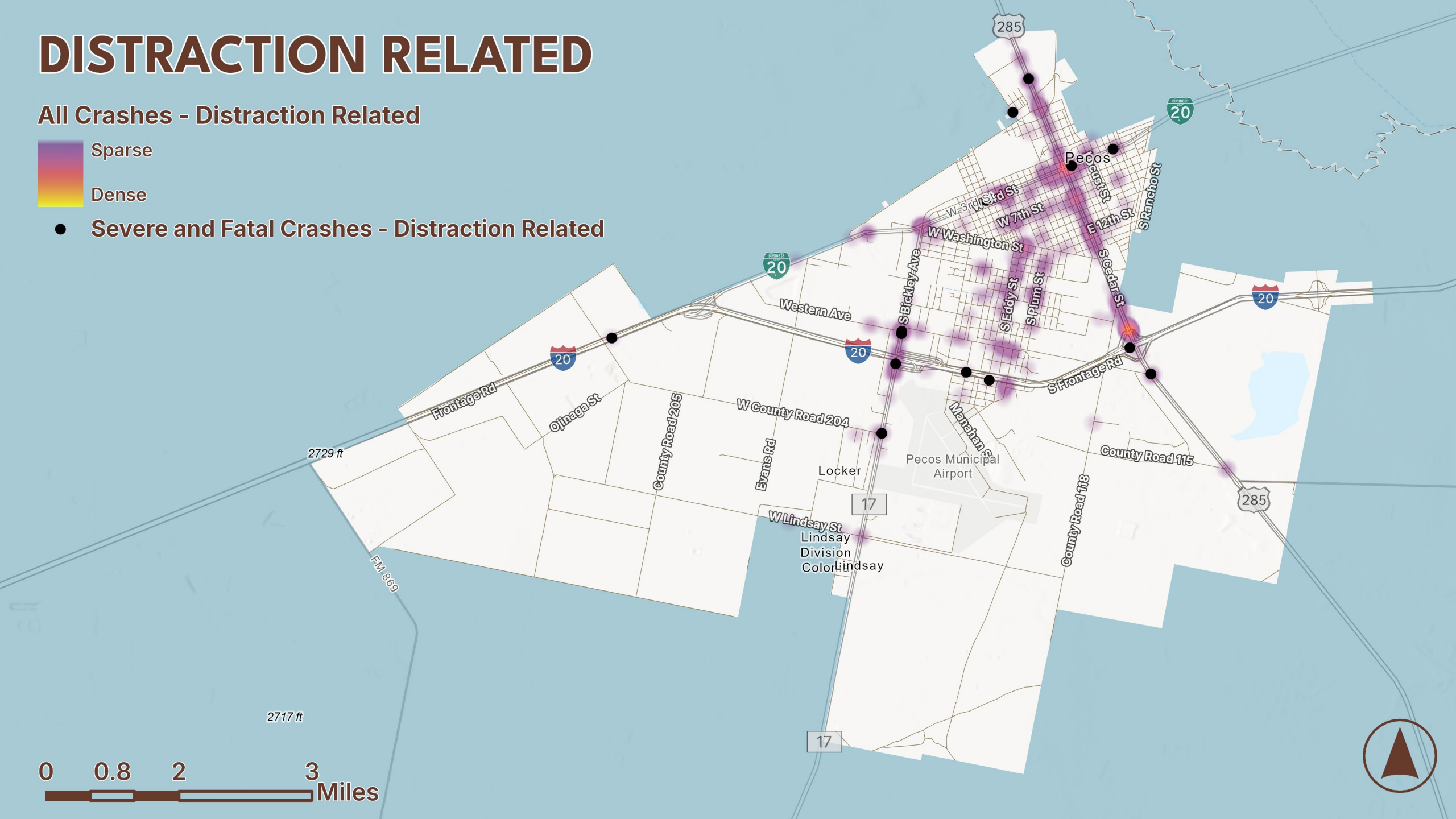
DISTRACTION RELATED

All Crashes - Distraction Related

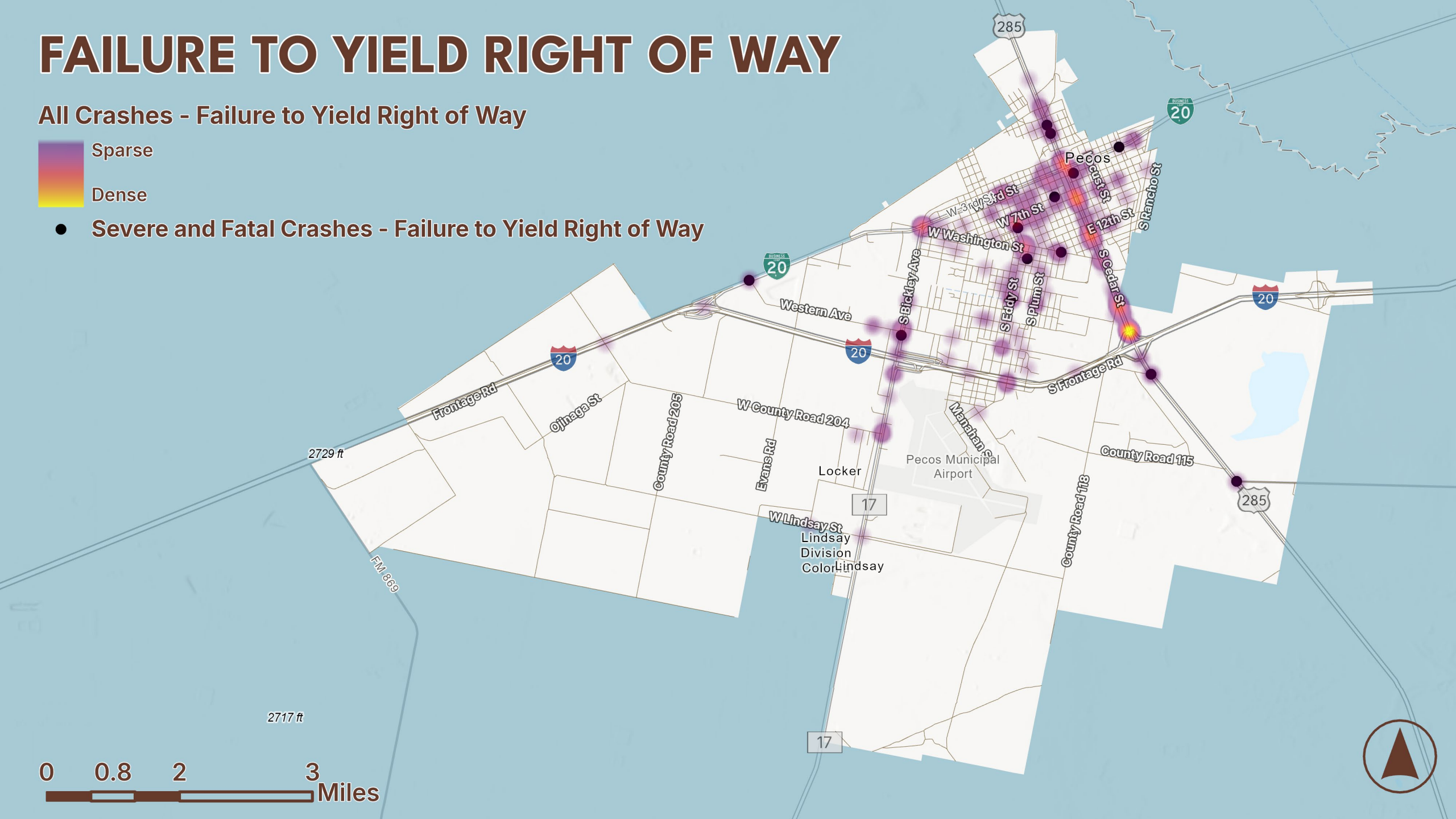
Sparse

Dense

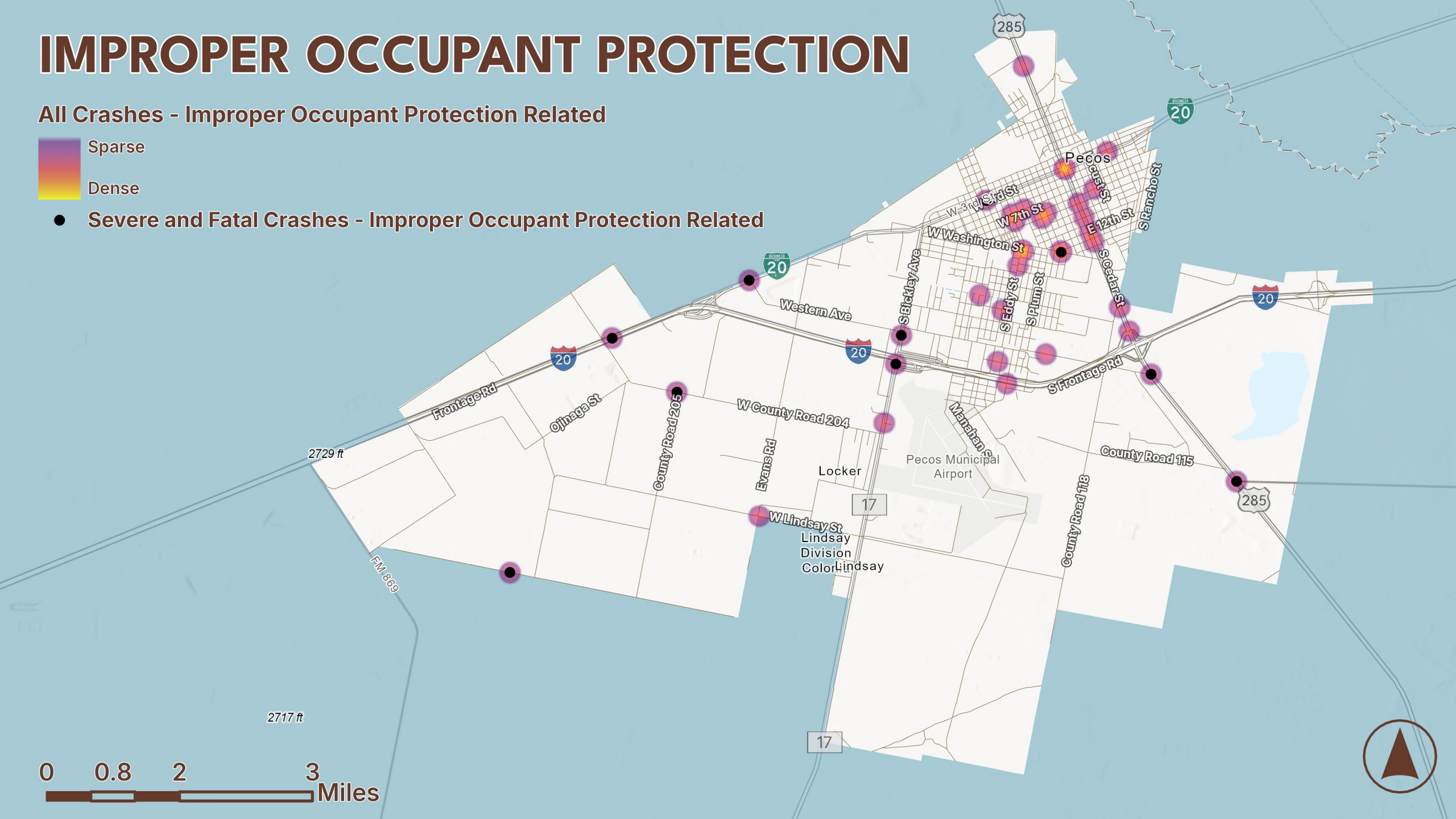
● Severe and Fatal Crashes - Distraction Related



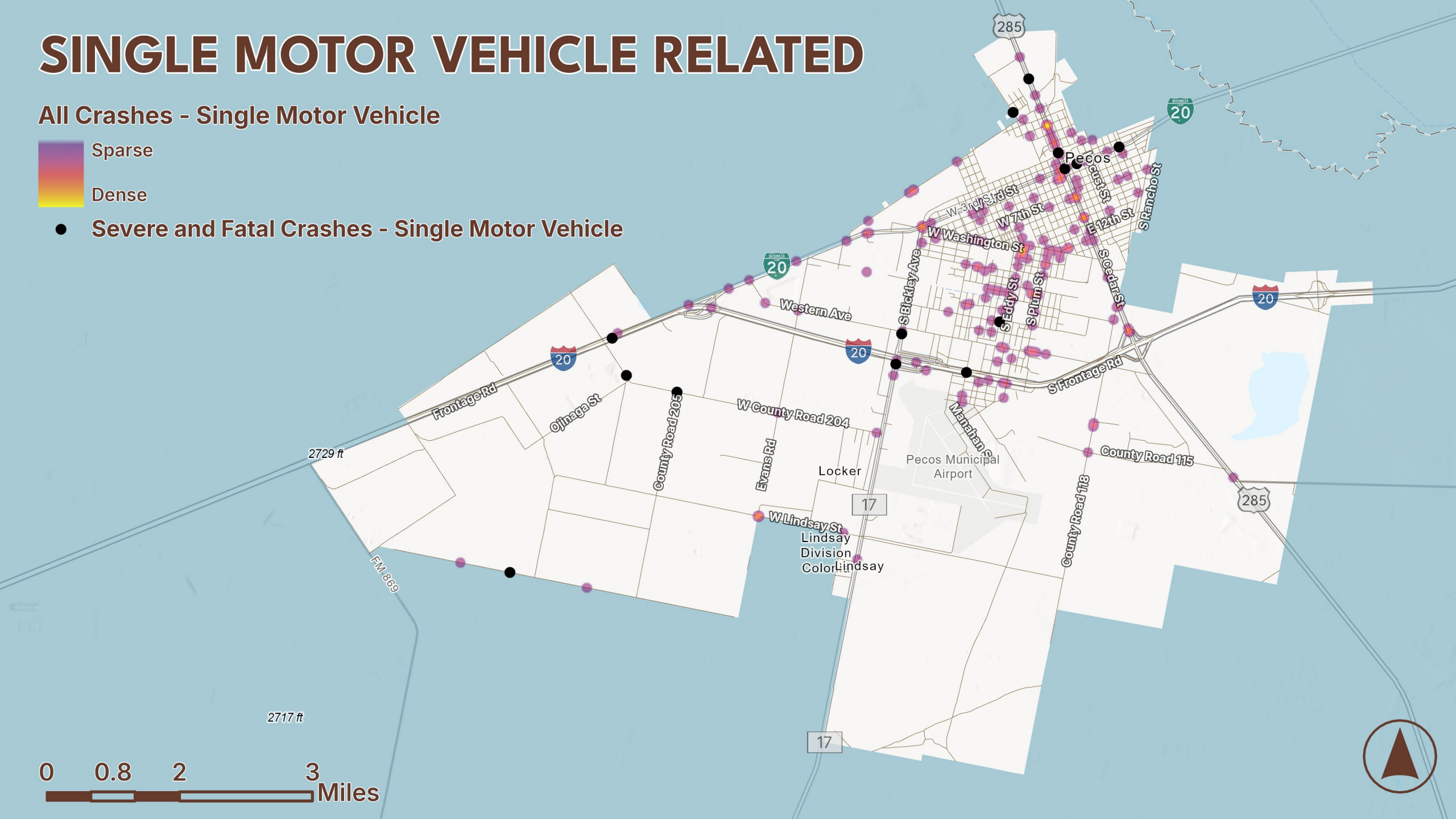
FAILURE TO YIELD RIGHT OF WAY



IMPROPER OCCUPANT PROTECTION

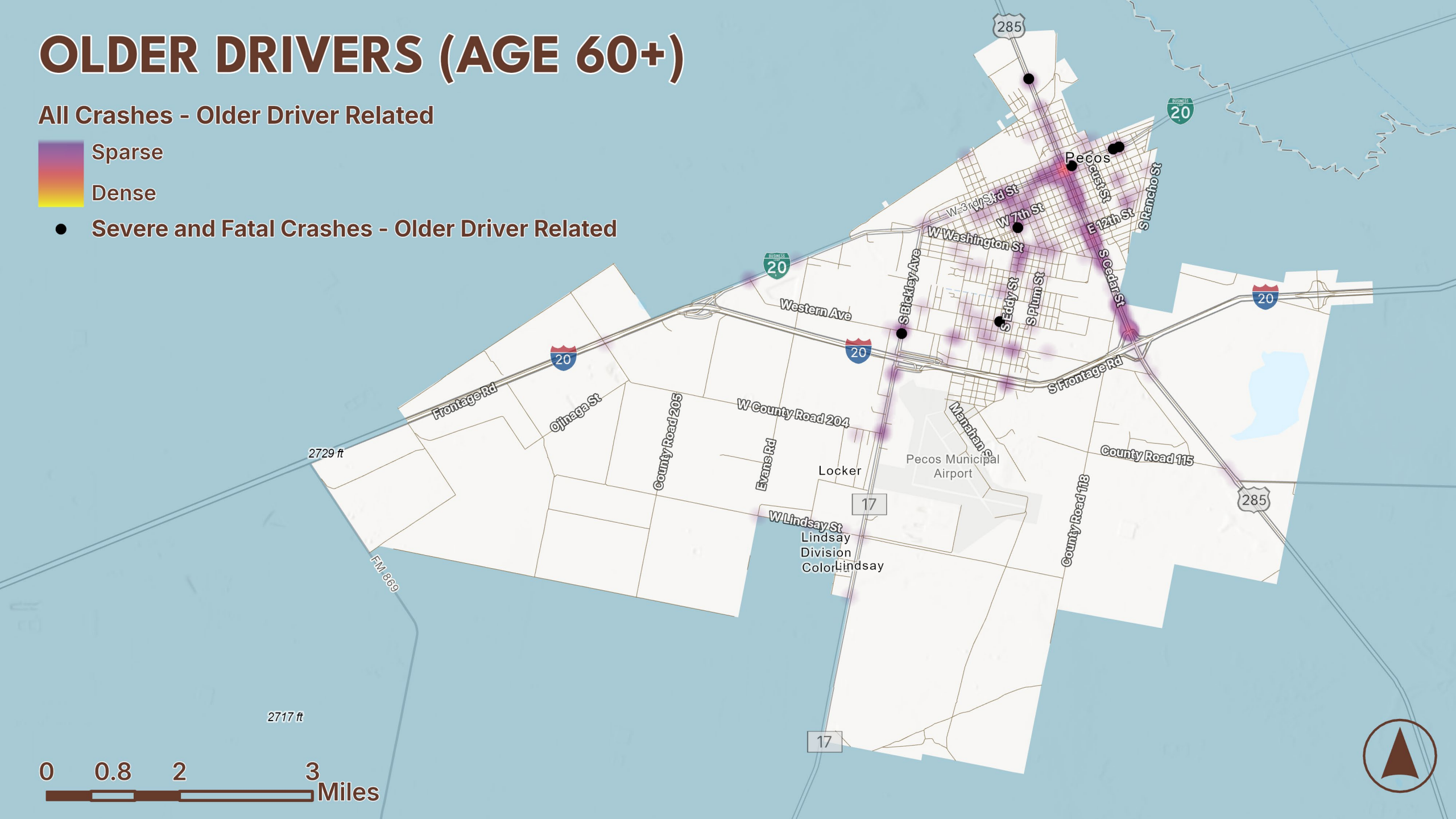


SINGLE MOTOR VEHICLE RELATED

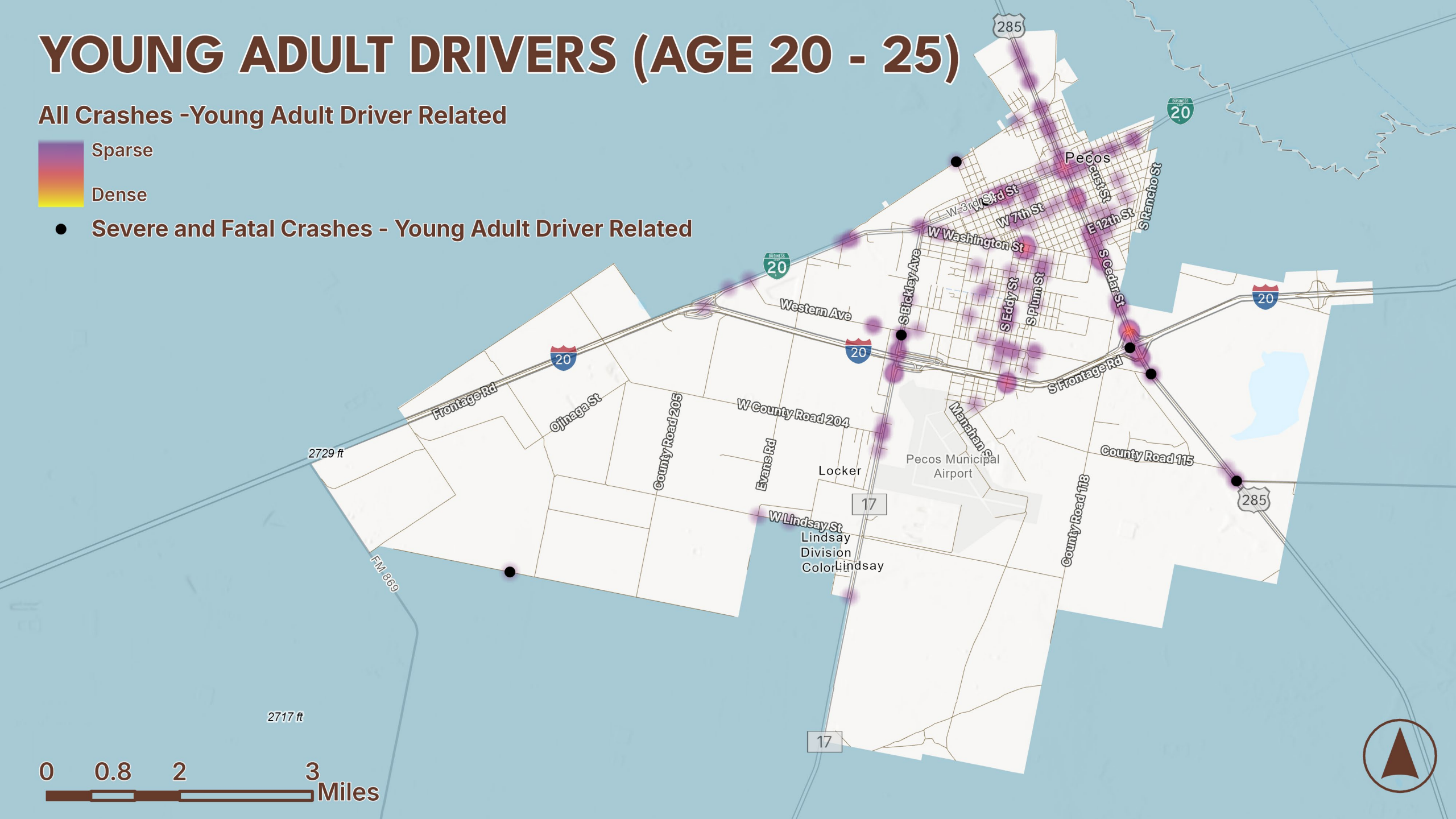


Targeted Age Groups Maps

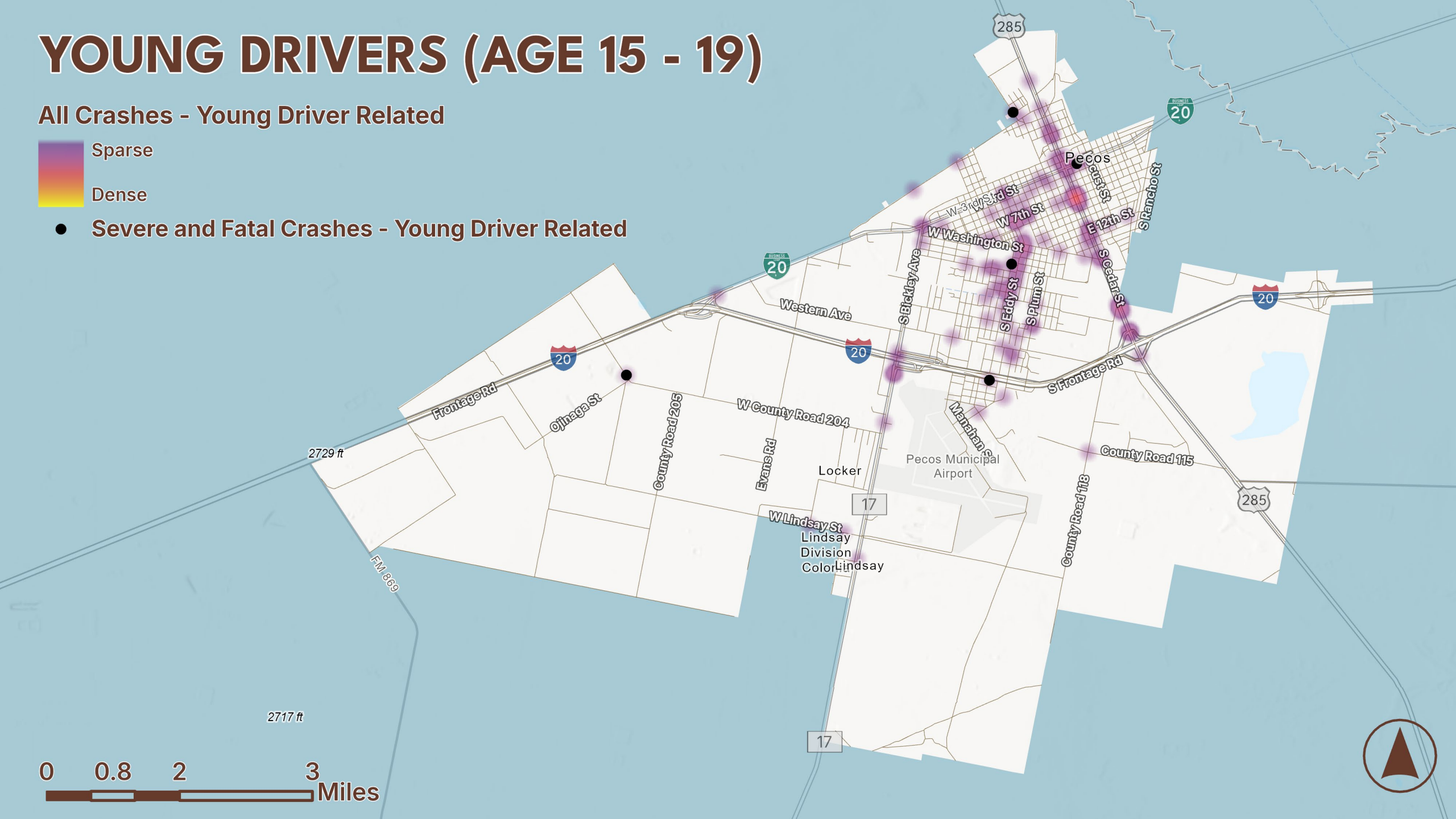
OLDER DRIVERS (AGE 60+)



YOUNG ADULT DRIVERS (AGE 20 - 25)



YOUNG DRIVERS (AGE 15 - 19)



Survey 1:
Preliminary Feedback

170 responses
Open through end of February

Preliminary Results: Safety Perception

PERCEPTIONS OF SAFETY

DRIVING

SAFE	UNSAFE
43%	57%

WALKING

SAFE	UNSAFE
43%	57%

BICYCLING

SAFE	UNSAFE
15%	85%

** "Not Applicable" options are not included in this result summary*

Preliminary Results: Safety Perception

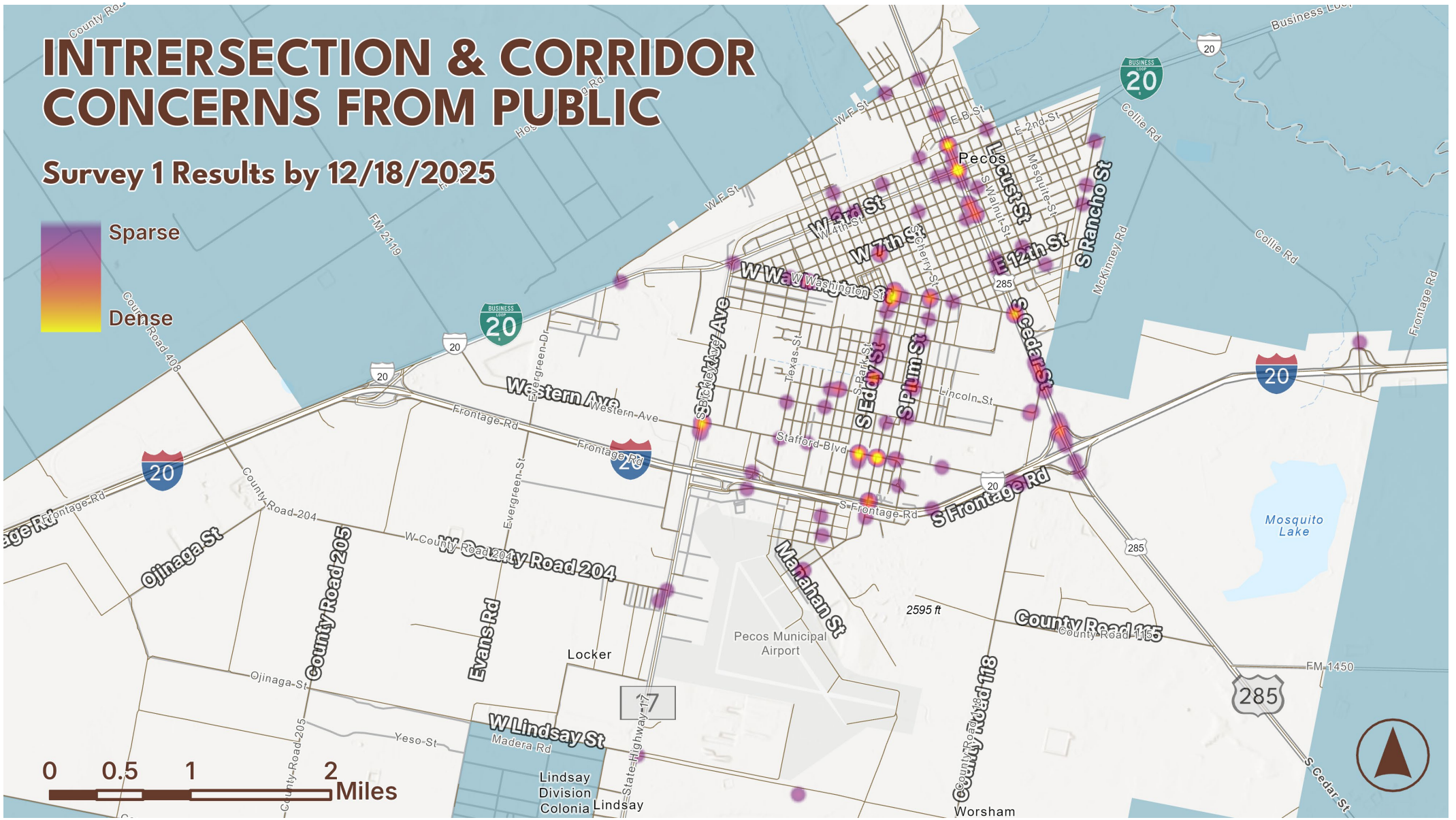
*"A lot of it has to do with the **conditions of the roads**. Some of them are horrible…filled with potholes and hazards. **Sometimes I just stay at home because I don't want to risk anything**."*

*"I like to ride my bike but there are only a few places around town with consistent sidewalks. Otherwise, you have to ride on the street and **people around here don't really know how to properly interact with bikers**. **The same goes for walking**."*

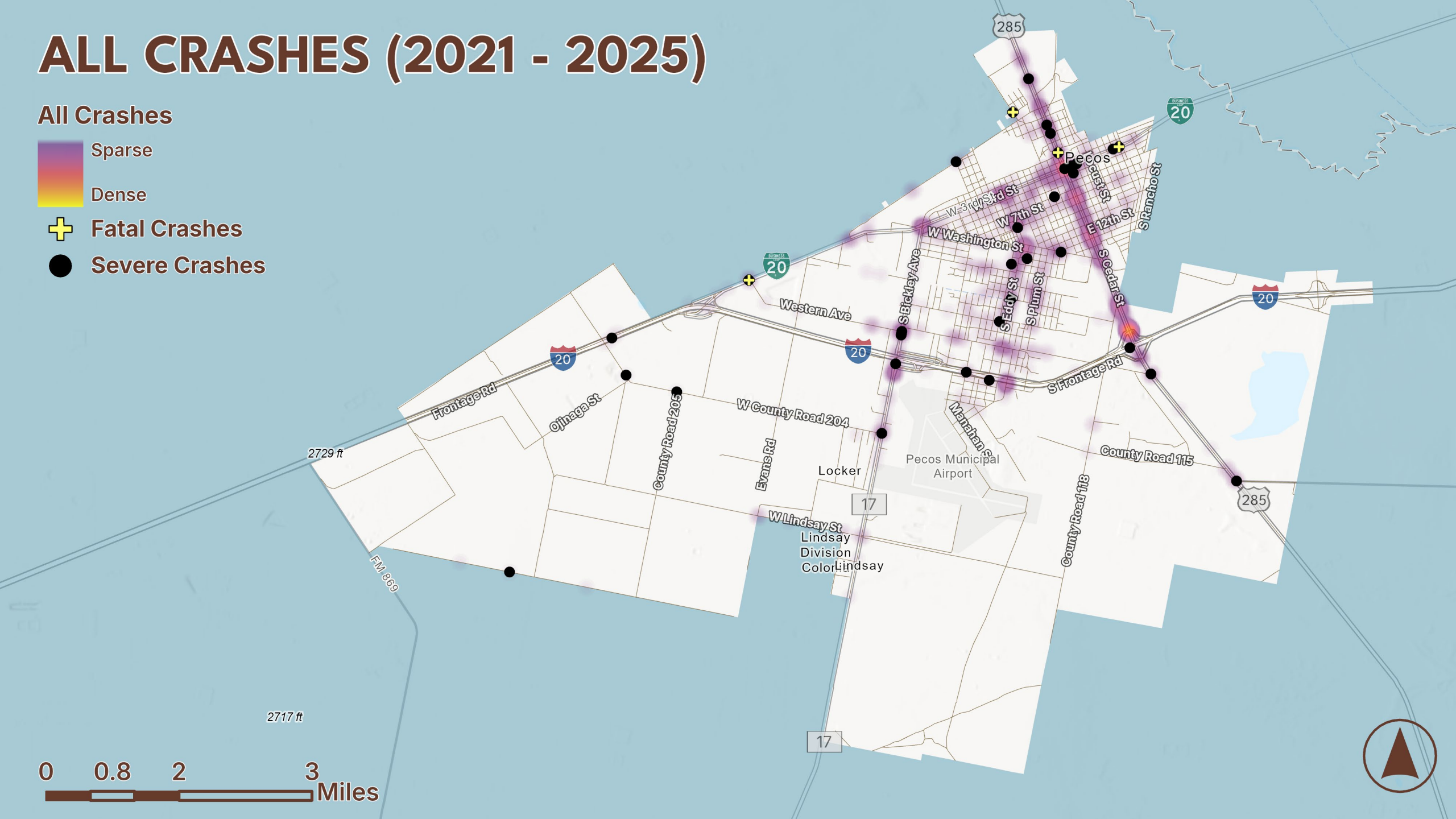
*"**Very few sidewalks, no bike paths, people often ignore stop signs, and speed**."*

*"**Too much heavy vehicle and oilfield traffic inside the city limits** leads me to ALWAYS drive when I want to go somewhere."*

Preliminary Results: Heat Map



ALL CRASHES (2021 - 2025)



High Injury Network Development

High Injury Network (HIN)

What is the High Injury Network?

The High Injury Network (HIN) identifies roads segments and intersections with the highest concentration of serious injuries and fatalities.

It helps prioritize where to direct improvements for the highest impact on fatality reduction.

High Injury Network Methodology

Step 1: Input data and road segments

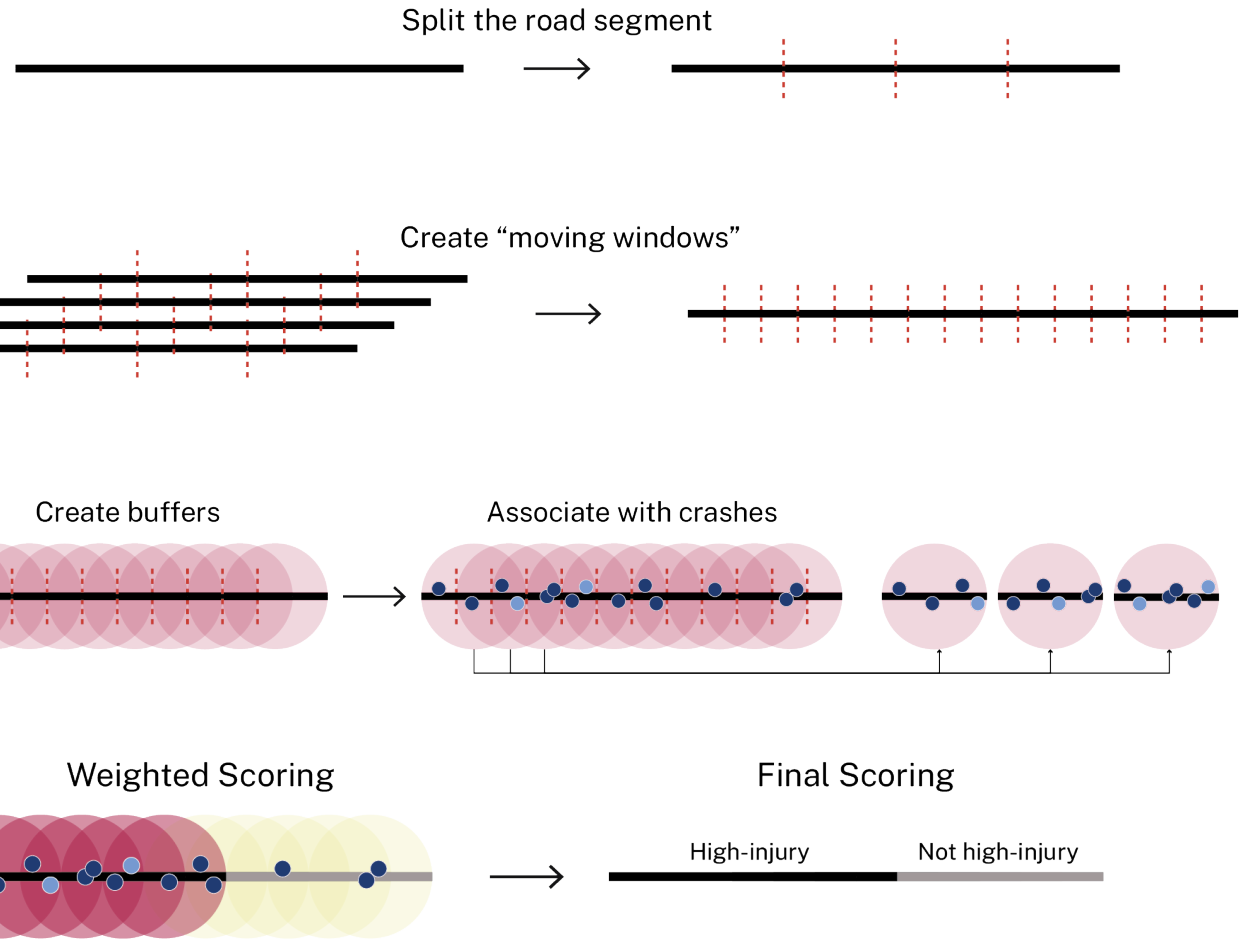
Step 2: Quarter mile segments and moving window

Step 3: Create buffer and join crashes

Step 4: Calculate weighted collision score (HIN Score)

- Formula weighting:
  - K&A crashes greatest weight (75%)
  - Frequency of crashes (25%)

Step 5: Develop Final Network



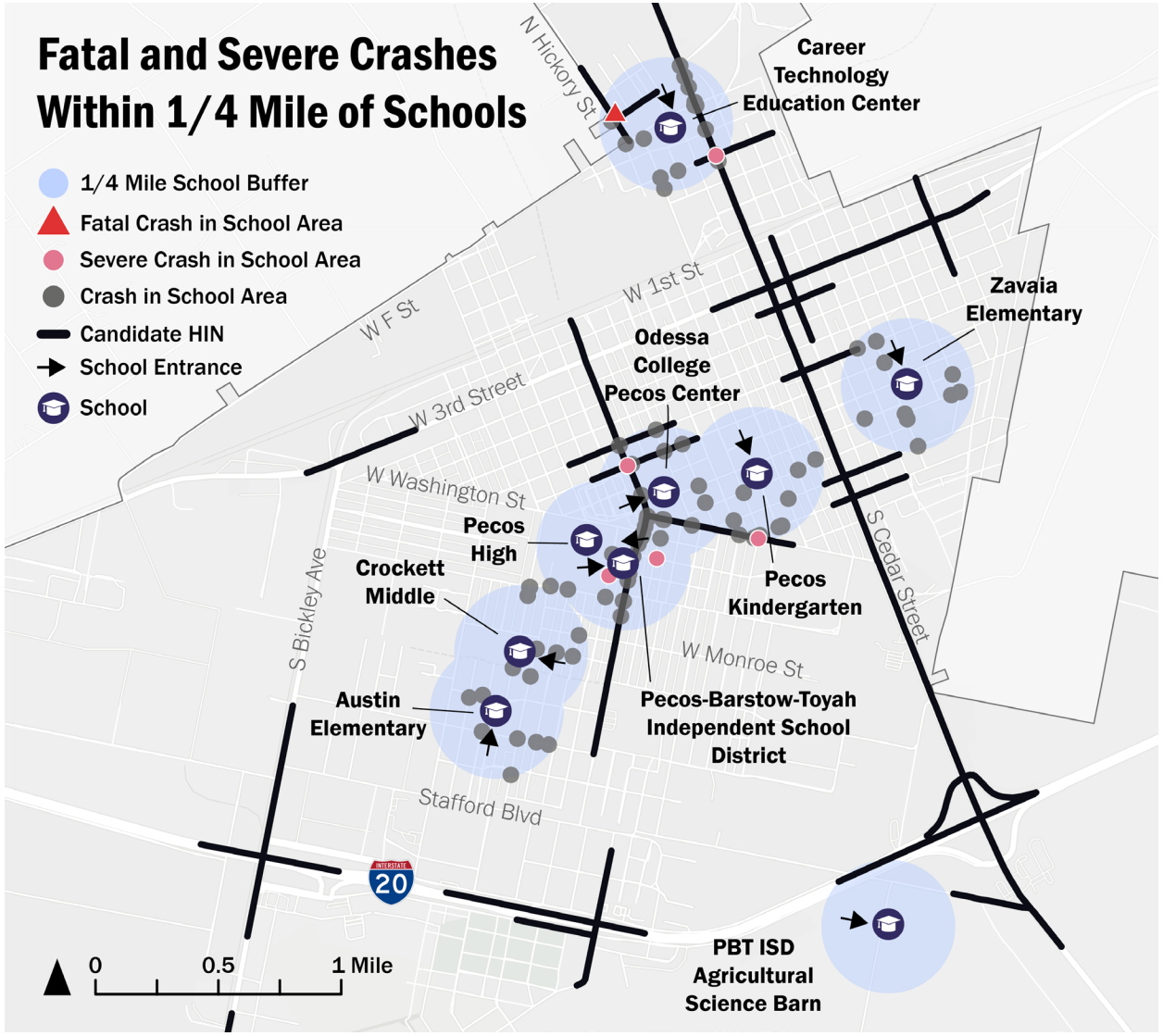
CANDIDATE HIGH INJURY NETWORK



School Area Analysis

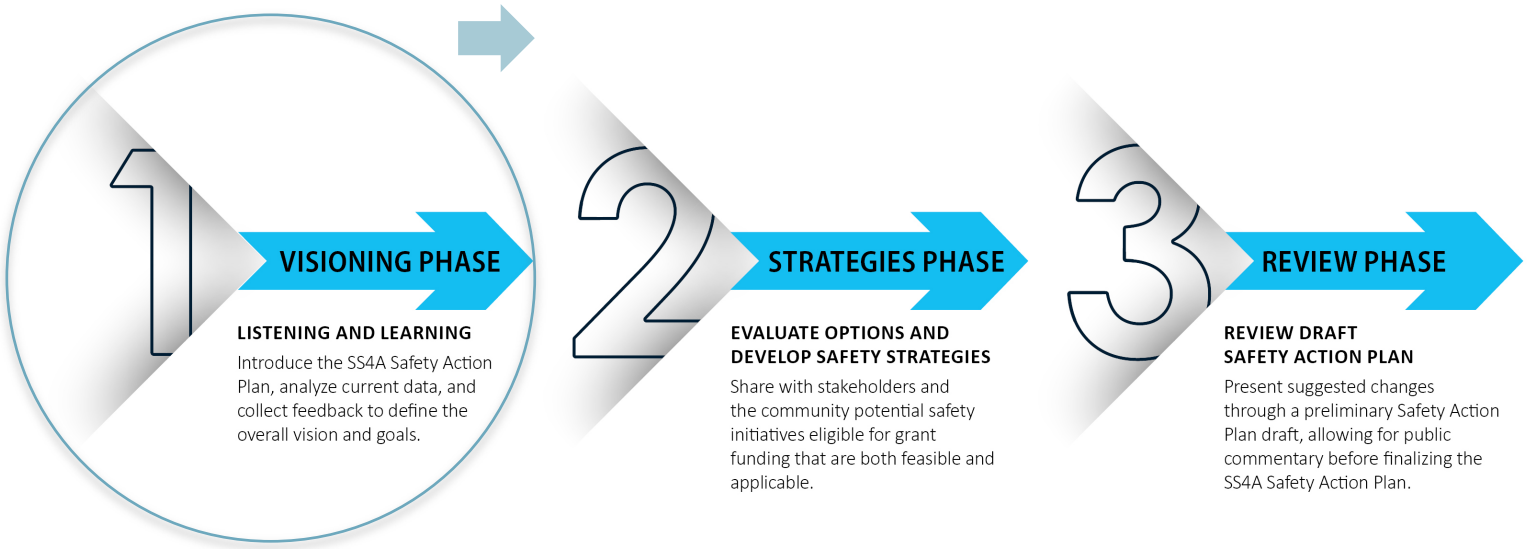
School Area Analysis

- Crash Type
  - More than half of the crashes in the school area are angle crashes.
  - 29% are single-vehicle collisions. Of these, drivers hit fixed objects, pedestrians, or parked cars.
- Behavioral Factor
  - The most common factor is distracted driving (same as citywide pattern). Distraction was a factor in 36% of all crashes.
- Age
  - Compared to citywide data, crashes involving young drivers (age 15-19) are more prominent in school areas, accounting for 23% of total crashes and 33% of severe and fatal crashes.



Next Steps

- **Finalize HIN with Stakeholder Comments**
- **Develop High-Risk Corridor**
- **Next Engagement**
  - Stakeholder Meeting - Assessment of Policies, Practices, and Programs - **February 4, 2026**
  - Public Meeting – Data Review and Feedback – **February 3rd at the Civic Center**



QUESTIONS?







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