

Comprehensive Safety Action Plan

South Plains Association of Governments

2025



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Acronyms and Abbreviations

3HSP	Texas Triennial Highway Safety Plan	LED	Light-emitting diode
BAC	Blood Alcohol Concentration	MPO	Metropolitan Planning Organization
CAV	Connected and Automated Vehicle	NB	Northbound
CCTV	Closed-Circuit Television	NHTSA	National Highway Traffic Safety Administration
CMF	Crash Modification Factor	PIN	Transportation Priority Network
CMM	Capability Maturity Model	PSAP	Texas Pedestrian Safety Action Plan
CRIS	TxDOT's Crash Records Information System	RTZ	Road to Zero
CSAP	Comprehensive Safety Action Plan	RWIS	Road Weather Information Systems
DMS	Dynamic Message Sign	SATP	Texas Statewide Active Transportation Plan
EA	Emphasis Area	SB	Southbound
EB	Eastbound	SH 214	State Highway 214
EMS	Emergency Medical Services	SHSP	Texas Strategic Highway Safety Plan
FHWA	Federal Highway Administration	SMTTP	Texas Statewide Multimodal Transit Plan
FM	Farm-to-Market Road	SPAG	The Southern Plains Association of Governments
HIN	High Injury Network	SPEMS	South Plains Emergency Medical Services
HSIP	Highway Safety Improvement Program	SSA	Systemic Safety Analysis
I-27	Interstate Highway 27	SS4A	Safe Streets and Roads for All
ISD	Independent School District	SVI	Social Vulnerability Index
ITS	Intelligent Transportation System		
LCE	Low-cost Enhancement		



THFN	Texas Highway Freight Network	UMC	University Medical Center
TIM	Traffic Incident Management	US 70	U.S. Highway 70
TMC	Traffic Management Center	USBRS	U.S. Bicycle Route System
TSMO	Lubbock District Transportation Systems Management & Operations	USDOT	U.S. Department of Transportation
TxDOT	Texas Department of Transportation	UTP	Unified Transportation Program
TZD	Toward Zero Deaths	VRU	Vulnerable Road User
		WB	Westbound
		WHO	World Health Organization



Executive Summary

The South Plains Association of Governments (SPAG) Comprehensive Safety Action Plan (CSAP) aims to enhance roadway safety for all users and reduce fatalities and serious injuries across the region. This Action Plan is a data-driven initiative designed to address the rising trend of severe crashes by identifying key emphasis areas, pinpointing high-risk locations, and proposing effective safety strategies. By establishing a comprehensive and collaborative framework, the plan allows SPAG to make informed safety investment decisions and positions its member communities to secure funding. Through the development of a CSAP, SPAG's member counties and cities become eligible to apply for United States Department of Transportation's (USDOT) Safe Streets and Roads for All (SS4A) program. This plan aligns with the Texas Strategic Highway Safety Plan (SHSP) and is tailored to address the specific safety needs of each city, county, or region it serves, paying particular attention to underserved communities.

The vision, mission, and goal of the SPAG CSAP are:

Vision: Provide a transportation system that prioritizes safety for all users.

Mission: Foster a safer transportation system by employing collaborative, data-driven strategies that eliminate traffic fatalities and serious injuries.

Goal: Reduce fatalities and serious injuries by 50 percent by 2035, steadily progressing toward zero fatalities by 2050.

The SPAG CSAP is a dynamic document designed to adapt to evolving roadway conditions, traffic patterns, and crash trends. SPAG is encouraged to update the plan every 3 years or after substantial implementation of recommended safety improvements to maintain its relevance and effectiveness. Based on the Safe System Approach, the plan incorporates key principles such as human vulnerability, the inevitability of human errors, shared responsibility, proactive safety measures, and redundancy in safety systems. The Safe System Approach asserts that traffic fatalities and serious injuries are unacceptable and must be prevented. The SPAG CSAP aims to reduce serious injuries and fatal crashes for all roadway users by engaging stakeholders and analyzing data to identify safety issues and enhance community safety strategies through targeted projects.

Engagement and collaboration are central to SPAG's CSAP, emphasizing collective action to address safety needs. SPAG worked with member counties and cities to ensure the plan reflects community priorities by engaging stakeholders from the "four Es," which include engineering, education, enforcement, emergency management services, and as well as the



general public and elected officials. The outreach plan included six in-person stakeholder workshops with virtual options, one general public meeting, an online engagement hub, a community survey, and an ArcGIS interactive comments map. SPAG conducted outreach through emails, phone calls, social media, paid advertising (print and digital), postcards, and earned media.

SPAG performed an analysis of the 5-year crash history (2019–2023) within SPAG’s 15-county region, excluding the city of Lubbock because it is developing its own separate safety action plan. The analysis identified a total of 11,411 reported crashes on state and local roadways in the study region, with 3,511 involving a fatality or injury. Among these, 747 crashes resulted in fatalities and serious injuries. Based on the data analysis and discussions with safety stakeholders, five emphasis areas were selected for the plan: speed management, intersection safety, impaired driving, distracted driving, and roadway and lane departure.

SPAG conducted a priority corridor and intersection analysis to identify road segments and intersections with the highest concentration of severe crashes to ensure that resources are allocated to the most critical safety needs. Using spatial analysis, SPAG developed a High Injury Network (HIN) by identifying areas with the highest concentration of fatal and severe crashes. This was complemented by a systemic safety analysis (SSA) that examined roadway features and contextual patterns among fatal and severe injury crashes, allowing for the development of intersection and corridor typologies and the generation of risk scores within the SPAG region.

The SPAG CSAP outlines key safety strategies that align with the pillars of the Safe System Approach, including safe roads, safe speeds, safe road users, safe vehicles, and post-crash care. Each element serves as a foundation for implementation, with each strategy addressing at least one of the emphasis areas. The safety strategies include:

- Safe System administration, planning, and policies
- Intersection safety enhancements
- Roadway and lane departure prevention
- Young driver safety initiatives
- Older driver considerations
- Speed management and enforcement
- Impaired driving countermeasures
- Distracted driving awareness and prevention
- Innovative technology
- Safe vehicle adoption
- Post-crash care improvements



SPAG developed a comprehensive project prioritization process to identify the most critical safety improvement needs across the SPAG region. This process built upon findings from the HIN, SSA, and stakeholder input, incorporating both data-driven insights and local knowledge. Intersections and segments were ranked separately, and final scores were used to classify each project into low-, medium-, or high-priority tiers.

The priority tier classification was based on several factors, including the number of severe crashes for intersections and severe crashes per mile for roadway segments, rankings derived from the HIN and SSA, and proximity to schools and hospitals. This prioritization process guides the implementation of cost-effective safety improvements across the SPAG region, ensuring that limited resources are directed toward projects with the greatest potential to reduce fatal and serious injury crashes.



1 Introduction

1.1 Study Purpose

The purpose of the South Plains Association of Governments' (SPAG) Comprehensive Safety Action Plan (CSAP) is to enhance roadway safety for all users and reduce fatalities and serious injuries across the region. This Action Plan is a data-driven initiative aimed at addressing the rising trend of severe crashes by identifying key emphasis areas, pinpointing high-risk locations, and identifying effective safety strategies. By establishing a comprehensive and collaborative framework, the CSAP positions SPAG and its member communities to secure funding and make informed safety investment decisions.

The CSAP is designed as a living document, intended to evolve with changing roadway conditions, traffic patterns, and crash trends. SPAG is encouraged to update the plan periodically—approximately every 3 years, or after substantial implementation of recommended safety improvements—to ensure its continued relevance and effectiveness. Through stakeholder engagement, rigorous safety analysis, and alignment with the Safe System Approach, this plan fosters a unified effort to equitably improve roadway safety for all users across the South Plains region.

1.2 Safe System Approach

The Safe System is the foundation of the Safety Action Plan. Adopted by the USDOT in 2022, the Safe System Approach provides a framework for eliminating roadway fatalities and serious injuries by incorporating multiple protective layers. The Safe System Approach prioritizes minimizing fatalities and serious injuries on the roadway system by accounting for human error and vulnerability. It is centered around six principles and five major elements.

Safe System Principles

- **Death/Serious Injury Is Unacceptable:** The foundation of the Safe System approach is the belief that no one should die or be seriously injured on our roads.



- **Humans Make Mistakes:** The Safe System Approach implies that drivers are attentive and complying, yet mistakes will unavoidably be made that might cause crashes. It is possible to design and manage the transportation system to account for human error and injury tolerances.
- **Humans Are Vulnerable:** It is crucial to build and run a transportation system that is human-centric and considers human vulnerabilities since the human body has a maximum amount of force that it can withstand in a crash before death or significant harm.
- **Responsibility Is Shared:** All parties involved in a Safe System cooperate in a way that acknowledges that stakeholders are each accountable for doing their share to prevent fatalities or major injuries resulting from crashes.
- **Safety Is Proactive:** Instead of waiting for crashes to happen and then responding, administrators of the highway system should employ proactive technologies to detect and reduce latent hazards in the roadway system. The systemic approach to safety involves identifying trends in geometric design that contribute to crash types by analyzing crash histories, highway design features, and related data.
- **Redundancy Is Crucial:** All system components must be strengthened to decrease the likelihood of crashes, ensuring that users of the roadway are still protected in the event of system failure.



Figure 1-1. Safe System Pillars

Based on the core principles of the Safe System Approach, the Federal Highway Administration (FHWA) has defined five elements that align with international non-governmental organizations such as the World Health Organization (WHO). These elements are safe road users, safe vehicles, safe speeds, safe roads, and post-crash care.

Safe Road Users: Road users are required to follow traffic laws, which include being alert, adjusting to changing circumstances, unimpaired driving, and undistracted driving as part of their shared duty for safety.

Safe Vehicles: These incorporate technologies that prevent crashes and prioritize the safety of both the occupants and non-occupants in the event of a crash. Active safety features such as autonomous emergency braking help avoid crashes, while passive safety features such as airbags and seatbelts protect passengers in the event they occur.



Safe Speeds: By limiting the speed at which impacts take place, maintaining safe speeds can lessen the severity of injuries and assist in preventing crashes.

Safe Roads: The Safe System Approach recommends designing roadway environments to mitigate human mistakes, account for injury tolerances, encourage safer behaviors, and facilitate safe travel for the most-vulnerable users.

Post-Crash Care: This includes components relating to emergency services and medical treatment, crash reporting and investigation, traffic incident management, and the legal system.

1.3 Vision Zero

The core principle of Vision Zero is that no one should die or suffer serious injury in road traffic crashes. This concept has gained global traction and has become a cornerstone of road safety strategies worldwide. In the United States, Vision Zero has been embraced by numerous cities, counties, and communities. The Collaborative Sciences Center for Road Safety provides various resources to support these efforts, including a U.S. Vision Zero Plan Library. These resources help local governments and organizations implement effective strategies to reduce traffic fatalities and serious injuries.

Launched in 2016, the Road to Zero (RTZ) Coalition aims to enhance Vision Zero efforts in the U.S. with the ambitious goal of eliminating road traffic fatalities by 2050¹. The coalition, which includes the Centers for Disease Control and Prevention as an active participant, focuses on three primary areas:

- **Doubling down on proven, evidence-based strategies:** Implementing strategies that have been shown to reduce traffic deaths and injuries.
- **Advancing life-saving technology:** Promoting the development and adoption of new technologies in vehicles and infrastructure that enhance safety.
- **Prioritizing safety through a Safe System approach:** Creating a positive safety culture and designing systems that prioritize human life and health.

¹ <https://www.nsc.org/road/resources/road-to-zero/road-to-zero-home>



The Toward Zero Deaths (TZD)² initiative aligns with Vision Zero by asserting that even one death on the roads is too many. TZD emphasizes six key areas:

1. Safer drivers and passengers
2. Safer vulnerable users (e.g., pedestrians, bicyclists, motorcyclists)
3. Safer vehicles
4. Safer infrastructure
5. Enhanced emergency medical services
6. Improved safety management



Figure 1-2. Traditional Approach Vs Vision Zero

Achieving the TZD vision requires a collaborative effort from various sectors, including public health organizations, law enforcement agencies, and emergency medical services. By working together, these groups strive to create a safer road environment for the SPAG region.

1.4 SPAG’s Vision, Mission, and Goal

The SPAG CSAP Vision, Mission, and Goal statements were developed by stakeholders to embody the Safe System Approach. This approach asserts that fatalities and serious injuries on the road are unacceptable and that all stakeholders must share the responsibility for safety. The **Vision** aims for all users of local streets and roads in the SPAG region to reach their destinations safely. The **Mission** emphasizes the importance of collaboration among safety partners to reduce traffic-related fatalities and serious injuries, as outlined in the **Goal**. The strategies and action items in the CSAP are designed to incorporate the Safe System Approach and support the achievement of the Vision, Mission, and Goal.

² <https://www.towardzerodeaths.org/>



Vision

Achieving a transportation system that prioritizes safety for all users

Mission

Foster a safer transportation system by employing collaborative, data-driven strategies that eliminate traffic fatalities and serious injuries

Goal

Reduce fatalities and serious injuries by 50% by 2035, steadily progressing toward zero fatalities by 2050

1.5 Resolution

The SPAG recognizes Vision Zero as an effective strategy, implemented across the United States, to eliminate traffic fatalities and serious injuries using the Safe System Approach to achieve safe, healthy, and equitable mobility for all. SPAG's Board of Directors is committed to developing and implementing a Vision Zero Action Plan for its 15-county region based on the Safe System Approach. The Board of Directors seeks to align its Vision Zero Action Plan with the FHWA's National Roadway Safety Strategy and Safer Roads for All initiative and to support and align its Vision Zero Action Plan with the Texas SHSP.

- **Commitment to Vision Zero:** The Board of Directors commits to prioritizing safety through a data-driven, collaborative, and multidisciplinary process to identify and implement equitable safety solutions aimed at eliminating traffic-related fatalities and serious injuries.
- **Collaborative Implementation:** The Board of Directors will work with stakeholders and engage in the planning process to implement multidisciplinary safety strategies and projects to achieve the goal of zero fatalities and serious injuries.



Resolution # _____

Resolution in Support of a Safety Action Plan Approach for Road Safety

WHEREAS, the SOUTH PLAIN ASSOCIATION OF GOVERNMENTS (SPAG) is a voluntary organization of local governmental entities in the State of Texas; and

WHEREAS, the SPAG recognizes that a Vision Zero strategy to eliminate traffic fatalities and serious injuries is a proven strategy used throughout the United States of America utilizing a Safe System Approach to achieve safe, healthy and equitable mobility for all road users; and

WHEREAS, the SPAG desires to implement a Safety Action Plan using the Safe System Approach with strategies and actions applied to achieve Safe Roads, Safe Speeds, Safe Road Users, Safe Vehicles and Post Crash Care; and

WHEREAS, the SPAG desires to implement a Safety Action Plan, in support of Federal Highways Administration's implementation of the USDOT's National Roadway Safety Strategy and Safer Roads for All; and

WHEREAS, the SPAG desires to implement Its Safety Action Plan to support and align with the Texas State Strategic Highway Safety Plan.

NOW THEREFORE, BE IT RESOLVED by the SPAG Board of Directors that SPAG intends to meet the Safety Action Plan Mission to foster a safer transportation system by employing collaborative, data-driven strategies that eliminate traffic fatalities and serious injuries; and

BE IT FURTHER RESOLVED, SPAG'S Vision for the plan is achieving a transportation system that prioritizes safety for all users; and

BE IT FURTHER RESOLVED, SPAG'S Goal for the plan is to reduce fatalities and serious injuries by fifty percent (50%) by year 2035, steadily progressing toward zero fatalities by 2050; and

BE IT FURTHER RESOLVED, that the SPAG Board of Directors is hereby resolved to endorse and support the SPAG's Safety Action Plan and will work diligently to take an equitable approach using a multi-disciplined and data driven process to evaluate and implement proven strategies as partners with the community to reach our eventual goal of zero fatalities and serious injuries.

DULY ADOPTED by the Board of Directors of the South Plains Association of Governments on February 11, 2024.

ATTEST: _____ PRESIDENT: _____



Tim C. Pierce, Executive Director
South Plains Association of Governments



James M. DeLoach
Lamb County Judge

Figure 1-3. Signed Resolution in Support of the Safety Action Plan



1.6 SPAG Comprehensive Safety Action Plan (CSAP)

SPAG has developed this CSAP to maximize the impact of road safety investments in its member communities. The USDOT's SS4A discretionary grant program offers federal funding to assist communities in enhancing roadway safety³. Guided by the Safe System Approach, CSAPs are designed to reduce and eliminate serious injuries and fatal crashes for all roadway users. These Action Plans utilize data analyses to identify safety issues and bolster a community's approach through targeted projects and strategies addressing the most significant risks. The key components of a CSAP include leadership commitment and goal setting, planning structure/steering committee, safety analysis, engagement and collaboration/workshops, equity considerations, policy and process changes, strategy and project selections, and progress and transparency.

The SPAG CSAP is a strategic initiative aimed at minimizing and ultimately eliminating serious injuries and fatalities on all public roads within the SPAG region. By developing a CSAP, SPAG's member counties and cities become eligible to seek future Federal funding through the SS4A program and other sources for project implementation. This plan aligns with the Texas SHSP and is tailored to address the specific safety needs and issues of the city, county, or region it serves, with particular attention to the needs of underserved communities. In addition to SS4A funding, the safety strategies and actions identified in the CSAP process can inform candidate projects for other federal funding programs, as well as state-administered programs such as the Highway Safety Improvement Program (HSIP) and Transportation Alternatives. The CSAP will yield a wealth of information that can help counties and cities make targeted investments in affordable, high-impact countermeasures, with a focus on addressing safety disparities in underserved communities. CSAP strategies and actions executed by cities and counties will improve safety outcomes while being cost-effective.



Figure 1-4. SPAG CSAP

³ <https://www.transportation.gov/grants/SS4A>



2 Stakeholder and Community Engagement

Engagement and collaboration are central to SPAG's CSAP, emphasizing collective action to address safety needs. SPAG worked with member counties and cities to ensure the plan reflects community priorities, engaging stakeholders from the “four Es” (Engineering, Enforcement, Education, Emergency Management Services) as well as the general public and elected officials. The outreach plan included six in-person workshops with virtual options, one public meeting, an online engagement hub, a community survey, and an ArcGIS interactive comments map. These efforts were supported by print and digital advertising in major publications and on social media. More details are shared in the descriptions below.



2.1 Stakeholder Outreach and Engagement

2.1.1 Stakeholder Workshops

Three in-person workshops with virtual options were held at the Lubbock County offices to gather detailed information about areas with pressing safety needs in the region's roadway network for inclusion in the CSAP. The first workshop was held on November 21, 2024, and introduced the CSAP effort and gathered stakeholder feedback on unsafe areas, with 35 stakeholders attending. The second workshop was held January 22, 2025, and presented crash data analysis and potential safety strategies, with 54 stakeholders discussing and



prioritizing proven safety countermeasures. The third workshop was held March 13, 2025, and involved presenting the proposed project list and safety strategies, with 35 stakeholders reviewing and providing input on the project’s list.

Throughout these workshops, specific and actionable feedback was gathered to address the region's safety concerns, ensuring that the CSAP would be comprehensive and responsive to the needs of the community.

2.1.2 Subregional Workshops

SPAG provided three additional in-person opportunities for stakeholders from smaller communities within the region to receive more information about the CSAP and share feedback. These workshops were held January 28, 2025, in Levelland (Hockley County), February 10, 2025, in Plainview (Hale County), and February 19, 2025, in Ralls (Crosby County). These sessions aimed to enhance understanding of the CSAP and gather valuable feedback from the community.



Figure 2-1. Visuals from Stakeholder Outreach Efforts

2.1.3 Steering Committee

Four steering committee meetings were held to update members on the CSAP's progress. The committee, comprising representatives from engineering, enforcement, education, emergency medical services, elected officials, and transportation providers, provided feedback throughout the development process. They collaboratively developed the vision statement and goals for the CSAP, assisted in its implementation, prioritized projects, and monitored progress. The committee meets every two months.



2.1.4 Individual Stakeholder Interviews

Individuals from each county representing the four Es were invited for interviews to discuss county-specific concerns. These interviews took place from February 21-28, 2025, via Teams or email. A total of 14 stakeholders participated: four from emergency management, two from engineering, four from enforcement, and four from education.

2.2 Public Outreach & Feedback

2.2.1 Interactive map & Community Survey

Stakeholders and the public were invited to provide feedback through a survey and interactive mapping tool, which offered insights into regional transportation safety. Participants could map specific concerns, helping engineers identify potential safety strategies such as lighting and medians. A total of 154 comments were received, addressing issues such as crash patterns and maintenance. The community survey, completed by 141 respondents (of which 96 percent were residents of SPAG member communities), revealed that while most felt safe traveling by car, they felt unsafe biking or riding scooters. The top three safety concerns were improving road maintenance and drainage, enhancing road signage and pavement markings, and adding dedicated turn lanes at intersections.

2.2.2 Public Meeting

On January 22, 2025, a public meeting was held at the Lubbock County offices to discuss the CSAP and gather feedback. The event featured a pre-recorded video presentation, 15 exhibit boards, fact sheets, and surveys, all available in English and Spanish. Attendees were allowed to map their concerns and take a survey. The meeting was promoted through mailed and emailed invitations, news releases, social media, and print and digital advertisements. Thirteen members of the public attended and two media outlets were represented. Materials were also accessible online for those unable to attend in person.





Figure 2-2. Visuals from Public Meeting on January 22, 2025, at Lubbock County Offices

3 Policy Review and Existing Efforts

A comprehensive review was conducted of statewide and local planning documents, stakeholder discussions, and field evaluations of locally owned streets, county roads, TxDOT highways, and farm-to-market roads within the 15-county SPAG region. This review identified various ongoing traffic safety initiatives and planned and funded projects to improve roadway safety conditions. The SPAG planning region covers 13,737 square miles and includes 46 cities and nine special-purpose districts. The SPAG region is committed to enhancing roadway safety through comprehensive and collaborative efforts. By working closely with regional stakeholders, SPAG aims to address high-risk conditions and reduce traffic-related fatalities and serious injuries. The region's long-term planning integrates multiple solutions to maximize safety outcomes, prioritizing strategies based on data-driven decision-making. A detailed policy review is presented in **Appendix A**.

3.1 Guiding Safety Concepts and Resources

National programs, standards, and practices focused on eliminating traffic-related fatalities and serious injuries on all public roads and provide a foundation that guides the development and implementation of Texas' safety program, and ultimately the SPAG Comprehensive Safety Action Plan.

3.1.1 Safe System Approach

The Safe System Approach recognizes and anticipates that people make mistakes that may lead to crashes. However, these mistakes should not result in death or injury. Implementation of the Safe System Approach places priority on safety.

<https://highways.dot.gov/safety/zero-deaths>



3.1.2 Vision Zero



Vision Zero was first implemented in Sweden in the 1990s and now it is one of three national programs focused on eliminating traffic fatalities and serious injuries on all roadways in the U.S. It has since expanded to more than 60 communities across the U.S.



Vision Zero supports the Safe System Approach and leads with the principle that traffic deaths are a public health issue and are preventable.

<https://visionzeronetWORK.org/>

3.1.3 Towards Zero Deaths: A National Strategy on Highway Safety

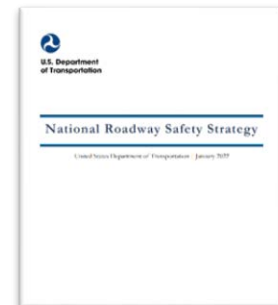
Towards Zero Deaths (TZD): A National Strategy on Highway Safety adopts the principle that zero traffic-related fatalities is the only acceptable goal for the U.S. Developed in partnership with federal, state and local agencies, national organizations, and private industry, TZD identifies six areas of emphasis framed around the Safe System Approach. It provides strategies, tools, and resources to mobilize collaborative efforts that will reduce fatal and serious injury crashes.



<https://www.towardzerodeaths.org/tzd-national-strategy/>

3.1.4 National Roadway Safety Strategy

The USDOT's *National Roadway Safety Strategy* outlines its comprehensive approach to significantly reduce fatal and serious injury crashes on all public roads nationwide. It establishes a long-term goal of reaching zero roadway fatalities and adopts the Safe System Approach to achieve this goal. Implementation is achieved through the Safe System Approach elements. The USDOT has encouraged states to adopt the *National Strategy*.



<https://www.transportation.gov/sites/dot.gov/files/2022-02/USDOT-National-Roadway-Safety-Strategy.pdf>

3.1.5 Texas Strategic Highway Safety Plan 2022-2026

The Texas Strategic Highway Safety Plan (SHSP) 2022-2027 is a comprehensive, data-driven roadmap to eliminate traffic fatalities and serious injuries by 2050, aligning with the Road-to-Zero initiative. Guided by a Safe System Approach, the plan leverages crash data from TxDOT's Crash Records Information System (2017-2021) in collaboration with diverse stakeholders, including TxDOT, FHWA, MPOs, law enforcement, and safety advocates. It is structured around nine emphasis areas: Roadway and Lane Departures, Speed,



Intersection Safety, Occupant Protection, Impaired Driving, Distracted Driving, Vulnerable Road Users, Post-Crash Care, and considerations for Younger and Older Drivers. Each area includes targeted strategies and implementation plans integrating engineering, enforcement, education, and emergency response ('the 4 Es'). The SHSP emphasizes multidisciplinary collaboration, data-driven countermeasures, and long-term aspirational goals to enhance roadway safety across Texas. The SPAG Comprehensive Safety Action Plan aligns with the Texas SHSP and incorporates many of the same strategies.

<https://www.texasshsp.com/>

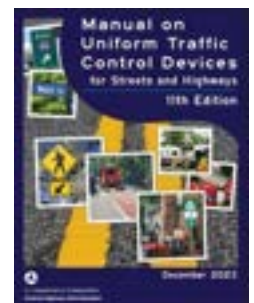
3.1.6 Texas Highway Safety Plan

The Texas Highway Safety Plan (HSP) FY 2024-2026 outlines TxDOT's strategy to deploy National Highway Traffic Safety Administration (NHTSA) federal funds to reduce fatal and serious injury crashes through behavioral interventions. The plan prioritizes enforcement and educational programs addressing impaired driving, distracted driving, speeding, occupant protection, and other high-risk behaviors. Using Crash Records Information System (CRIS) data, TxDOT identifies priority areas across all Texas counties, with targeted efforts in high-crash urban and rural regions. Initiatives include public awareness campaigns, law enforcement training, and community-based safety programs, managed via the TxDOT Traffic Safety Electronic Grants Management System (eGrants). The HSP aligns with the Texas Strategic Highway Safety Plan (SHSP) to support the state's Road-to-Zero goal, ensuring comprehensive safety efforts statewide.

https://www.nhtsa.gov/sites/nhtsa.gov/files/2024-01/TX_FY24-26_HSP-tag.pdf

3.1.7 Manual on Uniform Traffic Control Devices (MUTCD), 11th Edition

The 11th Edition of the MUTCD establishes uniform national criteria for the use of traffic control devices (e.g., signs, pavement markings, traffic signals) on all public roads, and pedestrian and bicycle facilities. It supports the Safe System Approach as traffic control devices guide roadway users toward uniform and predictable behavior; direct roadway users on safe operating speeds; and, combined with other roadway infrastructure elements, separate users in time and space. The 11th Edition provides new guidance on topics such as pedestrian safety, speed limit setting, signal warrants, pavement marking retroreflectivity, and horizontal curves.



https://mutcd.fhwa.dot.gov/kno_11th_Edition.htm



3.1.8 Safe Transportation for Every Pedestrian Initiative

(STEP)



Pedestrian fatalities have continued to rise nationwide, in Texas, and in the SPAG urban area. FHWA encourages the implementation of a variety of safety countermeasures, many of which are identified by FHWA as proven to be effective, to improve pedestrian safety and reduce fatal and serious injury crashes.

<https://highways.dot.gov/safety/pedestrian-bicyclist/step>

3.2 State-Level Laws, Policies, and Programs

Various stakeholders use education and outreach activities to inform the public of the laws and the consequences of risky driving behavior. This is reinforced with state and local law enforcement efforts.

3.2.1 Highway Safety Improvement Program

The Texas Highway Safety Improvement Program (HSIP), administered by TxDOT, is a federal-aid initiative designed to reduce traffic fatalities and serious injuries on all public roads, including on-system, off-system, and tribal roads. Aligned with the Texas Strategic Highway Safety Plan (SHSP), the HSIP uses a data-driven approach to address safety issues through infrastructure and operational improvements. Projects target crash types identified in the SHSP, such as lane departures and intersection crashes, and are selected based on crash history or systemic safety risks. Eligible improvements include horizontal curve enhancements, grade separations, intersection upgrades (e.g., signals, signage, lighting, pedestrian features), off-system road safety projects (requiring a 10% local funding contribution), and rumble strips to prevent run-off-road and head-on collisions.

3.2.2 Statewide Systemic Safety Widening Program (SSWP)

The TxDOT SSWP targets rural two-lane, two-way highways narrower than 24 feet in paved width with a minimum average daily traffic (ADT) of 400 vehicles per day (vpd). The initiative focuses on expanding these narrow on-system roads and installing edgeline and centerline rumble strips to enhance safety. Projects are prioritized and chosen based on weighted safety factors.



3.2.3 Education and Outreach

TxDOT promotes safe driving, cycling, and walking through various education and outreach efforts. The agency implements several traffic safety policies and programs, outlined below.

3.2.3.1 Safety and Laws

Texas legislators have enacted a range of traffic safety laws to protect the public. These regulations address cell phone use while driving, collision prevention, and the maintenance of crash reports and records. They also cover the use of flashing yellow lights, proper road signage, adherence to speed limits, mandatory seat belt use through the Click It or Ticket campaign, and requirements to stop or yield to pedestrians, ensuring safer roadways for all users.

3.2.3.2 Drive Safe Texas

The Drive Safe Texas program, accessible via DriveSafeTexas.org, provides a mobile-friendly platform with an extensive video library to educate drivers. It covers bicycle and pedestrian safety, the risks of distracted driving, and strategies to avoid drowsy driving. The platform also addresses energy sector safety, safe highway navigation, and the dangers of impaired driving. Additional resources focus on motorcycle safety, compliance with the move-over law, proper use of seat belts and safety seats, understanding signage and signals, managing speed and speed limits, teen driver education, driving in adverse weather conditions, and maintaining safety in work zones.

3.2.3.3 Share the Road

The Share the Road campaign fosters respect for all roadway users, including large trucks, motorcycles, bicycles, pedestrians, and workers in construction zones. It provides guidance on avoiding aggressive driving, ensuring bicycle safety, and preventing crashes caused by distractions like texting, as highlighted in the Talk. Text. Crash. initiative. The program also promotes safe highway driving, motorcycle awareness, pedestrian safety, caution at railroad crossings, and adherence to work zone protocols. Through campaigns like Be Safe. Drive Smart. and reminders to move over or slow down for roadside workers, Share the Road emphasizes inclusive and cautious road use.



3.2.3.4 Sober and Safe

TxDOT's Sober and Safe campaigns encourage responsible driving to prevent impaired driving incidents. Key initiatives include Make Your Game Plan for football season and Plan While You Can for holidays, both urging drivers to arrange safe transportation. The Faces of Drunk Driving campaign and memorial signs highlight the consequences of driving while intoxicated (DWI). Additional efforts focus on preventing underage drinking and driving, addressing college and young adult impaired driving, and promoting safety during Labor Day, all aimed at reducing alcohol-related crashes

3.2.3.5 End the Streak

The #EndTheStreak campaign raises awareness about traffic fatalities on Texas roads and encourages safer driving practices. TxDOT provides print materials, photos, videos, and personal testimonials on its website to support this initiative, engaging the public in efforts to reduce preventable deaths and promote responsible road behavior.

3.2.3.6 Road to Zero

The Road to Zero initiative aims to cut Texas roadway deaths by one-half by 2035 and eliminate them by 2050. This program emphasizes the Strategic Highway Safety Plan (SHSP), enhanced bridge safety systems, and updates to design manuals with safety-driven improvements. By integrating these and other safety-focused initiatives, Road to Zero aims to create a safer transportation network for all Texans.

3.2.3.7 Behavioral Traffic Safety Program Manual

The Behavioral Traffic Safety Program Manual outlines procedures for managing subgrants and contracts under the Texas Behavioral Traffic Safety Program. The program's mission is to implement education and enforcement strategies that reduce traffic fatalities by one-half by 2035 and to zero by 2050, aligning with TxDOT's broader safety objectives.

3.3 TxDOT Safety Projects in the SPAG Region

TxDOT is actively working on numerous safety projects within the SPAG region. According to the latest data from the TxDOT Project Tracker, there are approximately 140 safety-related projects spread across all 15 counties in the region. Figure 3-1 illustrates these TxDOT safety projects in the SPAG region. Projects that are underway or set to begin soon are marked in red. Those scheduled to begin construction within the next 4 years are shown in blue, while projects planned for construction within 5 to 10 years are depicted in



yellow. The majority of these projects are funded by the HSIP. They encompass a range of initiatives, including highway improvements; the installation of illumination, barriers, and LED chevron signs; interchange enhancements; and hazard elimination.

The construction projects underway or set to begin soon cover approximately 550 miles and have a total cost of \$133 million. Projects scheduled to start within the next 4 years span 488 miles and are estimated to cost \$437 million. Construction planned for 5 to 10 years will cover 98 miles and is projected to cost \$172 million. In total, these projects will cover 1,136 miles with a combined cost of \$741 million. Lubbock County has the highest number of projects, with an implementation cost of approximately \$381 million, followed by Lamb County at \$98 million and Terry County at \$76 million.

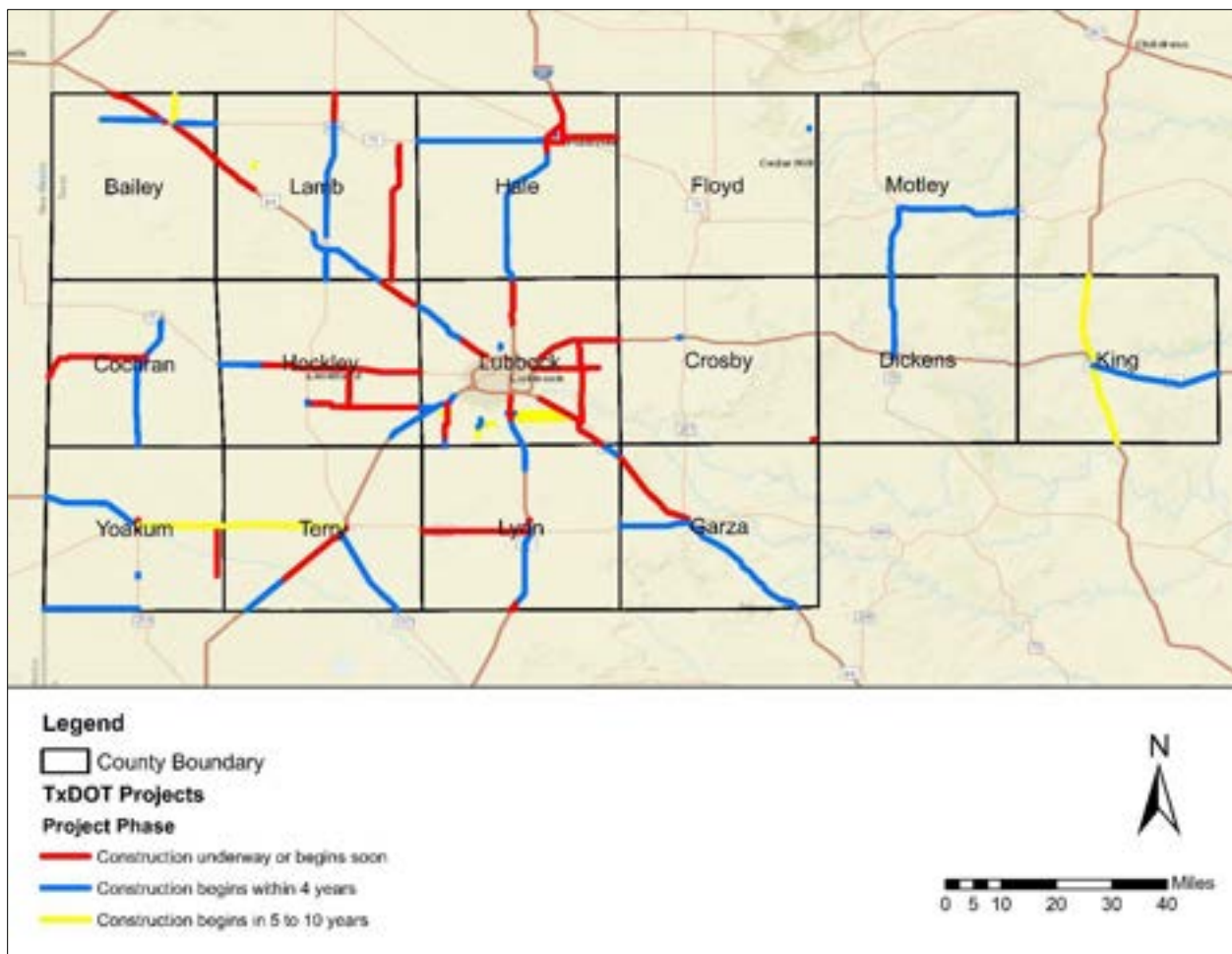


Figure 3-1. TxDOT Safety Projects

Some of the countermeasures being implemented as part of the TxDOT safety projects in the SPAG region are described in the following section.

3.3.1 Cable Barrier Systems

Median cross-over crashes on four-lane divided highways have been a significant safety concern in the region, often resulting in tragic crashes. To address this issue, TxDOT has identified high-crash locations on On-System highways and is implementing cable barrier systems on divided roadways (see Figure 3-2). These flexible steel barriers are designed to absorb and redirect the energy from vehicle impacts, effectively reducing cross-median



Figure 3-2. Cable Barrier Systems (Source: TxDOT)

crashes and minimizing crash severity. The adaptability of cable barrier systems allows for a range of applications, contributing to a significant reduction in fatal and serious injuries.

3.3.2 Railroad Crossing Upgrades

TxDOT is implementing upgrades for all at-grade railroad crossings on state-system roadways within the Lubbock District. These enhancements aim to improve safety and visibility for motorists and include the installation of advance warning signs, railroad specialty markings, and transverse and longitudinal pavement markings.

3.3.3 Rumble Strips

Edge and centerline rumble strips play a key role in enhancing driver awareness and reducing the likelihood of crashes. These safety features have been implemented on the majority of state highway system roads, either as part of existing infrastructure or through new pavement projects. To further improve safety, county roads with sufficiently thick pavement structures could also benefit from the installation of rumble strips, where milling can be appropriately accommodated.



Figure 3-3. Rumble Strips (Source: TxDOT)

3.3.4 Super 2 Roadways

Roads serving the energy sector in Yoakum and Garza counties, along with high-traffic agricultural areas such as dairies, cheese factories, gins, and grain warehouses or silos, have seen a rise in severe crashes. These roads primarily comprise narrow, two-lane cross sections, which exacerbate safety concerns. To address these issues, TxDOT has been using an upgraded design approach known as the Super 2 design, which has proven to be both cost-effective and efficient for improving these highways.



Figure 3-4. Super 2 Alternating Passing Lane (Source: Google Earth)

Super 2 roadways typically feature alternating passing lanes every few miles, wider shoulders, improved signage, and other enhancements aimed

at reducing crashes and improving traffic flow. Following is a list of Super 2 roadways in the SPAG region (2021-2025).

- US 70 (Hale/Lamb) – Plainview to Olton
- SH 214 (Yoakum) – Cochran County Line to Denver City
- US 385 (Terry) – Brownfield to Levelland
- US 385 (Lamb) – Dimmitt to Springlake
- SH 137 (Terry/Dawson) – Brownfield to Lamesa
- SH 214/SH 125 (Cochran) – Morton to Yoakum County Line

3.3.5 Dynamic Message Signs (DMS)

The expansion of the rural Dynamic Message Signs (DMS) network plays a vital role in enhancing safety by providing advance warnings during inclement weather events such as dust storms and winter storms. Additionally, these signs can provide incident information related to crashes and construction activities. The DMS units are connected to TxDOT’s Traffic Control Center via cellular modems, ensuring timely updates and coordination.

Some of the locations of the DMS and surveillance cameras include Plains on US 82 WB, Idalou on US 62 EB, Post on US 84 NB, Slaton on US 84 SB, Tahoka on US 87 NB, Shallowater on US 84 WB, Muleshoe on US 84 EB, Hale County Rest Area on I-27 NB, and Plainview on I-27 NB. Additionally, TxDOT operates four closed-circuit television (CCTV) cameras on I-27 at the Hale County Rest Area, Hale Center, Abernathy, and New Deal.

Increased DMS coverage enhances the ability of Traffic Management Center (TMC) operators to communicate crucial traffic and travel information to drivers, including updates on incidents or construction activities ‘downstream’ of the DMS location. Priority locations for further DMS installation will be identified during the 2025 TxDOT planning process.

3.4 Lubbock District Transportation Systems Management & Operations Strategic Plan

The *Lubbock District Transportation Systems Management and Operations (TSMO) Program Plan*⁴ is a strategic roadmap designed to address the district’s most pressing operational challenges and enhance mobility and safety for the traveling public. Completed in March 2022, this plan was developed through extensive stakeholder engagement and a structured data collection and analysis process. TSMO focuses on operational improve-

⁴ Transportation Systems Management and Operations (TSMO) , Lubbock District Program Plan, 2022, <https://ftp.txdot.gov/pub/txdot-info/trf/tsmo/lub-tsmo-program-plan.pdf>



ments to enhance the performance of the existing transportation system, identifying key operational challenges and recommending improvements for safer mobility. This plan addresses the district's unique challenges, such as the increasing amount of vehicle miles traveled and high crash rates, with more than 11,000 crashes in 2020.

Aligning with the statewide TSMO goals, including safety, reliability, efficiency, customer service, collaboration, and integration, TxDOT uses capability maturity models to assess current capabilities and recommend improvements. The TSMO Implementation Plan prioritizes 59 strategies, with 27 identified as "Immediate" or "High" priority. These strategies include Traffic Incident Management (TIM) training programs, improving work zone technology, updating the regional ITS architecture, flexible signal timing plans, post-event weather impact analysis, and developing a TSMO-focused learning management system.

To ensure effective implementation, tactical plans provide detailed steps for priority action items, including project details, responsibilities, and cost and staff estimates. Recommended tactical plans include the Traffic Incident Management Plan; Workforce Recruitment, Retention, and Training; Multi-year Road Weather Management Plan; and Work Zone Management and Alternate Route Framework.





No.	Focus Area(s)	Action Items	Lead Agency/Support	Staff Effort/Cost
 BPO1	TIM	Develop a Program for Responder and Motorist Safety. Implement activities for public awareness and incident responder safety during incident response.	TxDOT Lubbock District Public Information/ Construction and Transportation Operations	Low/Low
 BPO3	TIM	Develop and Implement Formal TIM Programs	TxDOT Lubbock District Transportation Operations, Maintenance/Area Offices, Law Enforcement, Barricade Companies	High/Medium
 ST13	TIM	Implement Data Collection, Integration, and Sharing of Traffic Incident Management Data	TxDOT Lubbock District, Public Safety Agencies (local police departments and DPS)	High/Medium
 OW04	TIM	Share TIM training opportunities (through TRF or external sources) with staff involved in TIM within the district	Director of Transportation Operations/District Engineer	Low/Low

Figure 3-5. Lubbock TSMO Traffic Incident Management Plan Strategies



3.5 Safety Education Programs

The SPAG region has actively supported occupant protection through the Lubbock chapter of SAFE KIDS⁵, with significant contributions by the University Medical Center (UMC), which provides child safety seats and hosts checking stations to ensure proper use and installation. In addition, local school districts across the SPAG region have been involved in programs focused on occupant protection, impaired driving, distracted driving, and younger drivers. These programs, partially



Figure 3-6. Safety City (Source: City of Lubbock)

funded by TxDOT, are implemented at ‘Safety City’ for elementary students. Safety City is a unique, kid-sized town designed to teach school-aged children about pedestrian, bicycle, and traffic safety⁶. Participating districts include Abernathy Independent School District (ISD), Cooper ISD, Floydada ISD, Frenship ISD, Hale Center ISD, Idalou ISD, New Deal ISD, Ralls ISD, Roosevelt ISD, and Smyer ISD.

TxDOT also offers mini-grants to school districts that host alcohol- and drug-free lock-ins for their students after prom or graduation. In the past 5 years, TxDOT has awarded mini grants averaging from \$500 to \$750 to several school districts in the SPAG region.

All the agencies in the SPAG region actively support and promote several TxDOT safety initiatives aimed at improving roadway safety and reducing crashes. These public awareness campaigns include:



Figure 3-7. Lubbock Chapter of SAFE KIDS

⁵ Safe Kids Lubbock | Safe Kids Worldwide

⁶ City of Lubbock, Texas - Departments | Parks & Recreation

- **Click It or Ticket:** Encourages seat belt use.
- **Drive Sober. No Regrets:** Aims to prevent impaired driving.
- **Be Safe. Drive Smart:** Focuses on key safety issues such as speeding, distracted driving, and pedestrian safety.

"End the Streak Texas" is a statewide safety campaign launched by TxDOT to raise awareness about the dangers of unsafe driving behaviors and to reduce roadway fatalities. The campaign aims to break the tragic streak of daily fatal crashes in Texas.



Figure 3-8. End the Streak Texas Campaign

Over the past 5 years, TxDOT has entered into traffic safety grant agreements with several agencies in the SPAG region. These agencies include the Lubbock Police Department, Lubbock Parks and Recreation (Safety City), the City of Shallowater Police Department, the City of Dimmitt Police Department, and the Garza County Sheriff's Office.

3.6 Emergency Medical Services (EMS)

The SPAG region is served by numerous local Emergency Medical Services (EMS), all of which are part of the South Plains Emergency Medical Services (SPEMS) network. SPEMS actively participates in various safety campaigns and collaborates closely with organizations such as SAFE Kids and the Texas Department of State Health Services, particularly in the area of occupant safety. Additionally, SPEMS plays a key role in providing child passenger safety technician training. SPEMS also collects data related to the transportation of fatalities and serious injuries by EMS vehicles, including trucks, airplanes, and helicopters. This data serves as an important supplement to TxDOT's Crash Records Information System (CRIS). SPEMS, which covers all the counties within the SPAG region, is designated as Region B (see Figure 3-9).

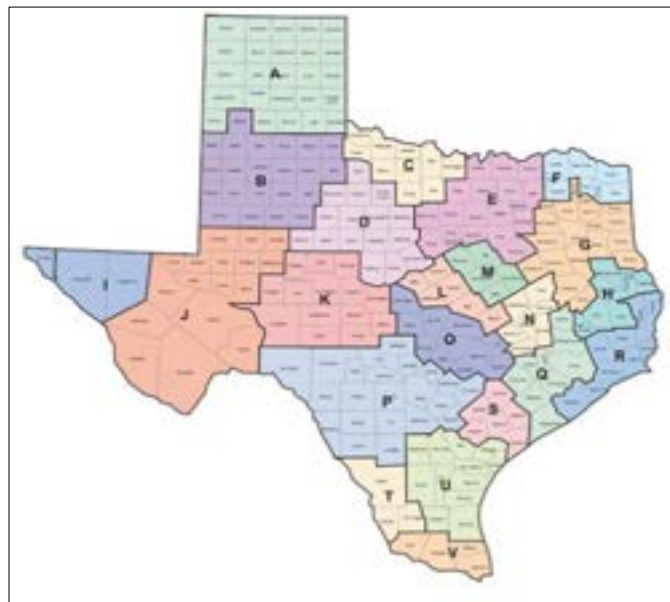


Figure 3-9. EMS Regions in Texas
(Source: Texas J RAC)



4 Safety Analysis

Safety data analysis identifies trends in crash types, risk factors, and locations with higher proportions of fatal and serious injury crashes. The objective is to pinpoint safety priorities, strategies, and actions for stakeholders. The crash density maps provide a visual representation of areas with higher concentrations of fatal and serious injury crashes. Crash data trees are used to identify locations and frequency by crash type. SPAG developed HINs for corridors and intersections to accurately identify locations with higher concentrations of fatal and serious injury crashes. The safety analysis used a systemic safety approach to proactively identify locations with potential risk across the entire SPAG region.

4.1 Historical Trends

Data from 2019 to 2023 were gathered for the 15-county region, excluding the city of Lubbock, for all crash severities. The region comprises the following counties: Bailey, Cochran, Crosby, Dickens, Floyd, Garza, Hale, Hockley, King, Lamb, Lubbock, Lynn, Motley, Terry, and Yoakum. SPAG extracted data using the query tool CRIS from TxDOT. The dataset includes various crash-related information such as the time and date of the crash, crash type, geographical information (latitude and longitude) of the crash, lighting and weather conditions during the crash, other contributing factors, and the number and types of vehicles involved.

4.1.1 Descriptive Statistics

The obtained data include all reported crashes occurring on public roadways that involved a fatality (K), suspected serious injury (A), suspected minor injury (B), possible injury (C), Property Damage Only (PDO), and unknown crash severity (UNK).

Analysis results indicate that a total of 11,411 reported crashes occurred on the state and local road system in the study region. Of these crashes, 747 involved a fatality or a severe injury crash. Lubbock, Hockley, and Hale counties had the highest numbers of fatal and suspected serious injuries, as shown in **Figure 4-1**.



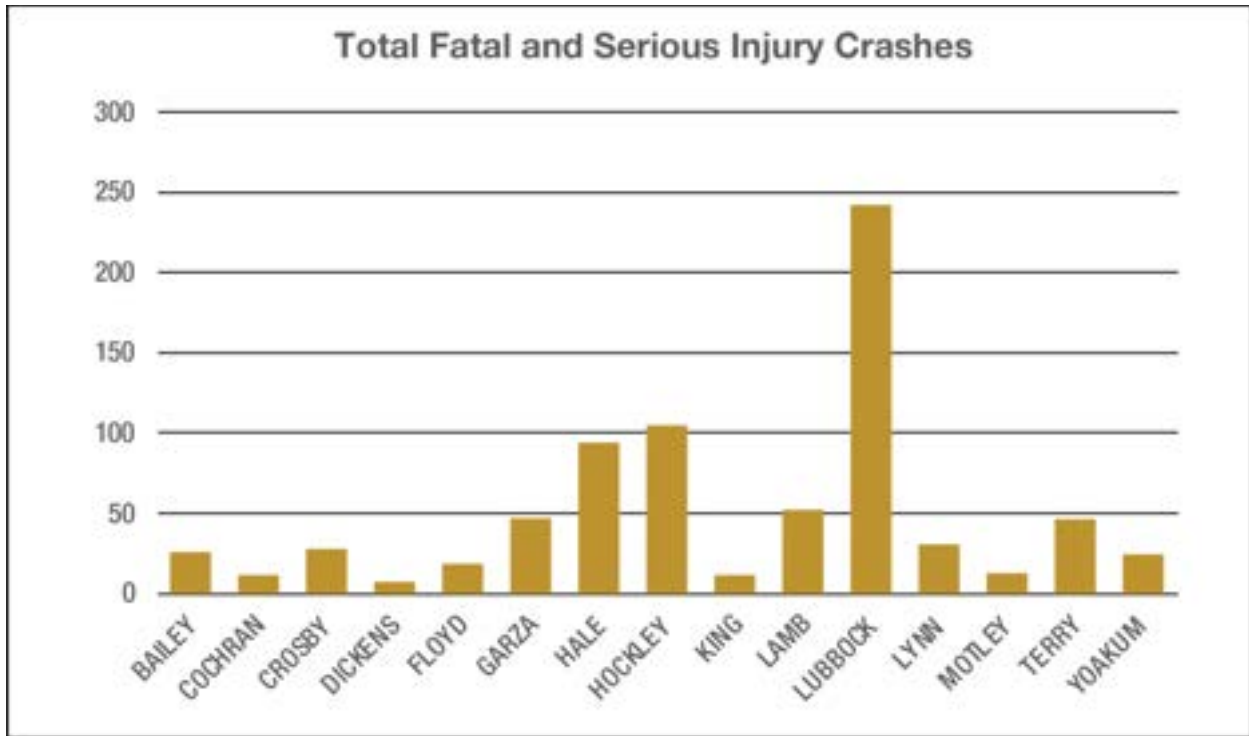


Figure 4-1. Fatal and Serious Injury Crashes in SPAG Region (2019-2023)

Among these fatal and serious injury crashes, most occurred on the state road system, as depicted in Error! Reference source not found.. Notably, a significant increase in KA crashes was observed after 2020, following the onset of the COVID-19 pandemic.

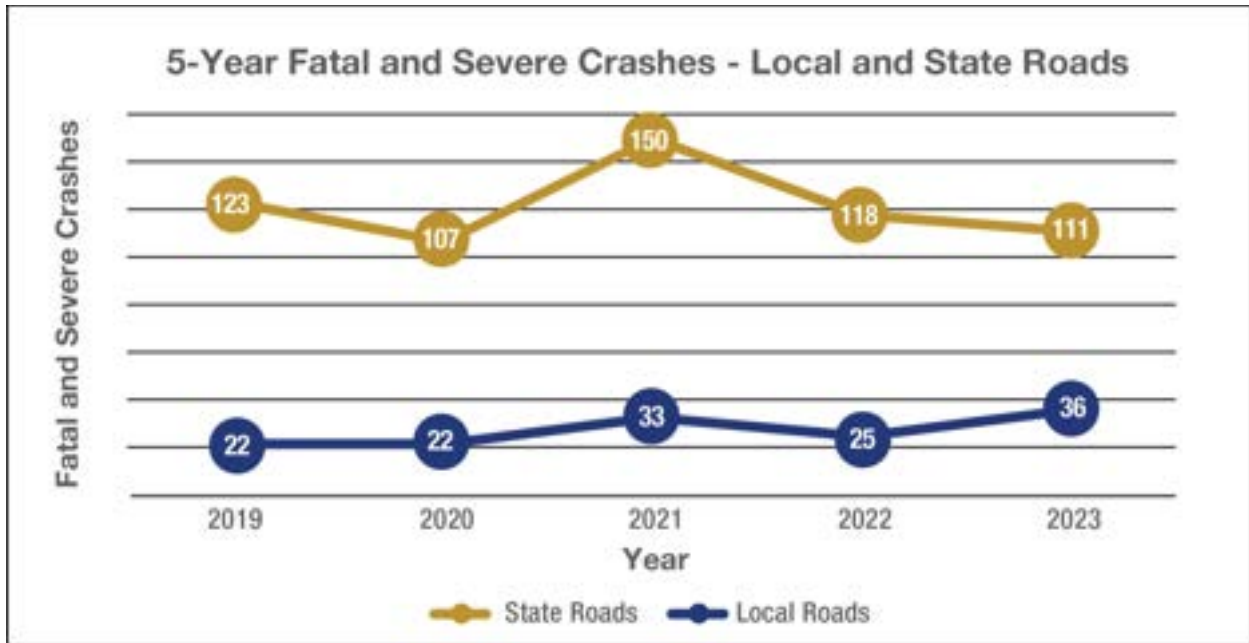


Figure 4-2. Fatal and Serious Injury Crashes on Local and State Roads (2019-2023)

A total of 78 percent of the KA crashes belonged to one of four categories: overturned, angle, fixed object, and rear-end crash types, as shown in Error! Reference source not found.. Overturned and fixed object crash types indicate issues related to speeding, unsafe maneuvers, and roadway and lane departure, while angle and rear-end crash types indicate issues related to intersection safety. Further confirmation comes from examining the contributing factors, shown in **Figure 4-3**, associated with these crashes. The data clearly show that, in addition to speeding and unsafe maneuvers, impaired, aggressive, and distracted driving are also among the top contributing factors. Most impaired and distracted driving-related crashes occurred on Saturday and Sunday. The data also show a significant increase in the number of intersection-related and distracted driving crashes during the pandemic years, 2020 and 2021.



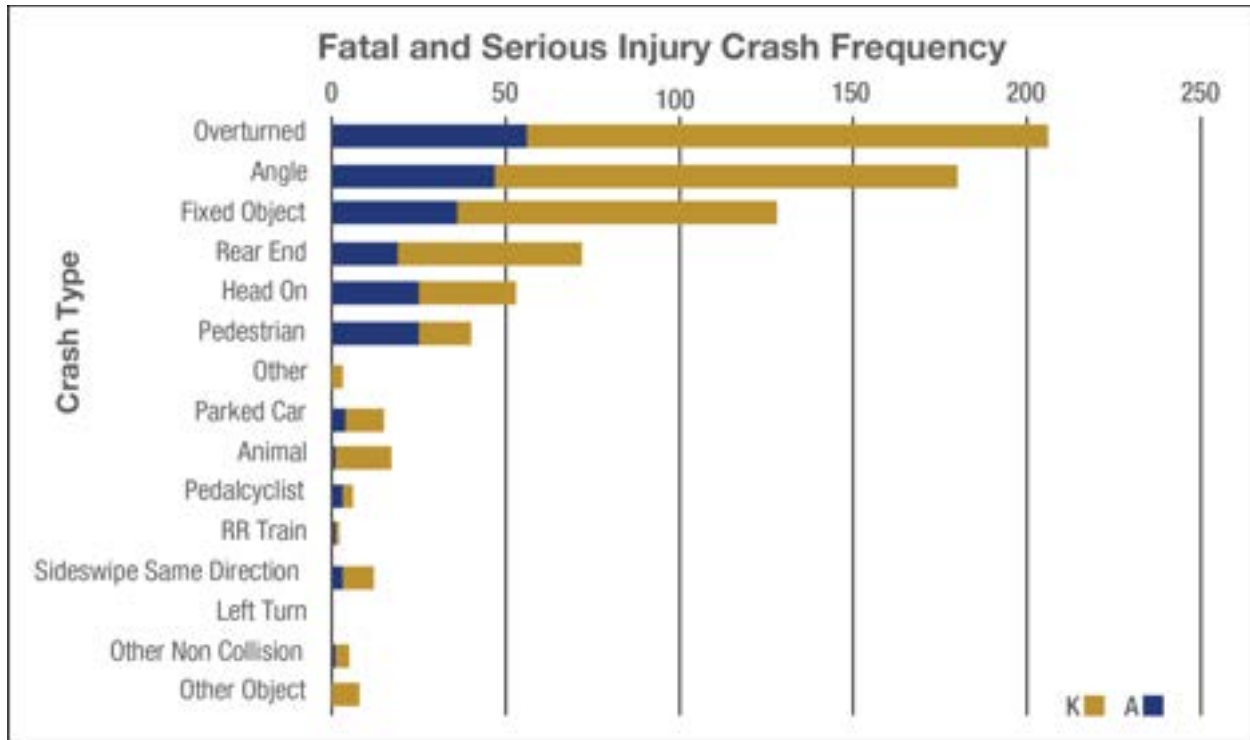


Figure 4-3. Crash Types for Fatal and Severe Crashes in SPAG Region (2019-2023)

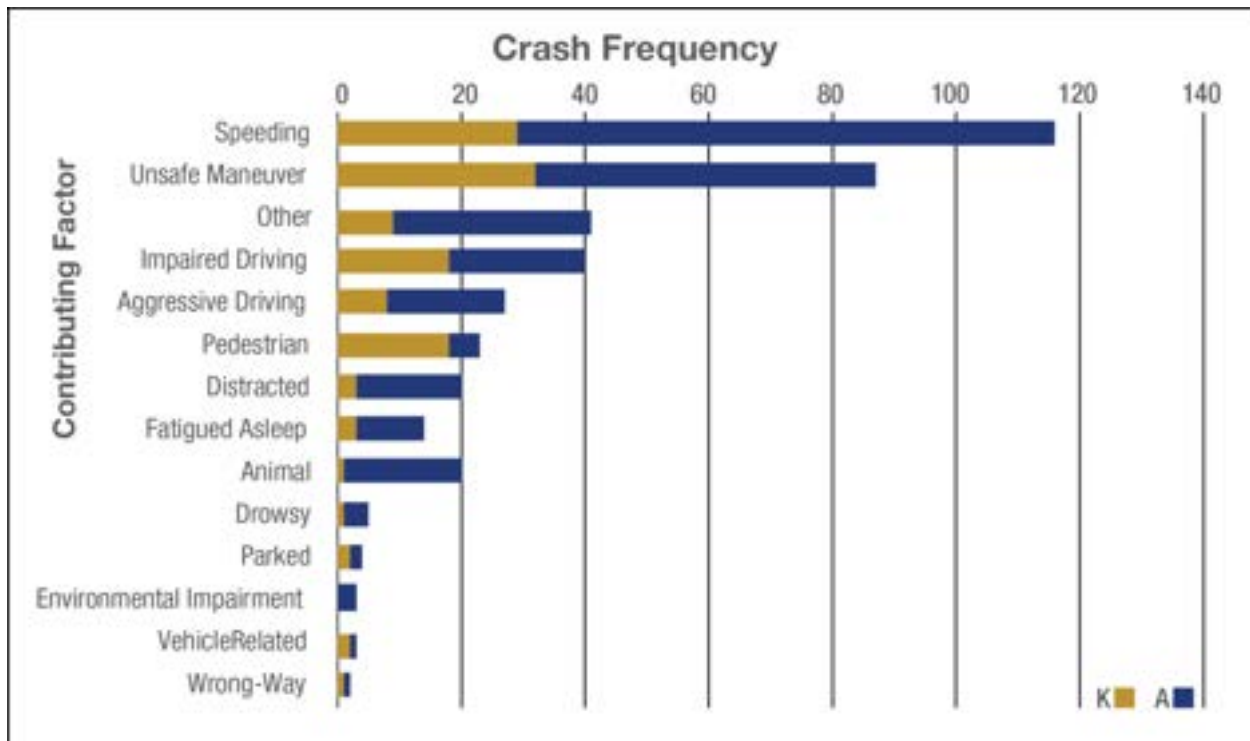


Figure 4-4. Contributing Factors for Fatal and Severe Crashes in SPAG Region (2019-2023)



4.1.2 Crash Density Maps

The crash density map shown on **Figure 4-5** shows locations with high concentrations of fatal and severe injury crashes. The map helps in identifying corridors and intersections that may benefit from roadway geometric or other safety solutions. Targeted safety solutions help reduce the most severe crashes through effective allocation of limited countermeasure resources. As evident from the crash density map, the highest number of hot spots are present in Lubbock County, specifically in Shallowater, Wolfforth, Slaton, and Woodrow. This result is consistent with the fact that 60 percent of the population of the SPAG region resides in Lubbock County, leading to higher traffic and consequently a higher concentration of crashes⁷. Other hot spots include Levelland in Hockley County, Plainview in Hale County, Brownfield in Terry County, Post in Garza County, and Muleshoe in Bailey County.

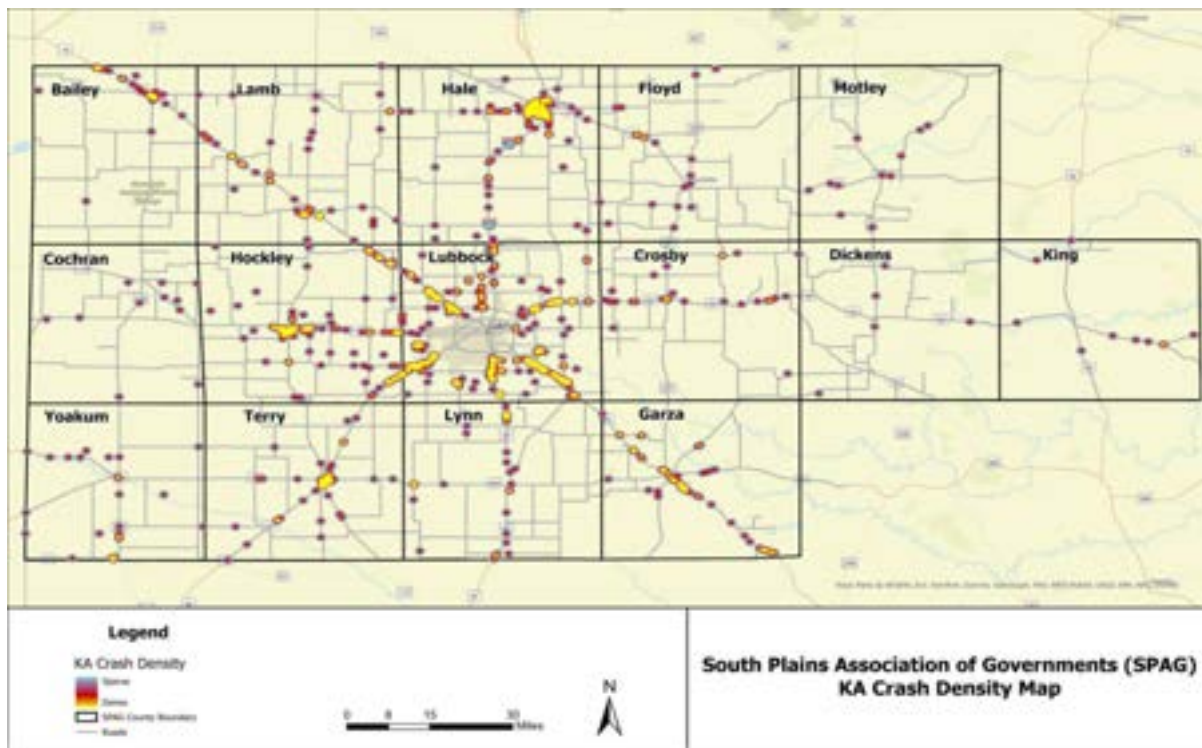


Figure 4-5. Fatal and Severe Crash Density Map in SPAG Region (2019-2023)

⁷ <https://www.spag.org/about/>



4.1.3 Crash Data Trees

After looking at the regionwide trends in KA crash types and contributing factors, a crash data tree diagram was used to narrow down the most-frequent crash locations. Crash data trees analyze the available crash data based on the crash location, separately for local and state roads. As stated previously, 82 percent of the KA crashes occurred on the state system. Of these, crashes within rural areas primarily occurred on road segments and were predominantly of the overturned crash type. In contrast, KA crashes in urban areas on the state system were primarily related to stop-controlled intersections, with the highest category being angle crashes. Similarly, crashes on the local road system, which mainly occurred on county roads in rural areas, were mostly within roadway segments, with the overturned crash type being the most common. The detailed crash tree diagram is shown on Error! Reference source not found.. Crash tree diagrams by county are in **Appendix B**.



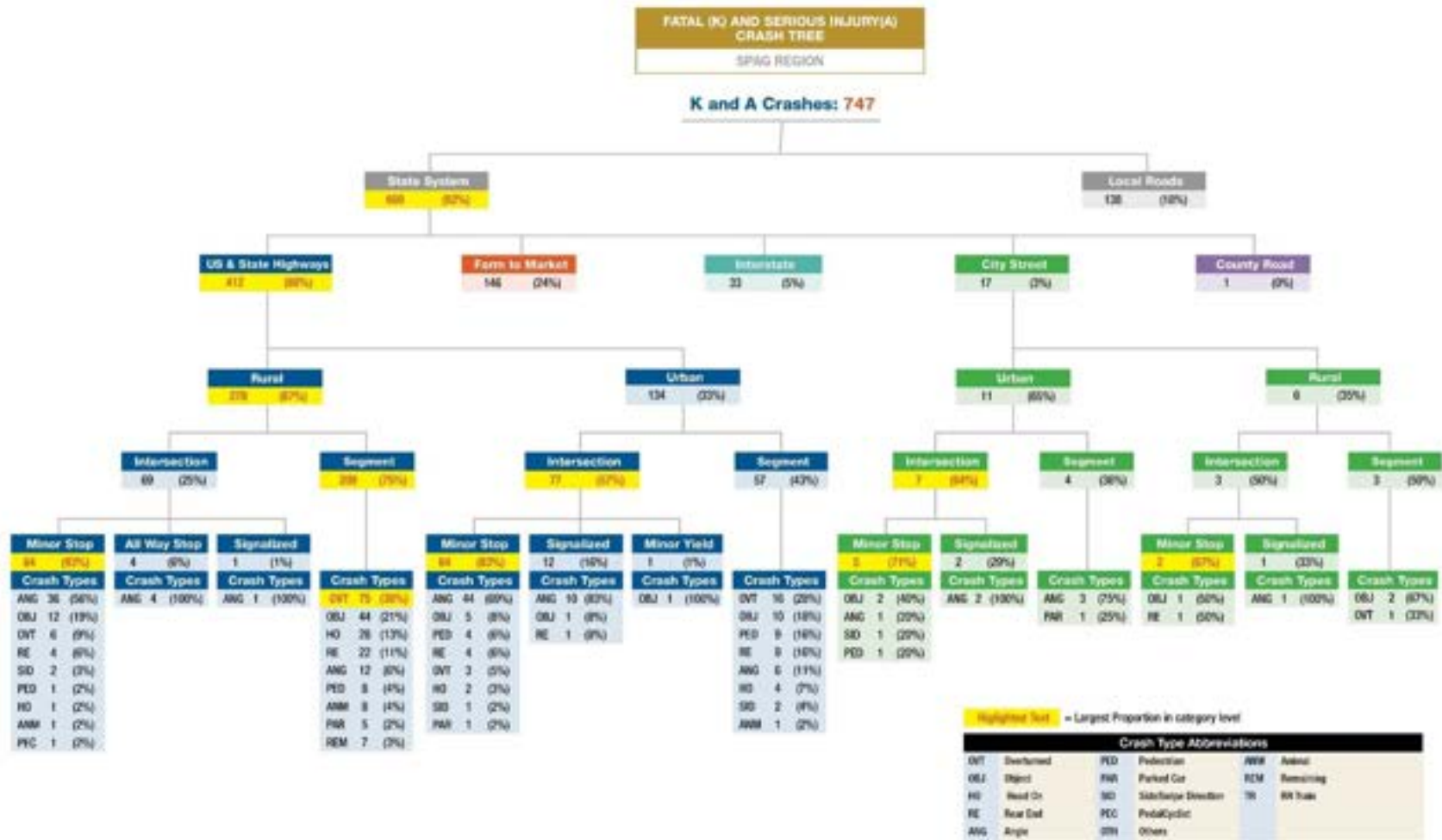


Figure 4-6. Fatal and Severe Crash Data Tree in SPAG Region (2019-2023)



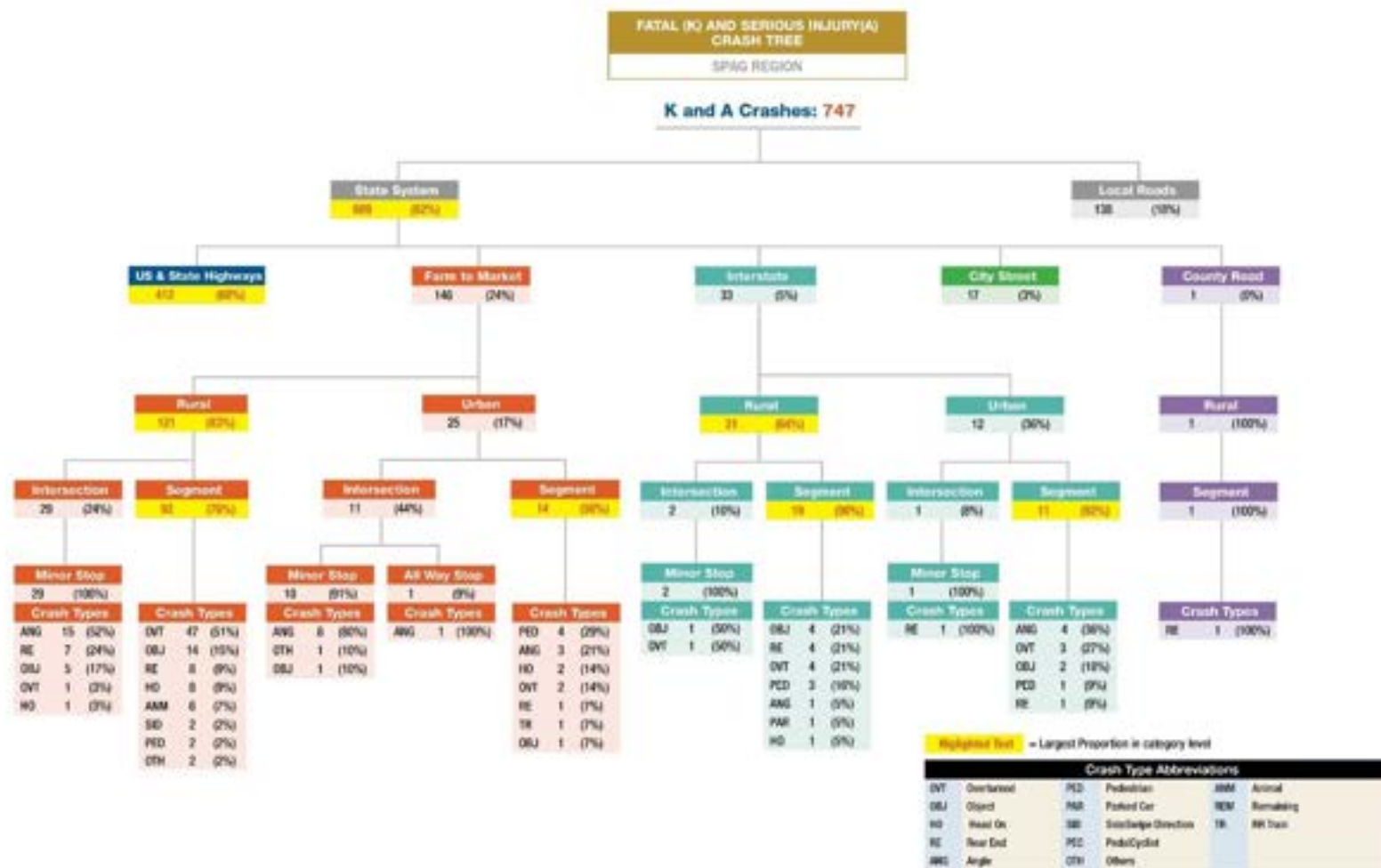


Figure 4-6, cont'd.



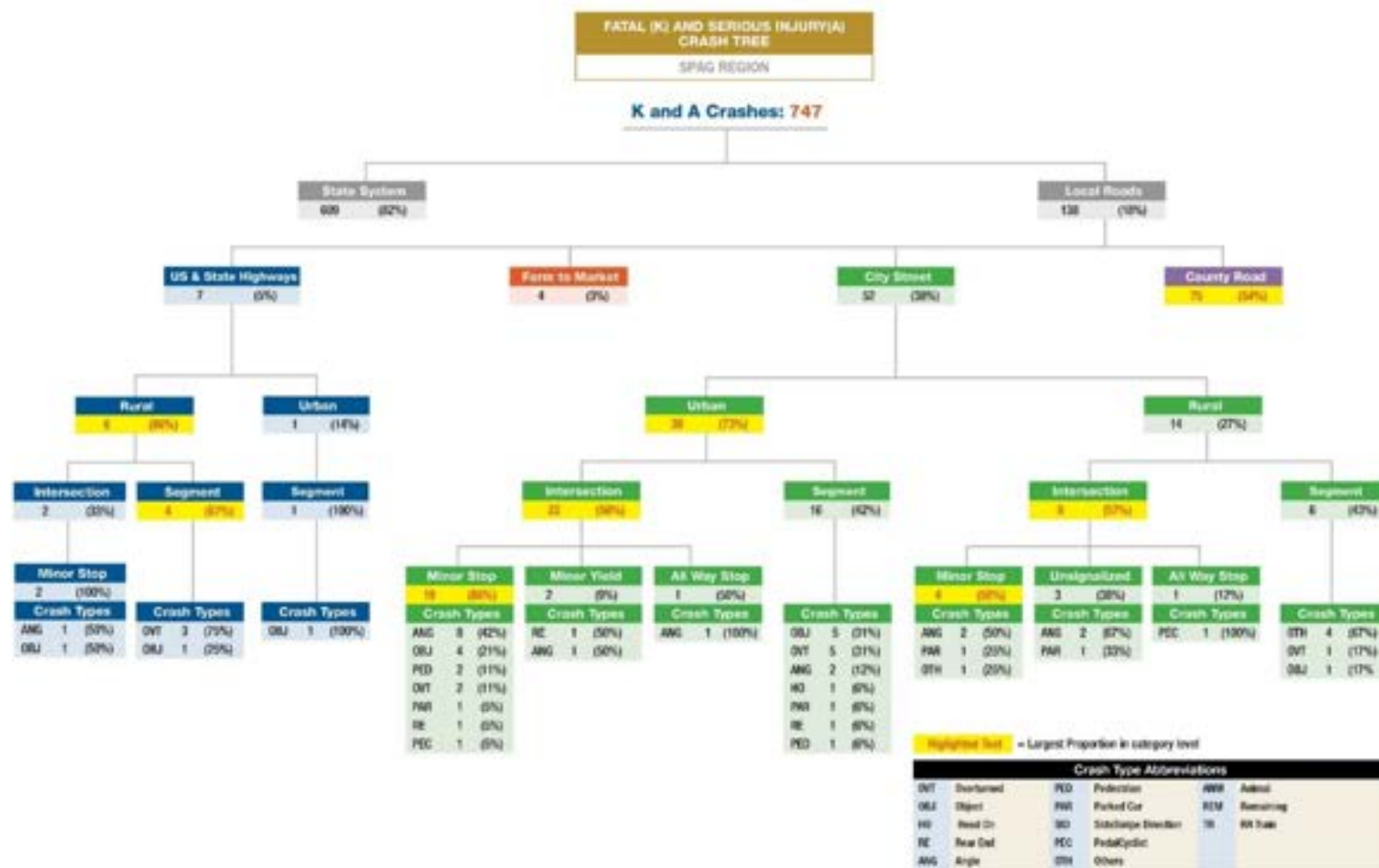


Figure 4-6, cont'd.



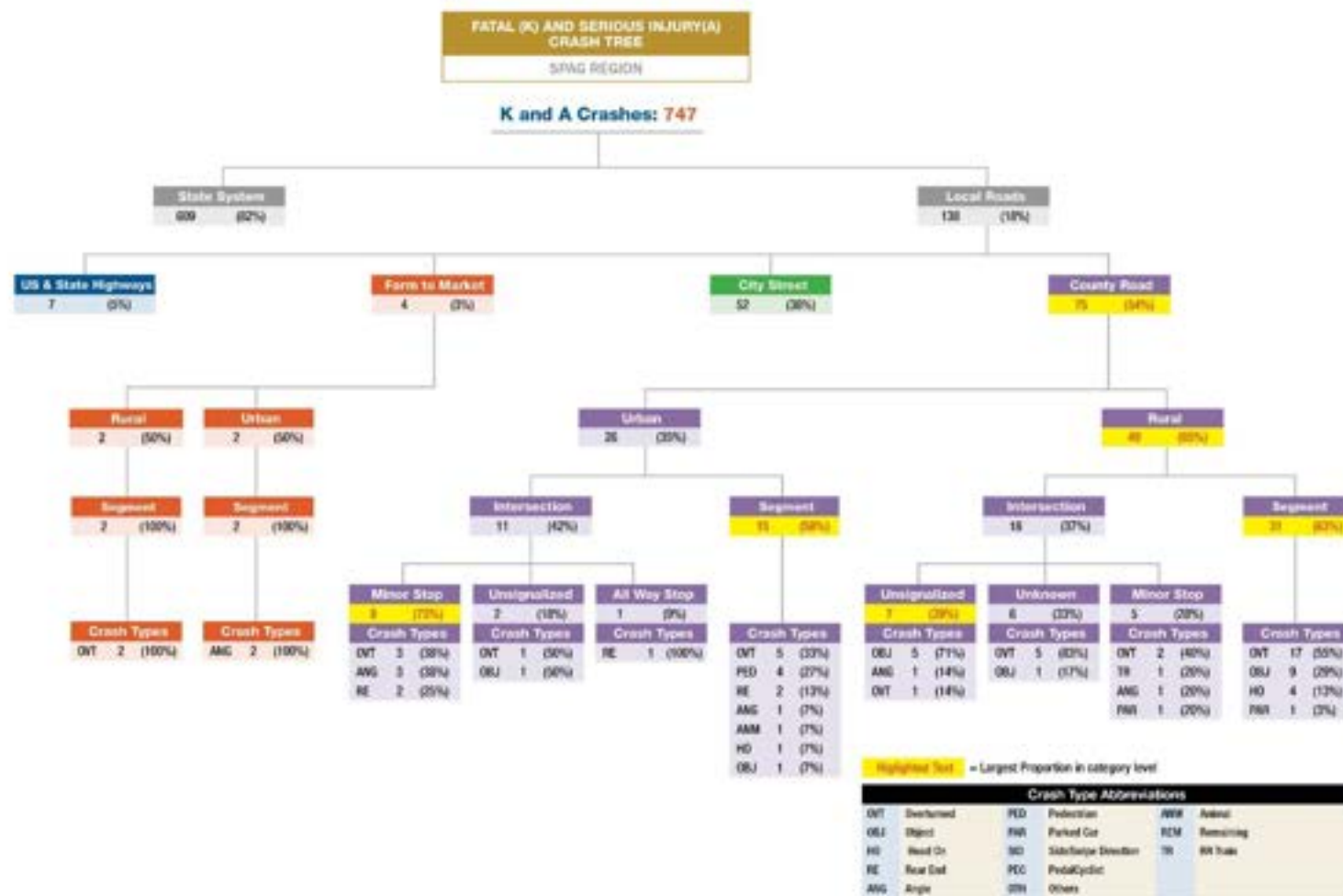


Figure 4-6, cont'd.



4.2 Emphasis Areas

For the selection of emphasis areas for KA crashes, TxDOT’s SHSP served as a starting point. This ensures that the proposed CSAP aligns with the SHSP while also addressing the safety needs on the local streets and roads within the SPAG region. The TxDOT SHSP identifies eight emphasis areas as shown in **Figure 4-7**.



*Younger/Older Drivers’ emphasis areas are integrated into the other emphasis areas.

Figure 4-7. TxDOT SHSP emphasis areas

The strategies and implementation activities addressing issues related to younger and older drivers’ emphasis areas were incorporated as such in the other emphasis areas. **Table 4-1** shows the distribution of all crash types that have occurred within the SPAG region considering the emphasis areas from the 2022 TxDOT SHSP shown in **Figure 4-7**. These reflect major crash types or attributes that are likely to be a cause of crashes. Those emphasis areas that exceed the statewide average are bolded. Among all emphasis areas, ‘roadway and lane departure’ and ‘occupant protection’ have the highest number of KA crashes compared with the statewide average. Crashes related to impaired driving and involving younger drivers (under 25 years of age) were also higher than the statewide average, whereas crashes involving vulnerable road users and distracted driving were lower than the statewide average. Overall, crashes involving roadway and lane departure and intersection safety represent the highest number of fatalities and serious injuries in the SPAG region.



Table 4-1. SPAG Region Fatal and Severe Injury crashes Emphasis Area (2019-2023)

Emphasis Area	STATEWIDE		15-County Area	
	Crashes	%	Crashes	%
Roadway & Lane Departure	31,408	34%	342	46%
Speed Related	21,659	23%	174	23%
Intersection Safety	29,546	32%	214	29%
Occupant Protection	14,112	15%	203	27%
Impaired Driving	12,388	13%	121	16%
Distracted Driving	6,180	7%	34	5%
Vulnerable Road Users: Pedestrian	11,503	12%	46	6%
Vulnerable Road Users: Pedalcyclist	2,123	2%	6	1%
Post-Crash Care	N/A	N/A	N/A	N/A
Younger Drivers*	15,679	17%	134	18%
Older Drivers*	14,104	15%	114	15%

The emphasis area matrix shown in **Table 4-2** illustrates the relationship between different emphasis areas. This relationship allows stakeholders to leverage resources and address multiple emphasis areas simultaneously. The matrix is read by selecting the primary emphasis area in the left column and then reading across the row to determine the portion of fatal and serious injuries associated with the other emphasis areas. For example, looking at the roadway and lane departure emphasis area in the left column and across to impaired driving indicates that 56 percent of roadway departure fatalities and serious injuries involve impaired driving. Similar to statewide trends, the emphasis areas for distracted driving, roadway departure, impaired driving, and speeding are closely related. The implementation of recommended strategies and action items will consider this relationship.

When examining each emphasis area individually, more young drivers are distracted than older drivers. For younger drivers, distracted driving and intersection-related issues are the major contributing factors to fatalities and serious injuries.



Table 4-2. SPAG Region Emphasis Area Correlation Matrix (2019-2023)

Emphasis Area	Roadway and Lane Departure	Speeding	Intersection Related	Occupant Protection	Impaired Driving	Distracted/Fatigued Driving	Pedestrian	Pedalcyclist	Younger Driver	Older Driver
Roadway and Lane Departure	-	65%	14%	60%	56%	53%	0%	0%	39%	20%
Speeding	33%	-	14%	28%	0%	9%	0%	0%	21%	20%
Intersection Related	8%	17%	-	22%	24%	29%	4%	17%	36%	41%
Occupant Protection	35%	33%	21%	-	48%	12%	7%	0%	25%	21%
Impaired Driving	10%	0%	7%	15%	-	0%	9%	0%	4%	4%
Distracted/Fatigued Driving	5%	2%	5%	2%	0%	-	7%	0%	6%	4%
Pedestrian	0%	0%	1%	1%	6%	9%	-	0%	5%	11%
Pedalcyclist	0%	0%	0%	0%	0%	0%	0%	-	1%	2%
Younger Driver	15%	16%	22%	17%	10%	24%	15%	17%	-	8%
Older Driver	7%	13%	22%	12%	8%	15%	26%	33%	7%	-

The safety stakeholders selected the following five CSAP emphasis areas based on the data presented in **Table 4-1** and local expertise.



Figure 4-8: SPAG Selected Emphasis Areas

4.2.1 Roadway and Lane Departure

The Roadway & Lane Departure emphasis area consists of run-off-the-road crashes and head-on, non-passing crashes⁸. These types of crashes often involve other contributing factors such as speeding, impaired driving, and distracted driving. The map shown on **Figure 4-9** illustrates fatal and severe injury crashes related to roadway and lane departure. Around 46 percent of fatal and severe injury crashes are related to roadway and lane departure. Significant concentrations of these related crash types occur around Post in Garza County, Wolfforth in Lubbock County, Plainview in Hale County, and Muleshoe in Bailey County. Low-cost safety measures such as wider pavement markings, chevrons, advance warning signs, and larger, more-reflective signs can help prevent roadway departure crashes. Combining these engineering solutions with enforcement and education strategies can further reduce such crashes.

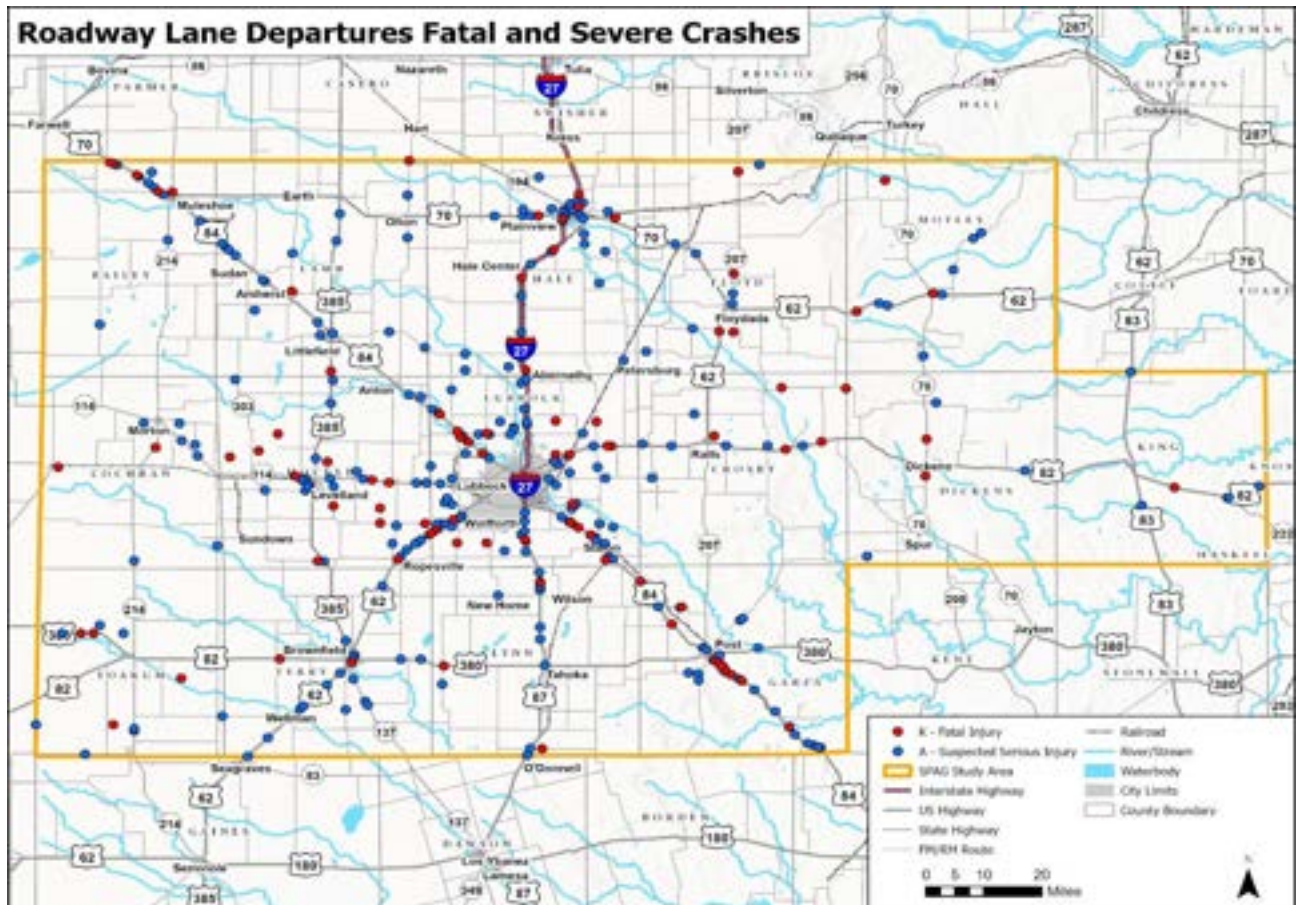


Figure 4-9. Roadway and Lane Departure Fatal and Severe Injury Crashes (2019-2023).

⁸ <https://ftp.txdot.gov/pub/txdot-info/library/pubs/gov/shsp.pdf>



4.2.2 Speed Management

As speeds increase, the risk of death and serious injury dramatically rises, especially when pedestrians and bicyclists are involved. Higher speeds require longer stopping distances and affect drivers' ability to control their vehicles and avoid crashes.



Figure 4-10. Impact of Speed and a Pedestrian's Risk of Severe Injury or Death.
(Source: National Roadway Safety Strategy)

Out of the total 747 severe crashes, 174 were related to speeding, which often correlate with other risk factors such as roadway departure and unoccupied restraints. **Figure 4-11** illustrates these crashes, highlighting clusters near Muleshoe in Bailey County, Wolfforth in Lubbock County, Plainview in Hale County, and Levelland in Terry County. Proposed solutions involve dynamic speed warning signs, reassessing posted speed limits, and enforcement efforts, promoting a Safe Systems Approach for the future.

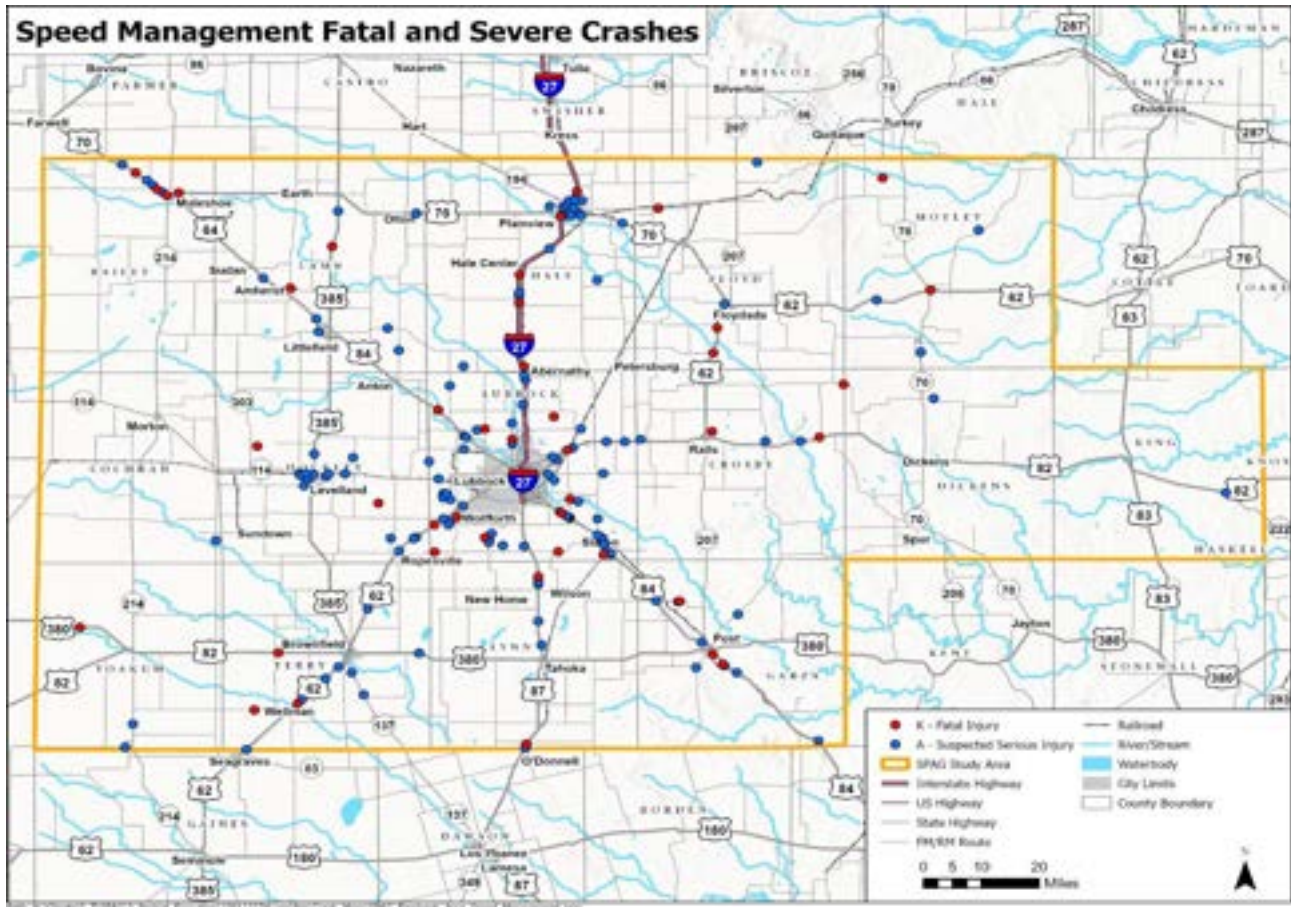


Figure 4-11. Speed-Related Fatal and Severe Injury Crashes (2019-2023)

4.2.3 Intersection Safety

Intersections create natural points of conflict due to the various types of maneuvers (turning and crossing) and the diverse types of users (vehicles, pedestrians, bicycles). These factors place greater demands on road users when making decisions, increasing the potential for crashes at these locations.

An analysis of intersections in the state road system from 2019 to 2023 shows that 90 percent of intersection-related fatal and severe injury crashes occurred at stop-controlled intersections. Similarly, intersections in the local road system related to fatal and severe injury crashes consisted of 45 percent of stop-controlled intersections, while 1.33 percent of intersections accounted for 29 percent of all fatal and severe injury crashes. Many of these intersection-related crashes also had distracted driving as a contributing factor.

Figure 4-12 illustrates fatal and severe injury crashes related to intersection safety.



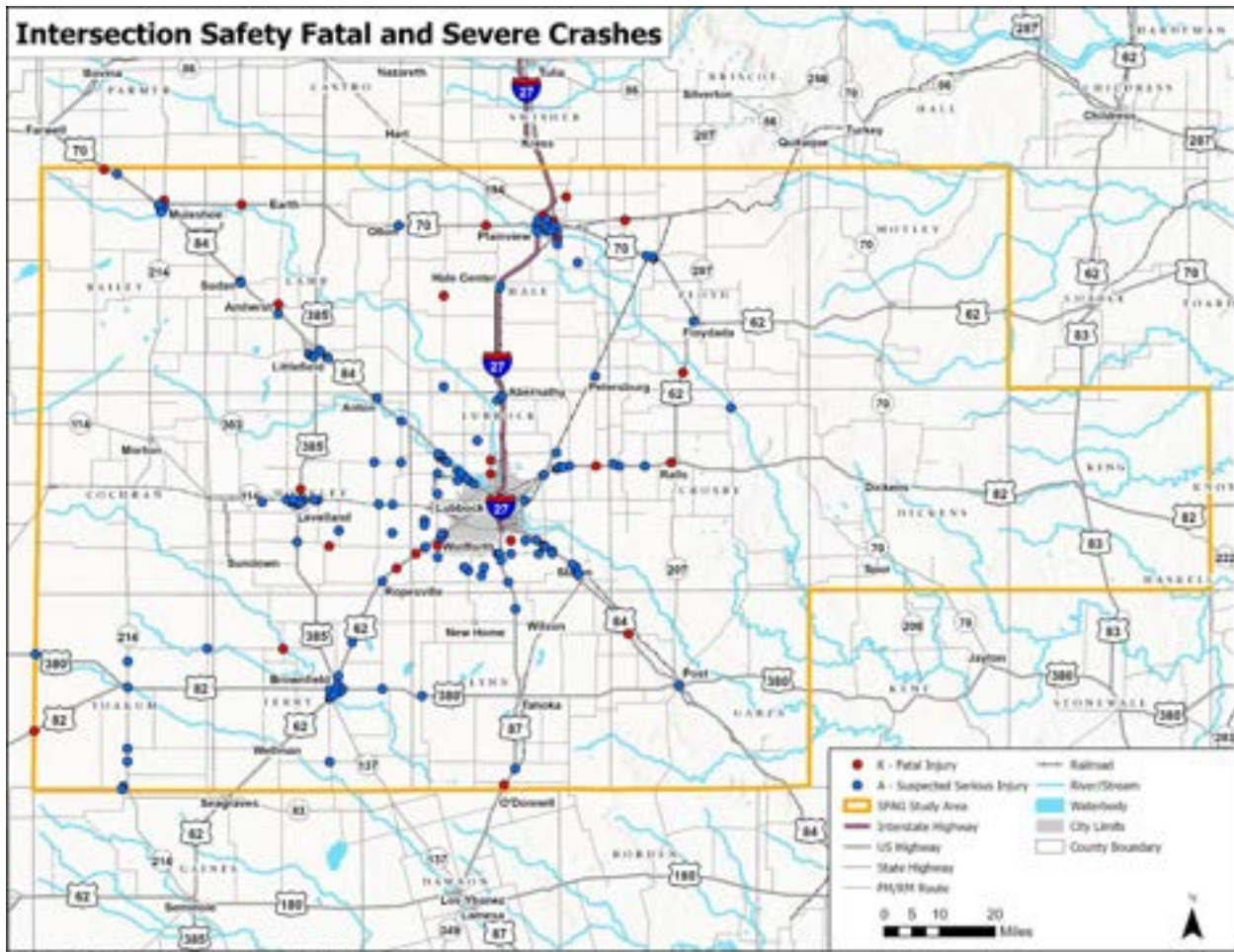


Figure 4-12. Intersection Safety Fatal and Severe Injury Crashes (2019-2023)

4.2.4 Impaired Driving

TxDOT defines an impaired driving-related crash as one where the driver has a blood alcohol concentration (BAC) greater than 0.00, or where the contributing factor is noted as "Had Been Drinking" or "Under the Influence of Alcohol"⁹. **Figure 4-13** illustrates all fatal and severe injury crashes related to impaired driving within the study area. Of the fatal and severe injury crashes related to impaired driving, sixty seven percent of the fatal and severe injury crashes happened during dark light conditions. Educational and enforcement countermeasures are the most helpful in mitigating impaired driving.

⁹ <https://ftp.txdot.gov/pub/txdot-info/library/pubs/gov/shsp.pdf>



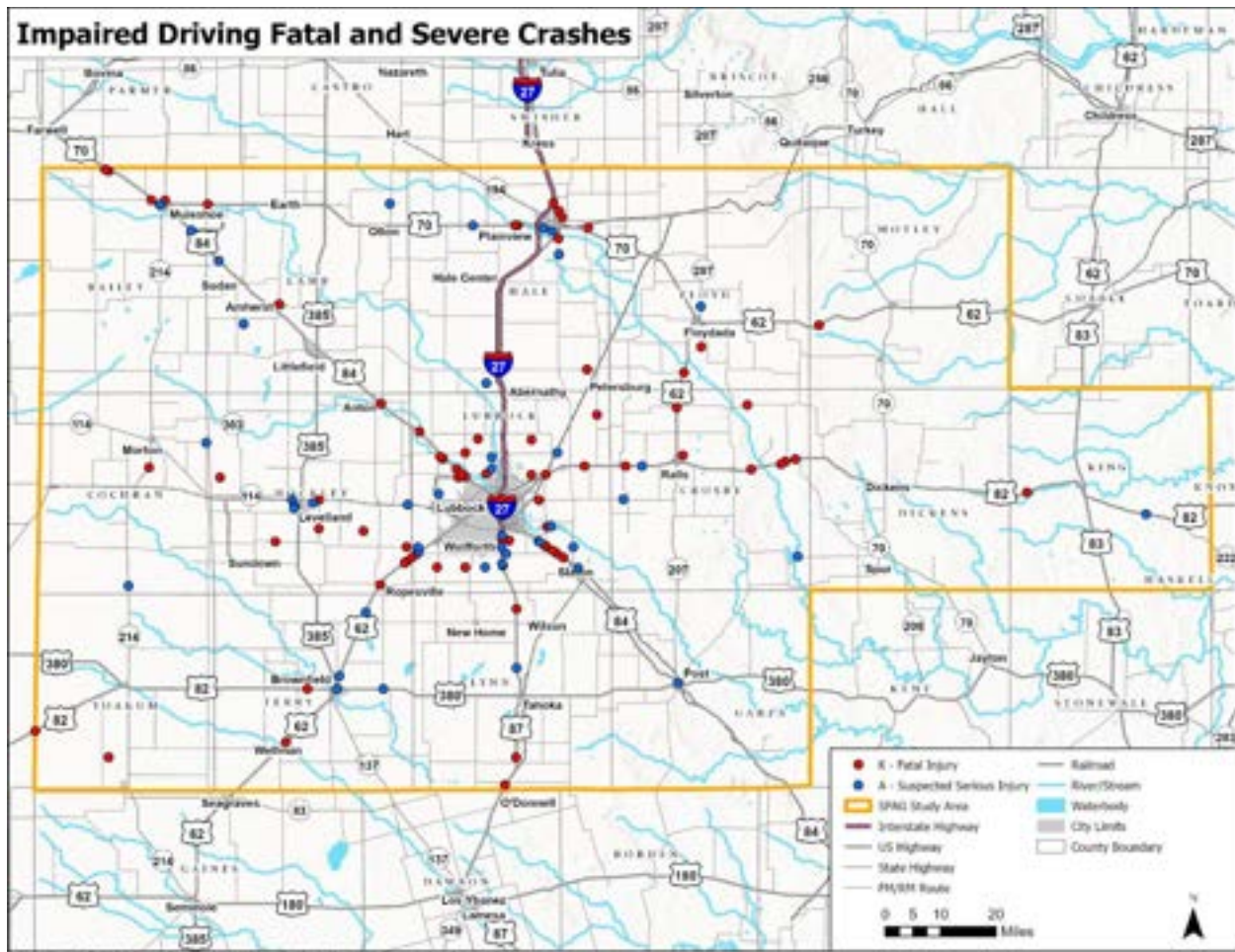


Figure 4-13. Impaired Driving Fatal and Severe Injury Crashes (2019-2023)

4.2.5 Distracted Driving

Distracted driving encompasses any activity that diverts attention from the primary task of driving. This includes using cell phones and other electronic devices, talking, and eating, as it is difficult to effectively measure and monitor distracted driving, it can be presumed that crash data would underrepresent related crashes¹⁰. **Figure 4-14** illustrates distracted driving KA crashes. The major hot spots of distracted driving are Brownfield in Terry County and Littlefield in Lamb County. Some effective solutions involved education and awareness campaigns, and stronger laws and enforcement.

¹⁰ Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, 10th Edition, 2020



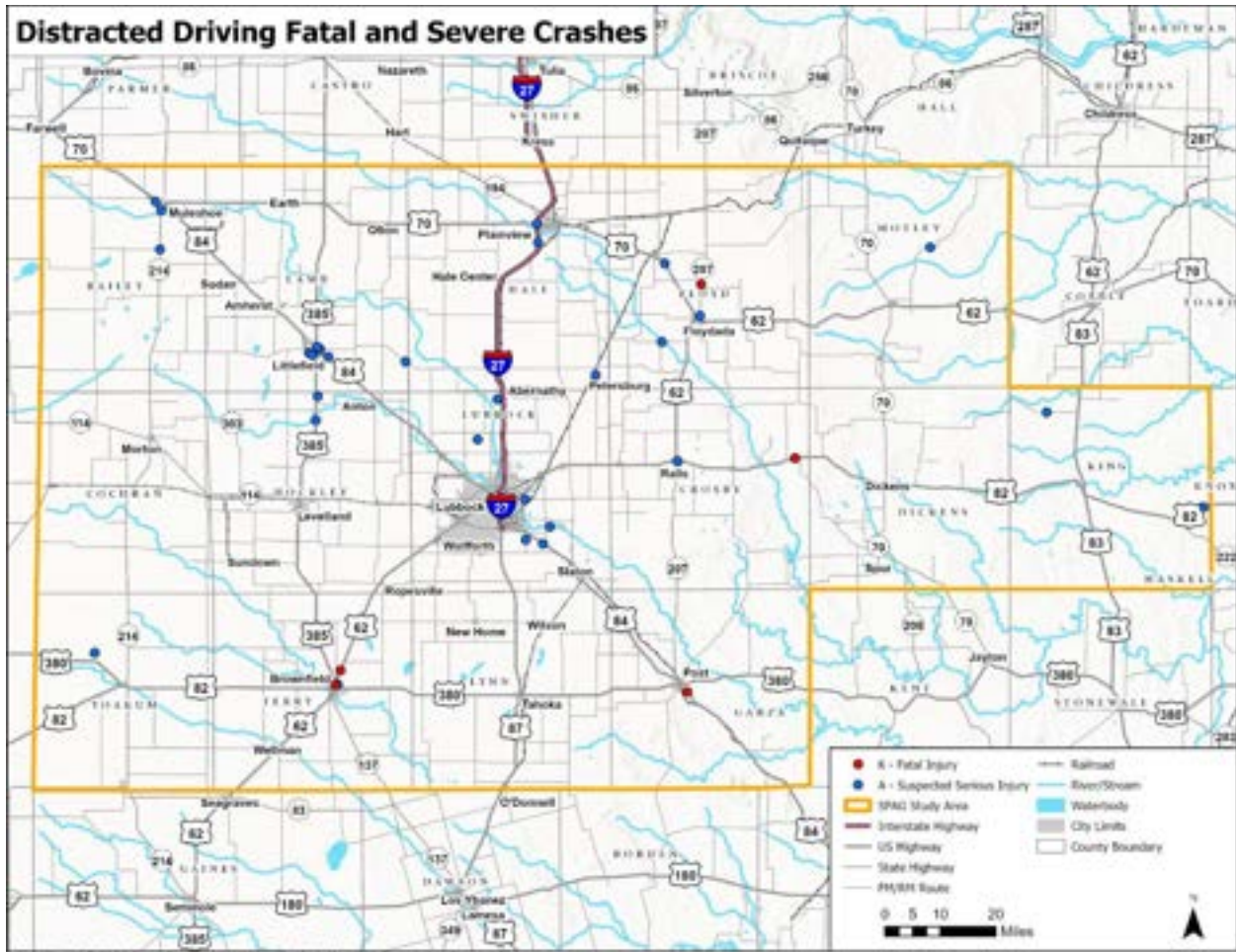


Figure 4-14. Distracted Driving Fatal and Severe Injury Crashes (2019-2023)

4.3 Priority Corridors and Intersections

The goal of the priority corridors and intersections analysis is to identify road segments and intersections with the highest concentration of severe crashes such that resources are allocated to the locations with the most pressing safety needs.

The spatial analysis involves developing a HIN by examining areas with the highest concentration of fatal and severe crashes. This is complemented by a systemic analysis that identifies roadway features and contextual patterns among fatal and severe injury crashes to develop intersection and corridor typologies and generate risk scores.



4.3.1 High Injury Network Analysis

The HIN analysis relies on multiple data sources, including 2019-2023 crash data, roadway segment characteristics (such as functional classification, lane count, jurisdiction, speed limits, and bicycle/pedestrian infrastructure), and intersection control data.

HINs are created separately for intersections and corridors, with urban and rural areas analyzed independently. Fatal and severe injury crash data are assigned systematically—first to intersections using a predefined buffer, then remaining crashes are assigned to street segments. The analysis includes all roadway classifications except expressways and private driveways. This is followed by calculating a total crash count, along with a KA crash count for each segment and intersection. Additionally, typologies—such as functional classification, number of lanes, and speed limits—are added to these segments and intersections, as these features influence expected crash patterns.

To identify the HIN tiers, a risk ranking is estimated for both intersections and street segments by grouping them based on their characteristics and their fatal and severe injury crash count per location and/or per mile. The risk score is divided into three categories based on percentile values, resulting in three different tiers from 1 to 3, with tier 3 representing the highest concentration of KA crashes. The resulting tier 3 for intersections represents 0.11 percent of total intersections in the SPAG region while accounting for about 17 percent of KA crashes. Similarly, tiers 2 and 3 for segments represents a total of 0.21 percent of roadway mileage while encompassing around 22 percent of KA crashes.

Figure 4-15 and **Figure 4-16** show HIN for intersections and segments, respectively. The network is color-coded to differentiate the higher-priority corridors, segments, and intersections. For each HIN, the segments or intersections that are in the 97th percentile of that fatal and severe injury crash count are colored in red, between the 97th and 70th percentile are colored in orange, and those in the top 70th percentile are colored in yellow.



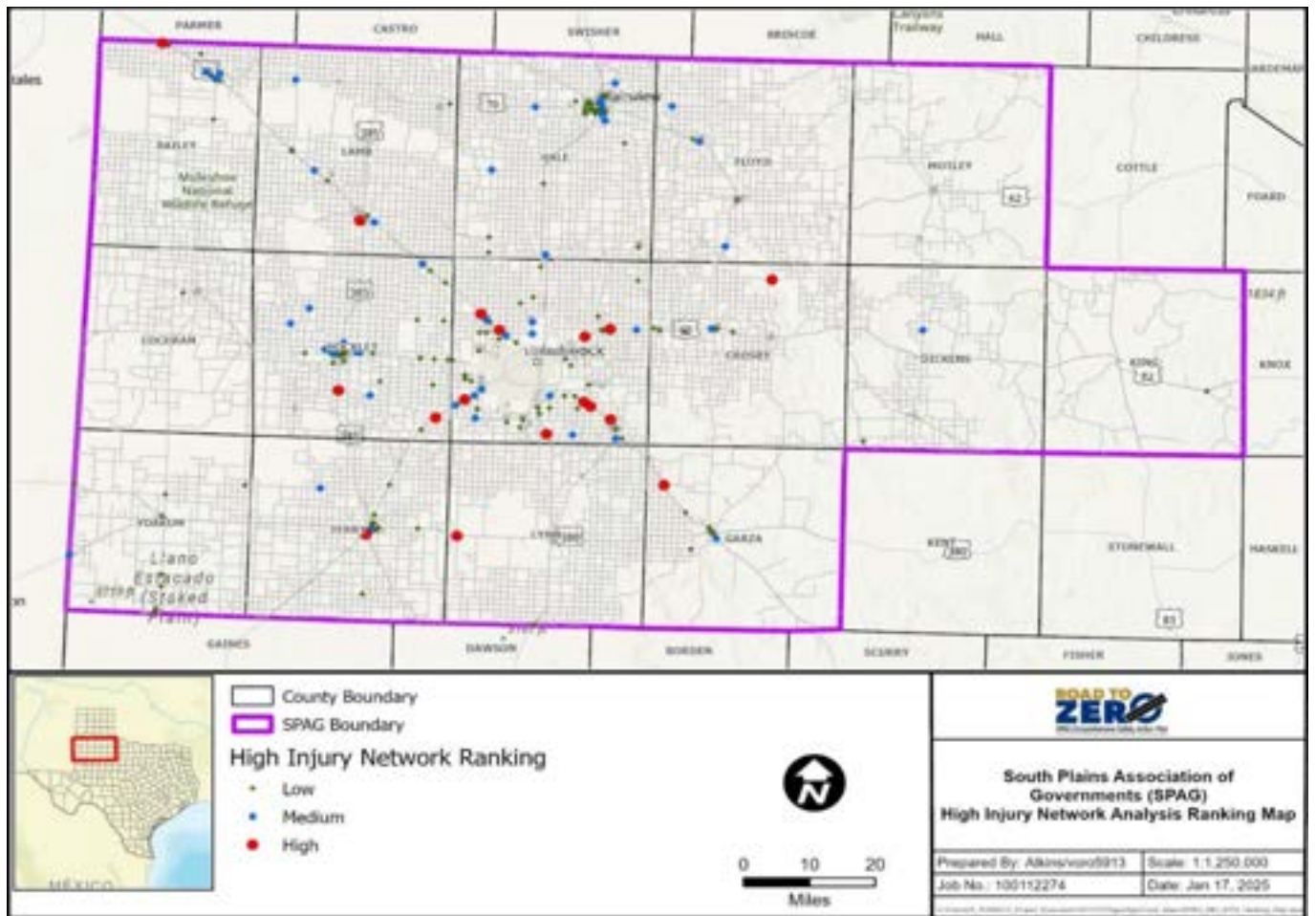


Figure 4-15. High Injury Network (Intersections) for SPAG Region



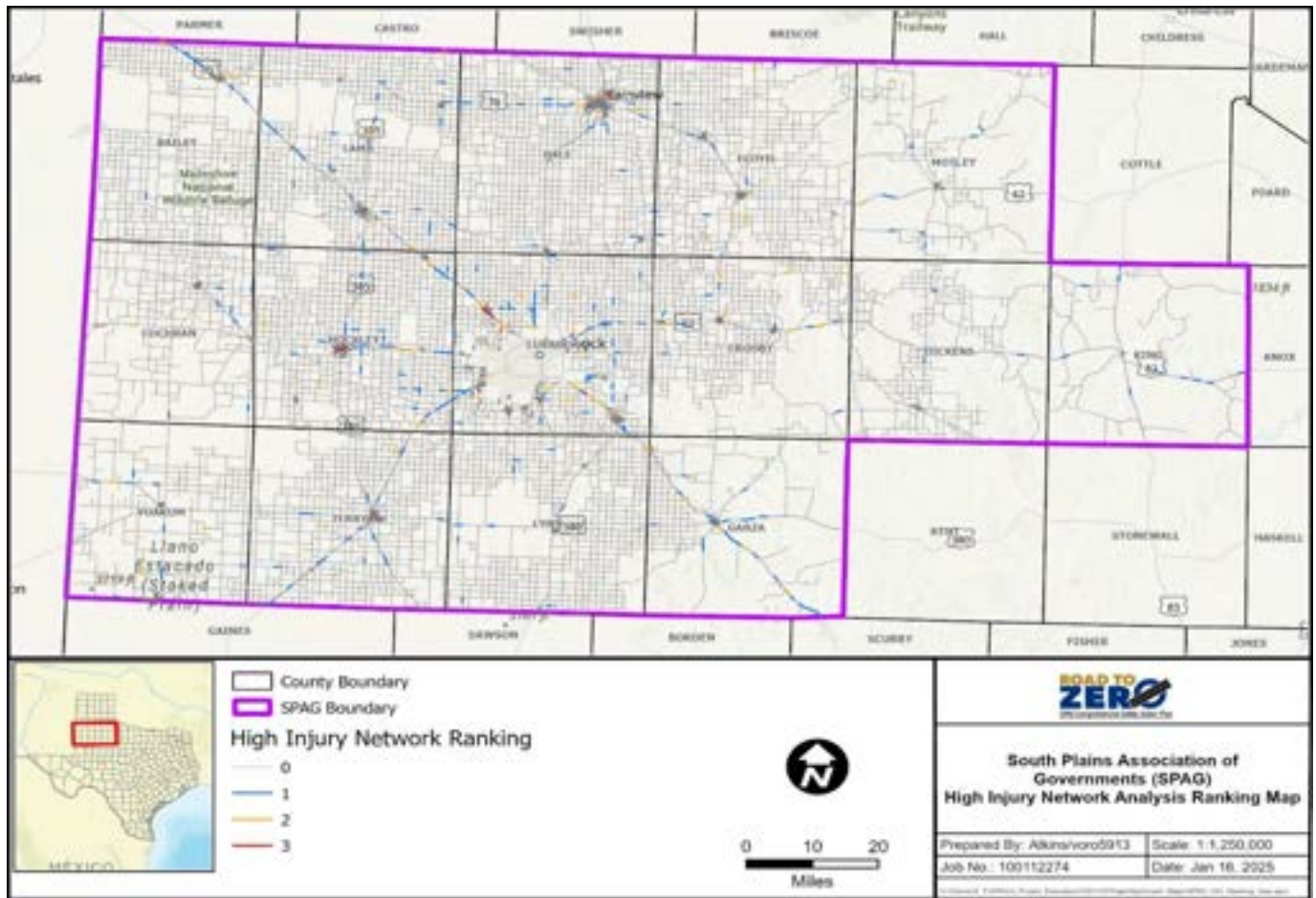


Figure 4-16. High Injury Network (Segments) for SPAG Region

4.3.2 Systemic Safety Analysis

The Systemic Safety Analysis complements the HIN analysis by adopting a proactive approach to prevent severe crashes on roadways. Unlike the HIN analysis, which focuses on specific sites with a history of severe crashes, the SSA is a proactive data-driven approach to enhance roadway safety by identifying and addressing risk factors associated with fatal and severe injury crashes across a road network. Unlike traditional reactive methods that focus on crash hotspots, this approach targets systemwide improvements by analyzing characteristics such as roadway geometry, traffic control features, and crash data trends. It emphasizes low-cost, high-impact countermeasures—such as improved signage, pavement markings, or rumble strips—applied broadly to prevent crashes before they occur. The SSA analysis relative risk score is divided into three categories based on percentile values, resulting in three different tiers from 1 to 3, with tier 3 representing the highest concentration of KA crashes.



The resulting tier 3 intersections represent 1.6 percent of total intersections in the SPAG region while accounting for 30.4 percent of fatal and severe crashes. Similarly, for segments, tier 3 segments represent 0.4 percent of total mileage in the SPAG region while accounting for about 12.7 percent of fatal and severe crashes. Figure 4-17 and Figure 4-18 show SSA for intersections and segments, respectively.

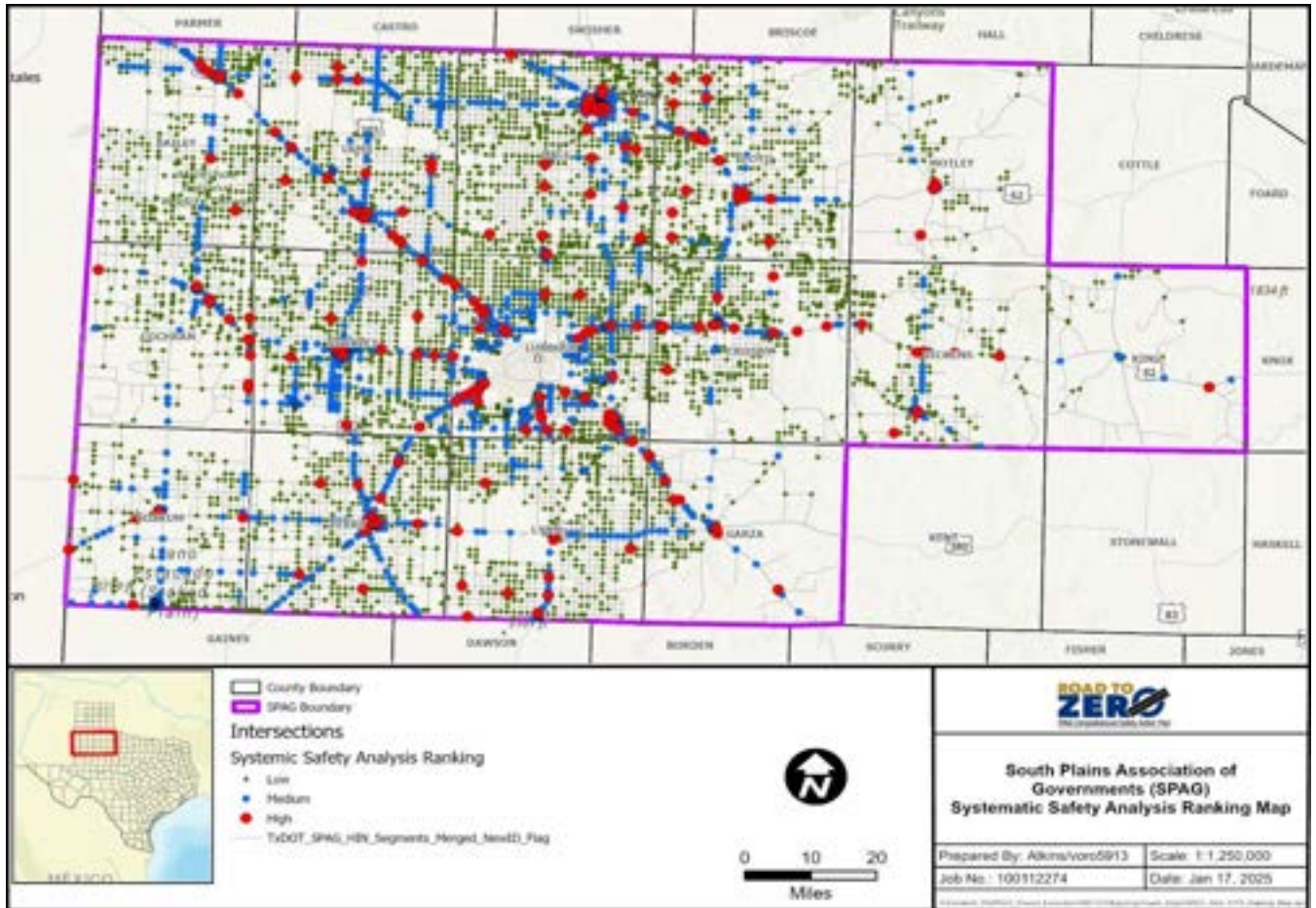


Figure 4-17. Systemic Safety Analysis (Intersections) for SPAG Region

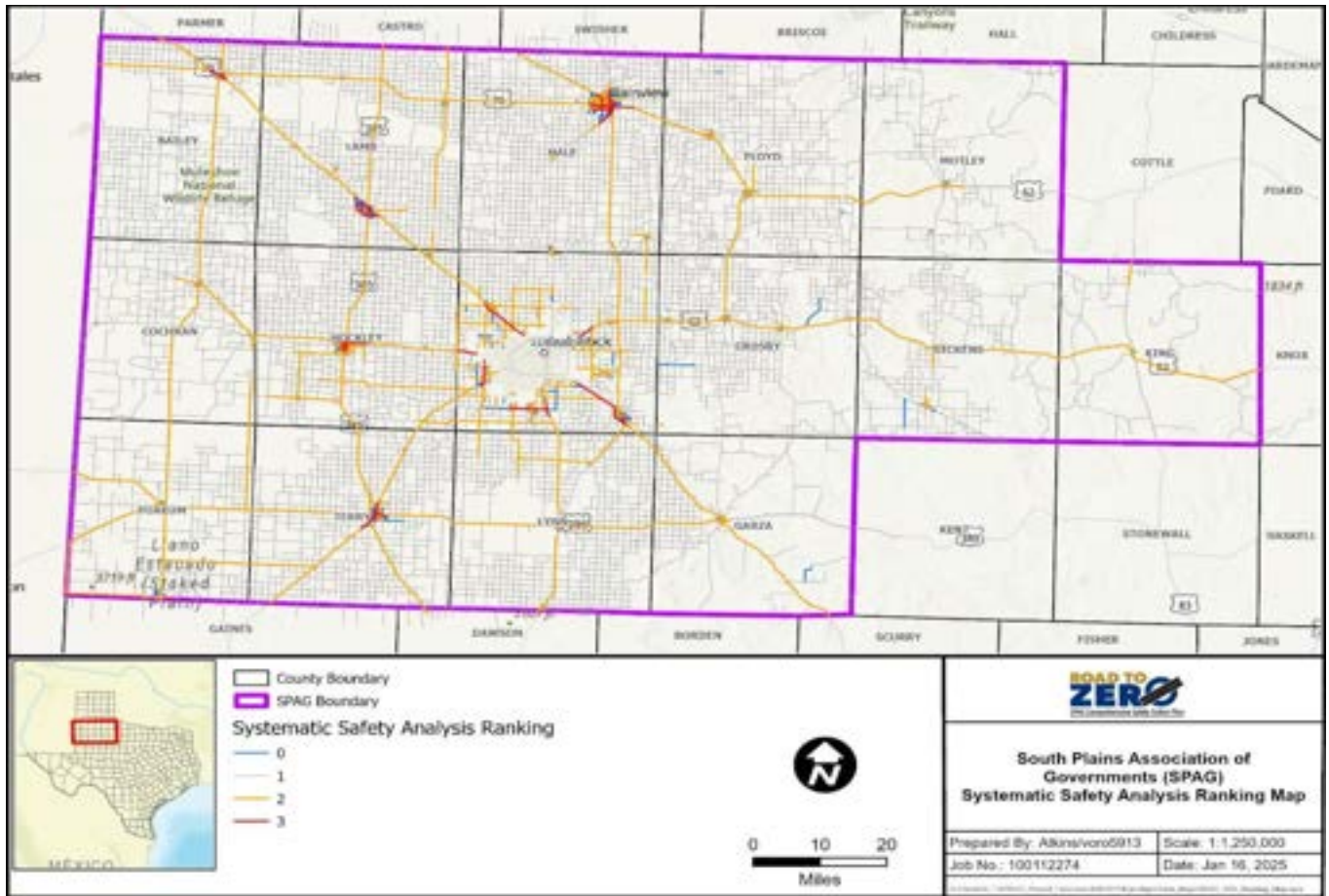


Figure 4-18. Systemic Safety Analysis (Segments) for SPAG Region

4.4 Equity Analysis

SPAG conducted an equity analysis to identify areas where traffic safety disproportionately burdens historically underserved and disinvested communities. This analysis can support and guide targeted interventions to address disparities in traffic safety impacts. USDOT defines underserved or disadvantaged communities using U.S. Census tracts¹¹ and data to evaluate the burden experienced by these communities due to transportation underinvestment. Census data can be leveraged to calculate overall disadvantaged community scores at various geographic levels based on several measurements of disadvantage. Transportation insecurity is one of these components and represents the inability of people to reach their destinations as part of their daily activities. It comprises three indicators: transportation access, which indicates challenges such as commute time

¹¹ <https://www.census.gov/library/stories/state-by-state/texas.html>



or accessibility barriers to employment; transportation cost burden, which reflects the percentage of household income spent on transportation expenses (e.g., auto ownership and maintenance, commuting, transit); and transportation safety, which indicates the level of traffic fatalities per 100,000 persons. Scores of 65 percent or higher for each of these indicators signify a higher burden.

The equity analysis revealed that approximately 175,000 individuals, representing about 40 percent of the total population, reside in disadvantaged communities within the SPAG region, as shown on Figure 4-19. The transportation burden was found to be 55 percent, which is below the threshold value of the disadvantaged indicator. Detailed analysis can be found in **Appendix C**.

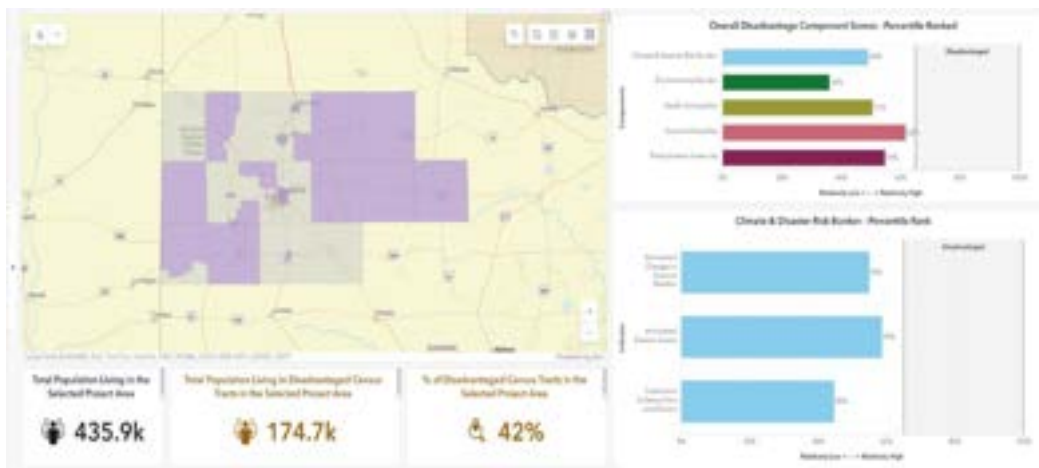


Figure 4-19. Equity Analysis in the SPAG Region

5 Countermeasures & Strategies

The CSAP outlines a wide range of strategies and actions to enhance road safety, including engineering solutions, enforcement, education, outreach, and emergency medical services. These efforts involve collaboration among stakeholders and align with regional policies, best practices, and proven national countermeasures. Selected based on analysis, stakeholder feedback, and the goal of reducing fatal and serious injury crashes for all road users, the strategies consider factors like site conditions, environmental constraints, traffic volumes, funding, and implementation feasibility.

Promoting safe behavior among all road users—drivers, pedestrians, and cyclists—is key to reducing crashes. Shared responsibility ensures everyone can travel safely, with drivers staying vigilant for vulnerable users and pedestrians/cyclists ensuring visibility. Education and training foster a safety-focused culture, particularly in underserved areas, encouraging mutual care among road users.

5.1 Policy and Programming Recommendations

Stakeholder engagement and policy reviews highlighted ways to enhance existing policies, programs, and best practices to improve safety in the SPAG Region. These efforts bolster collaboration, optimize limited resources, formalize processes, and promote legislative changes.

5.1.1 High School Road Safety Campaigns

Texas has robust teen driver education programs, including the Texas Department of Public Safety's Teen Driver Education and the Impact Texas Young Drivers (ITYD) program, a free 1-hour video course required for drivers aged 16–17 to highlight distracted driving, impaired driving, and other risks. The Texas Strategic Highway Safety Plan (SHSP) emphasizes young driver safety, with campaigns like Teens in the Driver Seat, a peer-to-peer program in high schools addressing distracted driving, speeding, and seatbelt use

Recommendation

Expand high school-based education campaigns to the 15-county region to teach safe driving and roadway skills for road users.



- Work with existing partnerships and consider expanding partners to include Public Works Departments, Local Police and/or Health Departments to develop/support safety education and outreach.
- Consider incorporating safe speeds, defensive driving, courteous driving, and safe practices for pedestrians and cyclists in addition to the seatbelt use, impaired driving, rollover simulator, motorcycles, ATV crashes, mock traffic stop, and vehicle blind spot experience.

5.1.2 Facilitate Paramedic/EMT Training for Post-Crash Care

Post-crash care is an essential element of the Safe System Approach as it directly affects the outcome of a crash and the survivability of the crash victim. The first 60 minutes following a traumatic injury are critical to saving lives. Unfortunately, this is particularly challenging in rural areas where the travel time to the crash scene and to the nearest hospital exceeds 60 minutes. The stakeholder engagement identified a gap in regional, accessible emergency care in the rural areas of the SPAG region.

The SPAG CSAP prioritizes post-crash care, noting rural challenges like long hospital travel times (often >60 minutes) in counties like Cochran or Yoakum. South Plains College's EMS program is a regional asset, but limited seating restricts output. Expanding accreditation to other regional colleges (e.g., Texas Tech University Health Sciences Center in Lubbock) or creating mobile training units could address shortages. Online hybrid classes and apprenticeships align with Texas' workforce development initiatives, such as Texas Workforce Commission programs.

Recommendations

- Explore and promote accreditation for additional regional community colleges to expand EMT/EMS training opportunities.
- Endorse the creation of a mobile ambulance training classroom to offer hands-on medical intervention training alongside formal education.
- Promote the development of hybrid online courses for flexible learning.
- Support acquiring ambulances for training purposes and post-crash care delivery.
- Collaborate with the Department of Labor and stakeholders to integrate students into apprenticeship programs.
- The goal would be to provide 40 new EMT/EMS graduates annually.



5.1.3 ATV Road Users-Outreach and Education

ATVs are widely used in SPAG's rural counties for farming and recreation, contributing to crashes on county roads. The CSAP's roadway departure and impaired driving emphasis areas align with ATV crash factors (e.g., rollovers, alcohol). An education program, potentially through SPAG's stakeholder network (e.g., county extension offices), could reduce crashes. Expanding a program like Texas' Motorcycle Safety Training to include ATVs is feasible, leveraging existing TxDOT infrastructure.

Recommendations

SPAG could develop ATV safety materials and partner with TxDOT or local schools to deliver outreach, directly addressing rural crash risks and CSAP goals.

- Promote and provide support for the development of education and outreach program (e.g., material, online sources, public service announcements) focused on ATV laws and how to drive these vehicles.

5.2 Speed Management

Speed management is a CSAP emphasis area, with the HIN identifying high-risk corridors. Adopting a formal speed limit policy aligned with TxDOT's guidelines would standardize SPAG's approach, particularly in areas with pedestrian activity (e.g., near schools in Plainview). Enforcement and education (e.g., speed display signs) are feasible through SPAG's law enforcement partnerships.

Recommendations

SPAG could assess HIN corridors, and enhance enforcement and education, aligning with CSAP priorities.

- Assess and evaluate speed limits on roadways where speeding is a factor and also where there is higher pedestrian and bicyclist activity, especially in areas where there are pedestrian generators (e.g., restaurants, hospitals, shopping areas, convenience stores).
- Develop a Speed Display policy/guidance document reflecting implementation, Public Works Departments, Local Police and/or Health Departments to develop/support safety education and outreach approach. This would be particularly beneficial on roadways where speed limits have been reduced.



- Supplement reduced speed limits with enforcement and education/outreach efforts.

5.3 Safety Strategies

Based on data analysis, stakeholder inputs, safety concerns, and regional priorities, several strategies have been proposed in the SPAG CSAP. These strategies are grounded in the elements of the Safe System Approach: Safe Roads, Safe Speeds, Safe Road Users, Safe Vehicles, and Post-Crash Care. Each element serves as a foundation for implementation. CSAP emphasis areas, strategies, and action items are correlated with the Safe System elements, which will achieve the SPAG CSAP safety goals when implemented with leadership and partnership support and input. However, not all actions will take place simultaneously in a cost-constrained environment.

Each strategy aims to address issues in at least one of the seven focus areas identified in the previous chapter: speeding behavior, intersection safety, impaired driving, distracted driving, roadway and lane departure, young drivers, and older drivers. The application locations of each strategy were identified based on prioritization analysis and assigned to priority locations or countywide. Crash Modification Factors (CMFs) or National Highway Traffic Safety Administration (NHTSA) ratings were reported where available. The timelines for the strategies are grouped into three categories: short-, medium-, and long-term. Similarly, costs are grouped into three categories: low, medium, and high. Multiple resources were considered to develop the appropriate safety strategies and action items, and their effectiveness was identified where available. These resources include:

FHWA’s Proven Safety Countermeasures: A collection of 28 strategies aimed at reducing roadway fatalities and serious injuries. These countermeasures address various safety focus areas such as speed management, intersections, roadway departures, and pedestrian/bicyclist safety (see Figure 5-1)¹².

NHTSA’s “Countermeasures that Work”: This guide evaluates the effectiveness of different countermeasures using a five-star rating system. The effectiveness varies based on implementation quality, publicity, and funding.¹³

FHWA’s Crash Modification Factors Clearinghouse: A web-based database providing CMFs, which helps estimate the expected change in crash frequency due to specific roadway or traffic control changes.¹⁴

¹² [Proven Safety Countermeasures | FHWA](#)

¹³ [Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, 10th Edition, 2020](#)

¹⁴ www.cmfclearinghouse.org



Table 5-1 lists the safety strategies/action items with a description. More details about the action plans are provided in **Appendix C**.



Figure 5-1. FHWA's Proven Safety Countermeasures



Table 5-1. Safety Strategies

Action Number	Strategy Alignment	Strategy Description
1	Safe System Administration	Lead and oversee the Vision Zero CSAP implementation to reduce fatal and serious injury crashes by promoting collaboration, directing resources, and monitoring performance.
2	Planning and Policies	Create, promote, and enforce planning initiatives, policies, practices, and legislation aimed at enhancing safety and reducing fatal and serious injury crashes.
3	Intersections	Reduce intersection-related conflicts and crashes by enhancing driver awareness and visibility, modifying conflict points, and lowering vehicle speeds.
4	Roadway and Lane Departure	Mitigate roadway departure crashes, implement safety measures that keep vehicles in their lanes, ensure safe recovery if they leave the roadway, and reduce crash severity.
5	Young Drivers	Prepare young drivers for making safe driving decisions.
6	Older Drivers	Reduce the number and severity of crashes involving older drivers by considering their abilities, limitations, and access to essential services.
7	Speeding Behavior	Regulate travel speeds and aggressive driving by applying strategies that consider all road users, roadway design, traffic, and land use to minimize impact forces, enhance visibility, and increase reaction time.
8	Impaired Driving	Minimize excessive and underage drinking, enhance public awareness, and bolster enforcement, prosecution, and penalties for impaired driving.
9	Distracted Driving	Reduce distracted driving through public awareness and enforcement.
10	Innovative Technology	Leverage innovative technology to improve traffic safety.
11	Emergency Response	Improve crash survivability by ensuring quick access to emergency medical care, creating a safe environment for first responders, and preventing secondary crashes.
12	Safe Vehicles	Expand the availability of vehicle systems and features that help prevent crashes and minimize the impact of crashes on all road users.



6 Project Prioritization

Following the safety data analysis, a comprehensive project prioritization process was developed to identify the most critical safety improvement needs across the SPAG 15-county region. This process builds upon findings from the HIN, SSA, and stakeholder inputs, incorporating both data-driven and local knowledge.

SPAG identified candidate projects—comprising both roadway segments and intersections—based on locations with high concentrations of fatal and serious injury (K/A) crashes, systemic risk factors such as roadway geometry and control types, and feedback from regional stakeholders. The goal was to develop a prioritization framework that supports strategic investment in locations where interventions are likely to yield the greatest safety benefits.

6.1 Metrics for Prioritization

To evaluate the identified project locations, SPAG considered the following factors:

- The number of K/A crashes (fatal and serious injury) for intersections and K/A crashes per mile for roadway segments
- Estimated cost and time required for implementation
- Corridor and segment rankings based on HIN and SSA rankings
- Proximity to schools and hospitals.

These metrics were aggregated and scored on a normalized scale, allowing direct comparison between projects with varying characteristics. K/A crashes were used directly for intersection projects, while K/A crashes-per-mile were used for roadway segments to account for differences in length. Proximity to schools and hospitals was categorized into three levels—within 1/8 mile, between 1/8 and 1/2 mile, and beyond 1/2 mile. Cost and time metrics were classified into three different levels – high/long, medium/medium and low/short.

6.2 Prioritization Approach

The selected weighting scheme prioritized crash severity and systemic risks by assigning double weights to K/A crashes, HIN rankings, and SSA scores, along with a single weight to proximity to schools and hospitals. Cost and time, though considered during preliminary scoring, were not emphasized in the final selection to ensure that projects addressing the



most urgent safety needs were not deprioritized due to budget or timeline constraints.

Table 6-1 shows the list of selected metrics along with their respective ratings.

Table 6-1. Selected metrics for prioritization with ratings

Metric	Point Value		
Priority Corridors and Intersections from High Injury Network	Tier 1	Tier 2	Tier 3
	2	4	6
Proximity to Schools/Hospitals	Not close	Somewhat close	Very close
	(>1/2 mile)	(<=1/2 mile)	(<1/8 mile)
	1	2	3
Number of Serious and Fatal Crashes / Serious and Fatal crashes per mile	Tier 1	Tier 2	Tier 3
	(1/0 per mile)	(2-3/≤2 per mile)	(4+/>2 per mile)
	2	4	6
Priority Corridors and Intersections from Systemic Safety Analysis	Tier 1	Tier 2	Tier 3
	2	4	6

Intersections and segments were ranked separately, and final scores were used to classify each project into low-, medium-, or high-priority tiers. Projects above the 95th percentile were considered high priority, while those below the 80th percentile were categorized as low priority.

The outcome of this process reflects a balanced approach—addressing locations with the highest crash severity while also proactively mitigating systemic risks. This prioritization will guide the implementation of cost-effective safety improvements across the SPAG region and ensure that limited resources are directed to projects with the greatest potential to reduce fatal and serious injury crashes. **Figure 6-1** shows the prioritization results. A complete list of projects is in **Appendix E**.



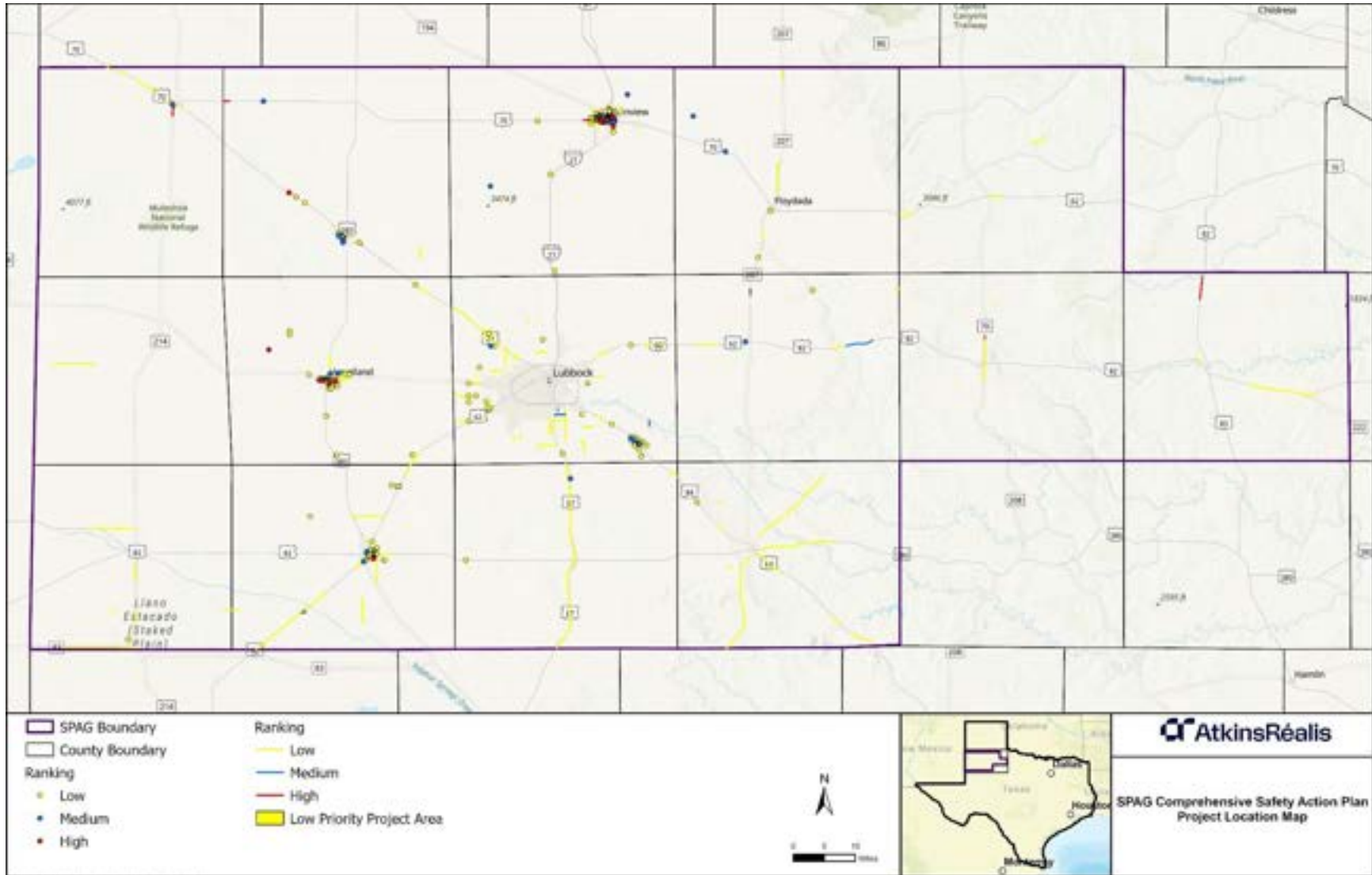


Figure 6-1. SPAG Region Prioritization Results



7 Implementation and Monitoring

7.1 Implementation

The next steps for SPAG are to implement the prioritized strategies provided in the CSAP and use the analysis to identify locations for funding. Implementation, evaluation, and updating of the CSAP is important for accountability and for continued eligibility for SS4A funding for SPAG and its member governments. It is recommended that SPAG coordinates with other safety stakeholders, including the Four Es of Traffic Safety, to implement the CSAP, integrating strategies when appropriate into ongoing and new transportation projects and programs in the region. This helps to provide accountability and keep stakeholders informed and engaged. SPAG should develop short-term targets and set milestones to measure progress. Furthermore, the region should establish a dedicated task force for traffic safety oversight and community engagement, ensuring broader participation and input.

This CSAP identifies both systemic and spot locations and prioritizes emphasis areas and countermeasures so that SPAG can seek opportunities to implement them. Agencies should work with local partner agencies and state departments of transportation (e.g., TxDOT, if applicable) to identify which recommended low-cost safety solutions would best improve the identified safety issues on their roadways.

In addition, agencies are encouraged to collaborate with partners to identify and promote opportunities for funding to implement focused countermeasures in all four emphasis areas. SPAG should also explore innovative funding mechanisms such as public-private partnerships or federal grants to accelerate implementation. Other opportunities may exist between regional councils and SPAG partnerships to improve safety benefits to constituents.

The CSAP is a living document, and the Steering Committee should review the CSAP, examine progress, evaluate effectiveness, and if needed, suggest changes or modifications to the plan. This ongoing evaluation of the CSAP should present opportunities for improvement of the plan. Additionally, SPAG should consider integrating emerging technologies such as data-driven traffic monitoring systems or smart infrastructure to enhance safety outcomes and adapt to future needs.



7.2 Measuring and Reporting Success

The SPAG Comprehensive Safety Action Plan aims to eliminate all roadway fatalities and serious injuries, which are preventable and unacceptable. The plan sets a goal to reduce fatal and serious injury crashes by 50% by 2035, with steady progress toward zero fatalities by 2050. To achieve this goal, progress will be driven by ongoing evaluation and assessment of safety projects and programs. Understanding which elements of the SPAG Comprehensive Safety Action Plan are effective and where adjustments are needed is critical to optimizing impact. Transparent reporting of successes fosters accountability among decision-makers, builds a culture of shared responsibility, and equips stakeholders with the data needed to actively support safety initiatives. Monitoring progress also enables recognition of milestones, sustaining momentum for ongoing safety efforts.

To ensure the effectiveness of the projects and plan, the evaluation of strategies should be ongoing. After strategies have been in place for at least a year or longer, which may be necessary for sufficient data, an agency should evaluate their effectiveness for larger-scale implementations.

7.3 Performance Measures

To ensure transparency and accountability in implementing the SPAG Comprehensive Safety Action Plan, SPAG will publish an annual report detailing progress on key safety metrics and programmatic efforts. This report will track progress toward the goal of reducing fatalities and serious injuries by 50% by 2035 and achieving zero fatalities by 2050, while providing stakeholders with clear data to support continued engagement and investment in safety initiatives. By reporting successes and identifying areas for adjustment, the annual report will foster a culture of shared responsibility, maintain momentum, and demonstrate the impact of safety strategies across the 15-county region.

Below are some performance measures that could be used to track progress.

- **Fatalities and Serious Injuries:** Annual frequency of fatalities and serious injuries, as defined by Texas crash reporting standards.
- **Year-over-Year Trends:** Comparison of annual serious injuries, fatalities, and combined serious injuries/fatalities to the previous 5-year average, including percent change for each metric to highlight progress or areas needing focus.
- **Infrastructure Projects:** Number of completed infrastructure improvements (e.g., intersection upgrades, speed management measures, pedestrian enhancements) targeting HIN corridors and CSAP emphasis areas.



- **Programs and Projects:** Number of safety programs and projects initiated or completed annually, including education campaigns (e.g., young driver outreach), training (e.g., EMT programs), and planning efforts (e.g., bicycle/pedestrian policies).





Appendix A Policy Review & Existing Efforts



A.1 Policy Review & Existing Efforts

As part of this project, a comprehensive review was conducted of statewide and local planning documents, stakeholder discussions, and field evaluations of locally owned streets, county roads, TxDOT highways, and farm-to-market roads within the 15-county South Plains Association of Governments (SPAG) region. This review identified various ongoing traffic safety initiatives along with planned and funded projects aimed at improving roadway safety conditions. The SPAG planning region covers 13,737 square miles and includes 46 cities and nine special-purpose districts. This section is divided into three parts:

1. Statewide and regional safety plans
2. Planning and mobility plans
3. Safety initiatives in the SPAG region

A.1.1 Statewide & Regional Safety Plans

These plans emphasize safety education, infrastructure improvements, data-driven decision-making, regional collaboration, and addressing the safety of vulnerable road users. Several projects within the SPAG region are identified in these plans and included in the list of planned projects. Additionally, strategies from these plans can inform the SPAG Safety Action Plan, promoting a safer and more-connected transportation network in the SPAG region.

A.1.1.1 Texas Strategic Highway Safety Plan 2022-2027

The Texas Strategic Highway Safety Plan (SHSP) 2022–2027 outlines a comprehensive strategy to reduce fatalities and serious injuries on Texas roadways. Aligned with the state's "Road to Zero" vision, which aims to eliminate traffic fatalities by 2050, the SHSP emphasizes a collaborative, data-driven approach to enhance transportation safety. The SHSP serves as the state's guiding document for reducing fatalities and serious injuries, adopting a Safe System Approach that emphasizes shared responsibility among all road users, infrastructure improvements, and data-driven decision-making.

Key Components of the SHSP include the following:



1. **Emphasis Areas:** The plan identifies critical areas contributing to severe traffic incidents and formulates targeted strategies for each. These areas include:
 - **Distracted Driving:** Addressing crashes caused by driver inattention through awareness campaigns and enforcement.
 - **Impaired Driving:** Reducing alcohol- and drug-related crashes through stricter enforcement and education.
 - **Intersection Safety:** Improving intersections with better design, signal timing, and technology.
 - **Occupant Protection:** Encouraging seat belt and child restraint use through laws and outreach.
 - **Post-Crash Care:** Enhancing emergency response systems to reduce crash severity impacts.
 - **Roadway and Lane Departures:** Installing safety measures such as rumble strips and barriers.
 - **Vulnerable Road Users (Pedestrians & Cyclists):** Expanding infrastructure such as sidewalks, bike lanes, and pedestrian crossings.
 - **Speeding and Speed Management:** Implementing speed-reduction strategies and targeted enforcement.
2. **Safe System Approach:** The SHSP adopts a holistic methodology focusing on:
 - **Safer Roads:** Enhancing infrastructure to prevent crashes.
 - **Safer People:** Promoting responsible behavior among all road users.
 - **Safer Speeds:** Implementing measures to manage speed effectively.
 - **Safer Vehicles:** Encouraging the use of vehicles equipped with advanced safety features.
 - **Post-Crash Care:** Improving emergency response to reduce the severity of crash outcomes.
3. **Data-Driven Decision-Making:** The SHSP leverages data from TxDOT's Crash Records Information System (CRIS) to identify high-risk locations and track safety improvements.
4. **Stakeholder Collaboration:** Engaging a diverse group of stakeholders, including state and local agencies, non-profit organizations, and the public, to foster a unified effort in enhancing road safety.



5. Major Safety Initiatives and Programs of SHSP include:

- **Highway Safety Improvement Program (HSIP):** Funding infrastructure safety projects such as rumble strips, lighting, and intersection upgrades.
- **Texas Traffic Safety Program:** Public awareness campaigns on impaired driving, distracted driving, and seat belt use.
- **Work Zone Safety Initiatives:** Increasing protection for workers and drivers in construction areas.
- **Teen & Young Driver Safety Programs:** Targeted education efforts to reduce crashes among new drivers.
- **Commercial Motor Vehicle Safety Initiatives:** Enhancing enforcement and education for trucking safety.

A.1.1.2 Texas Triennial Highway Safety Plan (FY 2024-2026)

The Texas Triennial Highway Safety Plan (3HSP) for Fiscal Years 2024-2026, developed by TxDOT, outlines a comprehensive approach to reducing traffic fatalities and serious injuries on Texas roadways. The plan integrates data-driven decision-making, public engagement, targeted countermeasures, and performance tracking to enhance road safety across the state.

TxDOT primarily relies on the Crash Records Information System (CRIS) to analyze crash trends and set priorities. Additional data from local crash reports, roadway inventory, vehicle miles traveled, safety belt use surveys, and emergency response data are incorporated. Key traffic safety concerns include impaired driving, speeding, distracted driving, and increasing pedestrian and bicyclist fatalities.

TxDOT engaged communities through targeted outreach in high-risk areas, particularly underserved communities. Identified affected communities include:

- Refugees in Amarillo (child passenger safety and traffic laws).
- El Paso drivers with court backlogs (defensive driving education).
- Low-income families in Laredo (seat belt and child passenger safety violations).
- Motorcyclists in San Angelo (high crash rates along “Three Sisters” roads).

TxDOT plans to continue engagement with these communities and integrate feedback into future safety strategies.



A.1.1.3 Texas Statewide Active Transportation Plan

The Texas Statewide Active Transportation Plan (SATP) is a collaborative effort led by TxDOT alongside community organizations, advocacy groups, and the public to improve conditions for walking, biking, rolling, and micro-mobility options such as e-scooters, and e-bikes. The plan will inform state active transportation decisions and establish priorities and policies through 2050 with a set of performance metrics to monitor progress. TxDOT has been actively increasing its investments toward developing and amending policies, programs, and projects to better meet the needs of those who walk, bike, and roll in Texas.

Key priorities of the plan include:

- Developing walkable and bikeable infrastructure across Texas.
- Addressing safety, travel options, community needs, and workforce connectivity.
- Increasing investments in active transportation and updating policies and programs.

Through the feedback gathered from the steering committee, stakeholders, and the public, these priorities were condensed into five goals. These five goals were the basis for the creation of the emphasis areas working groups that will be used to define metrics and recommendations for the SATP. The five goals/emphasis areas are:

1. Improve Safety, Comfort, and Accessibility
2. Enhance Connectivity
3. Address Community Needs
4. Support Economic Vitality
5. Promote Healthy Communities

TxDOT's efforts to establish a connected multimodal transportation network, enhance safety for active users, and provide guidance for future planning efforts are extensive. From 2015 to 2023, TxDOT invested \$728 million in bicycle and pedestrian projects across the state through its Transportation Alternatives (TA) Program. **Figure 1** illustrates a timeline for recent TxDOT Active Transportation Related Plans and Programs.



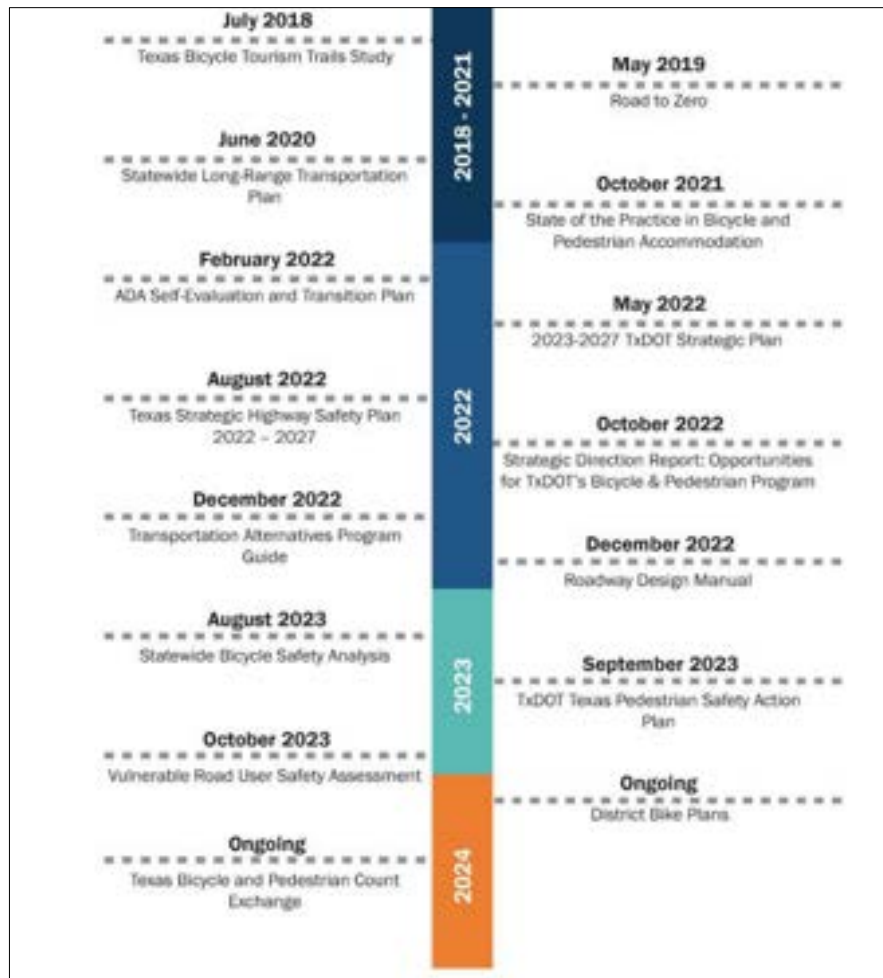


Figure 1. Timeline for TxDOT Active Transportation Related Plans and Programs (2018-present)

This SATP also discusses the current challenges and potential strategies for improving non-motorized transportation in Texas. Some of the strategies include:

- Add sidewalks, bikeways, and trails and identify key active transportation connections with existing and future transit facilities.
- Increase funding for, and further integrate active transportation in, existing transportation funding programs.
- Strengthen active transportation considerations in existing project development processes.



- Identify a statewide active transportation priority network (PIN), including the establishment of routes on the U.S. Bicycle Route System (USBRS).
- Maintain state of good repair to ensure active transportation facilities are useable.

As a part of this plan, profiles were also developed for each of the 25 TxDOT districts, summarizing the current state of active transportation within the districts.

A.1.1.4 Texas Pedestrian Safety Action Plan (PSAP)

TxDOT developed the Texas Pedestrian Safety Action Plan (PSAP) to address the increasing number of pedestrian-related crashes and improve safety on Texas roadways. The plan provides TxDOT district staff with data-driven analysis to identify high-risk locations and recommend effective countermeasures. Additionally, Texas Metropolitan Planning Organizations (MPOs) can use this analysis to guide roadway investments and enhance pedestrian safety within their jurisdictions. An interactive online dashboard that allows users to layer the PSAP analysis results, filter attributes, and isolate geographic locations is also created as a part of this plan.

The PSAP features two methods of statewide pedestrian crash analysis to assess pedestrian safety statewide: systemic and targeted. A data-driven methodology was used to determine priority roadway segments and recommend countermeasures accordingly.

To enhance pedestrian safety, 25 engineering-based countermeasures were identified through a best practices review, incorporating all pedestrian-related safety improvements from the Texas Highway Safety Improvement Program (HSIP). Using available roadway design guidelines and statewide data, a combination of engineering and operational countermeasures was applied to priority roadway segments to create safer pedestrian environments. Some of the identified countermeasures include constructing median barriers, installing/improving school zones, installing sidewalks, and installing/upgrading safety lighting.

A.1.1.5 TxDOT 2023 Vulnerable Road Users Safety Assessment

The 2023 TxDOT Vulnerable Road User (VRU) Safety Assessment is a strategic document aimed at analyzing and mitigating the increasing number of fatal and serious injury crashes involving pedestrians, bicyclists, and other non-motorized users across the state. The assessment is part of the Texas Strategic Highway Safety Plan (SHSP) and aligns with the state's Road-to-Zero (RTZ) initiative, which aims to eliminate roadway fatalities by 2050.



Key Trends and Findings

VRU fatalities and serious injuries are rising:

- Fatal crashes involving VRUs in Texas increased by 16% from 2017 to 2021.
- Pedestrian fatalities increased by 35 percent and bicyclist fatalities by 60 percent in the same period.
- Overall, VRUs account for 13 percent of all victims of fatal and serious injury crashes in Texas.

Major risk factors contributing to VRU crashes:

- **Light conditions:** Eighty-one percent of pedestrian fatalities and 63 percent of bicyclist fatalities occur at night, despite half of all crashes occurring during daylight hours.
- **Speed:** Roadways with speed limits between 30 and 45 mph account for 70 percent of all fatal and serious injury VRU crashes.
- **Demographics:** Thirty-nine percent of pedestrian and 33 percent of bicyclist fatal and severe crashes occur in areas classified as "high vulnerability" by the Social Vulnerability Index (SVI) (e.g., lower-income communities, racial/ethnic minorities, and households without vehicle access).
- **Urban Areas Have the Highest Crash Rates:** Eighty-five percent of all VRU crashes happen in urban areas.

Crash Analysis & Priority Areas

Two analysis approaches are used:

- **Systemic Analysis:** Identifies roadways with potential VRU risks based on roadway and traffic characteristics.
- **Targeted (Hot Spot) Analysis:** Identifies specific crash-prone locations based on historical crash data.

Results of systemic and targeted analysis:

- 6,241 miles of Texas roadways were identified as high-risk for pedestrian crashes based on systemic analysis.
- 1,310 miles (21%) of these high-risk segments were in areas with high social vulnerability.
- Urban arterials and rural interstates have the highest systemic risk for pedestrian crashes.



- For bicyclists, 36.9 percent of crashes occurred on roads with one risk factor, 26.4 percent on roads with two risk factors, and 8.4 percent on roads with all three risk factors (high speeds, high traffic volumes, and narrow outside shoulders).

Stakeholder Feedback & Challenges

TxDOT conducted meetings with MPOs across Texas to gather feedback and identify common challenges in VRU safety. The following themes emerged:

- **Behavioral Issues:** Distracted driving, jaywalking, and non-compliance with traffic laws.
- **Education & Awareness:** Lack of public knowledge on pedestrian and bicycle safety.
- **Infrastructure Deficiencies:** Poor crosswalk visibility, lack of sidewalks/bike lanes, and inadequate lighting.
- **Funding Constraints:** Limited resources for VRU safety improvements.
- **Perception & Prioritization:** VRU safety is often overlooked in transportation planning.
- **Collaboration & Coordination:** Need for improved multi-agency coordination for crash prevention.

Recommended Strategies for VRU Safety Improvement

Engineering & Infrastructure Enhancements:

- **Improve Street Lighting:** Install solar-powered lights at high-risk intersections and along key corridors.
- **Speed Management Measures:** Use traffic calming (roundabouts, median islands, speed limit reductions). Increase the visibility of VRU features (e.g., flashing beacons, pedestrian refuge islands).
- **Enhance Crosswalks & Intersections:** Install high-visibility crosswalk markings and pedestrian/bicycle signals. Expand pedestrian refuge islands and curb extensions.

Policy and enforcement measures:

- Lower speed limits on roadways with high VRU crash rates.
- Increase traffic enforcement at pedestrian and bicycle crossings.
- Enhance public education campaigns on pedestrian/bicycle laws and safety.



Data-driven planning and funding:

- Prioritize high-risk areas in funding allocation.
- Use demographic and crash data to ensure the equitable distribution of safety improvements.
- Strengthen collaboration between TxDOT, MPOs, local governments, and community organizations.

A.1.2 Planning & Mobility Plans

The Planning and Mobility Plans focus on enhancing the overall transportation network within the SPAG region. Key takeaways from these plans include improving connectivity and mobility, enhancing freight mobility, promoting multimodal transportation, optimizing transportation system performance, and addressing rural transportation challenges. Several projects identified in these plans are located within the SPAG region and are incorporated into the planned projects list to support regional transportation development and safety initiatives.

A.1.2.1 Connecting Texas 2050 Long-Range Transportation Plan

The Connecting Texas 2050 Long-Range Transportation Plan serves as the state's comprehensive long-range transportation strategy, guiding the development of Texas's multimodal transportation system through 2050. The goal of this plan is to plan, build, and maintain a safe and secure transportation system for all users. It includes strategic recommendations to address safety, preservation, mobility, reliability, and resilience of the state's transportation system and provides guidance for investments to meet current and future needs for the movement of people and goods across the state.

Key Elements of the Plan include:

- **Vision and Goals:** The plan establishes a forward-looking vision with specific goals to enhance safety, mobility, and economic vitality across Texas.
- **Public Engagement:** Development of the plan involved extensive public participation, with thousands of Texans contributing their perspectives. Top priorities identified include improving safety, expanding alternative transportation modes and public transit options, and maintaining existing infrastructure.
- **Multimodal Focus:** The plan emphasizes a multimodal approach, integrating various forms of transportation—such as highways, public transit, bicycle and



pedestrian pathways, aviation, and passenger rail—to create a cohesive and efficient system.

- **Strategic Recommendations:** These address current and future transportation challenges, ensuring the system meets the evolving needs of Texas' population and economy.

Connecting Texas 2050 outlines a comprehensive framework to achieve TxDOT's mission and vision for transportation across the state. The plan is built around six key goals, categorized into performance and strategic objectives. The performance goals (safety, preservation, and mobility) focus on ensuring a safe, efficient, and resilient transportation system.

Safety is a priority, with efforts directed toward planning, building, and maintaining a secure transportation network for all users. Preservation involves maintaining and preserving transportation infrastructure and resources to achieve a state of good repair and mitigate asset deterioration. Mobility addresses congestion by improving the efficiency, resilience, and reliability of the transportation system.

The strategic goals (connectivity, economic vitality, and stewardship) guide organizational decision-making and provide overall direction for developing a well-connected and future-focused transportation system. Connectivity aims to enhance multimodal and intermodal connectivity at local, regional, statewide, national, and international levels. Economic vitality focuses on developing transportation systems that support the movement of people and goods, enhancing quality of life, and promoting economic growth across the state. Stewardship ensures the responsible and efficient use of Federal, state, and local fiscal and natural resources.

The major safety-related objectives outlined in the plan are:

- Reduce the frequency of crashes and associated impacts for all modes.
- Eliminate fatalities and reduce serious injuries on the roadway
- Improve safety for all users of the transportation system, including VRUs.
- Strengthen the security of physical and digital transportation assets.
- Improve incident identification and response

By implementing the initiatives outlined in Connecting Texas 2050, TxDOT aims to create a safer, more-efficient, and sustainable transportation network that supports the state's growth and enhances the quality of life for all Texans.

TxDOT launched several statewide initiatives to enhance public awareness of road safety and implemented programs aimed at achieving zero traffic fatalities and serious injuries in



Texas. These efforts marked a significant step in strengthening TxDOT's commitment to a safety-focused culture. Some of the initiatives launched over the past 5 years include:

- **Increased Safety Funding:** TxDOT invested an additional \$600 million in projects to reduce traffic deaths and serious injuries.
- **New Safety Program:** In 2021, the Texas Transportation Commission created UTP Category 11 to help districts implement local safety plans, increasing funding from \$500 million to \$1.2 billion in 2023.
- **Highway Safety Improvement Program:** The 2024 UTP allocates \$350 million annually to safety projects on all public roads.
- **Ongoing Safety Initiatives:** TxDOT launched a Safety Task Force and a Roundabout & Alternative Intersection Design Task Force, and also expanded incident management programs and introduced variable speed limits to enhance road safety.

A.1.2.2 Texas Statewide Multimodal Transit Plan

The Texas Statewide Multimodal Transit Plan (SMTP) is an initiative by TxDOT to enhance public transportation across the state. The plan aims to create a comprehensive, coordinated, and multimodal transportation system that addresses the needs of Texas' growing population and economy.

Key Elements of the SMTP include:

- **Assessment of Current Transit Usage:** Analyzing how Texans utilize public transportation to identify existing patterns and demands.
- **Identification of Opportunities and Gaps:** Evaluating the existing transit system to uncover areas lacking adequate service and potential opportunities for improvement.
- **Strategy Development:** Formulating strategies to address identified gaps and enhance the overall transit system, ensuring it meets future challenges.
- **Integration with Other Plans:** Aligning with ongoing statewide planning efforts, such as the Statewide Active Transportation Plan and Connecting Texas 2050, to ensure a cohesive approach to transportation planning.
- **Public Engagement:** Incorporating input from residents and stakeholders through public engagement events to inform the plan's recommendations and strategies.



The Safety and Security goal of the SMTP aligns with the Connecting Texas 2050 objective to “*plan, build, and maintain a safe and secure transportation system for all users.*” To achieve this goal, the following key objectives have been established, incorporating stakeholder input, an assessment of needs and gaps, and coordination with other ongoing planning efforts such as the Statewide Active Transportation Plan (SATP):

- **Develop an Inherently Safe Transit System:** Design and implement safety measures to reduce risks for all users.
- **Ensure Inclusive and Safe Design:** Accommodate all users, including pedestrians, cyclists, and individuals with disabilities, in transit planning and infrastructure.
- **Prioritize Transit Employee Safety:** Improve workplace safety measures for transit workers.
- **Enhance System Security:** Strengthen measures to prevent crime and enhance passenger security.
- **Plan for Emergencies and Disasters:** Establish emergency response strategies to ensure transit resilience during crises.

A.1.3 Transportation Systems Management & Operations Statewide Strategic Plan

The Transportation Systems Management & Operations (TSMO) Statewide Strategic Plan serves as a framework and aims to enhance the safety, mobility, and efficiency of Texas’ transportation system by leveraging innovative strategies and emerging technologies. TxDOT developed the plan with input from its districts, divisions, and regional partners. Key elements of the plan include:

Vision and Mission

- **Vision:** Improve safety and mobility across all transportation modes through integrated planning, design, operations, and maintenance.
- **Mission:** Use innovation, collaboration, and performance-based decision-making to enhance transportation infrastructure while keeping end users in mind.

Strategic Goals and Objectives

- **Safety:** Reduce crashes and fatalities through improved traffic management and proactive incident response.
- **Reliability:** Ensure consistent travel times and minimize delays.



- **Efficiency:** Maximize roadway capacity without significant infrastructure expansion.
- **Customer Service:** Provide real-time traffic information to the public.
- **Collaboration:** Strengthen coordination among agencies and stakeholders.
- **Integration:** Embed TSMO strategies into all aspects of transportation planning, design, construction, and operations.

Performance-Based Approach

- The plan emphasizes measurable outcomes, such as reducing incident clearance times, improving traffic flow, and increasing system uptime.

Technological Innovations

- Implementation of Intelligent Transportation Systems (ITS) for better traffic monitoring.
- Use of Connected and Automated Vehicle (CAV) technologies to enhance roadway safety.
- Employing Active Work Zone Management Systems to reduce crash risks in construction areas.

Traffic Incident Management (TIM)

- Expansion of TIM programs to improve coordination with first responders and reduce secondary crashes.

Multimodal & Rural Considerations

- Improved transit integration with real-time information sharing.
- Support for rural areas through tailored TSMO solutions.

Investment in Safety & Infrastructure

- Dedicated funding programs (such as categories 8 and 11) to support safety projects.
- Expansion of Dynamic Message Signs (DMS) and traveler information systems.

The TSMO Strategies associated with roadway safety in the report include:

Traffic Incident Management (TIM): Helps reduce secondary crashes by up to 69 percent by improving coordination among first responders and reducing incident clearance times.



Road Weather Information Systems (RWIS): Provides advanced warnings for adverse weather conditions (flooding, ice, fog, etc.), which can lower crash rates by 83 percent.

Active Work Zone Management: Utilizes ITS devices to warn drivers of lane closures and construction, reducing work zone crash rates by 18 to 45 percent.

Traffic Signal Coordination: Enhances signal timing to improve flow and reduce stop-and-go movements that contribute to crashes.

Traveler Information Systems: Provides real-time updates on road conditions, incidents, and travel times, helping drivers make informed decisions.

Managed Lanes & Ramp Management: Controls freeway access and lane usage to minimize conflicts and improve safety.

Integrated Corridor Management (ICM): Enhances coordination among agencies to manage traffic flow and increases incident response efficiency.

Freight Management & Rural Emergency Response: Focuses on mitigating risks associated with high-volume freight corridors and ensuring quick emergency response in rural areas.

Although TSMO is highly beneficial for metro and urban areas, its importance extends to rural regions as well. In these areas, TSMO initiatives often focus on minor operational improvements, commonly referred to as low-cost enhancements (LCEs). These are small-scale, cost-effective projects that can be implemented quickly to enhance operational safety or alleviate congestion on the highway system. Below are several key low-cost enhancement strategies:

- **Channelization:** Directs traffic flow using pavement markings, islands, or curbs.
- **Delineation:** Uses retroreflective markers, rumble strips, and other devices to define travel paths.
- **Signage Improvements:** Ensure clear regulatory and warning signs to guide drivers.
- **Traffic Calming Measures:** Reduce vehicle speeds through road design and enforcement.



A.1.3.1 Texas Delivers 2050: The Texas Freight Mobility Plan

The movement of goods is essential to Texas' residents, businesses, and visitors, supported by a vast multimodal freight system critical to state, national, and global commerce. *Texas Delivers 2050* provides a strategic blueprint for ensuring the safe, efficient, resilient, and equitable movement of freight, aligned with TxDOT's priorities, including safety, equity, and technology deployment.

Aligned with TxDOT's goals, the plan prioritizes:

- Reducing traffic fatalities, serious injuries, and crashes.
- Enhancing safety at rail crossings.
- Addressing truck-involved and at-grade rail crossing crashes.

Enhancing multimodal freight safety is a key goal of *Texas Delivers 2050*, consistently ranked as a top priority by stakeholders. Reducing truck-involved crashes and their severity not only saves lives, but also minimizes disruptions to freight movement.

1. Policy and Program Recommendations

Texas Delivers 2050 puts forth 22 policy and 8 program recommendations to achieve the Texas freight vision. A key recommendation is that TxDOT should identify and implement strategies that will improve safety, security, and resiliency on the Texas Multimodal Freight Network, including:

- Identifying and mitigating freight safety "hot spots."
- Partnering with modal agencies to address non-highway freight risks.
- Improving safety along hazardous material routes.
- Integrating resiliency measures into infrastructure planning.
- Expanding truck rest stops and parking availability.
- Establishing a statewide Supply Chain Council for strategic guidance.
- Developing a cybersecurity policy for the Texas Highway Freight Network (THFN).

2. Rail Crossing Safety Improvements

To minimize delays and enhance safety, the plan recommends a rail crossing traffic management system. TxDOT should coordinate with railroads to install detection systems and advance notification equipment at key freight corridors, allowing operators and emergency responders to plan alternative routes.



A.1.4 Safety Initiatives in the SPAG Region

The SPAG region is committed to enhancing roadway safety through comprehensive and collaborative efforts. By working closely with regional stakeholders, SPAG aims to address high-risk conditions and reduce traffic-related fatalities and serious injuries. The region's long-term planning integrates multiple solutions to maximize safety outcomes, prioritizing strategies based on data-driven decision-making. An annual evaluation of TxDOT's CRIS data is crucial for identifying high-risk highway segments and determining appropriate countermeasures. SPAG's safety initiatives encompass a multifaceted approach, including the implementation of various countermeasures, safety education programs, and public awareness campaigns. Collaboration and coordination are key, with partnerships among stakeholders such as TxDOT, SPEMS, and local school districts playing a vital role in supporting these initiatives. Through these concerted efforts, SPAG strives to create safer roadways for all.

A.1.4.1 TxDOT Safety Projects in the SPAG Region

Figure illustrates TxDOT safety projects in the SPAG region. Projects underway or funded for this year are marked in red, those scheduled to begin construction within the next 4 years are in orange, and projects planned for construction within 5 to 10 years are shown in light blue. This information was sourced from the TxDOT Project Tracker.

These projects cover a total of 1,128 miles, with an estimated implementation cost of \$737 million. The projects include highway improvements; installation of illumination, barriers, and LED chevron signs; interchange improvements; and hazard elimination. Some of the countermeasures being implemented as part of the TxDOT safety projects in the SPAG region are described in the following section.



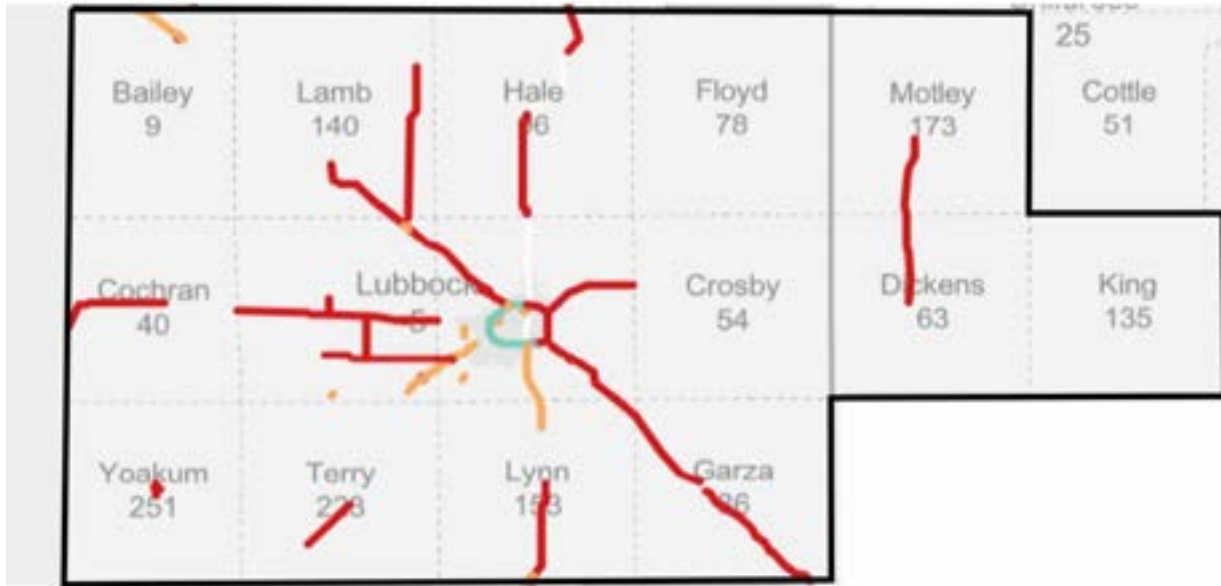


Figure 2. TxDOT Safety Projects (Source: TxDOT Project Tracker, 2024)

A.1.4.1.1 Cable Barrier Systems

Cross-over crashes on four-lane divided highways have been a significant safety concern in the region, often resulting in tragic crashes. To address this issue, TxDOT has identified

high-crash locations on On-System highways and is implementing cable barrier systems on divided roadways (see Figure 3). These flexible steel barriers are designed to absorb and redirect the energy from vehicle impacts, effectively reducing cross-median crashes and minimizing crash severity. The adaptability of cable barrier systems allows for



Figure 3. Cable Barrier Systems (Source: TxDOT)

a range of applications, contributing to a significant reduction in fatal and serious injuries.

A.1.4.1.2 Railroad Crossing Upgrades

TxDOT is implementing upgrades for all at-grade railroad crossings on state-system roadways within the Lubbock District. These enhancements aim to improve safety and visibility for motorists and include the installation of:

- Advance warning signs
- Railroad specialty markings
- Transverse and longitudinal pavement markings

A.1.4.1.3 Rumble Strips

Edge and centerline rumble strips play a key role in enhancing driver awareness and reducing the likelihood of crashes. These safety features have been implemented on the majority of state highway system roads, either as part of existing infrastructure or through new pavement projects. To further improve safety, county roads with sufficiently thick pavement structures could also benefit from the installation of rumble strips, where milling can be appropriately accommodated.



Figure 4. Rumble Strips on a Super 2 (Source: TxDOT)

A.1.4.1.4 Super 2 Roadways

Roads serving the energy sector in Yoakum and Garza counties, along with high-traffic agricultural areas such as dairies, cheese factories, gins, and grain warehouses or silos, have seen a rise in severe crashes. These roads are primarily narrow, two-lane segments, which exacerbate safety concerns. To address these issues, TxDOT has been utilizing an upgraded design approach known as the Super 2 design, which has proven to be both cost-effective and efficient for improving these highways.

Super 2 roadways typically feature alternating passing lanes every few miles, wider shoulders, improved signage, and other enhancements aimed at reducing crashes and



improving traffic flow. The additional passing lane allows for easier passing opportunities, minimizes bottlenecks, reduces congestion, and prevents long delays that are common on narrow, high-traffic two-lane roads. Expanding the Super 2 design across the region is a priority for TxDOT.

Super 2 Roadways in SPAG Region (2021-2025)

- US 70 Hale/Lamb Co. – Plainview to Olton
- SH 214 Yoakum Co. – Cochran Co. line to Denver City
- US 385 Terry Co. – Brownfield to Levelland
- US 385 Lamb Co. –Dimmitt to Springlake
- SH 137 Terry/Dawson Co. – Brownfield to Lamesa
- SH 214/SH 125 Cochran Co. – Morton to Yoakum Co. Line (Under Contract 2025).



Figure 5. Super 2 Alternating Passing Lane (Source: Google Earth)

A.1.4.1.5 Dynamic Message Signs (DMS)

The expansion of the rural Dynamic Message Sign (DMS) network plays a vital role in enhancing safety by providing advance warnings during inclement weather events such as dust storms and winter storms. In addition, these signs can also provide incident information related to crashes and construction activities. The DMS units are connected to TxDOT’s Traffic Control Center via cellular modems, ensuring timely updates and coordination. Locations of the DMS and cameras are listed below:

- Plains: US 82 WB
- Idalou: US 62 EB
- Post: US 84 NB
- Slaton: US 84 SB



- Tahoka: US 87 NB
- Shallowater: US 84 WB
- Muleshoe: US 84 EB
- Hale County rest area: I-27 NB
- Plainview: I-27 NB

Increased DMS coverage enhances the ability of TMC operators to communicate crucial traffic and travel information to drivers, including updates on incidents or construction activities downstream of the DMS location. Priority locations for further DMS installation will be identified during the 2025 TxDOT planning process.

Additionally, TxDOT operates four CCTV cameras on I-27 at the Hale County rest area, Hale Center, Abernathy, and New Deal.

A.1.5 Lubbock District Transportation Systems Management & Operations Strategic Plan

The Lubbock District TSMO Program Plan is a strategic roadmap designed to address the district’s most pressing operational challenges and enhance mobility and safety for the traveling public. Completed in March 2022, this plan was developed through extensive stakeholder engagement and a structured data collection and analysis process. As a living document, it serves as a guide for the district in implementing TSMO strategies over the next 5 years.

The plan outlines key strategy-related, organizational, and process improvements to optimize transportation operations. Additionally, it provides recommendations for tactical plans, enabling the district and its stakeholders to implement targeted, systemwide improvements for more efficient and effective transportation management. The vision, mission, and goals of this plan are the same as those of the statewide TSMO plan.

The Lubbock District faces growing congestion, increasing crashes, and high vehicle miles traveled, making operational improvements essential. In 2020 alone, the district recorded over 11,000 crashes, underscoring the urgent need for safety-focused TSMO strategies. With traditional capacity expansion becoming less sustainable, the district must prioritize optimizing its existing infrastructure to enhance mobility and safety.

1. Capability Maturity Model and Assessment

TxDOT used the Capability Maturity Model (CMM) to evaluate the district’s readiness for TSMO across six dimensions. The assessment identified strengths in traffic management and incident response but highlighted gaps in interagency coordination, workforce training, and integration of TSMO into planning processes.



2. TSMO Implementation Plan

- Fifty-nine total recommended strategies, categorized as Immediate, High, Medium, or Low priority.
- Twenty-seven strategies identified as Immediate or High priority, including:
 - Traffic Incident Management (TIM) training programs
 - Improving work zone technology
 - Updating regional ITS architecture
 - Flexible signal timing plans
 - Post-event weather impact analysis
 - Developing a TSMO-focused learning management system

3. Key Tactical Plans Proposed

- **Traffic Incident Management Plan:** Improve coordination between first responders and TxDOT.
- **Workforce Recruitment & Training:** Develop training programs for staff.
- **Multi-Year Road Weather Management Plan:** Enhance readiness for extreme weather.
- **Work Zone Management & Alternate Routes Plan:** Minimize work zone congestion.

4. Future Expansion of the Plan

- Increase ITS Coverage across urban and rural areas.
- Expand Multi-Modal TSMO Strategies, including bicycle/pedestrian considerations.
- Improve Freight Traffic Management, especially with increasing truck movements in the Permian Basin region.



A.1.5.1 Safety Education Programs

The SPAG region has actively supported occupant protection through the Lubbock chapter of SAFE KIDS ([Safe Kids Lubbock](#) | [Safe Kids Worldwide](#)), with significant contributions from the University Medical Center (UMC) in Lubbock, which provides child safety seats and hosts checking stations to ensure proper use and installation.

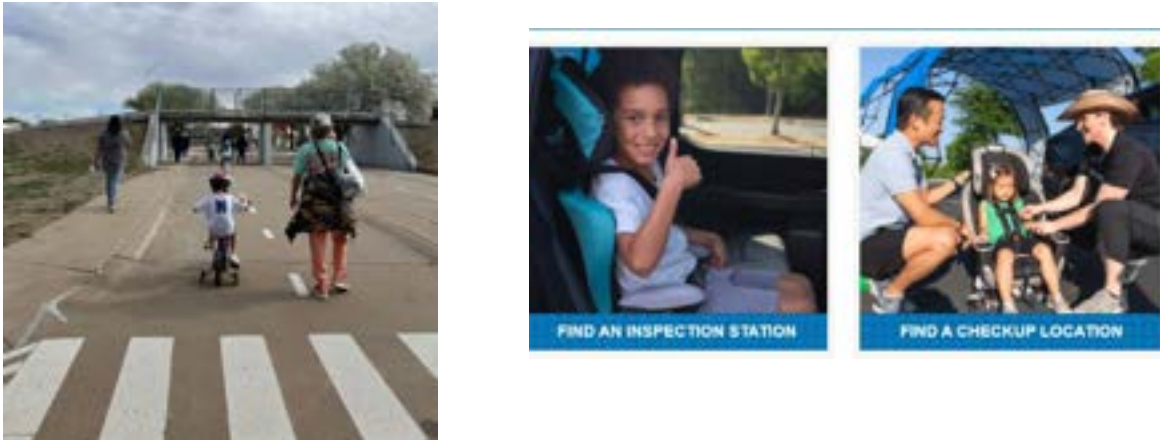


Figure 6. Safety City (Source: City of Lubbock)

Local school districts across the SPAG region have been involved with programs focused on Occupant Protection, Impaired Driving, Distracted Driving, and Younger Drivers. These programs, partially funded by TxDOT, are implemented at Safety City for elementary students. Participating districts include Abernathy ISD, Cooper ISD, Floydada ISD, Frenship ISD, Hale Center ISD, Idalou ISD, New Deal ISD, Ralls ISD, Roosevelt ISD, and Smyer ISD (pers. comm. with Tina Christophe, Lubbock Parks Department, January 14, 2025).

In addition, TxDOT offers mini-grants to school districts that will host alcohol- and drug-free lock-ins for their students following school proms or graduation ceremonies. In the past 5 years, TxDOT has given mini grants averaging from \$500 to \$750 to the following school districts:

Brownfield, Crosbyton, Denver City, Floydada, Frenship, Friona, Hart, Idalou, Lamesa, Levelland, Littlefield, Lockney, Lubbock Cooper, Morton, Muleshoe, O'Donnell, Olton, Petersburg, Plains, Plainview, Post, Ralls, Roosevelt, Seagraves, Slaton, Smyer, Sudan, Sundown, and Tahoka (pers. comm. with K. Peoples, TxDOT, January 9, 2025).

All the agencies in the SPAG region actively support and promote several TxDOT safety initiatives aimed at improving roadway safety and reducing crashes. These public awareness campaigns include:



- **Click It or Ticket:** Encourages seat belt use to reduce injuries and fatalities in crashes.
- **Drive Sober. No Regrets.:** Aims to prevent impaired driving by raising awareness of the dangers of alcohol- and drug-related crashes.
- **Be Safe. Drive Smart.:** Focuses on key safety issues such as speeding, distracted driving, and pedestrian safety to protect all road users.

"End the Streak Texas" is a statewide safety campaign launched by TxDOT to raise awareness about the dangers of unsafe driving behaviors and to reduce roadway fatalities. The campaign aims to break the tragic streak of daily fatal crashes in Texas, which has continued uninterrupted since November 7, 2000.

Over the past 5 years, TxDOT has entered into traffic safety grant agreements with the following agencies in the SPAG region (pers. comm. with K. Peoples, TxDOT, January 9, 2025).

- Lubbock Police Department
- Lubbock Parks and Recreation (Safety City)
- City of Shallowater Police Department
- City of Dimmitt Police Department
- Garza County Sheriff's Office

A.1.5.2 Emergency Medical Services

The SPAG region is served by numerous local Emergency Medical Services (EMS), all of which are part of the South Plains Emergency Medical Services (SPEMS) network. SPEMS actively participates in various safety campaigns and collaborates closely with organizations such as SAFE Kids and the Texas Health Department, particularly on occupant safety. Additionally, SPEMS plays a key role in providing child passenger safety technician training.

SPEMS also collects data related to the transportation of fatalities and serious injuries by EMS vehicles, including trucks, airplanes, and helicopters. This data serves as an important



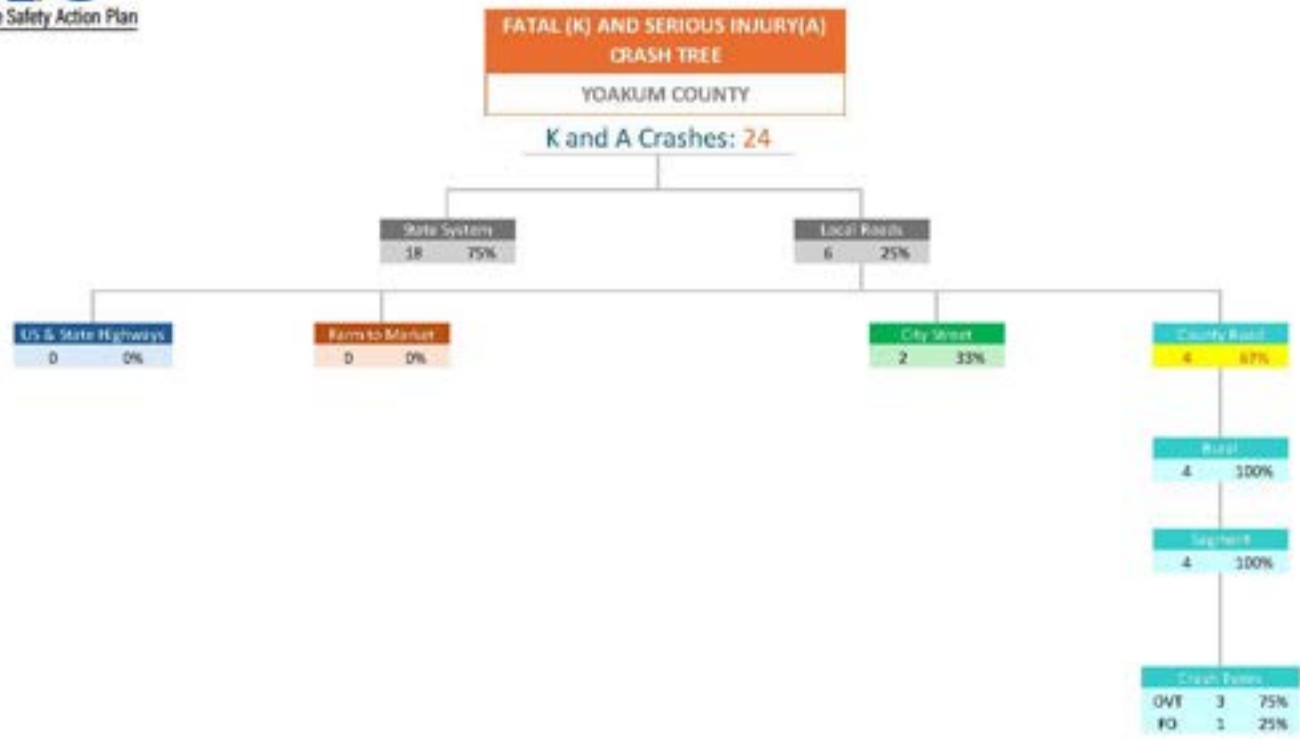
Figure 7. EMS Regions in Texas
(Source: Texas J RAC)

supplement to TxDOT's CRIS. SPEMS, which covers all the counties within the SPAG region, is designated as Region B (see Figure 3-9).



Appendix B Crash Data Trees





Highlighted Text = Largest Proportion in category level

Crash Type Abbreviations		
ANG Angle	OVT Overturned	SOD Sideswipe Opposite Direction
ANM Animal	PMV Parked Motor Vehicle	SSD Sideswipe Same Direction
FO Fixed Object	PDC Pedalcyclist	TRAIN Train
HO Head on	PED Pedestrian	
OVC Other Non-Collision	RE Rear End	

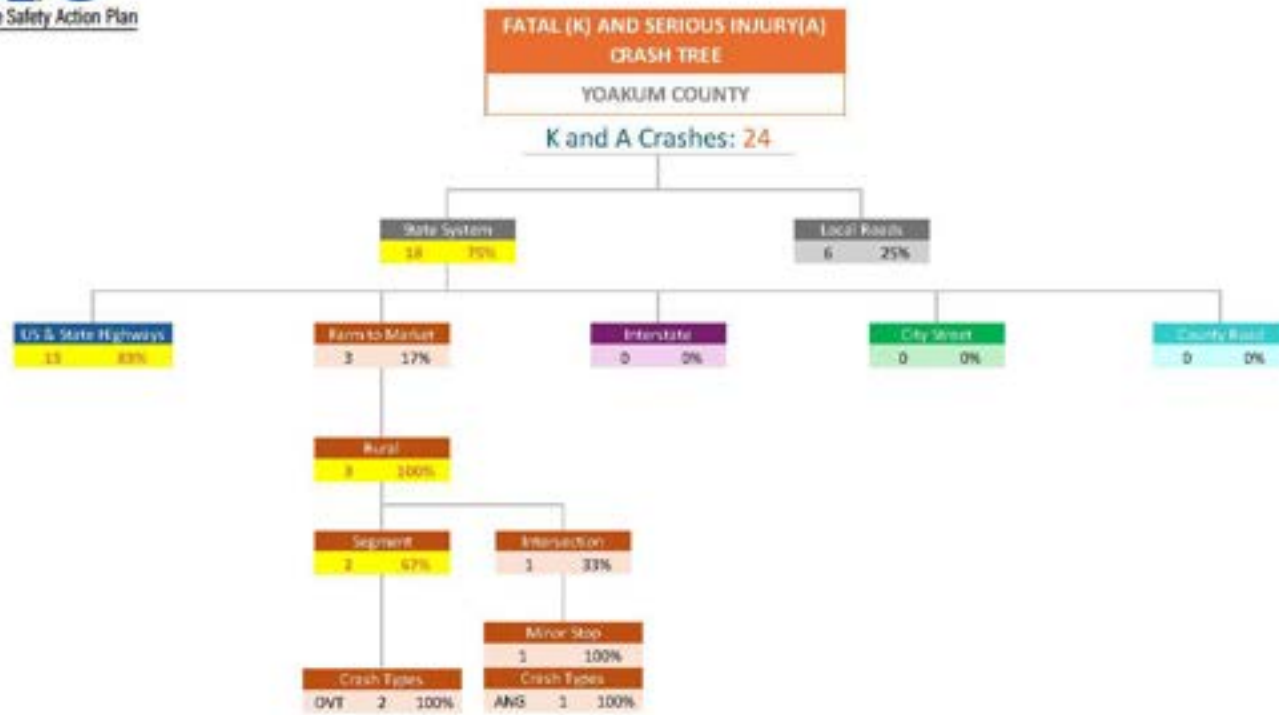




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Crash Type Abbreviations		
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FO Fixed Object	PDC Pedalcyclist	TRAIN Train
HO Head on	PED Pedestrian	
ONC Other Non-Collision	RE Rear End	

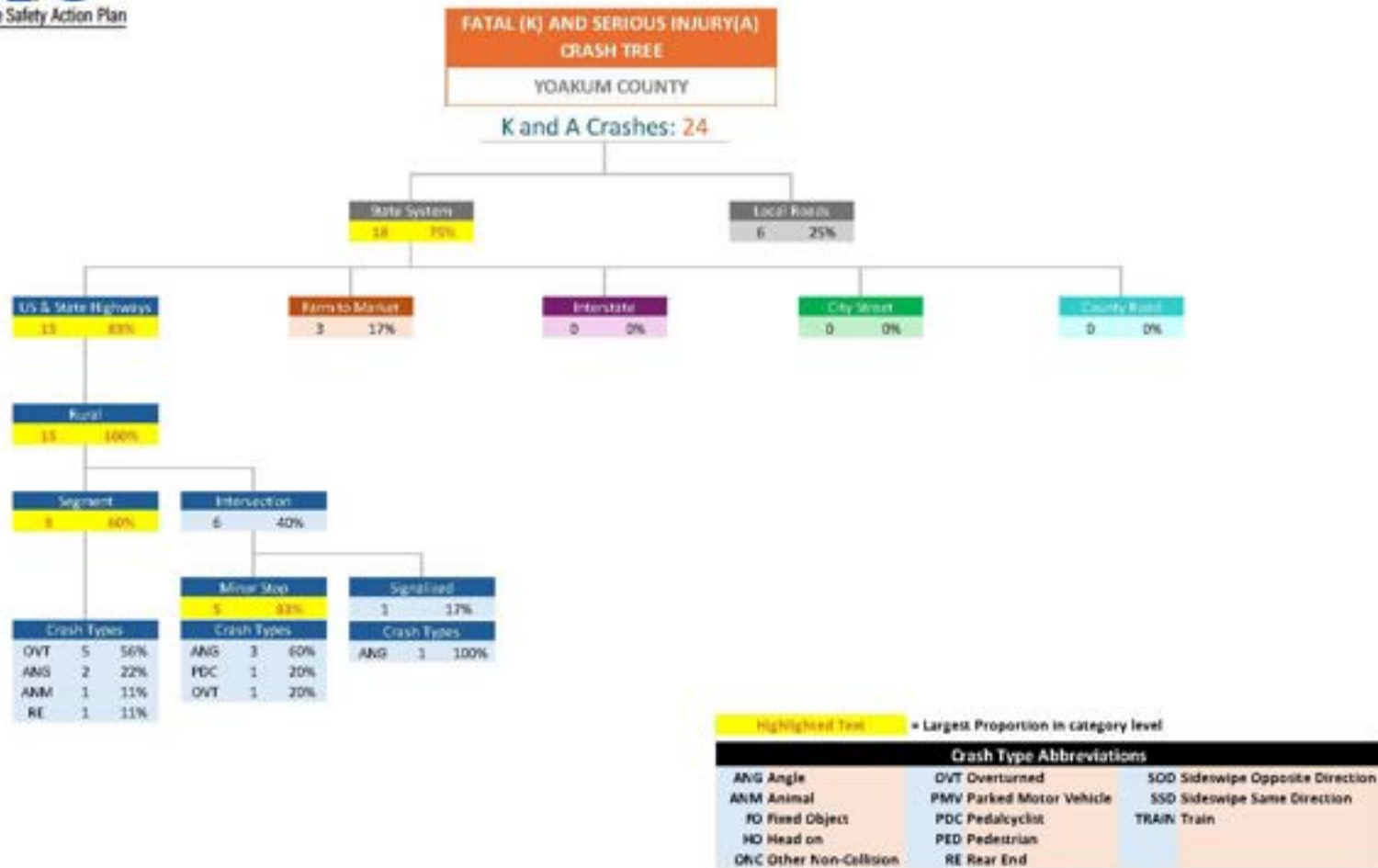




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Crash Type Abbreviations		
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FO Fixed Object	PDC Pedalcyclist	TRAIN Train
HO Head on	PED Pedestrian	
OVC Other Non-Collision	RE Rear End	





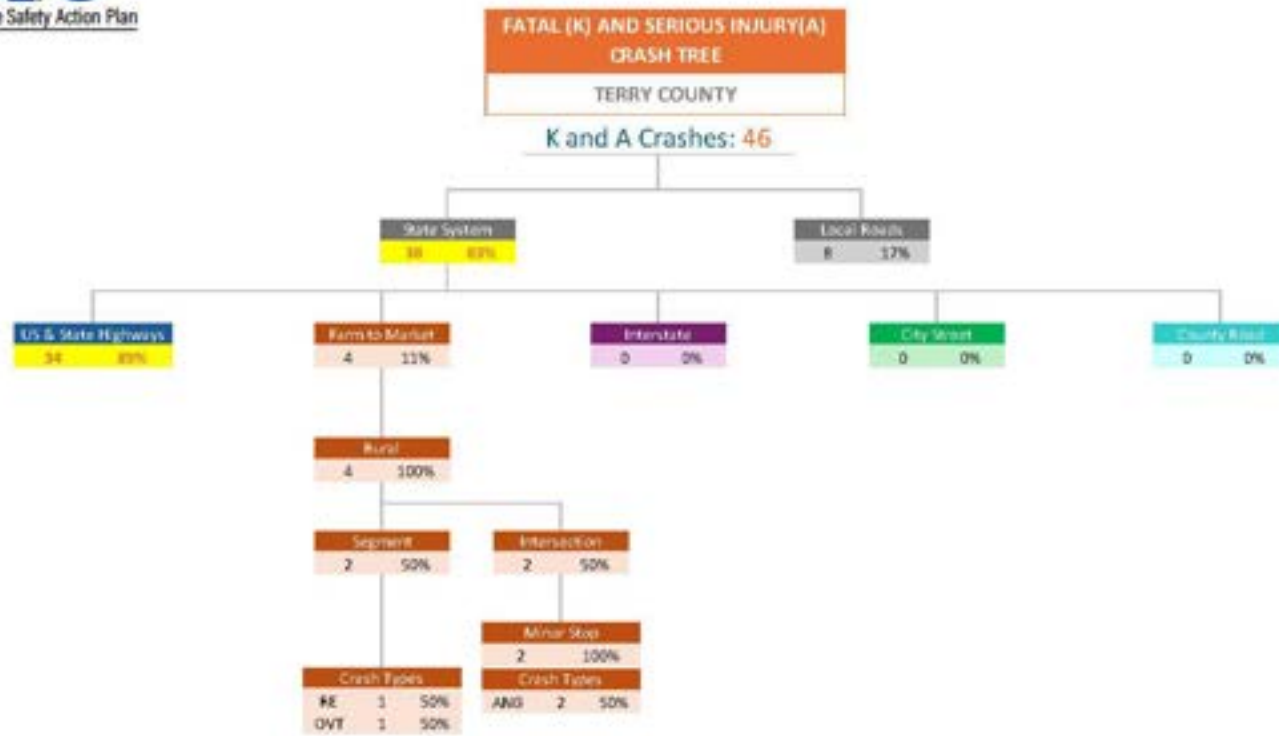


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Crash Type Abbreviations		
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ANM Animal	PMV Parked Motor Vehicle	SSD Sideswipe Same Direction
FO Fixed Object	PDC Pedalcyclist	TRAIN Train
HO Head on	PED Pedestrian	
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HO Head on	PED Pedestrian	
OVC Other Non-Collision	RE Rear End	



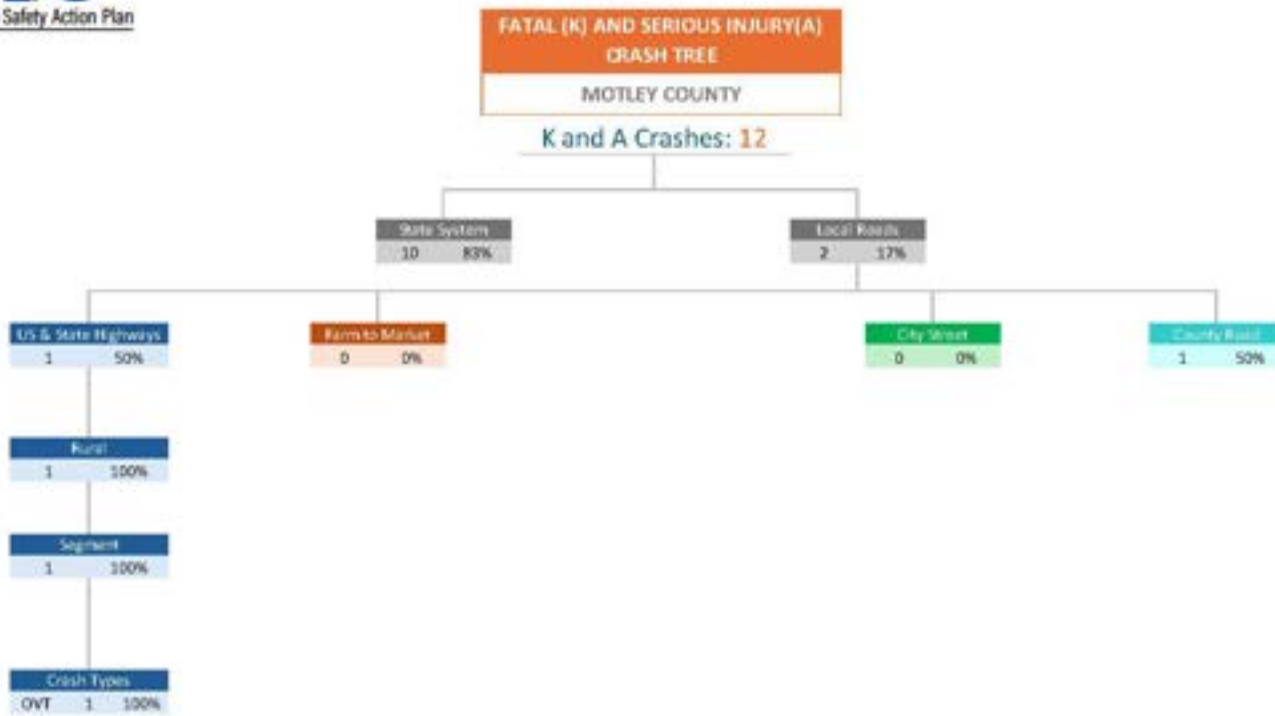




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Crash Type Abbreviations		
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FO Fixed Object	PDC Pedalcyclist	TRAIN Train
HO Head on	PED Pedestrian	
OVC Other Non-Collision	RE Rear End	

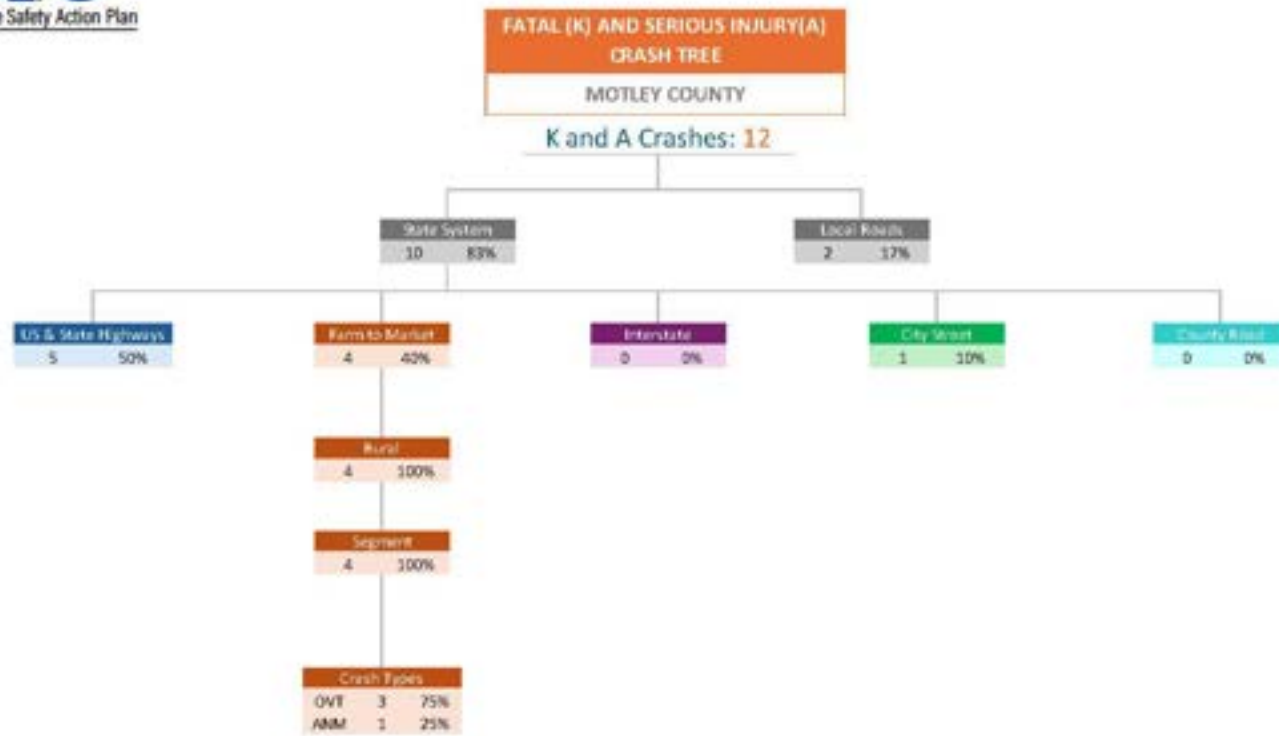




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FO Fixed Object	PDC Pedalcyclist	TRAIN Train
HO Head on	PED Pedestrian	
OVC Other Non-Collision	RE Rear End	

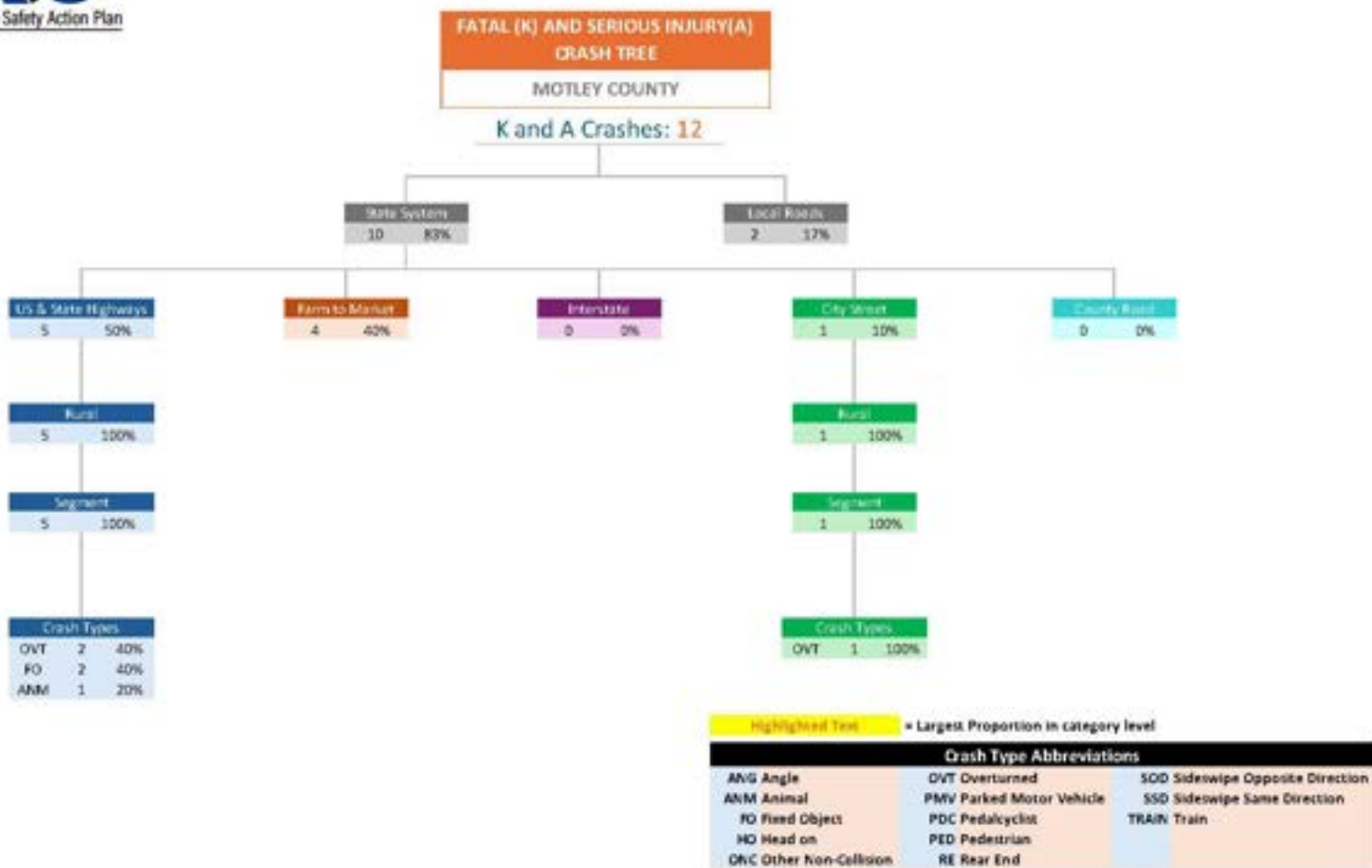


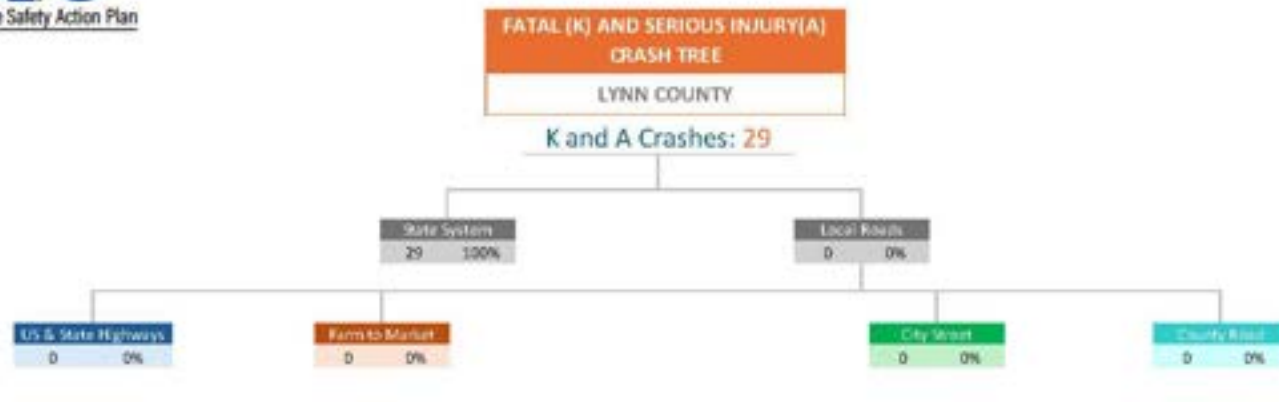


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HO Head on	PED Pedestrian	
OVC Other Non-Collision	RE Rear End	



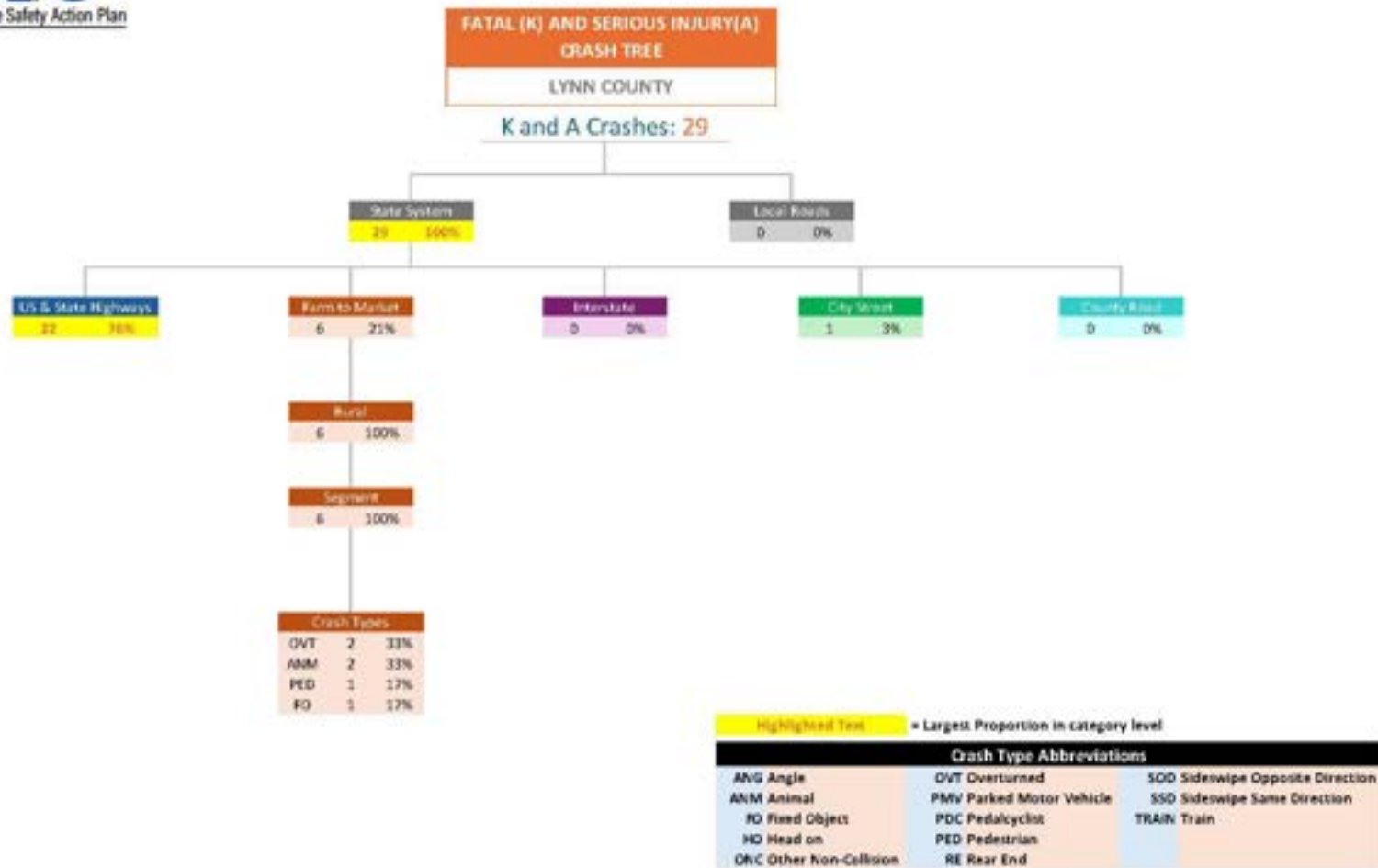


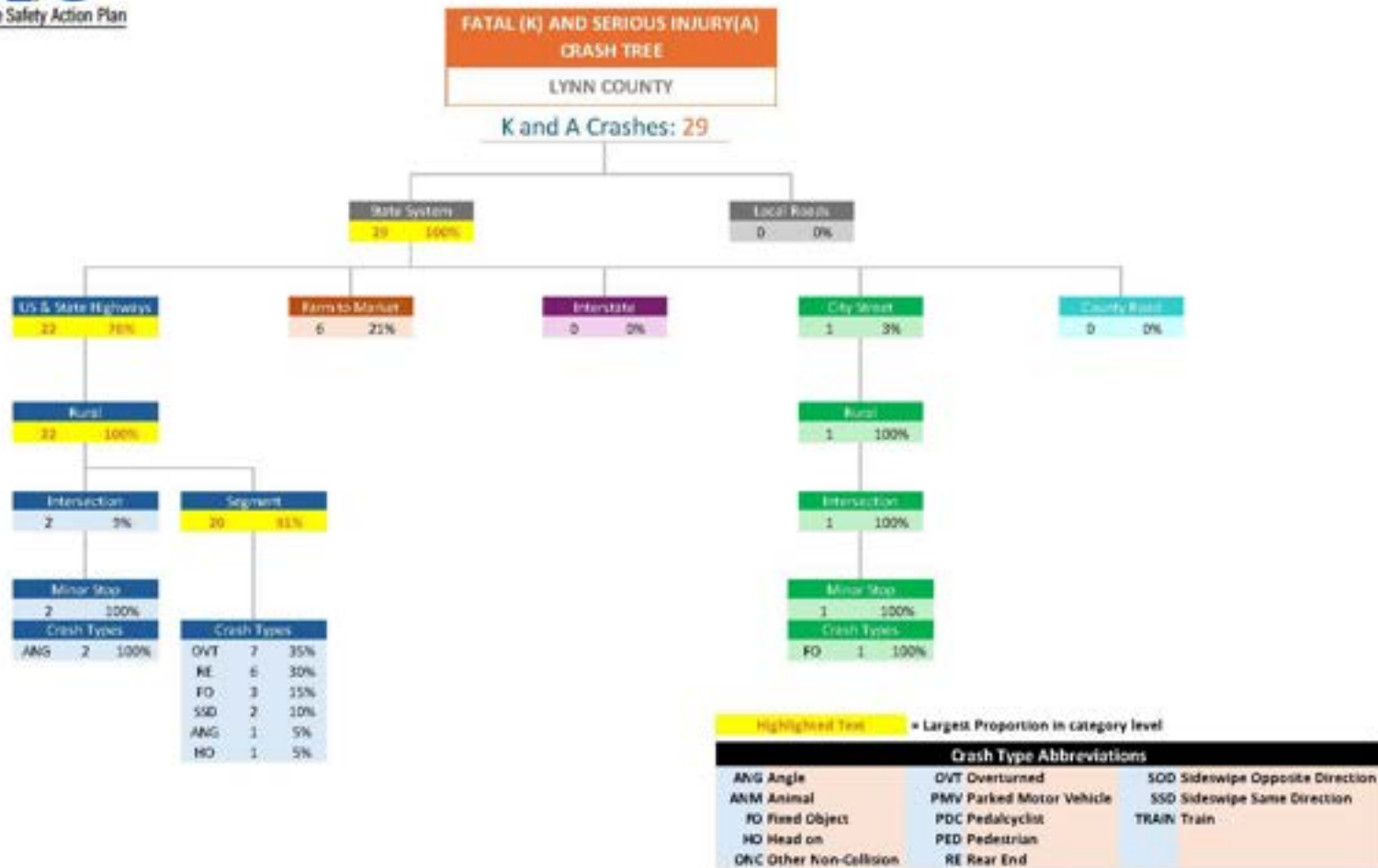


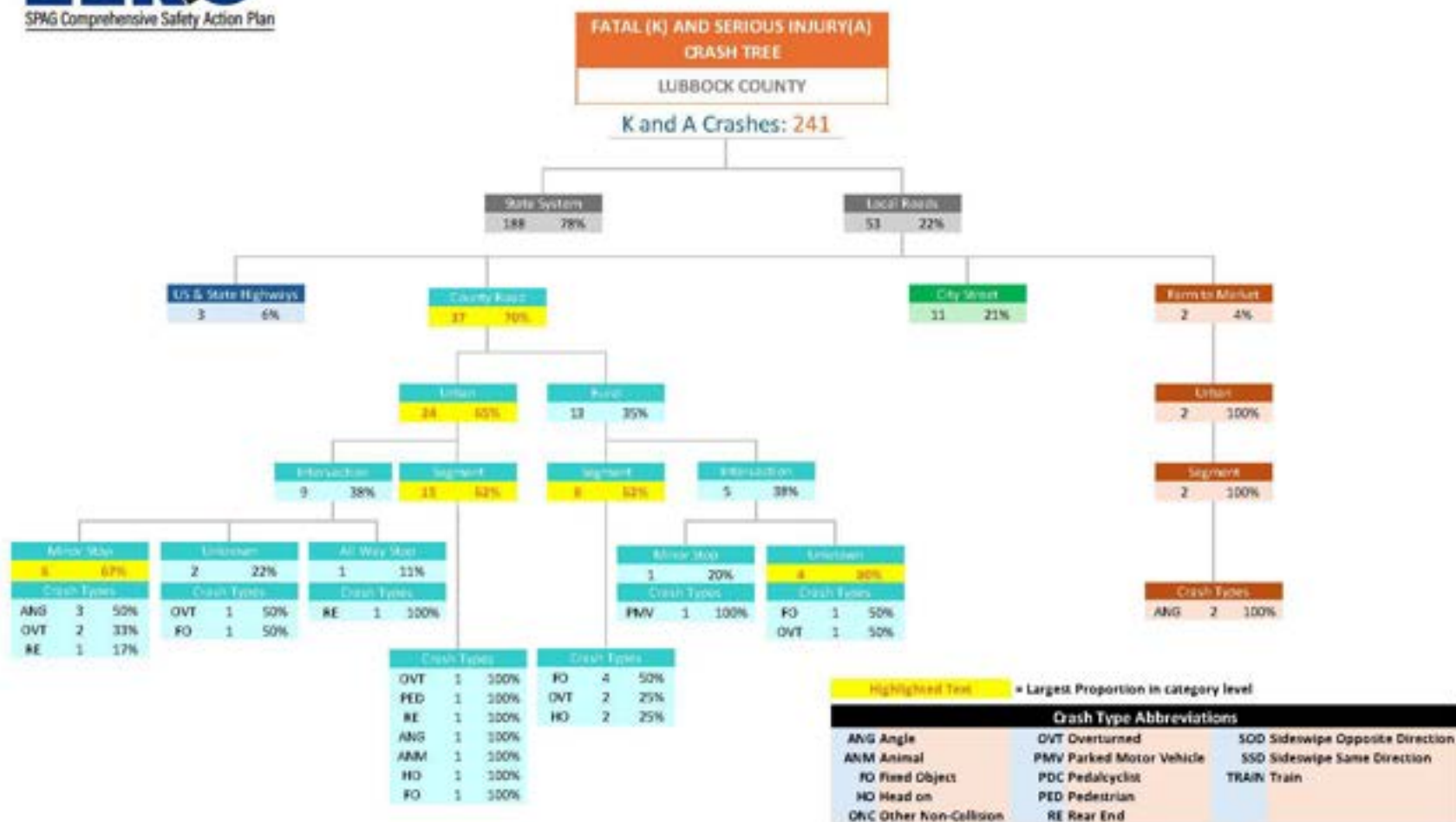
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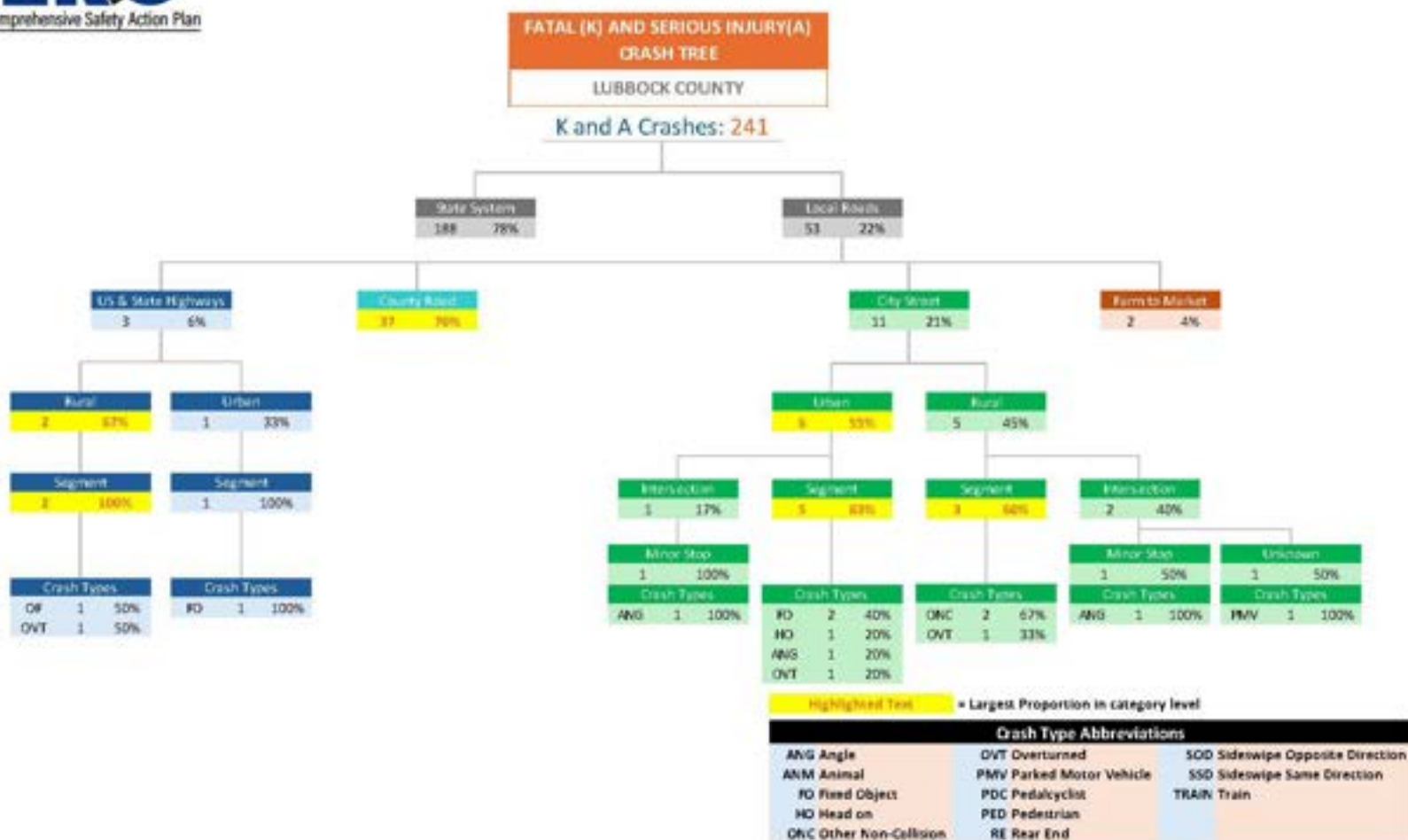
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HO Head on	PED Pedestrian	
ONC Other Non-Collision	RE Rear End	





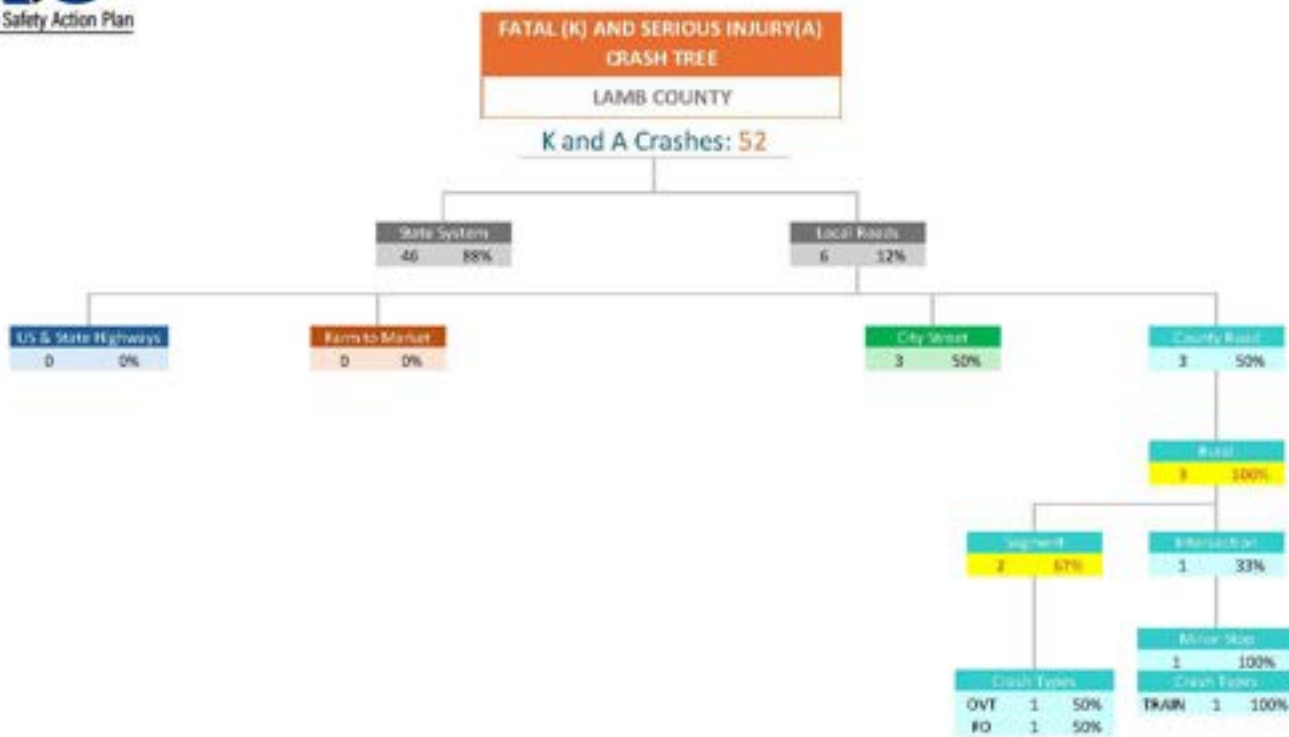












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HO Head on	PED Pedestrian	
OVC Other Non-Collision	RE Rear End	

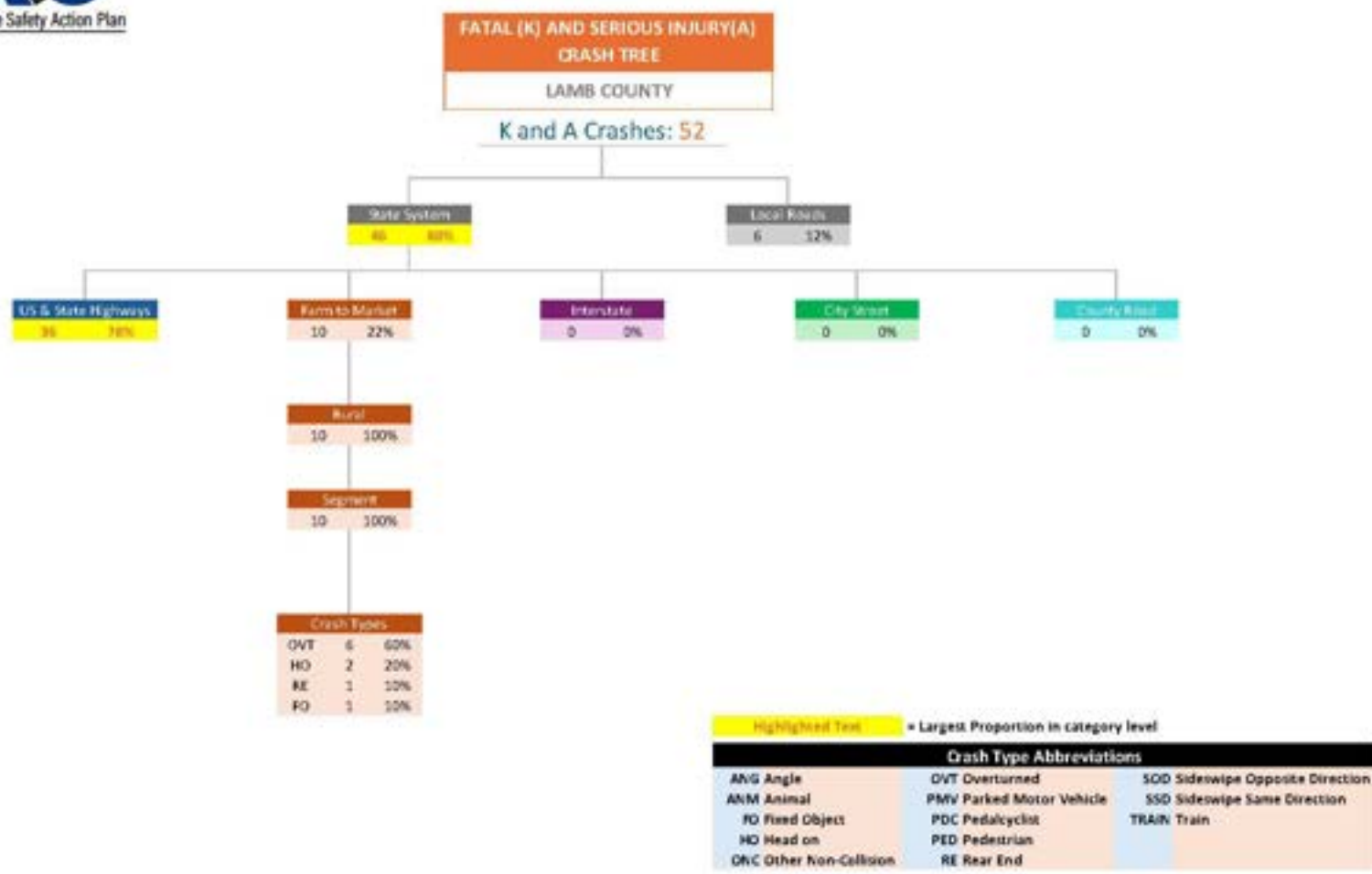




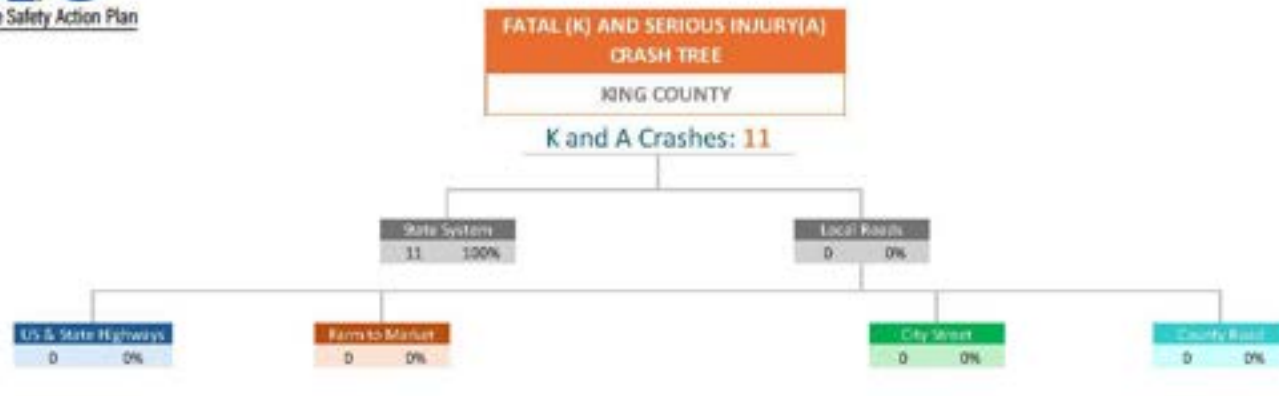
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FO Fixed Object	PDC Pedalcyclist	TRAIN Train
HO Head on	PED Pedestrian	
ONC Other Non-Collision	RE Rear End	





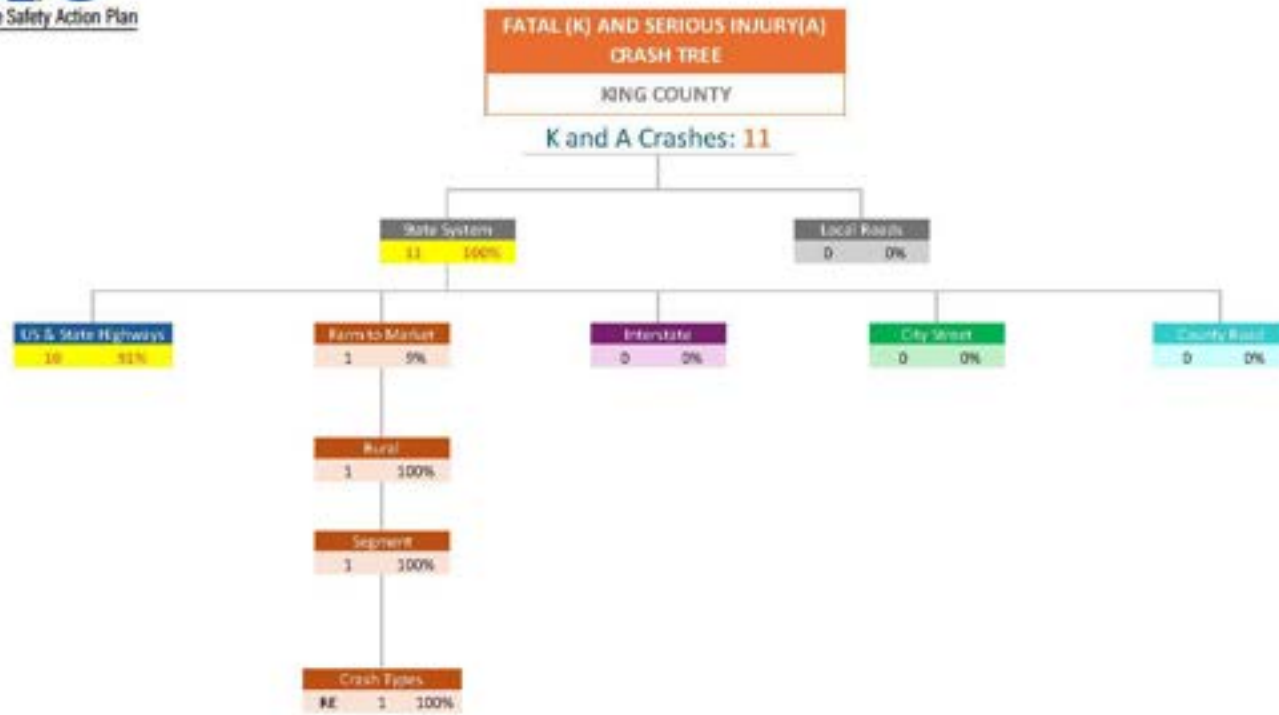




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HO Head on	PED Pedestrian	
ONC Other Non-Collision	RE Rear End	

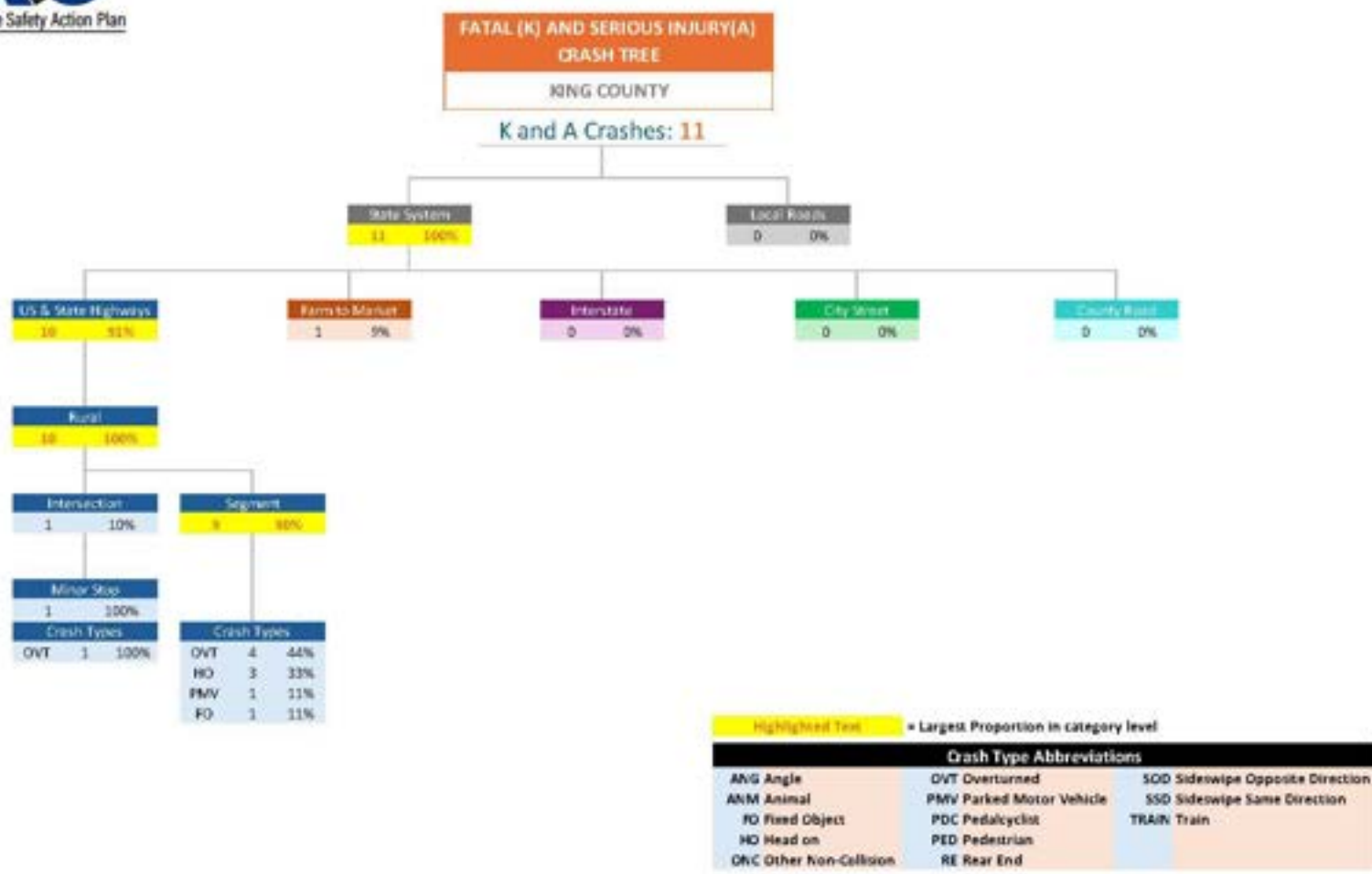


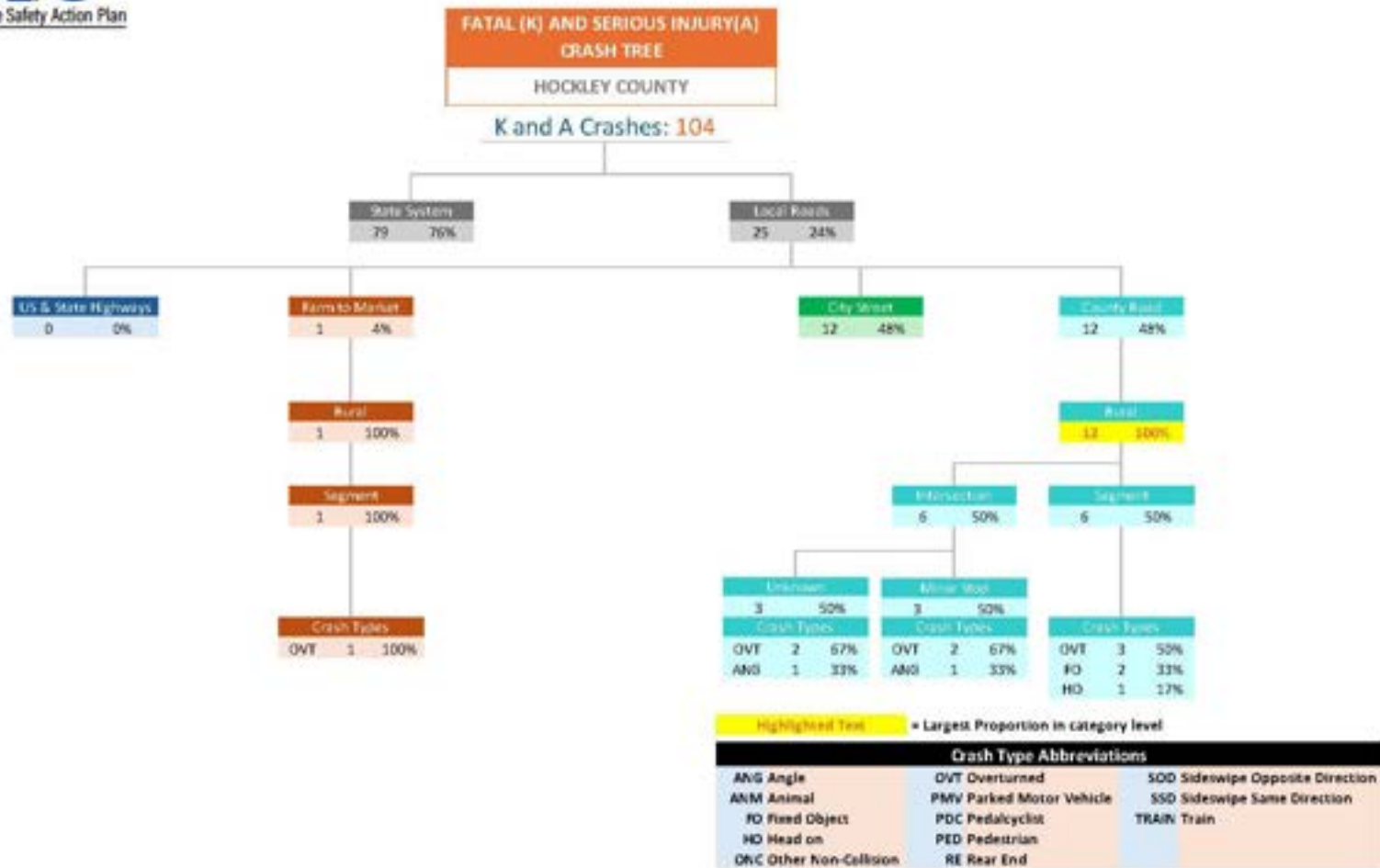


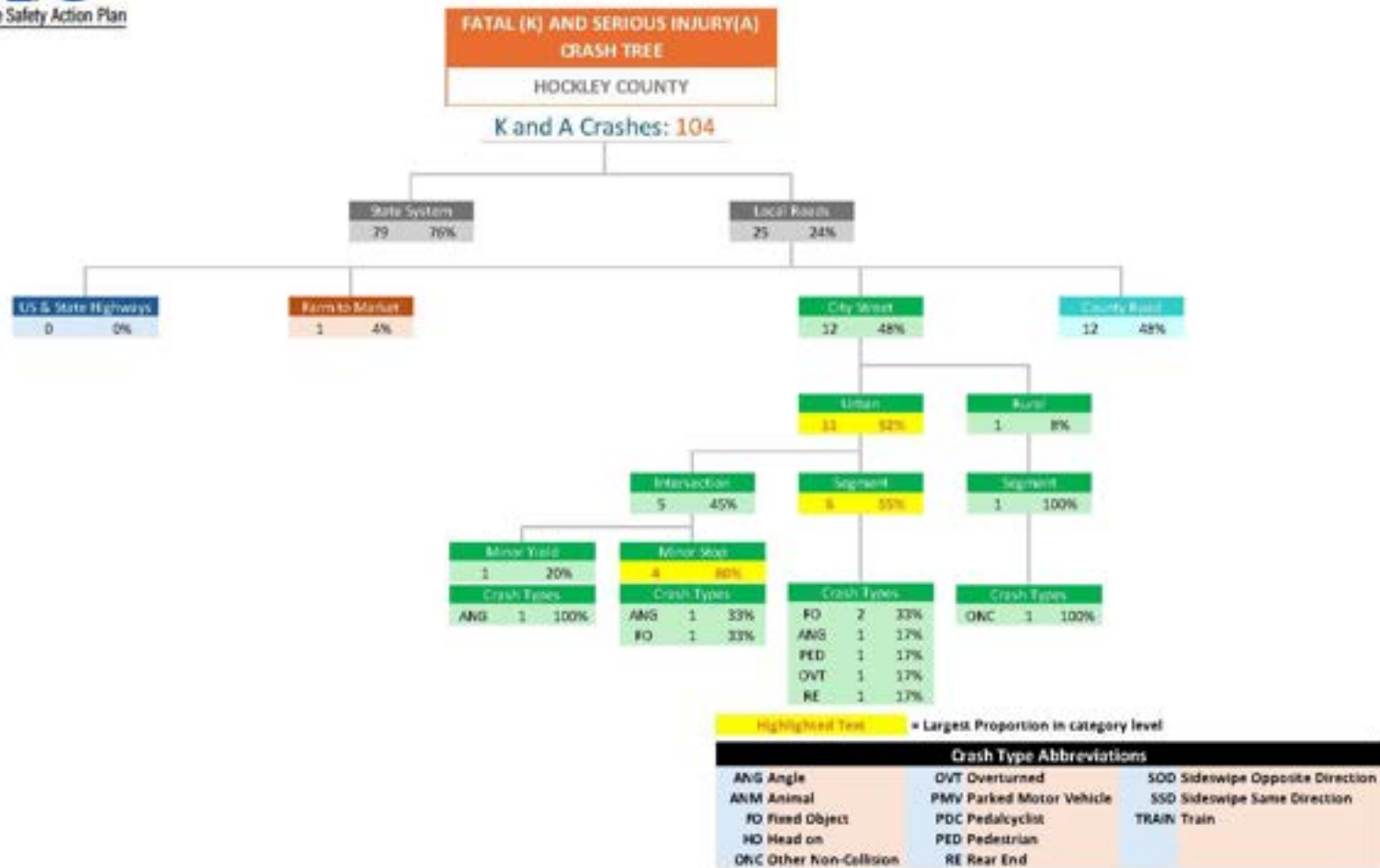
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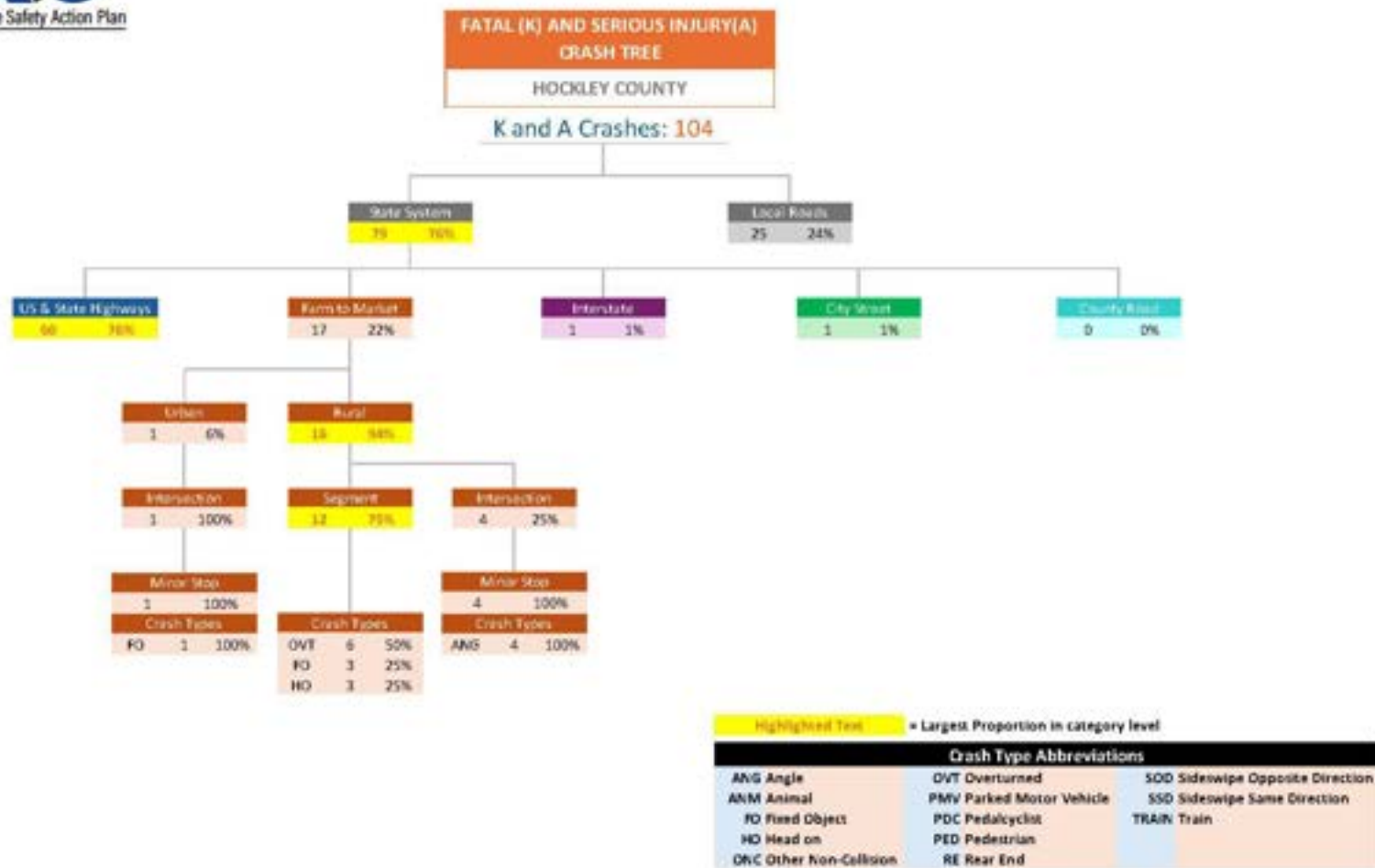
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ANM Animal	PMV Parked Motor Vehicle	SSD Sideswipe Same Direction
FO Fixed Object	PDC Pedalcyclist	TRAIN Train
HO Head on	PED Pedestrian	
OVC Other Non-Collision	RE Rear End	

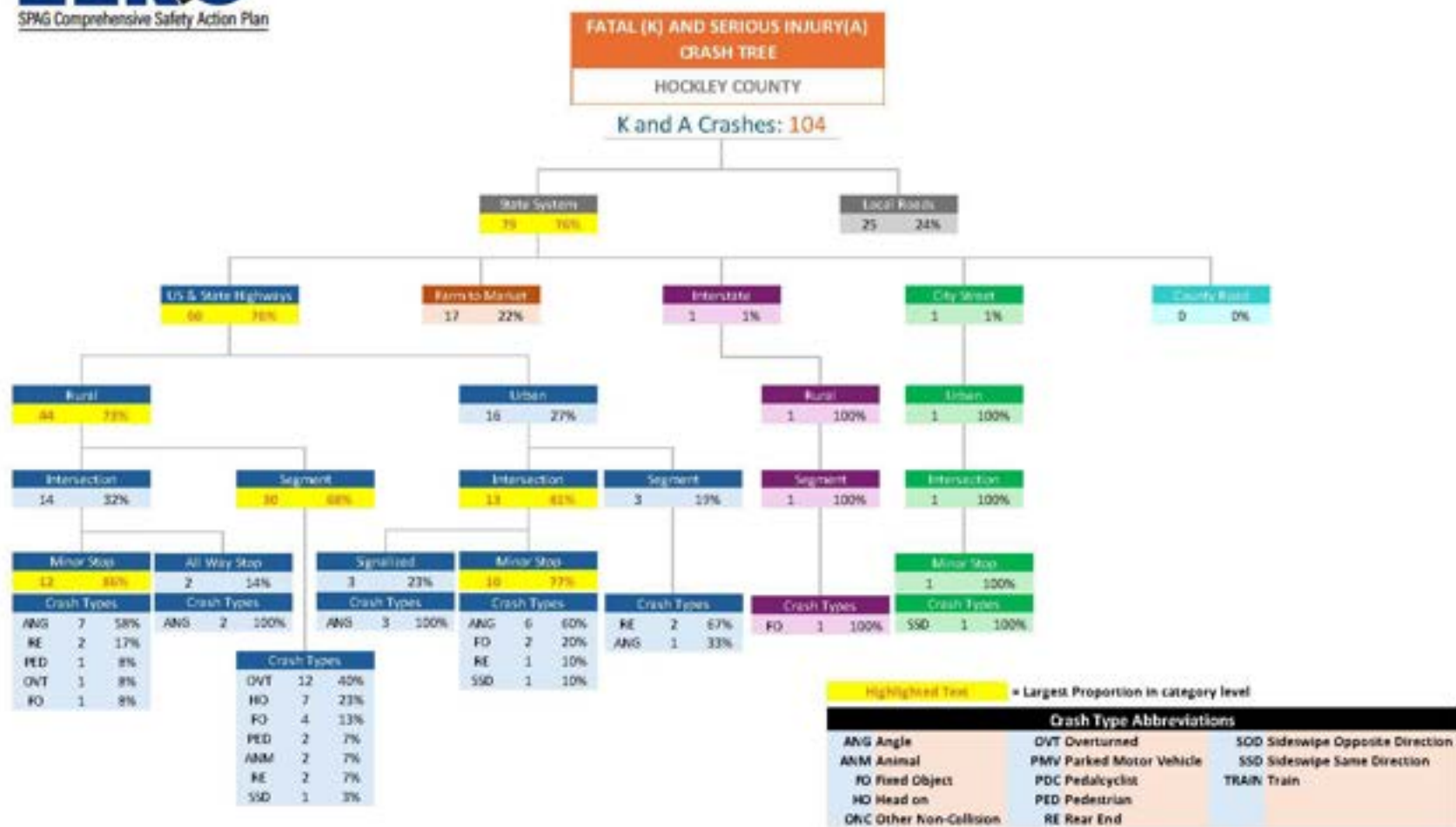


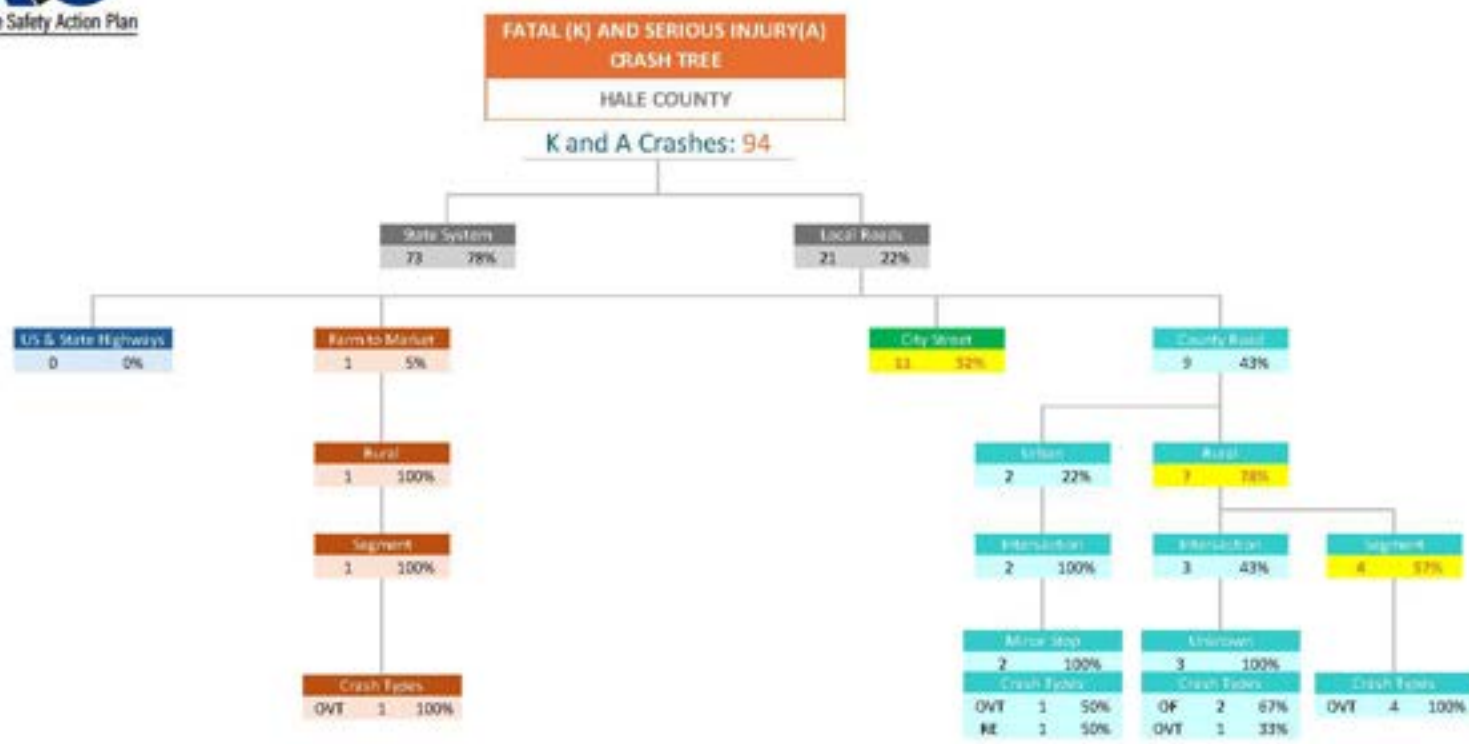








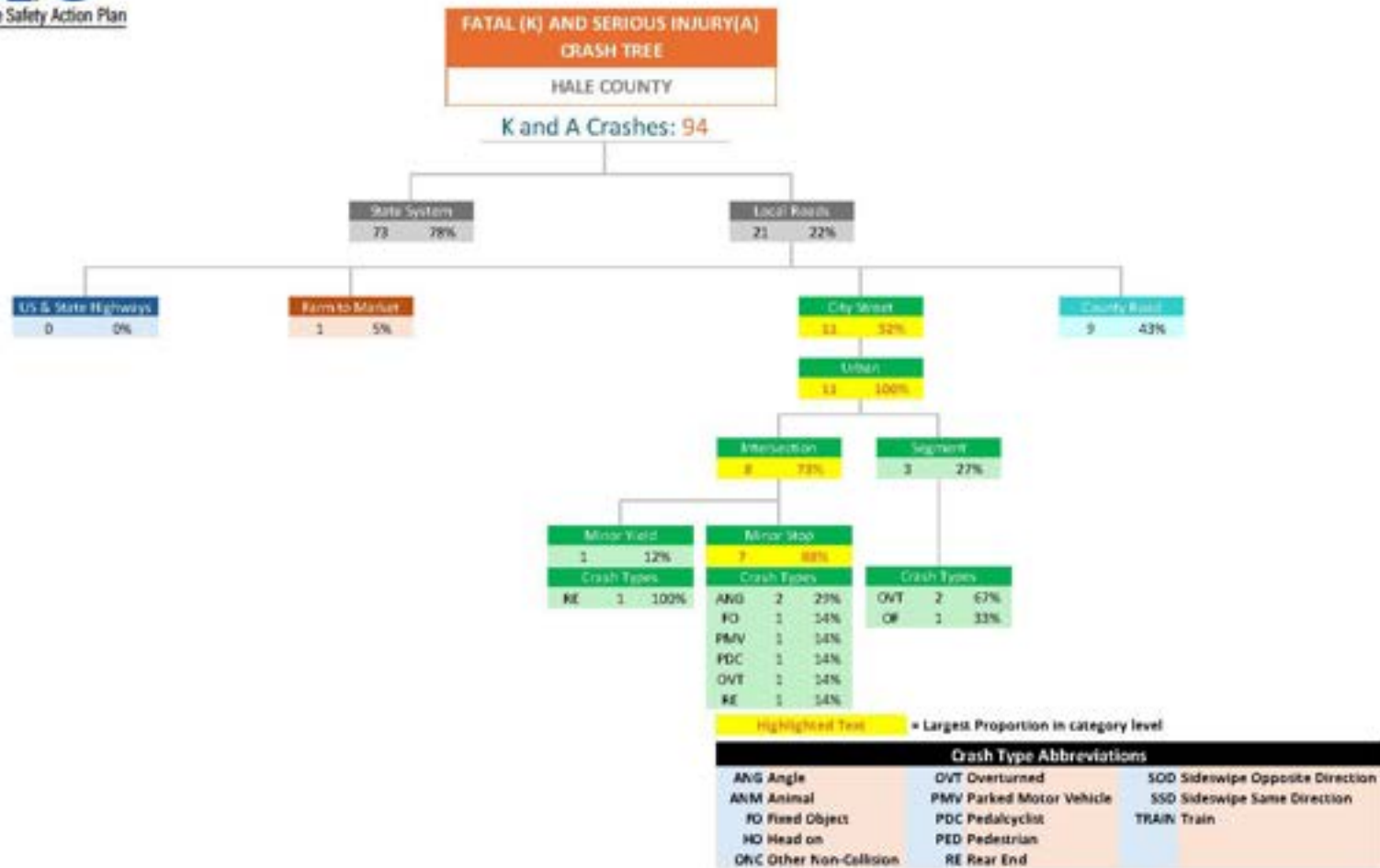


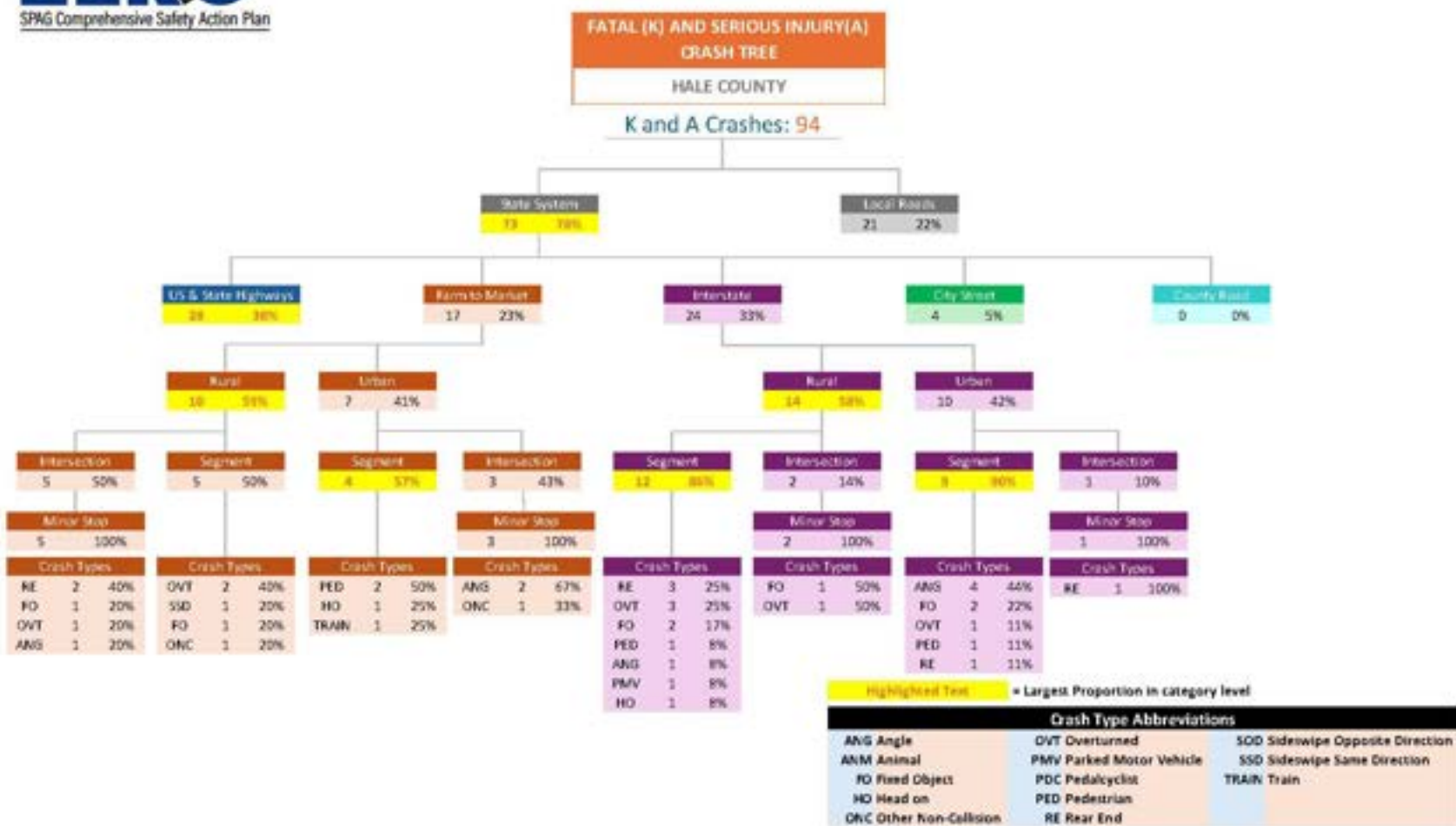


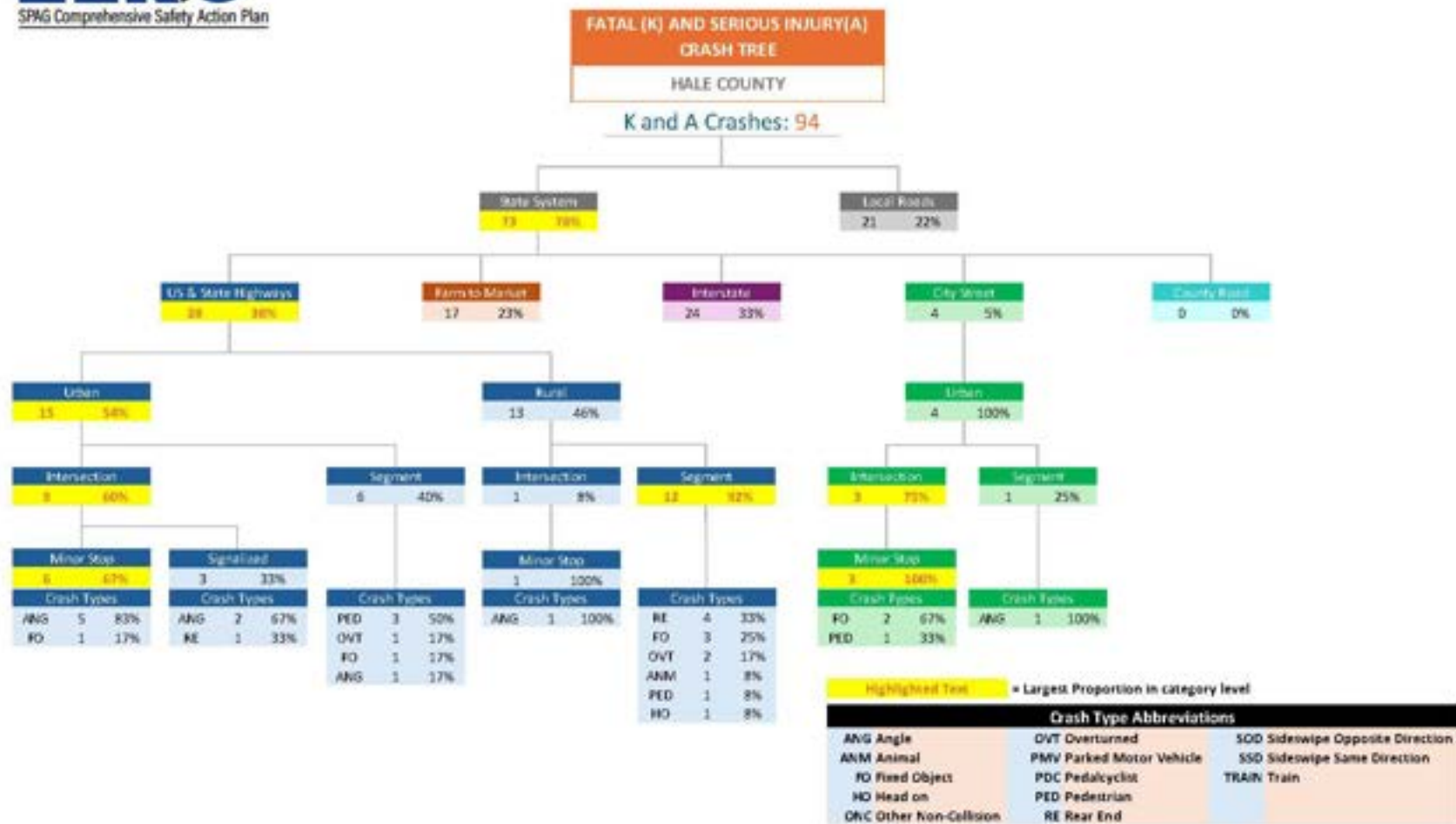
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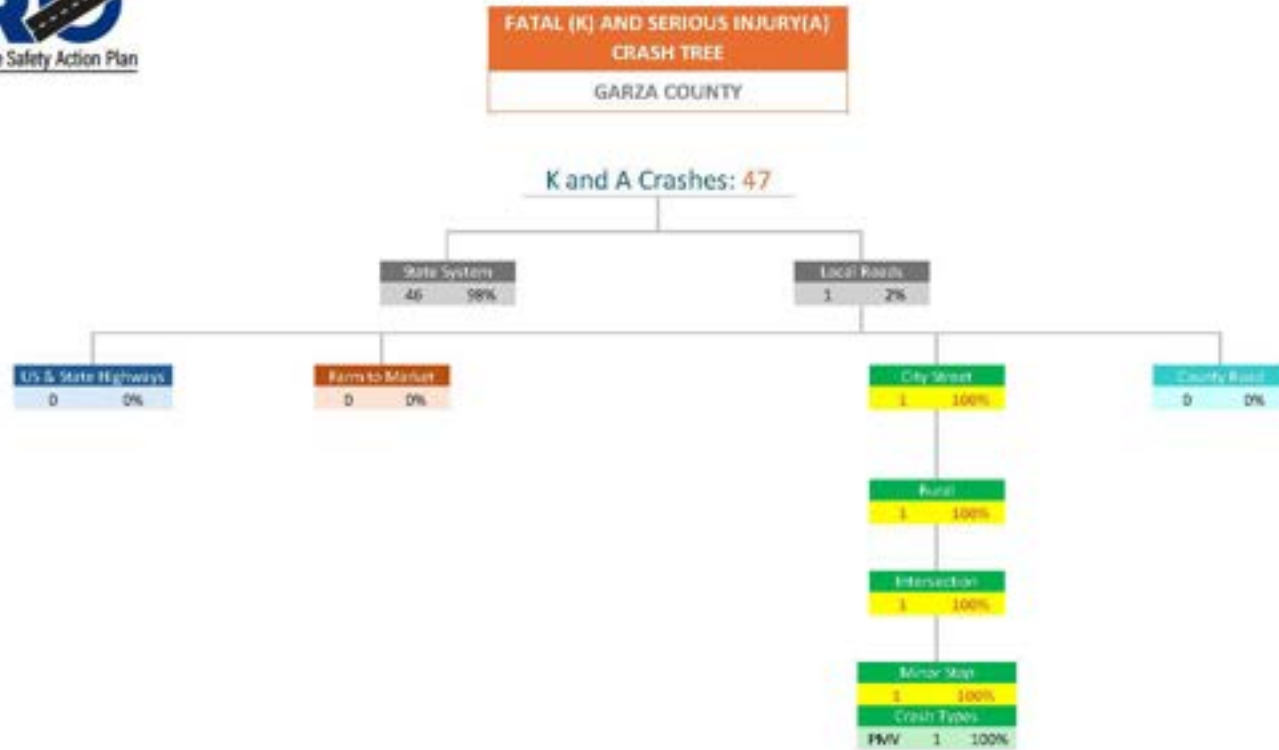
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HO Head on	PED Pedestrian	
OVC Other Non-Collision	RE Rear End	







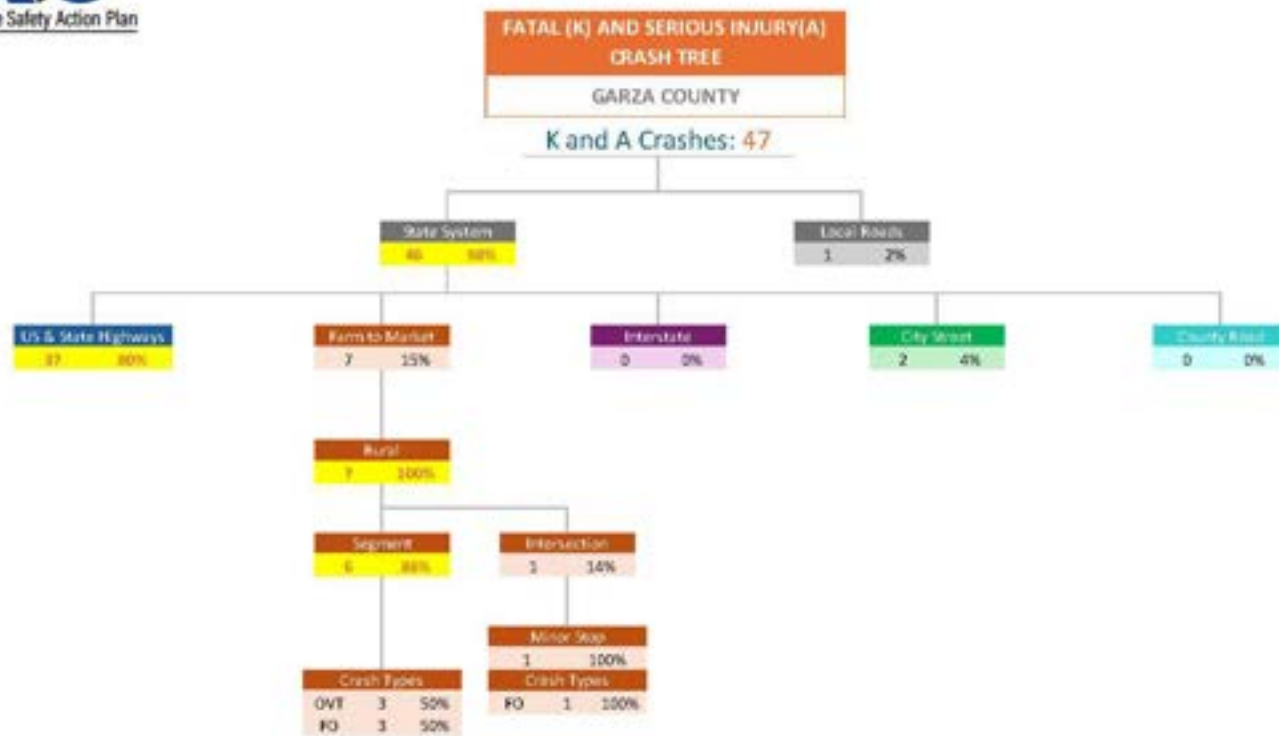




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HO Head on	PED Pedestrian	
OVC Other Non-Collision	RE Rear End	

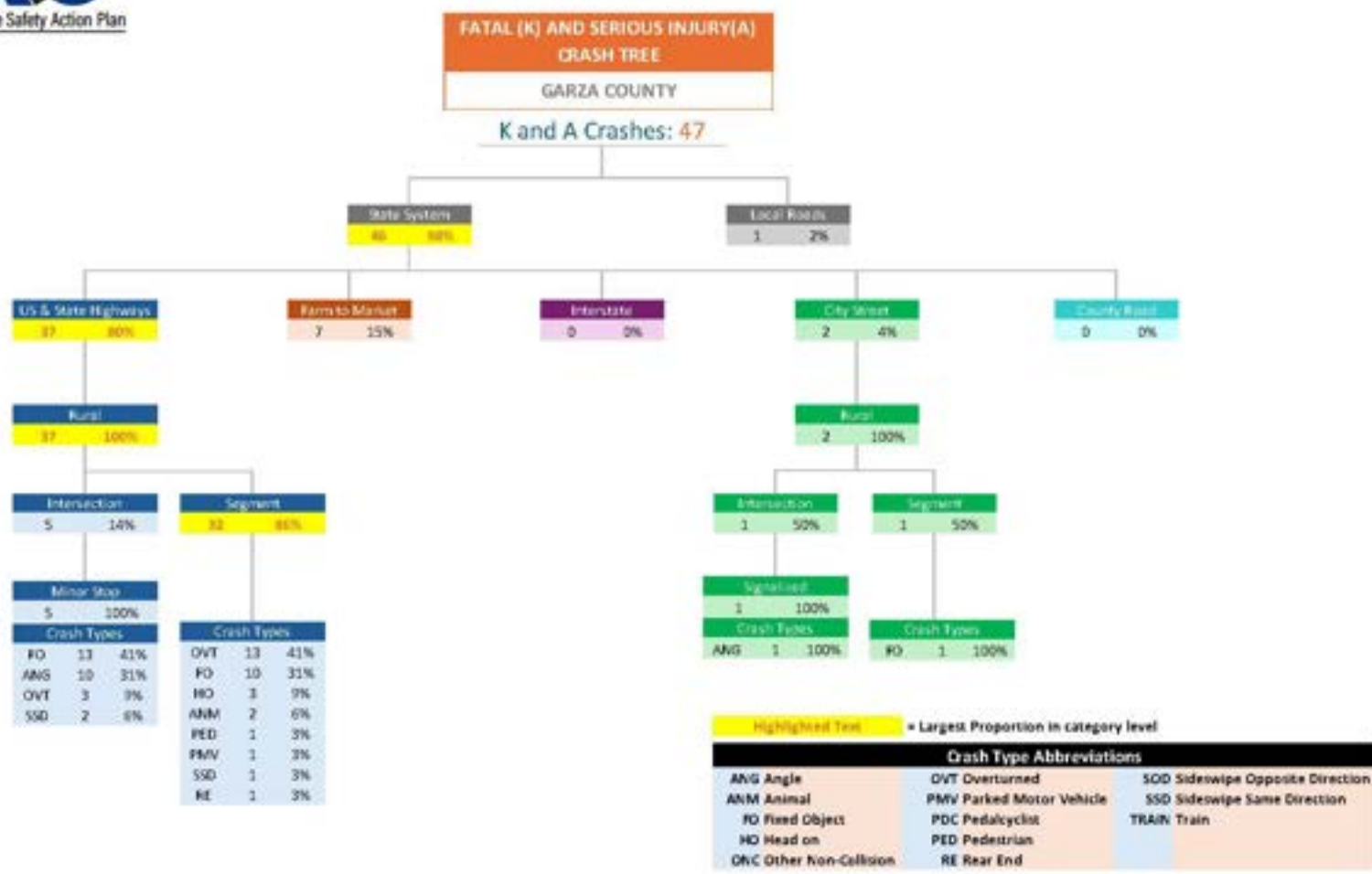




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HO Head on	PED Pedestrian	
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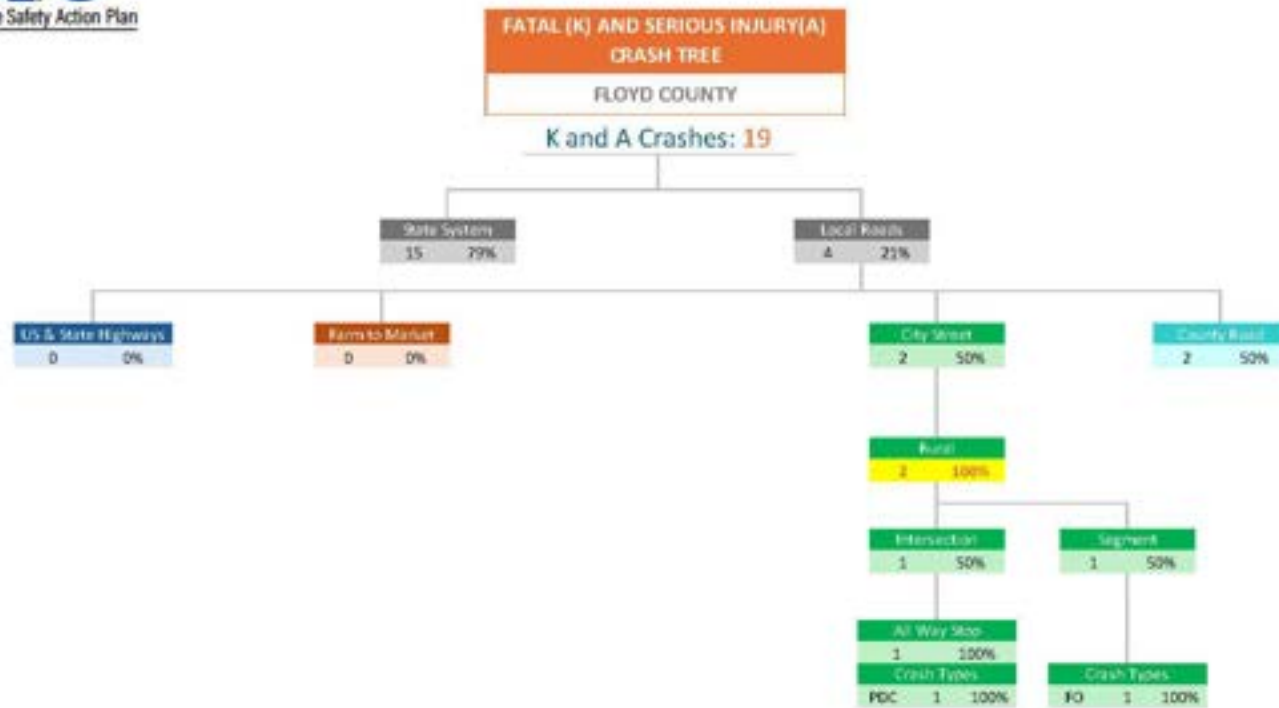




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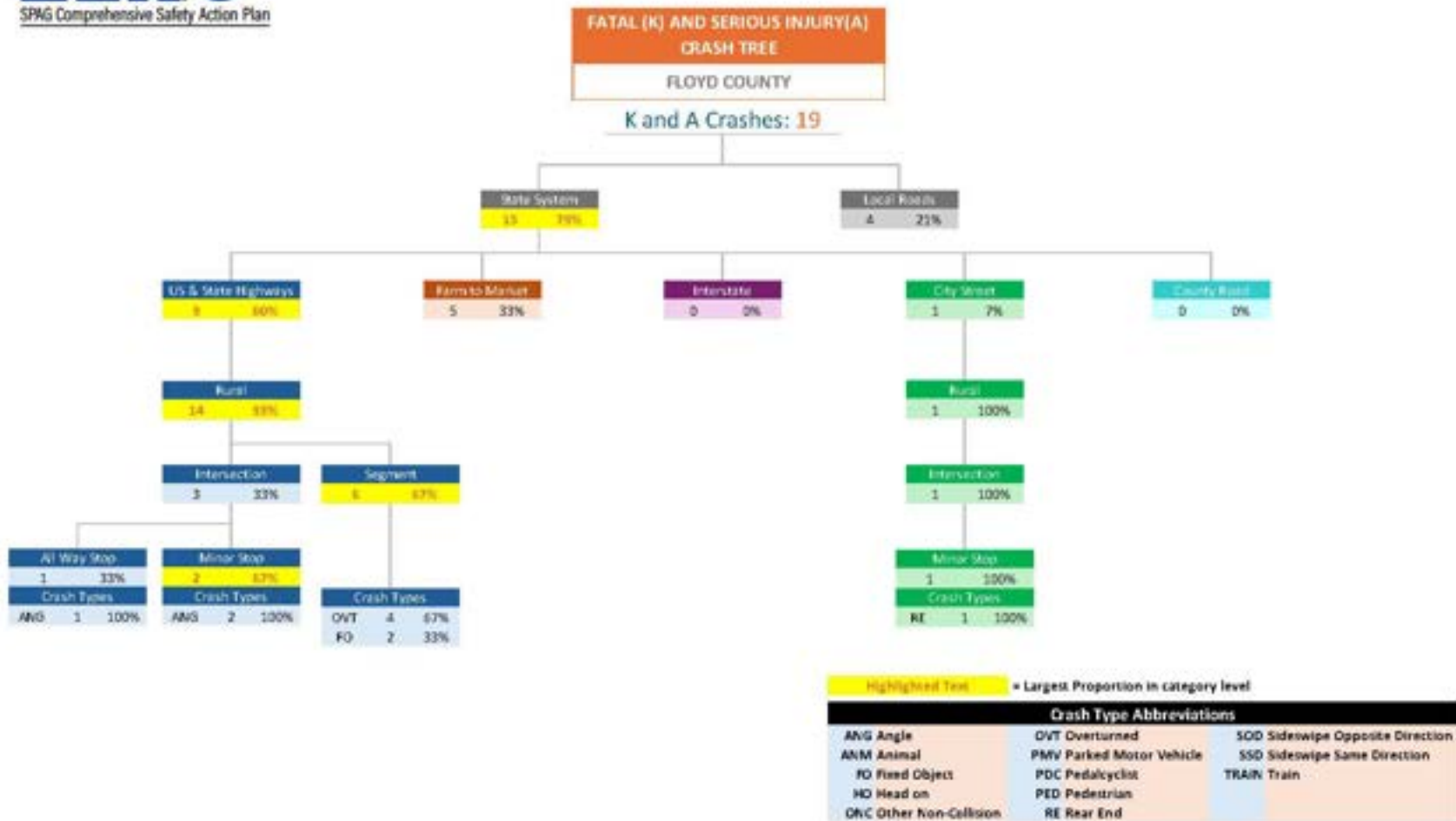


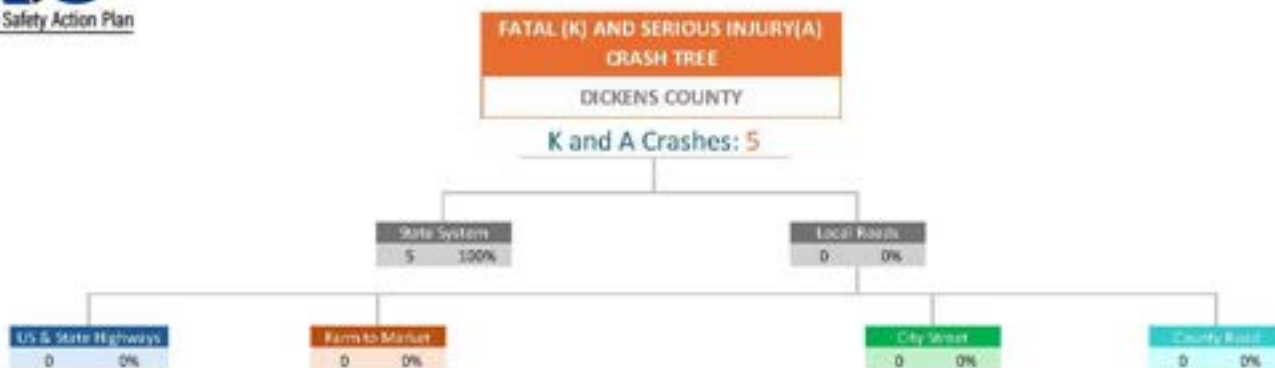
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HO Head on	PED Pedestrian	
ONC Other Non-Collision	RE Rear End	





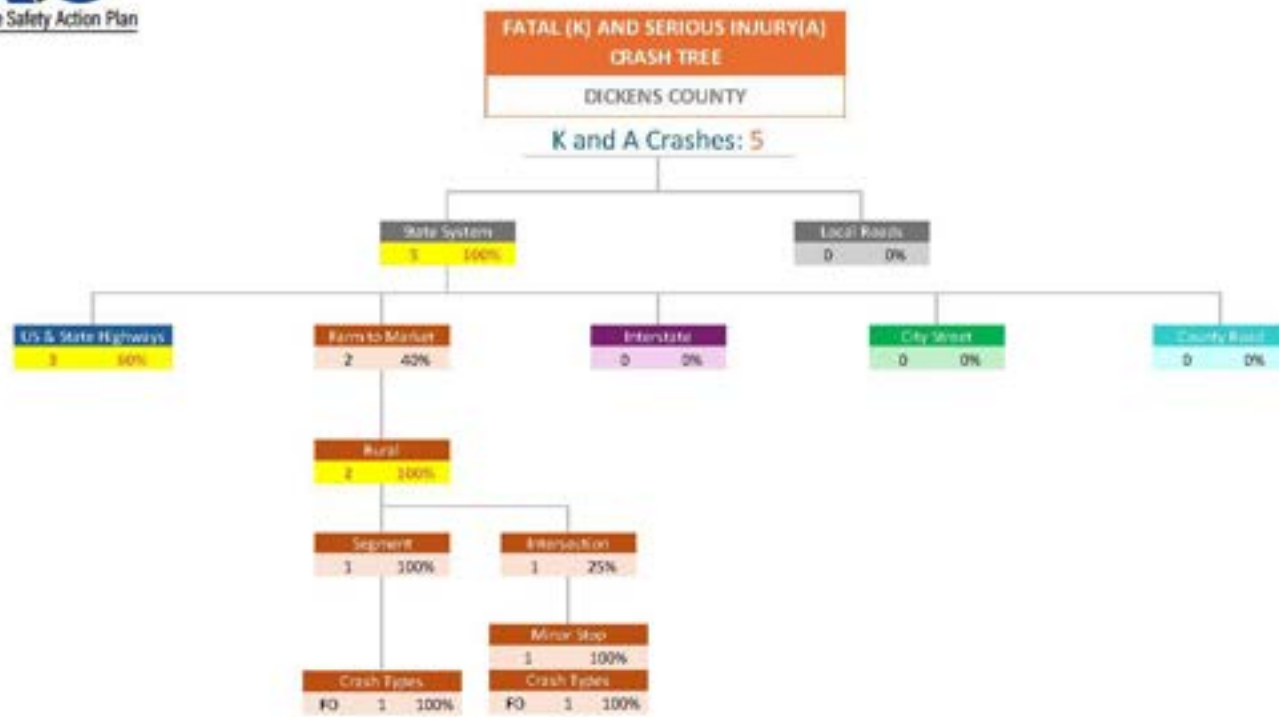




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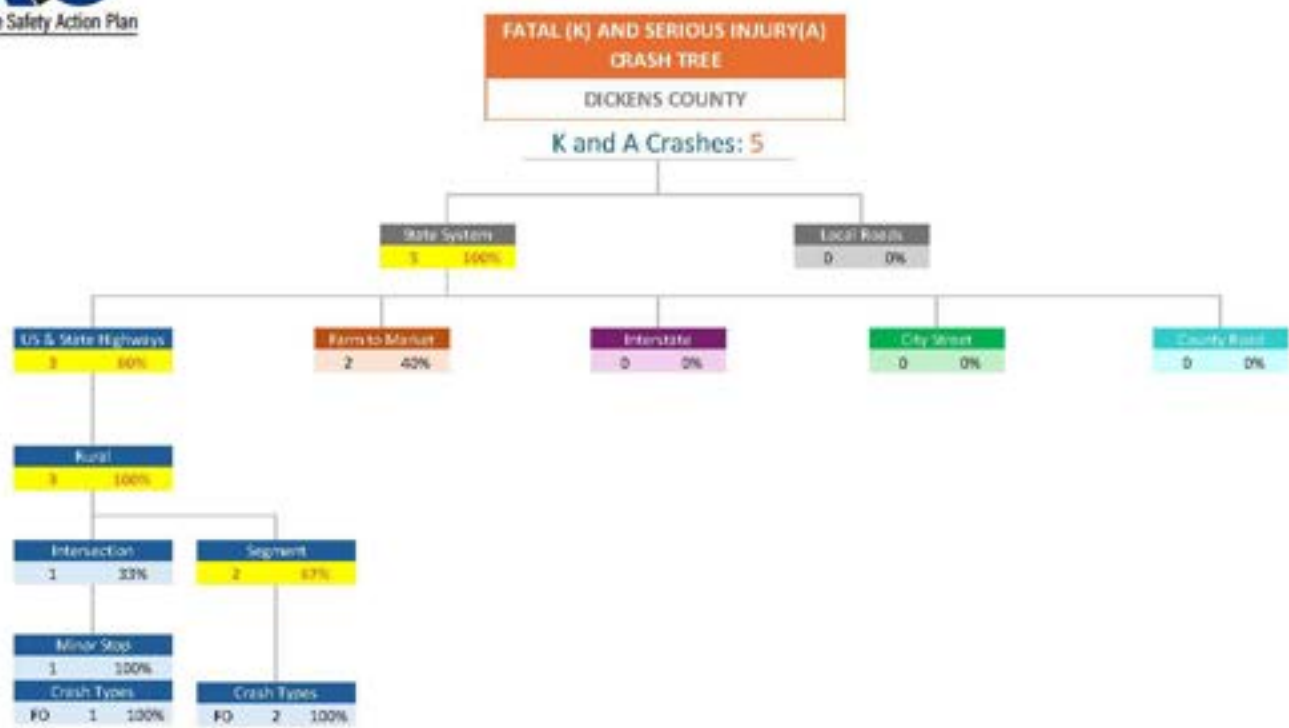




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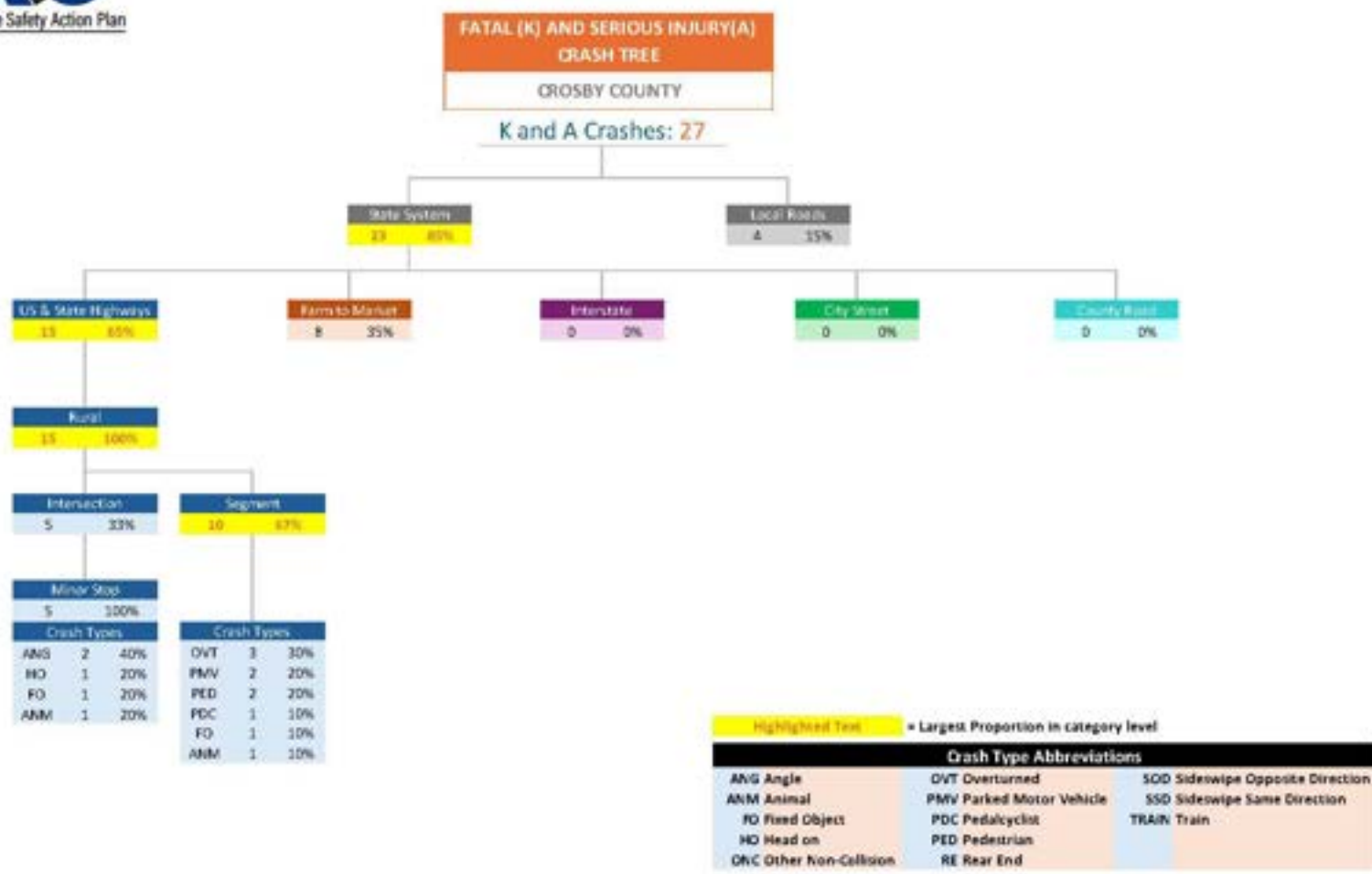


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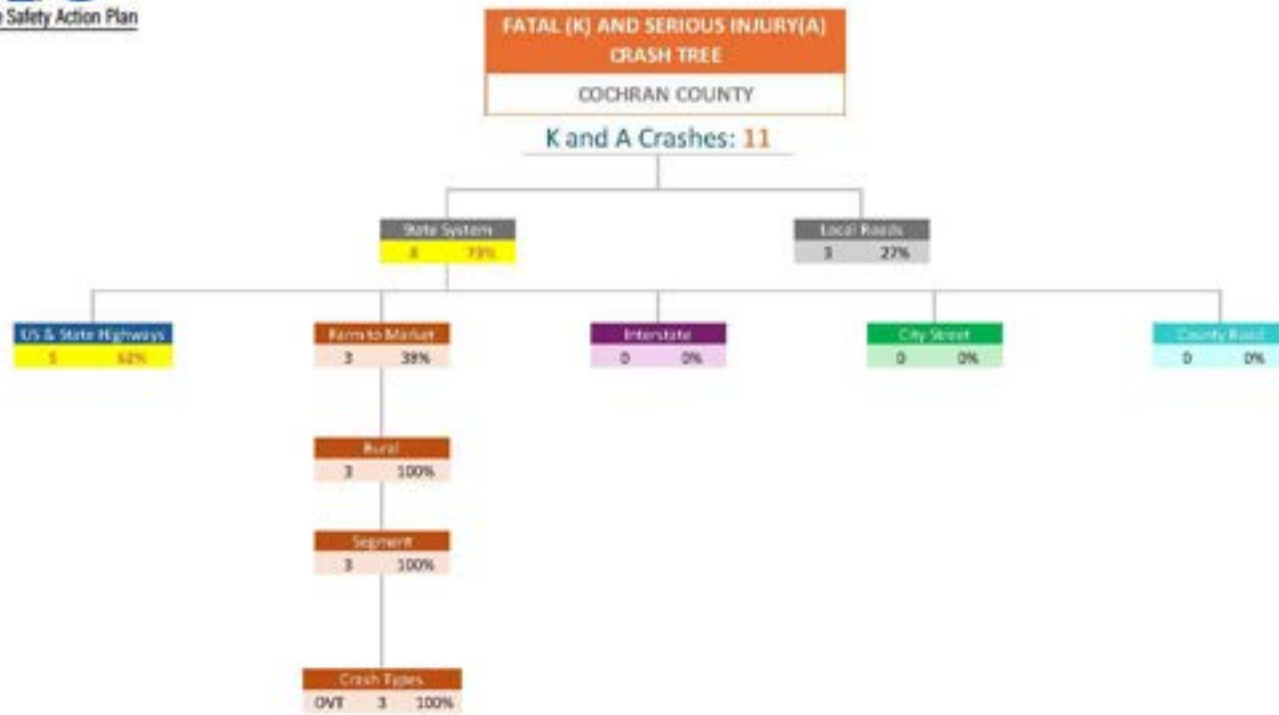




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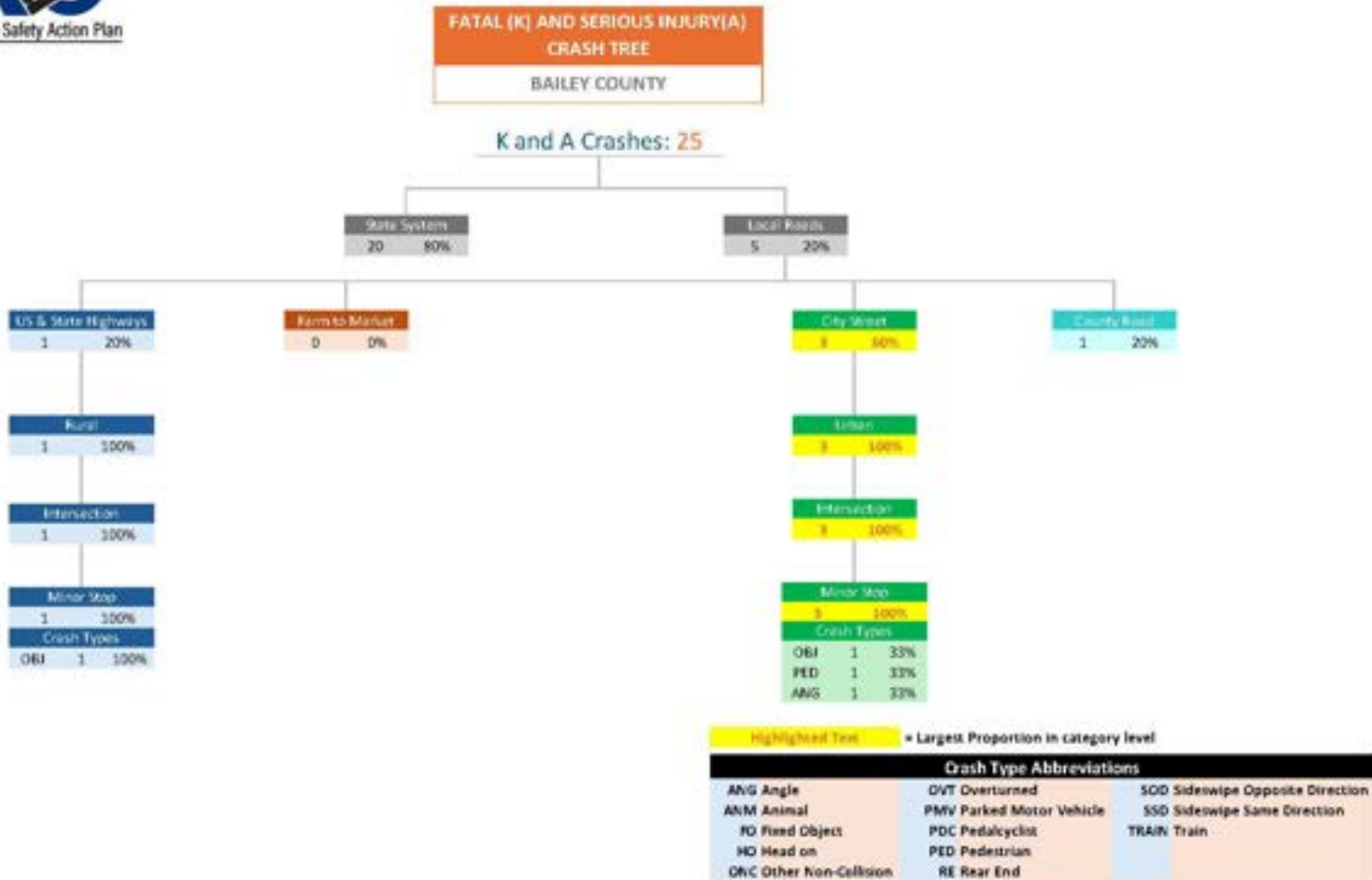


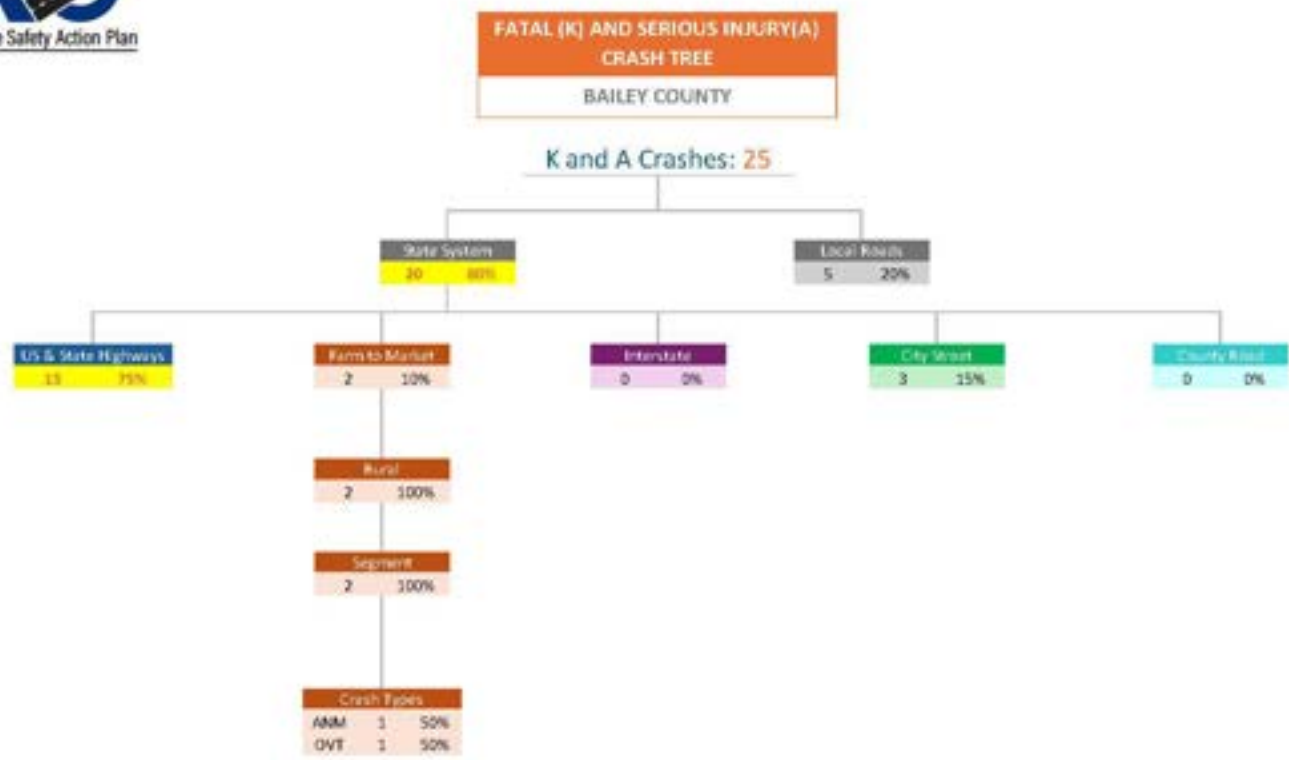


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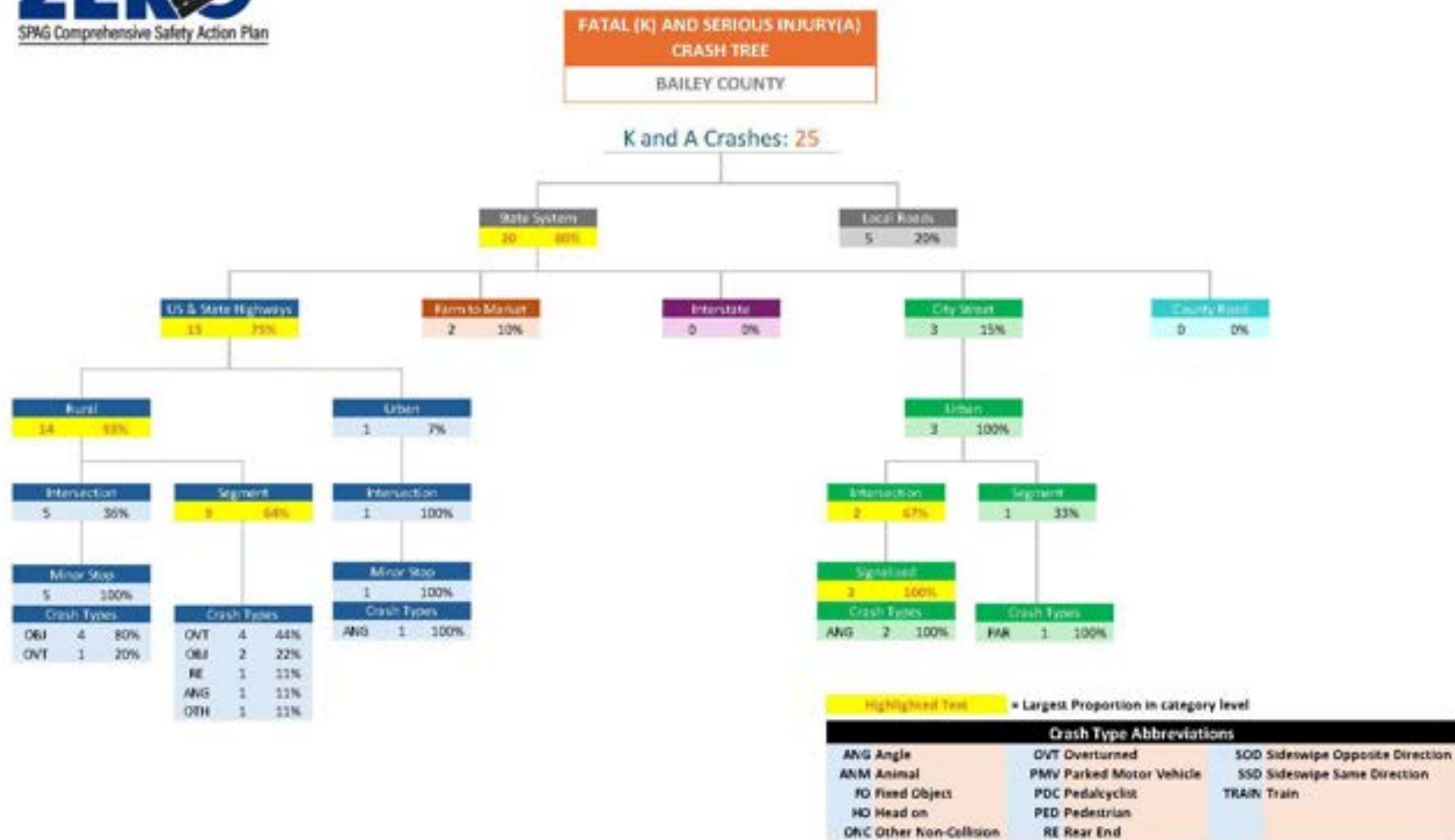




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FO Fixed Object	PDC Pedalcyclist	TRAIN Train
HO Head on	PED Pedestrian	
OVC Other Non-Collision	RE Rear End	





A photograph of a multi-lane highway at sunset. The sky is a mix of orange, yellow, and light blue. Several cars are visible on the road, including a silver SUV in the foreground. The view is from the driver's perspective, with a hand on the steering wheel visible in the lower foreground.

Appendix C Equity Analysis



Equity Analysis

An equity analysis was conducted to pinpoint areas where traffic safety disproportionately affects historically underserved and disinvested communities. This analysis aims to support and guide targeted interventions to address disparities in traffic safety impacts. The United States Department of Transportation (USDOT) defines underserved or disadvantaged communities using U.S. Census tracts and data to evaluate the burden experienced by these communities due to transportation underinvestment¹⁵.

Census data can be leveraged to calculate overall disadvantaged community scores at various geographic levels based on several disadvantaged components. One of these components is transportation insecurity, which represents the inability of people to reach their destinations as part of their daily activities. It comprises three indicators:

- **Transportation access:** Indicates transportation challenges faced, such as commute time or accessibility, which create barriers to employment.
- **Transportation cost burden:** Reflects the percentage of household income spent on transportation expenses (e.g., auto ownership and maintenance, commuting, transit).
- **Transportation safety:** Indicates the level of traffic fatalities per 100,000 persons.

Scores at 65% or higher for each of these indicators suggest a higher burden. The following section provides the equity statistics of the 15 counties within the SPAG region.

¹⁵ <https://www.census.gov/library/stories/state-by-state/texas.html>



C.1 Bailey County

Table 1. Equity Statistics (Bailey)

Indicator	Value
Total Population	6,900
Total Population Living in Disadvantaged Census Tracts	0
Percent of Disadvantaged Census Tracts	0
Transportation Insecurity (Percentile Rank)	76
Transportation Access (Percentile Rank)	74
Transportation Cost Burden (Percentile Rank)	67
Transportation Safety (Percentile Rank)	59

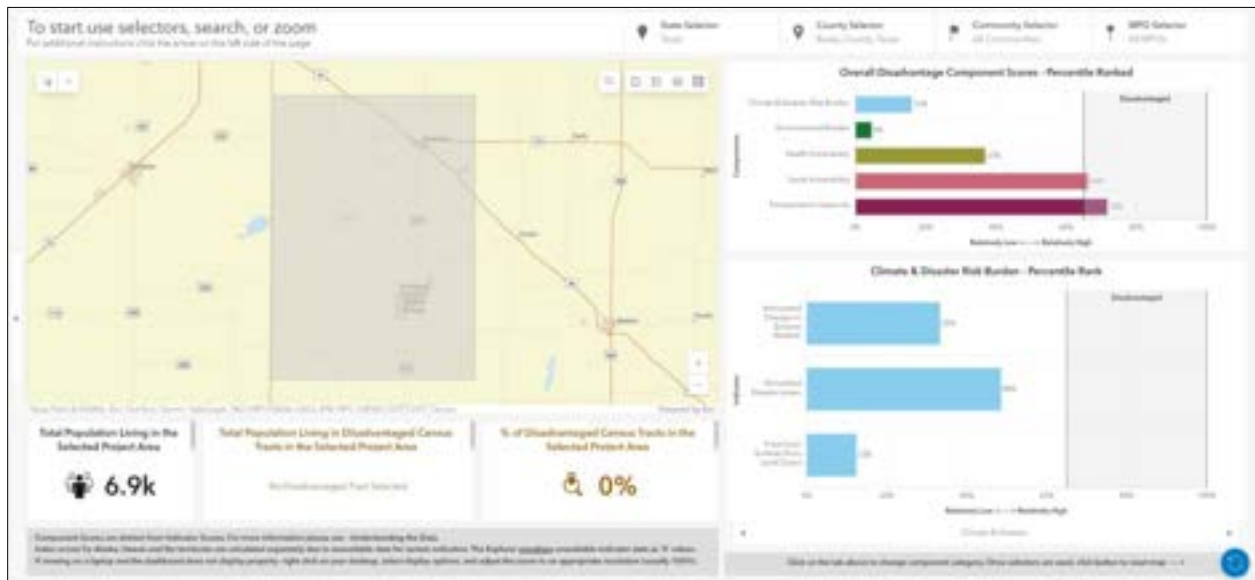


Figure 1. Equity Statistics (Bailey)



C.2 Cochran County

Table 2. Equity Statistics (Cochran)

Indicator	Value
Total Population	2,900
Total Population Living in Disadvantaged Census Tracts	2,900
Percent of Disadvantaged Census Tracts	100
Transportation Insecurity (Percentile Rank)	84
Transportation Access (Percentile Rank)	82
Transportation Cost Burden (Percentile Rank)	81
Transportation Safety (Percentile Rank)	79

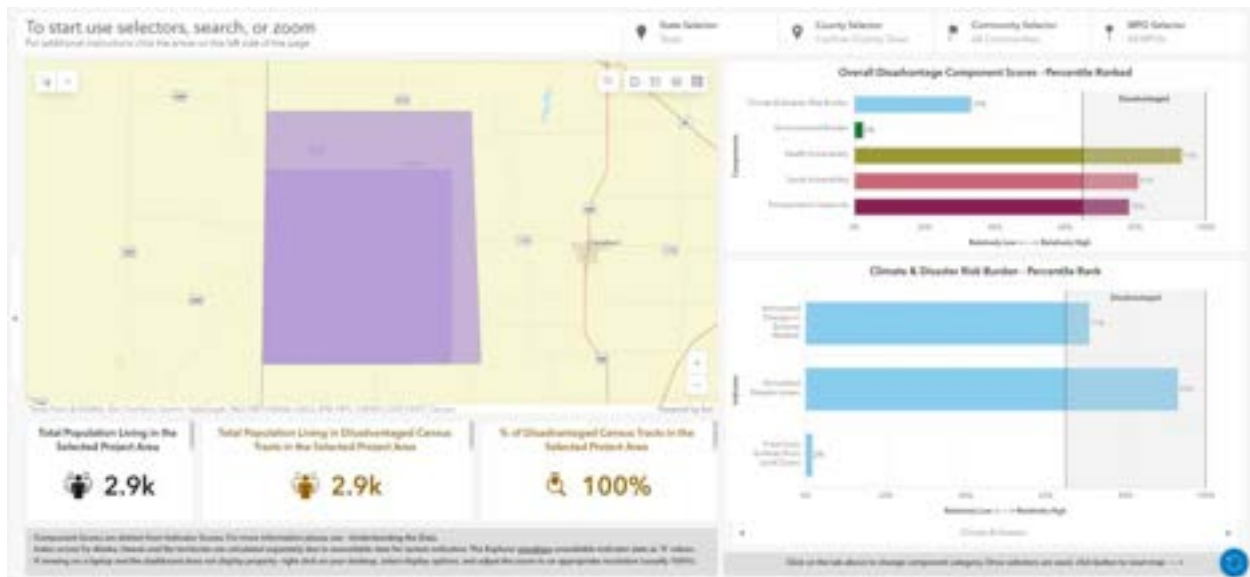


Figure 2. Equity Statistics (Cochran)

C.3 Crosby County

Table 3. Equity Statistics (Crosby)

Indicator	Value
Total Population	5,800
Total Population Living in Disadvantaged Census Tracts	5,800
Percent of Disadvantaged Census Tracts	100
Transportation Insecurity (Percentile Rank)	74
Transportation Access (Percentile Rank)	69
Transportation Cost Burden (Percentile Rank)	77
Transportation Safety (Percentile Rank)	72

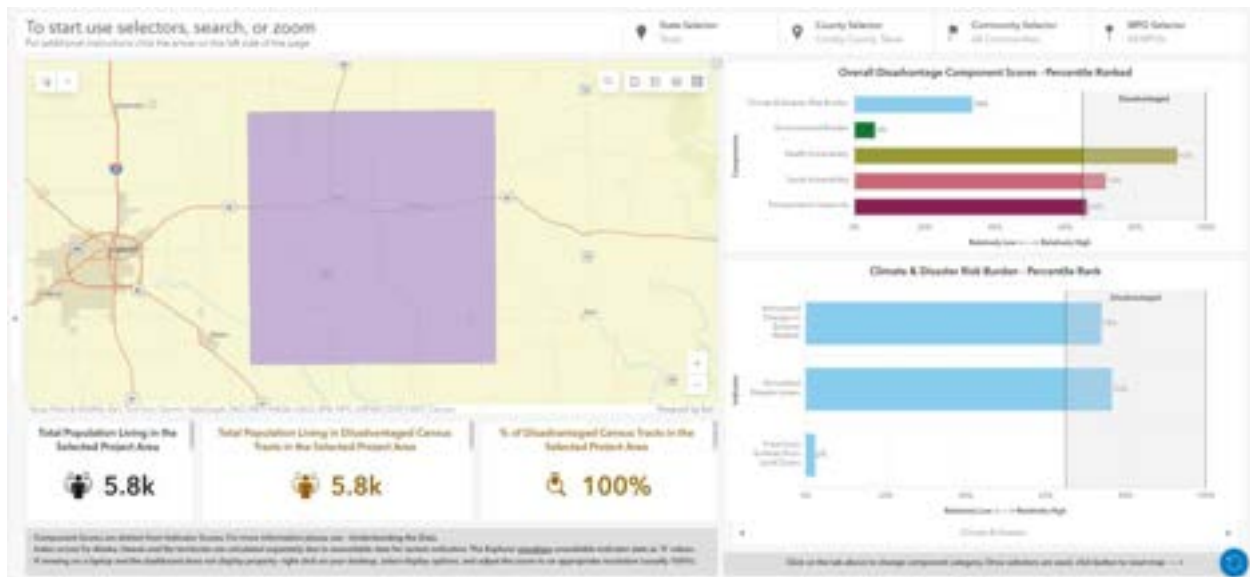


Figure 3. Equity Statistics (Crosby)



C.4 Dickens County

Table 4. Equity Statistics (Dickens)

Indicator	Value
Total Population	2,200
Total Population Living in Disadvantaged Census Tracts	2,200
Percent of Disadvantaged Census Tracts	100
Transportation Insecurity (Percentile Rank)	97
Transportation Access (Percentile Rank)	97
Transportation Cost Burden (Percentile Rank)	80
Transportation Safety (Percentile Rank)	91

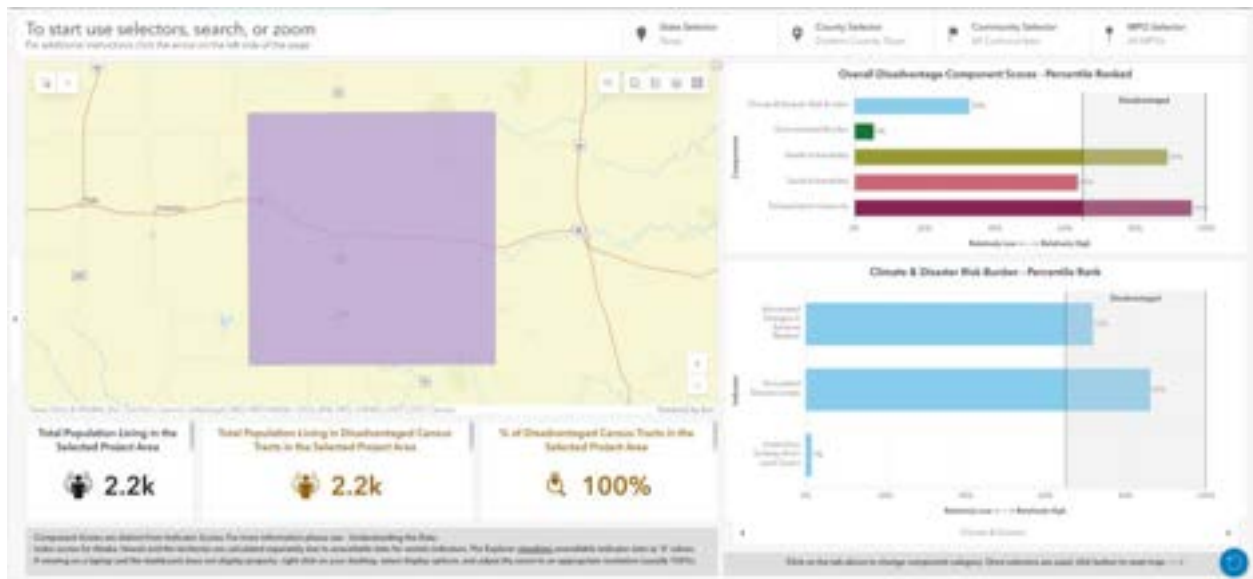


Figure 4. Equity Statistics (Dickens)

C.5 Floyd County

Table 5. Equity Statistics (Floyd)

Indicator	Value
Total Population	5,800
Total Population Living in Disadvantaged Census Tracts	5,800
Percent of Disadvantaged Census Tracts	100
Transportation Insecurity (Percentile Rank)	67
Transportation Access (Percentile Rank)	64
Transportation Cost Burden (Percentile Rank)	64
Transportation Safety (Percentile Rank)	64

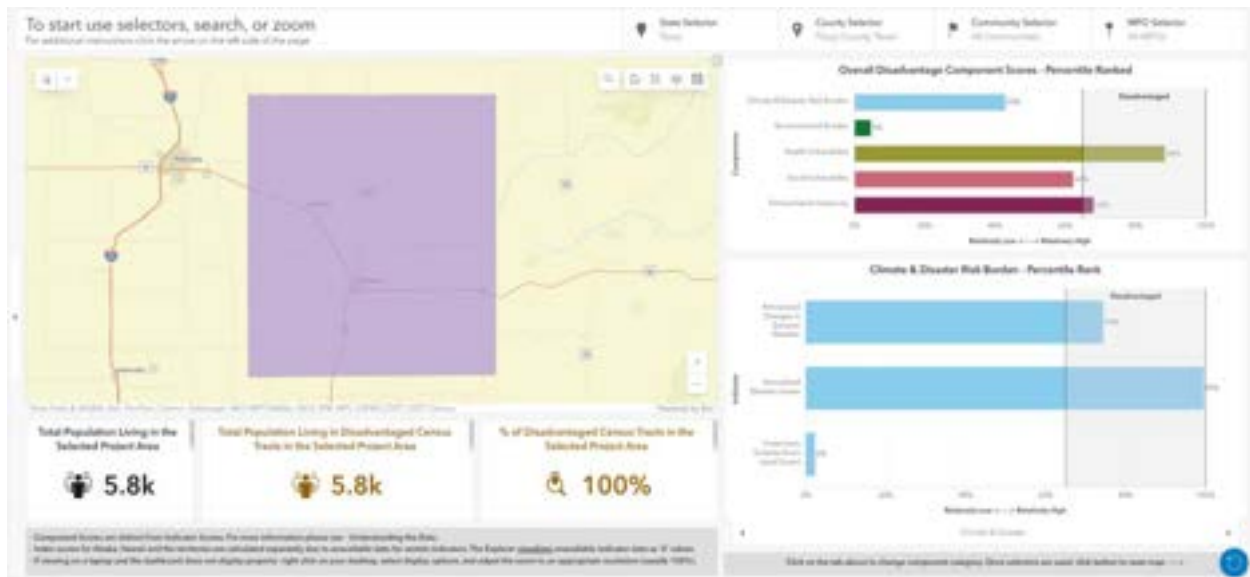


Figure 5. Equity Statistics (Floyd)



C.6 Garza County

Table 6. Equity Statistics (Garza)

Indicator	Value
Total Population	6,000
Total Population Living in Disadvantaged Census Tracts	0
Percent of Disadvantaged Census Tracts	0
Transportation Insecurity (Percentile Rank)	91
Transportation Access (Percentile Rank)	81
Transportation Cost Burden (Percentile Rank)	69
Transportation Safety (Percentile Rank)	64

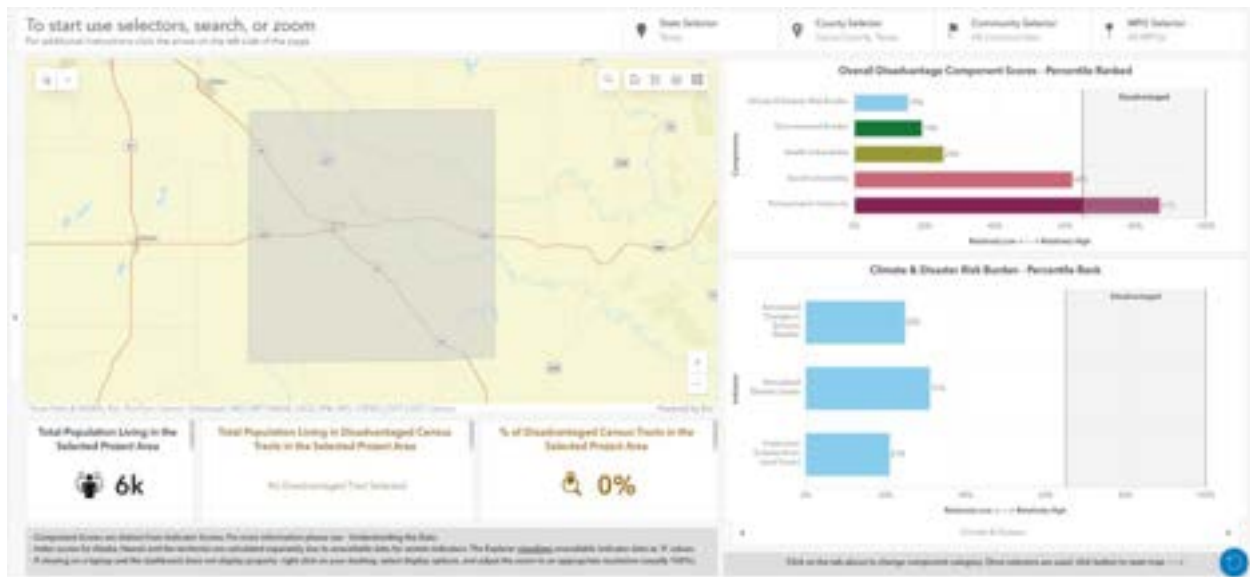


Figure 6. Equity Statistics (Garza)



C.7 Hale County

Table 7. Equity Statistics (Hale)

Indicator	Value
Total Population	33,500
Total Population Living in Disadvantaged Census Tracts	20,400
Percent of Disadvantaged Census Tracts	56
Transportation Insecurity (Percentile Rank)	62
Transportation Access (Percentile Rank)	58
Transportation Cost Burden (Percentile Rank)	70
Transportation Safety (Percentile Rank)	55

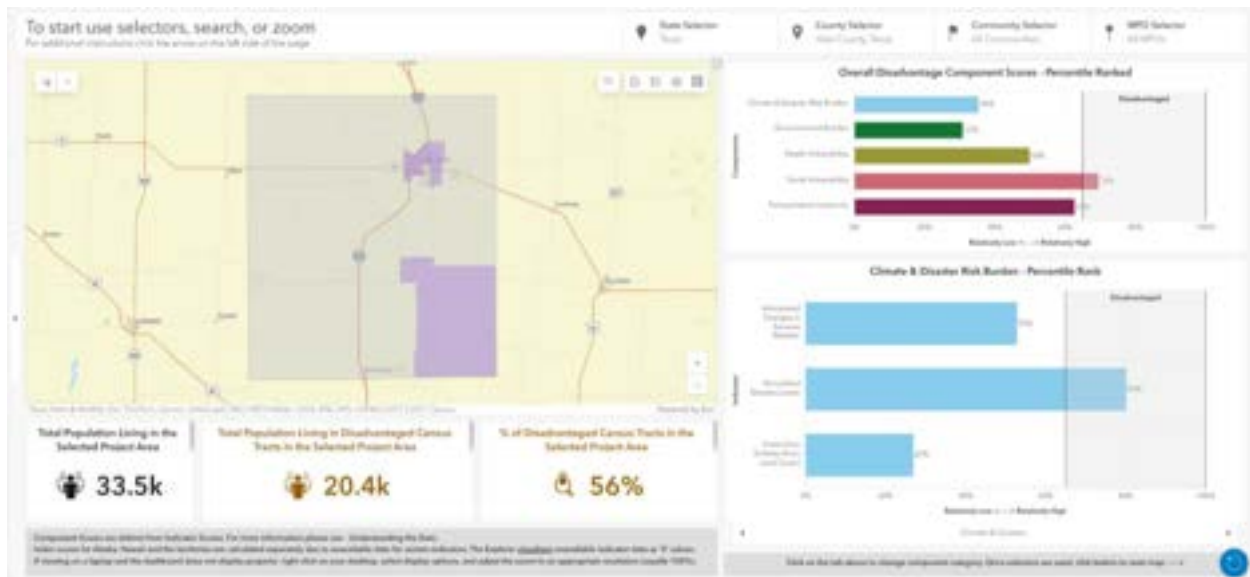


Figure 7. Equity Statistics (Hale)



C.8 Hockley County

Table 8. Equity Statistics (Hockley)

Indicator	Value
Total Population	23,000
Total Population Living in Disadvantaged Census Tracts	11,800
Percent of Disadvantaged Census Tracts	57
Transportation Insecurity (Percentile Rank)	58
Transportation Access (Percentile Rank)	55
Transportation Cost Burden (Percentile Rank)	62
Transportation Safety (Percentile Rank)	59

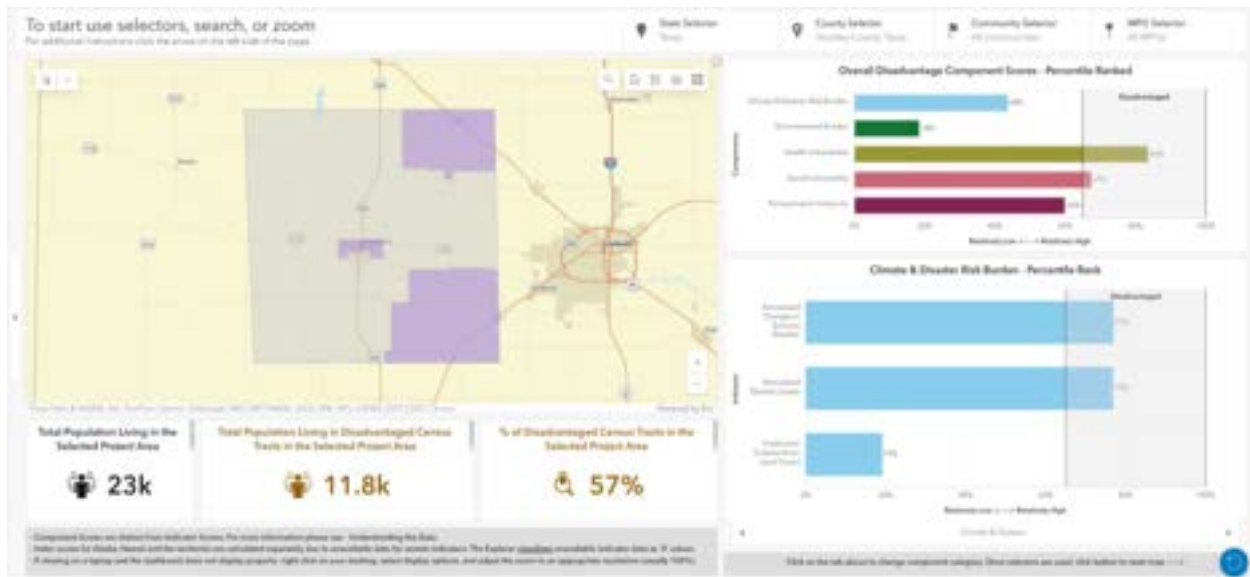


Figure 8. Equity Statistics (Hockley)



C.9 King County

Table 9. Equity Statistics (King)

Indicator	Value
Total Population	279
Total Population Living in Disadvantaged Census Tracts	279
Percent of Disadvantaged Census Tracts	100
Transportation Insecurity (Percentile Rank)	92
Transportation Access (Percentile Rank)	98
Transportation Cost Burden (Percentile Rank)	85
Transportation Safety (Percentile Rank)	50

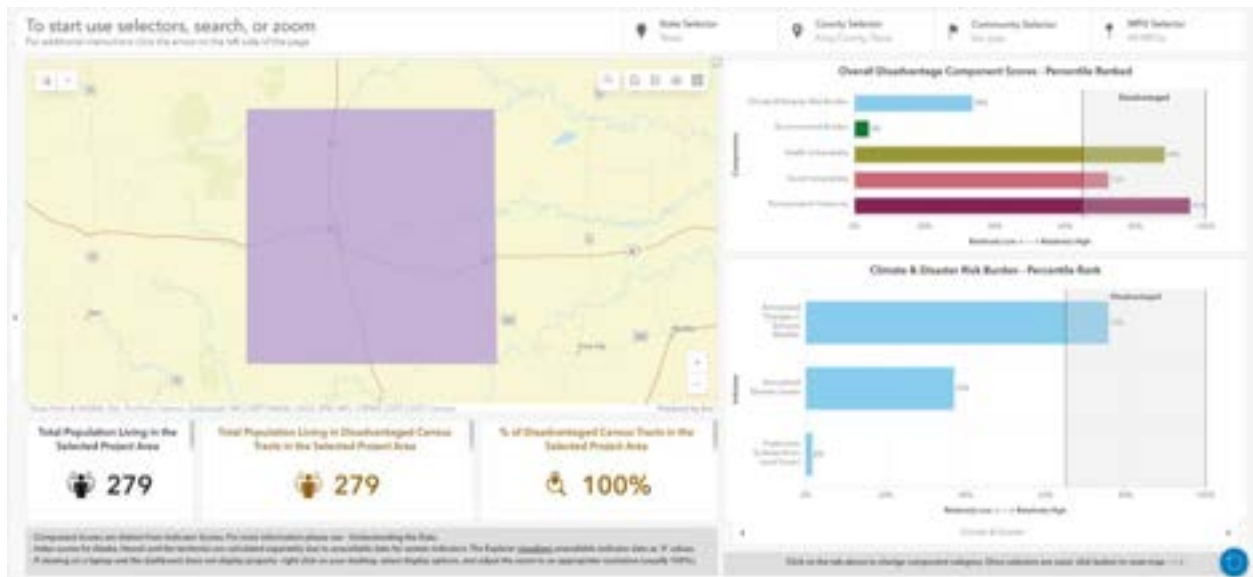


Figure 9. Equity Statistics (King)



C.10 Lamb County

Table 10. Equity Statistics (Lamb)

Indicator	Value
Total Population	13,000
Total Population Living in Disadvantaged Census Tracts	4,000
Percent of Disadvantaged Census Tracts	40
Transportation Insecurity (Percentile Rank)	61
Transportation Access (Percentile Rank)	55
Transportation Cost Burden (Percentile Rank)	73
Transportation Safety (Percentile Rank)	69

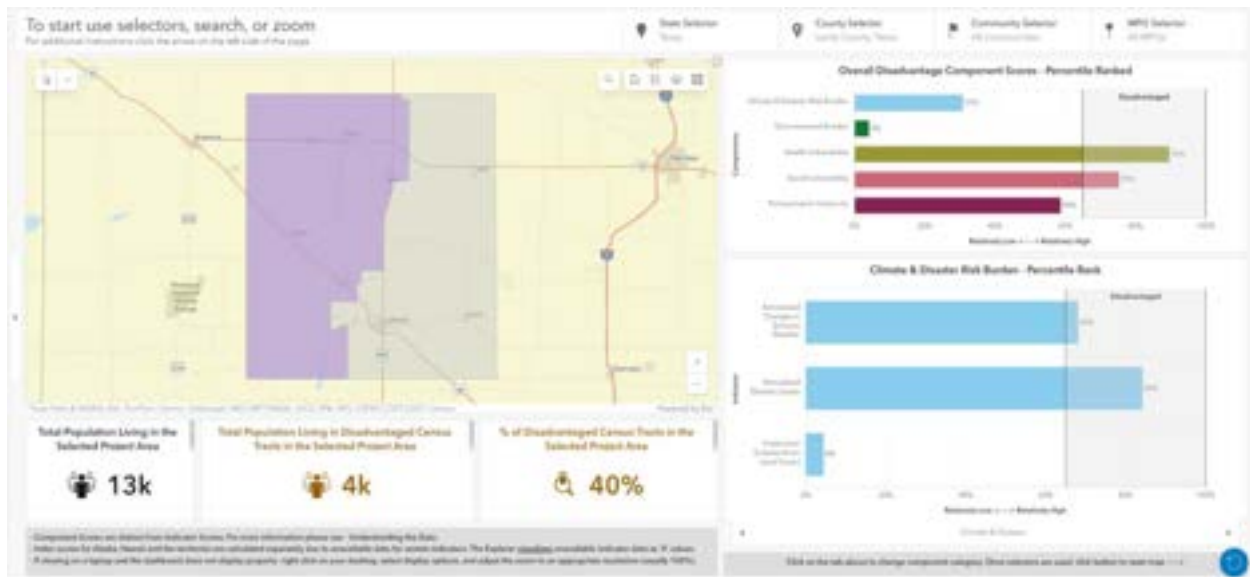


Figure 10. Equity Statistics (Lamb)



C.11 Lubbock County

Table 11. Equity Statistics (Lubbock)

Indicator	Value
Total Population	308,392
Total Population Living in Disadvantaged Census Tracts	103,300
Percent of Disadvantaged Census Tracts	35
Transportation Insecurity (Percentile Rank)	45
Transportation Access (Percentile Rank)	45
Transportation Cost Burden (Percentile Rank)	56
Transportation Safety (Percentile Rank)	45

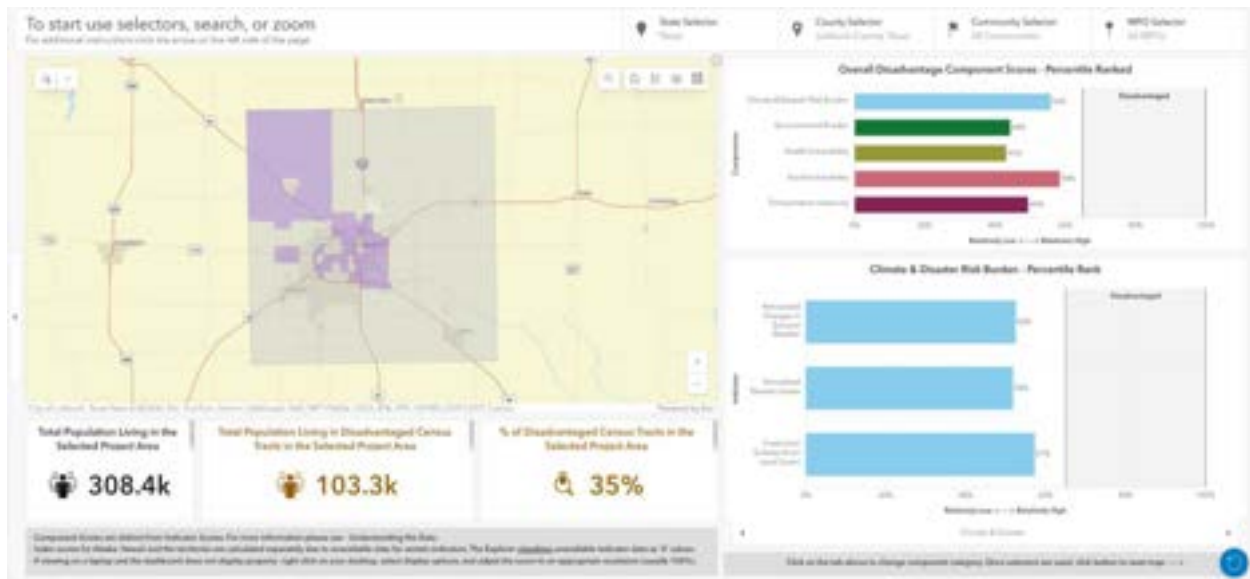


Figure 11. Equity Statistics (Lubbock)



C.12 Lynn County

Table 12. Equity Statistics (Lynn)

Indicator	Value
Total Population	5,900
Total Population Living in Disadvantaged Census Tracts	2,500
Percent of Disadvantaged Census Tracts	33
Transportation Insecurity (Percentile Rank)	61
Transportation Access (Percentile Rank)	61
Transportation Cost Burden (Percentile Rank)	74
Transportation Safety (Percentile Rank)	65

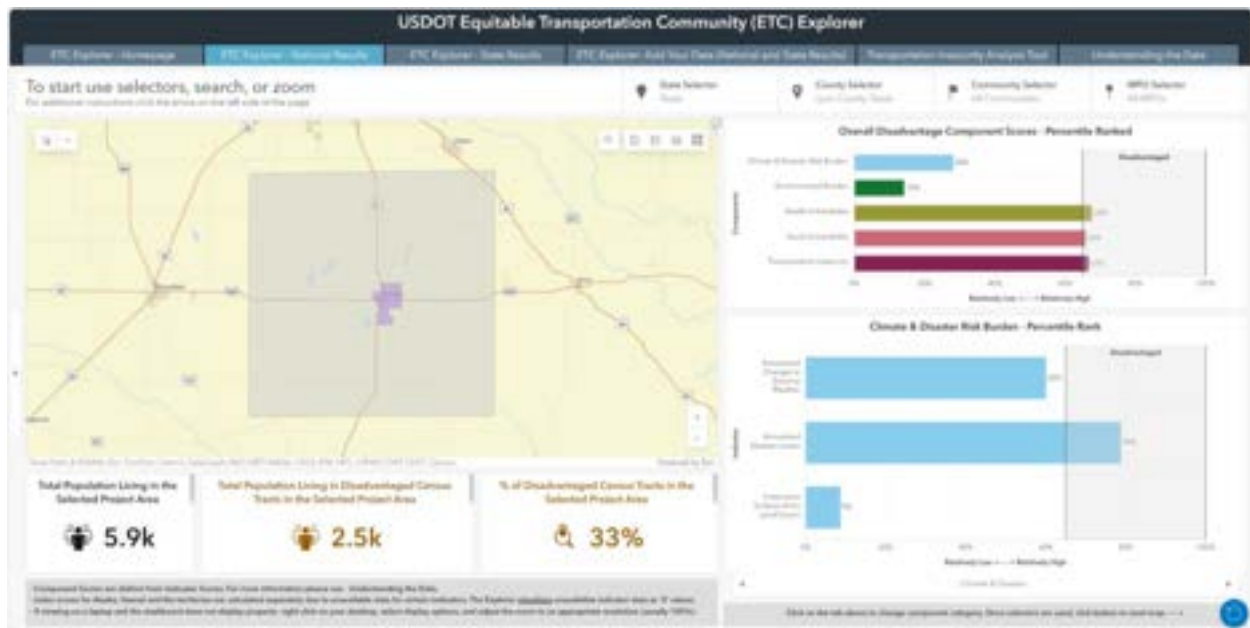


Figure 12. Equity Statistics (Lynn)



C.13 Motley County

Table 13. Equity Statistics (Motley)

Indicator	Value
Total Population	1,400
Total Population Living in Disadvantaged Census Tracts	1,400
Percent of Disadvantaged Census Tracts	100
Transportation Insecurity (Percentile Rank)	71
Transportation Access (Percentile Rank)	77
Transportation Cost Burden (Percentile Rank)	73
Transportation Safety (Percentile Rank)	42

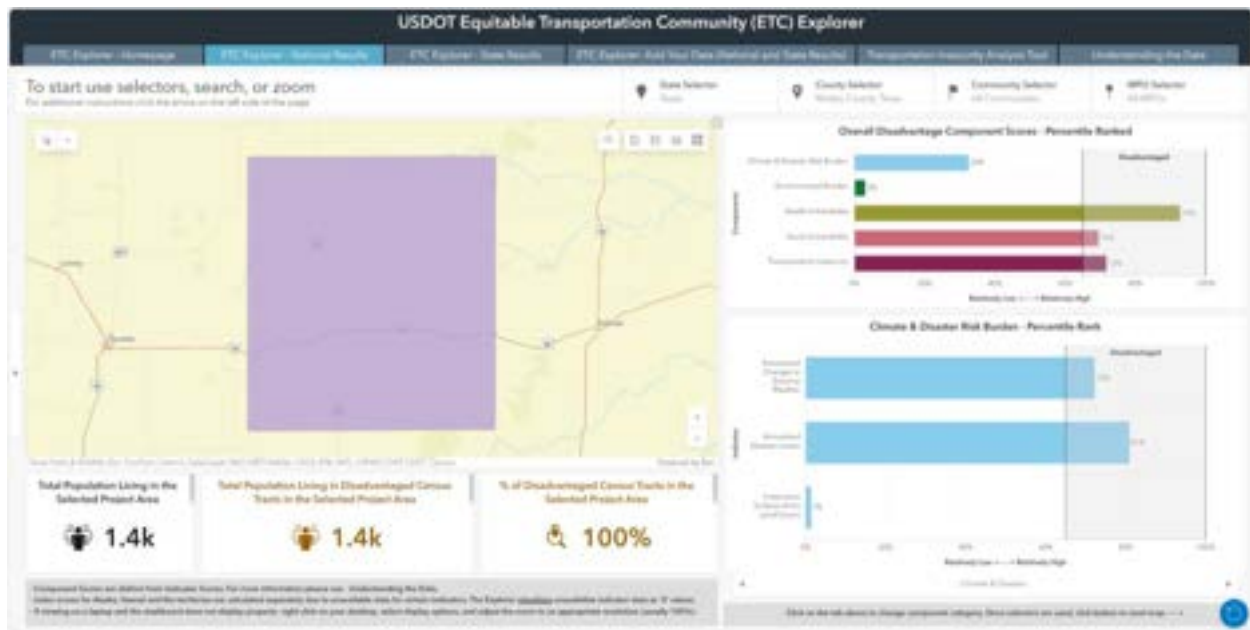


Figure 13. Equity Statistics (Motley)



C.14 Terry County

Table 14. Equity Statistics (Terry)

Indicator	Value
Total Population	12,400
Total Population Living in Disadvantaged Census Tracts	12,400
Percent of Disadvantaged Census Tracts	100
Transportation Insecurity (Percentile Rank)	59
Transportation Access (Percentile Rank)	58
Transportation Cost Burden (Percentile Rank)	73
Transportation Safety (Percentile Rank)	62

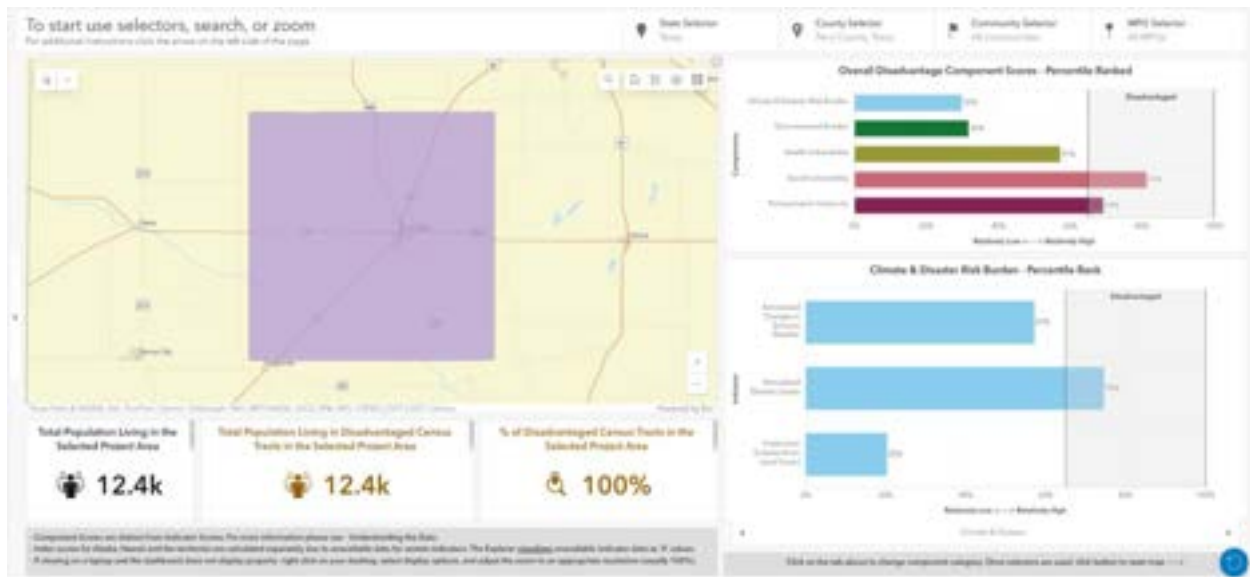


Figure 14. Equity Statistics (Terry)



C.15 Yoakum County

Table 15. Equity Statistics (Yoakum)

Indicator	Value
Total Population	8,600
Total Population Living in Disadvantaged Census Tracts	2,000
Percent of Disadvantaged Census Tracts	50
Transportation Insecurity (Percentile Rank)	72
Transportation Access (Percentile Rank)	78
Transportation Cost Burden (Percentile Rank)	42
Transportation Safety (Percentile Rank)	20

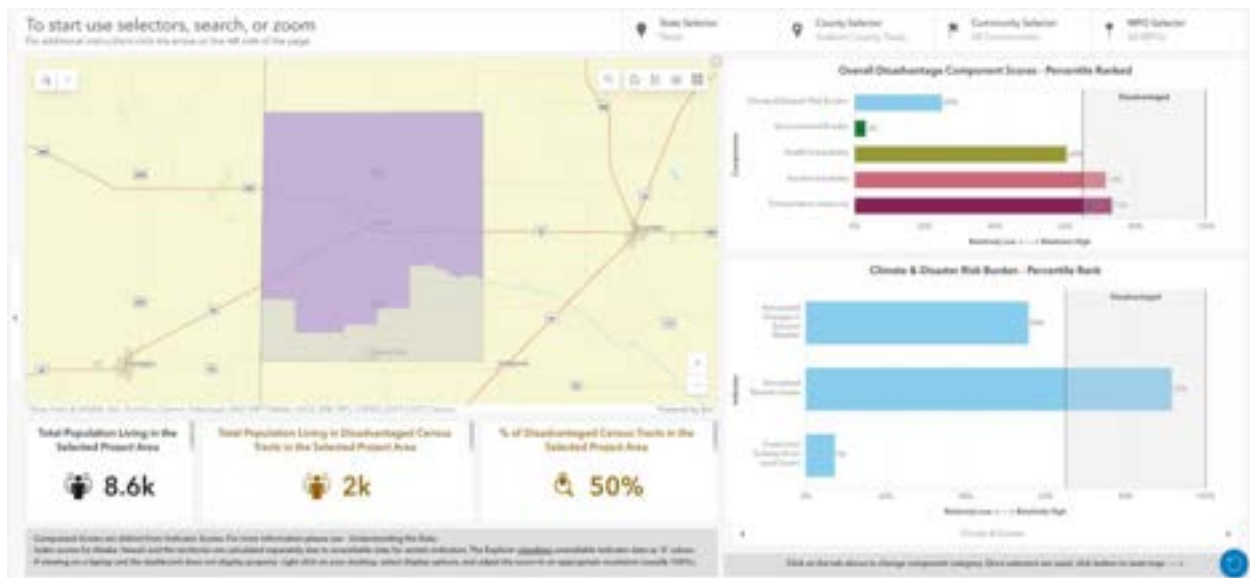


Figure 15. Equity Statistics (Yoakum)





Appendix D Safety Strategies



D.1 Safety Strategies

Action Number 1: Safe System Administration

Lead and oversee the Vision Zero CSAP implementation to reduce fatal and serious injury crashes by promoting collaboration, directing resources, and monitoring performance.

Action Number	Strategy Description	Emphasis Area	Focus Area	Applicable Locations	CMF / NHTSA Rating	Time	Cost
1.1	Establish a Safety Committee with diverse perspectives and agencies within the SPAG region to collaborate on activities, oversee CSAP implementation and monitoring, and report progress annually to the public.	All	All	Countywide	NA	Medium	Medium
1.2	Release an annual Vision Zero report to highlight progress to safety partners and the public.	All	All	Countywide	NA	Short	Low
1.3	Set up communication channels to regularly share crash data and road safety metrics with local agencies, municipalities, and community partners.	All	All	Countywide	NA	Short	Low
1.4	Periodically review and update priority corridors and intersections every 5 years.	All	All	Countywide	NA	Short	Low
1.5	Enhance the capacity and resources for local agencies to implement safety strategies and improvements.	All	All	Countywide	NA	Medium	Medium
1.6	Offer training for law enforcement officials on accurate crash reporting.	All	All	Countywide	NA	Short	Low



Action Number	Strategy Description	Emphasis Area	Focus Area	Applicable Locations	CMF / NHTSA Rating	Time	Cost
1.7	Organize annual workshops with municipalities to coordinate safety priorities, grants, funding, and project implementation.	All	All	Countywide	NA	Medium	Medium
1.8	Encourage and provide support to municipalities in adopting Complete Streets policies and design guidelines consistent with the region.	All	All	Countywide	NA	Short	Low



Action Number 2: Planning and Policies

Create, promote, and enforce planning initiatives, policies, practices, and legislation aimed at enhancing safety and reducing fatal and serious injury crashes.

Action Number	Strategy Description	Emphasis Area	Focus Area	Applicable Locations	CMF / NHTSA Rating	Time	Cost
2.1	Embed Complete Streets principles into county and municipal plans.	All	All	Countywide	NA	Medium	Low
2.2	Perform safety field reviews within 48 hours of any new fatal crash.	All	All	Countywide	NA	Medium	Low
2.3	Carry out Road Safety Audits on the High Priority Network.	Safe Roads	All	Countywide	NA	Short	Low
2.4	Organize annual workshops with municipalities to coordinate safety priorities, grants, funding, and project implementation.	All	All	Countywide	NA	Short	Low



Action Number 3: Intersections

Reduce intersection-related conflicts and crashes by enhancing driver awareness and visibility, modifying conflict points, and lowering vehicle speeds.

Action Number	Strategy Description	Emphasis Area	Focus Area	Applicable Locations	CMF / NHTSA Rating	Time	Cost
3.1	Collaborate with relevant authorities to ensure investments are made at priority intersections.	Safe Roads Safe Road Users	Intersection Safety Older Driver Younger Driver	Priority Intersections	NA	Long	High
3.2	Develop and distribute educational videos and materials on innovative intersection designs, such as roundabouts, R-cuts, J-turns, and Diverging Diamond Interchanges, to educate the public about these new features.	Safe Roads Safe Road Users	Intersection Safety Older Driver Younger Driver	Countywide	NA	Short	Low
3.3	Provide adequate street lighting.	Safe Roads Safe Road Users	Intersection Safety	Priority Intersections	0.79	Medium	Medium
3.4	Enhance intersection visibility by providing improved signage (e.g., advance warning signs, advisory speed limits, LED lights on stop signs) and delineation.	Safe Roads Safe Road Users	Intersection Safety Older Driver Younger Driver	Priority Intersections	0.59-0.65	Medium	Medium



Action Number	Strategy Description	Emphasis Area	Focus Area	Applicable Locations	CMF / NHTSA Rating	Time	Cost
3.5	Install an additional signal head for each lane.	Safe Roads	Intersection Safety	Priority Intersections	NA	Medium	Medium
3.6	Construct positive offset left-turn lanes at intersections to improve sight lines for vehicles turning left and opposing through vehicles.	Safe Roads Safe Road Users	Intersection Safety Older Driver Younger Driver	Priority Intersections	NA	Medium	High
3.7	Realign intersection approaches to reduce or eliminate intersection skew.	Safe Roads Safe Road Users	Intersection Safety Older Driver Younger Driver	Priority Intersections	NA	Long	High
3.8	Optimize clearance intervals at signalized intersections.	Safe Roads	Intersection Safety	Countywide	NA	Short	Low
3.9	Coordinate closely spaced signals near at-grade railroad crossings.	Safe Roads	Intersection Safety	Countywide	NA	Long	Medium
3.10	Revise the geometry of complex intersections.	Safe Roads	Intersection Safety	Priority Intersections	NA	Long	High
3.11	Reduce midblock turning conflicts through access management.	Safe Roads Safe Road Users	Intersection Safety	Priority Intersections	NA	Short	Low
3.12	Provide all-red clearance intervals at intersections.	Safe Roads Safe Road Users Safe Speeds	Older Driver Intersection Safety	Countywide	0.6-0.8	Short	Low



Action Number	Strategy Description	Emphasis Area	Focus Area	Applicable Locations	CMF / NHTSA Rating	Time	Cost
			Speeding Behavior				
3.13	Evaluate and post reasonable, safe and consistent speed limits in advance of intersection approaches.	Safe Roads Safe Road Users Safe Speeds	Intersection Safety Speeding Behavior	Priority Intersections	NA	Short	Low
3.14	Employ traffic calming measures.	Safe Roads Safe Road Users Safe Speeds	Intersection Safety Speeding Behavior	Priority Intersections	NA	Medium	Medium



Action Number 4: Roadway and Lane Departure

Mitigate roadway departure crashes, implement safety measures that keep vehicles in their lanes, ensure safe recovery if they leave the roadway, and reduce crash severity.

Action Number	Strategy Description	Emphasis Area	Focus Area	Applicable Locations	CMF / NHTSA Rating	Time	Cost
4.1	Install, enhance, or maintain center and edge line pavement markings.	Safe Roads Safe Road Users	Roadway and Lane Departure Impaired Driving Distracted Driving	Priority Corridors	0.89	Short	Low
4.2	Use advance curve warning signs, chevrons, and reflective strips on signposts for positive guidance and curve delineation.	Safe Roads Safe Road Users	Roadway and Lane Departure Impaired Driving Distracted Driving	Priority Corridors	NA	Short	Low
4.3	Enhance pavement friction with high friction surface treatments.	Safe Roads Safe Road Users	Roadway and Lane Departure Impaired Driving Distracted Driving	Priority Corridors	0.89	Medium	Medium
4.4	Install shoulder rumble strips.	Safe Roads Safe Road Users	Roadway and Lane Departure Impaired Driving Distracted Driving	Priority Corridors	0.77	Medium	Medium
4.5	Install center line rumble strips.	Safe Roads Safe Road Users	Roadway and Lane Departure	Priority Corridors	0.77	Medium	Medium



Action Number	Strategy Description	Emphasis Area	Focus Area	Applicable Locations	CMF / NHTSA Rating	Time	Cost
			Impaired Driving Distracted Driving				
4.6	Improve and maintain clear zones, especially at curves, to provide a safe recovery zone.	Safe Roads Safe Road Users	Roadway and Lane Departure Impaired Driving Distracted Driving	Priority Corridors	NA	Medium	Medium
4.7	Install Safety Edge during resurfacing.	Safe Roads Safe Road Users	Roadway and Lane Departure Impaired Driving Distracted Driving	Priority Corridors	0.59	Medium	Medium
4.8	Install/Upgrade crash-worthy roadside devices such as guardrails, end treatments, signposts, mailboxes, and light poles.	Safe Roads Safe Road Users	Roadway and Lane Departure Impaired Driving Distracted Driving	Priority Corridors	NA	Long	High



Action Number 5: Young Drivers

Prepare Young Drivers for making safe driving decisions.

Action Number	Strategy Description	Emphasis Area	Focus Area	Applicable Locations	CMF / NHTSA Rating	Time	Cost
5.1	Evaluate key roads and intersections near schools and areas with high activity from younger drivers.	Safe Roads Safe Road Users	Young Driver Intersections Roadway and Lane Departure Speeding Behavior Impaired Driving	Countywide	NA	Medium	Medium
5.2	Collaborate with driver's education providers to incorporate a curriculum focused on safe driving practices.	Safe Road Users	Young Driver Roadway and Lane Departure Speeding Behavior Impaired Driving Distracted Driving	Countywide	NA	Medium	Medium
5.3	Collaborate with school officials and staff to create a program that helps parents and guardians of young drivers discuss safe driving practices.	Safe Road Users	Young Driver Roadway and Lane Departure Speeding Behavior Impaired Driving Distracted Driving	Countywide	NA	Medium	Medium



Action Number	Strategy Description	Emphasis Area	Focus Area	Applicable Locations	CMF / NHTSA Rating	Time	Cost
5.4	Create a program that offers real-life experience training for young drivers, including teens and college-aged individuals.	Safe Road Users	Young Driver Roadway and Lane Departure Speeding Behavior Impaired Driving Distracted Driving	Countywide	NA	Medium	Medium
5.5	Collaborate with law enforcement, schools, and other entities to implement programs to prevent alcohol sales to minors.	Safe Road Users	Young Driver Impaired Driving	Countywide	NA	Medium	Medium



Action Number 6: Older Drivers

Reduce the number and severity of crashes involving older drivers by considering their abilities, limitations, and access to essential services.

Action Number	Strategy Description	Emphasis Area	Focus Area	Applicable Locations	CMF / NHTSA Rating	Time	Cost
6.1	Evaluate key roads and intersections near hospitals, senior centers, and areas with high activity from older drivers.	Safe Roads Safe Road Users	Older Driver Intersections	Countywide	NA	Medium	Low
6.2	Create and share videos and informational materials on new street design elements or safety strategies through social media, websites, and public outreach.	Safe Roads Safe Road Users	Older Driver	Countywide	NA	Medium	Low
6.3	Support and promote driving courses for older drivers.	Safe Roads Safe Road Users	Older Driver	Countywide	0.81-0.98	Medium	Medium
6.4	Increase size and letter height of roadway signs.	Safe Roads Safe Road Users	Older Driver	Countywide	NA	Short	Low
6.5	Evaluate the availability of transit options and the needs of older drivers.	Safe Roads Safe Road Users	Older Driver	Countywide	NA	Medium	Medium



Action Number 7: Speeding Behavior

Regulate travel speeds and aggressive driving by applying strategies that consider all road users, roadway design, traffic, and land use to minimize impact forces, enhance visibility, and increase reaction time.

Action Number	Strategy Description	Emphasis Area	Focus Area	Applicable Locations	CMF / NHTSA Rating	Time	Cost
7.1	Identify and address speeding issues in the Priority Network.	Safe Roads Safe Speeds	Speeding Behavior	Priority Corridors and Intersections	5 stars	Medium	Medium
7.2	Use traffic calming measures to achieve safe speeds.	Safe Roads Safe Speeds	Speeding Behavior	Priority Corridors and Intersections	NA	Medium	Medium
7.3	Set speed limits based on road design, traffic, users, and land use.	Safe Roads Safe Speeds	Speeding Behavior	Priority Corridors and Intersections	NA	Short	Low
7.4	Develop guidelines and policies for safe turning speeds at intersections.	Safe Roads Safe Speeds	Speeding Behavior Intersection Safety	Priority Intersections	NA	Medium	Low
7.5	Install speed feedback signs on roads with frequent speeding.	Safe Roads Safe Speeds	Speeding Behavior	Priority Corridors	0.95	Short	Low
7.6	Use dynamic message signs (DMS) to inform drivers of conditions requiring reduced speeds.	Safe Roads Safe Speeds	Speeding Behavior Roadway and Lane Departure	Countywide	NA	Short	Low



Action Number	Strategy Description	Emphasis Area	Focus Area	Applicable Locations	CMF / NHTSA Rating	Time	Cost
7.7	Educate and inform the public about the dangers of speeding.	Safe Speeds Safe Road Users	Speeding Behavior	Countywide	NA	Medium	Medium
7.8	Implement high-visibility enforcement (HVE) to reduce speeding and aggressive driving.	Safe Speeds Safe Road Users	Speeding Behavior	Countywide	NA	Medium	High



Action Number 8: Impaired Driving

Minimize excessive and underage drinking, enhance public awareness, and bolster enforcement, prosecution, and penalties for impaired driving.

Action Number	Strategy Description	Emphasis Area	Focus Area	Applicable Locations	CMF / NHTSA Rating	Time	Cost
8.1	Inform the public about the consequences of drug use and the laws regarding driving under the influence (DUI).	Safe Road Users	Impaired Driving	Countywide	NA	Medium	Low
8.2	Promote safe ride alternatives to reduce impaired driving.	Safe Road Users Safe vehicles	Impaired Driving	Countywide	<u>3 stars</u>	Short	Low
8.3	Perform high-visibility enforcement (HVE) of impaired driving laws, particularly during the holiday periods.	Safe Road Users	Impaired Driving Speeding behavior	Countywide	<u>4 stars</u>	Short	Medium
8.4	Collaborate with communities to implement multimedia traffic safety campaigns focused on impaired driving.	Safe Road Users	Impaired Driving	Countywide	NA	Short	Low
8.5	Provide support and resources for training law enforcement in drug recognition, advanced roadside impaired driving enforcement, and phlebotomy.	Safe Road Users	Impaired Driving	Countywide	NA	Medium	Medium
8.6	Acquire the necessary breath test and oral fluid test devices.	Safe Road Users	Impaired Driving	Countywide	NA	Medium	Low



Action Number	Strategy Description	Emphasis Area	Focus Area	Applicable Locations	CMF / NHTSA Rating	Time	Cost
8.7	Develop a specialized court program for DUI cases.	Safe Road Users	Impaired Driving	Countywide	NA	Short	Low
8.8	Collaborate with law enforcement, the judiciary, and insurance companies to promote the use of vehicle interlock devices for DUI offenders.	Safe Road Users	Impaired Driving	Countywide	NA	Medium	Medium



Action Number 9: Distracted Driving

Regulate travel speeds and aggressive driving by applying strategies that consider all road users, roadway design, traffic, and land use to minimize impact forces, enhance visibility, and increase reaction time.

Action Number	Strategy Description	Emphasis Area	Focus Area	Applicable Locations	CMF / NHTSA Rating	Time	Cost
9.1	Install transverse rumble strips.	Safe Road Safe Road Users	Young Drivers Distracted Driving	Priority Corridors and Intersections	0.94	Medium	Medium
9.2	Raise public awareness about the risks of distracted driving.	Safe Road Users	Young Drivers Distracted Driving	Countywide	NA	Medium	Medium
9.3	Implement distracted driving enforcement during four-hour blocks in the morning and evening rush hours, as well as in school and work zones.	Safe Road Users	Young Drivers Distracted Driving	Countywide	NA	Short	Low



Action Number 10: Innovative Technology

Regulate travel speeds and aggressive driving by applying strategies that consider all road users, roadway design, traffic, and land use to minimize impact forces, enhance visibility, and increase reaction time.

Action Number	Strategy Description	Emphasis Area	Focus Area	Applicable Locations	CMF / NHTSA Rating	Time	Cost
10.1	Incorporate route diversions and real-time traffic updates into Google Maps/Waze.	All	All	Countywide	NA	Short	Low
10.2	Explore the potential of Intelligent Transportation Systems (ITS), including emergency vehicle preemption.	All	All	Countywide	NA	Medium	Low



Action Number 11: Emergency Response

Improve crash survivability by ensuring quick access to emergency medical care, creating a safe environment for first responders, and preventing secondary crashes.

Action Number	Strategy Description	Emphasis Area	Focus Area	Applicable Locations	CMF / NHTSA Rating	Time	Cost
11.1	Work with transportation agencies to install emergency preemption devices at intersections as needed.	Post-Crash Care	Intersection Safety	Countywide	NA	Short	Medium
11.2	Collaborate with EMS officials to identify challenges in providing medical care to crash victims and develop strategies for improvement and training.	Post-Crash Care	All	Countywide	NA	Medium	Medium
11.3	Enhance safety for EMS responders and motorists by partnering with EMS and other emergency personnel.	Post-Crash Care	All	Countywide	NA	Short	Low
11.4	Upgrade data collection and analysis capabilities for EMS tracking and reporting.	Post-Crash Care	All	Countywide	NA	Medium	Medium
11.5	Promote and provide "Stop the Bleed" training, and acquire "Stop the Bleed" kits and stations.	Post-Crash Care	All	Countywide	NA	Medium	Medium



Action Number	Strategy Description	Emphasis Area	Focus Area	Applicable Locations	CMF / NHTSA Rating	Time	Cost
11.6	Collaborate with trauma centers and hospitals to improve data on serious injuries and fatalities.	Post-Crash Care	All	Countywide	NA	Medium	Medium



Action Number 12: Safe Vehicles

Expand the availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes on all road users.

Action Number	Strategy Description	Emphasis Area	Focus Area	Applicable Locations	CMF / NHTSA Rating	Time	Cost
12.1	Enhance fleet safety for government-owned or operated vehicles by installing intelligent speed assistance, warning systems, cameras, and hands-free phone/GPS holders. Prioritize new vehicles with integrated safety features.	Safe Vehicles	All	Countywide	NA	Medium	High
12.2	Equip large government-owned or operated vehicles with side-underrun guards to protect pedestrians, cyclists, and motorcyclists during accidents.	Safe Vehicles	All	Countywide	NA	Medium	Medium
12.3	Upgrade transit vehicles with safety technology.	Safe Vehicles	All	Countywide	NA	Medium	Medium
12.4	Upgrade emergency vehicles with emergency preemption equipment as appropriate.	Safe Vehicles Post-Crash Care	All	Countywide	NA	Short	Low



A photograph of a multi-level highway interchange with concrete pillars and overpasses. A green construction vehicle is visible on one of the upper levels. A red semi-transparent shape is overlaid on the left side of the image.

Appendix E Project List



E.1 Bailey County

Project ID	Project Name/Description	Lead Agency	Safe System Element	Focus Area	Time Frame	Cost (low, medium, high)	Potential Funding Sources	Local/State System	Stakeholder Project List	Part of TxDOT project?	Disadvantaged Community
P39	US 84 (Curvature across CR 93) Add shoulder rumble strips; Installation of chevron signs; Retroreflective pavement marks; Increase shoulder width	Bailey County	Safe Behavior	Impaired Driving	Medium	Medium	SS4A, HSIP	State System	No	Yes	No
P49	US 84 (Across CR 93) Add shoulder rumble strips; Installation of chevron signs; Retroreflective pavement marks; Increase shoulder width	Bailey County	Safe Behavior	Impaired Driving	Medium	Medium	SS4A, HSIP	State System	No	Yes	No
P50	US 84 (East of CR 103 to east of CR 113) Add shoulder rumble strips; Retroreflective pavement marks; Increase shoulder width	Bailey County	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	State System	No	Yes	No
P51	US 84 (CR 123 to CR 153) Add shoulder rumble strips; Retroreflective pavement marks; Increase shoulder width; 6 in pavement marking	Bailey County	Safe Roads	Roadway and Lane Departure	Medium	Medium	SS4A, HSIP	State System	No	Yes	No
P52	SH 214 (W Avenue K to CR 1078) Retroreflective pavement marking; Improve signage (Animal crossing warning sign; curve ahead sign); LED flashings on stop signs	Bailey County	Safe Roads	Intersection Safety	Short	Low	SS4A, HSIP	State System	No	No	No
P53	W 9th St. and W Avenue Dr. Add/enhance pavement markings; LED flashings on stop signs	Bailey County	Safe Roads	Intersection Safety	Short	Low	SS4A, HSIP	Local System	No	No	No



E.2 Cochran County

Project ID	Project Name/Description	Lead Agency	Safe System Element	Focus Area	Time Frame	Cost (low, medium, high)	Potential Funding Sources	Local/State System	Stakeholder Project List	Part of TxDOT project?	Disadvantaged Community
P54	SH 125 (West of CR 146) Add shoulder and centerline rumble strips; Increase shoulder width; LED flashings on curve warning signs; retroreflective pavement markings	Cochran County	Safe Roads	Roadway and lane Departure	Medium	Medium	SS4A, HSIP	State System	No	No	Yes
P55	SH 126 (West of FM 1169) Add shoulder and centerline rumble strips; Increase shoulder width; 6 in. pavement marking; retroreflective pavement markings; double yellow center line	Cochran County	Safe Roads	Roadway and lane Departure	Medium	Medium	SS4A, HSIP	State System	No	No	Yes
P119	CR 125 (0.5 mile east of S Buchanan Street to FM 1169) Addition of rumble strips	Cochran County	Safe Road Users & Vehicles	Roadway and lane Departure	Short	Low	SS4A, HSIP	State System	No	Yes	Yes



E.3 Crosby County

Project ID	Project Name/Description	Lead Agency	Safe System Element	Focus Area	Time Frame	Cost (low, medium, high)	Potential Funding Sources	Local/State System	Stakeholder Project List	Part of TxDOT project?	Disadvantaged Community
P11	US 82 (East of 2591 to FM 28) Enhance pavement markings; Installation of chevron signs; remove roadside vegetation; increase left-turn bay length at highway crossing	Crosby County	Safe Roads	Roadway and lane Departure	Medium	Medium	SS4A, HSIP	State System	No	Yes	Yes
P12	US 82 (Dump Ground Rd. to FM 2591) Enhance pavement markings; installation of retroreflective pavement markers; installation of chevron signs	Crosby County	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	State System	No	Yes	Yes
P13	FM 651 and FM 193 intersection Increase shoulder width, enhance pavement markings, Advanced warning signs on major road (Intersection Ahead with flashing beacons), Installation of stop ahead warning signs	Crosby County	Safe Roads	Intersection safety	Medium	Medium	SS4A, HSIP	State System	No	Yes	Yes
P15	US 62 and US 82 (Ralls) intersection Addition of lights; Enhanced pavement markings	Crosby County	Safe Roads	Intersection safety	Medium	Medium	SS4A, HSIP	State System	Yes	No	Yes
P16	US 62 (FM 378 to FM 2236) Retroreflective pavement markers; Enhance pavement markings	Crosby County	Safe Behavior	Impaired Driving	Short	Low	SS4A, HSIP	State System	No	No	No
P17	US 62 (FM 193 to CR 124) Enhance pavement markings near intersection; Delineate through lanes; 10-ft. shoulders	Crosby County	Safe Roads	Intersection safety	Medium	Medium	SS4A, HSIP	State System	No	No	Yes
P14	FM 193 (West of CR 255 to west of CR 101) Enhance pavement markings; Add shoulders	Crosby/ Dickens	Safe Roads	Roadway and lane Departure	Medium	Medium	SS4A, HSIP	State System	No	Yes	No



E.4 Dickens County

Project ID	Project Name/Description	Lead Agency	Safe System Element	Focus Area	Time Frame	Cost (low, medium, high)	Potential Funding Sources	Local/State System	Stakeholder Project List	Part of TxDOT project?	Disadvantaged Community
P8	SH 70 (Across CR 240) Installation of shoulder rumble strips/enhance pavement markings/resurfacing	Dickens County	Safe Roads	Roadway and lane departure	Long	High	SS4A HSIP	State System	No	Yes	Yes
P133	FM 193 (Across Afton) Remove roadside vegetation and objects; Installation of edgeline pavement markings; Installation of chevron signs with flashing LED	Dickens County	Safe Roads	Roadway and lane departure	Short	Low	SS4A HSIP	State System	No	No	Yes
P134	US 70 (CR 360 to CR 240) Installation of edgeline rumble strips	Dickens County	Safe Roads	Roadway and lane departure	Roadway and lane Departure	Short	SS4A HSIP	State System	Yes	Yes	Yes
P14	FM 193 (West of CR 255 to west of CR 101) Enhance pavement markings; Add shoulders	Crosby/ Dickens	Safe Roads	Roadway and lane departure	Medium	Medium	SS4A, HSIP	State System	No	Yes	No



E.5 Floyd County

Project ID	Project Name/Description	Lead Agency	Safe System Element	Focus Area	Time Frame	Cost (low, medium, high)	Potential Funding Sources	Local/State System	Stakeholder Project List	Part of TxDOT Project?	Disadvantaged Community
P3	US 70 & FM 378 intersection Enhance pavement markings/enhance traffic control sign placements; Advanced warning sign with flashing beacon	Floyd County	Safe Roads	Intersection safety	Short	Low	SS4A HSIP	State System	No	No	Yes
P4	SH 207(CR 228 to CR 180) Increase shoulder width; installation of shoulder rumble strips and chevron signs at curvatures; retroreflective pavement markings	Floyd County	User Behavior, Safe Roads	Distracted driving, Roadway and lane departure	Medium	Medium	SS4A HSIP	State System	No	No	No
P5	SH 207(Between CR 689 and CR 30) Increase should width; installation of shoulder rumble strips	Floyd County	User Behavior, Safe Roads	Distracted driving, Roadway and lane departure	Medium	Medium	SS4A HSIP	State System	No	No	Yes
P6	FM 2286 & FM 2301 intersection Enhance pavement markings/install overhead flashing beacon	Floyd County	Safe Roads	Intersection safety	Short	Low	SS4A HSIP	State System	No	Yes	Yes
P7	US 62 (East of CR 300 to CR 280) Retroreflective pavement markers/ Double yellow line/Pavement markings	Floyd County	Safe Behavior	Speeding	Short	Low	SS4A HSIP	State System	No	Yes	No
P158	Hwy 62 and Hwy 70 Installation of Solar powered LED flashing STOP signs	Floyd County	Safe Roads	Intersection safety	Short	Low	SS4A HSIP	State System	Yes	Yes	No
P159	FM 54 and Hwy 62 Installation of advanced warning signs	Floyd County	Safe Roads	Intersection safety	Short	Low	SS4A HSIP	Local System	Yes	Yes	No



E.6 Garza County

Project ID	Project Name/Description	Lead Agency	Safe System Element	Focus Area	Time Frame	Cost (low, medium, high)	Potential Funding Sources	Local/State System	Stakeholder Project List	Part of TxDOT Project?	Disadvantaged Community
P104	US 84 (FM 1269 to 0.3 mile downstream of CR 378) Installation of rumble strips; Surface restoration; Installation of animal crossing warning signs	Garza County	Safe Roads	Roadway and lane Departure	Long	High	SS4A, HSIP	State System	No	Yes	No
P105	US 84 (South Trail Crossing to CR 386) Installation of rumble strips; Surface restoration	Garza County	Safe Roads	Roadway and lane Departure	Long	High	SS4A, HSIP	State System	No	Yes	No
P106	US 84 (South Ave. F to CR 235) Installation of flashing chevron signs on curves; Installation of curve ahead warning signs/advisory speed	Garza County	Safe Roads and User Behavior	Distracted Driving	Short	Low	SS4A, HSIP	State System	No	Yes	No
P107	US 84 (CR 145 to CR 210) Installation of cable median barrier; Enhance pavement markings; Access management study	Garza County	Safe Roads	Roadway and lane Departure	Medium	Medium	SS4A, HSIP	State System	No	Yes	No
P108	FM 211 (CR 145 to CR 155) Addition of 10-ft. shoulders; Installation of rumble strips; Installation of retroreflective pavement markers; Installation of reflective chevron markings	Garza County	Safe Roads	Roadway and lane Departure	Medium	Medium	SS4A, HSIP	State System	No	No	No
P109	US 84 & FM 211 intersection U-turn redesign	Garza County	Safe Roads	Intersection Safety	Long	High	SS4A, HSIP	State System	No	Yes	No
P139	FM 651 (FM 2008 to CR 226) Enhance pavement markings, Installation of rumble strips	Garza County	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	State System	No	No	No
P140	US 380 (Post to FM 2008) Enhance pavement markings, Installation of rumble strips	Garza County	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	State System	No	No	No
P141	FM 669 (Post to County Line South) Enhance pavement markings, Installation of rumble strips	Garza County	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	State System	No	No	No
P142	FM 1313 (Across 165) Installation of chevron signs with LED; Pavement markings	Garza County	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	State System	No	No	No



E.7 Hale County

Project ID	Project Name/Description	Lead Agency	Safe System Element	Focus Area	Time Frame	Cost (low, medium, high)	Potential Funding Sources	Local/State System	Stakeholder Project List	Part of TxDOT project?	Disadvantaged Community
P18	CR 195 & FM 179 intersection Shoulder widening; Enhanced pavement markings; Installation of advanced warning signs with flashing beacons	Hale County	Safe Roads	Intersection safety	Medium	Medium	SS4A, HSIP	State System	No	No	No
P19	FM 1424 & US 70 intersection Pavement resurfacing; Enhanced pavement markings; Add intersection lighting; Flashing beacons	Hale County	Safe Roads	Intersection safety	Medium	Medium	SS4A, HSIP	State System	No	Yes	No
P20	FM 400 & CR 50 intersection Enhanced pavement markings; Pavement resurfacing; Add intersection lighting; Installation of advanced warning signs with flashing beacons; Solar-powered LED flashings on stop signs	Hale County	Safe Roads	Intersection safety	Long	High	SS4A, HSIP	State System	No	Yes	No
P21	SH 70 (Sun Rd. to Andy Taylor Rd.) Enhanced pavement markings; Centerline rumble strips; 4-ft. shoulder width for entire length; Lane reduction sign with flashing beacon; Reflectors on guardrail, Raised pavement markings (RPM) centerline and edgeline	Hale County	Safe Roads	Roadway and lane Departure	Medium	Medium	SS4A, HSIP	State System	Yes	Yes	No
P22	Olton Rd (SH 70) from Mesa Dr. to I-27 Enhance pavement markings; Access management study	Hale County	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	State System	Yes	Yes	Yes
P23	W 5th St. (SH 70) from Quincy St. to Milwaukee St. Enhance pavement markings; Driveway access management; Divided roadway	Hale County	Safe Roads and User Behavior	Distracted Driving	Medium	Medium	SS4A, HSIP	State System	No	Yes	No
P24	CR 400 (10th St. to south of Oak St.) Enhance pavement markings; Install railroad crossing gate	Hale County	Safe Roads	Roadway and lane Departure	Long	High	SS4A, HSIP	State System	No	No	No
P25	E 24th St. (Ferrell Ave. to Lancaster St.) Enhance pavement markings; Clear roadside vegetation; Lighting at intersections	Hale County	Safe Road Users & Vehicles	Pedestrians	Medium	Medium	SS4A, HSIP	State System	No	Yes	No
P26	E 34th St. (Fisher Ave. to Wood Ave.) Enhance pavement markings; Remove roadside vegetation; Add lighting at intersections	Hale County	Safe Road Users & Vehicles	Pedestrians	Medium	Medium	SS4A, HSIP	State System	No	No	No
P27	SW 3rd St. (Joliet St to SW 3rd St.) Enhanced pavement markings; Adding shoulders, retroreflective pavement markers	Hale County	Safe Behavior	Speeding	Medium	Medium	SS4A, HSIP	State System	No	Yes	No



Project ID	Project Name/Description	Lead Agency	Safe System Element	Focus Area	Time Frame	Cost (low, medium, high)	Potential Funding Sources	Local/State System	Stakeholder Project List	Part of TxDOT project?	Disadvantaged Community
P28	Quincy St/SH 194 (Across 20th St.) Enhance pavement markings; Enhance existing curve ahead sign; Improve signage; Intersection redesign	Hale County	Safe Roads	Intersection Safety	Long	High	SS4A, HSIP	State System	No	Yes	Yes
P29	16th St. and Colombia St. intersection Improve signage (stop bar and lane boundaries) for minor street with RR crossing; Enhance pavement markings; Install advanced warning signs with flashing beacons	Hale County	Safe Roads	Intersection safety	Short	Low	SS4A, HSIP	State System	No	Yes	No
P30	SW 4th St. and Columbia St. intersection Enhance pavement markings; Advanced stop ahead warning signs for minor approaches	Hale County	Safe Roads	Intersection safety	Short	Low	SS4A, HSIP	State System	Yes	Yes	No
P155	Loop 369/I-27/North of 16th St. Intersection redesign	Hale County	Safe Roads	Intersection safety	Long	High	SS4A, HSIP	State System	Yes	Yes	No
P156	I-27 Frontage (Ave. E to Main St.) Installation of chevron signs; Enhance pavement markings	Hale County	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	State System	Yes	No	No
P157	FM 1424 and FM 1914 Installation of advanced warning signs with flashing beacon (major road); Solar powered LED flashing STOP signs (minor road); Addition of 4 ft. shoulders; Enhance pavement markings	Hale County	Safe Roads	Intersection safety	Medium	Medium	SS4A, HSIP	State System	Yes	No	No



E.8 Hockley County

Project ID	Project Name/Description	Lead Agency	Safe System Element	Focus Area	Time Frame	Cost (low, medium, high)	Potential Funding Sources	Local/State System	Stakeholder Project List	Part of TxDOT Project?	Disadvantaged Community
P40	England Rd. and Lincoln Rd. intersection Install chevron signs for curve warning; Add shoulder; Retroreflective pavement markers	Hockley County	Safe Roads	Intersection safety	Medium	Medium	SS4A, HSIP	Local System	No	No	Yes
P41	Hartford Rd. and Jamaica Rd. intersection Pavement markings; Add rumble stripes	Hockley County	Safe Roads	Intersection safety	Short	Low	SS4A, HSIP	Local System	No	No	Yes
P42	E 1st St. and US 84 intersection Enhance pavement markings; Advanced stop ahead warning sign; Add intersection lighting	Hockley County	Safe Roads	Intersection safety	Medium	Medium	SS4A, HSIP	State System	No	No	Yes
P43	US 84 (1st St. to Onion Shed Rd.) Install oversized wrong-way driving signs; Enhance pavement markings; Add intersection lighting	Hockley County	Safe Roads	Roadway and lane Departure	Medium	Medium	SS4A, HSIP	State System	No	No	Yes
P44	College Ave. and 13th St. intersection Crosswalks replacement; Enhance pavement markings	Hockley County	Safe Roads	Intersection safety	Short	Low	SS4A, HSIP	State System	No	Yes	No
P45	All city streets on campus- Levelland Active transportation plan across university	Hockley County	Safe Road Users & Vehicles	Pedestrians	Medium	Medium	SS4A, HSIP	State System	No	Yes	No
P46	Angle street intersections (College Ave) from Ave. B to 15th St Enhanced pavement markings; Sight distance improvements; Raised pavement markers; Convert from undivided to divided roadway	Hockley County	Safe Roads	Intersection safety	Long	High	SS4A, HSIP	State System	No	Yes	No
P83	US 62/US 82 (CR 210 to FM 41) Installation of rumble strips; Addition of 10-ft. shoulder; Enhance pavement markings	Hockley County	Safe Roads	Intersection safety	Medium	Medium	SS4A, HSIP	State System	Yes	No	No
P89	13th St. & Lobo Lake Park Driveway intersection Enhance pavement markings	Hockley County	Safe Roads	Intersection Safety	Short	Low	SS4A, HSIP	Local System	No	No	Yes
P90	College Ave. (Oak St. to Cherry St.) Installation of median barriers; Installation of crosswalks; Access management study	Hockley County	Safe Roads	Roadway and lane Departure	Medium	Medium	SS4A, HSIP	State System	No	No	Yes
P91	Wilson Street & Ave. Q intersection Clearing trees; Surface restoration; Enhance pavement markings; Addition of 4 ft. shoulder	Hockley County	Safe Roads	Intersection Safety	Long	High	SS4A, HSIP	Local System	No	No	Yes
P92	TX 114 & Evening Tower Rd. intersection Installation of flashing intersection ahead warning; Installation of slow down warning sign	Hockley County	Safe Roads	Intersection Safety	Short	Low	SS4A, HSIP	State System	No	Yes	Yes



Project ID	Project Name/Description	Lead Agency	Safe System Element	Focus Area	Time Frame	Cost (low, medium, high)	Potential Funding Sources	Local/State System	Stakeholder Project List	Part of TxDOT Project?	Disadvantaged Community
P120	Lincoln Rd. & England Rd. Installation of flashing curve warning; Addition of rumble strips; Enhance pavement markings	Hockley County	Safe Behavior	Speeding	Short	Low	SS4A, HSIP	Local System	No	No	Yes
P121	Hartford Rd. & Jamaica Rd. Installation of advanced warning signs with flashing beacon on major road	Hockley County	Safe Roads	Intersection Safety	Short	Low	SS4A, HSIP	Local System	No	No	Yes
P122	FM 1585 & US 385 intersection Correction of roadway alignment; Addition of lighting; Installation of advanced warning sign with flashing beacon	Hockley County	Safe Roads	Intersection Safety	Long	High	SS4A, HSIP	State System	No	Yes	No
P123	TX 114 (Alamo Rd. to H Moreland Rd.) intersection Installation of retroreflective pavement markers; Changing design to two-way left-turn lane (TWLTL)	Hockley County	Safe Roads	Roadway and lane Departure	Long	High	SS4A, HSIP	State System	Yes	Yes	No
P124	US 385 (Arizona Rd. to Delaware Rd.) intersection Corridor access management study	Hockley County	Safe Behavior	Speeding	Medium	Medium	SS4A, HSIP	State System	No	No	Yes
P162	US 385 & FM 41 intersection Installation of advanced warning signs with flashing beacon (major road); Installation of solar powered LED flashing STOP signs (minor road)	Hockley County	Safe Roads	Intersection safety	Short	Low	SS4A, HSIP	Local System	Yes	Yes	Safe Roads
P164	FM 41 & S Slate Rd. Enhance pavement markings; Installation of advanced warning signs with flashing beacon (major road); Installation of solar powered LED flashing STOP signs (minor road)	Hockley County	Safe Roads	Intersection safety	Short	Low	SS4A, HSIP	State System	Yes	Yes	Safe Roads



E.9 King County

Project ID	Project Name/Description	Lead Agency	Safe System Element	Focus Area	Time Frame	Cost (low, medium, high)	Potential Funding Sources	Local/State System	Stakeholder Project List	Part of TxDOT project?	Disadvantaged Community
P9	US 82 (West of CR 257 to TX 222) Installation of shoulder rumble strips/Centerline rumble strips/Advanced warning sign with flashing beacon; increase shoulder width	King County	Safe Roads	Roadway and lane departure	Medium	Medium	SS4A HSIP	State System	No	Yes	Yes
P10	Hwy 83 (CR 193 to north of FM 1168) Shoulder rumble strips	King County	Safe Roads	Roadway and lane departure	Short	Low	SS4A HSIP	State System	No	Yes	Yes
P168	Hwy 84 (Curvature near Guthrie) Installation of retroreflective pavement markers; Installation of chevron signs with LED lights	King County	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	State System	Yes	Yes	Yes



E.10 Lamb County

Project ID	Project Name/Description	Lead Agency	Safe System Element	Focus Area	Time Frame	Cost (low, medium, high)	Potential Funding Sources	Local/State System	Stakeholder Project List	Part of TxDOT project?	Disadvantaged Community
P31	US 84 (Across CR 217) Enhance pavement markings; Install flashing intersection ahead sign; Install flashing beacons; Install roadside delineators; Add safety lighting; Overhead intersection conflict signs	Lamb County	Safe Roads	Roadway and lane Departure	Medium	Medium	SS4A, HSIP	State System	No	Yes	No
P32	US 84 & Phelps Ave. Enhance pavement markings; Solar-powered LED flashings on stop signs; Overhead intersection conflict signs; Shift the intersection ahead sign further upstream	Lamb County	Safe Roads	Intersection safety	Medium	Medium	SS4A, HSIP	State System	No	Yes	No
P33	McCarty Ave. (Irvin St. to Houston Ave.) Remove roadside vegetation and objects	Lamb County	Safe Roads and User Behavior	Distracted Driving	Short	Low	SS4A, HSIP	Local System	No	No	No
P34	US 84 (North of CR 172) Centerline rumble strips; Enhance pavement markings; Install chevron signs	Lamb County	Safe Behavior	Speeding	Short	Low	SS4A, HSIP	State System	No	Yes	No
P35	US 70 (CR 35 to CR 45) Pavement resurfacing; Center double yellow line, centerline rumble strips; edgeline rumble strips, retroreflective pavement markers	Lamb County	Safe Roads	Roadway and lane Departure	Long	High	SS4A, HSIP	State System	No	No	No
P36	US 70 and FM 303 intersection Enhance pavement markings; Install advance warning signs with flashing beacons; Solar-powered LED flashings on stop signs	Lamb County	Safe Roads	Intersection safety	Short	Low	SS4A, HSIP	State System	No	Yes	Yes
P37	US 84 and CR 125 intersection Enhance pavement markings; Pavement resurfacing; Railroad crossing gates	Lamb County	Safe Roads	Intersection safety	Long	High	SS4A, HSIP	State System	No	No	Yes
P38	FM 168 (Curvature south of CR 30) Enhance pavement markings; Install shoulder rumble strips; Retroreflective pavement markers	Lamb County	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	State System	No	No	No
P131	FM 168 (CR 312 to CR 332) Addition of 4 ft. shoulder; Installation of rumble strips	Lamb County	Safe Roads	Roadway and lane Departure	Medium	Medium	SS4A, HSIP	State System	No	Yes	No
P165	FM 37 and Hwy 84 intersection (Installation of rumble strips; Installation of advanced warning signs with flashing beacons)	Lamb County	Safe Roads	Intersection safety	Short	Low	SS4A, HSIP	State System	Yes	No	Yes
P166	FM 232 and Hwy 84 intersection (Enhance pavement markings; Improvement of signage for railroad crossing warnings)	Lamb County	Safe Roads	Intersection safety	Short	Low	SS4A, HSIP	Local System	Yes	No	Yes



E.11 Lubbock County

Project ID	Project Name/Description	Lead Agency	Safe System Element	Focus Area	Time Frame (Short, Medium, Long)	Cost (Low, Medium, High)	Potential Funding Sources	Local/State System	Stakeholder Project List	Part of TxDOT Project?	Disadvantaged Community
P47	Enhance/Add pavement markings; Improve chevron signs at curvatures;	Lubbock County	Safe Behavior	Speeding	Short	Low	SS4A, HSIP	Local System	No	No	No
P48	Improve chevron signs at curvatures-LED lights; Guardrail reflectors	Lubbock County	Safe Roads	Intersection safety	Short	Low	SS4A, HSIP	Local System	No	No	No
P56	Retroreflective pavement markings; 6 in pavement marking; increase inside shoulder width	Lubbock County	Safe Roads	Roadway and lane Departure	Medium	Medium	SS4A, HSIP	State System	No	Yes	Yes
P57	Add rumble stripes; increase inside shoulder width; add curve ahead warning sign; LED flashings on STOP signs; add STOP sign on all minor roads; Installation of stop ahead warning signs; Access management/driveway control	Lubbock County	Safe Road Users & Vehicles	Pedestrians	Medium	Medium	SS4A, HSIP	State System	Yes	Yes	No
P58	LED flashings on STOP signs; Installation of stop ahead warning signs; Intersection redesign; Enhance pavement markings; Install railroad crossing gate; railroad crossing warning sign; increase shoulder width; add rumble strips	Lubbock County	Safe Road Users & Vehicles	Pedestrians	Long	High	SS4A, HSIP	State System	No	No	Yes
P59	Add rumble stripes; increase shoulder width; pavement resurfacing; LED flashings on STOP signs; Installation of stop ahead warning signs; Intersection redesign; reduce intersection angle; add intersection safety lighting	Lubbock County	Safe Roads	Intersection safety	Long	High	SS4A, HSIP	State System	No	Yes	Yes
P60	LED flashings on STOP signs; Installation of stop ahead warning signs; Add rumble strips; enhance pavement markings; add separate signal head for each lane	Lubbock County	Safe Roads	Intersection Safety	Short	Low	SS4A, HSIP	State System	No	No	No
P61	Retroreflective pavement marking; pavement marking enhancement; 6 in pavement markings; Speed feedback signs	Lubbock County	Safe Behavior	Speeding	Short	Low	SS4A, HSIP	State System	Yes	Yes	No
P62	Install rumble strips; pavement enhancement; retro reflective pavement markings; stop ahead sign	Lubbock County	Safe Roads	Intersection Safety	Short	Low	SS4A, HSIP	State System	No	Yes	No
P63	LED flashings on STOP signs; Installation of stop ahead warning signs; Marking enhancement	Lubbock County	Safe Roads	Intersection safety	Short	Low	SS4A, HSIP	State System	No	No	No
P64	Add pavement with retroreflective pavement markings; add STOP bar; add safety lighting at intersections; improve signage; curve ahead sign	Lubbock County	Safe Roads	Roadway and lane Departure	Medium	Medium	SS4A, HSIP	Local System	No	No	Yes



Project ID	Project Name/Description	Lead Agency	Safe System Element	Focus Area	Time Frame (Short, Medium, Long)	Cost (Low, Medium, High)	Potential Funding Sources	Local/State System	Stakeholder Project List	Part of TxDOT Project?	Disadvantaged Community
P65	Install rumble stripes; improve pavement markings; 6 in pavement marking; Add stop bar; access control/ driveway reduction; increase shoulder width; add curve ahead sign; add chevron; LED flashings on STOP signs; Installation of stop ahead warning signs	Lubbock County	Safe Road Users & Vehicles	Pedestrians	Medium	Medium	SS4A, HSIP	State System	Yes	Yes	No
P66	Install rumble stripes; improve pavement markings; 6 in pavement marking; Add stop bar	Lubbock County	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	State System	No	Yes	No
P67	Enhance pavement marking; add proper signs; intersection redesign; LED flashings on STOP ahead signs; Overhead flashing beacon; Mid term Rcut	Lubbock County	Safe Roads	Intersection safety	Long	High	SS4A, HSIP	State System	No	Yes	No
P68	Add rumble stripes; enhance pavement markings; LED flashings on STOP signs; speed feedback sign; add STOP bar	Lubbock County	Safe Behavior	Speeding	Short	Low	SS4A, HSIP	State System	No	Yes	No
P69	Enhance pavement markings; LED flashings on STOP signs; Installation of stop ahead warning signs; install intersection safety lighting	Lubbock County	Safe Roads	Intersection safety	Medium	Medium	SS4A, HSIP	State System	No	Yes	No
P73	Installation of dynamic speed warning sign ; Addition of 10 ft. shoulder; Enhance pavement markings	Lubbock County	Safe Roads	Roadway and lane Departure	Medium	Medium	SS4A, HSIP	State System	No	Yes	No
P74	Addition of 10 ft. shoulders	Lubbock County	Safe Roads	Roadway and lane Departure	Medium	Medium	SS4A, HSIP	Local System	No	No	No
P75	Enhance pavement markings; Installation of centerline rumble strips; Installation of retroreflective pavement markers	Lubbock County	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	State System	No	Yes	No
P76	Installation of retroreflective pavement markings; Surface restoration	Lubbock County	Safe Roads	Roadway and lane Departure	Long	High	SS4A, HSIP	State System	No	Yes	No
P77	Addition of 4 ft. Shoulders; Enhance pavement markings; Installation of overhead lighting ; Surface restoration	Lubbock County	Safe Roads	Roadway and lane Departure	Long	High	SS4A, HSIP	State System	No	No	No
P78	Addition of lights; Advance intersection warning sign with flashing; wider pavement markings	Lubbock County	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	State System	No	Yes	No
P84	Installation of crosswalk; Addition of lights	Lubbock County	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local System	No	No	No
P85	Corridor/Driveway access management studies; Signal timing studies ; Enhance pavement markings; Addition of 4 ft. shoulders; Surface restoration	Lubbock County	Safe Roads	Intersection Safety	Long	High	SS4A, HSIP	Local System	No	No	No
P86	Corridor/Driveway access management studies; Signal timing studies; Enhance pavement markings; Addition of 4 ft. shoulders; Surface restoration	Lubbock County	Safe Roads	Intersection Safety	Long	High	SS4A, HSIP	Local System	No	No	No



Project ID	Project Name/Description	Lead Agency	Safe System Element	Focus Area	Time Frame (Short, Medium, Long)	Cost (Low, Medium, High)	Potential Funding Sources	Local/State System	Stakeholder Project List	Part of TxDOT Project?	Disadvantaged Community
P87	Addition of light; Enhance pavement markings; Addition of 4 ft. shoulders; Surface restoration	Lubbock County	Safe Roads	Intersection Safety	Long	High	SS4A, HSIP	State System	No	No	No
P88	Addition of 10 ft. shoulder; Surface restoration; Installation of rumble strips	Lubbock County	Safe Roads	Roadway and lane Departure	Long	High	SS4A, HSIP	State System	Yes	Yes	No
P93	Installation of flashing intersection ahead sign; Addition of lighting	Lubbock County	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	State System	No	Yes	No
P94	Addition of 10 ft. Shoulder(outer pavement); Installation of rumble strips; Surface restoration	Lubbock County	Safe Roads	Roadway and lane Departure	Long	High	SS4A, HSIP	State System	No	Yes	No
P111	Addition of rumble strips; Surface restoration; Curve re-design	Lubbock County	Safe Roads	Intersection Safety	Long	High	SS4A, HSIP	State System	No	No	No
P112	Installation of advance warning signs with flashing beacons; Enhance pavement markings; Curve re-design; Minor road closure/rerouting	Lubbock County	Safe Roads	Roadway and lane Departure	Long	High	SS4A, HSIP	State System	No	No	No
P113	Installation of flashing beacons for railroad warning signs; Addition of 4 ft. Shoulder; Enhance pavement markings on minor roads; Surface restoration	Lubbock County	Safe Roads	Intersection Safety	Long	High	SS4A, HSIP	State System	No	No	No
P114	Installation of curve ahead sign with flashing beacon	Lubbock County	Safe Roads	Intersection Safety	Short	Low	SS4A, HSIP	Local System	No	Yes	No
P115	Installation of rumble strips	Lubbock County	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	State System	No	Yes	No
P116	Addition of Intersection lighting; Enhance pavement markings (both intersections and segments)	Lubbock County	Safe Road Users & Vehicles	Pedestrians	Medium	Medium	SS4A, HSIP	Local System	No	No	No
P117	Surface restoration; Enhance pavement markings;	Lubbock County	Safe Behavior	Distracted Driving	Long	High	SS4A, HSIP	State System	No	Yes	No
P118	Pavement resurfacing; Addition of 4 ft. shoulder with rumble strips; Enhance pavement markings; Installation of double yellow line; Installation of center line rumble strips	Lubbock County	Safe Roads	Roadway and lane Departure	Long	High	SS4A, HSIP	State System	No	Yes	No
P128	Drainage; Surface restoration; Addition of shoulders;	Lubbock County	Safe Roads	Roadway and lane Departure	Long	High	SS4A, HSIP	Local System	Yes	No	No
P129	Enhance pavement markings; Installation of rumble strips; Installation of 4 ft. shoulder	Lubbock County	Safe Roads	Roadway and lane Departure	Medium	Medium	SS4A, HSIP	Local System	Yes	No	No
P130	Surface restoration; Addition of pavement marking; Addition of shoulders	Lubbock County	Safe Roads	Roadway and lane Departure	Long	High	SS4A, HSIP	State System	No	No	No



E.12 Lynn County

Project ID	Project Name/Description	Lead Agency	Safe System Element	Focus Area	Time Frame	Cost (low, medium, high)	Potential Funding Sources	Local/State System	Stakeholder Project List	Part of TxDOT project?	Disadvantaged Community
P103	US 380 & FM 179 intersection Installation of rumble strips; Surface restoration; Installation of animal crossing warning signs	Lynn County	Safe Roads	Intersection Safety	Long	High	SS4A, HSIP	State System	Yes	Yes	No
P110	US 84 (CR HH to CR 3) Addition of 10-ft. shoulder; Installation of cable median barrier	Lynn County	Safe Roads	Roadway and lane Departure	Medium	Medium	SS4A, HSIP	State System	No	Yes	No
P137	US 87 (County Line North to County Line South) Enhance pavement markings, Installation of retroreflective pavement markers	Lynn County	Safe Roads	Roadway and lane Departure	Medium	Medium	SS4A, HSIP	State System	No	Yes	No
P138	US 87 and CR 3 intersection Redesigning left-turn bays, Installation of advanced warning signs with flashing beacon	Lynn County	Safe Roads	Intersection safety	Long	High	SS4A, HSIP	State System	No	Yes	No



E.13 Motley County

Project ID	Project Name/Description	Lead Agency	Safe System Element	Focus Area	Time Frame	Cost (low, medium, high)	Potential Funding Sources	Local/State System	Stakeholder Project List	Part of TxDOT Project?	Disadvantaged Community
P1	US 62 (US 70 to east of Keith St.) Installation of shoulder rumble strips, add retroreflective pavement markers	Motley County	Safe Roads	Roadway and Lane Departure	Short	Low	SS4A HSIP	State System	No	Yes	No
P2	US 62 (Curvature east of CR 319) Installation of shoulder rumble strips; Shoulder widening at curvatures; Installation of chevron signs; Install an advisory speed sign	Motley County	Safe Roads	Roadway and lane Departure	Medium	Medium	SS4A HSIP	State System	No	No	No
P132	FM 94 (CR 238 to east of CR 222) Enhance pavement markings; Install oversized chevron signs with LED flashing	Motley County	Safe Roads	Roadway and lane Departure	Medium	Medium	SS4A, HSIP	State System	No	No	No



E.14 Terry County

Project ID	Project Name/Description	Lead Agency	Safe System Element	Focus Area	Time Frame	Cost (low, medium, high)	Potential Funding Sources	Local/State System	Stakeholder Project List	Part of TxDOT Project?	Disadvantaged Community
P70	Seagraves Rd. & Lamesa Hwy. intersection Michigan U-Turn; Addition of median barrier; Enhance pavement markings; Enforcement to reduce distracted driving; Addition of shoulders	Terry County	Safe Roads	Intersection Safety	Long	High	SS4A, HSIP	State System	No	Yes	Yes
P71	Seagraves Rd. & South 8th St. intersection Closing Driveway S 1st St; Enhance pavement markings; Installation of rumble strips; Addition of shoulders; Installation of cable median barriers; High friction surface treatment; changing road alignment	Terry County	Safe Roads	Intersection Safety	Long	High	SS4A, HSIP	State System	No	Yes	Yes
P72	Seagraves Rd. & S 1st St. intersection Intersection reconfiguration and potential minor road closure	Terry County	Safe Roads	Intersection Safety	Long	High	SS4A, HSIP	State System	No	Yes	Yes
P95	Old Lamesa Rd. & CR 395 intersection Installation of crosswalk; Installation of overhead lighting	Terry County	Safe Road Users & Vehicles	Pedestrians	Medium	Medium	SS4A, HSIP	Local System	No	No	No
P96	West Powell St. & North 1st St. Enhance pavement marking; Surface restoration; Installation of lights	Terry County	Safe Roads	Intersection safety	Long	High	SS4A, HSIP	State System	Yes	No	Yes
P97	US 380 & North Cedar St. Signal retiming; Enhance pavement marking	Terry County	Safe Roads	Intersection safety	Short	Low	SS4A, HSIP	State System	Yes	No	No
P98	US 62/US 380 (CR 375 to CR 4660) Installation of rumble strips; Surface restoration; Enhance pavement markings	Terry County	Safe Road Users & Vehicles	Roadway and lane Departure	Long	High	SS4A, HSIP	State System	No	Yes	No
P99	US 62 (3rd St. to FM 303) Enhance pavement markings, Surface restoration	Terry County	Safe Roads	Roadway and lane Departure	Long	High	SS4A, HSIP	State System	No	Yes	Yes
P100	CR 213 (FM 1780 to CR 121) Installation of rumble strips; Enhance pavement markings; Addition of 10 ft. shoulder; Surface restoration	Terry County	Safe Roads	Roadway and lane Departure	Medium	Medium	SS4A, HSIP	State System	No	No	No
P125	North Cedar St. & East Bynum Lane Intersection re-alignment	Terry County	Safe Roads	Intersection Safety	Long	High	SS4A, HSIP	Local System	No	No	No
P126	Pecan Dr. & East Webb St. intersection Surface restoration	Terry County	Safe Roads	Roadway and lane Departure	Long	High	SS4A, HSIP	Local System	No	No	No
P127	Old Seagraves Rd. (US 62 Southwest Ramp Terminal to US 62 North Ramp Terminal) Surface restoration	Terry County	Safe Roads	Roadway and lane Departure	Long	High	SS4A, HSIP	Local System	No	No	No



Project ID	Project Name/Description	Lead Agency	Safe System Element	Focus Area	Time Frame	Cost (low, medium, high)	Potential Funding Sources	Local/State System	Stakeholder Project List	Part of TxDOT Project?	Disadvantaged Community
P135	FM 303 and FM 2196 intersection Installation of advanced warning signs with flashing beacon	Terry County	Safe Roads	Intersection safety	Short	Low	SS4A, HSIP	State System	No	No	Yes
P136	FM 403 (FM 213 to CR 610) Enhance pavement markings; Install rumble strips	Terry County	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	State System	No	No	Yes
P143	US 62/82 and David Bailey intersection Shoulder Improvement; Enhance pavement markings	Terry County	Safe Roads	Intersection safety	Medium	Medium	SS4A, HSIP	Local System	Yes	No	Yes
P144	CR 525 and CR 230 intersection Installation of solar powered LED flashing STOP signs (all 4 approaches)	Terry County	Safe Roads	Intersection safety	Short	Low	SS4A, HSIP	Local System	Yes	No	No
P145	E Webb St. and Pecan Dr. intersection Improvement of stop signs on major road approaches	Terry County	Safe Roads	Intersection safety	Short	Low	SS4A, HSIP	Local System	Yes	No	No
P146	N Cedar St. (East Stewart St. and E Brynum St.) Improvement of stop signs on major road approaches for intersections along the segment	Terry County	Safe Roads	Intersection safety	Short	Low	SS4A, HSIP	Local System	Yes	No	No
P147	Old Lamesa Rd. (137 and E Webb St.) Addition of 4 ft. shoulders; Installation of pavement markings	Terry County	Safe Roads	Roadway and lane Departure	Medium	Medium	SS4A, HSIP	Local System	Yes	No	No
P148	US 380 (Cheryl Dr. to FM 525) Addition of 10 ft. shoulders	Terry County	Safe Roads	Roadway and lane Departure	Medium	Medium	SS4A, HSIP	State System	Yes	No	No
P149	CR 280 (US 385 to US 62/82) Pavement resurfacing; Enhance pavement markings	Terry County	Safe Roads	Roadway and lane Departure	Long	High	SS4A, HSIP	Local System	Yes	No	Yes
P150	David Bailey Rd. (US 385 to CR 505) Addition of 4 ft. shoulders; Installation of pavement markings	Terry County	Safe Roads	Roadway and lane Departure	Medium	Medium	SS4A, HSIP	Local System	Yes	No	No
P151	Old Seagraves Rd. (Wellman City to Gaines County line) Pavement resurfacing	Terry County	Safe Roads	Roadway and lane Departure	Long	High	SS4A, HSIP	Local System	Yes	Yes	Yes
P152	Wellman City roads Maintenance Repairs; Surface Restoration	Terry County	Safe Roads	Roadway and lane Departure	Long	High	SS4A, HSIP	Local System	Yes	Yes	Yes
P153	Meadow City roads Maintenance Repairs; Surface Restoration	Terry County	Safe Roads	Roadway and lane Departure	Long	High	SS4A, HSIP	Local System	Yes	No	Yes
P154	Moorehead (FM 531 to 4th St.) Road widening (in front of school)	Terry County	Safe Roads	Roadway and lane Departure	Medium	Medium	SS4A, HSIP	Local System	Yes	No	Yes



E.15 Yoakum County

Project ID	Project Name/Description	Lead Agency	Safe System Element	Focus Area	Time Frame	Cost (low, medium, high)	Potential Funding Sources	Local/State System	Stakeholder Project List	Part of TxDOT Project?	Disadvantaged Community
P79	US 83 (CR 165 to Plains Hwy) Installation of retroreflective pavement markers; Enhance pavement markings	Yoakum County	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	State System	No	Yes	No
P80	Mustang Ave. & Rd. P-39 intersection Addition of lights; Addition of retroreflective pavement markers; Addition of 4-ft. shoulders on major and minor roads; Installation of rumble strips on major road	Yoakum County	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local System	No	No	No
P81	Hwy 214 (North of CR 260) Addition of lights; Installation of animal crossing warning signs	Yoakum County	Safe Roads	Roadway and lane Departure	Medium	Medium	SS4A, HSIP	State System	No	No	Yes
P82	Hwy 214 (FM 213 to FM 1939) Installation of retroreflective pavement markers	Yoakum County	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	State System	No	Yes	No
P100	CR 213 (FM 1780 to CR 121) Installation of rumble strips; Enhance pavement markings; Addition of 10-ft. shoulder; Surface restoration	Yoakum County	Safe Roads	Roadway and lane Departure	Medium	Medium	SS4A, HSIP	State System	No	No	No
P101	CR 255 (CR 320 to CR 330) Installation of rumble strips; Enhance pavement marking; Addition of 10-ft. shoulders; Installation of animal crossing signs	Yoakum County	Safe Behavior	Speeding	Medium	Medium	SS4A, HSIP	Local System	No	No	Yes
P102	US 380 (CR 175 to SH 214) Surface restoration; Enhance pavement marking	Yoakum County	Safe Roads	Intersection Safety	Long	High	SS4A, HSIP	State System	Yes	Yes	Yes



E.16 Systemic Projects

Project ID	Project Name/Description	Description	Lead Agency	Safe System Element	Focus Area	Time Frame (Short, Medium, Long)	Cost (Low, Medium, High)	Potential Funding Sources	Local/State System	Part of TxDOT Project?	Disadvantaged Community
S1	CR AA (US 70 to South of US 70)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Hale	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	No
S2	CR 100 (Westridge Rd. to Navasota Dr.)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Hale	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	No
S3	175th St. (Flint Ave./CR 2130 to CR 2200)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Lubbock	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	No
S4	Quitsna Ave. (4th St. to Hoover Dr.)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Lubbock	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	No
S5	CR 1800 (Woodrow Rd to CR 7540)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Lubbock	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	No
S6	119th St. (CR 2140 to FM 1264)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Lubbock	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	No
S7	David Bailey Rd. (US 62 to N Ballard St.)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Terry	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	Yes
S8	CR 6300/Kent St. (N Frankford Ave. to US 84)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Lubbock	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	No
S9	E Ithasca St. (US 84 to CR1058/ Country Club Dr.)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Bailey	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	No
S10	W 4th St. (Ennis St. to Milwaukee St.)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Hale	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	No
S11	W 4th St. (Westridge Rd to Mesa Cir.)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Hale	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	No
S12	W 4th St. (Mesa Cir to Lometa Dr.)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Hale	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	Yes
S13	W 4th St. (Denver St. to Broadway St.)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Hale	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	No
S14	Avenue Q (8th St. to 12th St.)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Lubbock	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	No
S15	Woodrow rd. (Across US 84)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Lubbock	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	No
S16	Kirchwood Dr. (Westridge Rd. to I-27)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Hale	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	No
S17	Cheryl Dr. (Tahoka Rd. to Tate St.)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Terry	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	No



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S18	W 24th St. (Itasca St. to I-27)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Hale	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	Yes
S19	1st St. (West Ave. to S College Ave.)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Hockley	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	No
S20	W Ross St. (N 4th St. to US 82/Lubbock Rd.)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Terry	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	Yes
S21	E Geneva St. (S 9th St./US 84 to S Flint St.)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Lubbock	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	No
S22	S D St. (Old Lamesa Rd. to Tahoka Rd.)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Terry	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	No
S23	N Ballard St. (E Bynum Ln to Tahoka Rd.)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Terry	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	No
S24	Joliet St. (Industrial Blvd. to SW 4th St.)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Hale	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	No
S25	W 32nd St. (Quincy St. to Joliet St.)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Hale	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	No
S26	Ennis St. (W 11th St. to I-27)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Hale	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	No
S27	S 8th St. (Seagraves Rd. to W Main St.)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Terry	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	Yes
S28	E Broadway St. (S 1st St./US 82 to Cedar St.)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Terry	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	No
S29	Avenue H (TX 114 to Houston St.)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Hockley	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	Yes
S30	W Garza St. (US 84 to 8th St.)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Lubbock	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	No
S31	Ave. Q (TX-114 to Houston St.)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Hockley	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	Yes
S32	Campbell St./16th St. (Columbia St. to Date St.)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Hale	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	No
S33	Hill St. (7th St. to 1st St/ US 380)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Terry	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	Yes
S34	Grace St. (Ballard St. to Cedar St.)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Terry	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	No
S35	Cedar Ave. (TX-114 to Magnolia St.)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Hockley	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	No
S36	Buckley St. (1st st/US-62 to Cedar St.)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Terry	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	No



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S37	Westside Ave. (10th St. to 5th St.)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Lamb	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	No
S38	S B St. (Old Lamesa Rd. to Tahoka Rd.)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Terry	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	No
S39	10th St. (I-27 to Ennis St.)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Hale	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	Yes
S40	Garland St. (Andy Taylor rd. to w 24th St.)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Hale	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	No
S41	W Lubbock St. (18th St. to US-84 BR)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Lubbock	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	No
S42	N West Ave. (TX 114 to Adams St.)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Hockley	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	Yes
S43	Country Club Ln. (Ave. H to S College Ave.)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Hockley	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	No
S44	66th St. (Inter Ave. to Alcov Ave)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Lubbock	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	No
S45	W Ave. D (W 19th St. to S 1st St.)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Bailey	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	No
S46	East Lubbock St. (US-84 BR to 8th St.)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Lubbock	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	No
S47	Cambridge Ave. (66th St. to Preston Trails)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Lubbock	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	No
S48	Itasca St. (24th St. across I-27)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Hale	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	Yes
S49	Industrial Blvd. (I-27 to N Columbia St.)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Hale	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	No
S50	Westridge rd. (CR100/SW 3rd St. to Olton Rd.)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Hale	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	No
S51	Wood ave. (E 34th St. to E 24th St.)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Hale	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	No
S52	Cactus Dr. (S Alamo Rd. to FM 3261)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Hockley	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	No
S53	County Road 1700 (US 84 to CR 6400)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Lubbock	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	No
S54	CR 1500/Ave. L (CR 5800 to 15th St.)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Lubbock	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	No
S55	CR 2300 (114th St. to 109th St.)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Lubbock	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	No



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S56	50th St. (FM 2378 to CR 1300)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Lubbock	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	No
S57	Erskine St. (Alcove Ave. to Mtwaukee Ave)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Lubbock	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	No
S58	CR2300/Avenue P (122nd St. to 130th St.)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Lubbock	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	No
S59	Ash Ave. (E 82nd St. to 88th St.)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Lubbock	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	No
S60	98th St. (CR 2500 to US 87 S)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Lubbock	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	No
S61	Flint Ave. (184th St. to 175th St.)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Lubbock	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	No
S62	CR 2500 (98th St. to 82nd St.)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Lubbock	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	No
S63	146th St. (Slide rd.)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Lubbock	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	No
S64	W 11th St. (Ennis St. to Quincy St.)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Hale	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	No
S65	Broadway St. (US 70/ E 5th St. to E 11th St.)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Hale	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	No
S66	10th St. (West Ave. to College Ave.)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Hockley	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	No
S67	West Ave. (10th St. to Houston St.)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Hockley	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	Yes
S68	E Webb St. (Old Lamesa rd. to S Cheryl Dr.)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Terry	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	No
S69	W 20th St. (Ennis St. to Quincy St.)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Hale	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	Yes
S70	E Bynum Ln. (US 62 to N Ballard St.)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Terry	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	No
S71	Ennis St. (US 70 to SW 8th St.)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Hale	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	No
S72	16th St. (Jefferson Dr. to Wayland St.)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Hale	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	No
S73	13th St. (West Ave. to College Ave.)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Hockley	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	No
S74	Mesa Dr. (Olton Rd to I-27)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Hale	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	Yes



Project ID	Project Name/Description	Description	Lead Agency	Safe System Element	Focus Area	Time Frame (Short, Medium, Long)	Cost (Low, Medium, High)	Potential Funding Sources	Local/State System	Part of TxDOT Project?	Disadvantaged Community
S75	W 11th St. (Joilet St. Columbia St.)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Hale	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	No
S76	Houston Ave. (Eastside Ave. to FM 54/9th St.)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Lamb	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	No
S77	Yonkers St. (Dimmitt Rd. to W 24th St.)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Hale	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	Yes
S78	County Rd. (Ellis St. to TX 114)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Hockley	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	No
S79	20th St. (W Division St. to Industrial Blvd.)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Lubbock	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	No
S80	Ellis St. (US 385 to Badger Ave.)	Add/Enhance pavement markings (6-inch-wide pavement markings)	Hockley	Safe Roads	Roadway and lane Departure	Short	Low	SS4A, HSIP	Local system	No	No
S81	W 6th St. and W Ave. F	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Bailey	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S82	JOLIET ST. and W 35TH ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S83	W 24TH ST. and ITASCA ST./ W 24TH ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	Yes
S84	YONKERS ST. and W 27TH ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	Yes
S85	JOLIET ST. and W 32ND ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S86	JOLIET ST. and W 31ST ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S87	JOLIET ST. and W 29TH ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No



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S88	WESTRIDGE and COUNTY ROAD 911	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	Yes
S89	JOLIET ST. and W 27TH ST./ THUNDERBIRD DR.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S90	JEFFERSON and ITASCA ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	Yes
S91	W 16TH ST. and HOLLIDAY DR.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	Yes
S92	W 16TH ST. and GARLAND ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	Yes
S93	YONKERS ST. and W 19TH ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	Yes
S94	MESA DR. and W 13TH ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	Yes
S95	GALVESTON ST. and W 26TH ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S96	W 16TH ST. and DALLAS ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	Yes
S97	YONKERS ST. and W 18TH ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	Yes
S98	W 16TH ST. and CANYON ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	Yes



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S99	W 16TH ST. and BORGER ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	Yes
S100	YONKERS ST. and W 17TH ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	Yes
S101	W 16TH ST. and AMARILLO ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	Yes
S102	YONKERS ST. and W 16TH ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S103	JOLIET ST. and W 22ND ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S104	W 16TH ST. and VERNON ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S105	W 16TH ST. and UTICA ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S106	W 11TH ST. and JEFFERSON	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	Yes
S107	YONKERS ST. and W 14TH ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S108	W 16TH ST. and TRAVIS ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S109	JOLIET ST. and W 20TH ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No



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S110	GALVESTON ST. and W 20TH ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S111	W 16TH ST. and PORTLAND ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S112	W 10TH ST. and ITASCA ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	Yes
S113	YONKERS ST. and W 13TH ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S114	W 16TH ST. and OAKLAND ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S115	W 10TH ST. and HOLLIDAY DR.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	Yes
S116	W 16TH ST. and NASSAU ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S117	W 10TH ST. and GARLAND ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	Yes
S118	W 16TH ST. and MILWAUKEE ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S119	W 16TH ST. and LEXINGTON ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S120	W 16TH ST. and KOKOMO ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No



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S121	W 10TH ST. and CANYON ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	Yes
S122	W 16TH ST. and JOLIET ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S123	W 10TH ST. and BORGER ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	Yes
S124	W 16TH ST. and INDEPENDENCE ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S125	WESTRIDGE and MESA DR.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S126	W 10TH ST. and AMARILLO ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	Yes
S127	JOLIET ST. and W 15TH ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S128	W 16TH ST. and HOUSTON ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S129	W 10TH ST. and ZEPHYR ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	Yes
S130	W 16TH ST. and GALVESTON ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S131	YONKERS ST. and W 10TH ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No



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S132	W 16TH ST. and FRESNO ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S133	GALVESTON ST. and W 15TH ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S134	W 16TH ST. and EL PASO ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S135	JOLIET ST. and W 14TH ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S136	YONKERS ST. and W 9TH ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S137	W 10TH ST. and VERNON ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S138	W 10TH ST. and UTICA ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S139	GALVESTON ST. and W 14TH ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S140	JOLIET ST. and W 13TH ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S141	W 10TH ST. and TRAVIS ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S142	W 10TH ST. and SMYTH ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No



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S143	YONKERS ST. and W 8TH ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S144	W 10TH ST. and RALEIGH ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S145	W 7TH ST. and AMARILLO ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	Yes
S146	GALVESTON ST. and W 13TH ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S147	JOLIET ST. and W 12TH ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S148	YONKERS ST. and W 7TH ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S149	W 10TH ST. and OAKLAND ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S150	W 7TH ST. and XENIA ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S151	W 10TH ST. and NASSAU ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S152	GALVESTON ST. and W 12TH ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S153	W 10TH ST. and MILWAUKEE ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No



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S154	W 7TH ST. and VERNON ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S155	W 6TH ST. and XENIA ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S156	W 10TH ST. and KOKOMO ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S157	W 6TH ST. and WAYLAND ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S158	W 6TH ST. and VERNON ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S159	JOLIET ST. and W 9TH ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S160	W 7TH ST. and OAKLAND ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S161	W 7TH ST. and NASSAU ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S162	JOLIET ST. and W 8TH ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S163	W 7TH ST. and MILWAUKEE ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S164	W 6TH ST. and PORTLAND ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No



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S165	W 7TH ST. and LEXINGTON ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S166	W 6TH ST. and OAKLAND ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S167	GALVESTON ST. and W 8TH ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S168	W 6TH ST. and MILWAUKEE ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S169	BROADWAY and E 10TH ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S170	W 7TH ST. and HOUSTON ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S171	JOLIET ST. and W 6TH ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S172	BROADWAY and E 9TH ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S173	W 7TH ST. and EL PASO ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S174	W 6TH ST. and HOUSTON ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S175	W 7TH ST. and DENVER ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No



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S176	W 6TH ST. and FRESNO ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S177	W 7TH ST. and N BALTIMORE ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S178	W 7TH ST. and N AUSTIN ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S179	W 6TH ST. and N BALTIMORE ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S180	W 6TH ST. and N AUSTIN ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S181	BROADWAY and COUNTY ROAD 567	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S182	BROADWAY and SW 20TH ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S183	N SUNSET AVE. and W REED ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Lamb	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S184	S SUNSET AVE. and W 4TH ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Lamb	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S185	S SUNSET AVE. and W 5TH ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Lamb	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S186	S SUNSET AVE. and W 6TH ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Lamb	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No



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S187	S SUNSET AVE. and W 7TH ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Lamb	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S188	WESTSIDE AVE. and W 6TH ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Lamb	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S189	WESTSIDE AVE. and W 7TH ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Lamb	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S190	LFD DR. and E 9TH ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Lamb	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S191	PHELPS and E 11TH ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Lamb	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S192	PHELPS and E 12TH ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Lamb	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S193	PHELPS and E 13TH ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Lamb	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S194	PHELPS and E 14TH ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Lamb	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S195	PHELPS and E 15TH ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Lamb	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S196	PHELPS and E 16TH ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Lamb	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S197	PHELPS and E 17TH ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Lamb	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No



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S198	PHELPS and E 20TH ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Lamb	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S199	PHELPS and E 23RD ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Lamb	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S200	DENIM RD. and COUNTY ROAD 217	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Lamb	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S201	E ELLIS ST. and DENVER AVE/ N DENVER ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hockley	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	Yes
S202	E ELLIS ST. and N ALAMO RD./ ALAMO RD.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hockley	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	Yes
S203	AVE. D and 2ND ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hockley	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	Yes
S204	8TH ST. and AVE. Q	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hockley	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	Yes
S205	8TH ST. and AVE. P	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hockley	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	Yes
S206	AVE. D and 3RD ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hockley	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	Yes
S207	8TH ST. and AVE. N	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hockley	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	Yes
S208	8TH ST. and AVE. M	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hockley	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	Yes



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S209	8TH ST. and AVE. K	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hockley	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	Yes
S210	8TH ST. and AVE. J	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hockley	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	Yes
S211	8TH ST. and AVE. I	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hockley	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	Yes
S212	E ELLIS ST. and COUNTY RD.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hockley	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	Yes
S213	8TH ST. and AVE. G	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hockley	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	Yes
S214	AVE. D and AUSTIN ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hockley	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	Yes
S215	8TH ST. and AVE. F	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hockley	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	Yes
S216	8TH ST. and AVE. E	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hockley	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	Yes
S217	8TH ST. and AVE. D	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hockley	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	Yes
S218	8TH ST. and AVE. C	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hockley	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	Yes
S219	8TH ST. and AVE. B	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hockley	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	Yes



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S220	10TH ST. and AVE. G	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hockley	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	Yes
S221	AVE. D and 9TH ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hockley	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	Yes
S222	8TH ST. and AVE. A	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hockley	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	Yes
S223	10TH ST. and AVE. F	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hockley	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	Yes
S224	10TH ST. and AVE. E	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hockley	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	Yes
S225	10TH ST. and AVE. C	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hockley	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	Yes
S226	CEDAR and CHERRY ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hockley	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	Yes
S227	10TH ST. and AVE. B	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hockley	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	Yes
S228	10TH ST. and AVE. A	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hockley	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	Yes
S229	VERETTO and BELVEDERE DR.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hockley	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	Yes
S230	AVE. D and 12TH ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hockley	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No



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S231	HICKORY ST. and DENVER AVE.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hockley	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	Yes
S232	CACTUS DR. and FLINT AVE.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hockley	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	Yes
S233	HICKORY ST. and ASH AVE.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hockley	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S234	13TH ST. and AVE. C	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hockley	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S235	13TH ST. and AVE. B	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hockley	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S236	13TH ST. and AVE. A	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hockley	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S237	HICKORY ST. and CEDAR	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hockley	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S238	HICKORY ST. and DETROIT AVE.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hockley	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S239	CEDAR and POPLAR ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hockley	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S240	HICKORY ST. and ELGIN AVE.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hockley	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S241	HICKORY ST. and FLINT AVE.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hockley	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No



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S242	HICKORY ST. and JOLIET AVE.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hockley	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	Yes
S243	S COLLEGE AVE. and JOHN DUPREE DR.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hockley	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S244	A&M LN. and BARNES DR.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hockley	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S245	AVE. H and 11TH ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Lubbock	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S246	A&M LN. and VERNE BEEBE DR.	Installation of advanced warning signs with flashing beacon (major road); Solar powered LED flashing STOP signs(minor road)	Hockley	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S247	S COLLEGE AVE. and TANGLEWOOD LN.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hockley	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S248	S COLLEGE AVE. and WILLOW WOOD LN	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hockley	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S249	A&M LN. and ALAMO RD.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hockley	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S250	S COLLEGE AVE. and BROOKHOLLOW LN.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hockley	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S251	COUNTY ROAD 9330 and ALCOVE	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Lubbock	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	Yes
S252	COUNTY ROAD 9330 and COUNTY ROAD 1540	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Lubbock	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	Yes



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S253	COUNTY ROAD 9103 and COUNTY ROAD 9104	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Lubbock	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S254	COUNTY ROAD 1200 and 19TH ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Lubbock	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S255	50TH ST. and COUNTY ROAD 1200	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Lubbock	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S256	50TH ST. and COUNTY ROAD 1300	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Lubbock	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S257	COUNTY ROAD 1200 and COUNTY ROAD 9349	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Lubbock	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S258	66TH ST. and CAMBRIDGE AVE.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Lubbock	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S259	66TH ST. and CAMBRIDGE AVE.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Lubbock	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S260	COUNTY ROAD 8042 and COUNTY ROAD 9038	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Lubbock	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S261	COUNTY ROAD 9053 and COUNTY ROAD 9053	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Lubbock	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	Yes	No
S262	W WOODROW RD. and US 84 W	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Lubbock	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S263	N 20TH ST. and W FISHER ST./ W OXFORD ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Lubbock	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No



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S264	W WOODROW RD. and RAILROAD AVE.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Lubbock	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S265	N 20TH ST. and PANHANDLE	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Lubbock	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S266	CROSBY ST. and N 19TH ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Lubbock	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S267	TEXAS AVE. and S NEW MEXICO ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Lubbock	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S268	W GARZA ST. and S 19TH ST./ N 19TH ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Lubbock	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S269	W GARZA ST. and N 18TH ST./ S 18TH ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Lubbock	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S270	S 20TH ST. and LUBBOCK ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Lubbock	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S271	W GARZA ST. and N 12TH ST./ S 12TH ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Lubbock	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S272	W GARZA ST. and N 11TH ST./ S 11TH ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Lubbock	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S273	W GARZA ST. and S 10TH ST./ N 10TH ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Lubbock	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S274	E PANHANDLE AVE. and S 5TH ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Lubbock	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No



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S275	S NEW MEXICO ST. and DIVISION	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Lubbock	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S276	S 13TH ST. and W DELTA ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Lubbock	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S277	E LANNY AVE. and N A ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Terry	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S278	RAILROAD AVE. and W FELT ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Terry	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	Yes
S279	N D ST. and CACTUS LN.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Terry	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S280	RAILROAD AVE. and W RIPLEY ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Terry	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	Yes
S281	CACTUS LN. and N CUB DR.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Terry	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S282	N D ST. and E RIPLEY ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Terry	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S283	N D ST. and E OAK ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Terry	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S284	N CUB DR. and E RIPLEY ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Terry	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S285	N D ST. and E LAKE ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Terry	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No



Project ID	Project Name/Description	Description	Lead Agency	Safe System Element	Focus Area	Time Frame (Short, Medium, Long)	Cost (Low, Medium, High)	Potential Funding Sources	Local/State System	Part of TxDOT Project?	Disadvantaged Community
S286	S B ST. and E HILL ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Terry	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S287	S D ST. and E HILL ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Terry	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S288	S B ST. and BROADWAY	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Terry	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S289	S 4TH ST. and W BUCKLEY ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Terry	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	Yes
S290	W BUCKLEY ST. and S 4TH ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Terry	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	Yes
S291	S B ST. and E TATE ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Terry	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S292	S B ST. and E CARDWELL ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Terry	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S293	S D ST. and E TATE ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Terry	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S294	S B ST. and E BUCKLEY	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Terry	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S295	S D ST. and E CARDWELL ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Terry	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S296	S B ST. and E REPPTO ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Terry	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No



Project ID	Project Name/Description	Description	Lead Agency	Safe System Element	Focus Area	Time Frame (Short, Medium, Long)	Cost (Low, Medium, High)	Potential Funding Sources	Local/State System	Part of TxDOT Project?	Disadvantaged Community
S297	S D ST. and E HESTER ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Terry	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S298	S D ST. and E HARRIS ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Terry	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S299	OLD LEMESA RD. and S BALLARD ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Terry	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S300	S D ST. and E BUCKLEY	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Terry	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S301	County Road 7200 and County Road 2700	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Lubbock	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S302	MUSTANG DR. and BAYLOR LN.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hockley	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S303	CACTUS DR. and ELGIN AVE.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hockley	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	Yes
S304	WESTSIDE AVE. and W 9TH ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Lamb	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S305	S SUNSET AVE/ N SUNSET AVE. and W 1ST ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Lamb	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S306	W 7TH ST. and KOKOMO ST./ PARKWAY ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S307	W 7TH ST. and FRESNO ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No



Project ID	Project Name/Description	Description	Lead Agency	Safe System Element	Focus Area	Time Frame (Short, Medium, Long)	Cost (Low, Medium, High)	Potential Funding Sources	Local/State System	Part of TxDOT Project?	Disadvantaged Community
S308	W 10TH ST. and LEXINGTON ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S309	W 16TH ST. and WAYLAND ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S310	JOLIET ST. and W 28TH ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No
S311	JOLIET ST. and W 30TH ST.	Installation of advanced warning signs with flashing beacon(major road); Solar powered LED flashing STOP signs(minor road)	Hale	Safe Roads	Intersection Safety	Medium	Medium	SS4A, HSIP	Local system	No	No



A photograph of a multi-level highway interchange with concrete overpasses and support pillars. A green construction vehicle is visible on one of the upper levels. A red semi-transparent shape is overlaid on the left side of the image. A yellow banner at the bottom contains the section title.

Appendix F Priority Corridors and Intersections by County



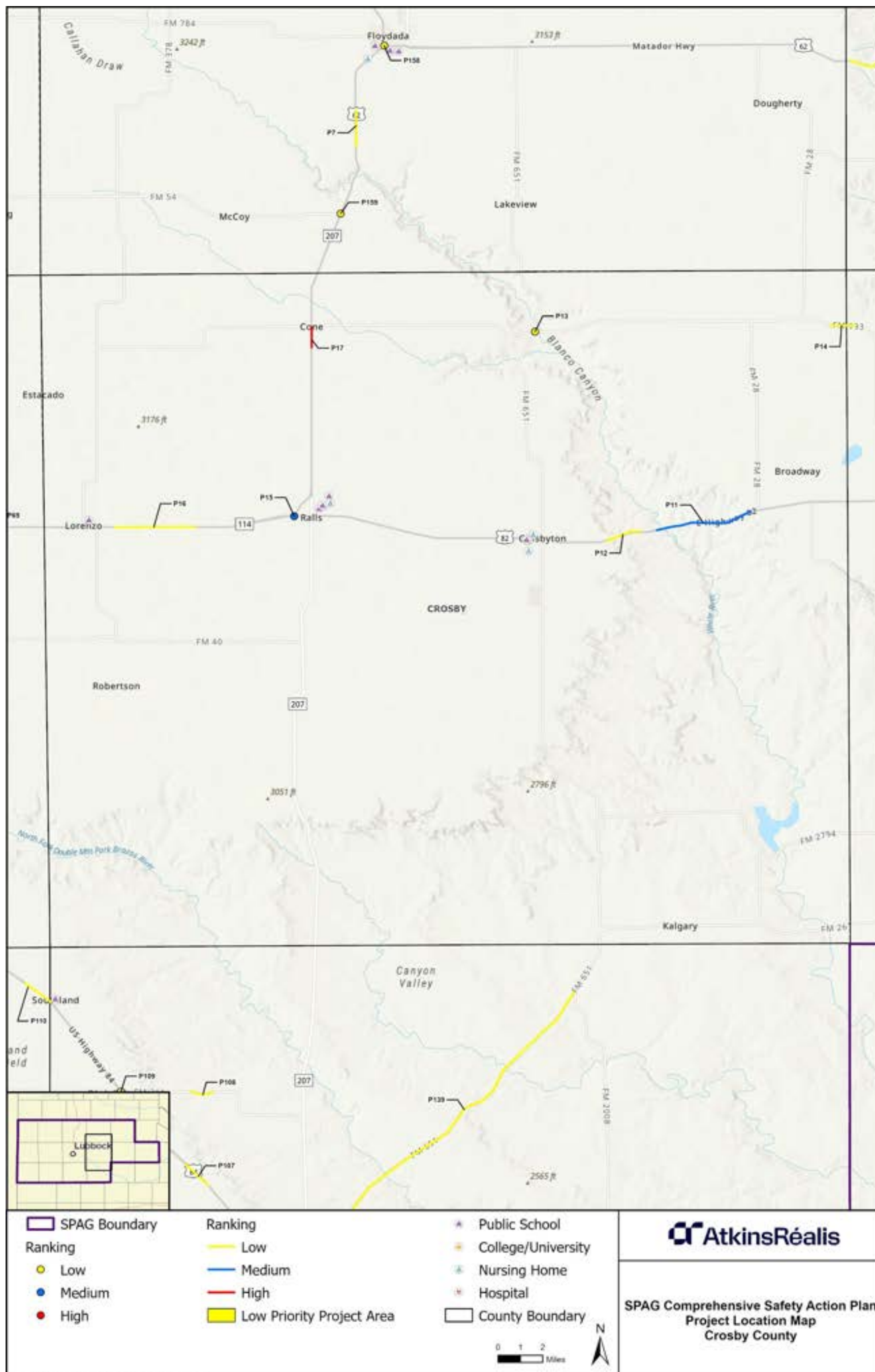
F.1 Bailey County



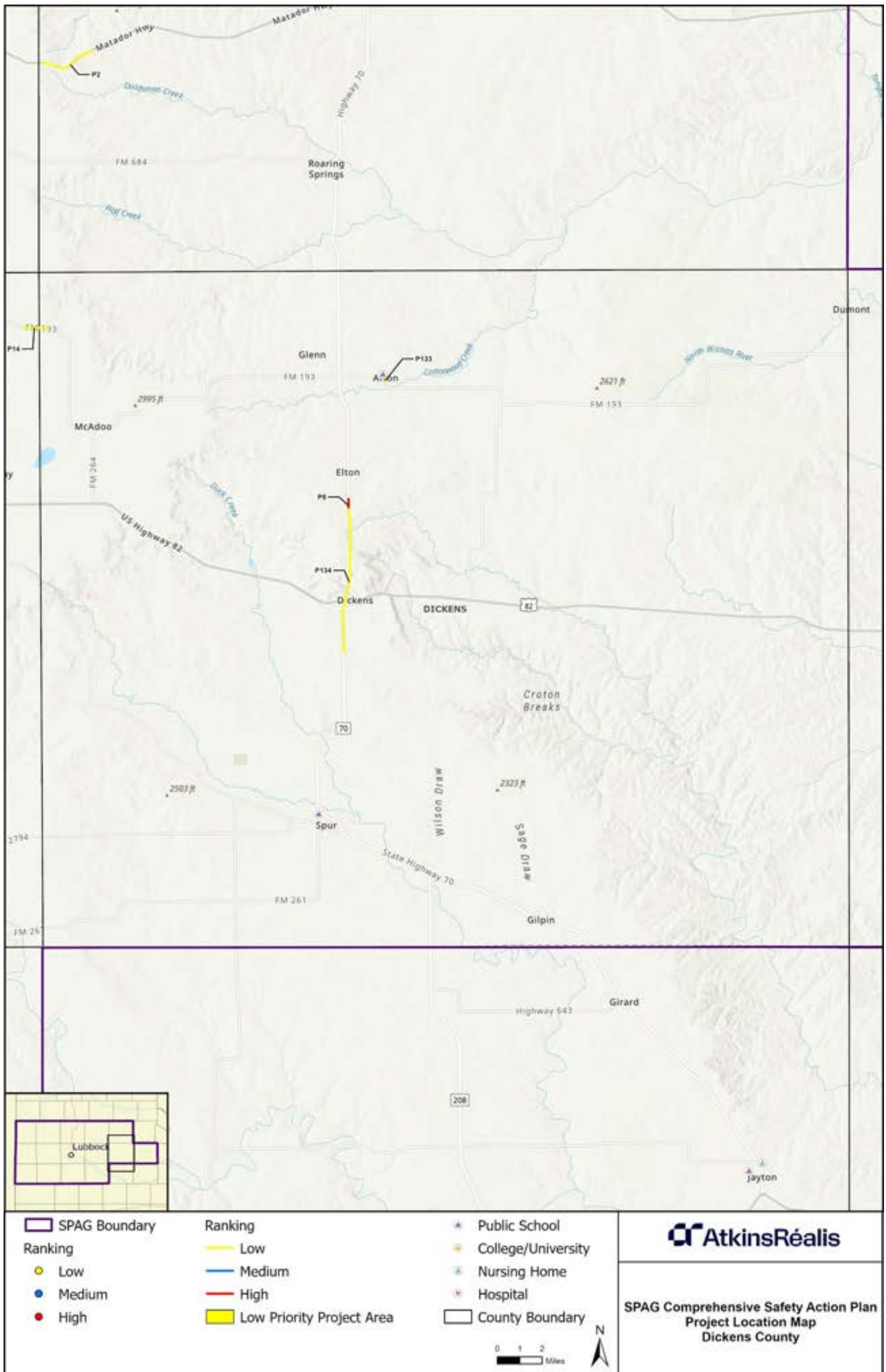
F.2 Cochran County



F.3 Crosby County



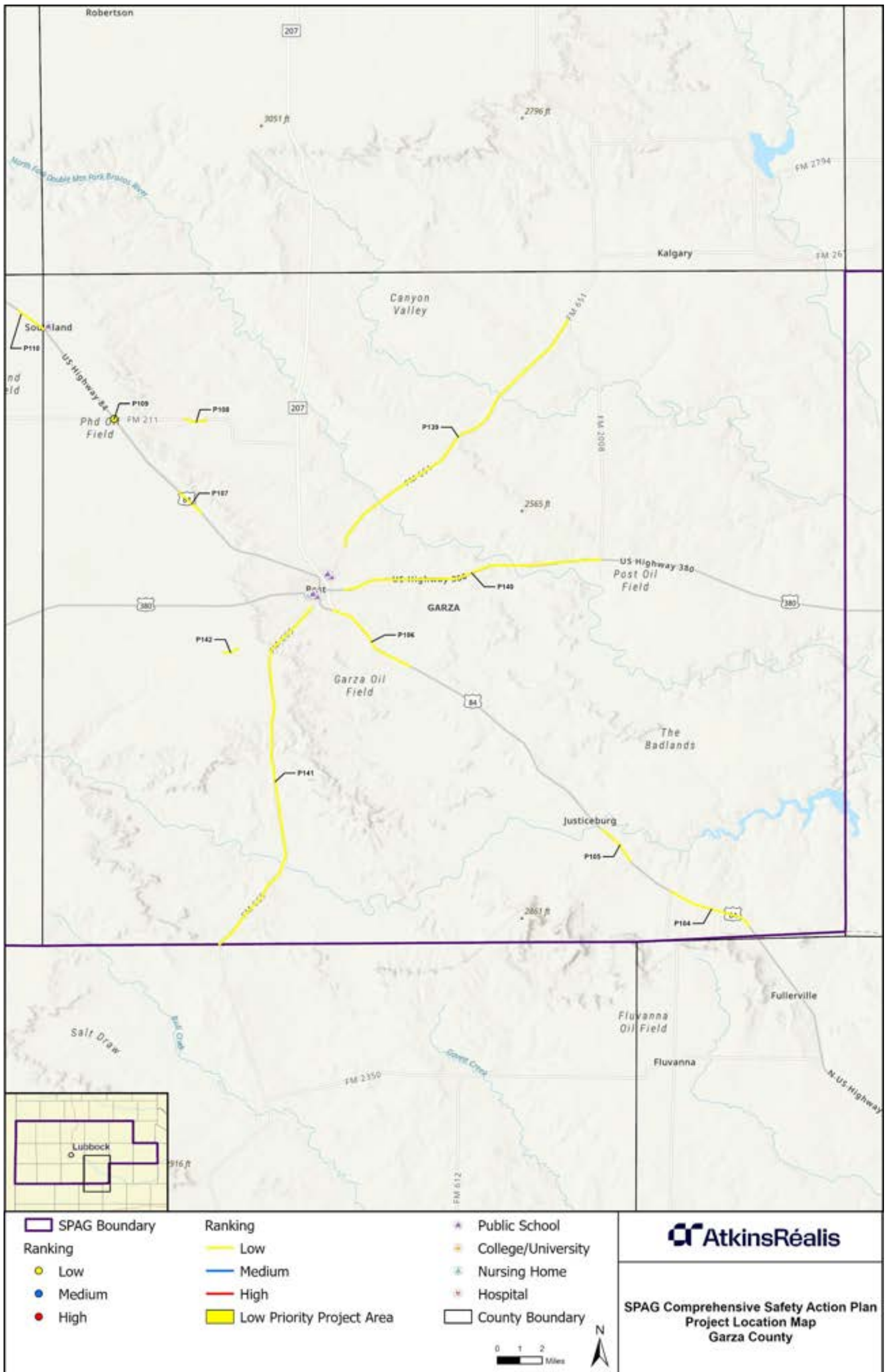
F.4 Dickens County



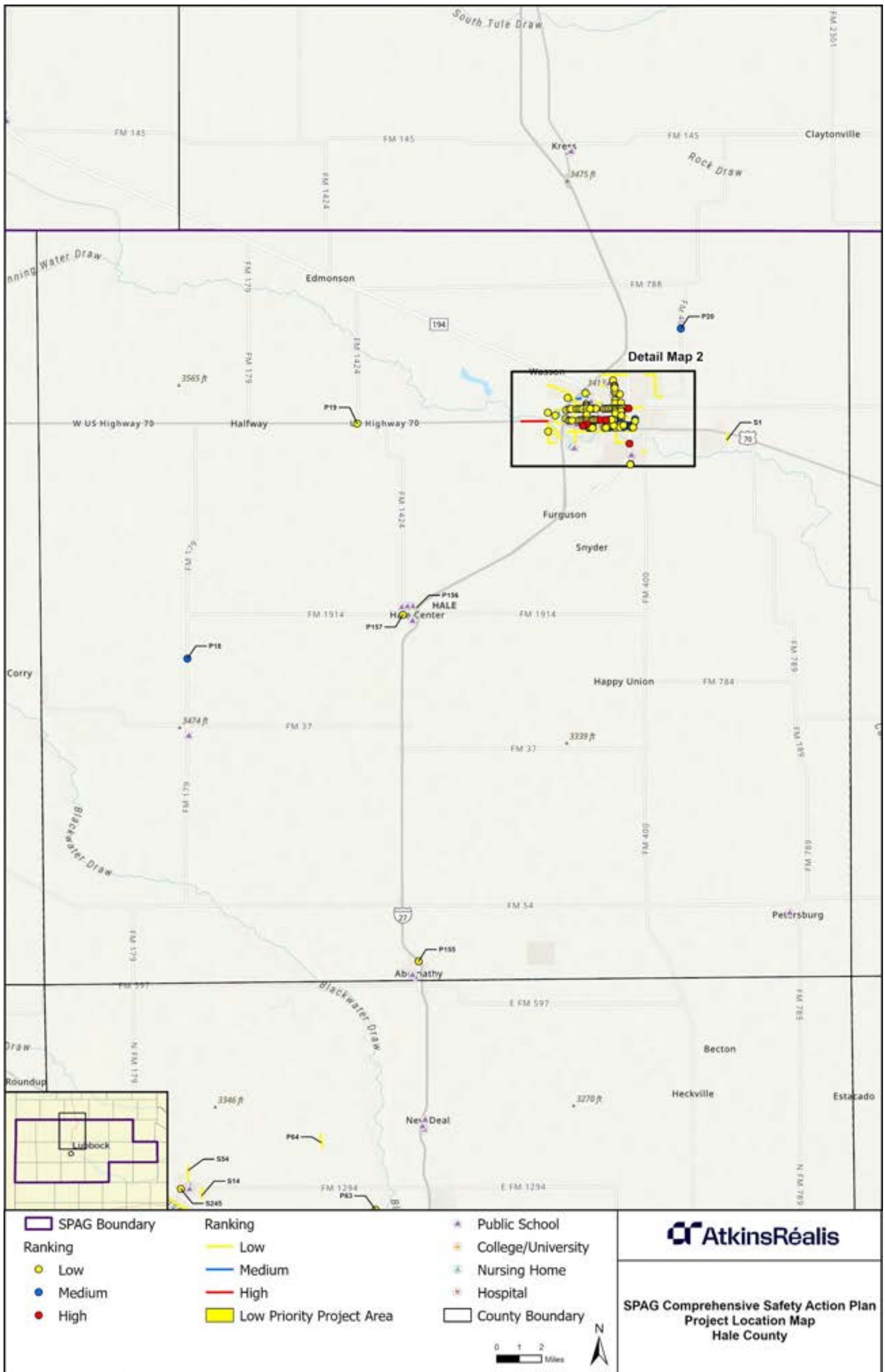
F.5 Floyd County



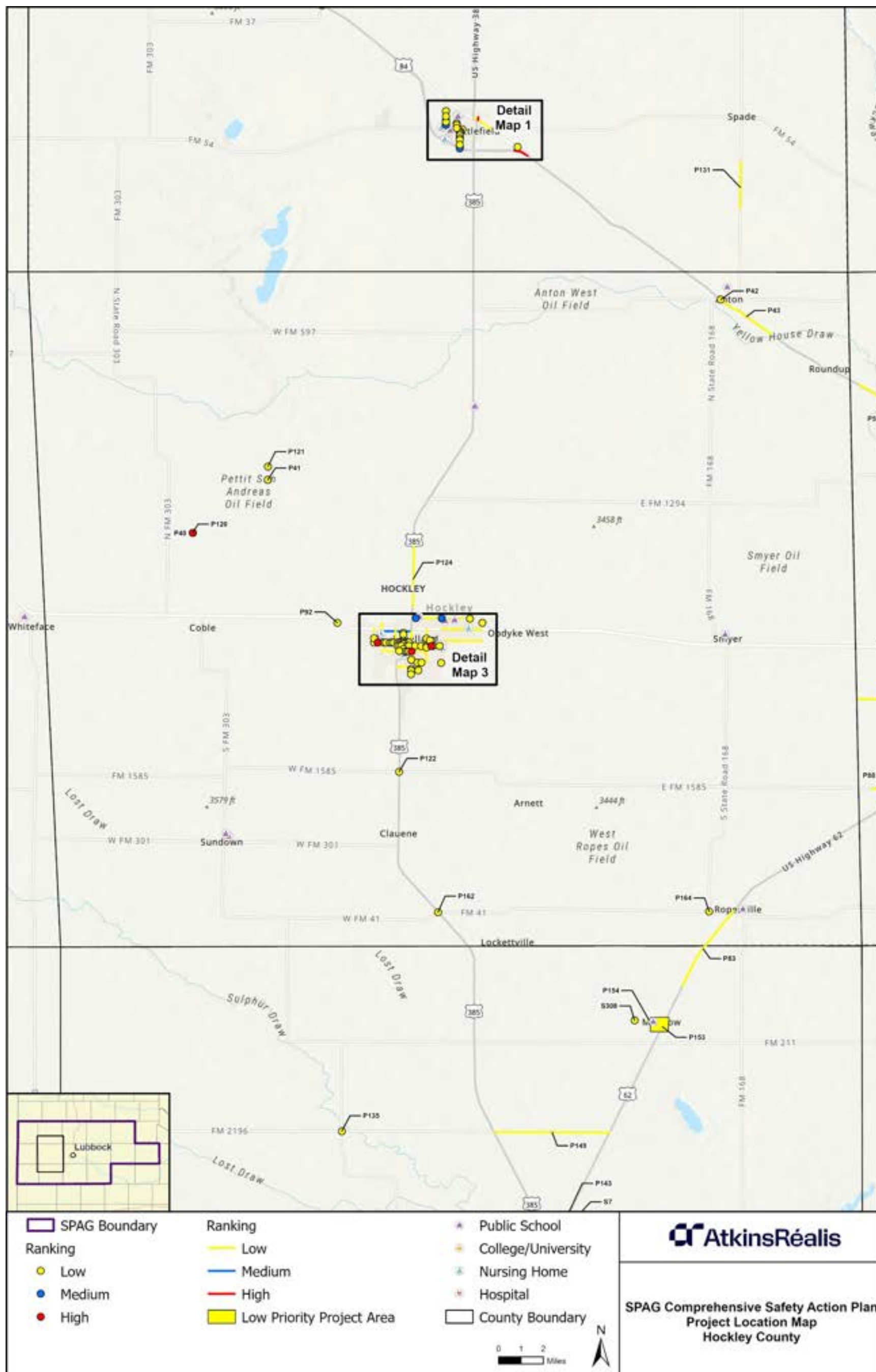
F.6 Garza County



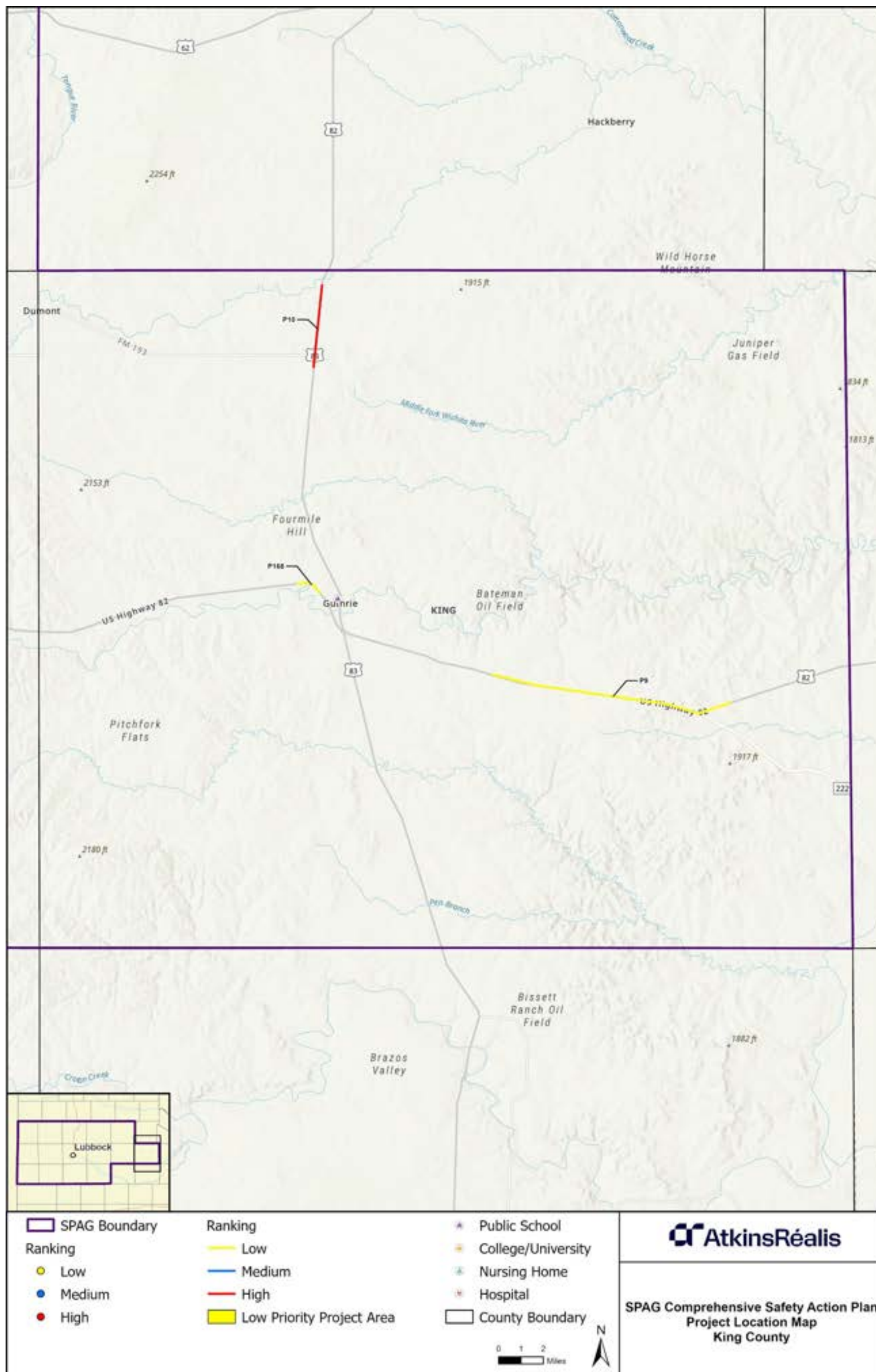
F.7 Hale County



F.8 Hockley County



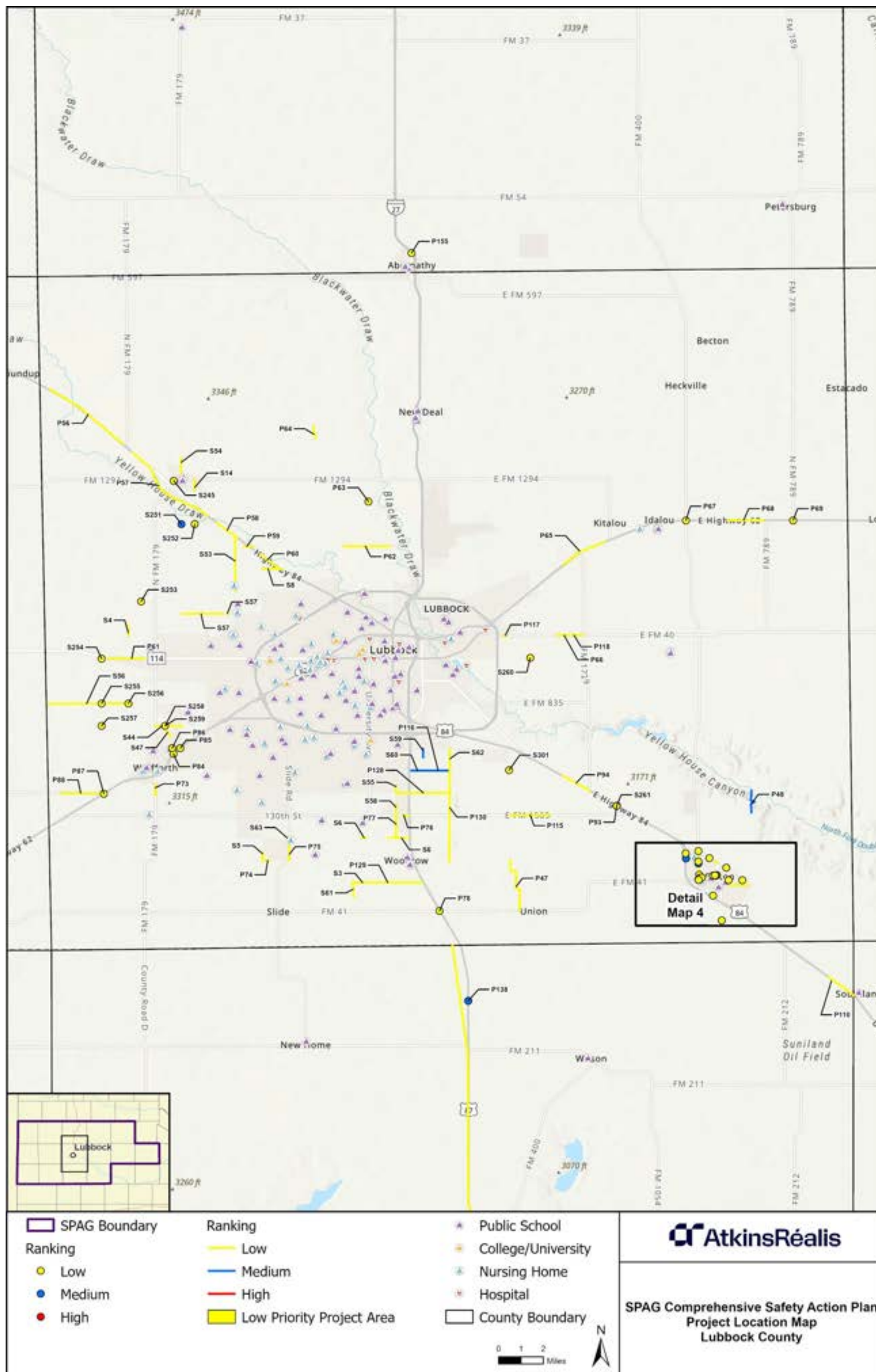
F.9 King County



F.10 Lamb County



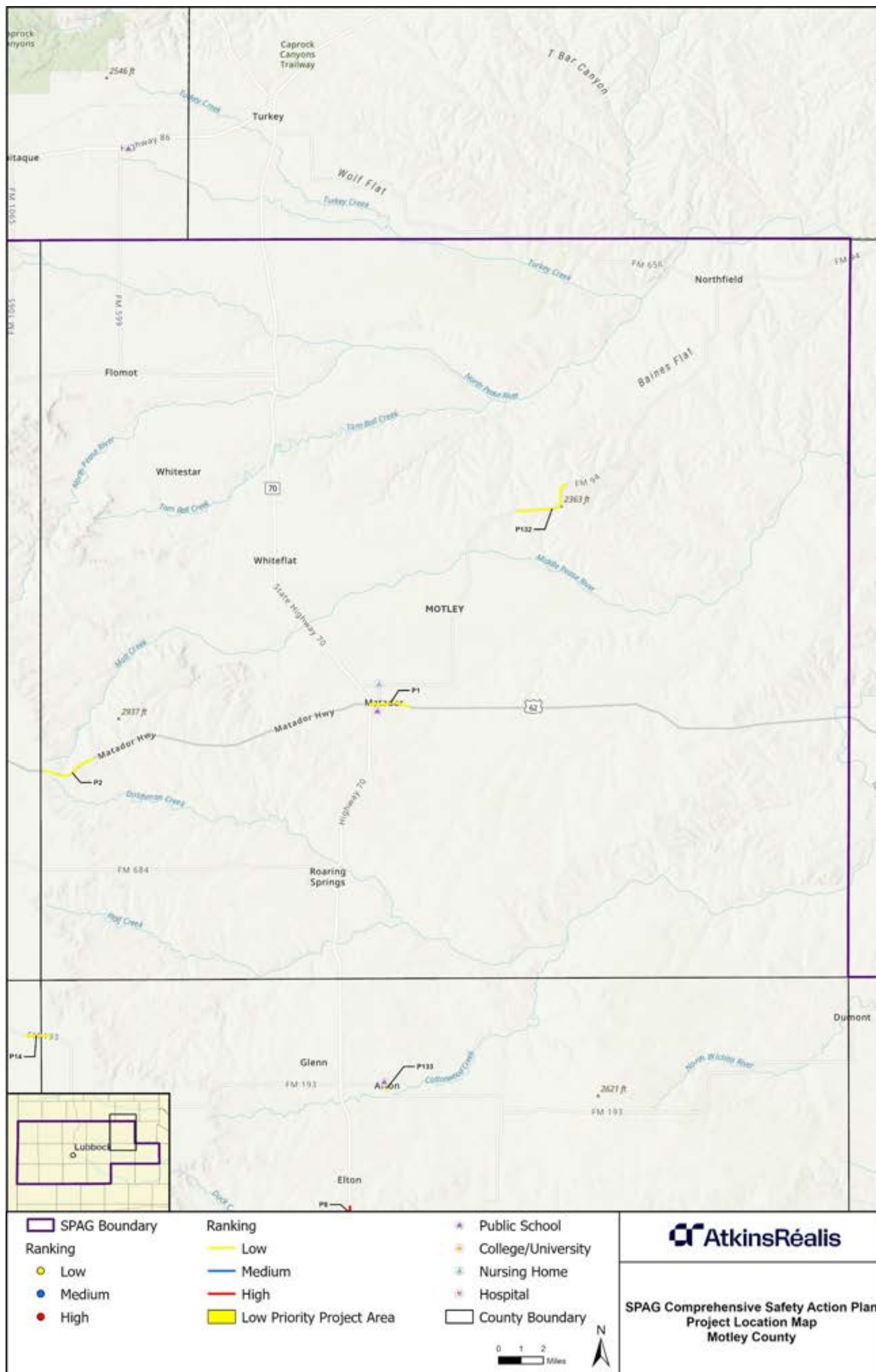
F.11 Lubbock County



F.12 Lynn County



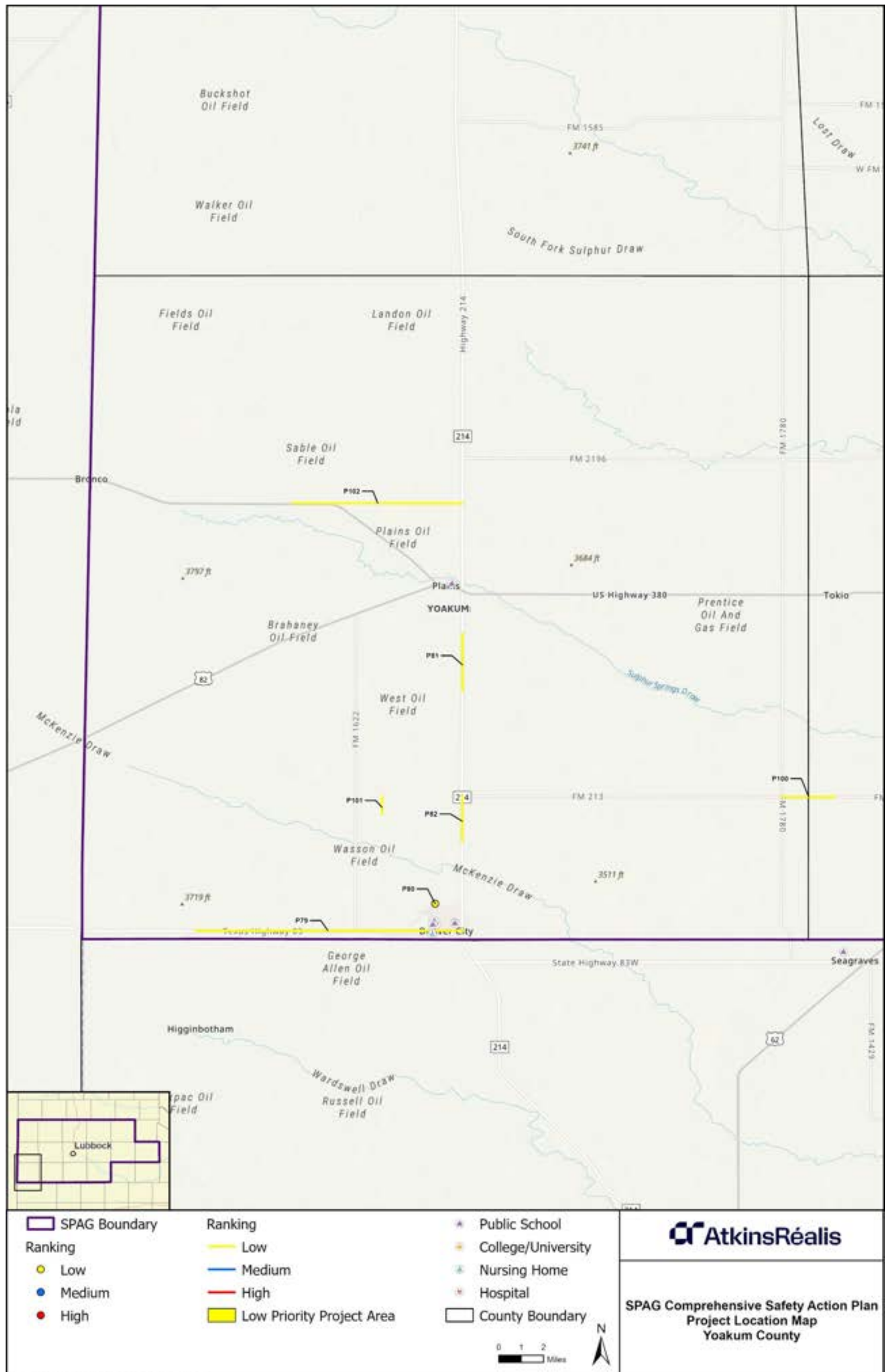
F.13 Motley County



F.14 Terry County



F.15 Yoakum County





The background of the page is a photograph of a multi-level highway interchange. A large, semi-transparent red shape is overlaid on the left side of the image. A yellow banner is positioned across the lower middle of the image, containing the section title.

Appendix G Priority Corridors and Intersections Detailed Maps



