

SYSTEMIC SAFETY ANALYSIS



WITH SUPPORT
FROM:



PREPARED
BY:

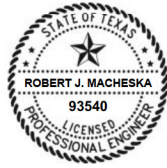


SAFETY ACTION PLAN GOAL

“A GROWING NUMBER OF COMMUNITIES ARE COMMITTING TO VISION ZERO – THE GOAL OF ZERO TRAFFIC DEATHS OR SEVERE INJURIES AMONG ALL ROAD USERS. MAKING PROGRESS TOWARD THIS VITAL GOAL ENTAILS FAR MORE THAN SETTING A GOAL, OF COURSE; COMMUNITIES MUST RECOGNIZE AND COMMIT TO A MEANINGFUL SHIFT IN HOW THEY THINK ABOUT AND ACT ON ROADWAY SAFETY – **VISION ZERO APPROACH**”



PREPARED BY:



ROBERT MACHESKA, PE (NO. 93540) FOR PLANNING PURPOSES FOR
GDJ ENGINEERING, LLC. (FIRM REGISTRATION NO. 20061)

ACCEPTED BY:



BENJAMIN WORSHAM, PE
COUNTY ENGINEER FOR **CAMERON COUNTY, TEXAS**

BY SIGNING AND STAMPING THIS SYSTEMIC SAFETY ANALYSIS REPORT, THE ENGINEER IS ATTESTING TO THIS REPORT'S TECHNICAL INFORMATION AND ENGINEERING DATA UPON WHICH LOCAL AGENCY'S RECOMMENDATIONS, CONCLUSIONS, AND DECISIONS ARE MADE.

SECTION 148 OF TITLE 23, UNITED STATES CODE REPORTS DISCOVERY AND ADMISSION INTO EVIDENCE OF CERTAIN REPORTS, SURVEYS, AND INFORMATION – NOTWITHSTANDING ANY OTHER PROVISIONS OF LAW, REPORTS, SURVEYS, SCHEDULES, LISTS, OR DATA COMPILED OR COLLECTED FOR ANY PURPOSE RELATING TO THIS SECTION, SHALL NOT BE SUBJECT TO DISCOVERY OR ADMITTED INTO EVIDENCE IN A FEDERAL OR STATE COURT PROCEEDING OR CONSIDERED FOR OTHER PURPOSES IN ANY ACTION FOR DAMAGES ARISING FROM ANY OCCURRENCE AT THE LOCATION IDENTIFIED OR ADDRESSED IN THE REPORTS, SURVEYS, SCHEDULES, LISTS, OR OTHER DATA.

ACKNOWLEDGEMENTS

The 2022 Cameron County Safety Action Plan was funded by Cameron County Commissioner's Court as a critical first step in advancing a Vision Zero philosophy across the region. Cameron County in coordination with the major population areas continue to build on a collaborative approach to transportation safety that crosses jurisdictional boundaries to enact the most effective change across the residential, commercial, and tourist populations we serve.



PROJECT PARTNERS

GREATER CAMERON COUNTY

County Judge Eddie Treviño, Jr.
Comm'r Pct. 1 Sofia Benavides
Comm'r Pct. 2 Joey Lopez
Comm'r Pct. 3 David A. Garza
Comm'r Pct. 4 Gus Ruiz

City of Indian Lake
City of Primera

CITY OF BROWNSVILLE

Mayor Juan "Trey" Mendez, III
City Commission

CITY OF HARLINGEN

Mayor Norma Sepulveda
City Commission

CITY OF SAN BENITO

Mayor Ricardo "Rick" Guerra
City Commission

CITY OF LOS FRESNOS

Mayor Alejandro Flores
City Council

CITY OF PORT ISABEL

Mayor Martin Cantu, Jr.
City Commission

CITY OF S. PADRE ISLAND

Mayor Patrick McNulty
City Council

CONSULTANT TEAM

GDJ ENGINEERING, LLC

CHAPTER 1: INTRODUCTION

EXECUTIVE SUMMARY

There are six principles that form the basis of the Safe System approach: death and serious injury is unacceptable, humans make mistakes, humans are vulnerable, responsibility is shared, safety is proactive, and redundancy is crucial.

Making a commitment to zero traffic deaths means addressing all aspects of safety to create a holistic approach with layers of protection for road users: safe road users, safe vehicles, safe speeds, safe roads, and post-crash care.

The Safe System approach requires a supporting safety culture that places safety first and foremost in road system investment decisions. To achieve our zero deaths vision, everyone must accept that fatalities and serious injuries are unacceptable and preventable.

The Road to Vision Zero:

On August 23, 2022, the Cameron County Commissioners adopted a Vision Zero action plan with the goal of ending deaths and severe injuries on County roadways. This was an important step in outlining the community’s aspiration to look at the data, engage public policies to achieve vision zero, regroup, and continually improve on the process until the stated cultural shift converges on achieving zero deaths on roadways by 2050.

Cameron County will accomplish this goal by adhering to an approach that involves:

- A holistic approach to land use and transportation.
- A complete streets approach to street design.
- Traffic engineering and infrastructure.
- Enforcement and prosecution of dangerous behaviors.
- Education and culture change.
- Public health, equity, and related issues.
- Policy analysis and changes at the local and regional level, including speed management.

Systemic Safety Analysis Report Program Organization:

- Executive Summary
- Engineer’s Seal
- Statement of Protection of Data from Discovery and Admissions
- Safety Data Utilized (Crash, Volume, Roadway)
- Data Analysis Techniques and Results
- Highest Occurring Crash Types
- High-risk Corridors and Intersections (Crash History and Roadway Characteristics)
- Countermeasures Identified to Address the Safety Issues
- Viable Project Scopes and Prioritized List of Safety Projects
- Attachments and Supporting Documentation

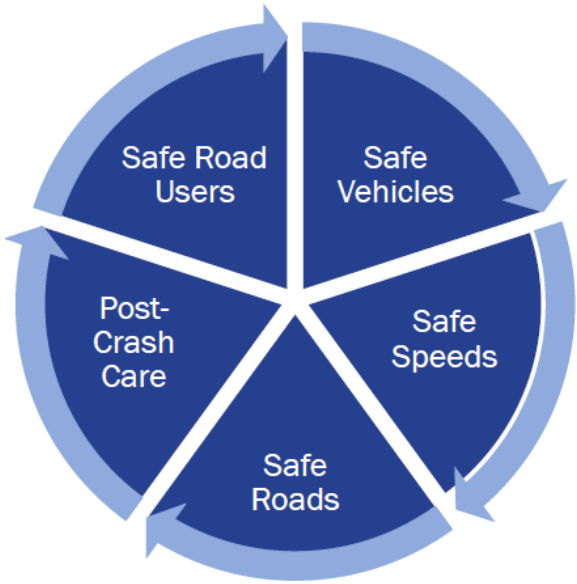


CHAPTER 1: INTRODUCTION

SAFE SYSTEM ELEMENTS

Making a commitment to zero deaths means addressing every aspect of crash risks through the five elements of a Safe System, shown below. These layers of protection and shared responsibility promote a holistic approach to safety across the entire transportation system. The key focus of the Safe System approach is to reduce death and serious injuries through design that accommodates human mistakes and injury tolerances. Making a commitment to zero traffic deaths means addressing all aspects of safety through the following five Safe System elements that, together, create a holistic approach with layers of protection for road users: safe road users, safe vehicles, safe speeds, safe roads, and post-crash care.

The Safe System approach requires a supporting safety culture that places safety first and foremost in road system investment decisions. To achieve our zero deaths vision, everyone must accept that fatalities and serious injuries are unacceptable and preventable. The Cameron County Safety Action Plan serves as a first salvo in the cultural shift to introduce Vision Zero intra- and inter-departmental goals that are coordinated among stakeholders (e.g. public health and safety) and the traveling public. Project selection and prioritization will be examined under the lens of achieving zero deaths or serious injury on the Cameron County transportation network by the Year 2050.



Safe Road Users

The Safe System approach addresses the safety of all road users, including those who walk, bike, drive, ride transit, and travel by other modes.



Safe Vehicles

Vehicles are designed and regulated to minimize the occurrence and severity of collisions using safety measures that incorporate the latest technology.



Safe Speeds

Humans are unlikely to survive high-speed crashes. Reducing speeds can accommodate human injury tolerances in three ways: reducing impact forces, providing additional time for drivers to stop, and improving visibility.



Safe Roads

Designing to accommodate human mistakes and injury tolerances can greatly reduce the severity of crashes that do occur. Examples include physically separating people traveling at different speeds, providing dedicated times for different users to move through a space, and alerting users to hazards and other road users.



Post-Crash Care

When a person is injured in a collision, they rely on emergency first responders to quickly locate them, stabilize their injury, and transport them to medical facilities. Post-crash care also includes forensic analysis at the crash site, traffic incident management, and other activities.

CHAPTER 1: INTRODUCTION

STUDY PARTNERS

The Cameron County Travel safety Plan was funded by Cameron County Commissioner’s Court as a locally-led initiative toward vision zero goals in the region. Cameron County, in coordination with all the incorporated cities and towns (Brownsville, Harlingen, San Benito, Los Fresnos, Port Isabel, South Padre Island) with the Cameron County Department of Transportation serving as the lead to develop the plan to address travel safety for motorists, cyclists, and pedestrians within Cameron County. Outreach during this initial phase of the plan implementation will gather feedback from local hospitals and public safety organizations that are the front-line support for those killed or seriously injured (KSI) in crash events this plans looks to minimize then eliminate.

STUDY PARAMETERS

This travel safety plan evaluates collision history and provides suggests countermeasures for local arterials and collector roads within Cameron County. The plan does not include analysis of the state highway or interstate system, but as such the local contribution from those facilities is considered in the global analysis of severity of events and causes to KSI crashes. This study looks to complement statewide efforts that already evaluate a vision zero goal on those facilities.

Due to the region’s development around a state implemented series of FM roads and highways, the main source for crash incident data is the Texas Department of Transportation’s Crash Records Information System (CRIS).

As the travel safety plan partners conduct outreach with community stakeholders and local governments, Cameron County Department of Transportation will provide a portal / process to gather additional crash event data involving motorists, cyclists, and pedestrians to supplement the data pool. The Vision Zero Task Force will bring together of expert knowledge and lived experiences from community partners.

SAFETY ACTION PLAN ORGANIZATION

The 2022 Cameron County Safety Action Plan includes this introduction chapter, two overarching chapters that describe the collision assessment at a countywide level in the context of a toolbox of countermeasures, with separate chapters for each of the 7 jurisdictions that cover the entire population of Cameron County, Vision Zero adoption within the County, and a concluding chapter on alignment with the state safety plan.

- Chapter 1: [Introduction](#)
- Chapter 2: [Countywide Collision Data](#)
- Chapter 3: [Countermeasure Toolkit](#)
- Chapter 4: [City of Brownsville](#)
- Chapter 5: [City of Harlingen](#)
- Chapter 6: [City of San Benito](#)
- Chapter 7: [City of Los Fresnos](#)
- Chapter 8: [City of Port Isabel](#)
- Chapter 9: [City of South Padre Island](#)
- Chapter 10: [Greater Cameron County Area](#)
- Chapter 11: [Vision Zero Commitment](#)
- Chapter 12: [Texas Strategic Hwy Safety Plan \(SHSP\)](#)

CONTINUAL IMPROVEMENT PROCESS



IMPLEMENTATION TIMELINE- INITIAL YEAR (2022-2023)



**Aug.
2022**

Adopt Safety Action Plan &
Identify Phase 1 high priority corridor
projects.

**Sept.
2022**

Prepare & Submit Safe Streets for All (SS4A)
grant applications for either: supplemental
Action Plan planning; planning/ design/
development activities in the Action Plan; or
carry out eligible projects / strategies
identified in the Action Plan.

**Oct.
2022**

Assess Phase 2 priority projects.

**Nov.
2022**

Prepare for subsequent NOFO's for SS4A
grant opportunities.

**Spring
2023**

Continued Public Outreach garner
community feedback, visit local communities,
gather data from stakeholders.

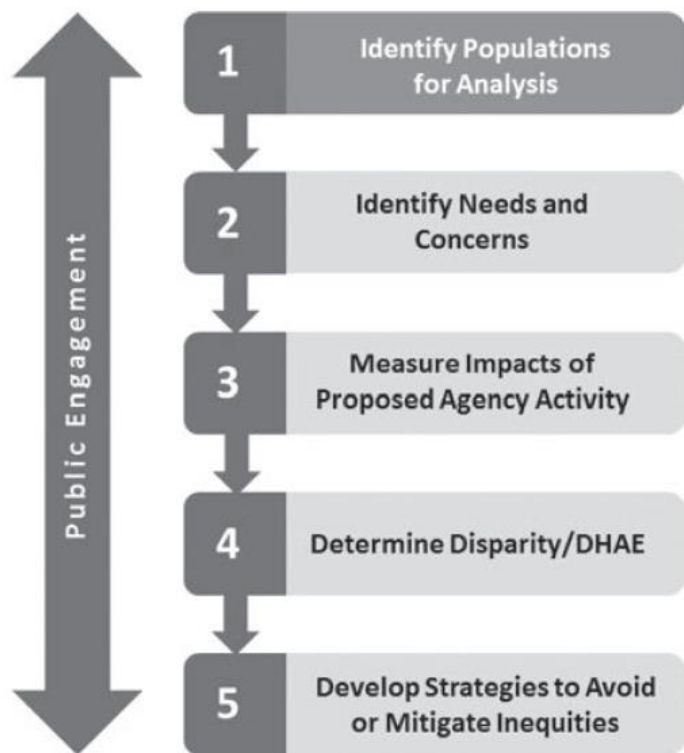
**Summer
2023**

Update Safety Plan assess impact of the
vision zero rollout, garner community
feedback, visit local communities, gather data
from stakeholders—refine plan.

CHAPTER 1: INTRODUCTION

UNDERSERVED COMMUNITY STATUS

Underserved communities are populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the ensuing section on equity. Exhibit 1.1 on the ensuing page portrays the Underserved Communities Census Tracts analysis, and given this backdrop, it is clear the entirety of the Cameron County area is underserved by any metric selected.



In Cameron County, Texas the SS4A Underserved Communities Census Tracts shown on the Historically Disadvantaged Communities map shows that of the total population of 421,666, total population of Underserved Communities Census Tracts is 253,220, equaling 60.0% of the population. Of the 86 Census Tracts that comprise Cameron County, 54 of them (or 62.8%) are Transportation Disadvantaged Census Tracts. URL for the tool is located at the following web address: <https://usdot.maps.arcgis.com/apps/dashboards/99f9268777ff4218867ceedfab58a3a>.

ADDRESSING EQUITY

Equity in transportation seeks fairness in mobility and accessibility to meet the needs of all community members. A central goal of transportation equity is to facilitate social and economic opportunities by providing equitable levels of access to affordable and reliable transportation options based on the needs of the populations being served, particularly populations that are traditionally underserved. This population group includes individuals in at least one of the following categories: low income, minority, elderly, children, limited English proficiency, or persons with disabilities. It is important to note that transportation equity does not mean equal. An equitable transportation plan considers the circumstances impacting a community's mobility and connectivity needs and this information is used to determine the measures needed to develop an equitable transportation network.

Based on the US DOT's available data on equity justice for the Cameron County region (URL for the tool is located at:

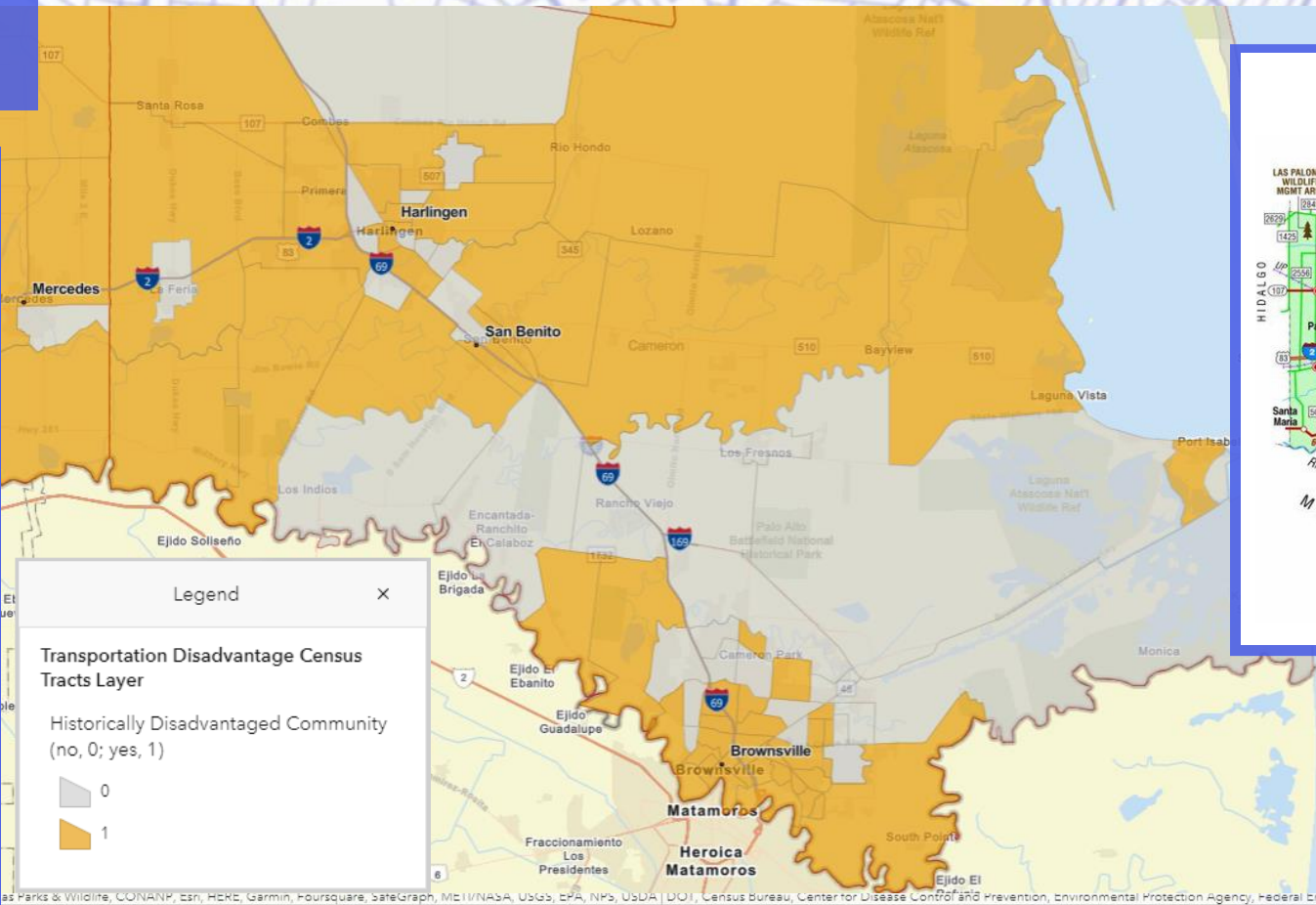
<https://www.transportation.gov/equity-Justice40>), it was possible to parse through the census tracts across the six (6) available disadvantage indicators (each assigned a score of 1 if the indicator condition is present in the Census Tract) and include:

- Transportation Access disadvantage identifies communities and places that spend more, and longer, to get where they need to go.
- Health disadvantage identifies communities based on variables associated with adverse health outcomes, disability.
- Environmental disadvantage identifies communities with disproportionate pollution burden and inferior environmental quality.
- Economic disadvantage identifies areas and populations with high poverty, low wealth, lack of local jobs, low homeownership, low educational attainment, and high inequality.
- Equity disadvantage identifies communities with a high percentile of persons (age 5+) who speak English "less than well."
- Resilience disadvantage identifies communities vulnerable to hazards caused by climate change.

The sum of the various disadvantaged indicators (0 or 1) is summarized in the Transportation Disadvantaged Census Tracts map and given a score ranging from 0 (low disadvantage) to 5 (highly disadvantaged). As a result, Exhibit 1.2 clearly shows that Cameron County, overall ranges from a moderately (3) to highly disadvantaged (5) area over a mix of populated areas like Brownsville and the Greater Cameron County area. The nuance in the type of type of disadvantaged indicators present within community areas will play a role in the equitable distribution of effort in the push toward safety goals.

CHAPTER 1: INTRODUCTION

SS4A UNDERSERVED COMMUNITIES CENSUS TRACTS (HISTORICALLY DISADVANTAGED COMMUNITIES)



421,666
Total Population Selected

253,220
Total Population of Selected Disadvantaged Census Tracts

60.0%
Percent of Population in Disadvantaged Census Tracts In Selected Area

86
Total Selected Census Tracts

54
Total Selected Transportation Disadvantaged Census Tracts

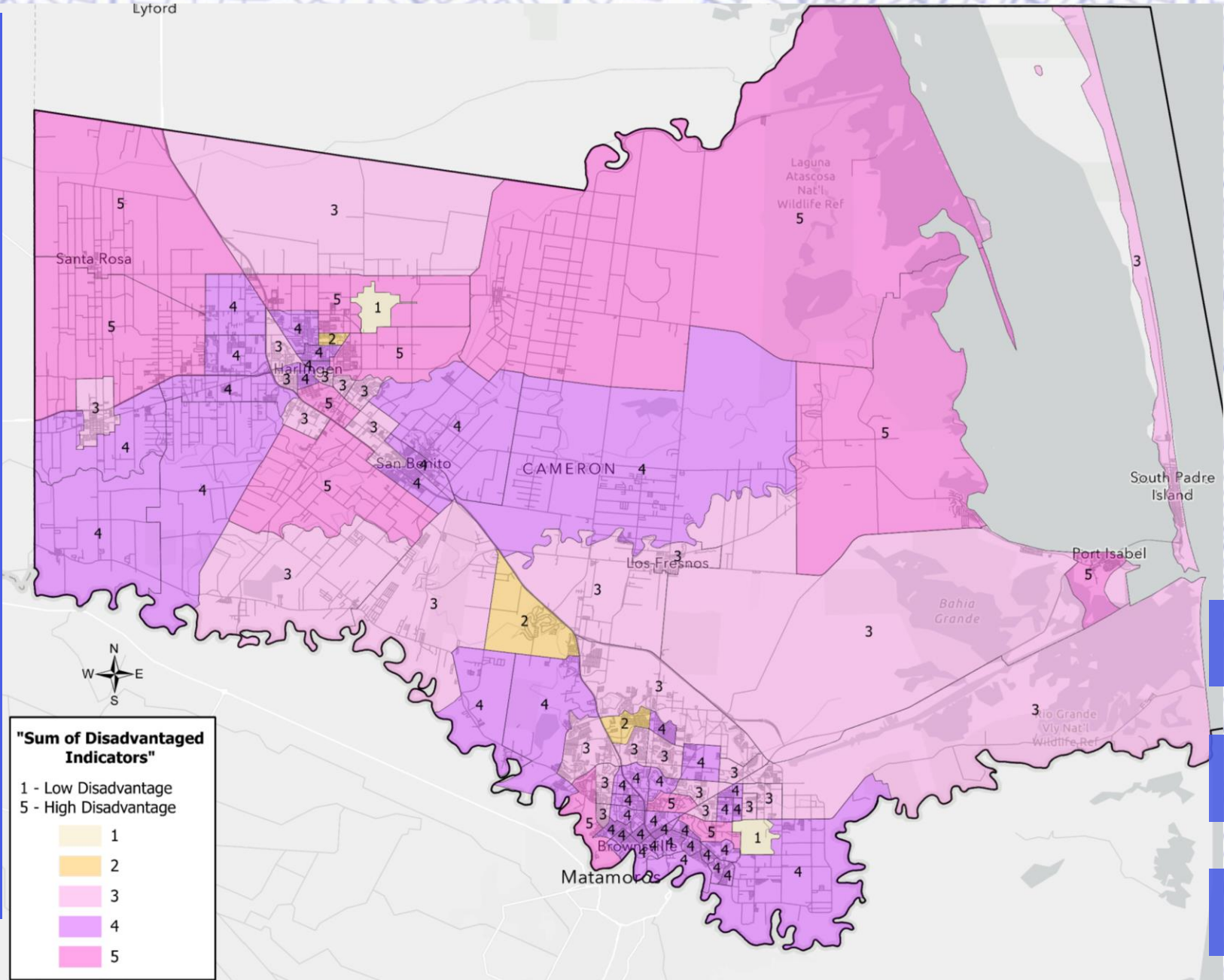
62.8%
Percent of Transportation Disadvantaged Census Tracts in Selected Area

EXHIBIT
1.1

CHAPTER 1: INTRODUCTION

EXHIBIT 1.2

SS4A UNDERSERVED COMMUNITIES CENSUS TRACTS (TRANSPORTATION DISADVANTAGED CENSUS TRACTS)



CHAPTER 2: COUNTYWIDE COLLISION DATA

DATA COLLECTION

This section presents a description of the safety approach for the Cameron County Safety Action Plan, a summary of countywide collision data, and a systemic assessment of the data to help inform crash countermeasures.

The main and initial source of crash incident data is the Texas Department of Transportation's Crash Records Information System (CRIS) for January 2018 through August 2022. Texas Transportation Code §550.062 requires any law enforcement officer who in the regular course of duty investigates a motor vehicle crash that results in injury to or the death of a person or damage to the property of any one person to the apparent extent of \$1,000+, to submit a written report of that crash to TxDOT not later than the tenth day after the date of the crash.

Other data collected for crash incident analysis included the Texas Natural Resources information System Strategic Mapping Program boundary layers for Texas Counties and Communities which were used to partition CRIS data cross the boundaries for the cities of Brownsville, Harlingen, San Benito, Los Fresnos, Port Isabel, South Padre Island, with greater Cameron County area. Lastly, the TxDOT Roadways map layer was utilized for identification of on- and off-system roadways within Cameron County.

Overall, 151,221 records were identified to contain 41,413 unique crash event records—and the reason for the difference is one crash number (unique event) can have different crash IDs (overall records) due to the involvement of more than one person in a crash event.

RGVMPO AND REGIONAL EFFORTS

Previous regional planning efforts looked at the entirety of the Rio Grande Valley Metropolitan Planning Organization (RGVMPO) over a series of MTP 2045 memoranda covering Safety Data Analysis and Equity Analysis within the RGVMPO Metropolitan Area Boundary (RGVMAB). These are some of the first regional work products stemming from the merger of Hidalgo County, Harlingen San Benito, and Brownsville MPOs and represent a crucial first step toward utilizing crash data and equity analyses to inform prioritization of project selection at the regional level.

With the onset of the Bipartisan Infrastructure Law and the new Safe Streets and Roads for All (SS4A) discretionary program to fund regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries led Cameron County to move forward with the vision zero goals within the subregion to allow for small and large grant pursuits among our community stakeholders.

COUNTYWIDE FINDINGS

The following is an overview of the key findings of the evaluation of all CRIS data the Cameron County subarea that are summarized in the ensuing charts and figures over the next two pages:

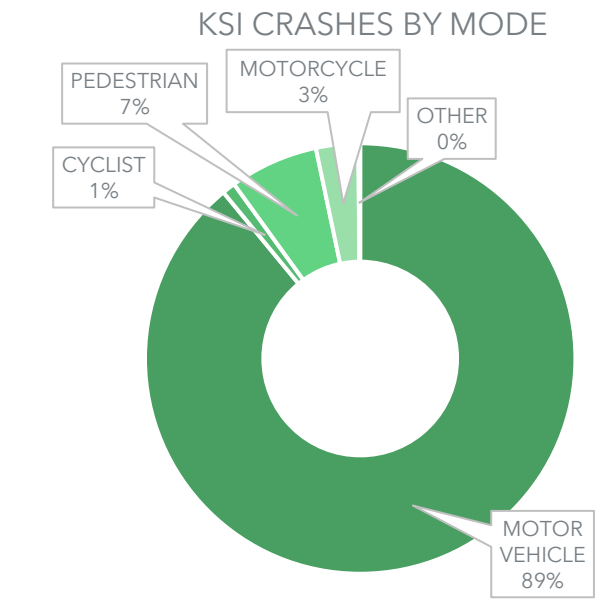
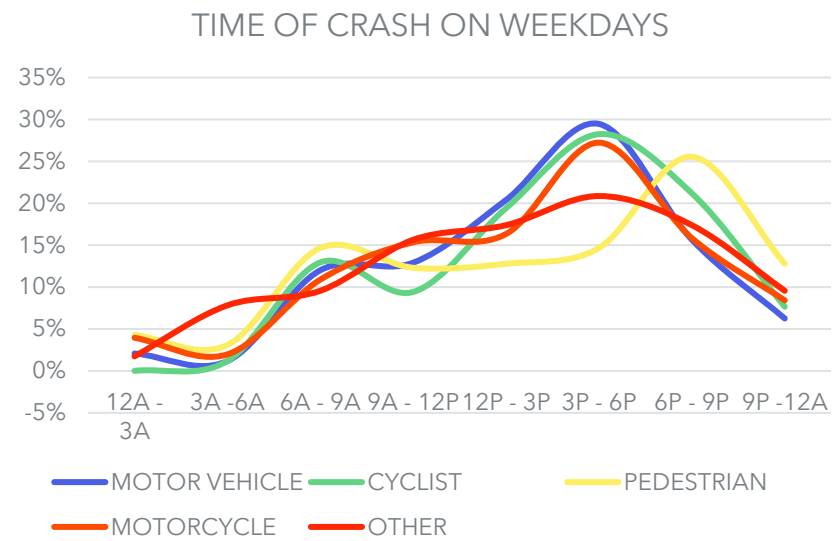
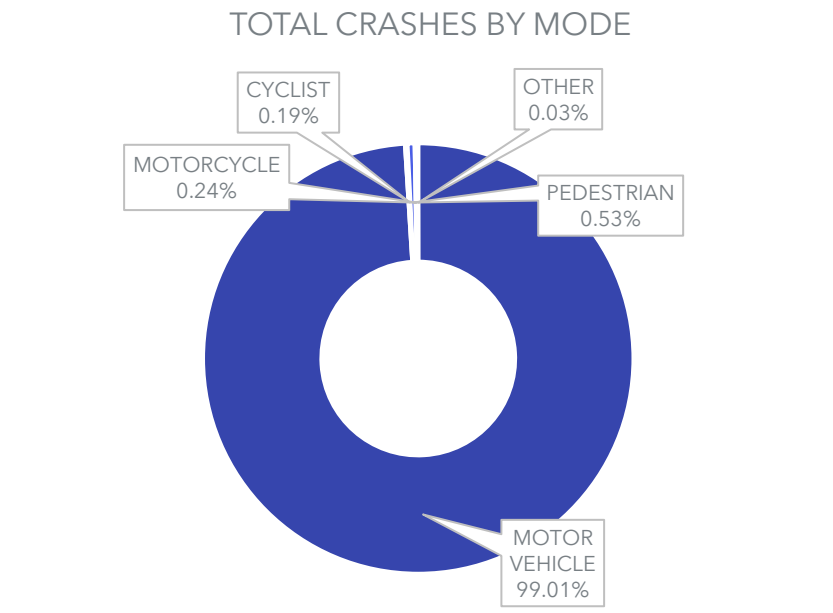
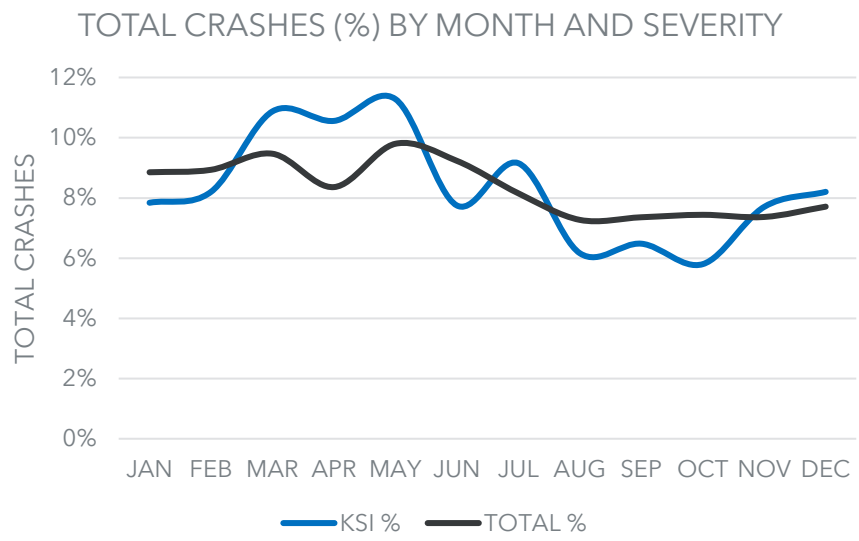
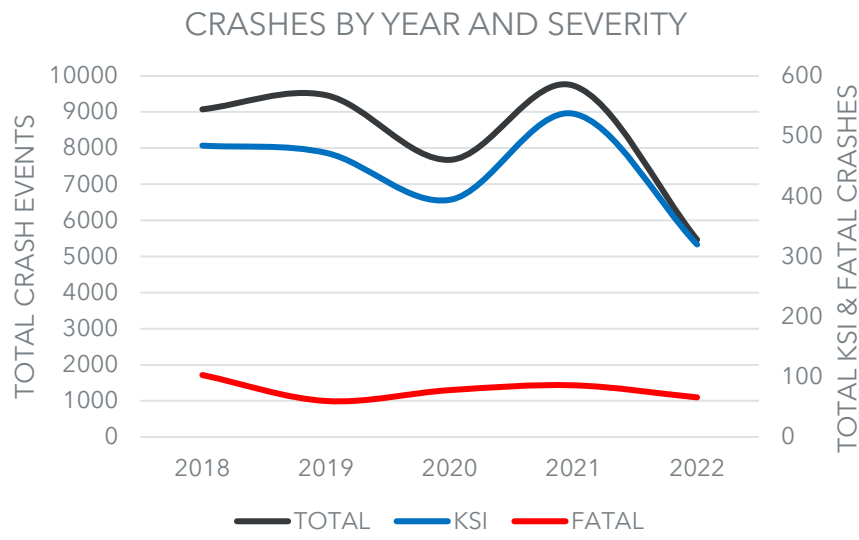
- Overall, there were 41,413 reported crashes from 2018-2022 on the study network. Of these, 2,207 resulted in fatalities or severe injuries ("KSI" crashes), which represents approximately 5% of all crashes.
- Crashes involving vulnerable road users, including

people walking, bicycle, and riding motorcycles, are disproportionately likely to result in KSI events. For instance, while pedestrian/cyclist involved crashes represent just 2.0% of crashes, they represent 7.7% of KSI crashes. These disproportionate effects indicate a need to focus on improvements for these users.

- The Greater Cameron County area has the highest rates of most types of KSI crashes, while the greatest concentration of all KSI crashes is in the City of Brownsville which has a mix of highway and urbanized roadways (more intersections) with commingled pedestrian/cyclist traffic.
- Crash patterns over time (e.g., by time of day, day of week, and month of year) generally track with expected rates of exposure in that more traffic leads to greater incidences of crash events. There is, however, an elevated rate of driver-only involved motor vehicle crashes late at night which is attributable, in part, to driving under the influence, darker lighting effects, and fatigue. Additionally, KSI crashes appear to peak between the months of March through May, when a possible combination of wetter weather conditions and spring through graduation school events may contribute the overall total.
- Of the violations noted on the crash data, failure to control speed has the highest percentage share of crashes for total crashes (35%) and KSI crashes (22 %) but that does not correlate to percentage of fatal crashes.

Additional collision statistics, based on the data from 2018 to 2022 by community are summarized in the subsequent section.

CHAPTER 2: COUNTYWIDE COLLISION DATA



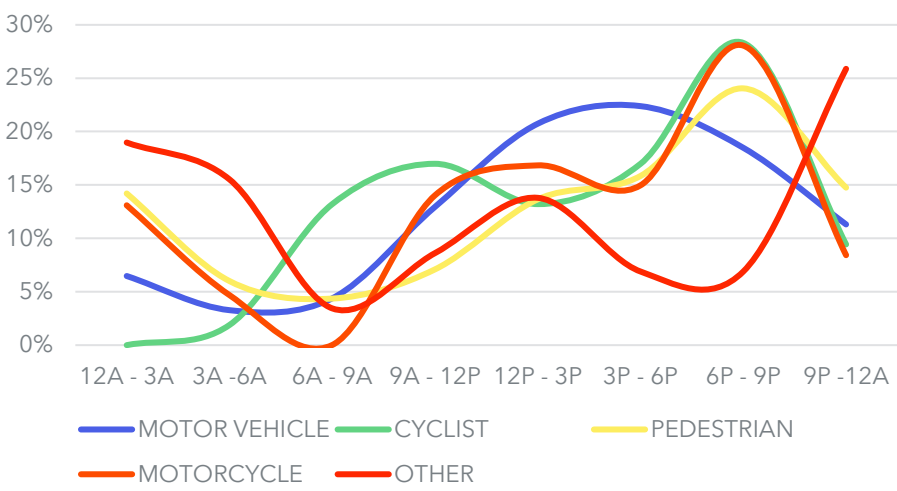
KSI = KILLED OR SEVERELY INJURED

Severely Injured refers to an injury, other than a fatal injury, that includes:

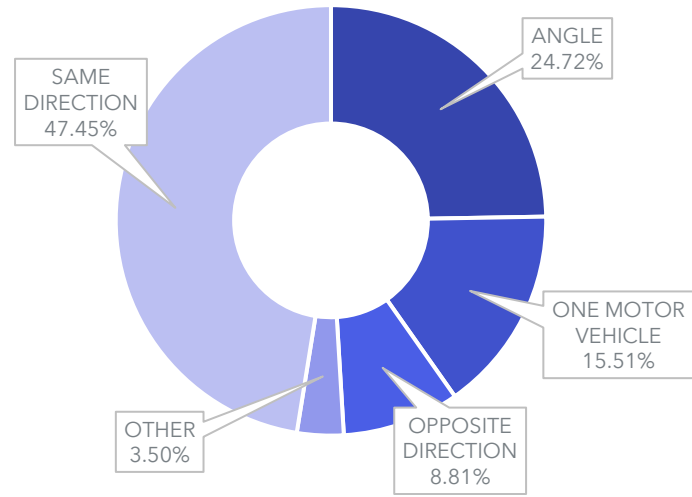
- Broken or fractured bones
- Dislocated or distorted limbs
- Severe lacerations
- Skull, spinal, chest or abdominal injuries that go beyond "Other Visible Injuries"
- Unconsciousness at or when taken from the collision scene
- Severe burns

CHAPTER 2: COUNTYWIDE COLLISION DATA

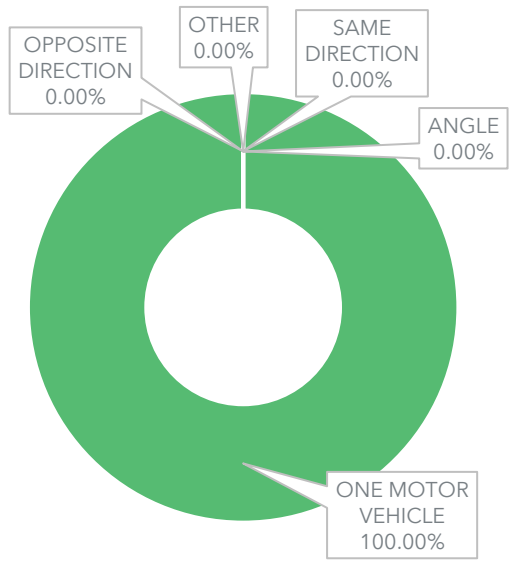
TIME OF CRASH ON WEEKENDS



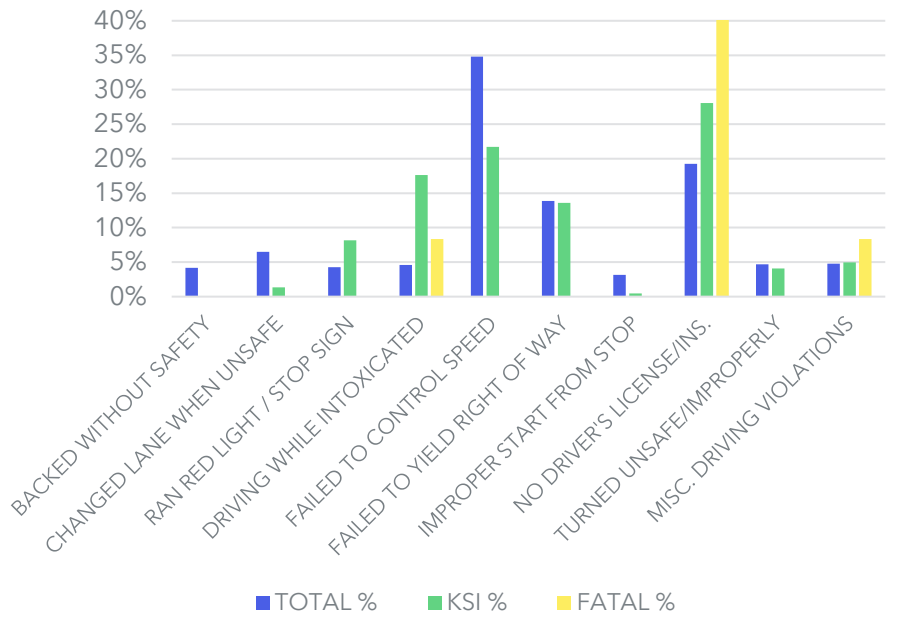
MOTOR VEHICLE CRASH TYPES



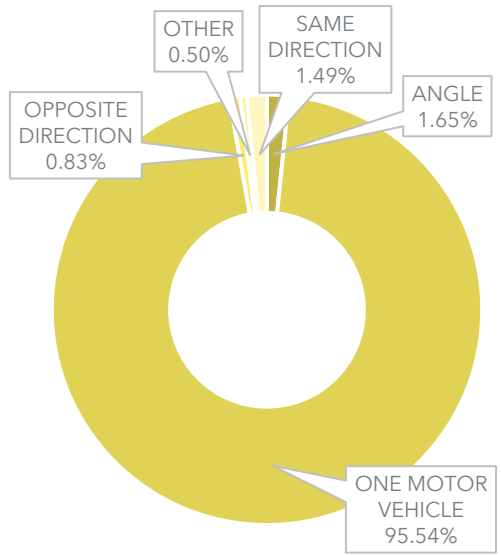
CYCLIST CRASH TYPES



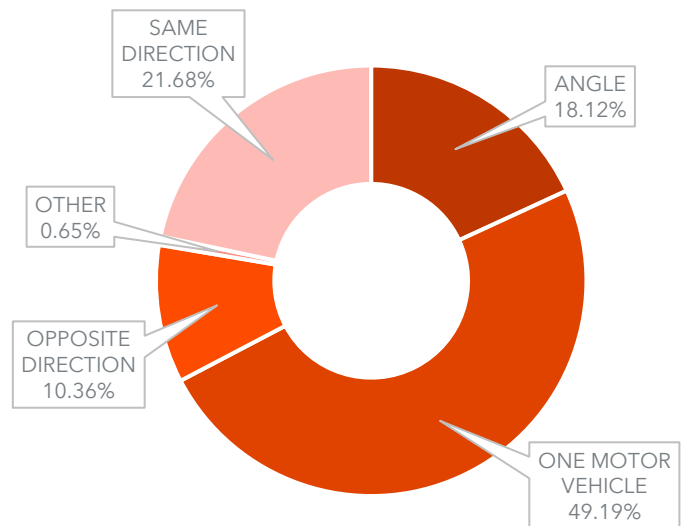
VIOLATIONS, ALL CRASHES, 2018-2022



PEDESTRIAN CRASH TYPES



MOTORCYCLE CRASH TYPES



CHAPTER 2: COUNTYWIDE COLLISION DATA

FINDINGS BY COMMUNITY

The following is a summary of the key findings in the evaluation of collision data for individual Cameron County jurisdictions:

- Between 2018-2022 there were 2,207 KSI crash events with 493 fatalities on Cameron County roadways (or nearly 100 deaths a year).
- City of Brownsville has the highest number of crashes with 19,083 or 46.1% of all crashes commensurate with its share (44.2%) of the county population.
- City of Harlingen has the second highest number of crashes with 10,981 or 26.5% of all crashes while containing 17.0% of the county population.
- Greater Cameron County Area has the third highest number of crashes with 4,199 or 10.1% of all crashes while containing 29.4% of the population.
- Nearly 5% of all crashes in Cameron County from 2018-2022 resulted in fatalities or severe injuries (KSI). Crashes within City of Brownsville had the highest probability of being a KSI crash, with 49.4% of all crashes reported as KSI, followed by City of Harlingen (25.2%), and Greater Cameron County (9.4%).
- Nearly 57% of the pedestrian KSI crashes occurred in City of Brownsville (84 KSI crashes), followed by City of Harlingen with another 26% of pedestrian KSI crashes (38 KSI crashes).
- City of Brownsville also had a high rate of cyclist KSI crashes, accounting for 41% of the county's cyclist KSI crashes with Greater Cameron County and Harlingen tying with 18% of cyclist KSI crashes, respectively.

PERCENT KSI AND FATAL CRASHES OF TOTAL CRASHES BY JURISDICTION

JURISDICTION	KSI	KSI %	FATAL	FATAL %
GREATER COUNTY	204	9%	37	9%
BROWNSVILLE	1090	49%	210	53%
HARLINGEN	603	27%	99	25%
SAN BENITO	115	5%	13	3%
LOS FRESNOS	87	4%	22	6%
PORT ISABEL	56	3%	11	3%
SOUTH PADRE ISLAND	52	2%	1	0%

PERCENTAGE SHARE OF KSI CRASHES BY JURISDICTION AND MODE

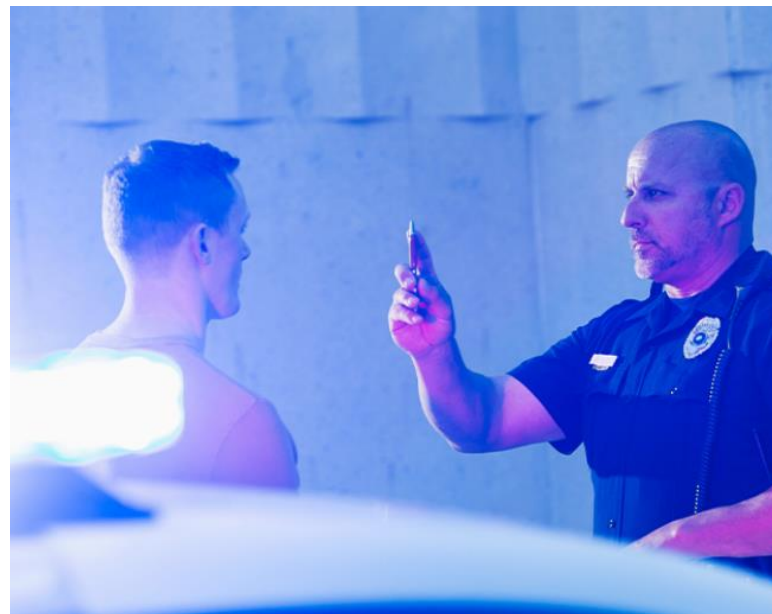
JURISDICTION	TOTAL	MOTOR VEHICLE	CYCLIST	PEDESTRIAN	MOTORCYCLE	OTHER
TOTAL KSI CRASHES	2207	1965	22	147	70	3
GREATER COUNTY	9%	9%	18%	6%	11%	0%
BROWNSVILLE	49%	49%	41%	57%	50%	0%
HARLINGEN	27%	27%	18%	26%	30%	0%
SAN BENITO	5%	5%	9%	5%	3%	0%
LOS FRESNOS	4%	4%	5%	3%	1%	67%
PORT ISABEL	3%	3%	5%	1%	3%	0%
SOUTH PADRE ISLAND	2%	2%	5%	1%	1%	33%

CHAPTER 2: COUNTYWIDE COLLISION DATA

DISTRACTED DRIVING

According to the US DOT's National Highway Traffic Safety Administration over 3,142 lives were lost nationwide due to distracted driving in 2021 alone. While locally available crash data doesn't point to a specific cause or violation directly associated with the recorded incidents, distracted driving occurs at a moment's notice when drivers divert attention from driving by talking or texting on their phone, eating and drinking, talking to people in your vehicle, fiddling with the stereo, entertainment or navigation system, or anything that takes their attention away from the task of safe driving.

Several of the most prevalent violations for all crash events between 2018-2022 do show the markers of distracted driving (and/or poor decision making) which might be attributable to the growing distractions on the roads.



DUI COLLISIONS

The same violations tally for 2018-2022 shows driving while intoxicated contributes around 35% of all total crash events as well as 18% of KSI events and attributable to 8% of all fatalities during that period.

Exhibit 2.1 on the following page shows a concentration of DUI crashes around urbanized areas of Cities of Harlingen, Brownsville, and South Padre Island due to a confluence of traffic and concentrations of popular destinations for outings. Within the Greater Cameron County Area, there's a spread of DUI clusters on corridors such as Military Highway on the south and SH 107 on the north where remote areas are more likely to contain undivided roadways.

NIGHTTIME COLLISIONS

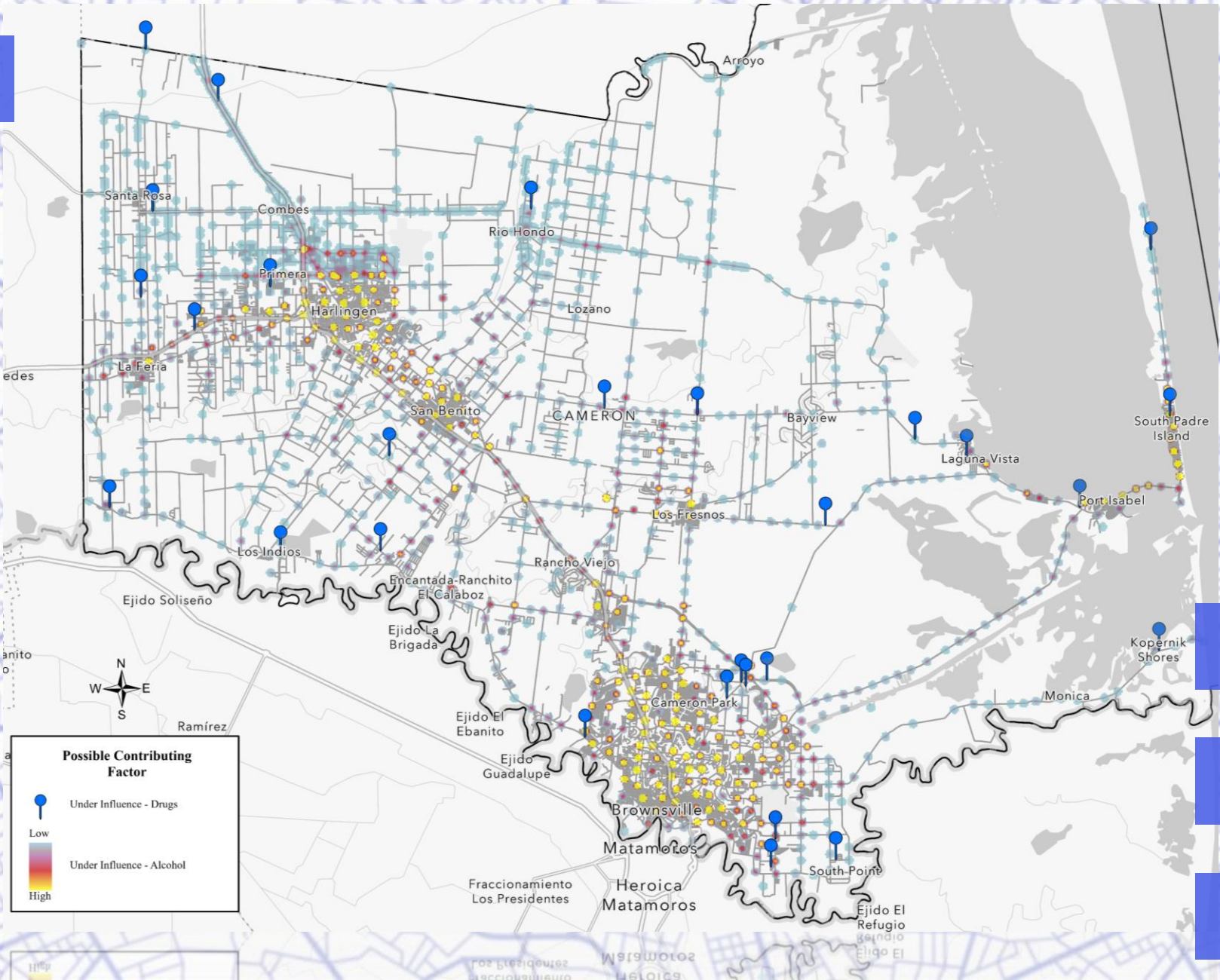
Exhibit 2.2 summarizes the crash events during low light conditions which leads to a possible conclusion that, much like daytime crash events, nighttime collisions are concentrated in areas of higher traffic volumes and tend to occur at intersections. The causality of poor lighted conditions / speed / collision types (single vehicle / pedestrian / etc.) / fatigue level should be examined. Based on the 2018-2022 time of crash data summaries in the previous pages, motorcycle crashes have a 10 to 15% prevalence of occurrence at nighttime.



CHAPTER 2: COUNTYWIDE COLLISION DATA

EXHIBIT
2.1

COUNTYWIDE COLLISION ENVIRONMENTAL FACTORS:
DRIVING UNDER THE INFLUENCE



CHAPTER 2: COUNTYWIDE COLLISION DATA

COUNTYWIDE COLLISION ENVIRONMENTAL FACTORS:
DAYLIGHT CONDITIONS

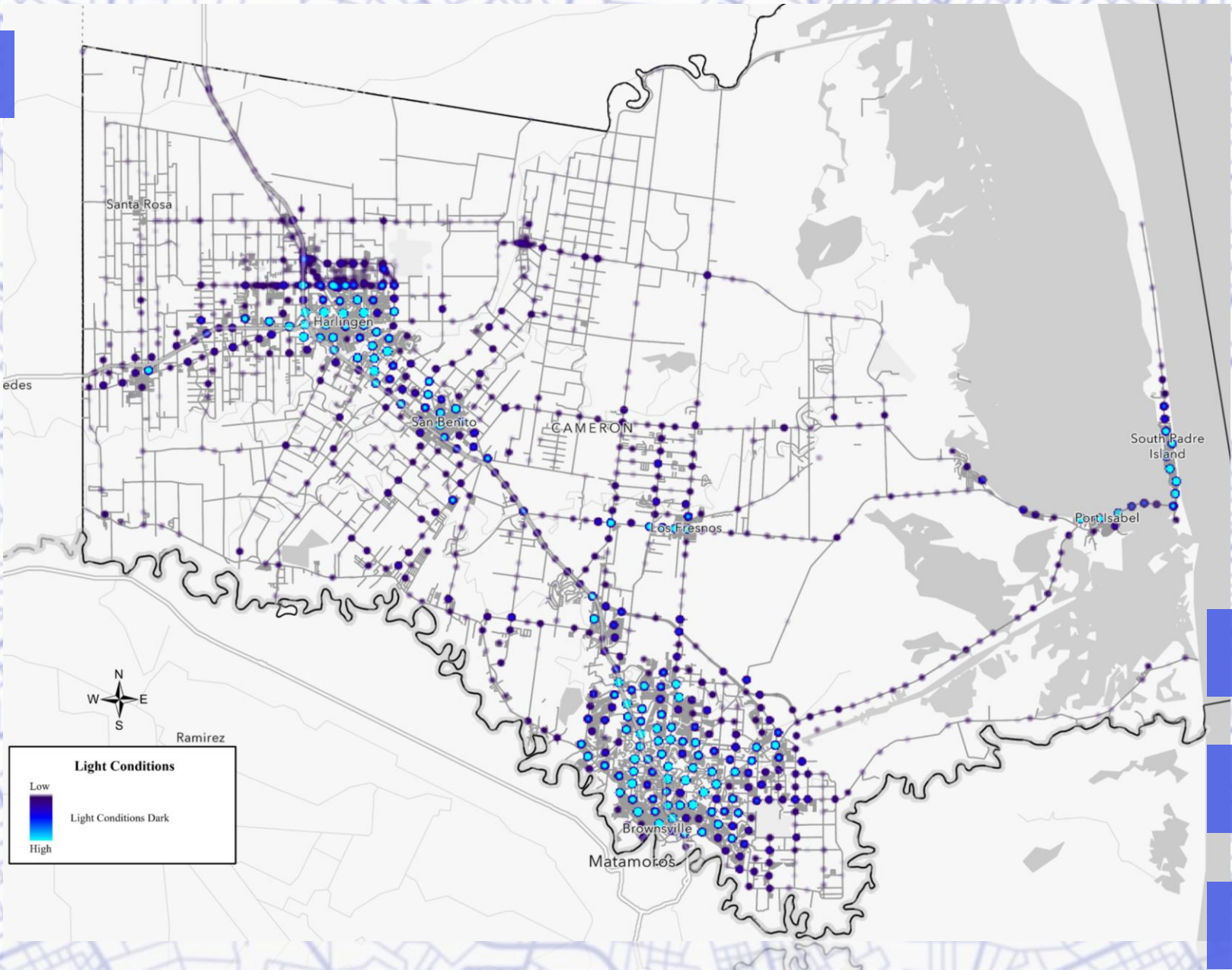


EXHIBIT
2.2

CHAPTER 2: COUNTYWIDE COLLISION DATA

SYSTEMIC ASSESSMENT

Based on the preceding county wide statistics for 2018-2022 and the ensuing breakdown by time of day, crashed by year, crashes by mode, time of day, and violations was it possible to deconstruct through the macro-level crash data presented in Exhibit 2.3. Viewing the total Cameron County KSI events through the lens of the crash summary figures alongside possible causalities / environmental factors allows for the identification of high collision corridors and specific safety needs, such as intersection improvements.

For example, the total crashes from Exhibit 2.3 can be further scrutinized by population area as outlined in Chapters 4 - 10 which have a series of Exhibits 4.1 - 10.1 for KSI events at the community level followed by intersection and intersection related crashes in Exhibits 4.2 - 10.2, respectively. As required by the systemic assessment protocols, to the extent practical this analysis includes all roadways within the jurisdiction, without regard for ownership. However, based on the analysis performed, a geospatial identification of higher-risk locations are developed into a series a High-Injury Network captured in Exhibits 4.2 - 10.2.

STUDY SEGMENTS AND INTERSECTIONS

Most crashes within Cameron County for 2018-2022 involve motor vehicles as shown in the total crashes by mode figure. When inspected as KSI crashes by mode we see 89% are attributed to motor vehicles, 7% pedestrian, 3% motorcycle, and 1% cyclists. This is primarily due to

the lack of mass transit and sparse areas between populated areas which lead to high level of car/truck ownership in the area. The proximity to the U.S. / Mexico border also brings a high concentration of freight traffic from tractor trailer trucks.

It is no surprise that the interstate highways, major thoroughfares, and farm-to-market roads have a high concentration of traffic and thus crash events in Cameron County. What may be less apparent is the overwhelming majority of pedestrian, bicycle-vehicle, and multi-vehicle crashes occurred at intersections. The Cameron County Safety Action Plan identifies countermeasures for study road segments and intersections that either experienced high rates of collisions over the five-year study period or were identified through the systemic assessment described above.

COUNTYWIDE STUDY CORRIDORS

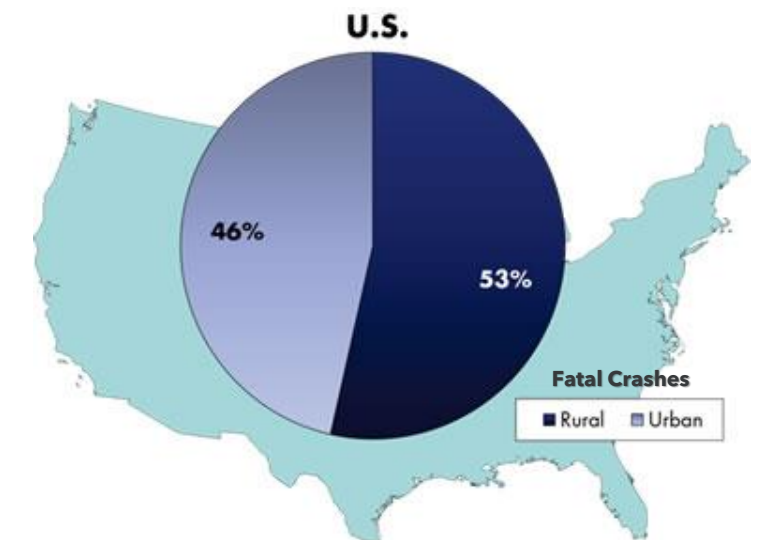
Study corridors were identified in each jurisdiction based on a blending of a crash-based approach and a systemic approach to evaluating collision data. The five years of collision data were then evaluated for each study corridor and corridor-level safety countermeasures were identified. The corridor countermeasures are listed in each individual jurisdiction's chapter.

COUNTYWIDE STUDY INTERSECTIONS

Study intersections were identified in each jurisdiction based on a blending of a crash-based approach and a systemic approach to evaluating collision data. The five

years of collision data were then evaluated for each study intersection and intersection-level safety countermeasures were identified. The corridor countermeasures are listed in each individual jurisdiction's chapter.

While Chapter 3 examines a possible toolset of options within the State of Texas that may be applicable to this region, Chapters 4 - 10 goes into specific community statistics and individual projects of interest.



CAMERON COUNTY SAFETY ACTION PLAN:
SYSTEMIC SAFETY ANALYSIS



EXHIBIT 2.3

CHAPTER 3: COUNTERMEASURE TOOLKIT

ARRIVING AT POSSIBLE SOLUTIONS

The Countermeasure Toolkit provided within the following pages summarizes the measures found in the Texas Highway Safety Improvement Program (HSIP) which works as an implementation / focus of the Texas Strategic Highway Safety Plan (SHSP) to achieve the main objective of significantly reducing traffic fatalities and serious injuries on all public roads by providing a standardized approach for identifying and reviewing specific traffic safety concerns throughout the state.

Whereas a systemic approach to safety:

- Identifies a “problem” based on systemwide data, Looks for characteristics (i.e. geometry, volume, or location) frequently present in severe crashes.
- Looks for characteristics (i.e. geometry, volume, or location) frequently present in severe crashes.
- Focuses on promptly deploying one or more low-cost countermeasure to address the underlying circumstance contributing to crashes on most roads sharing a set of risk factors.
- Identifies and prioritizes locations across the roadway network for implementation.

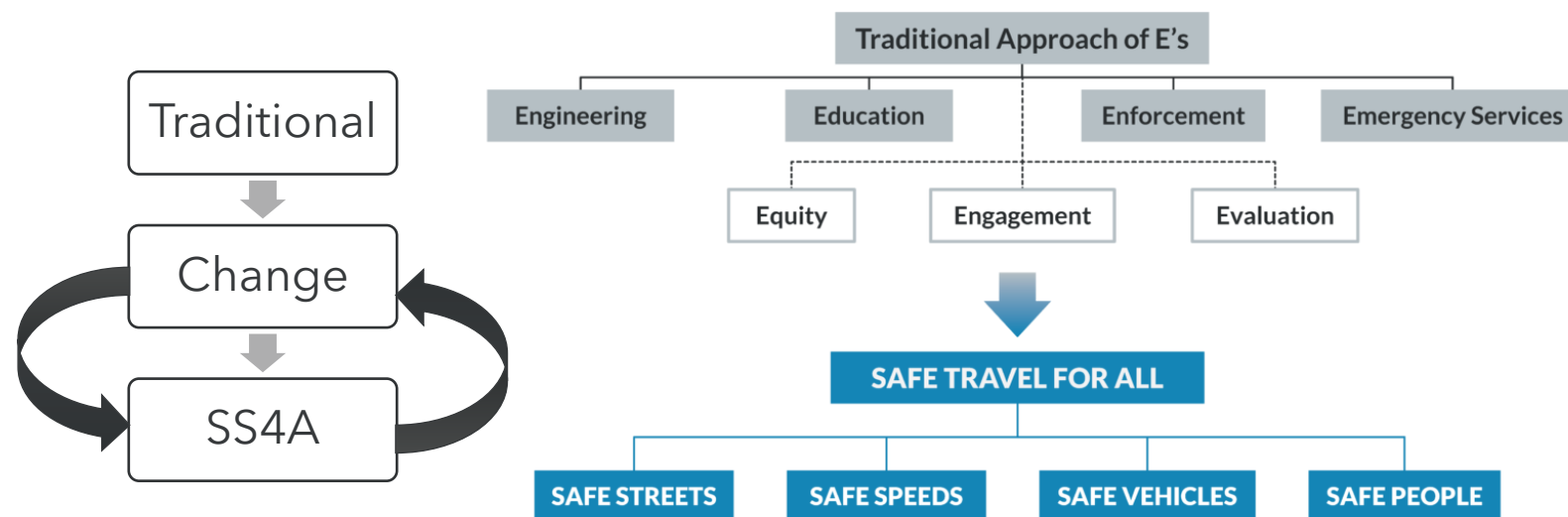
Systemic safety countermeasures include:

- Intersections:
 - Implement systemic signing and marking improvements at stop-controlled intersections
 - Low-cost urban intersection improvements
 - Dedicated right and left turn lanes
 - Signal head backplates with reflective borders
 - Leading Pedestrian Intervals (LPI)
 - Close Median Openings (Crossovers)

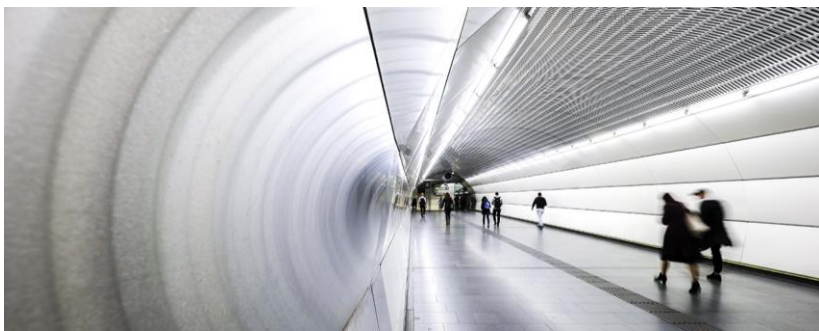
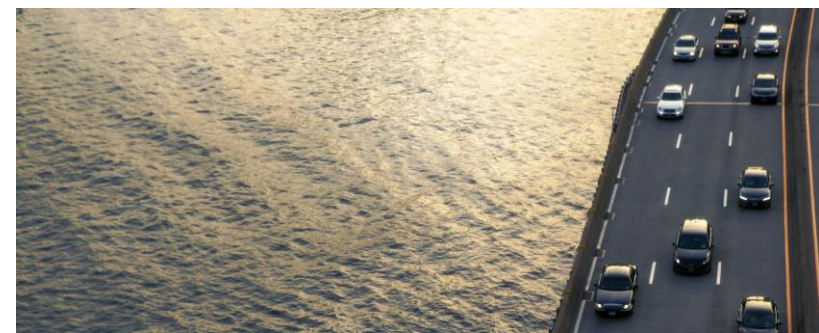
- Rural Intersection Improvements
- Two-Way Left-Turn Lanes (TWLTLs / Continuous Turn Lanes)
- Roadway Lane Departure:
 - Median Barrier
 - Roadway widening
 - Continuous safety lighting along a corridor
 - Enhanced Delineation on Curves
- Pedestrian:
 - Safety lighting at urban intersections where pedestrian facilities are present with no lighting.
 - Installation of attachments to existing concrete barrier systems to deter prohibited pedestrian crossings on divided highways.
 - Uncontrolled crossing locations
 - Median and crossing islands

COMPREHENSIVE APPROACH TO SAFETY

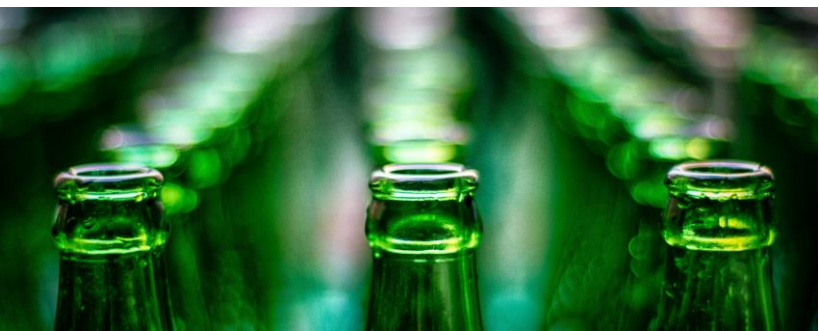
The countermeasure list in this toolkit has been divided into the SHSP Emphasis Areas: Roadway & Lane Departure, Speed Related, Intersection Safety, Occupant Protection, Impaired Driving Distracted Driving, Vulnerable Road Users (Pedestrian and Pedalcyclist) and Post-Crash Care. The toolkit lists HSIP countermeasures and non-HSIP countermeasures as well as crash type and crash reduction factors (CRF). The following lists are not all-inclusive and local communities are encouraged to use the data-driven process in conjunction with tried-and-tested countermeasures to address their local needs.



CHAPTER 3: COUNTERMEASURE TOOLKIT



SHSP Emphasis Areas (EAs)	% Total Fatal & Suspected Injury Crashes	% Total Fatalities & Suspected Serious Injuries
Roadway & Lane Departure	35%	34%
Speed Related	32%	33%
Intersection Safety	32%	32%
Occupant Protection	19%	21%
Impaired Driving	18%	19%
Distracted Driving	15%	15%
Vulnerable Road Users: Pedestrian	11%	10%
Vulnerable Road Users: Pedalcyclist	2%	2%
Post-Crash Care	N/A	N/A
Younger Drivers*	16%	17%
Older Drivers*	13%	14%
* Integrated into the other EA sections		



CHAPTER 3: COUNTERMEASURE TOOLKIT

HSIP Work Code	Description	Crash Reduction Factor (CRF)	Service Life (YRS)
101	Install Warning/Guide Signs	20%	6
107	Install Traffic Signal	35%	10
108	Improve Traffic Signals	24%	10
110	Install Pedestrian Signal	34%	10
111	Interconnect Signals	10%	10
113	Install Delineators	12%	7
114	Install School Zones	20%	5
118	Replace Flashing Beacon with a Traffic Signal	25%	10
119	Install Overhead Signs	20%	6
	Install Adv. Warning Systems:		
122	- Signals (Intersection - Existing Warning Signs)	10%	10
123	- Signals (Curve- Existing Warning Signs)	10%	10
124	- Signals and Signs (Intersection)	27%	10
125	- Signals and Signs (Curve)	15%	10
128	- Signs (Intersection)	5%	6
130	- Signs (Curve)	5%	6
131	Improve Pedestrian Signals	10%	10
132	Install Advance Warning Signals and Signs	10%	10
133	Improve School Zone	5%	5
136	Install LED Flashing Chevrons (Curve)	35%	10
137	Install Chevrons (Curve)	25%	10
138	Install Flashing Yellow Arrow	41%	10
139	Install Surface Mounted Delineators on Centerline	12%	7
140	Wrong Way Driver Warning Signs	35%	6
141	Wrong Way Driver Warning Markings	40%	4
142	Wrong Way Driver Advanced Technologies	TBD	8
143	Pedestrian Hybrid Beacon	15%	10
144	Install RRFB	Systemic	10
145	Flashing or LED-embedded Stop Signs	10%	10
201	Install Median Barrier	75%	20
203	Install Raised Median	25%	20
204	Flatten Side Slope	5%	20
209	Safety Treat Fixed Objects	50%	20
217	Install Impact Attenuation System	60%	10
218	Widen Bridge	55%	20
225	Pedestrian Crossing Deterrent	Systemic	TBD
303	Resurfacing	30%	10
304	Safety Lighting	49%	15
305	Safety Lighting at Intersection	13%	15

COUNTERMEASURES

Countermeasures that do not typically qualify for HSIP funding are typically related to post-crash care, education, and enforcement. These are best leveraged in any selected mix of implementation of countermeasures or as short-term solutions until infrastructure improvements come to fruition.



HSIP Work Code	Description	Crash Reduction Factor (CRF)	Service Life (YRS)
401	Install Pavement Markings	20%	4
402	Install Edge Marking	25%	4
403	Install Pedestrian Crosswalk	10%	4
404	Install Centerline Striping	65%	4
407	Install Sidewalks	65%	10
502	Widen Lane(s)	30%	20
503	Widen Paved Shoulder (to 5 ft. or less)	25%	20
504	Construct Paved Shoulders (1-4 ft.)	25%	20
505	Improve Vertical Alignment	50%	10
506	Improve Horizontal Alignment	55%	10
507	Increase Superelevation	65%	10
508	Realign Intersection	TBD	10
509	Channelization	TBD	10
510	Construct Turn Arounds	40%	10
514	Grade Separation	80%	30
515	Construct Interchange	65%	30
516	Close Crossover	50%	20
517	Add Through Lane	28%	20
518	Install Continuous Turn Lane	50%	10
519	Add Left Turn Lane	25%	10
520	Lengthen Left Turn Lane	40%	10
521	Add Right Turn Lane	25%	10
522	Lengthen Right Turn Lane	40%	10
523	Construct Pedestrian Over/Under Pass	95%	20
524	Increase Turning Radius	10%	10
525	Convert to One Way Frontage Roads	68%	10
532	Milled Edgeline Rumble Strips	15%	10
533	Profile Edgeline Markings	7%	5
534	Raised Edgeline Rumble Strips	17%	2
536	Widen Paved Shoulders (to >5 ft.)	31%	20
537	Construct Paved Shoulders (>= 5ft.)	40%	20
538	Convert 2 Lane Facility to 4 Lane Divided	45%	20
540	Install Passing Lanes on 2 Lane Road	25%	15
541	Provide Additional Paved Surface Width	30%	20
542	Milled Centerline Rumble Strips	26%	10
543	Profile Centerline Markings	7%	5
544	Raised Centerline Rumble Strips	17%	4
545	Transverse Rumble Strips	15%	5
547	Construct a Roundabout	62%	10
550	Restricted Crossing U-Turn (RCUT)	42%	10

CHAPTER 4: CITY OF BROWNSVILLE

The City of Brownsville had an estimated population of 186,831 as of July 1, 2021, according to the United States Census, representing approximately 44.2% of Cameron County’s 423,029 total population. In the five-year period between 2018 and 2022, Brownsville experienced a total of 19,083 reported crash events on community streets. Eight hundred eighty (880) of those crashes involved a person that was severely injured along with two hundred ten (210) fatalities for a total of one thousand ninety (1,090) KSI events.

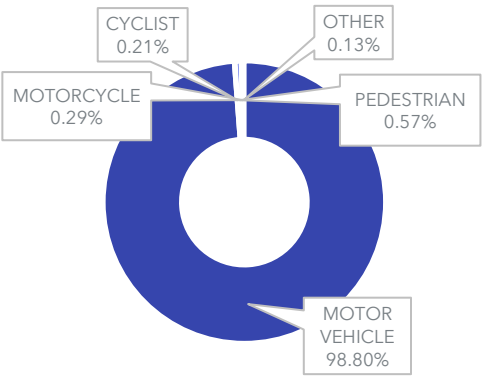
- City of Brownville’s share of reported crashes on local streets, as a proportion of total crashes in Cameron County, during the five-year period is summarized below:
- 46.1% of all county-wide crashes
 - 49.4% of county-wide crashes in which a person was killed or severely injured (KSI)
 - 53.4% of all fatal county-wide crashes

For all crashes as well as fatal and KSI crashes, Brownville’s share of those crashes as a proportion of total crashes in Cameron County was greater than the community’s 44.2% share of the total county population.

COLLISIONS 2018 TO 2022

19,083 TOTAL CRASH EVENTS
5.7% KILLED OR SEVERELY INJURED
1.1% FATALITIES

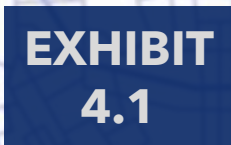
COLLISIONS BY MODE



MANNER OF COLLISION	MOTOR VEHICLE	CYCLIST	PEDESTRIAN	MOTORCYCLE	OTHER
ANGLE	24.7%	0.0%	1.7%	14.1%	4.3%
ONE MOTOR VEHICLE	16.2%	100.0%	94.3%	55.0%	78.3%
OPPOSITE DIRECTION	9.0%	0.0%	1.3%	10.7%	7.2%
OTHER	3.5%	0.0%	0.3%	0.7%	1.4%
SAME DIRECTION	46.6%	0.0%	2.4%	19.5%	8.7%
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%

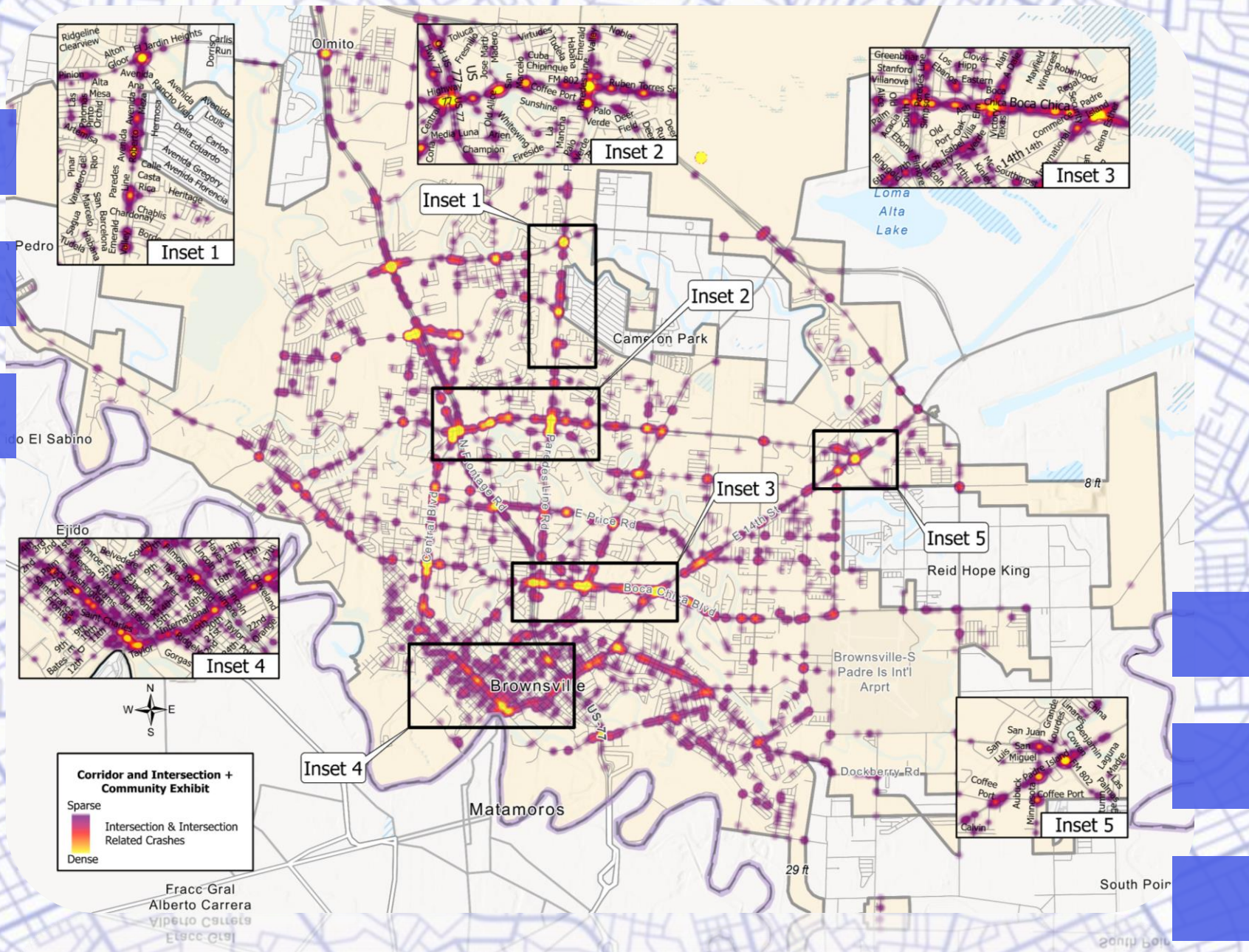


24 CHAPTER 4



25 CHAPTER 4

HIGH COLLISION NETWORK CORRIDORS & INTERSECTIONS



CHAPTER 5: CITY OF HARLINGEN

The City of Harlingen had an estimated population of 71,925 as of July 1, 2021, according to the United States Census, representing approximately 17% of Cameron County's 423,029 total population. In the five-year period between 2018 and 2022, Harlingen experienced a total of 10,981 reported crash events on community streets. Five hundred four (504) of those crashes involved a person that was severely injured along with ninety-nine (99) fatalities for a total of one six hundred three (603) KSI events.

City of Harlingen's share of reported crashes on local streets, as a proportion of total crashes in Cameron County, during the five-year period is summarized below:

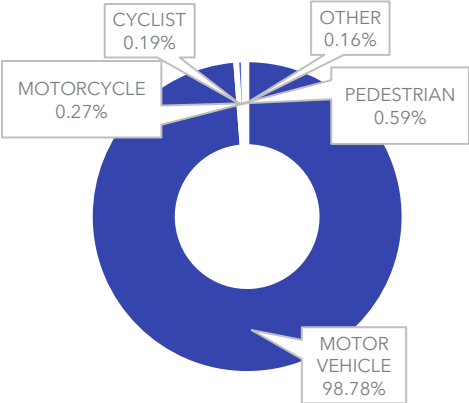
- 26.5% of all county-wide crashes
- 27.3% of county-wide crashes in which a person was killed or severely injured (KSI)
- 25.2% of all fatal county-wide crashes

For all crashes as well as fatal and KSI crashes, Harlingen's share of those crashes as a proportion of total crashes in Cameron County was greater than the community's 17% share of the total county population.

COLLISIONS 2018 TO 2022

10,981 TOTAL CRASH EVENTS
5.5% KILLED OR SEVERELY INJURED
0.9% FATALITIES

COLLISIONS BY MODE



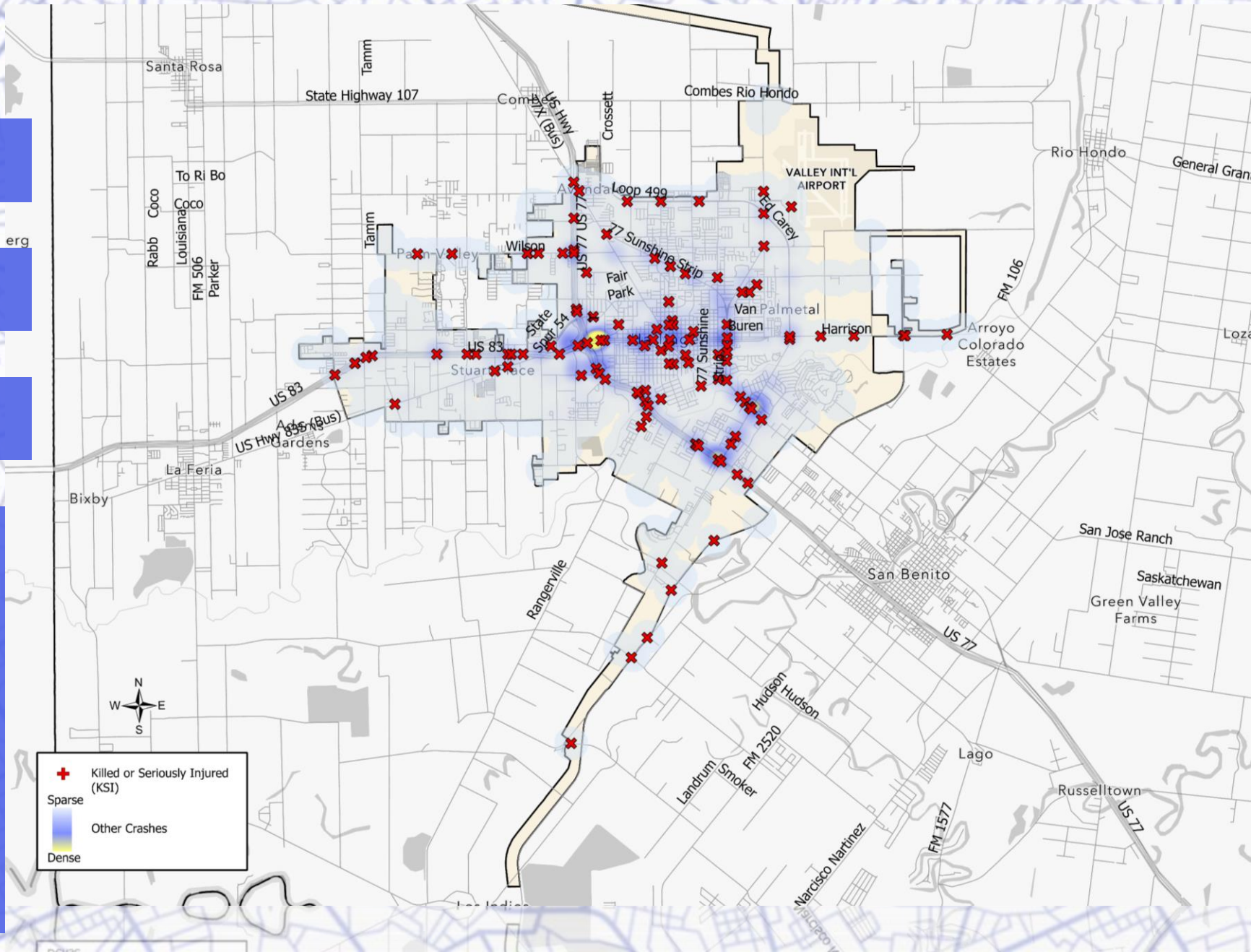
MANNER OF COLLISION	MOTOR VEHICLE	CYCLIST	PEDESTRIAN	MOTORCYCLE	OTHER
ANGLE	24.5%	0.0%	1.6%	18.8%	7.8%
ONE MOTOR VEHICLE	14.7%	100.0%	96.7%	40.0%	78.4%
OPPOSITE DIRECTION	8.7%	0.0%	0.5%	14.1%	2.0%
OTHER	3.6%	0.0%	0.5%	1.2%	2.0%
SAME DIRECTION	48.5%	0.0%	0.5%	25.9%	9.8%
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%



CHAPTER 5: CITY OF HARLINGEN

EXHIBIT
5.1

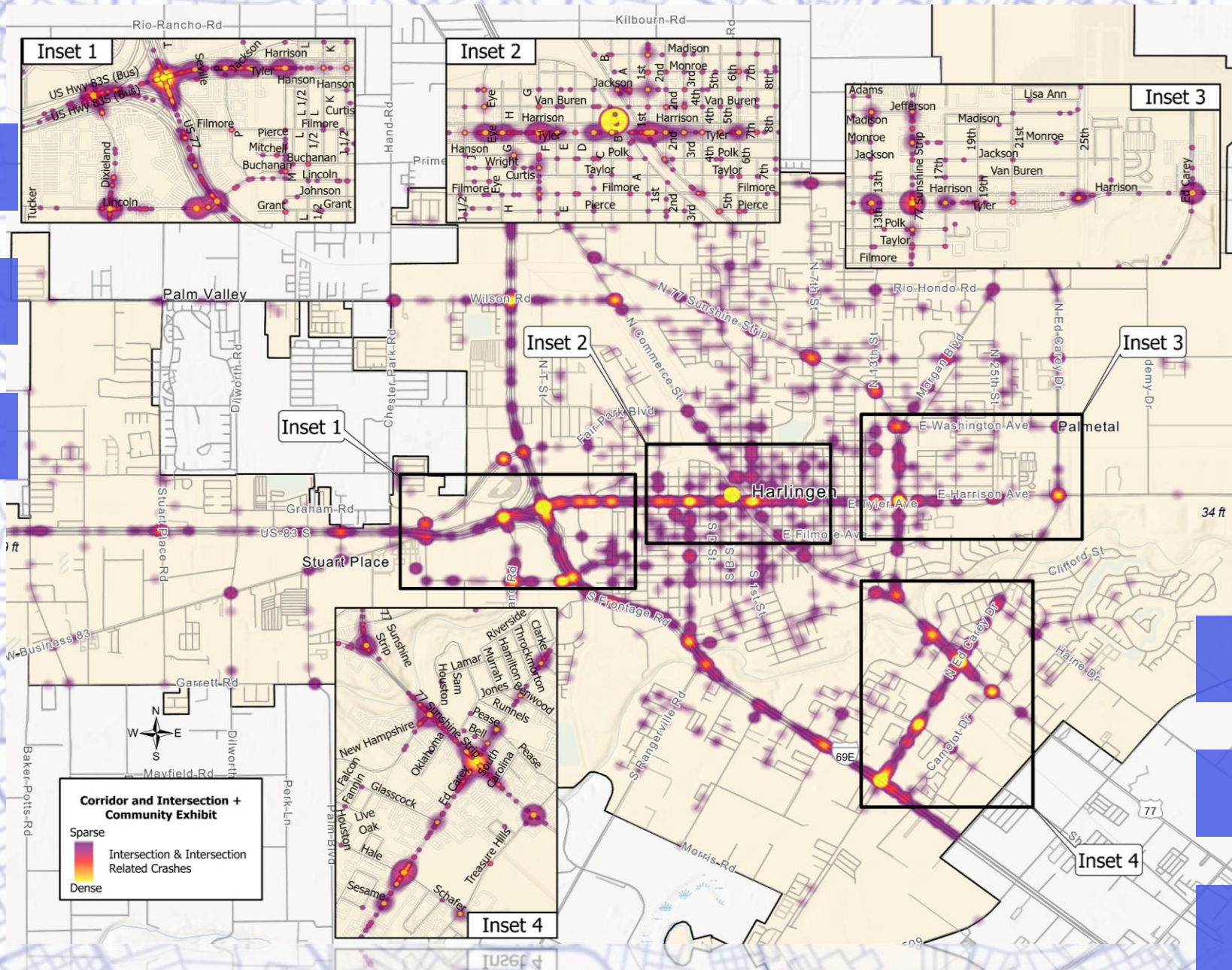
COLLISION SEVERITY
OBSERVED COLLISIONS



CHAPTER 5: CITY OF HARLINGEN

EXHIBIT 5.2

HIGH COLLISION NETWORK
CORRIDORS & INTERSECTIONS



CHAPTER 6: CITY OF SAN BENITO

The City of San Benito had an estimated population of 24,780 as of July 1, 2021, according to the United States Census, representing approximately 5.9% of Cameron County's 423,029 total population. In the five-year period between 2018 and 2022, San Benito experienced a total of 3,005 reported crash events on community streets. One hundred two (102) of those crashes involved a person that was severely injured along with thirteen (13) fatalities for a total of one hundred fifteen (115) KSI events.

City of San Benito's share of reported crashes on local streets, as a proportion of total crashes in Cameron County, during the five-year period is summarized below:

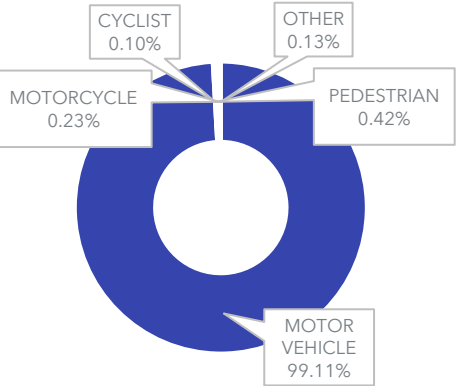
- 7.3% of all county-wide crashes
- 5.2% of county-wide crashes in which a person was killed or severely injured (KSI)
- 3.3% of all fatal county-wide crashes

For all crashes as well as fatal and KSI crashes, San Benito's share of those crashes as a proportion of total crashes in Cameron County was about even with the community's 5.9% share of the total county population.

COLLISIONS 2018 TO 2022

3,005 TOTAL CRASH EVENTS
3.8% KILLED OR SEVERELY INJURED
0.4% FATALITIES

COLLISIONS BY MODE



MANNER OF COLLISION	MOTOR VEHICLE	CYCLIST	PEDESTRIAN	MOTORCYCLE	OTHER
ANGLE	25.9%	0.0%	0.0%	40.0%	0.0%
ONE MOTOR VEHICLE	13.7%	100.0%	97.2%	15.0%	90.9%
OPPOSITE DIRECTION	9.1%	0.0%	0.0%	0.0%	0.0%
OTHER	4.0%	0.0%	2.8%	0.0%	0.0%
SAME DIRECTION	47.3%	0.0%	0.0%	45.0%	9.1%
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%



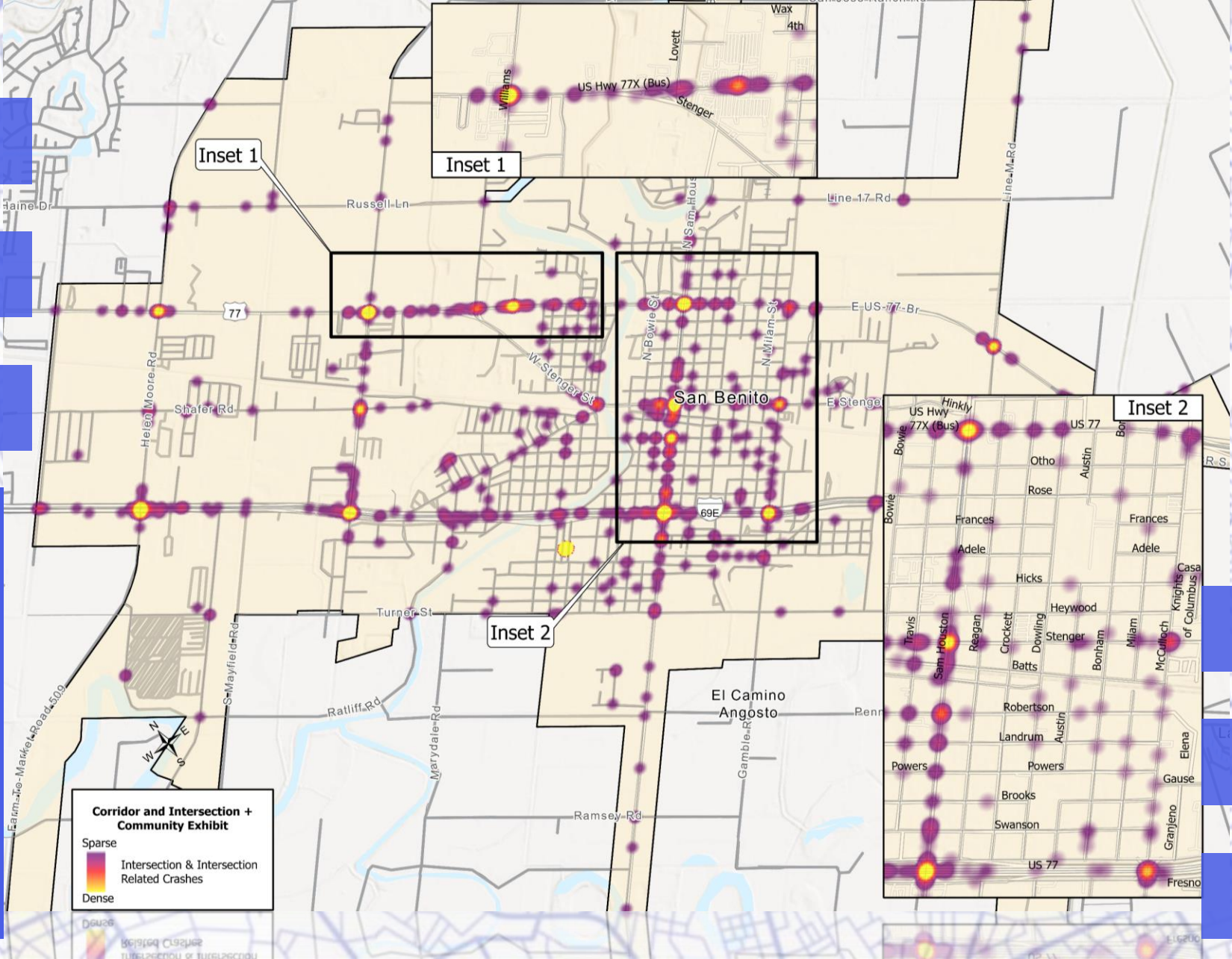
CAMERON COUNTY SAFETY ACTION PLAN:
SYSTEMIC SAFETY ANALYSIS

EXHIBIT 6.1

CHAPTER 6: CITY OF SAN BENITO

EXHIBIT 6.2

HIGH COLLISION NETWORK CORRIDORS & INTERSECTIONS



CHAPTER 7: CITY OF LOS FRESNOS

The City of Los Fresnos had an estimated population of 8,152 as of July 1, 2021, according to the United States Census, representing approximately 1.9% of Cameron County's 423,029 total population. In the five-year period between 2018 and 2022, Los Fresnos experienced a total of 1,239 reported crash events on community streets. Sixty-five (65) of those crashes involved a person that was severely injured along with twenty-two (22) fatalities for a total of eighty-seven (87) KSI events.

City of Los Fresnos' share of reported crashes on local streets, as a proportion of total crashes in Cameron County, during the five-year period is summarized below:

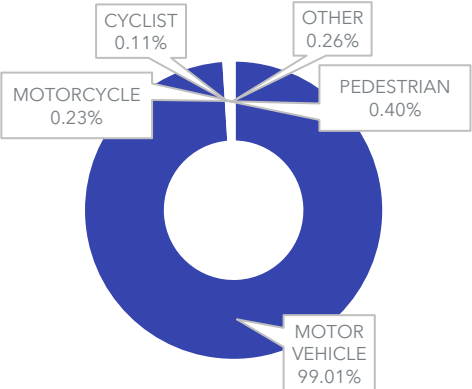
- 3.0% of all county-wide crashes
- 3.9% of county-wide crashes in which a person was killed or severely injured (KSI)
- 5.6% of all fatal county-wide crashes

For all crashes as well as fatal and KSI crashes, Los Fresnos' share of those crashes as a proportion of total crashes in Cameron County was greater than the community's 1.9% share of the total county population.

COLLISIONS 2018 TO 2022

8,152 TOTAL CRASH EVENTS
7.0% KILLED OR SEVERELY INJURED
1.8% FATALITIES

COLLISIONS BY MODE

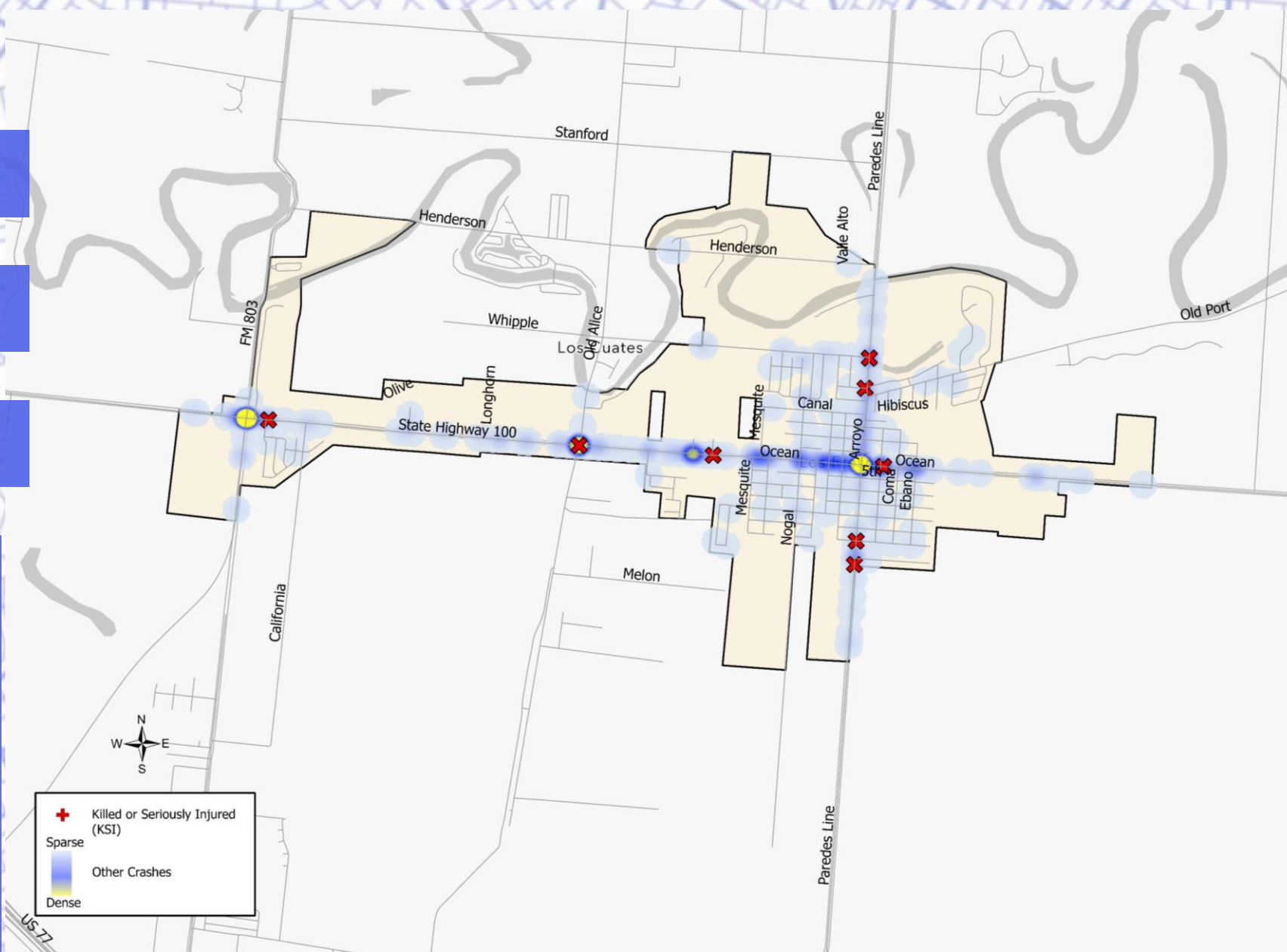


MANNER OF COLLISION	MOTOR VEHICLE	CYCLIST	PEDESTRIAN	MOTORCYCLE	OTHER
ANGLE	22.2%	0.0%	0.0%	0.0%	0.0%
ONE MOTOR VEHICLE	16.9%	100.0%	92.9%	87.5%	88.9%
OPPOSITE DIRECTION	9.2%	0.0%	0.0%	0.0%	0.0%
OTHER	3.4%	0.0%	0.0%	0.0%	0.0%
SAME DIRECTION	48.4%	0.0%	7.1%	12.5%	11.1%
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%



CHAPTER 7: CITY OF LOS FRESNOS

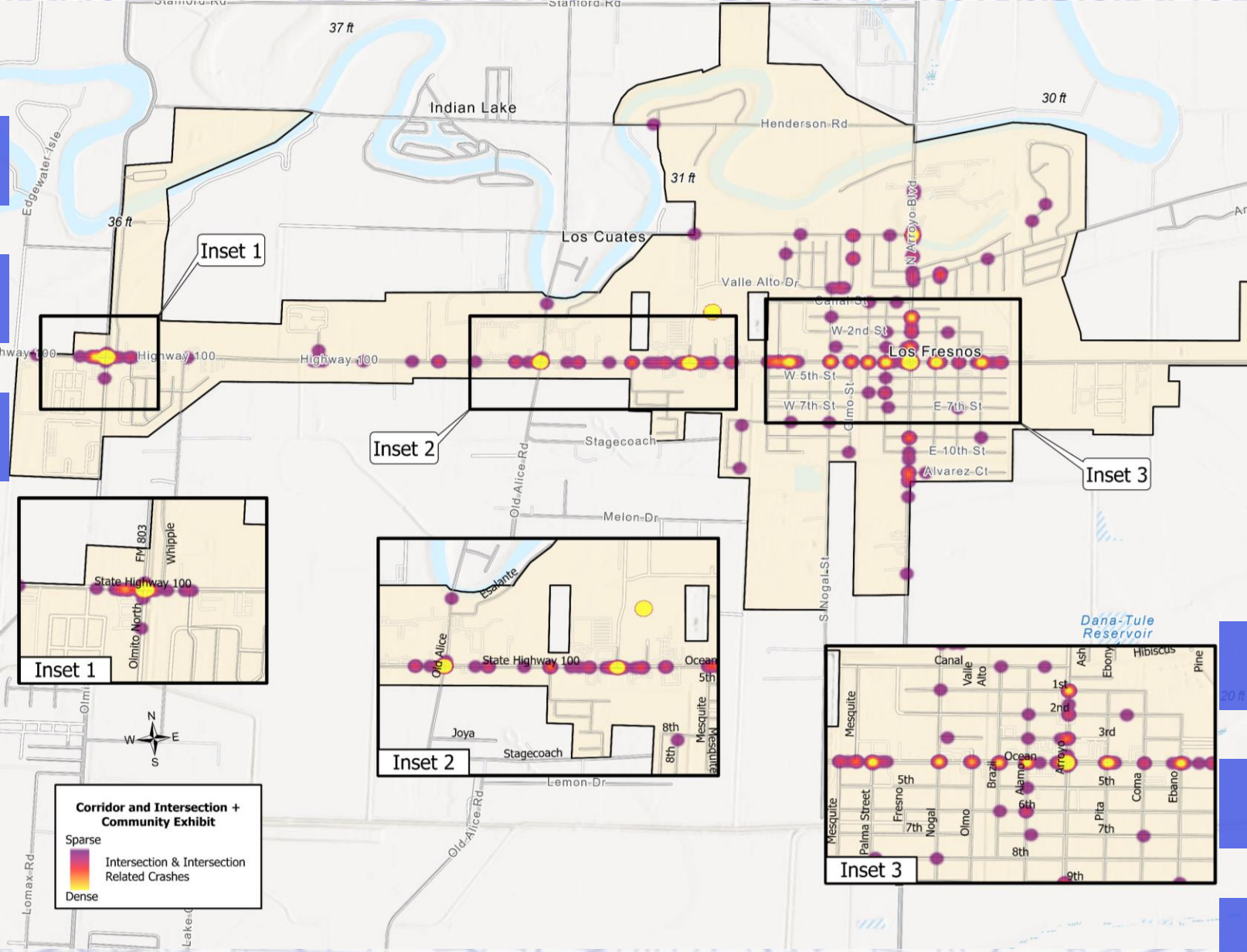
COLLISION SEVERITY OBSERVED COLLISIONS



CHAPTER 7: CITY OF LOS FRESNOS

HIGH COLLISION NETWORK
CORRIDORS & INTERSECTIONS

EXHIBIT
7.2



CHAPTER 7: CITY OF LOS FRESNOS

PRIORITY PROJECT

Safety improvements identified for the following study locations were identified as priority projects based on an evaluation of collision data.



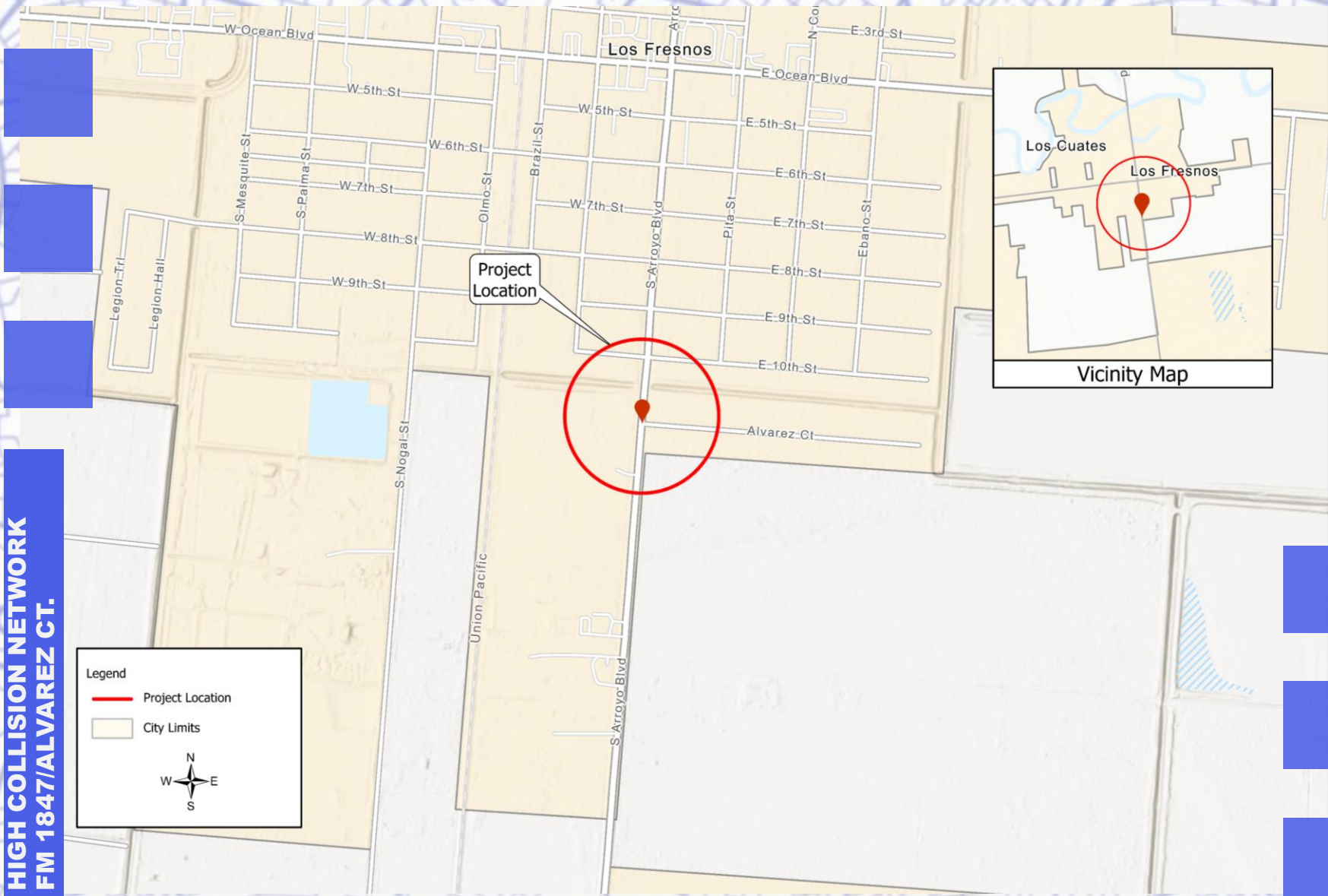
FM 1847 /
Alvarez Ct.

EXISTING CONDITIONS: The proposed FM 1847/Alvarez Court project is in southern Los Fresnos, Texas. FM 1847 is a four-lane rural roadway and major north-south thoroughfare through the city of Los Fresnos, which leads to the city of Brownsville. An existing continuous left turn lane ends approximately 160 feet north of Alvarez Court. Traffic must currently stop in the travel lane to turn onto Alvarez Ct. Between 2018-2022 and within the 0.5-mile area surrounding this intersection there was an accumulation of 7 KSI crashes, inclusive of 5 fatalities, along with 80 other crashes for a total of 87 total crashes.

POTENTIAL IMPROVEMENTS: Intersection Improvements-Exhibit 7.3 relays how the proposed project would improve safety by providing a continuous left turn lane at the intersection. This would reduce the number of conflict points by separating through traffic flow from those slowing/stopping and turning into/out of the subdivision. The turn lane would be designed to provide for deceleration prior to a turn, as well as for storage of vehicles that are stopped and waiting for the opportunity to complete a turn. Turn lanes are a proven safety countermeasure recommended by the FHWA (FHWA-SA-21-041). The fact that this intersection accounts for a third of all KSI crashes is the reason the interaction improvements are a priority project for the community.

IMPLEMENTATION COST: Approximately between \$5,000,000 to \$6,000,000.

CHAPTER 7: CITY OF LOS FRESNOS



HIGH COLLISION NETWORK
FM 1847/ALVAREZ CT.

EXHIBIT
7.3

CHAPTER 8: CITY OF PORT ISABEL

The City of Port Isabel had an estimated population of 5,094 as of July 1, 2021, according to the United States Census, representing approximately 1.2% of Cameron County's 423,029 total population. In the five-year period between 2018 and 2022, Port Isabel experienced a total of 989 reported crash events on community streets. Forty-five (45) of those crashes involved a person that was severely injured along with eleven (11) fatalities for a total of fifty-six (56) KSI events.

City of Port Isabel 's share of reported crashes on local streets, as a proportion of total crashes in Cameron County, during the five-year period is summarized below:

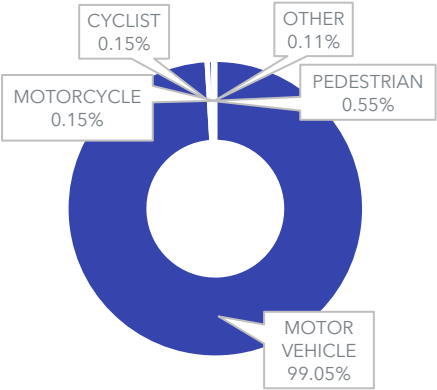
- 2.4% of all county-wide crashes
- 2.5% of county-wide crashes in which a person was killed or severely injured (KSI)
- 2.8% of all fatal county-wide crashes

For all crashes as well as fatal and KSI crashes, Port Isabel's share of those crashes as a proportion of total crashes in Cameron County was greater than the community's 1.2% share of the total county population.

COLLISIONS 2018 TO 2022

989 TOTAL CRASH EVENTS
5.7% KILLED OR SEVERELY INJURED
1.1% FATALITIES

COLLISIONS BY MODE



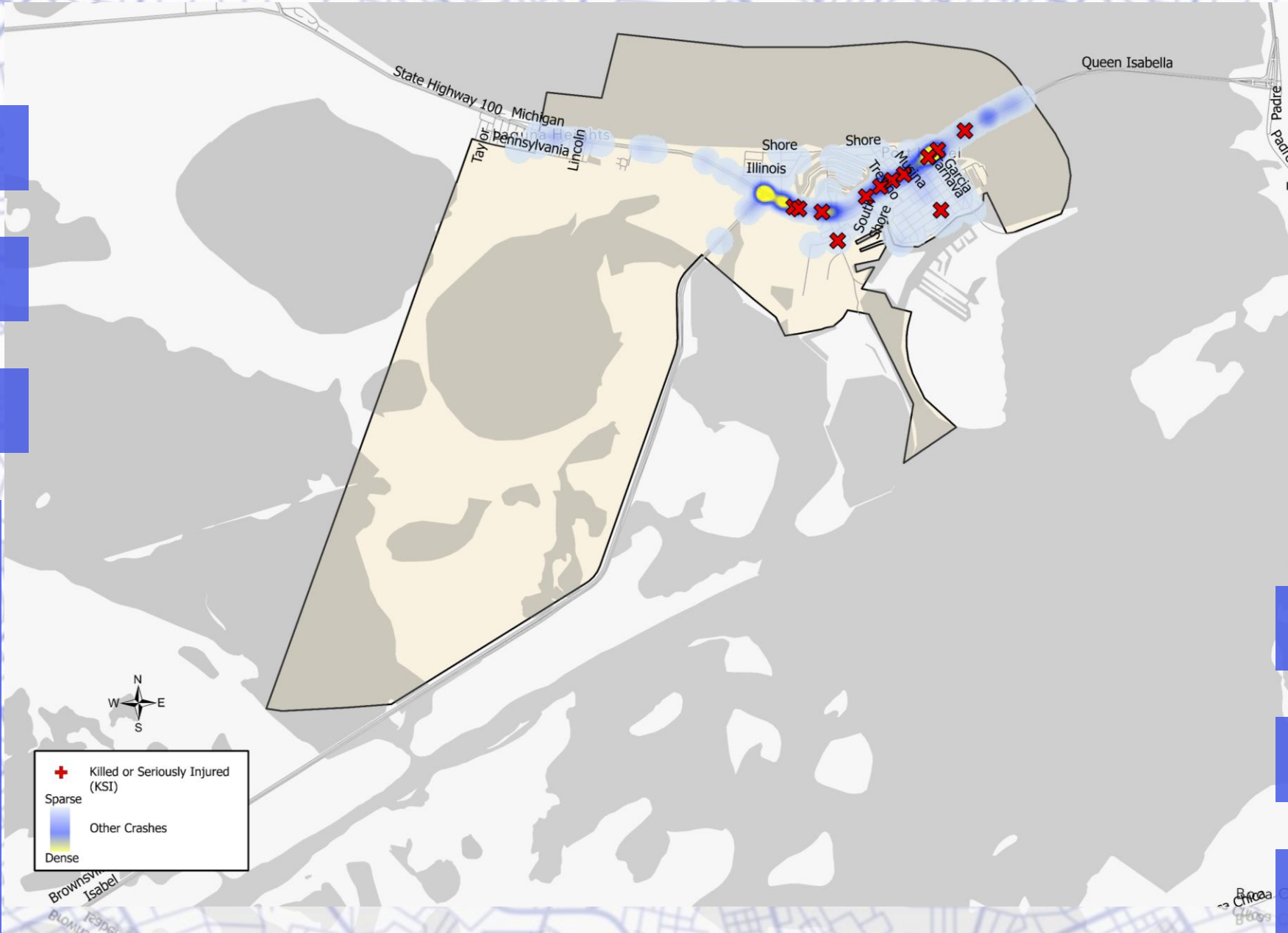
MANNER OF COLLISION	MOTOR VEHICLE	CYCLIST	PEDESTRIAN	MOTORCYCLE	OTHER
ANGLE	25.4%	0.0%	0.0%	0.0%	0.0%
ONE MOTOR VEHICLE	16.3%	100.0%	100.0%	75.0%	100.0%
OPPOSITE DIRECTION	8.3%	0.0%	0.0%	25.0%	0.0%
OTHER	4.0%	0.0%	0.0%	0.0%	0.0%
SAME DIRECTION	45.9%	0.0%	0.0%	0.0%	0.0%
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%



CHAPTER 8: CITY OF PORT ISABEL



**COLLISION SEVERITY
OBSERVED COLLISIONS**

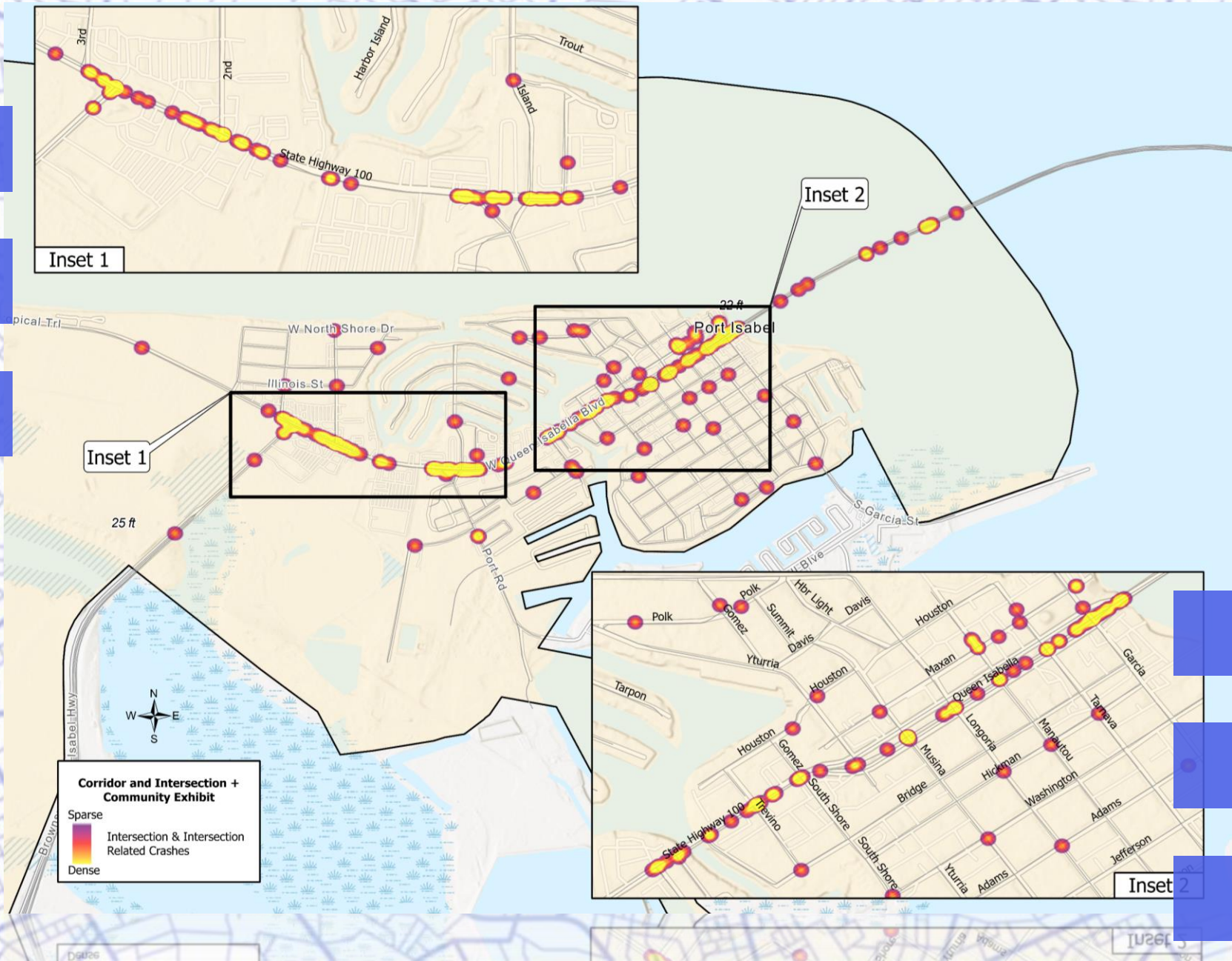


**EXHIBIT
8.1**

CHAPTER 8: CITY OF PORT ISABEL

EXHIBIT 8.2

HIGH COLLISION NETWORK
CORRIDORS & INTERSECTIONS



CHAPTER 9: CITY OF SOUTH PADRE ISLAND

The City of South Padre Island had an estimated population of 2,066 as of July 1, 2021, according to the United States Census, representing approximately 0.5% of Cameron County’s 423,029 total population. In the five-year period between 2018 and 2022, South Padre Island experienced a total of 1,917 reported crash events on community streets. Fifty-one (51) of those crashes involved a person that was severely injured along with one (1) fatality for a total of fifty-two (52) KSI events.

City of South Padre Island’s share of reported crashes on local streets, as a proportion of total crashes in Cameron County, during the five-year period is summarized below:

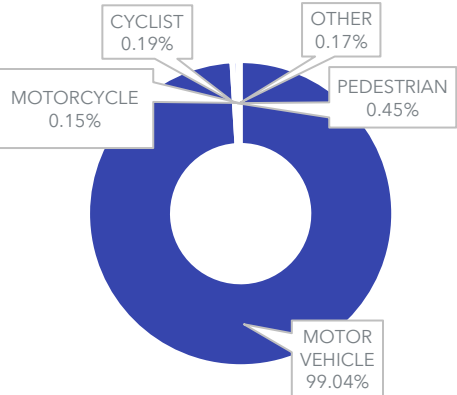
- 4.6% of all county-wide crashes
- 2.4% of county-wide crashes in which a person was killed or severely injured (KSI)
- 0.3% of all fatal county-wide crashes

For all crashes as well as fatal and KSI crashes, South Padre Island’s share of those crashes as a proportion of total crashes in Cameron County was greater than the community’s 0.5% share of the total county population.

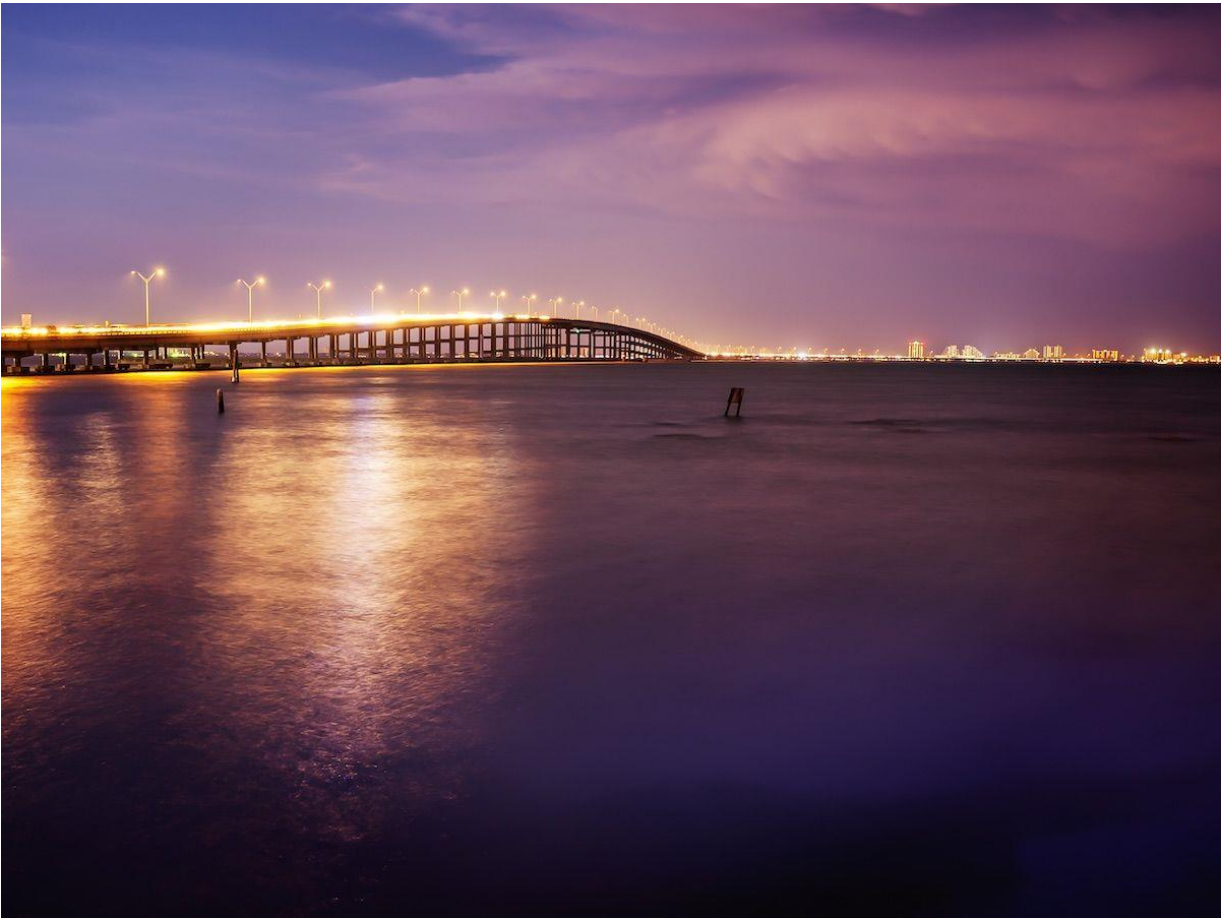
COLLISIONS 2018 TO 2022

1,917 TOTAL CRASH EVENTS
2.7% KILLED OR SEVERELY INJURED
0.1% FATALITIES

COLLISIONS BY MODE



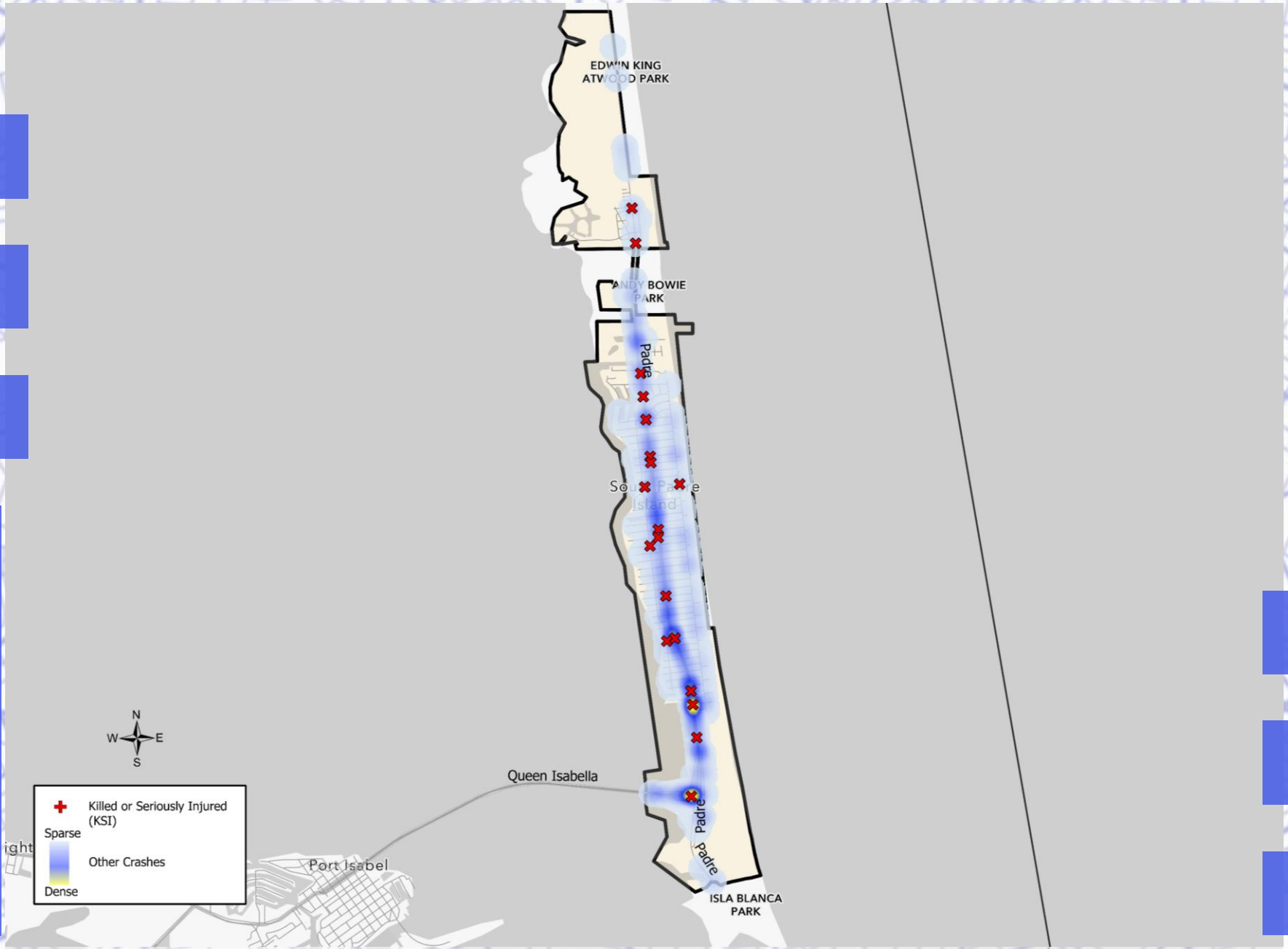
MANNER OF COLLISION	MOTOR VEHICLE	CYCLIST	PEDESTRIAN	MOTORCYCLE	OTHER
ANGLE	24.4%	0.0%	4.2%	12.5%	0.0%
ONE MOTOR VEHICLE	16.9%	100.0%	95.8%	25.0%	100.0%
OPPOSITE DIRECTION	8.5%	0.0%	0.0%	37.5%	0.0%
OTHER	3.4%	0.0%	0.0%	0.0%	0.0%
SAME DIRECTION	46.9%	0.0%	0.0%	25.0%	0.0%
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%



CHAPTER 9: CITY OF SOUTH PADRE ISLAND

COLLISION SEVERITY
OBSERVED COLLISIONS

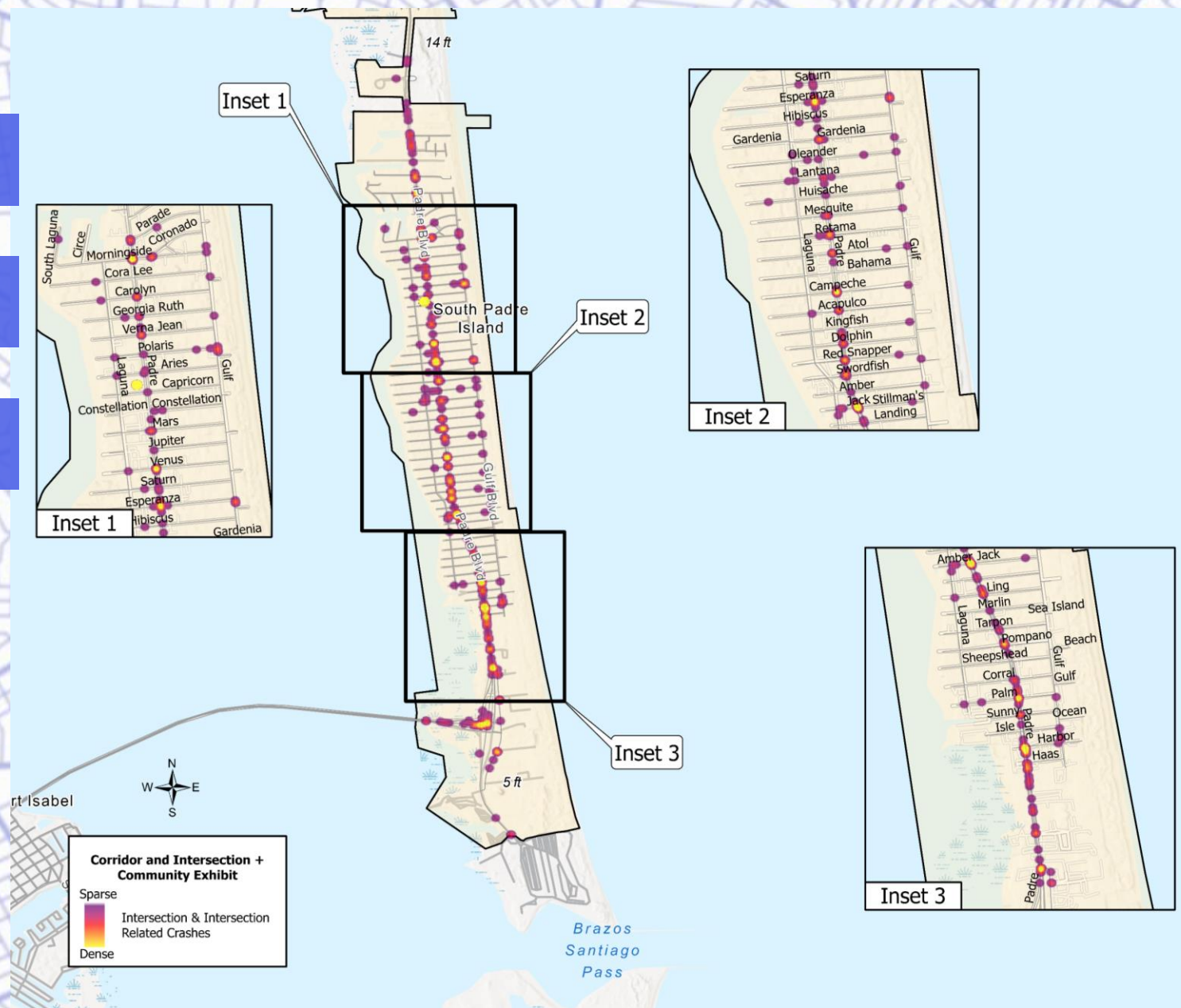
EXHIBIT
9.1



CHAPTER 9: CITY OF SOUTH PADRE ISLAND

HIGH COLLISION NETWORK CORRIDORS & INTERSECTIONS

EXHIBIT 9.2



CHAPTER 10: GREATER CAMERON COUNTY AREA

The Greater Cameron County Area had an estimated population of 124,187 as of July 1, 2021, according to the United States Census, representing approximately 29.4% of Cameron County’s 423,029 total population. In the five-year period between 2018 and 2022, Greater Cameron County Area experienced a total of 4,199 reported crash events on community streets. One hundred sixty-seven (167) of those crashes involved a person that was severely injured along with thirty-seven (37) fatalities for a total of two hundred four (204) KSI events.

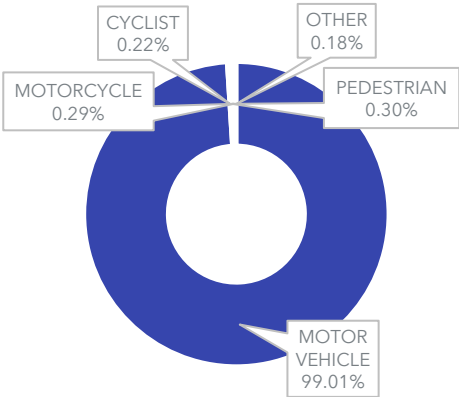
- Greater Cameron County Area’s share of reported crashes on local streets, as a proportion of total crashes in Cameron County, during the five-year period is summarized below:
- 10.1% of all county-wide crashes
 - 9.2% of county-wide crashes in which a person was killed or severely injured (KSI)
 - 9.4% of all fatal county-wide crashes

For all crashes as well as fatal and KSI crashes, Greater Cameron County Area’s share of those crashes as a proportion of total crashes in Cameron County was less than the community’s 29.4% share of the total county population.

COLLISIONS 2018 TO 2022

4,199 TOTAL CRASH EVENTS
4.9% KILLED OR SEVERELY INJURED
0.9% FATALITIES

COLLISIONS BY MODE

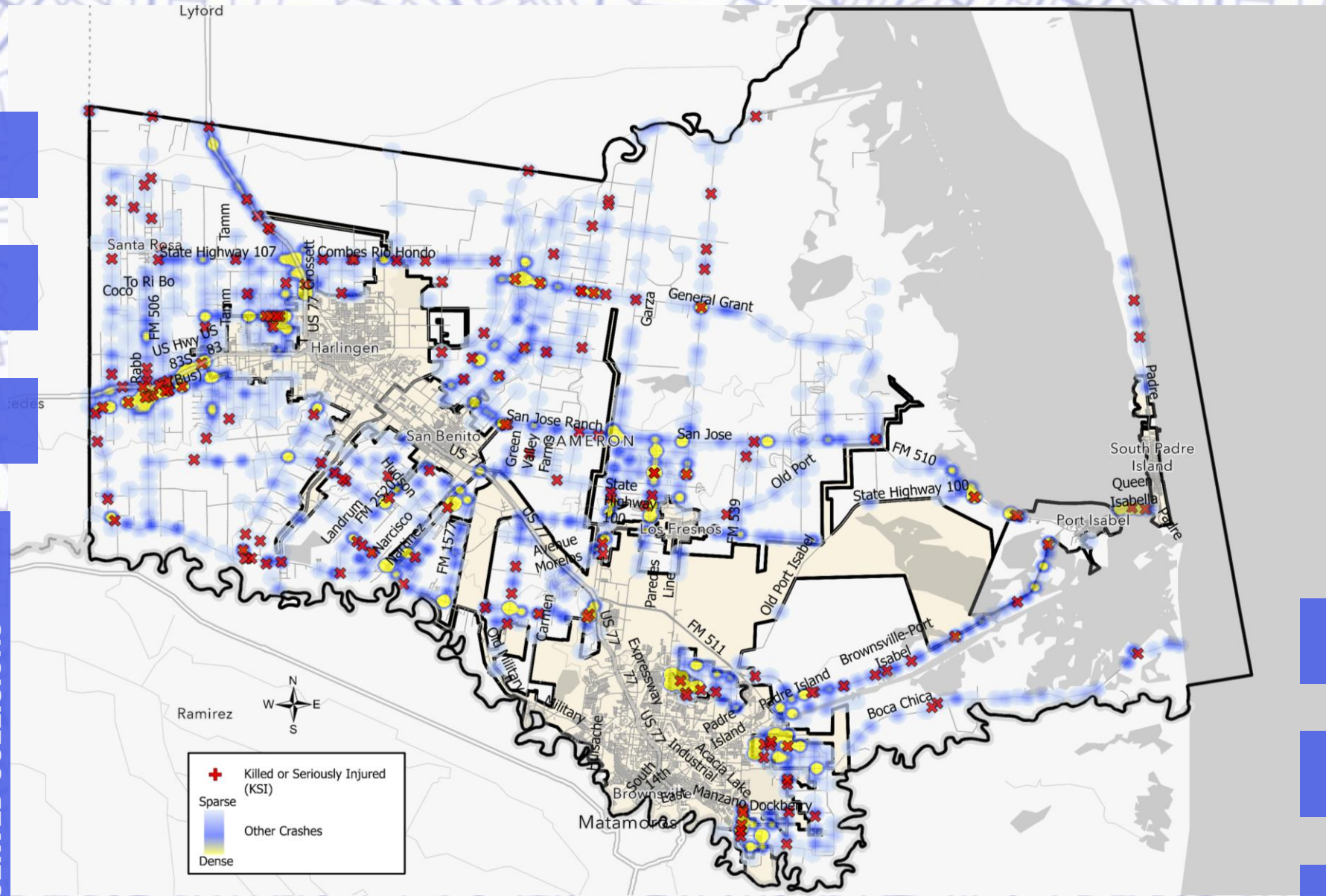


MANNER OF COLLISION	MOTOR VEHICLE	CYCLIST	PEDESTRIAN	MOTORCYCLE	OTHER
ANGLE	25.3%	0.0%	2.8%	28.6%	14.3%
ONE MOTOR VEHICLE	14.6%	100.0%	97.2%	60.0%	71.4%
OPPOSITE DIRECTION	8.5%	0.0%	0.0%	0.0%	0.0%
OTHER	3.0%	0.0%	0.0%	0.0%	4.8%
SAME DIRECTION	48.7%	0.0%	0.0%	11.4%	9.5%
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%

CHAPTER 10: GREATER CAMERON COUNTY AREA

COLLISION SEVERITY
OBSERVED COLLISIONS

EXHIBIT
10.1

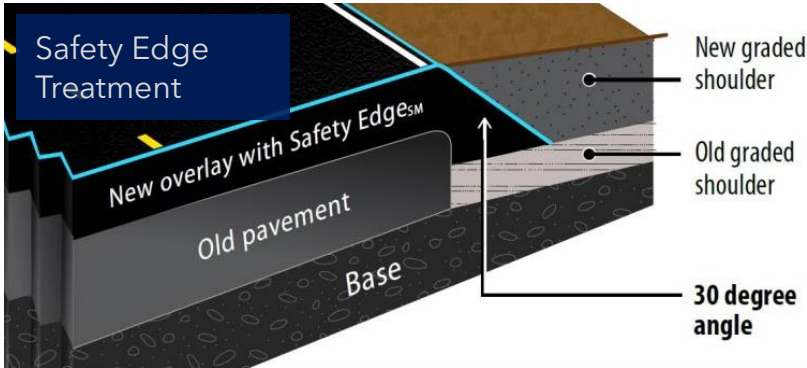


CAMERON COUNTY SAFETY ACTION PLAN:
SYSTEMIC SAFETY ANALYSIS

CHAPTER 10: GREATER CAMERON COUNTY AREA

PRIORITY PROJECTS

Safety improvements identified for the following study locations were identified as priority projects based on an evaluation of collision data.



EXISTING CONDITIONS: More than half of all fatal crashes that occur annually in the United States involve a roadway departure. The typical scenario begins with vehicle tires leaving the paved roadway, driver attempting to return to the paved surface without slowing, tires scrubbing against a significant vertical edge causing driver to oversteer to return to the paved roadway. This may result in a driver losing control of the vehicle, contributing to a head-on collision, a rollover, or a run-off-road event. Since many of the county roads are undivided facilities, any global safety strategy to prevent loss of control would achieve reductions in KSI events. Between 2018-2022 and within the immediate 250-ft area surrounding a selection of 100 miles of county-maintained roadways there was an accumulation of 240 KSI crashes (including 54 fatalities) along with 1,388 other crashes for a total 1,628 total crash events.

POTENTIAL IMPROVEMENTS: Road Improvements- Exhibit 10.3 depicts the Greater Cameron County roadway system in grey along with the 100 miles that would be targeted to mitigate roadway departure crashes in magenta. One strategy to achieve the latter objective is to eliminate vertical pavement edges that may become drop-offs over the life of the pavement. According to FHWA, the treatment provides an 11 percent reduction in fatal and injury crashes, a 21 percent reduction in run-off-road crashes, and a 19 percent reduction in head-on crashes (FHWA-SA-21-038). While the proposed safety edge treatment corridor only accounts for 4% of total crashes, the 100-mile sample represents a striking 11% of total KSI events or 14% of all county fatalities. The application of a passive control technology like safety edge treatment is a significant priority to Cameron County since it can dovetail onto planned maintenance activities to become a force multiplier that would make their rural roadway network safer from the most common and devastating crash events.

Safety Benefits:

- 11%** reduction in fatal and injury crashes.¹
- 21%** reduction in run-off-road crashes.¹
- 19%** reduction in head-on crashes.

Benefit-Cost Ratio Range²
700:1 to 1,500:1

Safety Benefits:

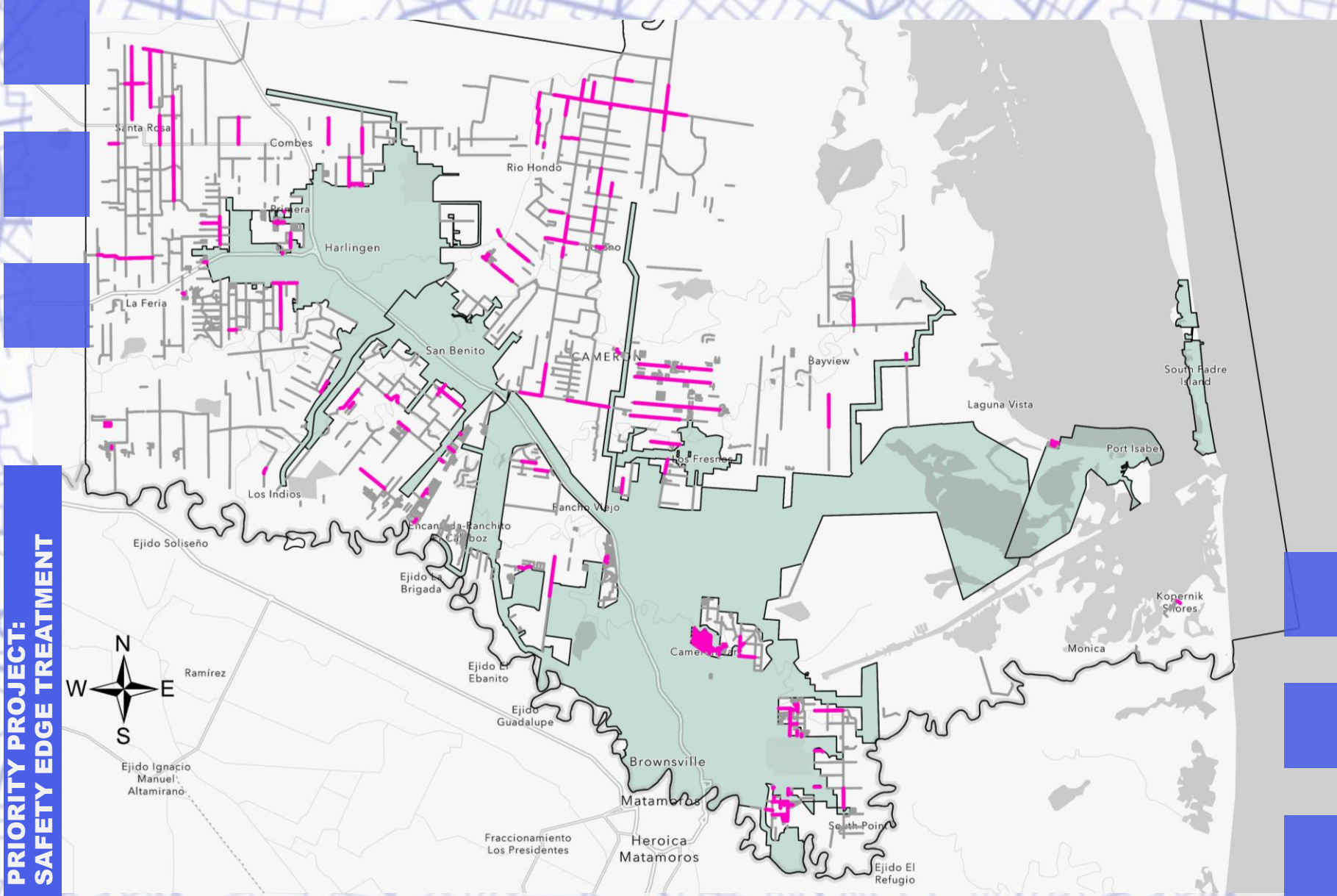
- Wider edge lines can reduce crashes up to:**
- 37%** for non-intersection, fatal and injury crashes on rural, two-lane roads.³
- 22%** for fatal and injury crashes on rural freeways.⁴

Benefit-Cost Ratio
25:1 for fatal and serious injury crashes on two-lane rural roads.⁵

IMPLEMENTATION COST: Approximately between \$24,000,000 to \$27,000,000.

¹ Dornell et al. Development of Crash Modification Factors for the Application of the SafetyEdge™ on Two-Lane Rural Roads. FHWA/HRT-2081. (2017).
² Safety Effects of the SafetyEdge™, FHWA-SA-17-044, (2017).
³ Park et al. "Safety effects of wider edge lines on rural two-lane highways." Accident Analysis and Prevention Vol. 48, pp.31-40, (2012).
⁴ Potts et al. Benefit/Cost Evaluation of MoDOT's Total Striping and Delineation Program: Phase II. Missouri Department of Transportation, (2011).
⁵ Abdel-Aty et al. Safety Impacts of Using Wider Pavement Markings on Two-Lane Rural Highways in Idaho. Idaho Transportation Department, (2018).

CHAPTER 10: GREATER CAMERON COUNTY AREA



PRIORITY PROJECT:
SAFETY EDGE TREATMENT

EXHIBIT
10.3

CHAPTER 10: GREATER CAMERON COUNTY AREA

PRIORITY PROJECTS

Safety improvements identified for the following study locations were identified as priority projects based on an evaluation of collision data.




South Parallel Corridor

EXISTING CONDITIONS: The Dixieland Road Extension and US 77/83 South Parallel Corridor (SPC) projects are a system of urban safety projects that have been under development by Cameron County in cooperation with TxDOT, the City of Harlingen, the City of San Benito, and the CCRMA. There were previously no continuous east-west roadways south of the Interstate 69E (I-69E). Local traffic uses a series of local, non-continuous roadways or the interstate to traverse east-west. Between 2018-2022 and within the 1-mile area surrounding this proposed corridor there was an accumulation of 30 KSI crashes (including 5 fatalities) along with 949 other crashes for a total 984 total crash events.

POTENTIAL IMPROVEMENTS: Road Improvements- Exhibit 10.4 shows how Dixieland Road Extension and South Parallel Corridor extend from Harlingen to San Benito for a length of approximately 9.2 miles and will be constructed to provide an alternate low speed corridor in southern Cameron County. By providing an alternate route for low-speed traffic this project will help reduce conflicts and fatalities on both the I-2 corridor and rural local roads in the area. The proposed project would provide a connection to two proposed off-street active routes, called Cara Cara Trails, and one proposed U.S. Bicycle Route. The area surrounding the proposed safety corridor improvement accounts for 23% of total crashes and about 18% of total KSI events thereby potentially providing a significant increase of security for both the vehicular and pedestrian/cyclist traveling public; and hence is a priority for the community.

IMPLEMENTATION COST: Approximately between \$24,000,000 to \$27,000,000.



Safety Benefits:

Reducing driveway density

5-23%

reduction in total crashes along 2-lane rural roads.¹

25-31%

reduction in fatal and injury crashes along urban/suburban arterials.²



Safety Benefits:

Sidewalks

65-89%

reduction in crashes involving pedestrians walking along roadways.³

Paved Shoulders

71%

reduction in crashes involving pedestrians walking along roadways.³



Safety Benefits:

Bicycle Lane Additions

can reduce crashes up to:

49%

for total crashes on urban 4-lane undivided collectors and local roads.⁴

30%

for total crashes on urban 2-lane undivided collectors and local roads.⁴

¹ Harwood et al. Prediction of the Expected Safety Performance of Rural Two-Lane Highways. FHWA-RD-99-207, (2000).

² Elvik, R. and Vaa, T., Handbook of Road Safety Measures. Oxford, United Kingdom, Elsevier, (2004).

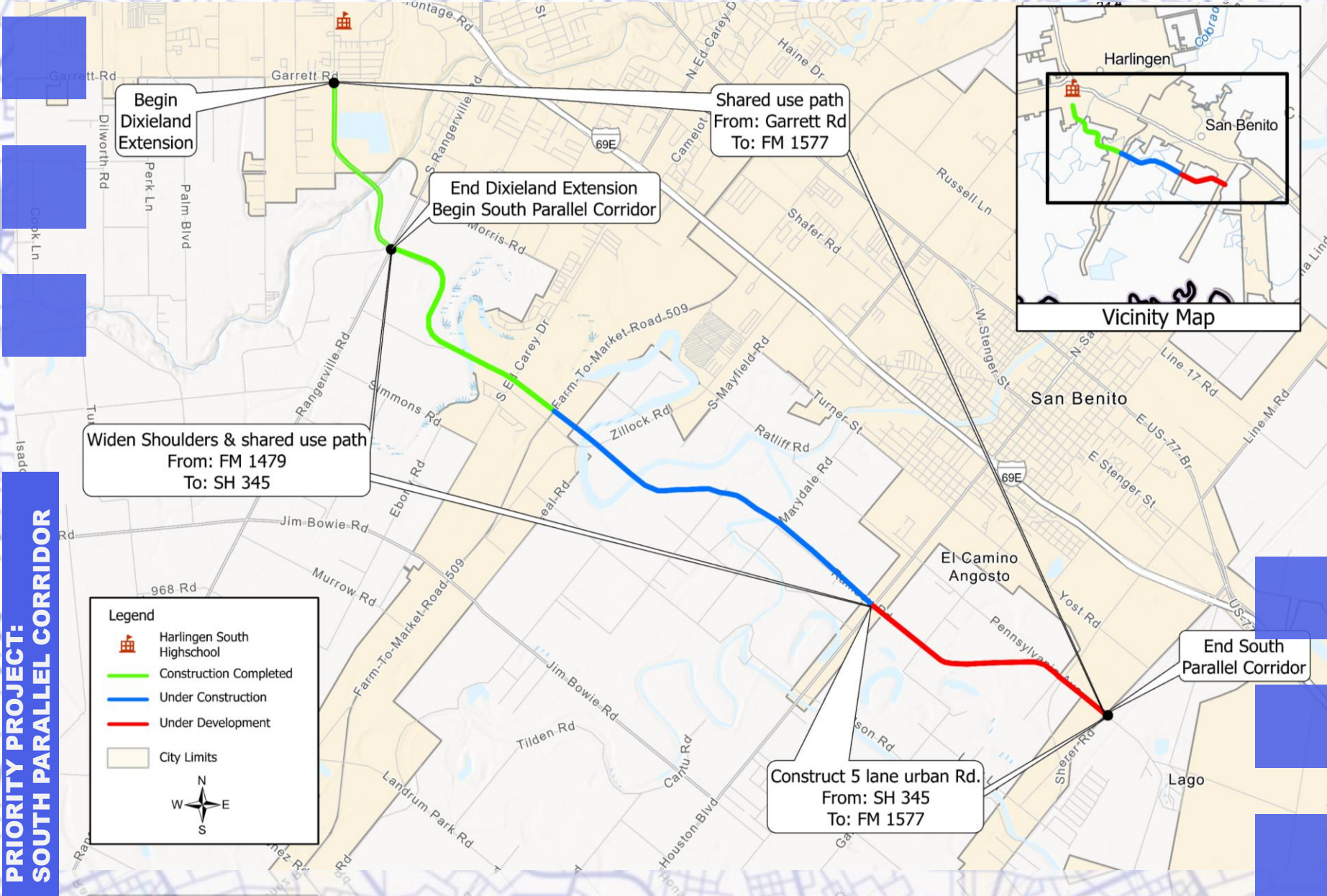
³ Gan et al. Update of Florida Crash Reduction Factors and Countermeasures to Improve the Development of District Safety Improvement Projects. Florida DOT, (2005).

⁴ Avelar et al. Development of Crash Modification Factors for Bicycle Lane Additions While Reducing Lane and Shoulder Widths. FHWA, (2021).

CHAPTER 10: GREATER CAMERON COUNTY AREA

EXHIBIT
10.4

PRIORITY PROJECT:
SOUTH PARALLEL CORRIDOR



CHAPTER 10: GREATER CAMERON COUNTY AREA

PRIORITY PROJECTS

Safety improvements identified for the following study locations were identified as priority projects based on an evaluation of collision data.



Safety Benefits:

Reducing driveway density

5-23%

reduction in total crashes along 2-lane rural roads.¹

25-31%

reduction in fatal and injury crashes along urban/suburban arterials.²

Safety Benefits:

Sidewalks

65-89%

reduction in crashes involving pedestrians walking along roadways.³

Paved Shoulders

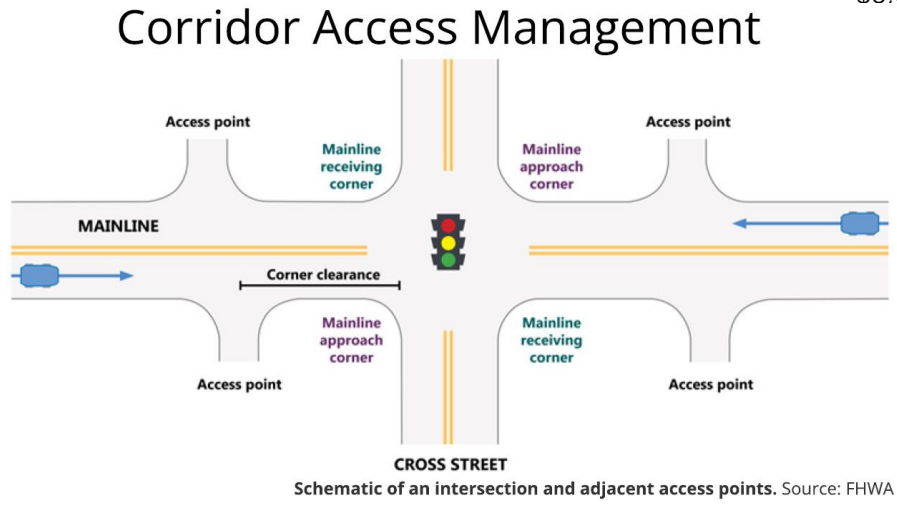
71%

reduction in crashes involving pedestrians walking along roadways.³

EXISTING CONDITIONS: An existing misaligned intersection with a high number of crashes with fatalities in the vicinity of the project. Both Hand Road/Chester Park Road and FM 2944 are major commuter roadways within the city of Primera and greater Harlingen and Combes, with several destination sites within this area. The road is utilized to access a major retail development to the south, several schools, a Cameron County Annex facility housing a tax office and three Justice of the Peace offices, and two performing arts centers. Based on the crash events in the area. Between 2018-2022 and within the 0.7-mile area surrounding this re-aligned intersection there was an accumulation of 20 KSI crashes (including 5 fatalities) along with 375 other crashes for a total 395 total crash events.

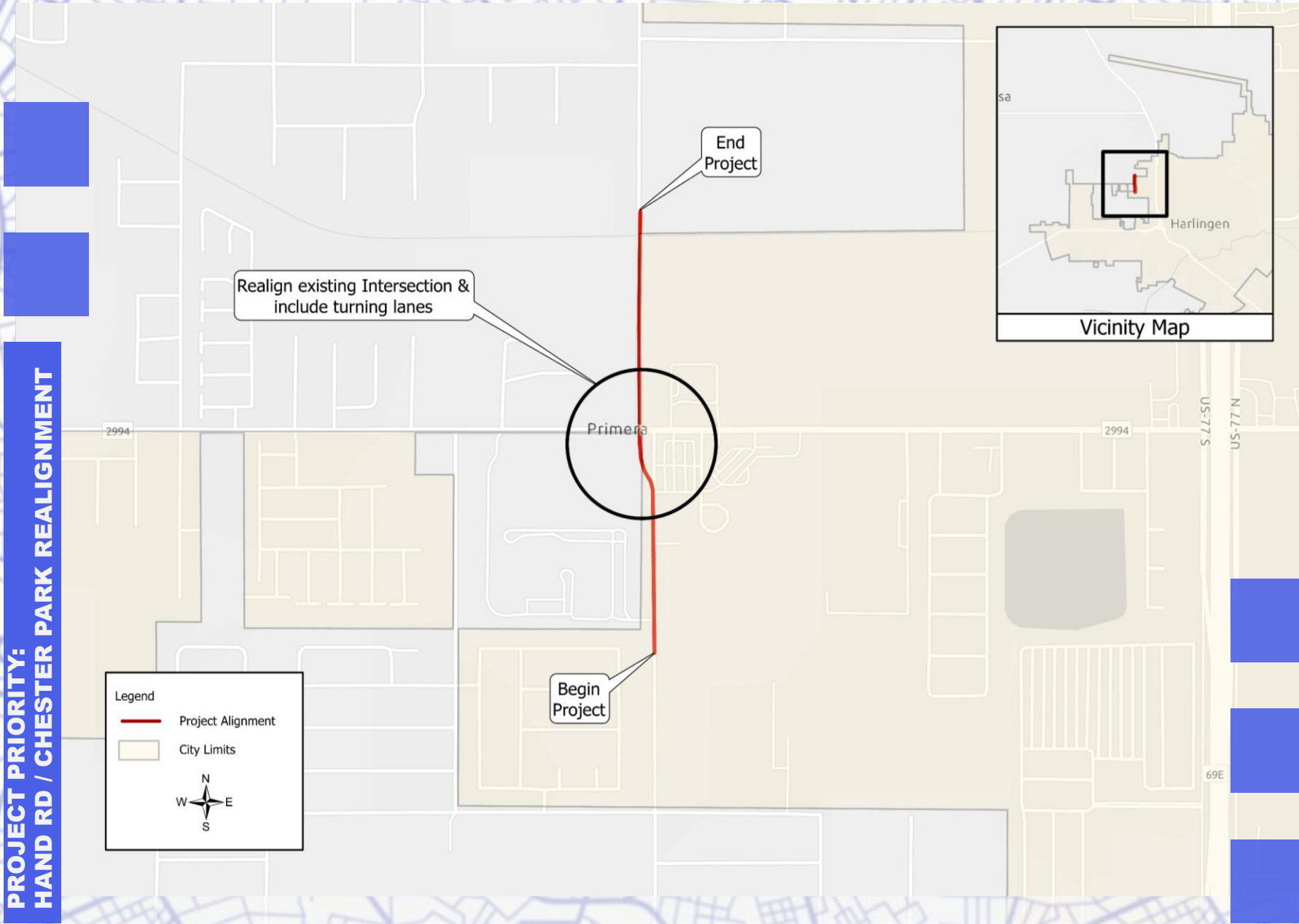
POTENTIAL IMPROVEMENTS: Intersection Improvements- outline din Exhibit 10.5, FM 2994 is a high-speed corridor with a posted speed limit of 45 to 55 MPH and Hand Rd./Chester Park Rd. is posted at 30 MPH. Realignment of the existing intersection would reduce the number of conflict points and provide a direct north-south route for traffic. Turn lanes with adequate transitions would be implemented to the north and south to ensure traffic movement and safety. In addition, traffic signal warrants would be run to determine the need for a signal at this intersection. The area surrounding the existing mis-aligned intersection accounts for 9% of total crashes and about 12% of total KSI events thereby highlighting how one intersection area can contribute a significant portion of the crash event totals (particularly the 5 fatalities) and thus a priority safety project for the community.

IMPLEMENTATION COST: Approximately between \$5,000,000 to \$6,000,000.



1. Harwood et al. Prediction of the Expected Safety Performance of Rural Two-Lane Highways. FHWA/RD-99-207, (2000).
 2. Elvik, R. and Vaa, T., Handbook of Road Safety Measures. Oxford, United Kingdom, Elsevier, (2004).
 3. Gan et al. Update of Florida Crash Reduction Factors and Countermeasures to Improve the Development of District Safety Improvement Projects. Florida DOT, (2005).

CHAPTER 10: GREATER CAMERON COUNTY AREA



PROJECT PRIORITY:
HAND RD / CHESTER PARK REALIGNMENT

EXHIBIT
10.5

CHAPTER 11: VISION ZERO COMMITMENT

2050 VISION ZERO GOAL BY THE CAMERON COUNTY COMMISSIONER'S COURT

On August 23, 2022, Cameron County Commission adopted resolution 2022-R08073 adopting a Vision Zero commitment by the year 2050, and along with it - adopted of this Safety Action Plan.

Cameron County, for its part, has forged ahead to implement the travel safety plan framework to continually improve the mobility networks that connect our various communities with continual engagement of the public we serve.

THE STATE OF TEXAS
COUNTY OF CAMERON

2022 R08073 RESOLUTION

A RESOLUTION OF THE COMMISSIONERS' COURT OF CAMERON COUNTY, TEXAS, ADOPTING THE GOAL OF ENDING DEATHS AND SEVERE INJURIES ON COUNTY ROADWAYS

BE IT RESOLVED THAT ON THE 23RD DAY OF AUGUST 2022, THE CAMERON COUNTY COMMISSIONERS' COURT CONVENED IN REGULAR SESSION, AND UPON THE REQUEST OF THE CAMERON COUNTY COMMISSIONERS, THE FOLLOWING ITEM WAS PLACED ON THE AGENDA OF THE SAID COURT FOR SUCH MEETING, PURSUANT TO GOVERNMENT CODE SECTION 551.041 ET SEQ., VERNON'S TEXAS CIVIL STATUTES (THE TEXAS OPEN MEETING ACT) TO BE CONSIDERED:

CONSIDERATION AND APPROVAL OF RESOLUTION ADOPTING THE GOAL OF ENDING DEATHS AND SEVERE INJURIES ON COUNTY ROADWAYS

WHEREAS, THERE ARE SIGNIFICANT EMOTIONAL AND ECONOMIC IMPACTS TO INDIVIDUALS, FAMILIES, AND THE COUNTY FROM THE 98,000+ CRASHES REQUIRING REPORTS OVER THE PAST DECADE, INCLUDING LOSS OF LIFE, LOSS OF QUALITY OF LIFE, LOSS OF ABILITY TO ACCESS JOBS AND SERVICES, INCREASED TRAFFIC CONGESTION AND DELAYS, AND THE HIGH COST OF PUBLIC SAFETY RESOURCES NEEDED TO RESPOND TO CRASHES; AND

WHEREAS, THE 350+ TRAFFIC FATALITIES WITHIN THE LAST DECADE IN CAMERON COUNTY IS PART OF A NATIONAL AND STATEWIDE TREND IN RAPIDLY RISING FATALITIES ON ROADWAYS; AND

WHEREAS, THE CAMERON COUNTY COMMISSIONERS' COURT RECOGNIZES THAT ONE DEATH OR SEVERE INJURY WITHIN CAMERON COUNTY IS ONE TOO MANY; AND

WHEREAS, VISION ZERO IS A HOLISTIC STRATEGY TO END TRAFFIC RELATED FATALITIES AND SERIOUS INJURIES WHILE INCREASING SAFE, HEALTHY, AND EQUITABLE MOBILITY FOR ALL; AND

WHEREAS, THE VISION ZERO "SAFE SYSTEM" APPROACH NEEDS ALL PARTS OF THE TRANSPORTATION SYSTEM TO WORK TOGETHER, INCLUDING ENSURING SAFETY FOR ALL ROADWAY USERS; AND

WHEREAS, IN MAY OF 2019, THE TEXAS TRANSPORTATION COMMISSION VOTED TO ADOPT A MINUTE ORDER FOR THE GOAL OF REDUCING TRAFFIC FATALITIES ON TEXAS ROADWAYS TO ZERO BY THE YEAR 2050, AND A GOAL OF REDUCING DEATHS BY HALF BY THE YEAR 2035; AND

WHEREAS, A COMMITMENT TO VISION ZERO IS A COMMITMENT TO LIFE AND EQUITABLE OPPORTUNITY FOR ALL PEOPLE IN CAMERON COUNTY; AND

WHEREAS, CAMERON COUNTY WILL JOIN THE STATE AND OTHER LEADING COUNTIES AND CITIES AROUND THE NATION IN A COMMITMENT TO ELIMINATE TRAFFIC DEATHS AND SEVERE INJURIES;

NOW, THEREFORE, BE IT RESOLVED BY THE COMMISSIONERS' COURT OF CAMERON COUNTY, TEXAS THAT CAMERON COUNTY HEREBY ADOPTS THE GOAL OF ELIMINATING TRAFFIC FATALITIES AND SEVERE INJURIES ON COUNTY ROADWAYS BY THE YEAR 2050.

BE IT FURTHER RESOLVED, THE COUNTY COMMISSIONERS' COURT DIRECTS THE CAMERON COUNTY DEPARTMENT OF TRANSPORTATION TO DEVELOP VISION ZERO GOALS AND A VISION ZERO ACTION PLAN FOR FUTURE CONSIDERATION BY THE COMMISSIONERS' COURT, BASED UPON A COMPREHENSIVE ANALYSIS OF TRAFFIC COLLISIONS AND OTHER INDICATORS OF TRAFFIC SAFETY IN CAMERON COUNTY; AND

BE IT FURTHER RESOLVED, THAT THE COMMISSIONERS' COURT DIRECTS THE CAMERON COUNTY DEPARTMENT OF TRANSPORTATION AND THE COUNTY STAFF TO CONSIDER SAFETY AS THE HIGHEST PRIORITY WHEN BALANCING COMPETING NEEDS AND DEMANDS FOR SPACE WITHIN THE PUBLIC RIGHT OF WAY; AND

BE IT FURTHER RESOLVED, THIS RESOLUTION SHALL TAKE EFFECT IMMEDIATELY UPON ITS ADOPTION.

COMMISSIONERS' COURT OF CAMERON COUNTY, TEXAS

EDDIE TREVIÑO, JR.
COUNTY JUDGE

SOFIA C. BENAVIDES
COMMISSIONER PRECINCT 1

JOEY LOPEZ
COMMISSIONER PRECINCT 2

DAVID A. GARZA
COMMISSIONER PRECINCT 3

GUS RUIZ
COMMISSIONER PRECINCT 4

ATTEST
SYLVIA GARZA-PEREZ
COUNTY CLERK

CHAPTER 11: VISION ZERO COMMITMENT

VISION ZERO TASK FORCE

Soon after the adoption of Resolution 2022-R08073 to institute a Vision Zero policy, the County issued Resolution 2022-R09078 establishing the interdepartmental Cameron County Vision Zero Task Force (Task Force) to create the multidisciplinary group to implement vision zero goals, report progress among stakeholders, and continually improve the Safety Action Plan after conferring with the public.

THE STATE OF TEXAS
COUNTY OF CAMERON

2022 R09078
RESOLUTION

**A RESOLUTION OF THE COMMISSIONERS' COURT OF CAMERON COUNTY, TEXAS,
ADOPTING THE CAMERON COUNTY SAFETY ACTION PLAN FOR THE GOAL OF
ENDING DEATHS AND SEVERE INJURIES ON COUNTY ROADWAYS**

BE IT RESOLVED THAT ON THE 13TH DAY OF SEPTEMBER 2022, THE CAMERON COUNTY COMMISSIONERS' COURT CONVENED IN SPECIAL MEETING, AND UPON THE REQUEST OF THE CAMERON COUNTY COMMISSIONERS, THE FOLLOWING ITEM WAS PLACED ON THE AGENDA OF THE SAID COURT FOR SUCH MEETING, PURSUANT TO GOVERNMENT CODE SECTION 551.041 ET SEQ., VERNON'S TEXAS CIVIL STATUTES (THE TEXAS OPEN MEETING ACT) TO BE CONSIDERED:

**CONSIDERATION AND APPROVAL OF RESOLUTION ADOPTING THE CAMERON
COUNTY SAFETY ACTION PLAN**

WHEREAS, IN AUGUST OF 2022, THE CAMERON COUNTY COMMISSIONERS COURT VOTED TO ADOPT A RESOLUTION FOR THE GOAL OF REDUCING TRAFFIC FATALITIES ON COUNTY ROADWAYS TO ZERO BY THE YEAR 2050, AND A GOAL OF REDUCING DEATHS BY HALF BY THE YEAR 2035; AND

WHEREAS, CAMERON COUNTY STRIVES TO PROVIDE FOR AND PROMOTE THE GENERAL SAFETY OF THE RESIDENTS, VISITORS, AND TRAVELING PUBLIC ON COUNTY ROADWAYS; AND

WHEREAS, THE 350+ TRAFFIC FATALITIES WITHIN THE LAST DECADE IN CAMERON COUNTY IS PART OF A NATIONAL AND STATEWIDE TREND IN RAPIDLY RISING FATALITIES ON ROADWAYS; AND

WHEREAS, THE CAMERON COUNTY COMMISSIONERS' COURT RECOGNIZES THAT ONE DEATH OR SEVERE INJURY WITHIN CAMERON COUNTY IS ONE TOO MANY; AND

WHEREAS, THE SAFETY ACTION PLAN PROVIDES A "SAFE SYSTEM" APPROACH FOR ALL PARTS OF THE TRANSPORTATION SYSTEM TO WORK TOGETHER, INCLUDING ENSURING SAFETY FOR ALL ROADWAY USERS; AND

NOW, THEREFORE, BE IT RESOLVED BY THE COMMISSIONERS' COURT OF CAMERON COUNTY, TEXAS THAT CAMERON COUNTY HEREBY ADOPTS THE CAMERON COUNTY SAFETY ACTION PLAN, BASED UPON A COMPREHENSIVE ANALYSIS OF TRAFFIC COLLISIONS AND OTHER INDICATORS OF TRAFFIC SAFETY IN CAMERON COUNTY,

BE IT FURTHER RESOLVED, BY THE COMMISSIONERS COURT OF CAMERON COUNTY, TEXAS AS FOLLOWS:

1. THE CAMERON COUNTY SAFETY ACTION PLAN PREPARED BY STAFF AND PRESENTED TO THE COMMISSIONERS COURT, ATTACHED HERETO AS EXHIBIT A, IS ADOPTED BY THE COMMISSIONERS COURT OF CAMERON COUNTY.
2. THE COMMISSIONERS COURT, OR THROUGH ITS RESPECTIVE APPOINTEES TO A TASK FORCE, SHALL PERIODICALLY REVIEW THE IMPLEMENTATION AND ADMINISTRATION OF THE SAFETY ACTION PLAN TO ENSURE THAT IS BEING

IMPLEMENTED IN ACCORDANCE WITH ITS TERMS AND CRITERIA AND IN THE BEST INTERESTS OF THE COUNTY RESIDENTS

3. THIS TASK FORCE, UNDER THE LEADERSHIP OF THE CAMERON COUNTY DEPARTMENT OF TRANSPORTATION, WILL CONVENE A COMMITTEE COMPRISED OF REPRESENTATIVES FROM PUBLIC SAFETY, PUBLIC HEALTH, AND THE PUBLIC TO INVITE THE GREATER CAMERON COUNTY COMMUNITY TO ASSESS, UPDATE, AND RECOMMEND AMENDMENTS THE CAMERON COUNTY SAFETY ACTION PLAN TO ACHIEVE THE SYSTEMIC CHANGE AND COOPERATION NEEDED TO ACHIEVE THE VISION ZERO GOALS.
4. THE COMMISSIONERS COURT MAY FROM TIME TO TIME DEEM IT NECESSARY TO ADJUST AND UPDATE THE SAFETY ACTION PLAN AND MAY AMEND THE SAFETY ACTION PLAN TO REFLECT THE MOST CURRENT SAFETY PRIORITIES OF THE COUNTY AT ANY TIME BY A MAJORITY OF COMMISSIONERS COURT.
5. THE COMMISSIONERS COURT FINDS THE NECESSITY TO MONITOR THE PROGRESS OF THE SAFETY ACTION PLAN FOR THE DURATION OF THE TERM UNTIL THE VISION ZERO GOAL IS MET AND THEREBY DIRECTS THE COUNTY ENGINEER TO ACCOUNT FOR THE PROGRESS AND ACCUMULATED CHANGES IN A FORMAL ANNUAL REPORT.

APPROVED THIS 13TH DAY OF SEPTEMBER 2022.

COMMISSIONERS' COURT OF CAMERON COUNTY, TEXAS

EDDIE TREVIÑO, JR.
COUNTY JUDGE

SOFIA C. BENAVIDES
COMMISSIONER PRECINCT 1

JOEY LOPEZ
COMMISSIONER PRECINCT 2

DAVID A. GARZA
COMMISSIONER PRECINCT 3

GUS RUIZ
COMMISSIONER PRECINCT 4

ATTORNEY


SYLVIA GARZA
COUNTY CLERK

CHAPTER 11: VISION ZERO COMMITMENT


TASK FORCE ACTIVITY

Cameron County Vision Zero Task Force met with neighboring communities in the Greater Cameron County Area as well as community partners to engage the public discourse on promoting vision zero plans within jurisdictions of the County.

MEETING SIGN-IN SHEET		
Project:	SS4A	Meeting Date: August 24, 2022
Facilitator:	Cameron County Engineering	Place/Room: San Benito Annex Bldg.
Name	Company	E-Mail
Oscar Garcia	City of San Benito	osgarcia@cityofsanbenito.com
Manuel De La Rosa	San Benito	m.delarosa@cityofsanbenito.com
GARY PARIS	Bayview	PARIS@subell.net
Mark W. Milam	Los Fresnos	mmilam@citylf.us
Raul Gomez	Cameron County	Raul.Gomez@co.cameron.tx.us
Carlos A. Sanchez	Cameron County	Carlos.Sanchez@co.cameron.tx.us
Anthony Baza	GPJ	Anthony@gbaza.com
Cebina Gonzalez	Primera	cgonzales@munispal-primera.com
Carlos Mondragon	Indian Lake	Cdragon2010@gmail.com
James Chambers	Indian Lake	mayer@townofindianlake.com
Adelade Marteny	Rio Hondo	bmredna@riohondo.us



CITY OF PRIMERA
 22893 STUART PLACE ROAD
 PRIMERA, TEXAS 78552
 PHONE # (956) 423-9654
 FAX # (956) 423-2166



**2022-11
RESOLUTION**

A RESOLUTION OF THE CITY OF PRIMERA, TEXAS, ADOPTING THE GOAL OF ENDING DEATHS AND SEVERE INJURIES ON COUNTY ROADWAYS

BE IT RESOLVED THAT ON THE 30TH DAY OF AUGUST 2022, THE CITY OF PRIMERA COMMISSION CONVENED IN SPECIAL MEETING, AND UPON THE REQUEST OF THE CITY OF PRIMERA COMMISSION, THE FOLLOWING ITEM WAS PLACED ON THE AGENDA OF THE SAID COMMISSION FOR SUCH MEETING, PURSUANT TO GOVERNMENT CODE SECTION 551.041 ET SEQ., VERNON'S TEXAS CIVIL STATUTES (THE TEXAS OPEN MEETING ACT) TO BE CONSIDERED:

CONSIDERATION AND APPROVAL OF RESOLUTION ADOPTING THE GOAL OF ENDING DEATHS AND SEVERE INJURIES ON COUNTY ROADWAYS

WHEREAS, THERE ARE SIGNIFICANT EMOTIONAL AND ECONOMIC IMPACTS TO INDIVIDUALS, FAMILIES, AND THE COUNTY FROM THE 98,000+ CRASHES REQUIRING REPORTS OVER THE PAST DECADE, INCLUDING LOSS OF LIFE, LOSS OF QUALITY OF LIFE, LOSS OF ABILITY TO ACCESS JOBS AND SERVICES, INCREASED TRAFFIC CONGESTION AND DELAYS, AND THE HIGH COST OF PUBLIC SAFETY RESOURCES NEEDED TO RESPOND TO CRASHES; AND

WHEREAS, THE 350+ TRAFFIC FATALITIES WITHIN THE LAST DECADE IN CAMERON COUNTY IS PART OF A NATIONAL AND STATEWIDE TREND IN RAPIDLY RISING FATALITIES ON ROADWAYS; AND

WHEREAS, THE CITY OF PRIMERA COMMISSION RECOGNIZES THAT ONE DEATH OR SEVERE INJURY WITHIN CAMERON COUNTY IS ONE TOO MANY; AND

WHEREAS, VISION ZERO IS A HOLISTIC STRATEGY TO END TRAFFIC RELATED FATALITIES AND SERIOUS INJURIES WHILE INCREASING SAFE, HEALTHY, AND EQUITABLE MOBILITY FOR ALL; AND

WHEREAS, THE VISION ZERO "SAFE SYSTEM" APPROACH NEEDS ALL PARTS OF THE TRANSPORTATION SYSTEM TO WORK TOGETHER, INCLUDING ENSURING SAFETY FOR ALL ROADWAY USERS; AND

WHEREAS, IN MAY OF 2019, THE TEXAS TRANSPORTATION COMMISSION VOTED TO ADOPT A MINUTE ORDER FOR THE GOAL OF REDUCING TRAFFIC

WHEREAS, CITY OF PRIMERA WILL JOIN THE STATE AND OTHER LEADING COUNTIES AND CITIES AROUND THE NATION IN A COMMITMENT TO ELIMINATE TRAFFIC DEATHS AND SEVERE INJURIES;

NOW, THEREFORE, BE IT RESOLVED BY THE COMMISSION OF CITY OF PRIMERA, TEXAS THAT CITY OF PRIMERA HEREBY ADOPTS THE GOAL OF ELIMINATING TRAFFIC FATALITIES AND SEVERE INJURIES ON COUNTY ROADWAYS BY THE YEAR 2050.

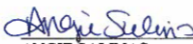
BE IT FURTHER RESOLVED, THE CITY COMMISSION DIRECTS THE CITY MANAGER TO DEVELOP VISION ZERO GOALS AND A VISION ZERO ACTION PLAN FOR FUTURE CONSIDERATION BY THE COMMISSION, BASED UPON A COMPREHENSIVE ANALYSIS OF TRAFFIC COLLISIONS AND OTHER INDICATORS OF TRAFFIC SAFETY IN CAMERON COUNTY; AND

BE IT FURTHER RESOLVED, THAT THE COMMISSION DIRECTS THE CITY MANAGER AND THE CITY STAFF TO CONSIDER SAFETY AS THE HIGHEST PRIORITY WHEN BALANCING COMPETING NEEDS AND DEMANDS FOR SPACE WITHIN THE PUBLIC RIGHT OF WAY; AND

BE IT FURTHER RESOLVED, THIS RESOLUTION SHALL TAKE EFFECT IMMEDIATELY UPON ITS ADOPTION.


PAT PATTERSON
 MAYOR, CITY OF PRIMERA, TX

ATTESTED TO:


ANGIE SALINAS
 CITY SECRETARY

"This Institution is an Equal Opportunity Provider and Employer"

City of Primera

CHAPTER 11: VISION ZERO COMMITMENT

TASK FORCE ACTIVITY

Cameron County Vision Zero Task for met with neighboring communities in the Greater Cameron County Area as well as community partners to engage the public discourse on promoting vision zero plans within jurisdictions of the County.

City of
San Benito

RESOLUTION NUMBER 2022-0906-006(R)

A RESOLUTION OF THE CITY OF SAN BENITO, TEXAS, ADOPTING THE GOAL OF ENDING DEATHS AND SEVERE INJURIES ON CAMERON COUNTY ROADWAYS.

WHEREAS, THERE ARE SIGNIFICANT EMOTIONAL AND ECONOMIC IMPACTS TO INDIVIDUALS, FAMILIES, AND THE COUNTY FROM THE 98,000+ CRASHES REQUIRING REPORTS OVER THE PAST DECADE, INCLUDING LOSS OF LIFE, LOSS OF QUALITY OF LIFE, LOSS OF ABILITY TO ACCESS JOBS AND SERVICES, INCREASED TRAFFIC CONGESTION AND DELAYS, AND THE HIGH COST OF PUBLIC SAFETY RESOURCES NEEDED TO RESPOND TO CRASHES; AND

WHEREAS, THE 350+ TRAFFIC FATALITIES WITHIN THE LAST DECADE IN CAMERON COUNTY IS PART OF A NATIONAL AND STATEWIDE TREND IN RAPIDLY RISING FATALITIES ON ROADWAYS; AND

WHEREAS, THE CITY OF SAN BENITO CITY COMMISSION RECOGNIZES THAT ONE DEATH OR SEVERE INJURY WITHIN CAMERON COUNTY IS ONE TOO MANY; AND

WHEREAS, VISION ZERO IS A HOLISTIC STRATEGY TO END TRAFFIC RELATED FATALITIES AND SERIOUS INJURIES WHILE INCREASING SAFE, HEALTHY, AND EQUITABLE MOBILITY FOR ALL; AND

WHEREAS, THE VISION ZERO "SAFE SYSTEM" APPROACH NEEDS ALL PARTS OF THE TRANSPORTATION SYSTEM TO WORK TOGETHER, INCLUDING ENSURING SAFETY FOR ALL ROADWAY USERS; AND

WHEREAS, IN MAY OF 2019, THE TEXAS TRANSPORTATION COMMISSION VOTED TO ADOPT A MINUTE ORDER FOR THE GOAL OF REDUCING TRAFFIC FATALITIES ON TEXAS ROADWAYS TO ZERO BY THE YEAR 2050, AND A GOAL OF REDUCING DEATHS BY HALF BY THE YEAR 2035; AND

WHEREAS, A COMMITMENT TO VISION ZERO IS A COMMITMENT TO LIFE AND EQUITABLE OPPORTUNITY FOR ALL PEOPLE IN THE CITY OF SAN BENITO; AND

WHEREAS, THE CITY OF SAN BENITO WILL JOIN CAMERON COUNTY, THE STATE, AND OTHER LEADING COUNTIES AND CITIES AROUND THE NATION IN A COMMITMENT TO ELIMINATE TRAFFIC DEATHS AND SEVERE INJURIES;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF SAN BENITO, TEXAS THAT THE CITY COMMISSION HEREBY ADOPTS THE GOAL OF ELIMINATING TRAFFIC FATALITIES AND SEVERE INJURIES ON COUNTY ROADWAYS BY THE YEAR 2050.

BE IT FURTHER RESOLVED, THE CITY COMMISSION REQUESTS FROM THE CAMERON COUNTY DEPARTMENT OF TRANSPORTATION TO DEVELOP VISION ZERO GOALS AND A VISION ZERO ACTION PLAN FOR FUTURE CONSIDERATION BASED UPON A COMPREHENSIVE ANALYSIS OF TRAFFIC COLLISIONS AND OTHER INDICATORS OF TRAFFIC SAFETY IN CAMERON COUNTY; AND

BE IT FURTHER RESOLVED, THAT THE CITY COMMISSION REQUESTS THE CAMERON COUNTY DEPARTMENT OF TRANSPORTATION AND THE CITY STAFF TO CONSIDER SAFETY AS THE HIGHEST PRIORITY WHEN BALANCING COMPETING NEEDS AND DEMANDS FOR SPACE WITHIN THE PUBLIC RIGHT OF WAY; AND

Resolution 2022-0906-006(R)
Page 1 of 2

Town of
Indian Lake

TOWN OF INDIAN LAKE
RESOLUTION OF THE CITY COMMISSIONERS OF INDIAN LAKE, TEXAS, ADOPTING THE GOAL OF ENDING DEATHS AND SEVERE INJURIES ON CITY AND COUNTY ROADWAYS.

BE IT RESOLVED THAT ON THE 31st DAY OF AUGUST 2022, THE INDIAN LAKE CITY COMMISSION CONVENED IN SPECIAL MEETING.

CONSIDERATION AND APPROVAL OF RESOLUTION ADOPTING THE GOAL OF ENDING DEATHS AND SEVERE INJURIES ON CITY AND COUNTY ROADWAYS.

WHEREAS, THERE ARE SIGNIFICANT EMOTIONAL AND ECONOMIC IMPACTS TO INDIVIDUALS, FAMILIES, AND THE CITY AND COUNTY FROM THE 98,000+ CRASHES REQUIRING REPORTS OVER THE PAST DECADES, INCLUDING LOSS OF LIFE, LOSS OF QUALITY OF LIFE, LOSS OF ABILITY TO ACCESS JOBS AND SERVICES, INCREASED TRAFFIC CONGESTION AND DELAYS, AND THE HIGH COST OF PUBLIC SAFETY RESOURCES NEEDED TO RESPOND TO CRASHES; AND

WHEREAS, THE 350+ TRAFFIC FATALITIES WITHIN THE LAST DECADE IN CAMERON COUNTY IS PART OF A NATIONAL AND STATEWIDE TREND IN RAPIDLY RISING FATALITIES ON ROADWAYS; AND

WHEREAS, THE INDIAN LAKE CITY COMMISSIONERS REGOGNIZES THAT ONE DEATH OR SEVERE INJURY WITHIN INDIAN LAKE AND CAMERON COUNTY IS ONE TOO MANY; AND

WHEREAS, VISION ZERO IS A HOLISTIC STRATEGY TO END TRAFFIC RELATED FATALITIES AND SERIOUS INJURIES WHILE INCREASING SAFE, HELTHY, AND EQUITABLE MOBILITY FOR ALL; AND

WHEREAS, THE VISION ZERO "SAFE SYSTEM" APPROACH NEEDS ALL PARTS OF THE TRANSPORATION SYSTEM TO WORK TOGETHER, INCLUDING ENSURING SAFETY FOR ALL ROADWAY USERS; AND

WHEREAS, IN MAY 2019, THE TEXAS TRANSPORATION COMMISSION VOTED TO ADOPT A MINUTE ORDER FOR THE GOAL OF REDUCING TRAFFIC FATALITIES ON TEXAS ROADWAYS TO ZERO BY THE YEAR 2050, AND A GOAL OF REDUCING DEATHS BY HALF BY THE YEAR 2035; AND

WHEREAS, A COMMITMENT TO VISION ZERO IS A COMMITMENT TO LIFE AND EQUITABLE OPPORTUNITY FOR ALL PEOPLE IN INDIAN LAKE AND CAMERON COUNTY; AND

WHEREAS, INDAN LAKE AND CAMERON COUNTY WILL JOIN THE STATE AND OTHER LEADING COUNTIES AND CITIES AROUND THE NATION IN A COMMITMENT TO ELIMINATE TRAFFIC AND SEVERE INJURIES;

NOW, THEREFORE, BE IT RESOLVED BY THE INDIAN LAKE CITY COMMISSIONERS, CAMERON COUNTY, TEXAS HEREBY ADOPTS THE GOAL OF ELIMINATING TRAFFIC FATALITIES AND SEVERE INJURIES ON TOWN AND COUNTY ROADWAYS BY THE YEAR 2050;

BE TI FURTHER RESOLVED, THE CITY COMMISSISON DIRECTS THE MAYOR AND THE CAMEON COUNTY DEPARTMENT OF TRANSPORTATION TO DEVELOP VISION ZERO GOALS AND A VISION ZERO ACTION PLAN FOR FUTURE CONSIDERATION. BASED UPON A COMPREHENSIVE ANALYSIS OF TRAFFIC COLLISIONS AND OTHER INDICATORS OF TRAFFIC SAFETY IN INDIAN LAKE AND CAMERON COUNTY.

BE IT FURTHER RESOLVED, THAT THE INDIAN LAKE CITY COMMISSIONERS DIRECTS THE CAMERON COUNTY DEPARTMENT OF TRANSPORTATION TO CONSIDER SAFETY AS THE HIGHEST PRIORITY WHEN BALANCING COMPETING NEEDS AND DEMANDS FOR SPACE WITHIN THE PUBLIC RIGHT WAY; AND

CHAPTER 12: TX - STRATEGIC HWY SAFETY PLAN (SHSP)

HISTORY ON THE TEXAS SHSP

Texas first developed an SHSP in 2006 with subsequent SHSPs built on this initial plan using new data and input from safety stakeholders to update goals, objectives, and key emphasis areas (EAs). The Texas Department of Transportation (TxDOT) has used the SHSP to help guide many safety initiatives since the development of the first plan.

TxDOT has programmed nearly \$700 million of highway safety projects for FY 2017 through FY 2020 in the Highway Safety Improvement Program (HSIP), focusing on barriers, curve improvements, intersection improvements, pedestrians, rumble strips, widening highways, and off-system improvements submitted by local agencies.

In 2013, TxDOT began programming an additional \$15.5 million of state funds per year for systemic widening of narrow rural two-lane two-way highways. Projects are evaluated using a systemic analysis method that calculates a total risk factor weight based on roadway characteristics such as paved surface width, average daily traffic, roadway alignment, and truck percentages. TxDOT also funds \$15 million per year in rail-highway grade crossing safety improvements.

In addition to these physical safety improvements, TxDOT also programmed more than \$105 million of FY 2017 state and federal funds for traffic safety programs in:

- Alcohol and other drug countermeasures
- Emergency medical services
- Motorcycle safety

- Occupant protection
- Pedestrian and bicyclist safety
- Police traffic services
- Speed control
- Traffic records
- Driver education and behavior
- Railroad/highway crossing safety
- Roadway safety
- Safe communities
- School bus safety

ALIGNMENT WITH THE TEXAS SHSP

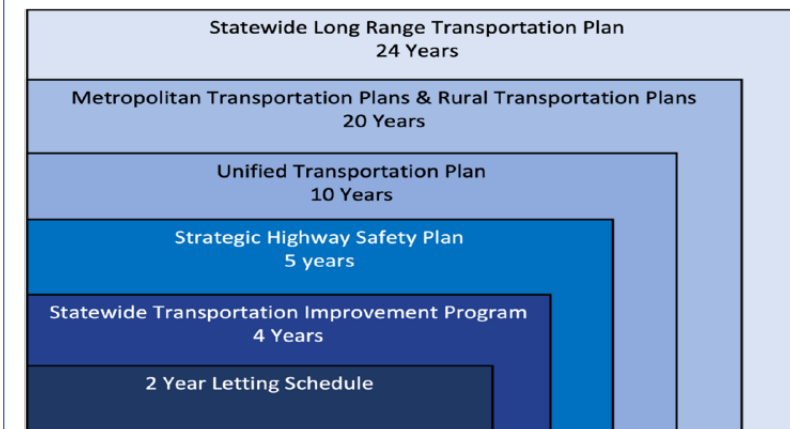
Cameron County Safety Action Plan will seek not only local / regional partnerships to assess vision zero goals, but will also reach out and align with statewide efforts toward vision zero goals.

Cameron County has a rich history of leveraging local partnerships and local funding to develop key corridors that provide a force multiplier of local government funding to expedite project development along on- and off-system corridors of interest to the County, State, and Interstate system.

The Safety Action Plan section on the Texas SHSP will serve as a guidepost from which the Cameron County Vision Zero Task Force to assure the micro-level efforts seek alignment and advancement of the macro efforts across the County and Statewide transportation network.

Whereas the 2017 Texas SHSP long-term vision was to achieve zero fatalities and serious injuries on the Texas roadways. The current SHSP establishes targets to be

achieved over the next five years or by the end of 2022. These targets were aligned with the Highway Improvement Plan (HSIP) and the Highway Safety Plan, and they will serve as area of potential collaboration between Cameron County and the State of Texas.



SUPPORTING YOU AT EVERY STEP OF THE PROCESS



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