



APPENDIX



APPENDIX

A. VISION ZERO RESOLUTION

A RESOLUTION OF REEVES COUNTY COMMISSIONERS COURT TO ADOPT A VISION ZERO POLICY

WHEREAS, the Reeves County Commissioners Court is the governing body of Reeves County, responsible for overseeing the county operations and making decisions related to various aspects of the county government; and

WHEREAS, Reeves County places the utmost importance on safety, health, and wellbeing of its residents, employees, and visitors; and no one should die or be seriously injured while traveling in our County; and

WHEREAS, the development of the Reeves County Comprehensive Safety Action Plan (CSAP) is a collective effort between the Reeves County Commissioners Court, the Zero Roadway Deaths Goal Committee (ZRDGC), and the public; and

WHEREAS, Safe Streets and Roads for All (SS4A) program is the primary driving force and funding of the Reeves County CSAP, guided by the Federal Highway Administration (FHWA) Safe System Approach; and

WHEREAS, the mission statement of the Reeves County CSAP is to enhance the transportation, safety, and mobility of the Reeves County community by reducing roadway deaths through collaboration, education, and action; and

WHEREAS, the guiding principles of the Reeves County CSAP includes Vision Zero, the Safe Systems Approach, and the Six “E’s” of Safety, each playing a vital role in the Safe Streets and Roads for All (SS4A) campaign and its initiatives; and

WHEREAS, Vision Zero is traffic safety initiative aimed at eliminating all traffic fatalities and severe injuries, prioritizing the principles of safe road design, enforcement, education, and community engagement to achieve this goal; and

WHEREAS, traffic crashes are among the leading causes of death in the United States¹; and

WHEREAS, 50 people were killed and 150 were seriously injured in the 2,267 traffic crashes which were reported within the region between 2019 to 2023; and

WHEREAS, speeding was by far the highest contributing factor in the region’s reported crashes, attributing to 708 crashes; and ²

WHEREAS, the Permian Basin Regional Planning Commission (PBRPC), the United States Department of Transportation (USDOT), and Texas Department of Transportation (TxDOT) have adopted policies to eliminate traffic fatalities and serious injuries; now, therefore

¹ <https://www.cdc.gov/transportation-safety/index.html>

² <https://cris.dot.state.tx.us/public/Query/app/home>

NOW, THEREFORE, BE IT RESOLVED, BY THE REEVES COUNTY COMMISSIONERS COURT:

1. Adopts the goal of zero traffic deaths and serious injuries, stating that no loss of life or serious injury is acceptable on our streets.
2. Commits to annual reporting and transparency, the ZRDGC is responsible for implementing the actions outlined in the CSAP; and to encourage accountability, the Committee will produce an Annual Vision Zero Progress Report and conduct a full CSAP update every five years.
3. Supports the implementation of recommended policies and programs, guided by the Six E's of Safety: Education, Encouragement, Enforcement, Engineering, Equity, and Evaluation.
4. Supports the implementation of recommended policies and programs, that addresses the most significantly impacted TxDOT safety emphasis areas
5. Supports collaboration with local jurisdictions, public safety and emergency response agencies, transit operators, school districts and colleges, community-based organizations, business stakeholders, health care organizations, the Permian Basin Regional Planning Commission, the State of Texas and other federal, state, and regional organizations that have similar goals to achieve Vision Zero.

PASSED AND ADOPTED by the Commissioners' Court of Reeves County, Texas on June 23rd, 2025, by the following vote: [Adopted] Motion Carried.

Reeves County, Texas

X

Leo Hung
Honorable Leo Hung
Reeves County Judge

6/23/25
Date

B. SOCIAL PINPOINT-PUBLIC ENGAGEMENT RESULTS



Date Submitted	Safety Category	Comments	Latitude	Longitude	Address
Dec 10, 2024, 10:36 AM	Other Traffic Safety	Livestock Accidents	31.77798934	-103.8681189	US Route 285, Orla, Texas 79772, United States
Dec 09, 2024, 10:03 AM	Speeding Issue	Driving too fast	31.4302591	-103.4999337	208 North Elm Street, Pecos, Texas 79772, United States
Dec 09, 2024, 10:01 AM	Blocked View	Visibility Issues	31.43193274	-103.4972499	201 East D Street, Pecos, Texas 79772, United States
Dec 09, 2024, 09:57 AM	Speeding Issue	Speeding here	31.43193818	-103.4972186	326 North Cedar Street, Pecos, Texas 79772, United States
Dec 09, 2024, 09:56 AM	Intersection Safety	signal - running issues	31.41714244	-103.4902656	104 East 12th Street, Pecos, Texas 79772, United States
Dec 09, 2024, 09:45 AM	Other Traffic Safety	dangerous corridor	31.22673153	-103.5686523	Texas Highway 17, Pecos, Texas 79772, United States
Dec 09, 2024, 09:45 AM	Other Traffic Safety	dangerous corridor	31.20405071	-103.5744418	6684 Texas Highway 17, Pecos, Texas 79772, United States
Dec 09, 2024, 09:44 AM	Other Traffic Safety	dangerous corridor	31.17433902	-103.5817809	Texas Highway 17, Balmorehea, Texas 79772, United States
Dec 09, 2024, 09:44 AM	Other Traffic Safety	dangerous corridor	31.15825042	-103.5858611	6995 Texas Highway 17, Balmorehea, Texas 79772, United States
Dec 09, 2024, 09:43 AM	Other Traffic Safety	dangerous corridor	31.2432238	-103.5644868	6375 Texas Highway 17, Pecos, Texas 79772, United States
Dec 06, 2024, 02:15 PM	Blocked View	Vertical sight distance issue in front of the fire station	31.72562793	-103.8229088	2895 US Route 285, Pecos, Texas 79772, United States
Dec 06, 2024, 02:11 PM	Intersection Safety	Dangerous intersection	31.70004552	-103.8009259	2731 US Route 285, Pecos, Texas 79772, United States
Dec 06, 2024, 02:08 PM	Intersection Safety	Dangerous intersection	31.63899762	-103.6439884	US Route 285, Pecos, Texas 79772, United States
Dec 06, 2024, 02:06 PM	Intersection Safety	Dangerous intersection	31.82524412	-103.9089148	9 Ranch to Market Road 652, Orla, Texas 79770, United States
Nov 18, 2024, 02:47 PM	Other Traffic Safety	Construction does not require cars to slow down, seems dangerous compared to NM on the same road - Jeff Oglesby, Workshop	31.77700889	-103.8711182	US Route 285, Orla, Texas 79772, United States
Nov 18, 2024, 02:42 PM	Other Traffic Safety	Road Construction Safty	31.76192832	-103.8694543	Inc. Cheyene 557-3-13 3h, Orla, Texas 79770, United States
Oct 30, 2024, 01:58 PM	Signage Issue	comment	31.28893725	-103.5876219	County Road 132, Pecos, Texas 79772, United States

C. FIELD OBSERVATIONS MEMORANDUM



MEMORANDUM

To: Reeves County
From: Kimley-Horn
Date: May 28, 2025
Subject: Reeves County CSAP – Field Observations and Recommendations

OVERVIEW

The following memorandum provides a summary of the field observations and recommendations along the 3 study corridors as part of the Reeves County Comprehensive Safety Action Plan (CSAP). Data collection details and efforts are also summarized.

IN-FIELD DATA COLLECTION

On April 3, 2025, the project team conducted in-field observations of the 3 study corridors to understand existing conditions, crash history, sight distance challenges, and other factors. The in-field observations provide an on-the-ground perspective of the current conditions of the corridor.

STATE HIGHWAY 302 – US 285 TO PECOS RIVER

The first study corridor is a 2.29-mile segment of State Highway 302, from US 285 to Pecos River. This rural study corridor, functionally classified as a major collector by the Texas Department of Transportation, begins as a three-lane undivided highway where northbound traffic has two lanes of traffic. As County Road 425 approaches, State Highway 302 incorporates an additional lane for southbound traffic, turning into a four-lane undivided highway for the remainder of the length of the study corridor. Traffic is separated by a small median with solid yellow striping on either side, and milled rumble strips in the center. There are 4 industrial businesses along the study corridor, as well as a large landfill. Additionally, the posted speed limit along the study corridor begins at 55 MPH and increases to 75 MPH. The peak daily traffic volume is approximately 6,277 vehicles

Corridor Recommendations

The following recommendations apply to the study corridor in its entirety.

Safety Lighting

There was an illumination deficiency observed throughout this corridor. It is recommended that safety lighting be added throughout the entirety of the study corridor – 30% of crashes along the study corridor occurred at nighttime. This lighting recommendation will increase visibility in situations of low light, providing a safer travel environment.

Expand Shoulder

Due to the narrow paved shoulders observed throughout the corridor, it is recommended to expand the shoulder to 8 feet in width. This shoulder widening will allow State Highway 302 to accommodate vehicles on the shoulder in a safer manner in the case of an emergency.

Lower Speed Limit

As a result of 49 crashes (50%) along the study corridor naming 'Speeding' as a contributing factor, it is recommended that the current speed limit of 75 MPH be lowered to 65 MPH. With this speed reduction there are many benefits such as reduced crash severity, shorter stopping distances, and more opportunities for drivers to react. The risk of fatality in crashes increases exponentially with speed – a 10 MPH reduction can lower the chance of death in both vehicle and pedestrian-involved crashes.

Super 2 (TxDOT Project)

It is recommended that a TxDOT 'Super 2' be added to State Highway 302 within the study corridor. The Super 2 is a cost-effective solution that opens up passing lanes at regular and alternating intervals along a roadway, allowing vehicles to pass slower moving traffic without the danger of crossing into a lane designated for oncoming traffic.

Intersection Recommendations

The following observations were made at the intersection-level along SH 302:

SH 302 & US 285***Safety Lighting***

Currently, this intersection has a handful of light poles throughout. To better light the entirety of the intersection, it is recommended that safety lighting be implemented, allowing a more robust and complete coverage of the intersection.

Striped Left Turn Arrows

When approaching US 285 while traveling along State Highway 302, there is insufficient striping to clearly indicate left-turn lane use. It is recommended that systemic signing and marking improvements be implemented at stop-controlled intersections, adding left turn arrows to better visually aid drivers and designate the left-turn-only lane.

Striped Right Turn Arrows

When approaching US 285 while traveling along State Highway 302, there is insufficient striping to clearly indicate right-turn lane use. It is recommended that systemic signing and marking improvements be implemented at stop-controlled intersections, adding right turn arrows to better visually aid drivers and designate the right-turn-only lane.

Transverse Rumble Strips & “Intersection Ahead” Signage (US 285)

There were 31 intersection-related crashes recorded at the State Highway 302 & US 285 intersection. With 32% of all of the recorded crashes along this corridor occurring at this intersection, it is recommended that transverse rumble strips be added along US 285 when approaching the State Highway 302 intersection. The implementation of transverse rumble strips serves as a visual, auditory, and tactile warning to drivers of the intersection ahead. Alongside transverse rumble strips, it is recommended to add “Intersection Ahead” signage to US 285 when approaching the intersection. This visual warning will alert drivers of the intersection so that drivers can increase awareness and be prepared to slow down.

Transverse Rumble Strips & “Intersection Ahead” Signage (SH 302)

Similar to the US 285 recommendations above, it is recommended that transverse rumble strips and “Intersection Ahead” signs be added along State Highway 302 to help gain driver attention ahead of the State Highway 302 & US 285 intersection. The transverse rumble strips work alongside the “Intersection Ahead” signage to gain attention of distracted drivers and then inform the drivers of what they need to be paying attention to.

Flashing Beacons

To further increase the level of awareness in drivers traveling along State Highway 302, it is recommended that flashing beacons be added onto the “Intersection Ahead” sign. These flashing beacons are another added measure to visually gain drivers’ attention ahead of the intersection.

SH 302 & CR 425

Safety Lighting

At the CR 425 intersection there currently exists no intersection lighting, highlighting an illumination deficiency. It is recommended that safety lighting be installed at this intersection specifically to highlight the presence of an intersection along the corridor.

STATE HIGHWAY 17 – CR 331 TO MARKET ROAD 3334

The second study corridor is a 2.00-mile segment of State Highway 17 – from County Road 331 to Market Road 3334. Functionally classified as a minor arterial by the Texas Department of Transportation, this study corridor is a two-lane undivided roadway separated by a dashed yellow centerline with raised pavement markers along the centerline. This rural travelway has a speed limit of 75 MPH with a peak daily traffic volume of 2,980 vehicles.

Corridor Recommendations

The following recommendations are applicable to the study corridor in its entirety.

Expand Shoulder

Due to the narrow paved shoulders observed throughout the corridor, it is recommended to expand the shoulder to 8-10 feet in width. This shoulder widening will allow State Highway 17 to

accommodate vehicles on the shoulder in a safer manner in the case of an emergency, moving vehicles out of the travel lane.

Double Yellow Centerline with Rumble Strips

Currently, State Highway 17 utilizes dashed yellow lines to separate the two lanes of traffic. Dashed yellow lines permit passing in either direction “when safe”. There were 3 crashes (38%) that named ‘Failed to Pass to Left Safely’ as a manner of collision, with one being the only fatal crash (K) along the corridor. Due to the frequency of crashes caused by unsafe passing, it is recommended that the centerline be upgraded to double yellow striping with centerline rumble strips to prohibit passing in both directions and enhance lane discipline. This recommendation provides visual, tactile, and auditory warnings to alert drivers who may inadvertently leave the travel lane, helping to regain the attention of vehicles encroaching into the opposing flow of traffic.

Speed Feedback Sign

It is recommended to install dynamic speed feedback signs along the corridor. 48% of crashes along the corridor named speeding as a contributing factor. Lowering vehicle speeds positively influences crash frequency and crash severity. Speed feedback signage aids drivers in speed compliance and increases awareness of vehicle speed.

Milled Rumble Strips

It is recommended that the shoulder be upgraded to have rumble strips milled. Milled rumble strips create deeper, more sharply defined grooves in the pavement and are more durable than any sort of raised rumble strip. As a result, they produce a louder sound when rolled over and stronger vibration when driven over.

US 285 – COUNTY ROAD 433 TO 1,950 FEET SOUTHEAST OF COUNTY ROAD 436

The third study corridor is a 0.93-mile segment of US 285, from County Road 433 to 1,900 feet south of County Road 436. This study corridor is functionally classed as ‘Other Principal Arterial’ by the Texas Department of Transportation. The study corridor is a two-lane undivided roadway with standard-width double yellow centerline striping separating opposing traffic. The speed limit throughout the study corridor is 55 MPH, and the peak daily traffic volume is 7,900 vehicles.

Corridor Recommendations

The following recommendations are applicable to the study corridor in its entirety.

Super 2 (TxDOT Project)

Due to the volume of crashes caused by ‘Passing in a No Passing Lane’ (11%) along the study corridor, it is recommended that a Super 2 be constructed along US 285. The Super 2 will allow for alternating passing lanes at regular intervals along a corridor. This recommendation gives drivers the

opportunity to pass slower moving vehicles in a manner that is legal and prohibited, without the full scale construction of a four-lane highway.

Wide Double Yellow Centerline

Currently there exists standard double yellow centerline striping along the study corridor. To enhance visibility and reinforce the no-passing restriction, it is recommended that the existing striping be upgraded to wide double yellow centerline striping. Wide double yellow striping utilizes wider striping than standard with double yellow striping. This creates a larger, more prominent center stripe, thus increasing the emphasis of no passing zones.

Centerline Rumble Strips

It is recommended that throughout the study corridor, centerline rumble strips be added. ‘Opposite Direction – Both Going Straight’ was named a manner of collision for 21% of crashes along the corridor, and 11% of crashes cited both ‘Failed to Drive in Single Lane’ and ‘Passed in No Passing Lane’ as contributing factors to the crashes. With the amount of lane departure crashes having taken place, centerline rumble strips will provide auditory and tactile feedback to drivers who unintentionally drift across the centerline.

Milled Rumble Strips

Along US 285, there currently exists no shoulder rumble strips along the roadway. With 11% of crashes citing ‘One Motor Vehicle – Going Straight’ as a manner of collision, along with 11% of crashing having the contributing factor ‘Failed to Drive in Single Lane’, it is apparent that lane departure is an issue along this corridor. In an effort to work alongside the other recommendations and help mitigate lane departure, it is recommended that milled shoulder rumble strips be added along the study corridor.

Intersection Recommendations

The following observations were made at the intersection-level along US 285:

US 285 & CR 436

Safety Lighting

There is currently insufficient lighting at the County Road 436 intersection along US 285. Given the absence of existing light poles, it is recommended that safety lighting be installed at this intersection to improve driver visibility, awareness, and overall safety. Notably, 33% of crashes at this location have occurred during dawn or dusk conditions, where natural light is limited.

US 285 & CR 433

Right Turn Deceleration Lane

Currently, at the US 285 & County Road 433 intersection, there is an RV trailer park and man camp that houses many people, bringing lots of vehicle traffic into and out of that driveway. It is recommended that a right turn deceleration lane be added for northbound traffic leading up to this driveway due to the high volume of deceleration at the intersection. Right-turn deceleration lanes give drivers a designated lane to safely decelerate before making a right turn. Rear-end crashes are the top manner of collision along the study corridor, accounting for 5 out of 19 total crashes (26%).

Right Turn Acceleration Lane

Along with the deceleration lane, it is recommended that a right-turn acceleration lane be added at the US 285 & County Road 433 intersection for vehicles turning out onto US 285 northbound. Right-turn acceleration lanes allow vehicles to safely increase speed before merging into the main travel lane.

Safety Lighting

When approaching the County Road 433 intersection, there are no light sources to illuminate it – 33% of crashes at this intersection happened at nighttime. Due to the observed lighting deficiency, it is recommended that safety lighting be placed to increase safety, visibility, and awareness at this intersection.

D. STUDY CORRIDOR CMF CALCULATIONS



ID	Study Corridor	Corridor	Location	Recommendation	CVL ID #	Countermeasure	CVL	CMF Crash Type	CMF Crash Severity	CMF Area Type	CMF Crash Type Count	CMF Crash Type - 20 Years	CMF Reduction - 20 Years
1.1	SH 17	Corridor	Corridor	Makes shoulders	0.355	Makes Shoulders	0.35	All	All	Rural	8	32	8
1.2	SH 17	Corridor	Corridor	Reactive centerline route allow	0.321	Upgrade Intersection Prospann Arterials	0.35	All	All	All	8	32	8
1.3	SH 17	Corridor	Corridor	And centerline route stops	0.322	Install centerline route stops	0.39	All	All	Rural	8	32	4
1.4	SH 17	Corridor	Corridor	And centerline route stops to be milled	0.323	Install edge line or shoulder route stops	0.39	Two-way / Lane Separation	All	All	1	4	1
1.5	SH 17	Corridor	Corridor	And speed feedback signs	0.324	Install Dynamic Speed Feedback Sign	0.35	All	All	Rural	8	32	2

ID	Study/Corridor	Context	Location	Recommendation	CMF ID #	Countermeasure	CMF	CMF Crash Type	CMF Crash Severity	CMF Area Type	CMF Crash Type Count	CMF Crash Type - 30 Years	CMF Reduction - 20 Years
2.1	US 265	Corridor	Corridor	Consolidate Street Lanes (Full/OT Right)	2052	Install reflective catwalks, lane, and curb line delineators	0.65	Non-alleyside	All	Rural	6	24	9
2.2	US 265	Corridor	Corridor	Realign center line to wide shoulders	3507	Upgrade lane section from 10' to 12'	0.75	All	All	All	19	76	19
2.3	US 265	Corridor	Corridor	Add center line rumble strips	2542	Install center line rumble strips	0.69	Roadway/Lane Bdg	All	Rural	1	4	1
2.4	US 265	Corridor	Corridor	Add middle shoulder rumble strips	2753	Install edge line or shoulder rumble strips	0.69	All	All	All	3	12	1
2.4.1	US 265	Intersection	US 265 & CR 433	Construct right turn acceleration lanes	2403	Install acceleration lane to improve TOPL	0.62	All	All	N/A - Controlled	3	12	1
2.4.2	US 265	Intersection	US 265 & CR 433	Construct left turn acceleration lanes	2404	Install acceleration lane to improve TOPL	0.62	All	All	N/A - Controlled	3	12	1
2.4.3	US 265	Intersection	US 265 & CR 433	Construct right turn acceleration lanes	2405	Install acceleration lane to improve TOPL	0.62	All	All	All	3	12	4
2.5.1	US 265	Intersection	US 265 & CR 432	Add lighting	2776	Install lighting	0.68	All	All	All	3	12	4

* Assuming an 80% acceleration lane; CMF = 0.7-2.50 (length of New - length of Existing)

ID	Study Corridor	Context	Location	Recommendation	CME ID #	Countermeasure	CWF	CWF Crash Type	CWF Crash Severity	CWF Area Type	CWF Crash Type Count	CWF Crash Type - 20 Years	CWF Reduction - 20 Years
2.1	SH 302	Corridor	Corridor	Add lighting	7776	Install lighting	0.68	All	All	Rural	68	262	81
2.2	SH 302	Corridor	SH 302 & I-10 I-425	Expand shoulder to 8ft	6598	Widen shoulder	0.689	All	K&D	Rural	23	92	29
2.2	SH 302	Corridor	Corridor	Lower posted limit to 55	1708	Lower posted speed	0.689	All	K&D	Not Specified	22	92	14
2.2	SH 302	Intersection	SH 302 & US 285	Lower posted limit to 55	1708	Replace driver with stop sign	0.68	All	All	Not Specified	31	124	21
2.4.2	SH 302	Intersection	SH 302 & US 285	Add lighting	7776	Install lighting	0.68	All	All	All	31	124	40
2.4.3	SH 302	Intersection	SH 302 & US 285	Add left turn arrows on SH 302 approaching US 285	8872	Implement systematic signing and marking improvements at stop-controlled intersections	0.748	All	All	Rural	31	124	32
2.4.4	SH 302	Intersection	SH 302 & US 285	Add right turn arrows on SH 302 approaching the lanes	8872	Implement systematic signing and marking improvements at stop-controlled intersections	0.748	All	All	Rural	31	124	32
2.4.5	SH 302	Intersection	SH 302 & US 285	Add transverse rumble strips on US 285 with "Intersection Ahead" signs	7206	Install transverse rumble strips on stop controlled approaches in rural areas	0.745	All	K&D	All	8	32	9
2.4.6	SH 302	Intersection	SH 302 & US 285	Add transverse rumble strips on SH 302 with "Intersection Ahead" signs	7206	Install transverse rumble strips on stop controlled approaches in rural areas	0.745	All	K&D	All	8	32	9
2.4.7	SH 302	Intersection	SH 302 & US 285	Controlled access right-of-way purchase (Bioscience)	480	Implement systematic signing and marking improvements at stop-controlled intersections	0.68	All	All	Not Specified	31	124	53
2.4.8	SH 302	Intersection	SH 302 & US 285	Add flashing "Intersection Ahead" sign on SH 302	8872	Implement systematic signing and marking improvements at stop-controlled intersections	0.748	All	All	Rural	31	124	32
2.3.1	SH 302	Intersection	SH 302 & CR 425	Add lighting	7776	Install lighting	0.68	All	All	All	4	16	6

* Treatment recommended in the RSP however the study lacks specification on multitude of sites, correlation of variables, and other scientific phases



REEVES CO.



SAFETY ACTION PLAN