

MIDLAND VISION ZERO IMPLEMENTATION PROGRESS REPORT

2025



JULY 2025

Prepared by
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STRATEGIC
PARTNERSHIPS
OFFICE



VISION ZERO
Safe Streets for Midland

INTRODUCTION

In June of 2024, the City of Midland adopted the final Vision Zero Comprehensive Safety Action Plan (CSAP), committing to the goal of ZERO roadway fatalities by 2050 in conjunction with both Midland County and the State of Texas' Vision Zero program. Utilizing best practices and actions outlined in the Federal Highway Administration's Safe Systems Approach built on the idea that roadway fatalities and serious injuries are preventable, the City of Midland has made purposeful commitments to increasing safety for all road users through enhanced enforcement and education, people-first infrastructure and design planning and implementation, and multi-levelled collaboration both internally and within our community. This report provides a summary of actions completed by the City towards reaching Vision Zero during the CSAP's inaugural year, as well as data comparisons from the initial CSAP data (2022) to the first year of the CSAP's adoption. (2024).





CITY AND COUNTY COLLABORATION

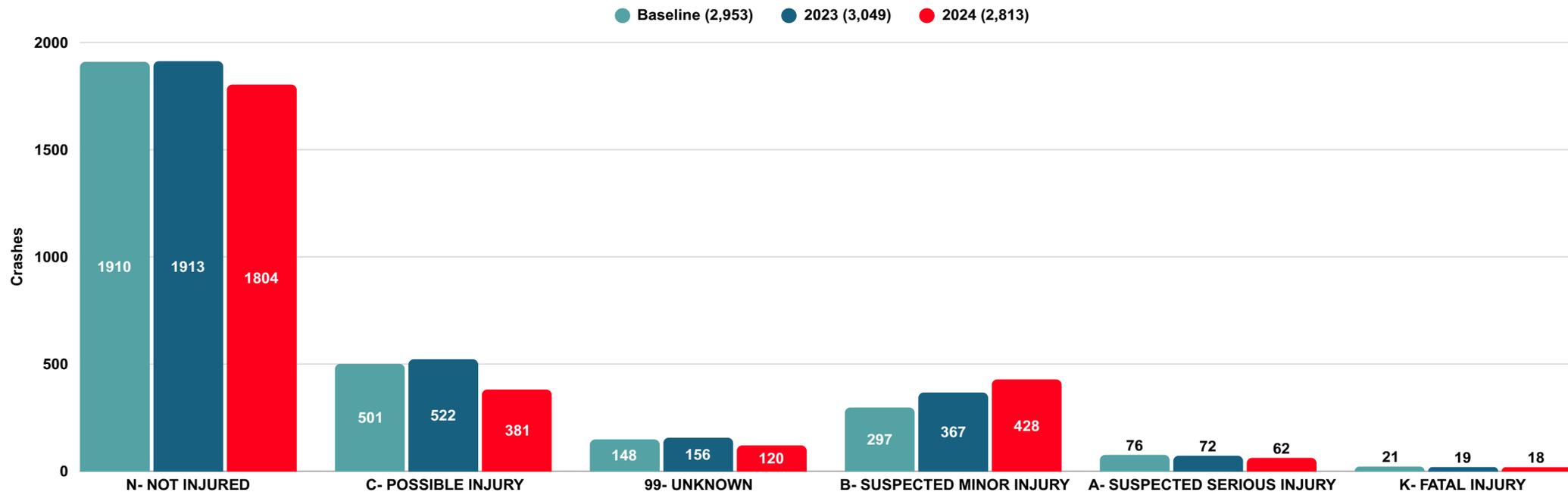
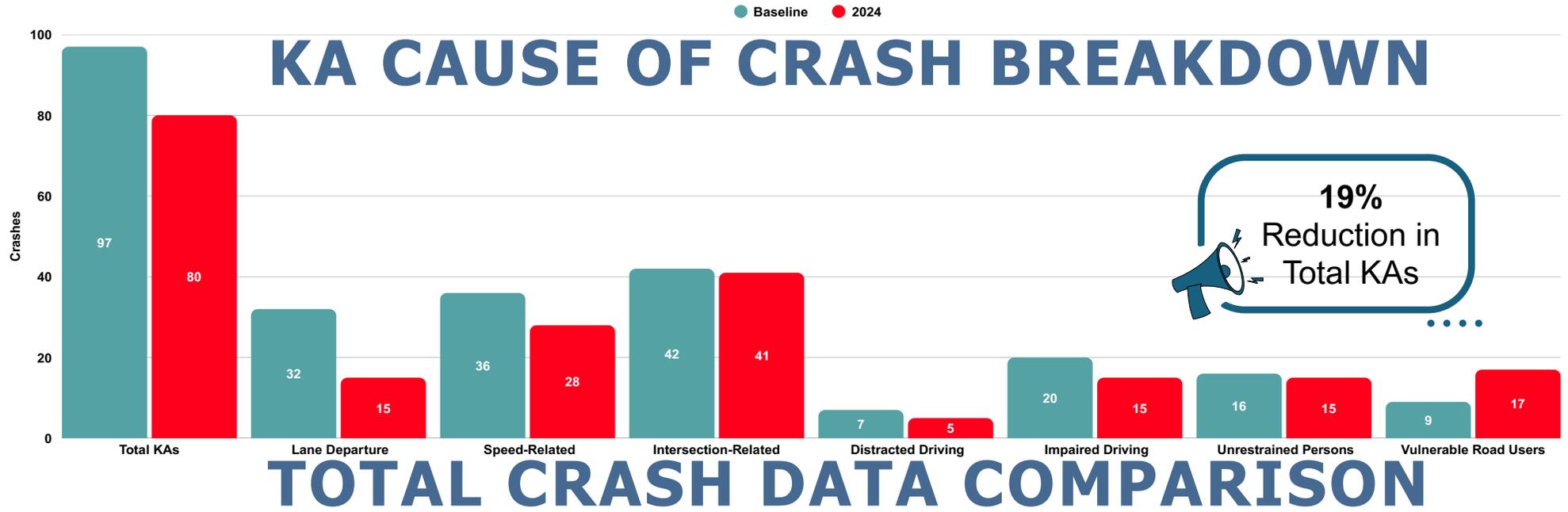
MIDLAND UNITED

In the spring of 2023, the City of Midland and Midland County initiated the joint creation of both the City and County Vision Zero Comprehensive Safety Action Plans to address roadway and safety needs holistically for all of Midland.

Midland City Council and Midland County officially adopted the goal of Vision Zero, meaning Zero roadway fatalities by 2050 in a dual Comprehensive Safety Action Plan adoption ceremony August of 2024.

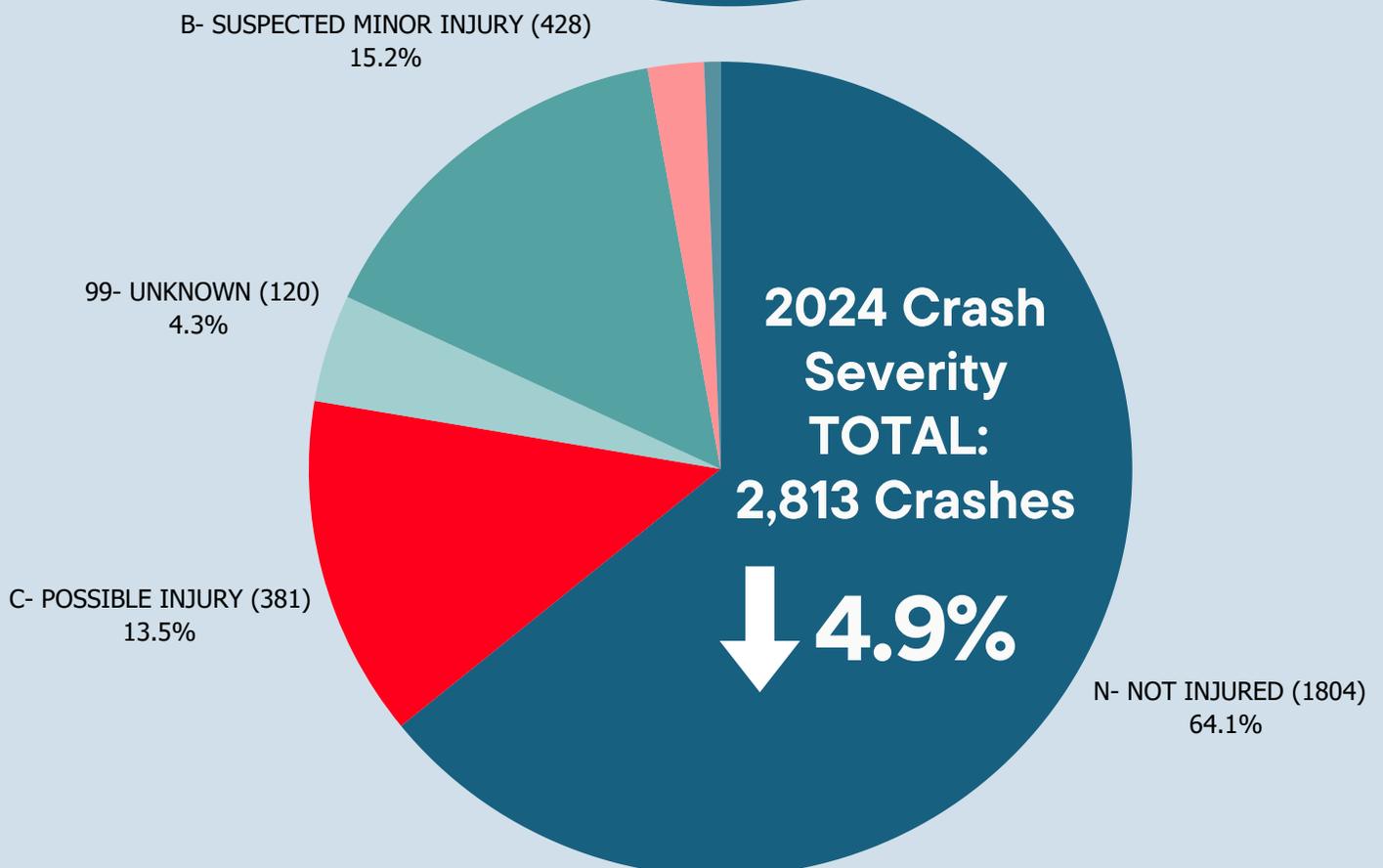
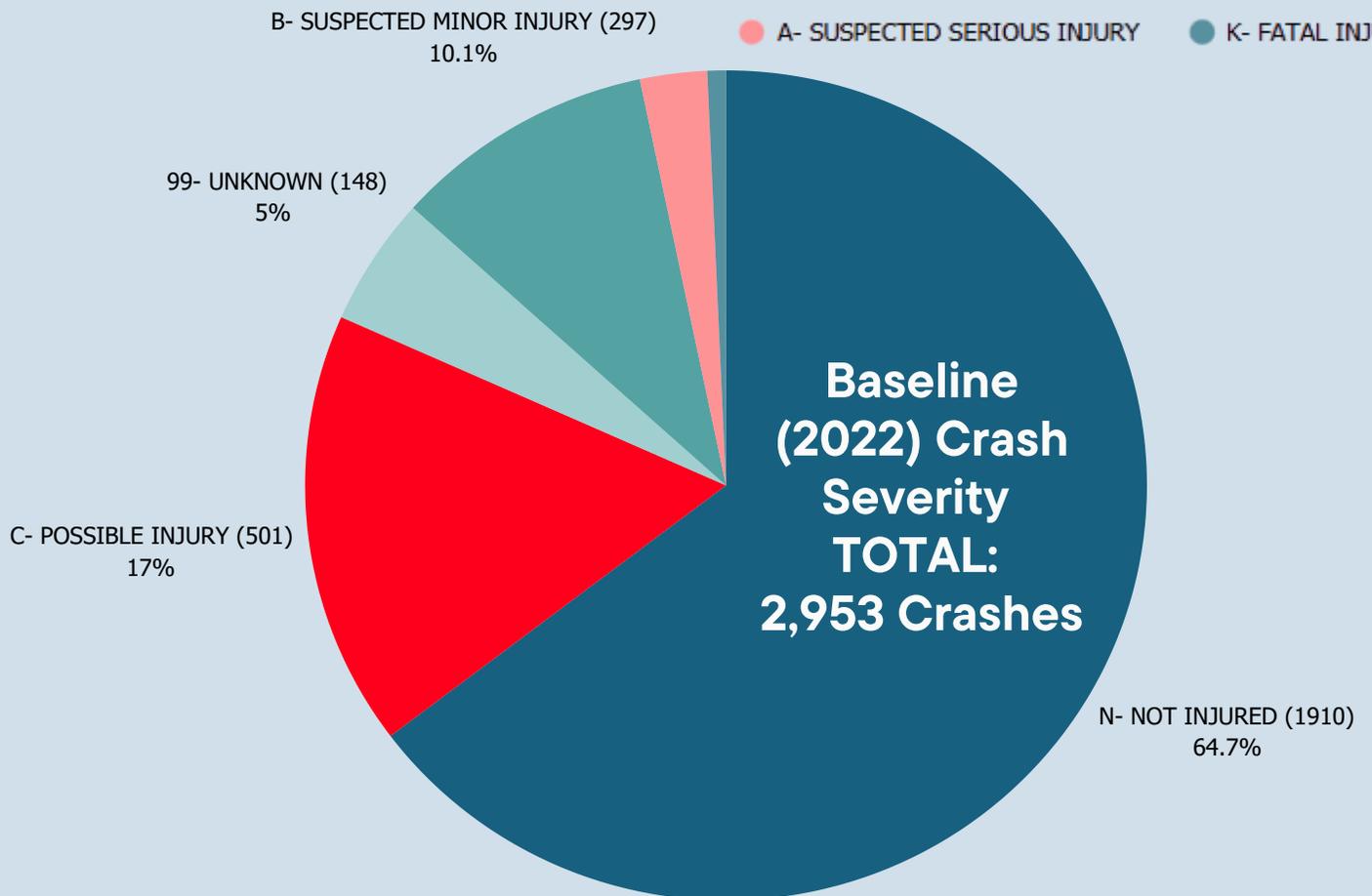
DATA

For this initial update, data from calendar year 2024 is compared to baseline data from the current CSAPs (2022 data) concerning total crash severity and fatal and severe injury (KA) emphasis areas to gain insight on strengths and needs for future planning that is data driven.



ANNUAL SEVERITY BREAK DOWN

- N- NOT INJURED
- C- POSSIBLE INJURY
- 99- UNKNOWN
- B- SUSPECTED MINOR INJURY
- A- SUSPECTED SERIOUS INJURY
- K- FATAL INJURY



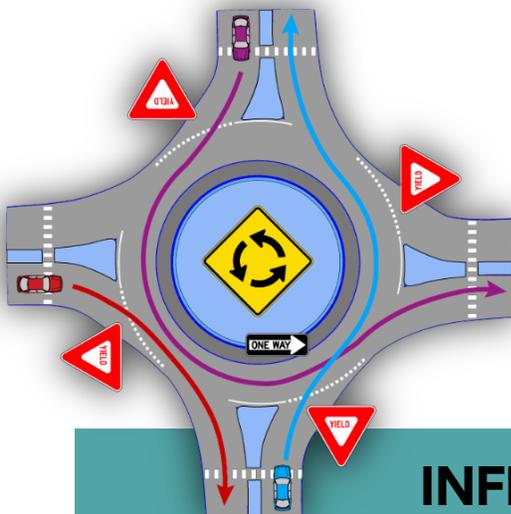
ROADWAY IMPROVEMENTS (SINCE 2024)

Ensuring our roadways are built, maintained, and updated appropriately helps the City of Midland reach our Vision Zero Goals. Using strategies and identified needs and mitigation actions from the 2024 CSAP, the Engineering Department has dedicated themselves to improving safety on our roads for all users.

- * Retrofitted 4 existing intersections with Reflective Backplates.
- * Bike lanes added along several roadways and around schools such as Legacy High.
- * Installed 3 Rapid Flash Beacons around Midland High and designed all new traffic signals with pedestrian push buttons.
- * Installed new thermo crosswalks and speed bars, and repainted curbs at 9 MISD schools.
- * Updated pedestrian infrastructure at 7 intersections.



PEDESTRIAN/ BIKE IMPROVEMENTS



- * Added the Longview & Belmont roundabout (with more planned) to increase safety and reduce congestion. This new installation reduced crashes from 8 in 2023 (Jan- Apr), to 1 in 2025 - **an 87.5% reduction.**
- * Upgraded 8 existing intersections to signalized intersections.
- * Switched regular speed limit signs with R2-1 signs with the red reflective border.

INFRASTRUTURE IMPROVEMENTS



ENFORCEMENT EFFORTS

TRAFFIC ENFORCEMENT

Led by Lieutenant Pete Dehlinger, MPD's Traffic Enforcement Division has prioritized enforcement efforts in alignment with the Vision Zero CSAP to address our highest priority traffic needs such as red-light running and speeding through targeted programs.

- Intersection Intervention Program
- Operation Cruise Control
- Click it or Ticket Campaign

As a result of Vision Zero based enforcement initiatives, Since June of 2024 Midland PD has conducted:

2,000+
Traffic stops

1,000+
Citations

50+
Arrests



CRIME PREVENTION & COMMUNITY RELATIONS

With guidance from Sergeant Michael Wilson since mid-2024, the Crime Prevention and Community Relations division of MPD has strengthened and redesigned current programs with plans to develop new programs aimed at education and engagement. Programs include:

- Citizens on Patrol
- Coffee with Cops
- Youth Athlete Programs
- Seeking to improve teen/young driver education and exposure program

NEW CSAP VULNERABLE ROAD USER (VRU) STRATEGY



ACTION VR5.1

Create and establish ordinances that encourage safe transportation practices and enforceable protective measures



ACTION VR5.2

Create policies and procedures that establish and enhance ADA and pedestrian targeted features in public areas



STRATEGY VRU5. CREATE AND IMPLEMENT POLICIES AND PROCEDURES TO ENHANCE ENFORCEMENT AND SAFETY

In an effort to address the rising KA events associated with vulnerable road users (pedestrians, bicyclists, motorcyclists, etc.), the City of Midland is adding a new strategy aimed at establishing (i) ordinances that promote safe transportation practices and enforceable protective measures, and (ii) policies and procedures to implement and enhance ADA and pedestrian targeted features in public areas.

PROTECTING OUR CITIZENS

VRU crash data was collected and reviewed to design new strategies aimed at encouraging safe non-vehicle based transportation.

- In 2024, there were **45 total** crashes involving VRUs.
- KA crashes involving VRUs **doubled** from 2022 to 2024.
- Of the 45 total crashes in 2024, **only 15 were at intersections**. This means a majority of crashes are occurring on road sections **deemed unsafe for VRUs**.

USDOT SAFE STREETS & ROADS FOR ALL (SS4A) GRANT AWARD

The Safe Streets and Roads for All (SS4A) program is a federal initiative supporting local efforts to eliminate traffic deaths through safer road design, enforcement, and education. It aligns with Midland's Vision Zero goal of zero roadway fatalities by 2050.

The City of Midland adopted its Vision Zero Comprehensive Safety Action Plan (CSAP), developed with consultant Kimley-Horn, which identifies high-risk areas such as the Lamesa Rd. corridor. With SS4A funding, the city will begin implementing key improvements from the plan, including corridor enhancements and citywide signal retiming.

Grant Funding (80%)

\$8,664,368

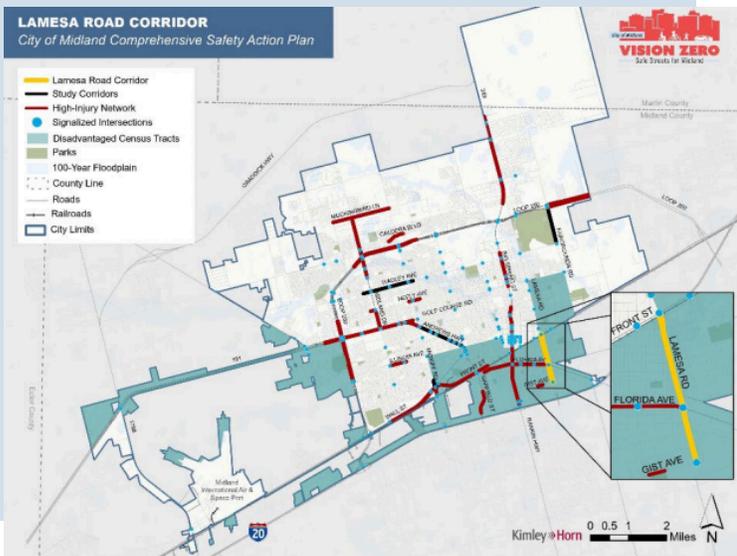
City Match (20%)

\$2,166,092

Total Project Cost (100%)

\$10,830,460

LAMESA ROAD CORRIDOR
City of Midland Comprehensive Safety Action Plan



Location

The Lamesa Rd. corridor project targets a 1.4-mile stretch from BI-20 to Gist Ave., where 41% of Midland's bicycle and pedestrian crashes have occurred. The area lies within federally designated Transportation Disadvantaged, Area of Persistent Poverty, and Historically Disadvantaged Areas, impacting 12,000 residents—56% of whom live at or below the poverty line. The funding also supports citywide intersection signal retiming.

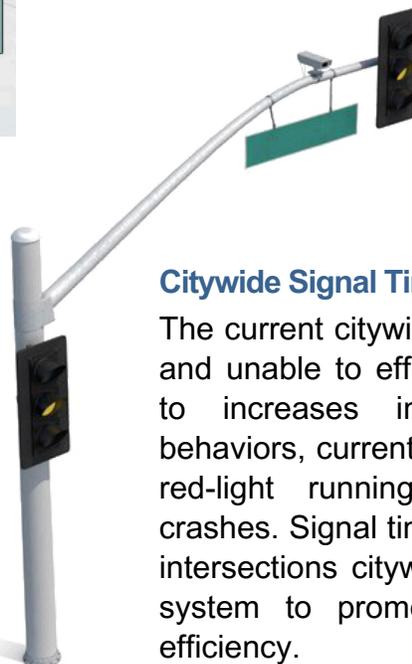
Lamesa Rd. Corridor Enhancements

Proposed safety improvements are estimated to reduce total crashes by 618 over a 20-year period. The project will implement the following:

- Corridor-wide access management, illumination, sidewalk improvements, and the removal of sidewalk obstructions
- Pedestrian safety improvements with high visibility crosswalk and pedestrian striping, signals, and beacons
- Reevaluation of traffic calming and efficiency options
- Reflective backplates and reflective striping
- Improve access to schools in the area

Citywide Signal Timing

The current citywide timing plan is outdated and unable to effectively guide traffic. Due to increases in traffic volumes and behaviors, current signal timing is related to red-light running and failure to yield crashes. Signal timing will be updated on all intersections citywide to create a complete system to promote citywide safety and efficiency.



NEXT STEPS

* CONTINUED INTERSECTION IMPROVEMENTS

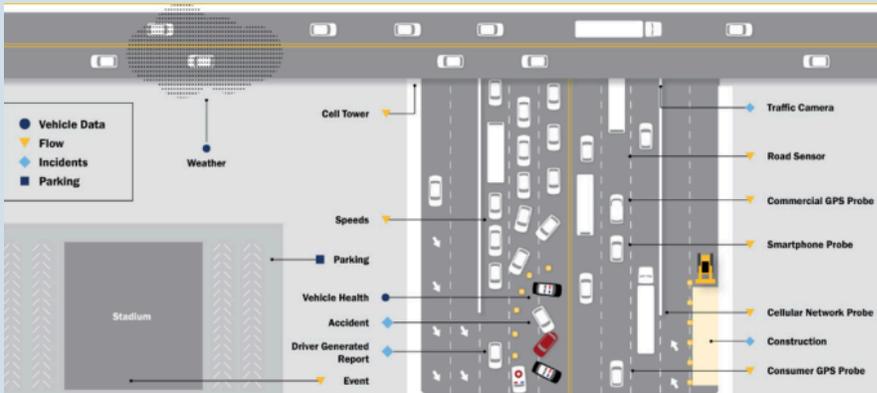
Following the review of data from the original CSAP to 2024, implemented intersection improvements have proved successful in helping Midland reach our Vision Zero goal. Following this trend, Midland's Engineering Department will continue retrofitting current intersections and designing new intersections with ADA enhancements, reflective backplates, red light indicator lights (RLILs) or "tattle tale" lights, and other identified safety and mitigation upgrades.



* DATA COLLECTION AND FUTURE PLANNING

Internal efforts will be continued to plan and design transportation systems, ordinances, and programs that place safety at the forefront including but not limited to:

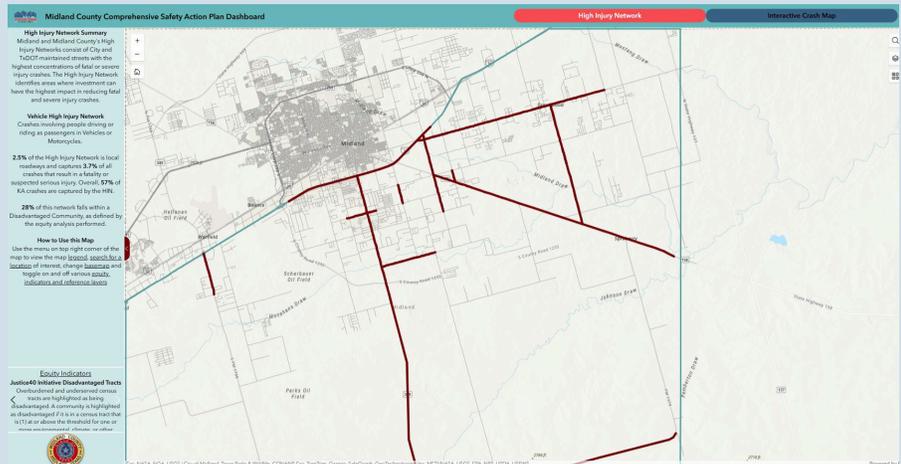
- Studies to identify best suited areas to add or improve bike and pedestrian facilities
- Increasing law enforcement and education efforts
- Increasing data management and collection activities through external partnerships and access to additional databases.
- Identifying community specific needs and establishing ordinances to protect all road users.



* CITY & COUNTY COLLABORATION

The City of Midland and Midland County are working together to manage and update a joint Vision Zero GIS interactive map. As progress is made in projects to help Midland reach Vision Zero by 2050, the GIS map will be updated quarterly for public viewing to increase transparency.

Both the City and the County also work together to address growth and congestion in coordination with the PBMPO and TXDOT Odessa District.



RESOLUTION NO. 2025-098

**RESOLUTION APPROVING THE CITY OF
MIDLAND'S 2025 VISION ZERO COMPREHENSIVE
SAFETY ACTION PLAN ANNUAL
IMPLEMENTATION PROGRESS REPORT**

WHEREAS, Resolution No. 2024-067 approved the adoption of the City of Midland Vision Zero Policy as a comprehensive and data-driven approach to achieving the goal of zero traffic deaths and serious injuries by the year 2050, consistent with the Texas Department of Transportation's adopted goal for same; and

WHEREAS, Resolution No. 2024-076A approved the adoption of the Vision Zero Comprehensive Safety Action Plan to ensure alignment with the Vision Zero Policy in the City's planning and designing of projects to reach the goal of zero traffic deaths and serious injuries by the year 2050; and

WHEREAS, the Vision Zero Comprehensive Safety Action Plan requires the Vision Zero Task Force to submit an annual implementation progress report to the City Council; and

WHEREAS, the Vision Zero Task Force has submitted its annual implementation progress report, which is attached hereto as Exhibit A and incorporated herein for all purposes; and

WHEREAS, the City Council finds it to be in the public interest to approve the annual implementation progress report submitted by the Vision Zero Task Force;

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF
THE CITY OF MIDLAND, TEXAS:**

SECTION ONE. That the annual implementation progress report is hereby approved.

SECTION TWO. That the City Secretary is hereby authorized and directed to certify the approval of this resolution by the City Council.

On motion of Council member Stubbs, seconded by Council member Ladd, the above and foregoing resolution was adopted by the City Council of

the City of Midland at a regular meeting on the 22nd day of July, A.D.,
2025, by the following vote:

Council members voting "AYE": Burkholder, Stretcher Burkes, Blong, Stubbs, Ladd, Norman

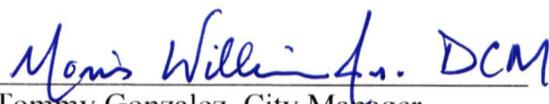
Council members voting "NAY": None


Lori Merritt Blong, Mayor

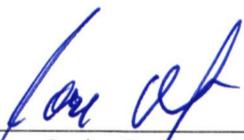
ATTEST:


Marcia Bentley-German, City Secretary

RECOMMENDED AND APPROVED:


Tommy Gonzalez, City Manager

APPROVED AS TO CONTENT
AND COMPLETENESS:


Jose Ortiz, Deputy City Manager

APPROVED AS TO FORM ONLY:


Nicholas Toulet, Interim City Attorney

RESOLUTION NO. 2025-099

**RESOLUTION APPROVING AMENDMENT NO. 1 TO
THE CITY OF MIDLAND VISION ZERO
COMPREHENSIVE SAFETY ACTION PLAN**

WHEREAS, Resolution No. 2024-067 approved the adoption of the City of Midland Vision Zero Policy as a comprehensive and data-driven approach to achieving the goal of zero traffic deaths and serious injuries by the year 2050, consistent with the Texas Department of Transportation’s adopted goal for same; and

WHEREAS, Resolution No. 2024-076A approved the adoption of the Vision Zero Comprehensive Safety Action Plan to ensure alignment with the Vision Zero Policy in the City’s planning and designing of projects to reach the goal of zero traffic deaths and serious injuries by the year 2050; and

WHEREAS, the Vision Zero Comprehensive Safety Action Plan requires that all major revisions, including any substantive changes, be approved by the City Council; and

WHEREAS, the City Council finds it to be in the public interest to approve Amendment No. 1 to the Vision Zero Comprehensive Safety Action Plan;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF MIDLAND, TEXAS:

SECTION ONE. That Amendment No. 1 to the Vision Zero Comprehensive Safety Action Plan is hereby approved. Said amendment being in a form substantially similar to that of Exhibit A, which is attached hereto and incorporated herein for all purposes.

SECTION TWO. That the City Secretary is hereby authorized and directed to certify the approval of this resolution by the City Council.

On motion of Council member Burkholder, seconded by Council member Ladd, the above and foregoing resolution was adopted by the City Council of the City of Midland at a regular meeting on the 22nd day of July, A.D., 2025, by the following vote:

Council members voting “AYE”: Burkholder, Stretcher Burkes, Blong, Stubbs, Ladd, Norman

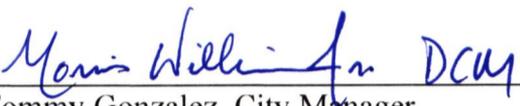
Council members voting “NAY”: None


Lori Merritt Blong, Mayor

ATTEST:


Marcia Bentley-German, City Secretary

RECOMMENDED AND APPROVED:


Tommy Gonzalez, City Manager

APPROVED AS TO CONTENT
AND COMPLETENESS:


Jose Ortiz, Deputy City Manager

APPROVED AS TO FORM ONLY:


Nicholas Toulet, Interim City Attorney