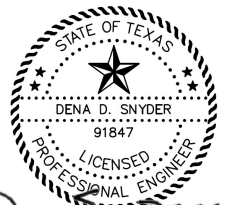


VISION ZERO ACTION PLAN: ADDENDUM



s+v+traffic

snyder | voigt traffic engineers



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SV TRAFFIC, LLC 09/12/2022
F-22244

1. Introduction

This Vision Zero Action Plan Addendum (Addendum) identifies potential safety improvements for the highest risk corridors on Harris County's High Injury Network. The document is intended to accompany and serve as an addendum to the Vision Zero Action Plan (August 2022).

This Addendum represents the first of several phases to address traffic safety challenges on the High Injury Network. While roadway safety improvements are needed throughout the entire High Injury Network, the County must focus its limited resources on roadways that are under its maintenance and enforcement jurisdiction. The Addendum identifies safety projects for thirty-three of the highest risk corridors, which together comprise 73 miles or about 20 percent of the total miles of High Injury Network roadways located within the County's jurisdiction.

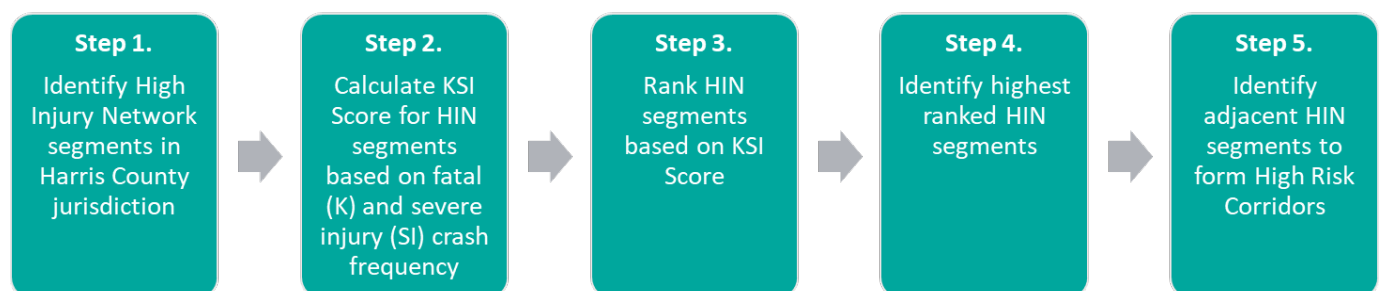
The Addendum identifies proven safety countermeasures that could be addressed quickly and/or at a low cost, as well as long-term roadway improvements needed to address traffic safety challenges on these highest risk corridors. Harris County will endeavor to fund, design, and implement these safety improvements over the next five to ten years to move closer to its goal of zero traffic related deaths and/or serious injuries on County roadways by 2030. The County will also seek opportunities to partner with State and local agency partners to implement safety projects on corridors that cross multiple jurisdictions.

2. High Risk Corridor Selection

As documented in the County's Vision Zero Action Plan, the High Injury Network (HIN) represents the six percent of local agency roadways that account for sixty percent of fatal and serious injury crashes during the 5-year timeframe from 2014 through 2018. Developed collaboratively with the City of Houston's Vision Zero Data Team, the High Injury Network consists of ½-mile roadway segments spatially joined to fatal and severe injury crash locations that occurred along or within 50- feet of the segment.

As shown in Figure 1, a data-driven screening process was used to examine the 2014-2018 Vision Zero High Injury Network and identify segments within Harris County's jurisdiction with the highest frequency of fatal and severe injury crashes. Section 5 provides supplemental details on the corridor selection methodology.

Figure 1. High Risk Corridor Selection



First, all High Injury Network segments within Harris County's jurisdiction were identified based on a geospatial comparison to Harris County's Road Log (roadway inventory database). A total of 812 High Injury Network segments (totaling 381 miles) were determined to be within Harris County's jurisdiction. Then, segments were scored separately based on the frequency of fatal (K) and serious injury (SI) crashes that occurred during the 5-year period from 2014 through 2018. The scoring methodology was inclusive of all modes and provided equal consideration for the worst segments for driving, bicycling, and walking (that is, segments with the highest number of pedestrian and bicyclist KSI crashes were scored the same as segments with the highest number of vehicular KSI crashes). The resulting KSI score (0 to 20) was used to rank and prioritize the highest ranked segments (identified as having a KSI score of 10 or higher) where safety improvements could reduce KSI crashes across all modes. Section 5 provides the ranking results for all High Injury Network segments in Harris County jurisdiction.

Next, the highest ranked segments were expanded into High Risk Corridors, which were selected based on logical project limits and include the highest ranked ½-mile High injury Network segments, as well as lower ranked segments of the High Injury Network in close proximity to the highest ranked segments. The project team worked closely with Harris County staff to ensure the ranking methodology and High Risk Corridor locations adequately reflect the highest risk segments based on staff knowledge of problem areas, ongoing or recently completed capital improvement projects, and priority needs for safety evaluation. The High Risk Corridor locations are summarized in Table 1 and Figure 2.

Table 1. High Risk Corridor Locations

| No. | Roadway | Corridor Limits | Length (mi) |
|-----|-----------------------|--|-------------|
| 1 | Rankin Road | East of IH 45 NBFR to Imperial Valley Drive | 1.0 |
| 2 | Veterans Memorial Dr | FM 1960 to N Sam Houston Parkway W | 4.2 |
| 3 | Aldine Mail Road | Aldine Westfield Road to Easthampton Drive | 2.6 |
| 4 | Antoine Drive | Veterans Memorial Drive to N Sam Houston Parkway W | 1.7 |
| 5 | Stuebner Airline Road | North of Spring Cypress Road to FM 1960 | 5.2 |
| 6 | Veterans Memorial Dr | N Sam Houston Parkway W to SH 249 | 3.4 |
| 7 | W Montgomery Road | SH 249 to Wavell Street | 2.0 |
| 8 | Spencer Highway | Galveston Road to Somerton Drive | 8.0 |
| 9 | Dominion Park Drive | Kuykendahl Road to IH 45 Southbound Frontage Road | 0.5 |
| 10 | W Mount Houston Rd | IH 45 Northbound Frontage Road to Airline Drive | 0.9 |
| 11 | Barbers Hill Road | Garth Road to Crosby Barbers Hill Road | 0.5 |
| 12 | Hollow Tree Lane | Cali Drive to IH 45 Northbound Frontage Road | 1.0 |
| 13 | Ella Boulevard | At Barren Springs Drive | n/a |
| 14 | Jones Road | Grant Road to Ranchstone Drive | 4.0 |
| 15 | West Road | Veterans Memorial Drive to IH 45 | 1.75 |
| 16 | Atascocita Road | Kings Parkway to FM 1960 | 0.9 |
| 17 | Grant Road | Perry Road to SH 249 | 0.5 |
| 18 | Louetta Road | SH 249 to Cannaberry Way | 8.4 |
| 19 | Airline Drive | N of West Road to Canino Road | 3.5 |
| 20 | Homestead Road | N of Tidwell Road to S of Miley Street | 2.5 |
| 21 | Homestead Road | S of Old Humble Road to Winfield Road | 0.6 |
| 22 | Huffman Cleveland Rd | Hickory Ridge Drive to Commons Vista Drive | 1.7 |
| 23 | W Lake Houston Pkwy | Pine Cup Drive to Atascocita Middle School | 1.0 |
| 24 | Bissonnet Street | Sugar Land Howell Road to Synott Road | 1.3 |

| No. | Roadway | Corridor Limits | Length (mi) |
|-----|---------------------|--|-------------|
| 25 | Fry Road | N of Keith Harrow Boulevard to Franz Road | 3.5 |
| 26 | Fallbrook Drive | W of NW Park Drive to Veterans Memorial Drive | 2.3 |
| 27 | Spears Road | Veterans Memorial Drive to W of TC Jester | 1.0 |
| 28 | Spring Cypress Road | Memorial Spring Drive to W of Valka Road | 2.2 |
| 29 | W Little York Road | E of Hempstead Road to W of Fairbanks N Houston Rd | 1.2 |
| 30 | Alice Road | Green Meadow Road to SH 249 | 0.5 |
| 31 | Barker Cypress Road | N of West Little York Road at Gummert Rd | 0.7 |
| 32 | Greenhouse Road | Clay Road to Golden Wave Drive | 1.3 |
| 33 | Greenhouse Road | IH-10 to Misty Cove Drive | 2.5 |

3. High Risk Corridor Equity Impact

High Risk Corridors were evaluated based on their proximity to socially vulnerable population groups utilizing 2018 5-Year American Community Survey estimates. As shown in Table 2, High Risk Corridor census tracts comprise over 40 percent of all socially vulnerable population compared to the overall High Injury Network. Of the total number of persons living in poverty (372,687) in the High Injury Network census tracts, 165,448 or 44 percent are living in High Risk Corridor census tracts. Similarly, 43 percent of the minority population (all persons except White, non-Hispanic) who live in the High Injury Network census tracts are in High Risk Corridor census tracts. Of the households with no vehicles available, who, as bicyclists and pedestrians, are among the most vulnerable road users, 43 percent live in High Risk Corridor census tracts. Furthermore, almost half, or 48 percent, of the persons who speak English less than well in the High Injury Network census tracts are in the High Risk Corridor census tracts. Of the total population of persons aged 65 years or older in the High Injury Network census tracts, 39 percent live in the High Risk Corridor census tracts.

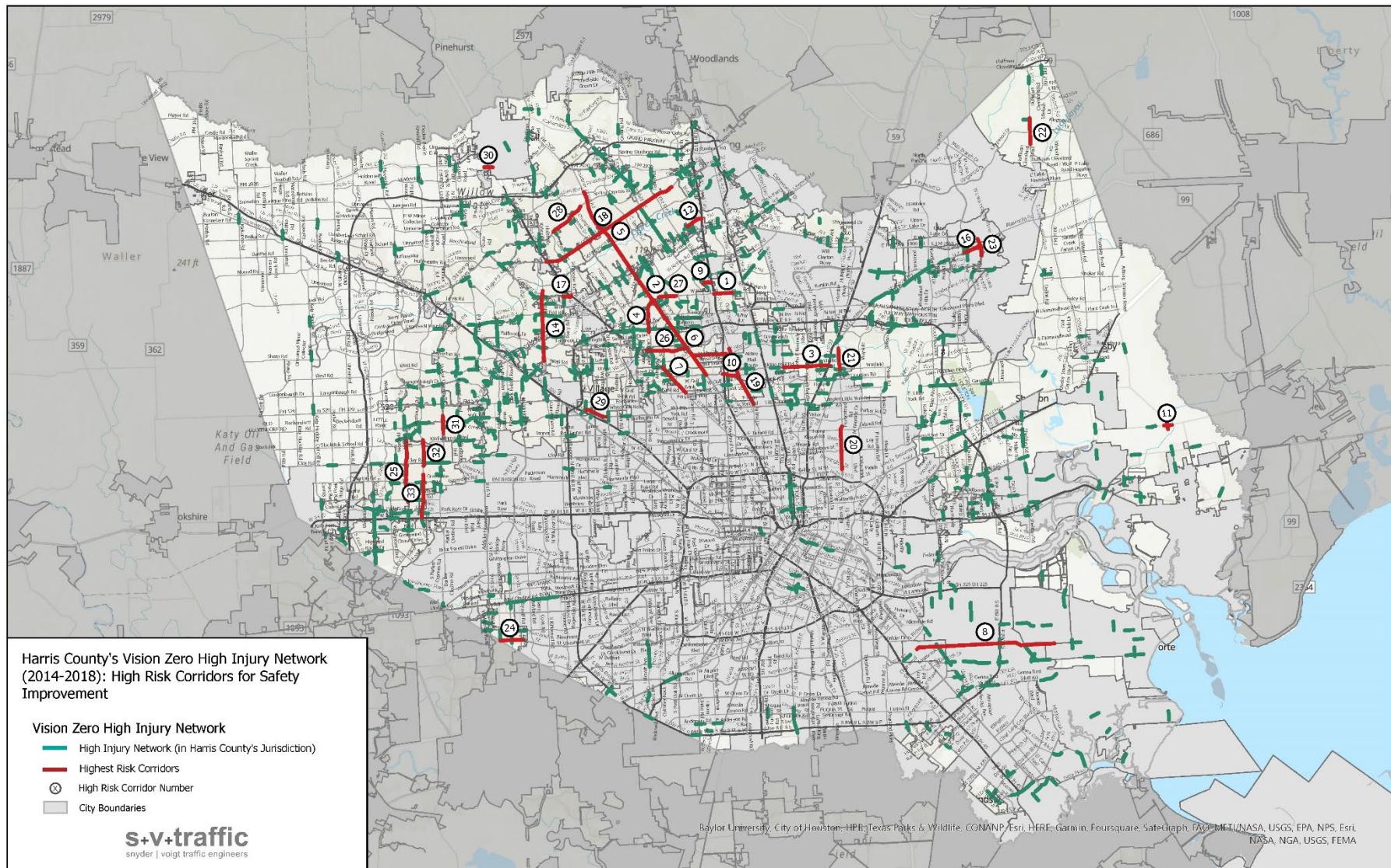
In other words, the High Risk Corridors rank high not only because of higher KSI Scores but also because approximately 40 percent of the socially vulnerable population in the High Injury Network census tracts lives in the High Risk Corridor census tracts. Therefore, the proposed roadway safety improvements in the High Risk Corridor locations will impact roadway safety for a significant portion of socially vulnerable persons living in the High Injury Network census tracts.

Table 2. Social Vulnerability

| Socially Vulnerable Population Groups | Population in High Injury Network Census Tracts | Population in High Risk Corridor Census Tracts | Percent of High Injury Network Census Tracts that is in Priority Network Census Tracts |
|---|---|--|--|
| Persons Below Poverty | 372,687 | 165,448 | 44 |
| Minority (All Persons Except White, non-Hispanic) | 1,874,565 | 804,064 | 43 |
| Households With No Vehicle Available | 38,706 | 16,563 | 43 |
| Persons (age 5+) Who Speak English "Less Than Well" | 256,211 | 124,230 | 48 |
| Persons Age 65 Years or Older | 242,915 | 93,599 | 39 |

Source: 2014-2018 American Community Survey 5-Year Estimates

Figure 2. High Risk Corridor Locations



4. High Risk Corridor Safety Improvements

A high-level safety assessment was conducted to evaluate the roadway and traffic characteristics for each High Risk Corridor, as well as the locations, contributing factors, and types of fatal and severe injury crashes. Section 6 provides supplemental details on the criteria used to categorize crash characteristics for the corridors. Crash trends were evaluated for the 5-year period of 2014 through 2018 (consistent with the Vision Zero Action Plan), as well as for the 3-year period from 2019 through 2021 (to assess recent fatal and severe injury crashes occurring on the corridor).

The corridors summaries on the following pages provide a snapshot of roadway and crash characteristics and social vulnerability (low, medium, or high) for each High Risk Corridor. **Note that corridors are listed in order based on the KSI score for the highest ranked ½-mile High Injury Network segment on that corridor and not for the corridor as a whole. Corridors were defined based on logical project limits and may be comprised of multiple highest ranked ½-mile High Injury Network segments, as well as lower ranked segments in close proximity.**

Each corridor was evaluated based on existing roadway cross-section, daily traffic volumes, and predominant crash characteristics to identify applicable safety countermeasures for each High Risk Corridor. FHWA's collection of [Proven Safety Countermeasures](#) offer significant, measurable impacts in reducing roadway fatalities and serious injuries. These countermeasures address common roadway safety challenges such as speeding, intersection-related, roadway departure, or pedestrian/bicyclist-related crashes, as well as crosscutting strategies that address multiple focus areas. In some cases, major roadway cross section improvements may be needed to address crash challenges along the corridor. Figure 3 summarizes the proven safety countermeasures and roadway safety improvements considered for implementation on High Risk Corridors. Road safety audits and setting appropriate speed limits for all road users will be considered for all corridors.

Figure 3. Safety Countermeasures

| Speed Management & Roadway Departure | Intersection | Pedestrian/Bicyclist | Cross Cutting |
|--|--|--|--|
| <ul style="list-style-type: none"> • Appropriate speed limits for all road users • Wider edge lines • Enhanced delineation for horizontal curves • Longitudinal rumble strips and stripes • Roadside design improvements at curves • Paved shoulders | <ul style="list-style-type: none"> • Reflective backplates* • Low-cost countermeasures at stop-controlled intersections • Yellow change intervals • Traffic signal modifications • Traffic signal installation • Corridor access management • Left- and right-turn lanes at intersections | <ul style="list-style-type: none"> • Crosswalk visibility enhancements • Actuated pedestrian flashing beacons • Leading pedestrian intervals • Pedestrian refuge islands • Road diets (roadway reconfiguration) • Sidewalk improvements • Bicycle lanes | <ul style="list-style-type: none"> • Pavement friction management • Safety lighting • Road safety audits • Roadway cross section improvements (boulevard with raised median & curb/ gutter drainage) |

* Note: Reflective backplates may be considered as a safety countermeasure depending on intersection conditions, roadway characteristics, and maintenance considerations.

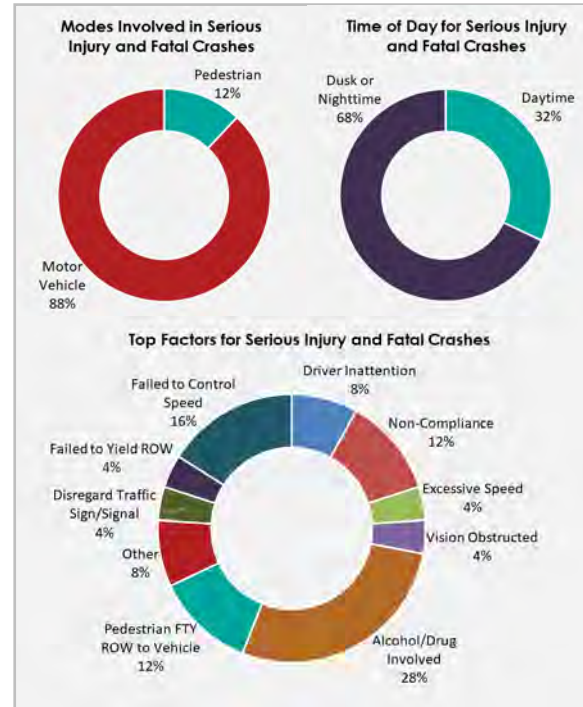
Corridor Characteristics

| | |
|---------------------------|--------------------|
| Precinct | 1 |
| Length | 1.0 mi |
| Functional Classification | Major thoroughfare |
| Posted Speed | 45 mph |
| Right of Way Width | 80 ft |
| Existing Cross Section | 4-lane undivided |
| Drainage | Open ditch |
| Daily Traffic Volume (21) | 22,800 |
| Social Vulnerability | High |

Crash Severity (2014-2021)

| | |
|-----------------------------|------|
| Fatal (K) Crashes | 4 |
| Serious Injury (SI) Crashes | 21 |
| Total KSI Crashes | 25 |
| KSI Crashes per Mile | 25.0 |

Crash Trends (2014-2021)



Vision Zero Safety Improvement Considerations

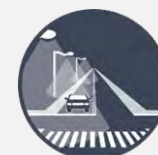
Short-Term (1 to 3 years)



Yellow Change Intervals



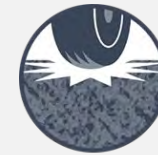
Traffic Signal Modifications



Lighting



Wider Edge Lines



Pavement Friction Management



Road Safety Audits

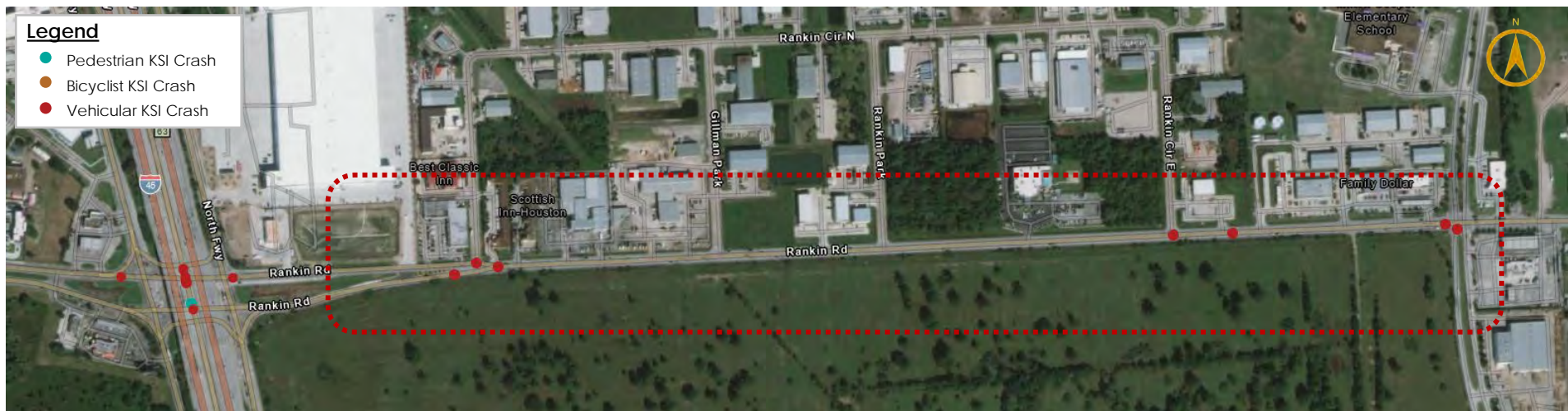
Long-Term (5 to 8 years)



Boulevard with Raised Median and Curb/Gutter Drainage



Sidewalk Improvements



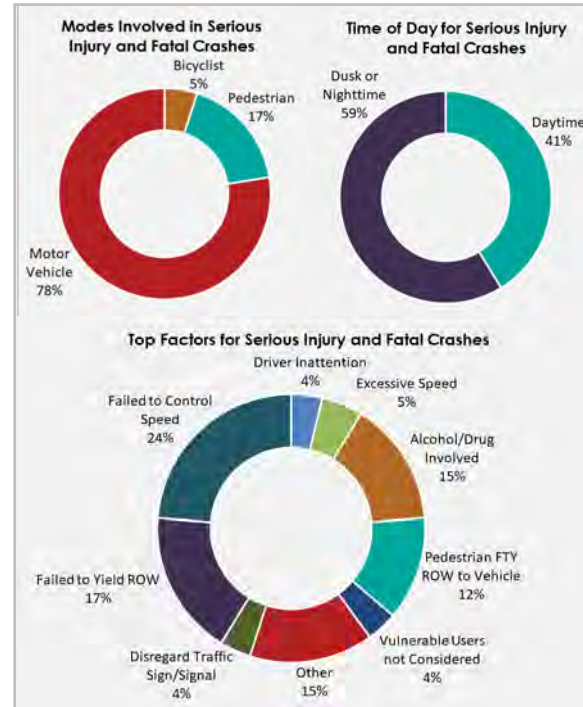
Corridor Characteristics

| | |
|---------------------------|--------------------|
| Precinct | 1 |
| Length | 4.2 mi |
| Functional Classification | Major thoroughfare |
| Posted Speed | 45 mph |
| Right of Way Width | 100 ft |
| Existing Cross Section | 4-lane undivided |
| Drainage | Open ditch |
| Daily Traffic Volume (21) | 21,100-28,500 |
| Social Vulnerability | High |

Crash Severity (2014-2021)

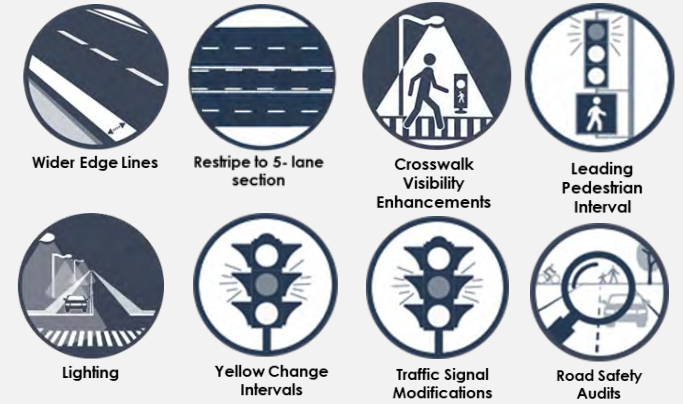
| | |
|-----------------------------|------|
| Fatal (K) Crashes | 16 |
| Serious Injury (SI) Crashes | 64 |
| Total KSI Crashes | 80 |
| KSI Crashes per Mile | 19.0 |

Crash Trends (2014-2021)

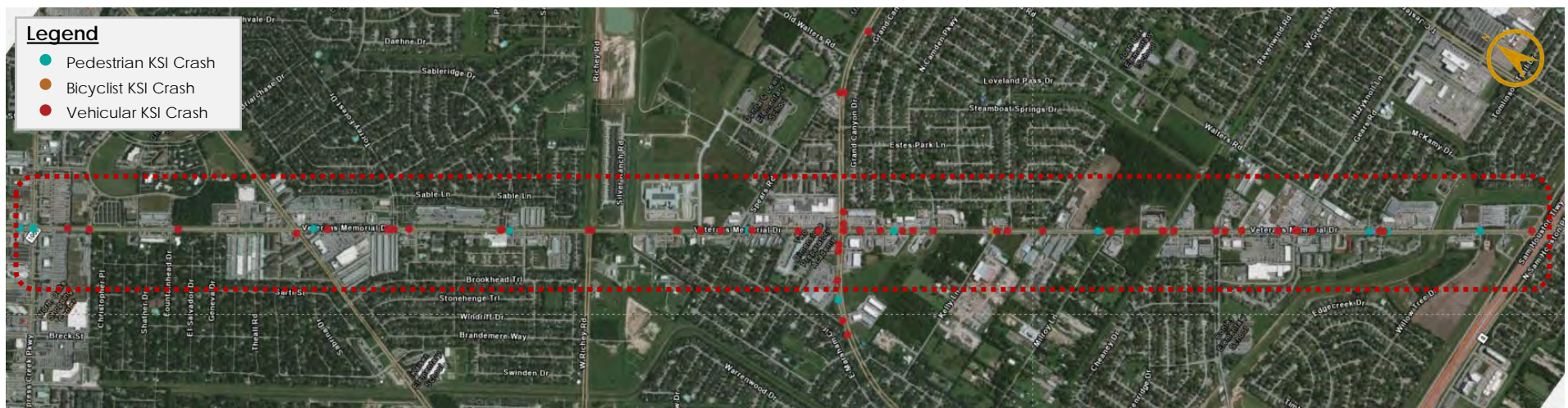
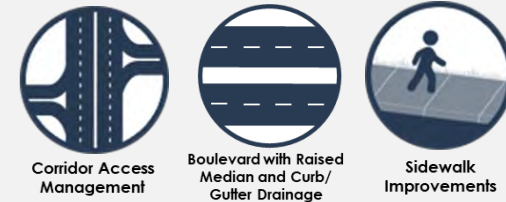


Vision Zero Safety Improvement Considerations

Short-Term (1 to 3 years)



Long-Term (5 to 8 years)



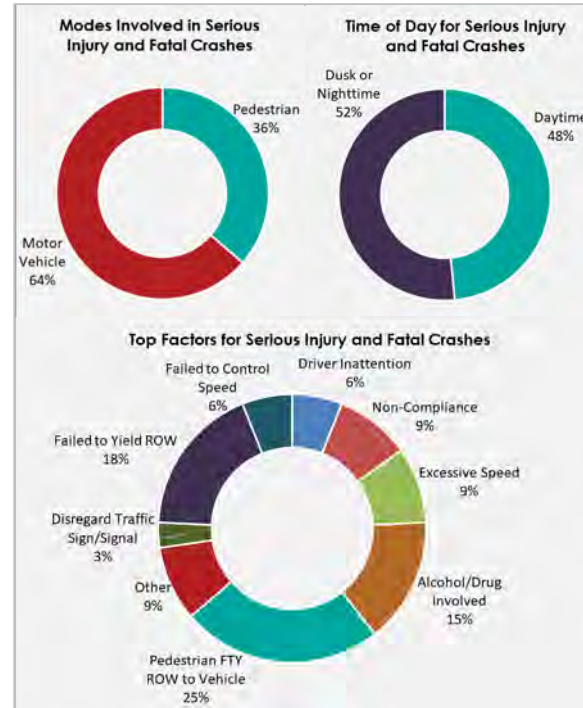
Corridor Characteristics

| | |
|---------------------------|--------------------|
| Precinct | 2 |
| Length | 2.6 mi |
| Functional Classification | Major thoroughfare |
| Posted Speed | 35 mph |
| Right of Way Width | 80 ft |
| Existing Cross Section | 4-lane undivided |
| Drainage | Open ditch |
| Daily Traffic Volume (21) | 16,600-22,500 |
| Social Vulnerability | High |

Crash Severity (2014-2021)

| | |
|-----------------------------|------|
| Fatal (K) Crashes | 9 |
| Serious Injury (SI) Crashes | 24 |
| Total KSI Crashes | 33 |
| KSI Crashes per Mile | 12.7 |

Crash Trends (2014-2021)



Vision Zero Safety Improvement Considerations

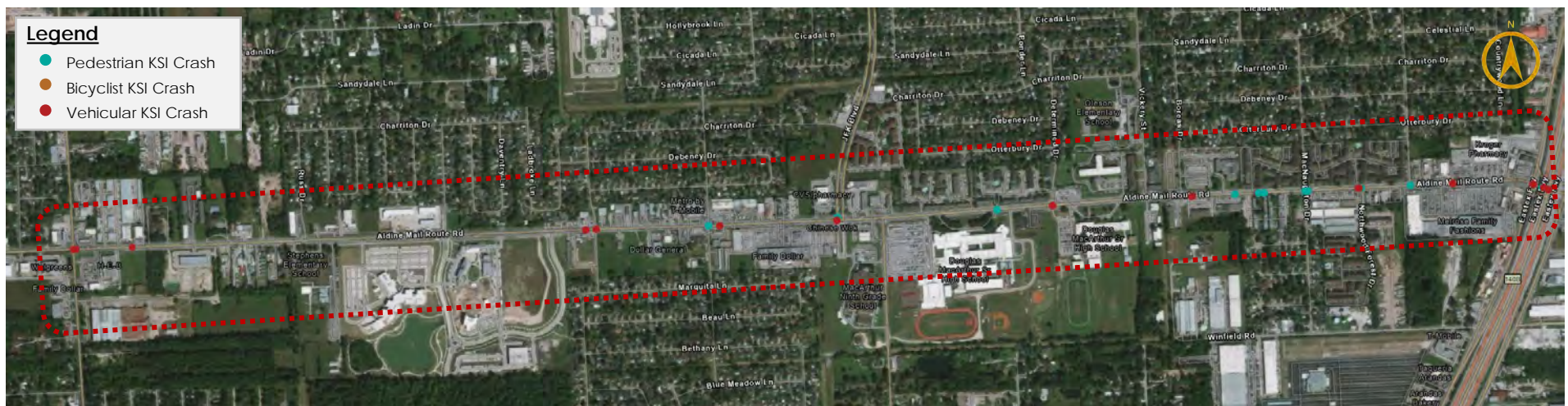
Short-Term (1 to 3 years)



Mid-Term (3 to 5 years)



Long-Term (5 to 8 years)



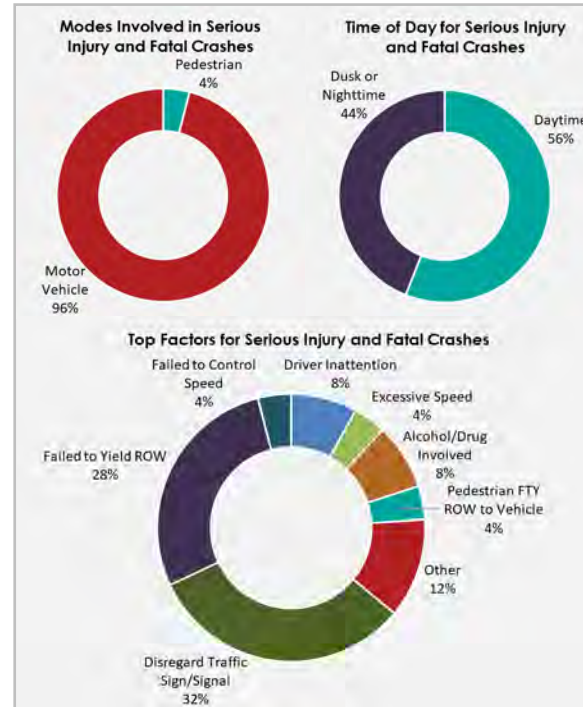
Corridor Characteristics

| | |
|---------------------------|--------------------|
| Precinct | 1 |
| Length | 1.7 mi |
| Functional Classification | Major thoroughfare |
| Posted Speed | 30-35 mph |
| Right of Way Width | 100 ft |
| Existing Cross Section | 4-lane divided |
| Drainage | Storm Sewer |
| Daily Traffic Volume (21) | 15,200-17,400 |
| Social Vulnerability | Medium |

Crash Severity (2014-2021)

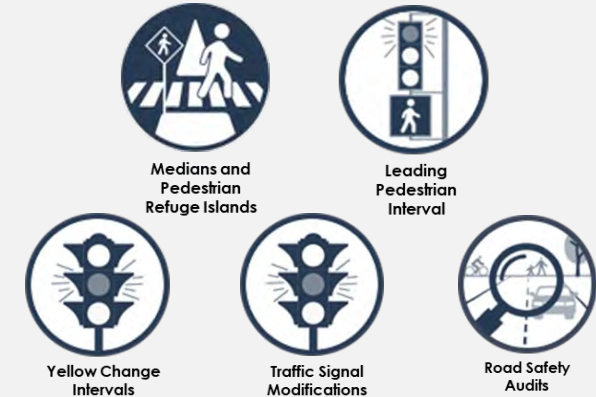
| | |
|-----------------------------|------|
| Fatal (K) Crashes | 3 |
| Serious Injury (SI) Crashes | 22 |
| Total KSI Crashes | 25 |
| KSI Crashes per Mile | 14.7 |

Crash Trends (2014-2021)

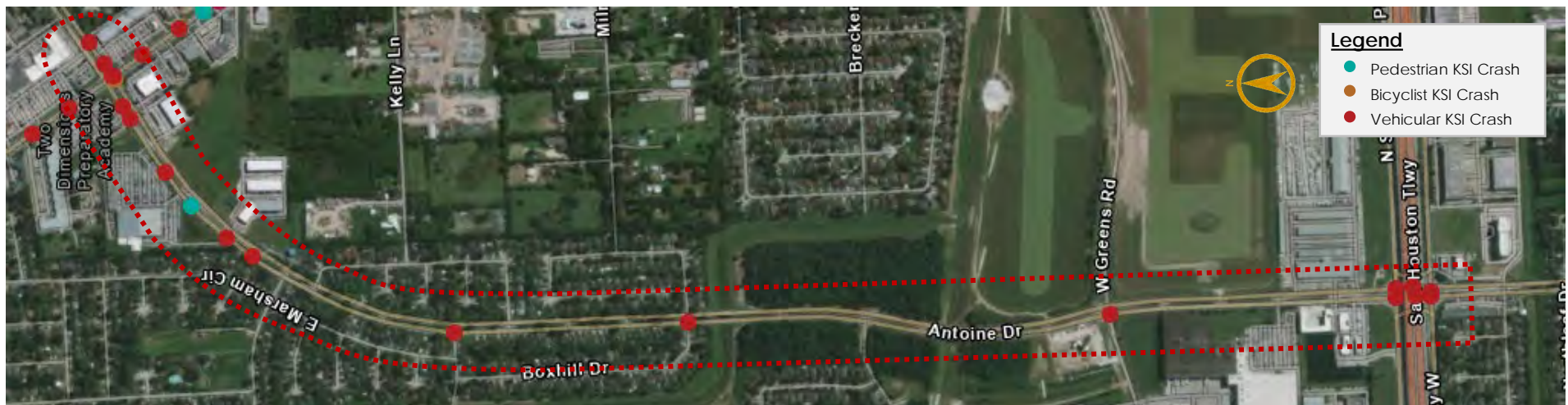


Vision Zero Safety Improvement Considerations

Short-Term (1 to 3 years)



Mid-Term (3 to 5 years)



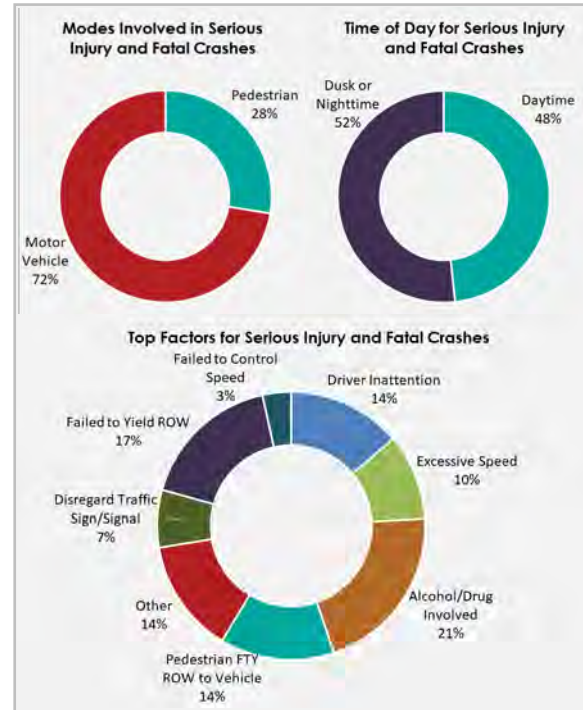
Corridor Characteristics

| | |
|---------------------------|--------------------|
| Precinct | 3 |
| Length | 5.2 mi |
| Functional Classification | Major thoroughfare |
| Posted Speed | 40-45 mph |
| Right of Way Width | 100-120 ft |
| Existing Cross Section | Varies |
| Drainage | Varies |
| Daily Traffic Volume (21) | 17,900-22,700 |
| Social Vulnerability | Low |

Crash Severity (2014-2021)

| | |
|-----------------------------|-----|
| Fatal (K) Crashes | 8 |
| Serious Injury (SI) Crashes | 21 |
| Total KSI Crashes | 29 |
| KSI Crashes per Mile | 5.6 |

Crash Trends (2014-2021)

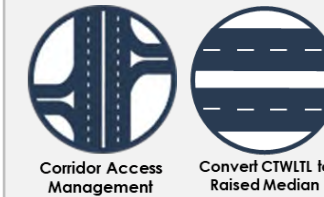


Vision Zero Safety Improvement Considerations

Short-Term (1 to 3 years)



Mid-Term (3 to 5 years)



Long-Term (5 to 8 years)



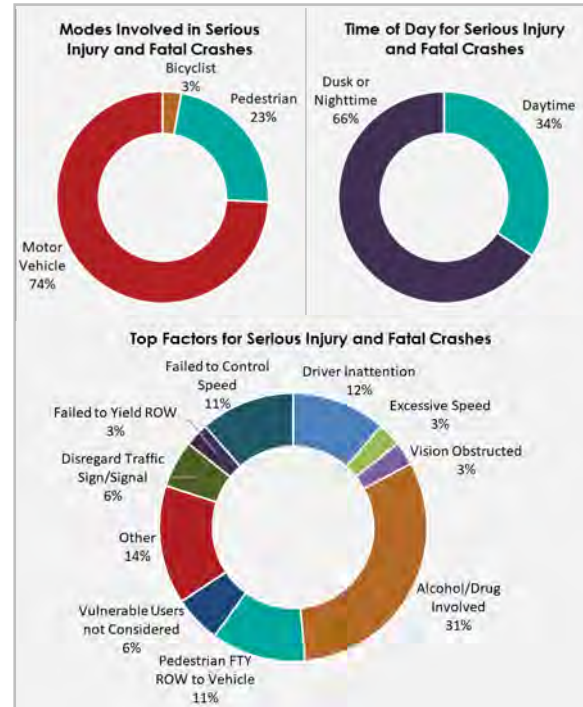
Corridor Characteristics

| | |
|---------------------------|--------------------|
| Precinct | 2 |
| Length | 3.4 mi |
| Functional Classification | Major thoroughfare |
| Posted Speed | 45 mph |
| Right of Way Width | 100 ft |
| Existing Cross Section | 4-lane undivided |
| Drainage | Open ditch |
| Daily Traffic Volume (21) | 18,600-21,600 |
| Social Vulnerability | High |

Crash Severity (2014-2021)

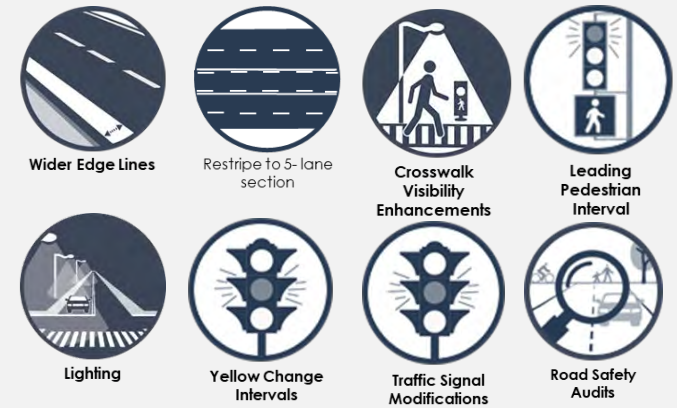
| | |
|-----------------------------|------|
| Fatal (K) Crashes | 8 |
| Serious Injury (SI) Crashes | 27 |
| Total KSI Crashes | 35 |
| KSI Crashes per Mile | 10.3 |

Crash Trends (2014-2021)

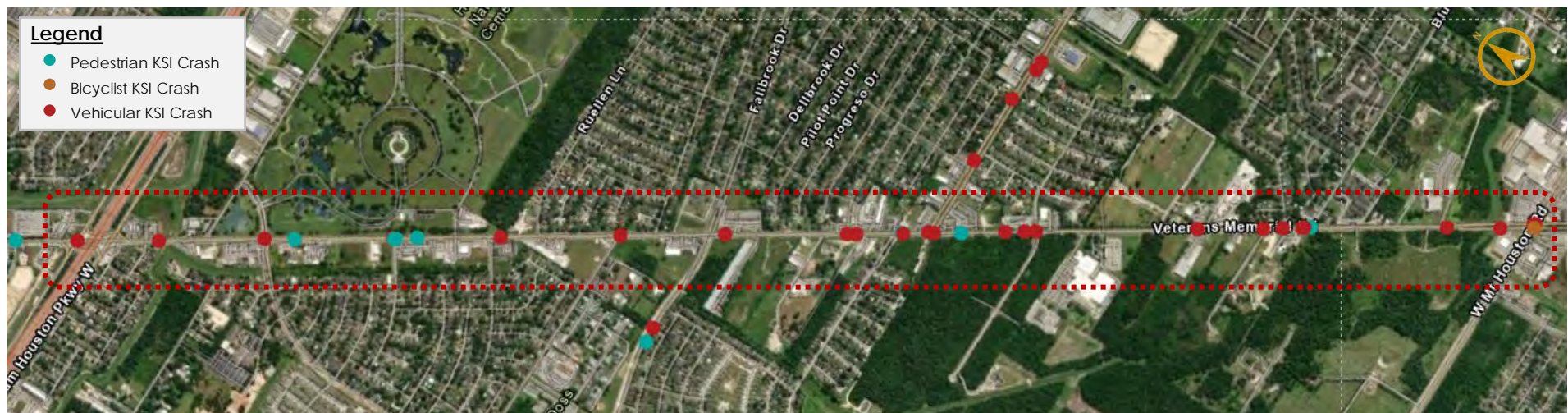
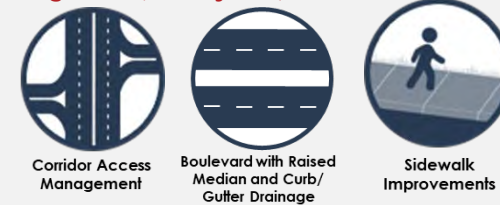


Vision Zero Safety Improvement Considerations

Short-Term (1 to 3 years)



Long-Term (5 to 8 years)



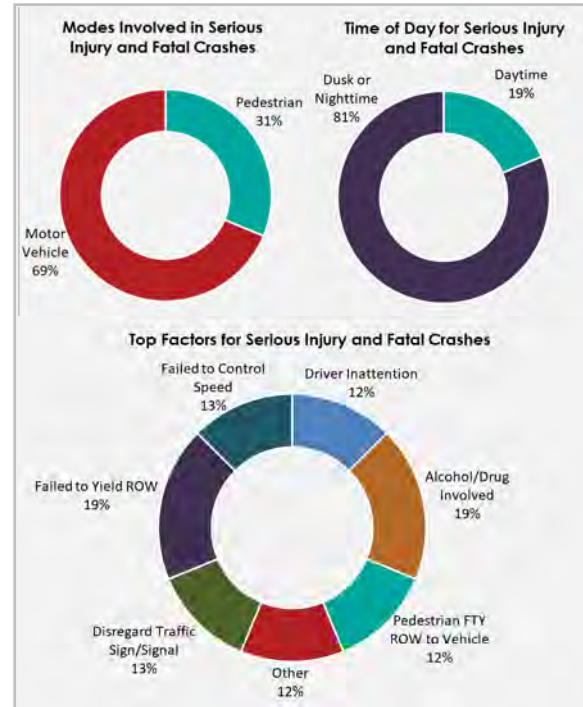
Corridor Characteristics

| | |
|---------------------------|--------------------|
| Precinct | 1 |
| Length | 2.0 mi |
| Functional Classification | Major thoroughfare |
| Posted Speed | 30-35 mph |
| Right of Way Width | 40 ft |
| Existing Cross Section | 4-lane divided |
| Drainage | Open ditch |
| Daily Traffic Volume (21) | 11,000-17,700 |
| Social Vulnerability | High |

Crash Severity (2014-2021)

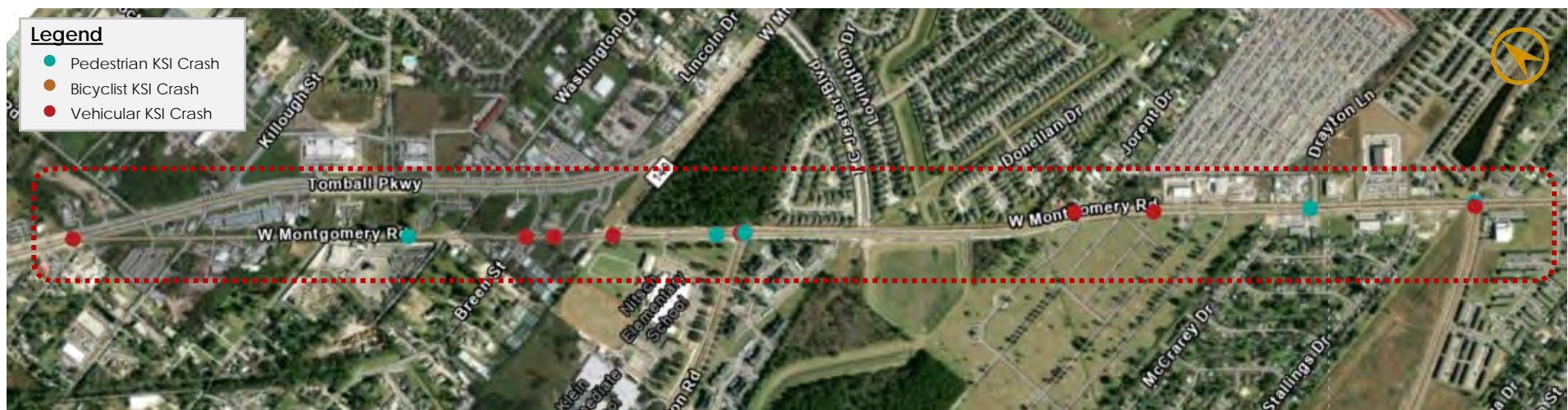
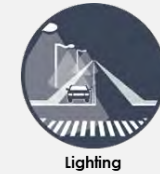
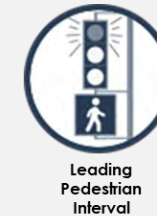
| | |
|-----------------------------|-----|
| Fatal (K) Crashes | 4 |
| Serious Injury (SI) Crashes | 12 |
| Total KSI Crashes | 16 |
| KSI Crashes per Mile | 8.0 |

Crash Trends (2014-2021)



Vision Zero Safety Improvement Considerations

Short-Term (1 to 3 years)



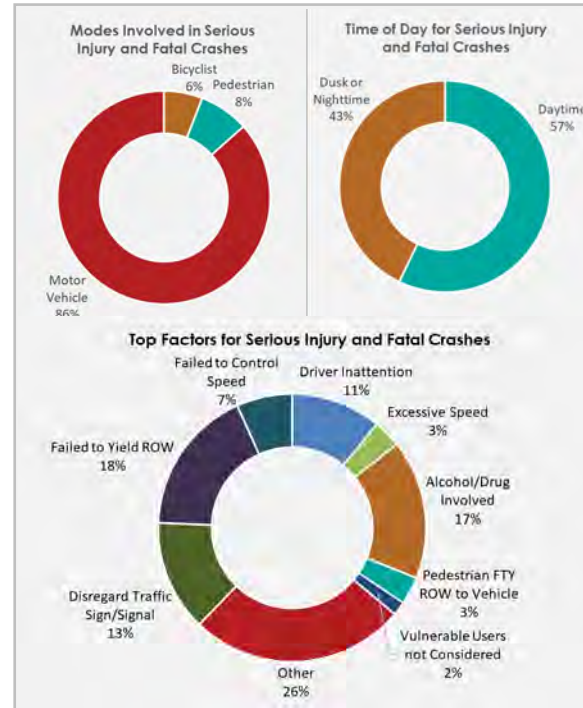
Corridor Characteristics

| | |
|---------------------------|--------------------|
| Precinct | 2 |
| Length | 8.0 mi |
| Functional Classification | Major thoroughfare |
| Posted Speed | 35-40 mph |
| Right of Way Width | 100 ft |
| Existing Cross Section | 7-lane w/CTWLT |
| Drainage | Storm sewer |
| Daily Traffic Volume (21) | 19,300-26,400 |
| Social Vulnerability | Medium |

Crash Severity (2014-2021)

| | |
|-----------------------------|------|
| Fatal (K) Crashes | 18 |
| Serious Injury (SI) Crashes | 101 |
| Total KSI Crashes | 119 |
| KSI Crashes per Mile | 14.9 |

Crash Trends (2014-2021)

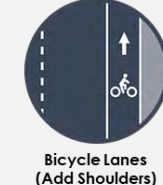


Vision Zero Safety Improvement Considerations

Short-Term (1 to 3 years)



Mid-Term (3 to 5 years)



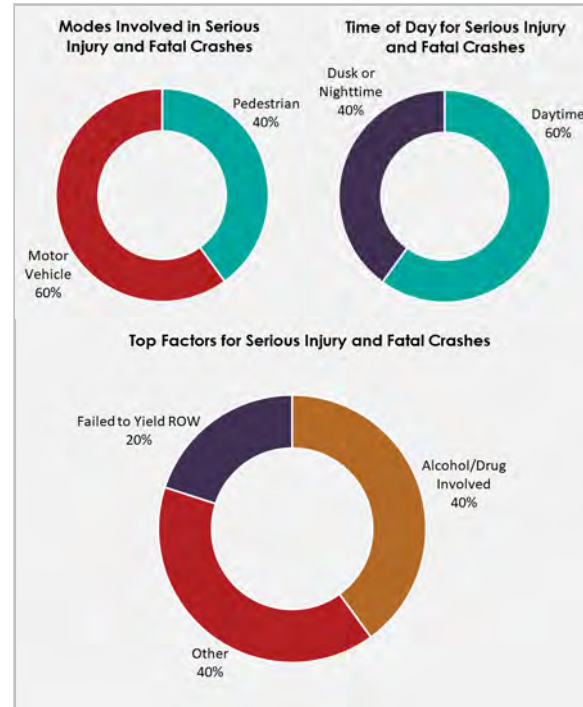
Corridor Characteristics

| | |
|---------------------------|----------------|
| Precinct | 1 |
| Length | 0.5 mi |
| Functional Classification | Collector |
| Posted Speed | 35 mph |
| Right of Way Width | 45 ft |
| Existing Cross Section | 4-lane divided |
| Drainage | Storm Sewer |
| Daily Traffic Volume (21) | 5,200 |
| Social Vulnerability | High |

Crash Severity (2014-2021)

| | |
|-----------------------------|------|
| Fatal (K) Crashes | 2 |
| Serious Injury (SI) Crashes | 3 |
| Total KSI Crashes | 5 |
| KSI Crashes per Mile | 10.0 |

Crash Trends (2014-2021)



Vision Zero Safety Improvement Considerations

Short-Term (1 to 3 years)



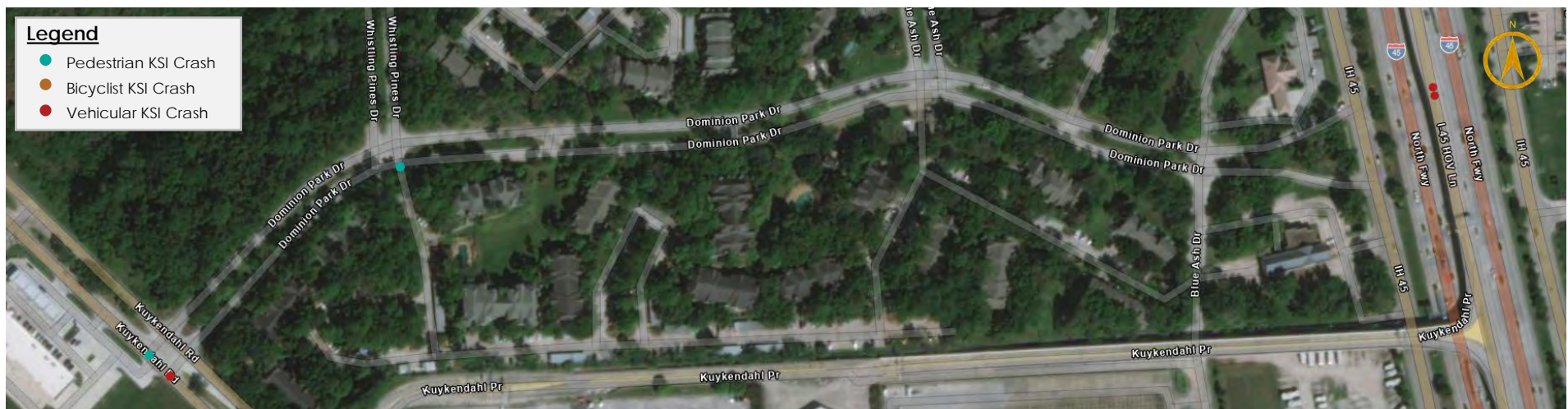
Low-Cost Countermeasures at Stop-Controlled Intersections



Sidewalk Improvements



Traffic Signal Installation



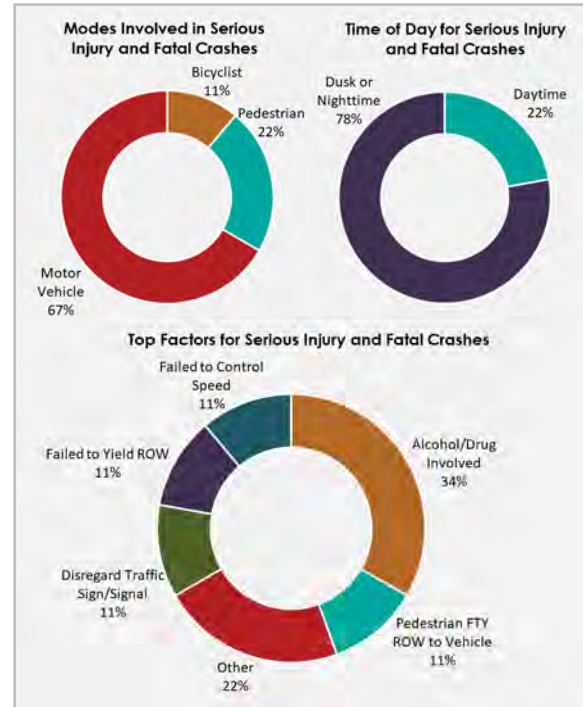
Corridor Characteristics

| | |
|---------------------------|------------------------|
| Precinct | 2 |
| Length | 0.9 mi |
| Functional Classification | Collector |
| Posted Speed | 35 mph |
| Right of Way Width | 60 ft |
| Existing Cross Section | 2- to 4-lane undivided |
| Drainage | Storm sewer |
| Daily Traffic Volume (21) | 8,800 |
| Social Vulnerability | High |

Crash Severity (2014-2021)

| | |
|-----------------------------|------|
| Fatal (K) Crashes | 2 |
| Serious Injury (SI) Crashes | 7 |
| Total KSI Crashes | 9 |
| KSI Crashes per Mile | 10.0 |

Crash Trends (2014-2021)



Vision Zero Safety Improvement Considerations

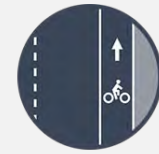
Long-Term (5 to 8 years)



Expand to 40' Cross Section w/ Curb & Gutter Drainage



Sidewalk Improvements



Bicycle Lanes (Add Shoulders)



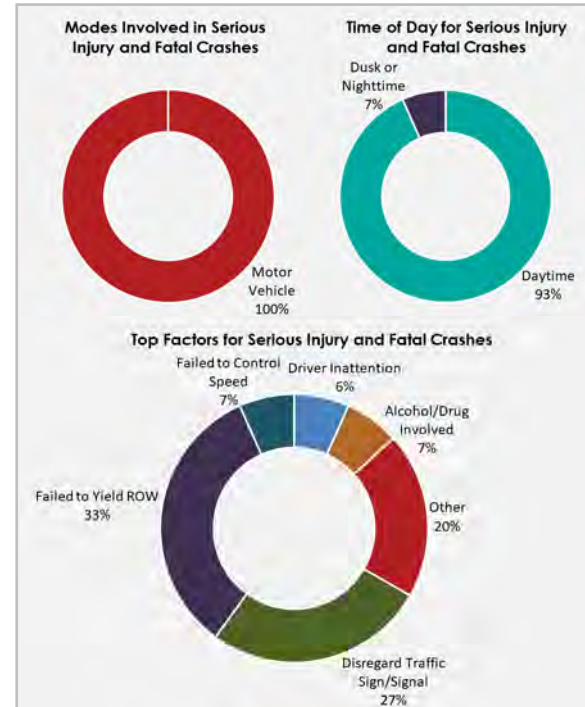
Corridor Characteristics

| | |
|---------------------------|------------------------|
| Precinct | 3 |
| Length | 0.5 mi |
| Functional Classification | Major thoroughfare |
| Posted Speed | 40 mph |
| Right of Way Width | 60 ft |
| Existing Cross Section | 2-lane undivided |
| Drainage | Open ditch |
| Daily Traffic Volume (21) | 2,200 (Garth Rd 7,400) |
| Social Vulnerability | High |

Crash Severity (2014-2021)

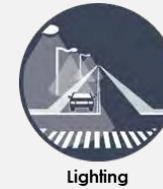
| | |
|-----------------------------|------|
| Fatal (K) Crashes | 2 |
| Serious Injury (SI) Crashes | 13 |
| Total KSI Crashes | 15 |
| KSI Crashes per Mile | 30.0 |

Crash Trends (2014-2021)



Vision Zero Safety Improvement Considerations

Short-Term (1 to 3 years)



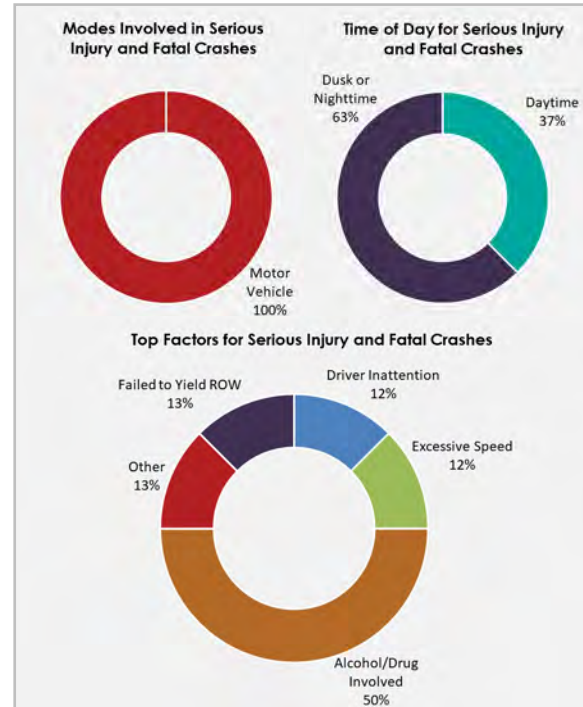
Corridor Characteristics

| | |
|---------------------------|------------------|
| Precinct | 1 |
| Length | 1.0 mi |
| Functional Classification | Residential |
| Posted Speed | 20-30 mph |
| Right of Way Width | 60 ft |
| Existing Cross Section | 2-lane undivided |
| Drainage | Storm sewer |
| Daily Traffic Volume (21) | 13,100 |
| Social Vulnerability | Medium |

Crash Severity (2014-2021)

| | |
|-----------------------------|-----|
| Fatal (K) Crashes | 3 |
| Serious Injury (SI) Crashes | 5 |
| Total KSI Crashes | 8 |
| KSI Crashes per Mile | 8.0 |

Crash Trends (2014-2021)



Vision Zero Safety Improvement Considerations



Corridor Characteristics

| | |
|---------------------------|--------------------------------------|
| Precinct | 1 |
| Length | n/a |
| Functional Classification | Major thoroughfare |
| Posted Speed | 40 mph |
| Right of Way Width | 100 ft |
| Existing Cross Section | 4-lane divided 2-lane undivided |
| Drainage | Storm sewer |
| Daily Traffic Volume (21) | 17,100 4,100 |
| Social Vulnerability | Medium |

Crash Severity (2014-2021)

| | |
|-----------------------------|---|
| Fatal (K) Crashes | 0 |
| Serious Injury (SI) Crashes | 9 |
| Total KSI Crashes | 9 |

Safety Improvement Considerations

Short-Term (1 to 3 years)



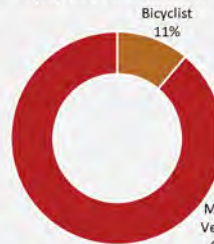
Low-Cost
Countermeasures
at Stop-Controlled
Intersections



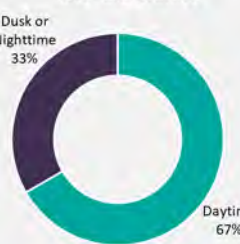
Traffic Signal
Installation

Crash Trends (2014-2021)

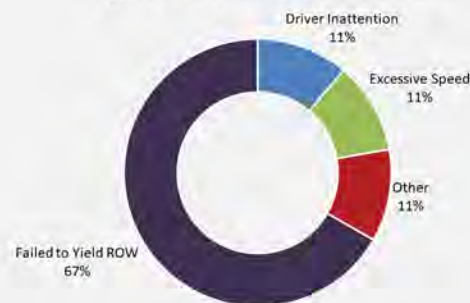
Modes Involved in Serious Injury and Fatal Crashes



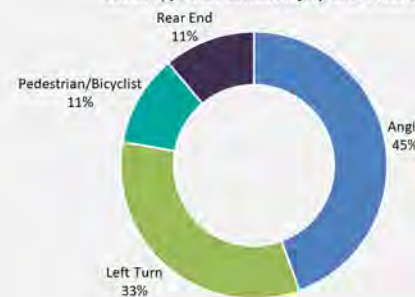
Time of Day for Serious Injury and Fatal Crashes



Top Factors for Serious Injury and Fatal Crashes



Crash Types for Serious Injury and Fatal Crashes



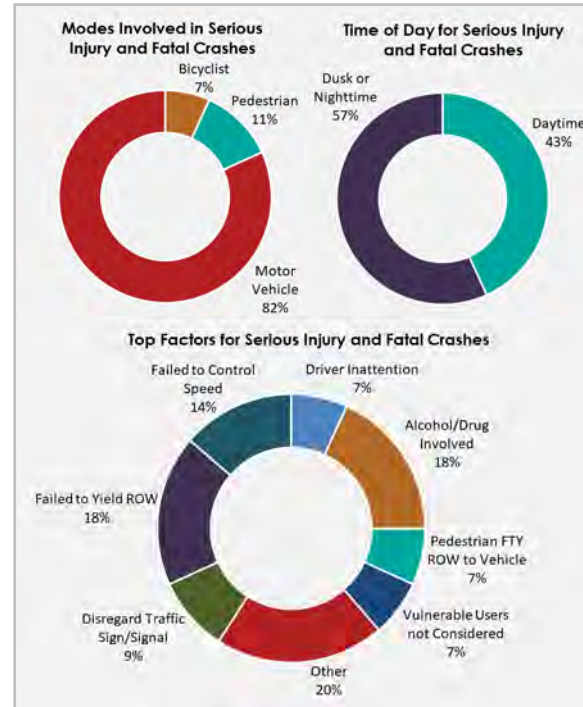
Corridor Characteristics

| | |
|---------------------------|--------------------|
| Precinct | 3 |
| Length | 4.0 mi |
| Functional Classification | Major thoroughfare |
| Posted Speed | 40 mph |
| Right of Way Width | 100 ft |
| Existing Cross Section | 7-lane w/CTWLTL |
| Drainage | Open ditch |
| Daily Traffic Volume (21) | 16,900 – 39,400 |
| Social Vulnerability | Low |

Crash Severity (2014-2021)

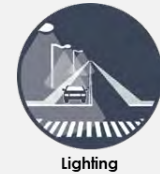
| | |
|-----------------------------|------|
| Fatal (K) Crashes | 8 |
| Serious Injury (SI) Crashes | 36 |
| Total KSI Crashes | 44 |
| KSI Crashes per Mile | 11.0 |

Crash Trends (2014-2021)

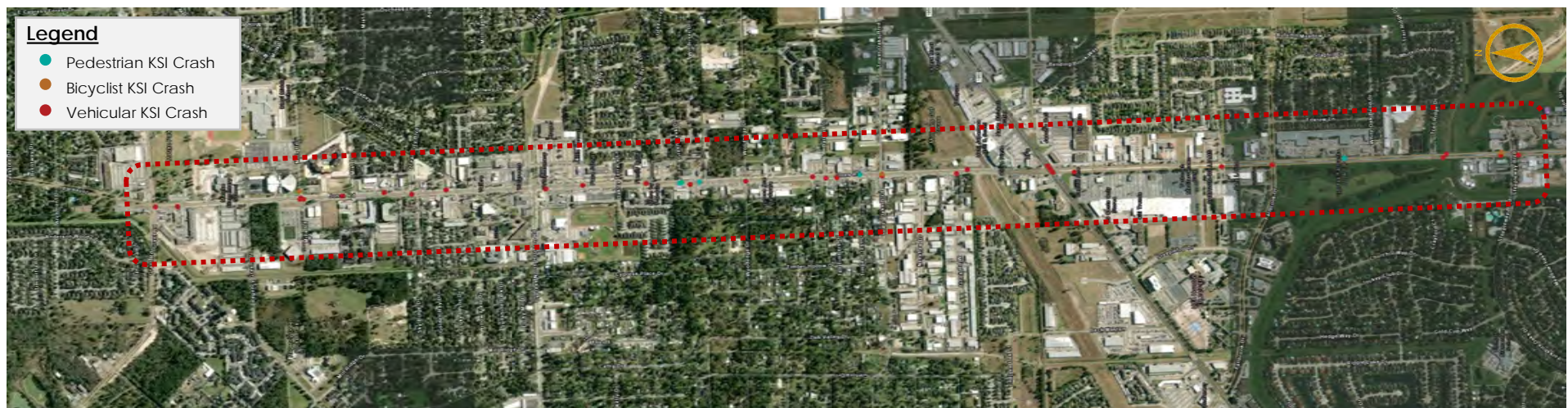
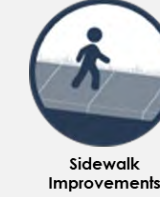


Vision Zero Safety Improvement Considerations

Short-Term (1 to 3 years)



Long-Term (5 to 8 years)



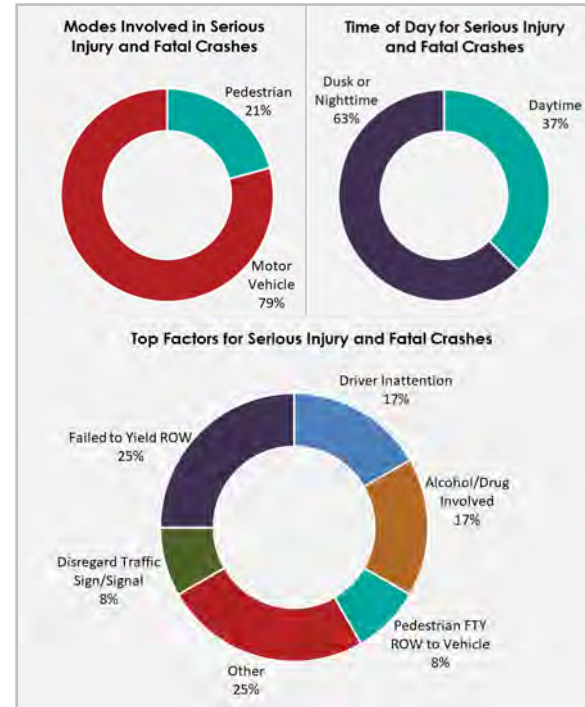
Corridor Characteristics

| | |
|---------------------------|--------------------|
| Precinct | 2 |
| Length | 1.75 mi |
| Functional Classification | Major thoroughfare |
| Posted Speed | 45 mph |
| Right of Way Width | 100 ft |
| Existing Cross Section | 4-lane divided |
| Drainage | Storm sewer |
| Daily Traffic Volume (21) | 4,100-26,500 |
| Social Vulnerability | Medium |

Crash Severity (2014-2021)

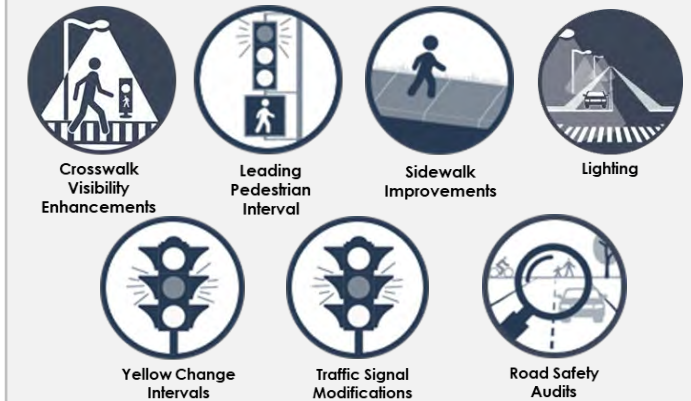
| | |
|-----------------------------|------|
| Fatal (K) Crashes | 6 |
| Serious Injury (SI) Crashes | 18 |
| Total KSI Crashes | 24 |
| KSI Crashes per Mile | 13.7 |

Crash Trends (2014-2021)



Vision Zero Safety Improvement Considerations

Short-Term (1 to 3 years)



Mid-Term (3 to 5 years)



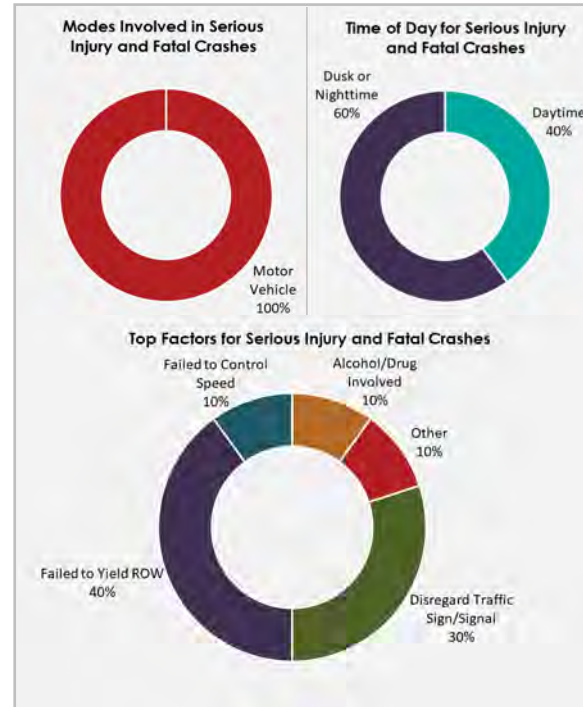
Corridor Characteristics

| | |
|---------------------------|--------------------|
| Precinct | 3 |
| Length | 0.9 mi |
| Functional Classification | Major thoroughfare |
| Posted Speed | 45 mph |
| Right of Way Width | 80 ft |
| Existing Cross Section | 5-lane w/CTWLT |
| Drainage | Storm sewer |
| Daily Traffic Volume (21) | 15,800 |
| Social Vulnerability | Low |

Crash Severity (2014-2021)

| | |
|-----------------------------|------|
| Fatal (K) Crashes | 1 |
| Serious Injury (SI) Crashes | 9 |
| Total KSI Crashes | 10 |
| KSI Crashes per Mile | 11.1 |

Crash Trends (2014-2021)



Vision Zero Safety Improvement Considerations



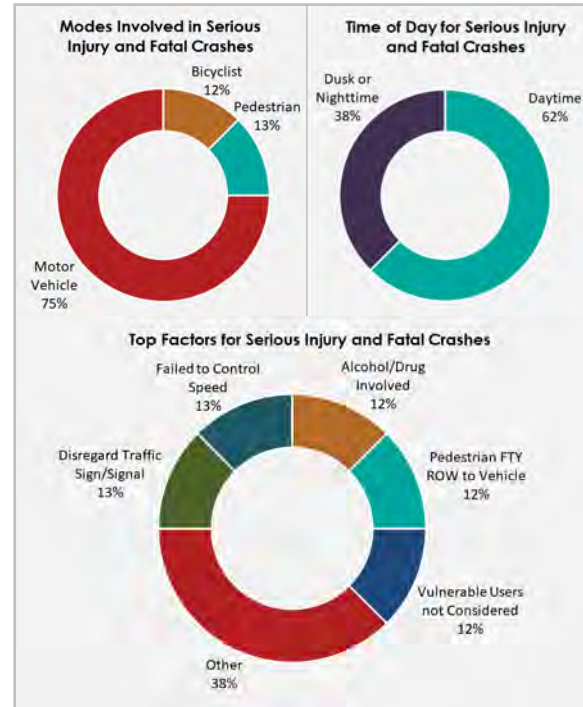
Corridor Characteristics

| | |
|---------------------------|--------------------|
| Precinct | 3 |
| Length | 0.5 mi |
| Functional Classification | Major thoroughfare |
| Posted Speed | 40 mph |
| Right of Way Width | 120 ft |
| Existing Cross Section | 5-lane w/CTWLT |
| Drainage | Storm sewer |
| Daily Traffic Volume (21) | 16,700 |
| Social Vulnerability | Low |

Crash Severity (2014-2021)

| | |
|-----------------------------|------|
| Fatal (K) Crashes | 2 |
| Serious Injury (SI) Crashes | 6 |
| Total KSI Crashes | 8 |
| KSI Crashes per Mile | 16.0 |

Crash Trends (2014-2021)



Vision Zero Safety Improvement Considerations

Short-Term (1 to 3 years)



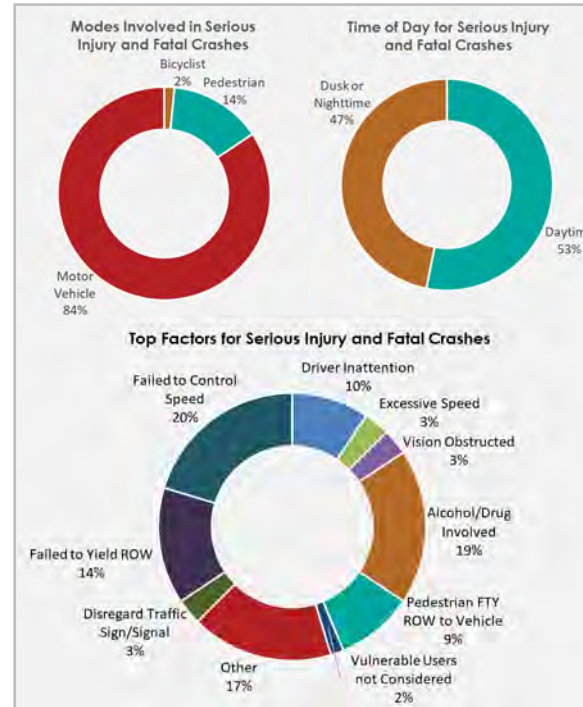
Corridor Characteristics

| | |
|---------------------------|--------------------|
| Precinct | 3 |
| Length | 8.4 mi |
| Functional Classification | Major thoroughfare |
| Posted Speed | 40 mph |
| Right of Way Width | 100 ft |
| Existing Cross Section | Varies |
| Drainage | Varies |
| Daily Traffic Volume (21) | 31,200-35,800 |
| Social Vulnerability | Low |

Crash Severity (2014-2021)

| | |
|-----------------------------|-----|
| Fatal (K) Crashes | 9 |
| Serious Injury (SI) Crashes | 55 |
| Total KSI Crashes | 64 |
| KSI Crashes per Mile | 7.6 |

Crash Trends (2014-2021)



Vision Zero Safety Improvement Considerations

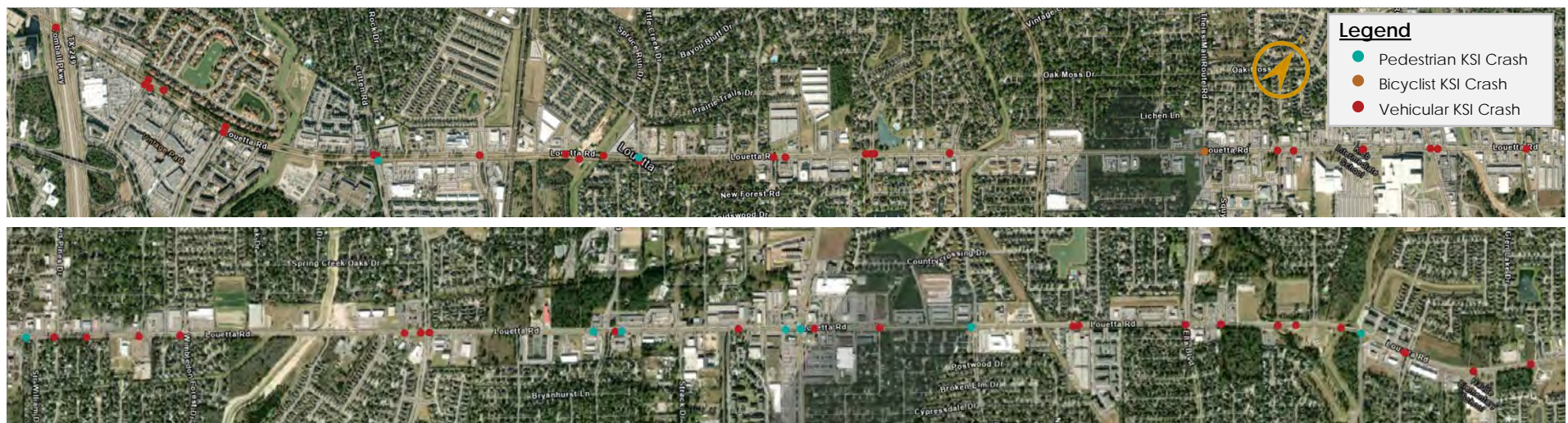
Short-Term (1 to 3 years)



Mid-Term (3 to 5 years)



Long-Term (5 to 8 years)



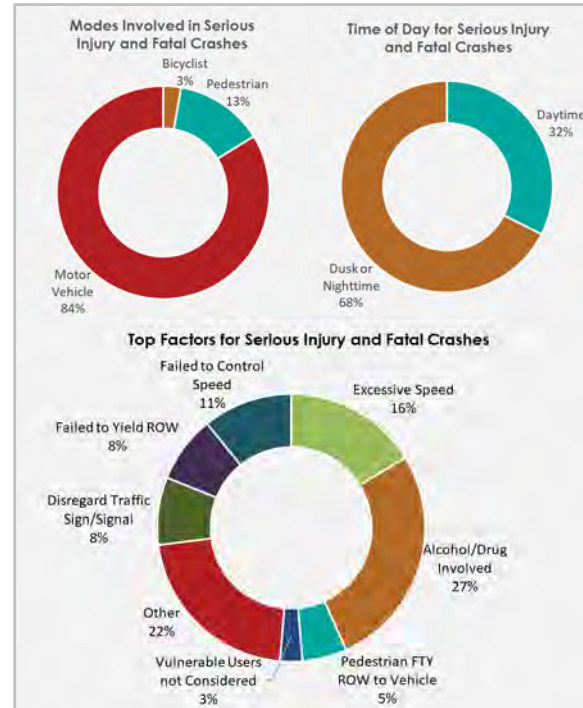
Corridor Characteristics

| | |
|---------------------------|--------------------|
| Precinct | 2 |
| Length | 3.5 mi |
| Functional Classification | Major Thoroughfare |
| Posted Speed | 35 mph |
| Right of Way Width | 120 ft |
| Existing Cross Section | Varies |
| Drainage | Storm sewer |
| Daily Traffic Volume (21) | 17,000-20,400 |
| Social Vulnerability | Medium |

Crash Severity (2014-2021)

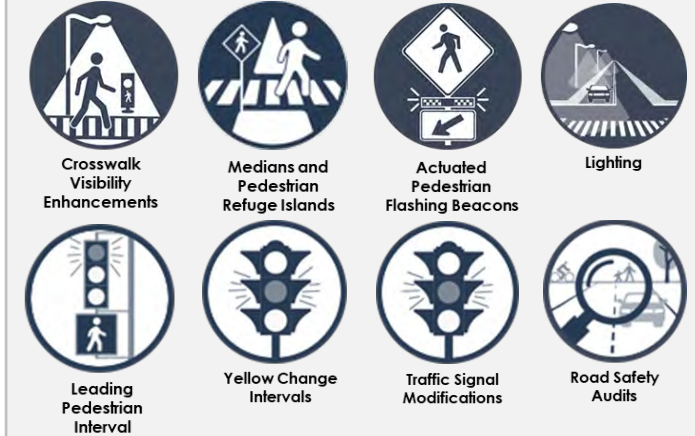
| | |
|-----------------------------|------|
| Fatal (K) Crashes | 10 |
| Serious Injury (SI) Crashes | 27 |
| Total KSI Crashes | 37 |
| KSI Crashes per Mile | 10.6 |

Crash Trends (2014-2021)

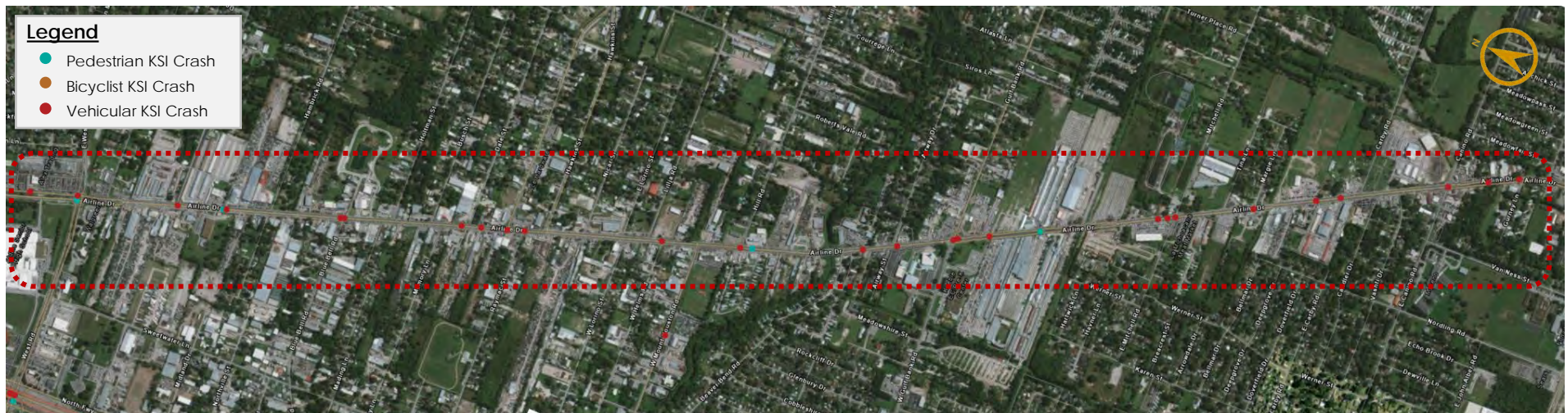
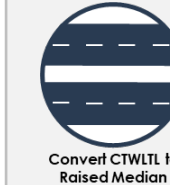


Vision Zero Safety Improvement Considerations

Short-Term (1 to 3 years)



Mid-Term (3 to 5 years)



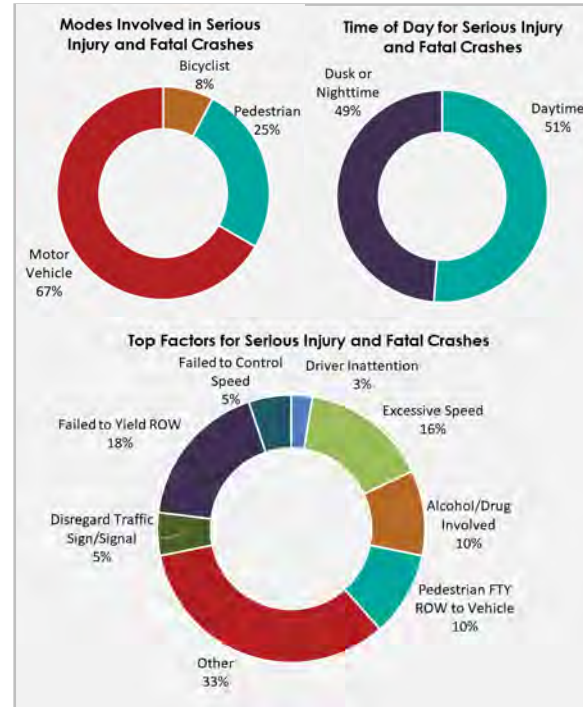
Corridor Characteristics

| | |
|---------------------------|--------------------|
| Precinct | 1 |
| Length | 2.5 mi |
| Functional Classification | Major thoroughfare |
| Posted Speed | 40 mph |
| Right of Way Width | 100 ft |
| Existing Cross Section | 6-lane divided |
| Drainage | Storm sewer |
| Daily Traffic Volume (21) | 14,500-16,100 |
| Social Vulnerability | High |

Crash Severity (2014-2021)

| | |
|-----------------------------|------|
| Fatal (K) Crashes | 6 |
| Serious Injury (SI) Crashes | 33 |
| Total KSI Crashes | 39 |
| KSI Crashes per Mile | 15.6 |

Crash Trends (2014-2021)



Vision Zero Safety Improvement Considerations

Short-Term (1 to 3 years)



Mid-Term (3 to 5 years)



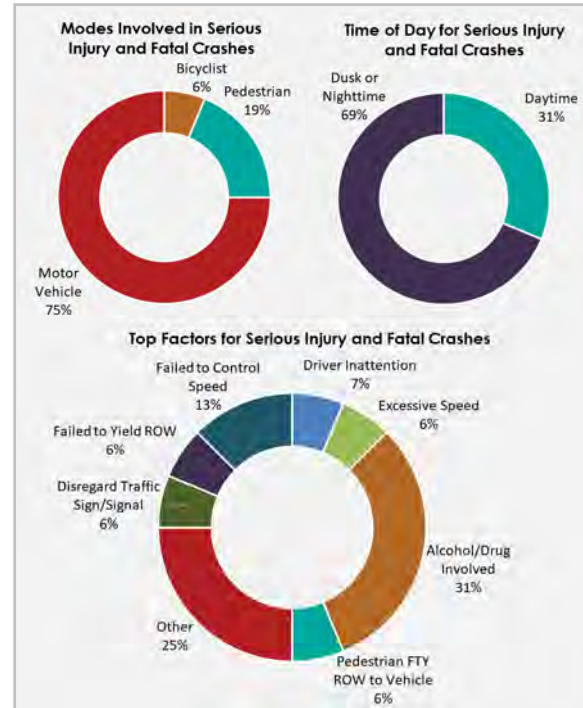
Corridor Characteristics

| | |
|---------------------------|--------------------|
| Precinct | 1 & 2 |
| Length | 1.2 mi |
| Functional Classification | Major thoroughfare |
| Posted Speed | 40 mph |
| Right of Way Width | 100 ft |
| Existing Cross Section | 4-lane divided |
| Drainage | Storm sewer |
| Daily Traffic Volume (21) | 17,300 |
| Social Vulnerability | High |

Crash Severity (2014-2021)

| | |
|-----------------------------|------|
| Fatal (K) Crashes | 3 |
| Serious Injury (SI) Crashes | 13 |
| Total KSI Crashes | 16 |
| KSI Crashes per Mile | 13.3 |

Crash Trends (2014-2021)



Vision Zero Safety Improvement Considerations

Short-Term (1 to 3 years)



Mid-Term (3 to 5 years)



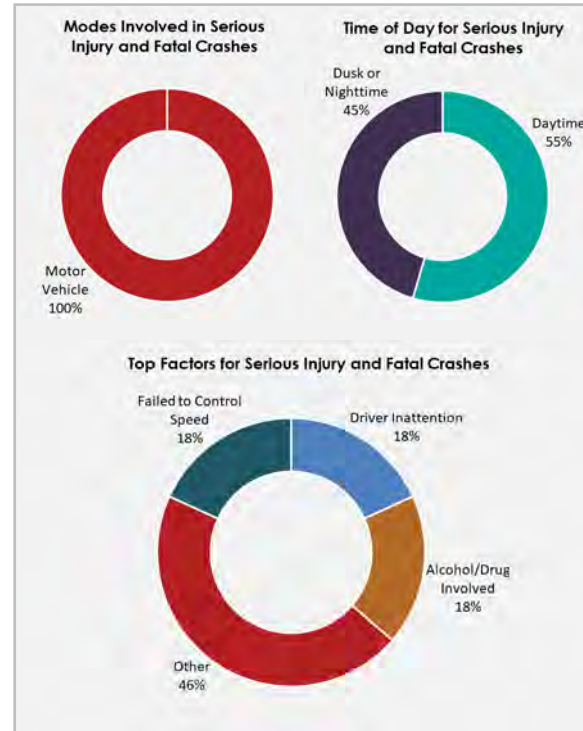
Corridor Characteristics

| | |
|---------------------------|------------------------------------|
| Precinct | 3 |
| Length | 1.7 mi |
| Functional Classification | Major thoroughfare (to be widened) |
| Posted Speed | 45 mph |
| Right of Way Width | 60 ft |
| Existing Cross Section | 2-lane undivided |
| Drainage | Open ditch |
| Daily Traffic Volume (21) | 10,700 |
| Social Vulnerability | Low |

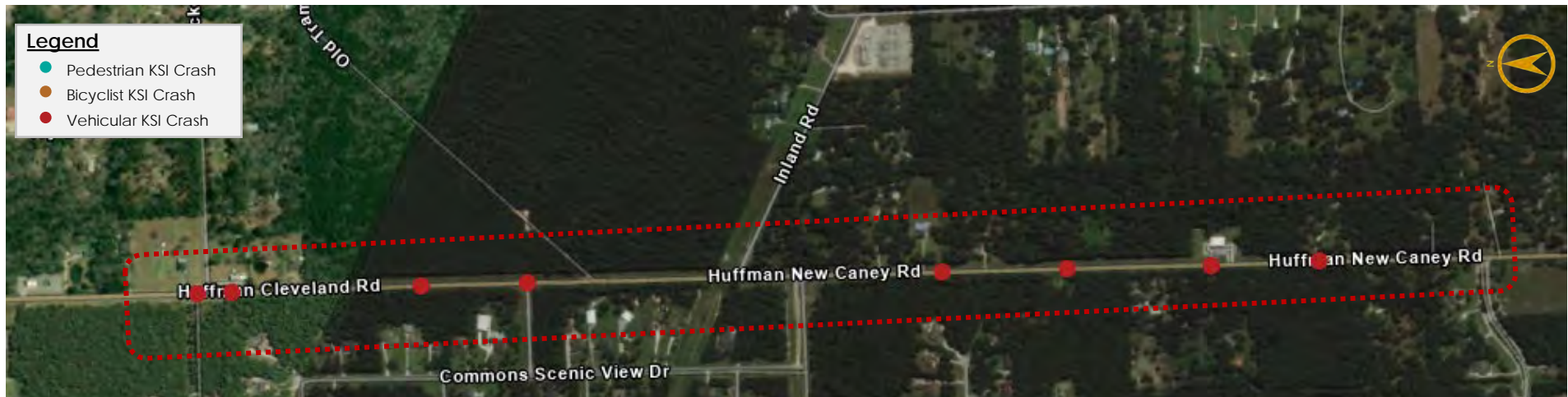
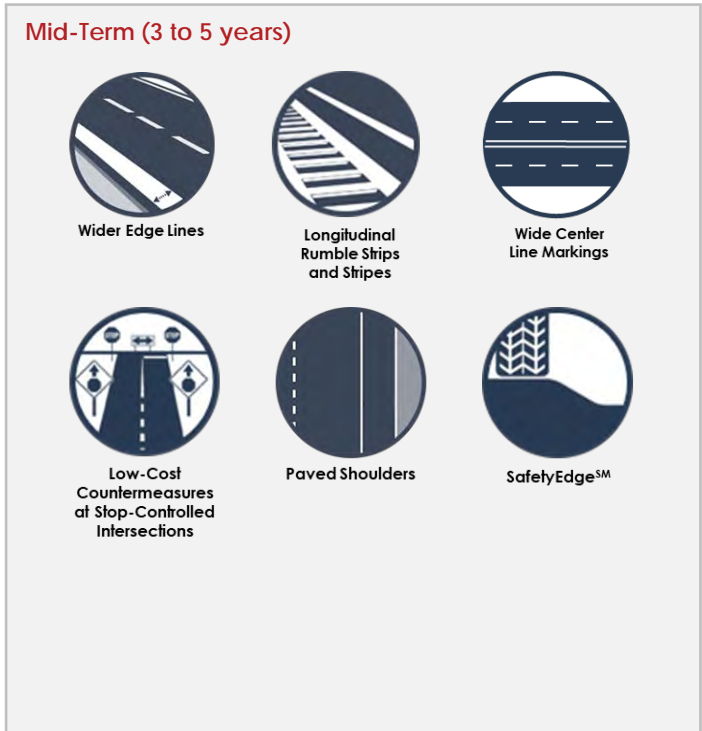
Crash Severity (2014-2021)

| | |
|-----------------------------|-----|
| Fatal (K) Crashes | 4 |
| Serious Injury (SI) Crashes | 7 |
| Total KSI Crashes | 11 |
| KSI Crashes per Mile | 6.5 |

Crash Trends (2014-2021)



Vision Zero Safety Improvement Considerations



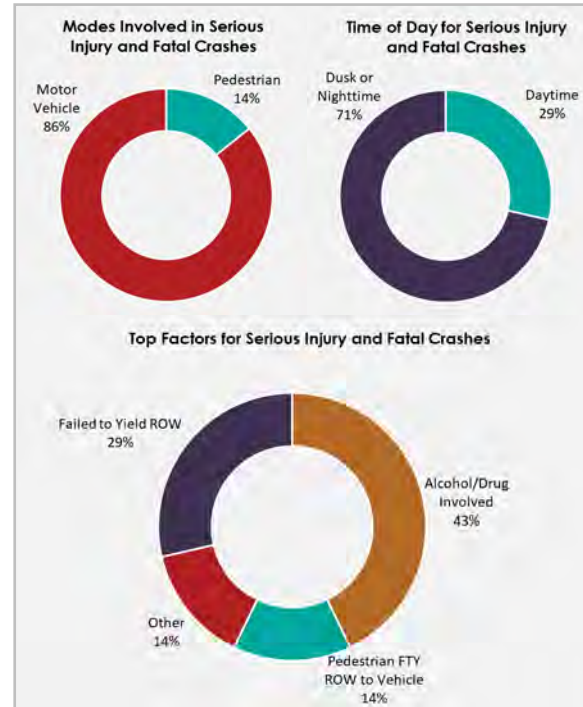
Corridor Characteristics

| | |
|---------------------------|--------------------|
| Precinct | 3 |
| Length | 1.0 mi |
| Functional Classification | Major thoroughfare |
| Posted Speed | 35 mph |
| Right of Way Width | 100 ft |
| Existing Cross Section | 4-lane divided |
| Drainage | Storm sewer |
| Daily Traffic Volume (21) | 22,600-24 000 |
| Social Vulnerability | Low |

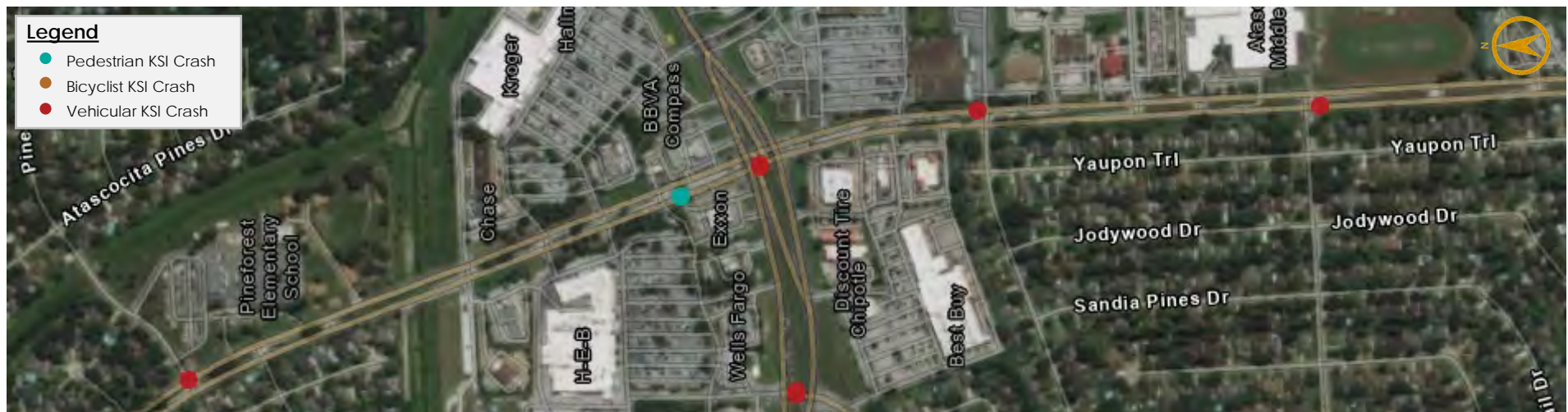
Crash Severity (2014-2021)

| | |
|-----------------------------|-----|
| Fatal (K) Crashes | 2 |
| Serious Injury (SI) Crashes | 5 |
| Total KSI Crashes | 7 |
| KSI Crashes per Mile | 7.0 |

Crash Trends (2014-2021)



Vision Zero Safety Improvement Considerations



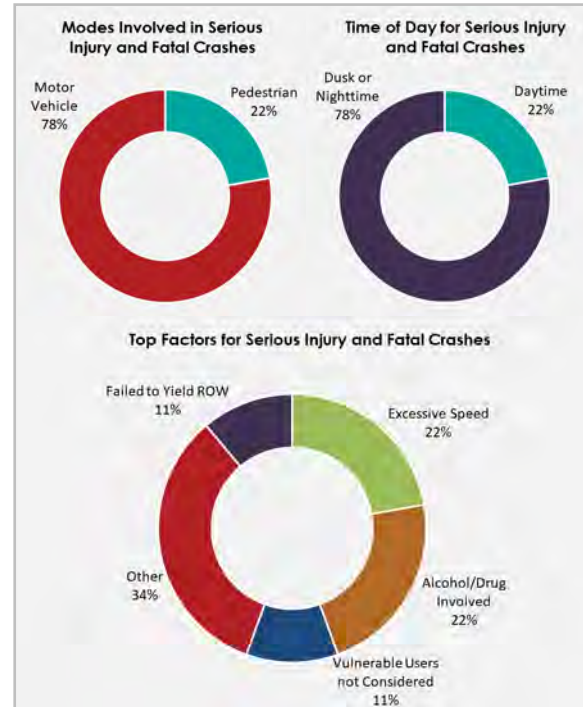
Corridor Characteristics

| | |
|---------------------------|--------------------|
| Precinct | 4 |
| Length | 1.3 mi |
| Functional Classification | Major thoroughfare |
| Posted Speed | 35 mph |
| Right of Way Width | 120 ft |
| Existing Cross Section | 4-lane divided |
| Drainage | Storm sewer |
| Daily Traffic Volume (21) | 20,100 |
| Social Vulnerability | Medium |

Crash Severity (2014-2021)

| | |
|-----------------------------|-----|
| Fatal (K) Crashes | 5 |
| Serious Injury (SI) Crashes | 4 |
| Total KSI Crashes | 9 |
| KSI Crashes per Mile | 6.9 |

Crash Trends (2014-2021)



Vision Zero Safety Improvement Considerations



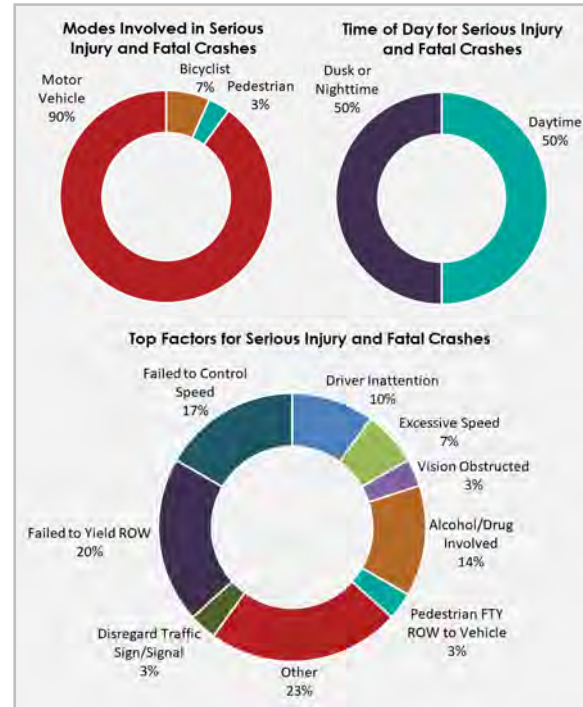
Corridor Characteristics

| | |
|---------------------------|--------------------|
| Precinct | 4 |
| Length | 3.5 mi |
| Functional Classification | Major thoroughfare |
| Posted Speed | 40 mph |
| Right of Way Width | 100 ft |
| Existing Cross Section | 4-lane divided |
| Drainage | Varies |
| Daily Traffic Volume (21) | 27,100-39,600 |
| Social Vulnerability | Low |

Crash Severity (2014-2021)

| | |
|-----------------------------|-----|
| Fatal (K) Crashes | 4 |
| Serious Injury (SI) Crashes | 26 |
| Total KSI Crashes | 30 |
| KSI Crashes per Mile | 8.6 |

Crash Trends (2014-2021)



Vision Zero Safety Improvement Considerations

Short-Term (1 to 3 years)



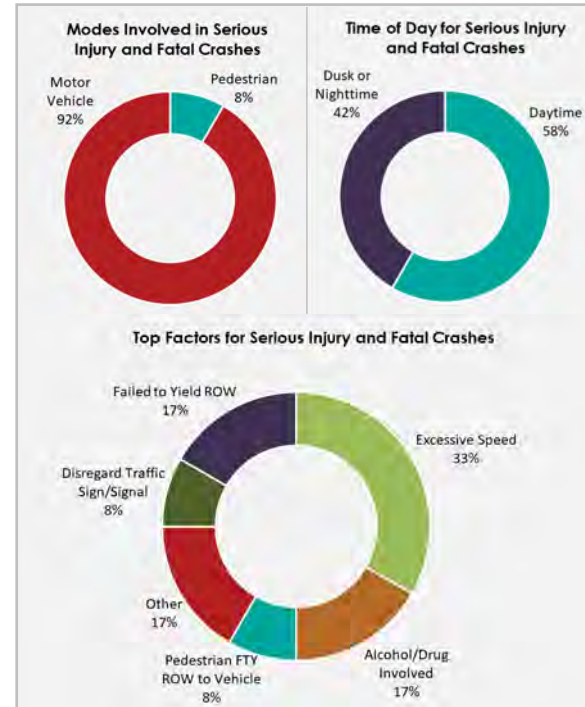
Corridor Characteristics

| | |
|---------------------------|--------------------|
| Precinct | 1 & 2 |
| Length | 2.3 mi |
| Functional Classification | Major thoroughfare |
| Posted Speed | 35 mph |
| Right of Way Width | 100 ft |
| Existing Cross Section | 4-lane divided |
| Drainage | Storm sewer |
| Daily Traffic Volume (21) | 5,800 |
| Social Vulnerability | Medium |

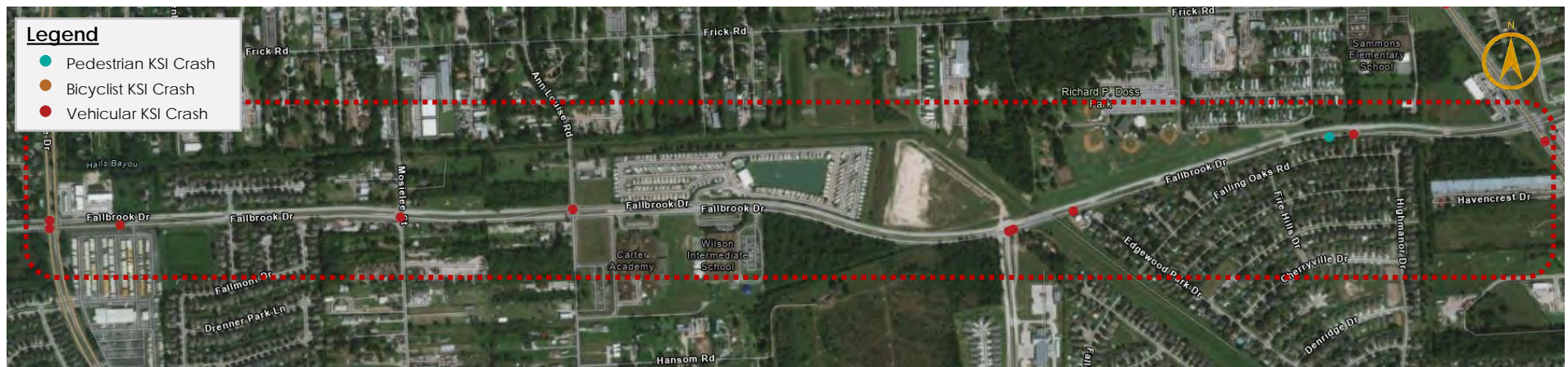
Crash Severity (2014-2021)

| | |
|-----------------------------|-----|
| Fatal (K) Crashes | 5 |
| Serious Injury (SI) Crashes | 7 |
| Total KSI Crashes | 12 |
| KSI Crashes per Mile | 5.2 |

Crash Trends (2014-2021)



Vision Zero Safety Improvement Considerations



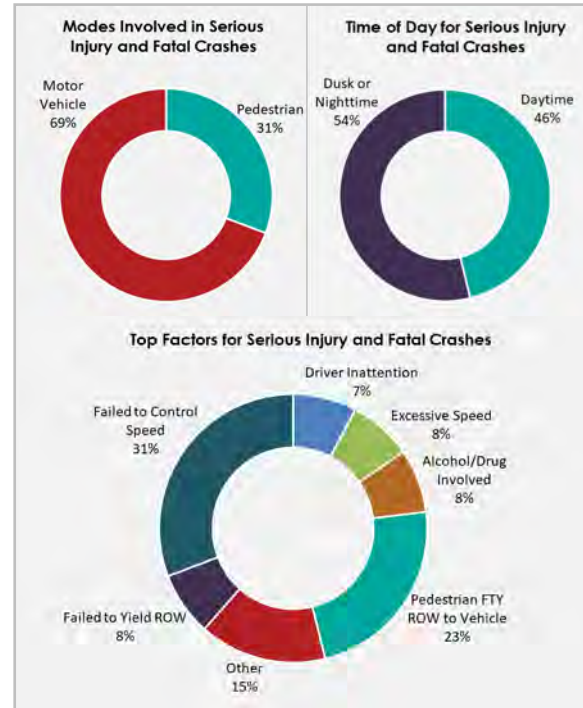
Corridor Characteristics

| | |
|---------------------------|--------------------|
| Precinct | 1 |
| Length | 1.0 mi |
| Functional Classification | Major thoroughfare |
| Posted Speed | 40 mph |
| Right of Way Width | 100 ft |
| Existing Cross Section | 4-lane divided |
| Drainage | Storm Sewer |
| Daily Traffic Volume (21) | 20,400 |
| Social Vulnerability | Medium |

Crash Severity (2014-2021)

| | |
|-----------------------------|------|
| Fatal (K) Crashes | 3 |
| Serious Injury (SI) Crashes | 10 |
| Total KSI Crashes | 13 |
| KSI Crashes per Mile | 13.0 |

Crash Trends (2014-2021)



Vision Zero Safety Improvement Considerations



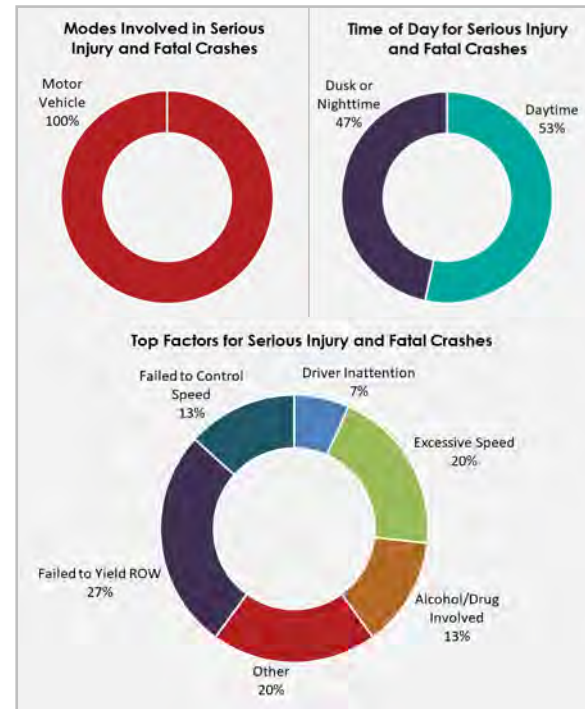
Corridor Characteristics

| | |
|---------------------------|--------------------|
| Precinct | 3 |
| Length | 2.2 mi |
| Functional Classification | Major thoroughfare |
| Posted Speed | |
| Right of Way Width | 100 ft |
| Existing Cross Section | 4-lane undivided |
| Drainage | Open ditch |
| Daily Traffic Volume (21) | 29,700-34,600 |
| Social Vulnerability | Low |

Crash Severity (2014-2021)

| | |
|-----------------------------|-----|
| Fatal (K) Crashes | 4 |
| Serious Injury (SI) Crashes | 11 |
| Total KSI Crashes | 15 |
| KSI Crashes per Mile | 6.8 |

Crash Trends (2014-2021)



Vision Zero Safety Improvement Considerations

Short-Term (1 to 3 years)



Yellow Change Intervals



Lighting



Road Safety Audits

Mid-Term (3 to 5 years)



Corridor Access Management



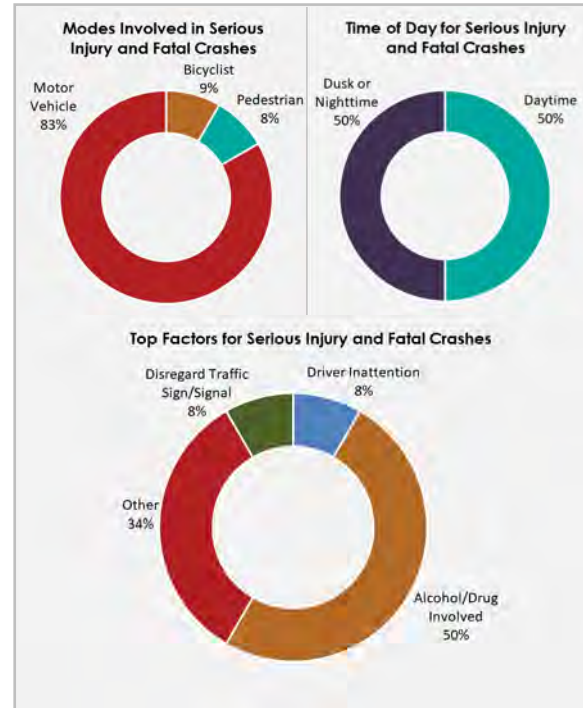
Corridor Characteristics

| | |
|---------------------------|--------------------|
| Precinct | 1 |
| Length | 1.2 mi |
| Functional Classification | Major thoroughfare |
| Posted Speed | 40 mph |
| Right of Way Width | 120 ft |
| Existing Cross Section | 4-lane undivided |
| Drainage | Open ditch |
| Daily Traffic Volume (21) | 14,700-17,000 |
| Social Vulnerability | High |

Crash Severity (2014-2021)

| | |
|-----------------------------|------|
| Fatal (K) Crashes | 4 |
| Serious Injury (SI) Crashes | 8 |
| Total KSI Crashes | 12 |
| KSI Crashes per Mile | 10.0 |

Crash Trends (2014-2021)



Vision Zero Safety Improvement Considerations

Short-Term (1 to 3 years)



Yellow Change Intervals

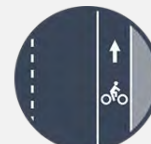


Road Safety Audits

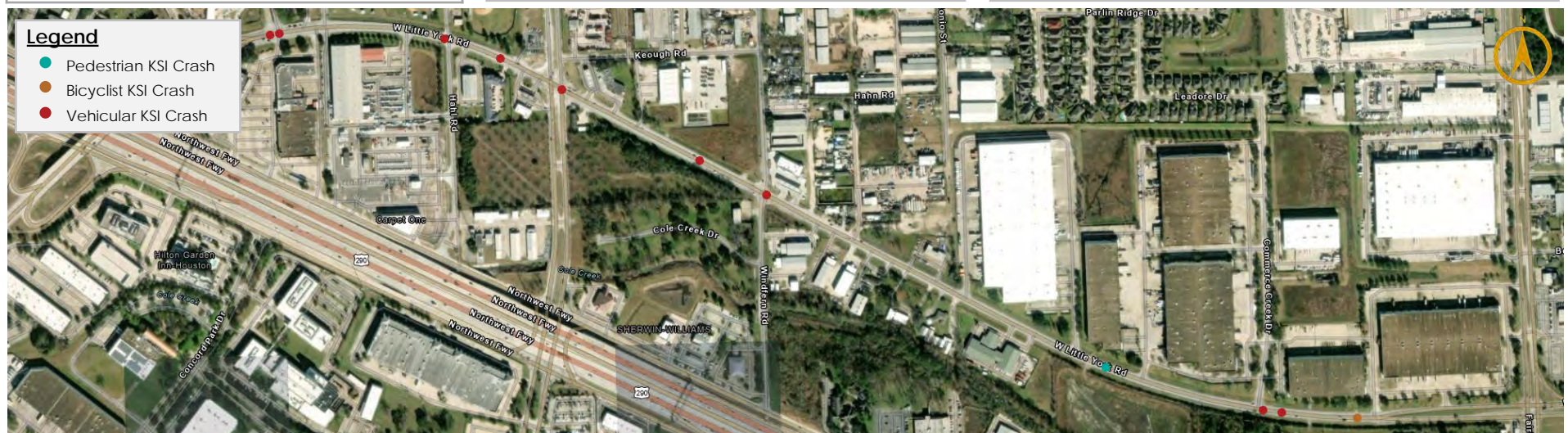
Long-Term (5 to 8 years)



Expand to 5-lane section w/CTWLT (Addl ROW reqd)



Bicycle Lanes (Add Shoulders)



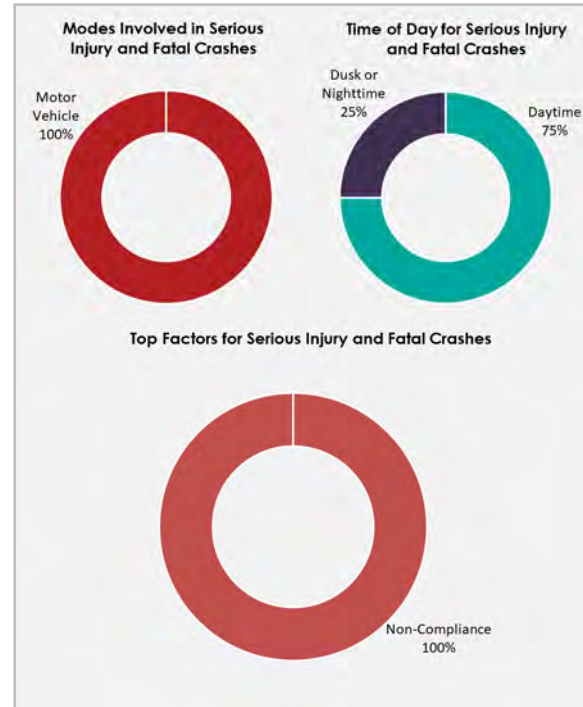
Corridor Characteristics

| | |
|---------------------------|------------------|
| Precinct | 4 |
| Length | 0.5 mi |
| Functional Classification | Residential |
| Posted Speed | 35 mph |
| Right of Way Width | 60 ft |
| Existing Cross Section | 2-lane undivided |
| Drainage | Open ditch |
| Daily Traffic Volume (21) | 3,400 |
| Social Vulnerability | Medium |

Crash Severity (2014-2021)

| | |
|-----------------------------|-----|
| Fatal (K) Crashes | 2 |
| Serious Injury (SI) Crashes | 2 |
| Total KSI Crashes | 4 |
| KSI Crashes per Mile | 8.0 |

Crash Trends (2014-2021)

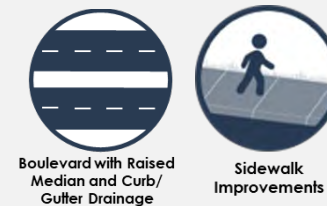


Vision Zero Safety Improvement Considerations

Short-Term (1 to 3 years)



Long-Term (5 to 8 years)



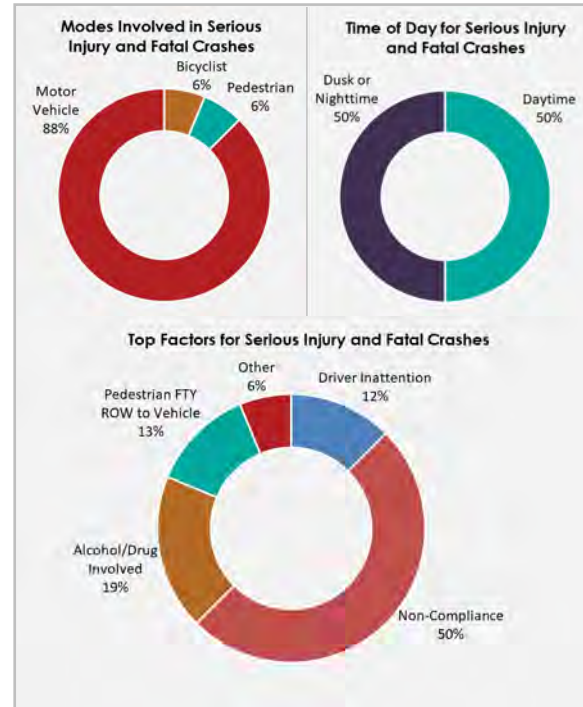
Corridor Characteristics

| | |
|---------------------------|--------------------|
| Precinct | 4 |
| Length | 0.7 mi |
| Functional Classification | Major thoroughfare |
| Posted Speed | 45 mph |
| Right of Way Width | 100 ft |
| Existing Cross Section | 4-lane divided |
| Drainage | Storm sewer |
| Daily Traffic Volume (21) | 32,000 |
| Social Vulnerability | Low |

Crash Severity (2014-2021)

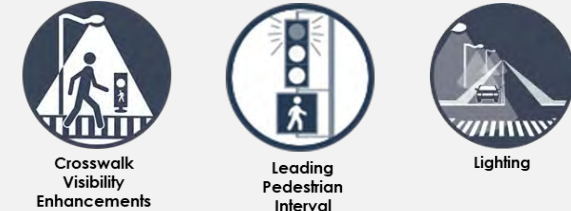
| | |
|-----------------------------|------|
| Fatal (K) Crashes | 4 |
| Serious Injury (SI) Crashes | 12 |
| Total KSI Crashes | 16 |
| KSI Crashes per Mile | 22.9 |

Crash Trends (2014-2021)



Vision Zero Safety Improvement Considerations

Short-Term (1 to 3 years)



Mid-Term (3 to 5 years)



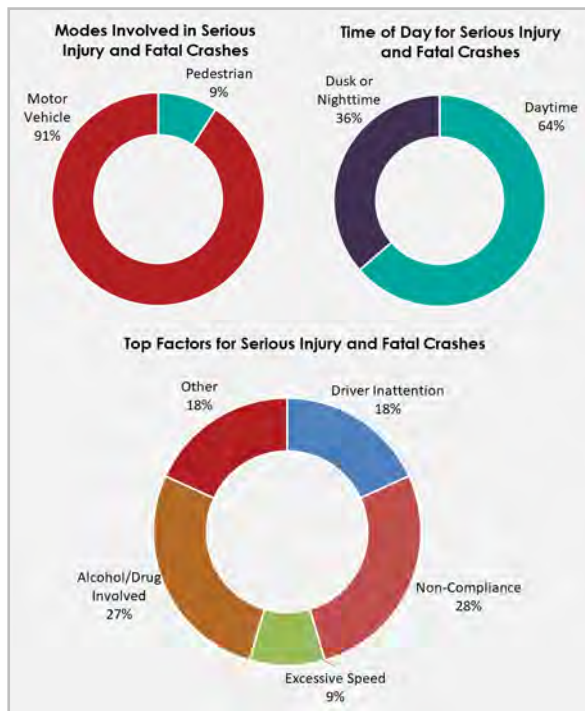
Corridor Characteristics

| | |
|---------------------------|--------------------|
| Precinct | 4 |
| Length | 1.3 mi |
| Functional Classification | Major thoroughfare |
| Posted Speed | 45 mph |
| Right of Way Width | 100 ft |
| Existing Cross Section | 4-lane divided |
| Drainage | Storm sewer |
| Daily Traffic Volume (21) | 26,000 |
| Social Vulnerability | Low |

Crash Severity (2014-2021)

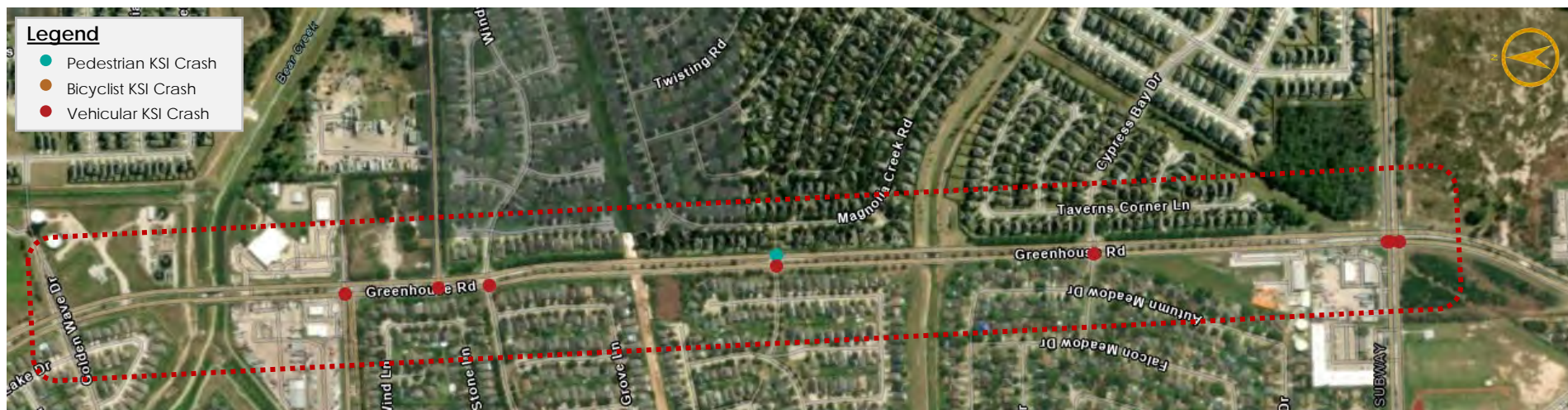
| | |
|-----------------------------|-----|
| Fatal (K) Crashes | 2 |
| Serious Injury (SI) Crashes | 9 |
| Total KSI Crashes | 11 |
| KSI Crashes per Mile | 8.5 |

Crash Trends (2014-2021)



Vision Zero Safety Improvement Considerations

Short-Term (1 to 3 years)



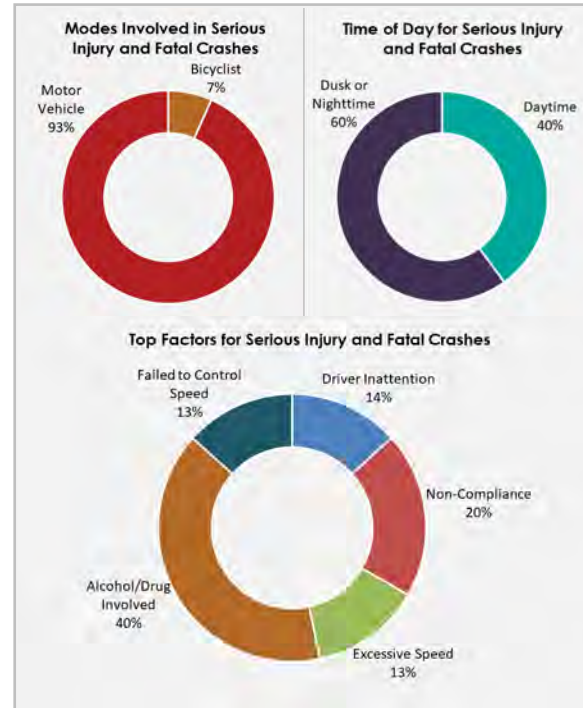
Corridor Characteristics

| | |
|---------------------------|--------------------|
| Precinct | 4 |
| Length | 2.5 mi |
| Functional Classification | Major thoroughfare |
| Posted Speed | 40-45 mph |
| Right of Way Width | 100 ft |
| Existing Cross Section | 4-lane divided |
| Drainage | Storm sewer |
| Daily Traffic Volume (21) | 33,300 |
| Social Vulnerability | Low |

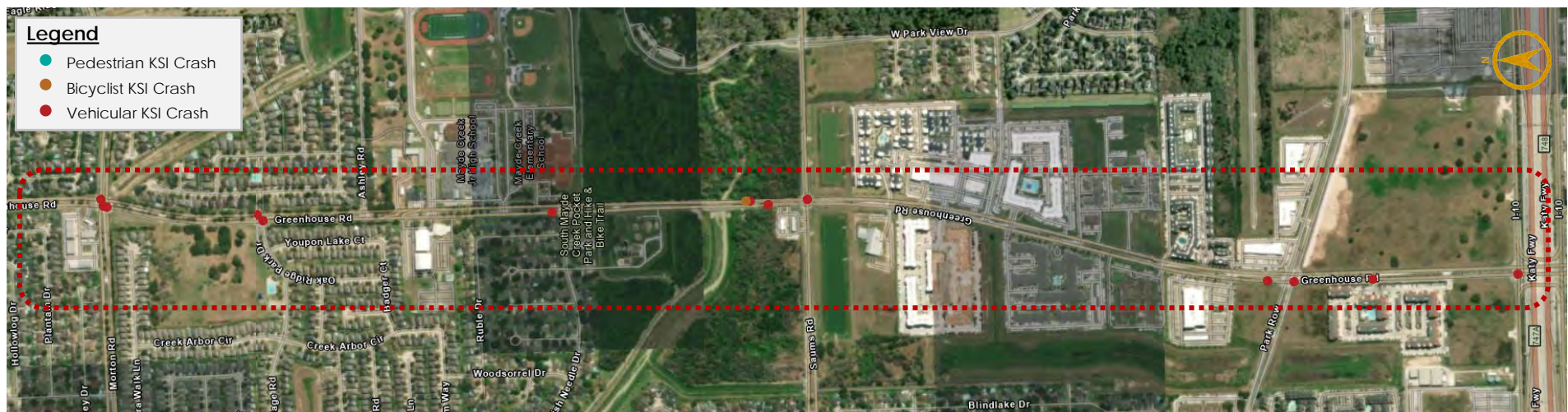
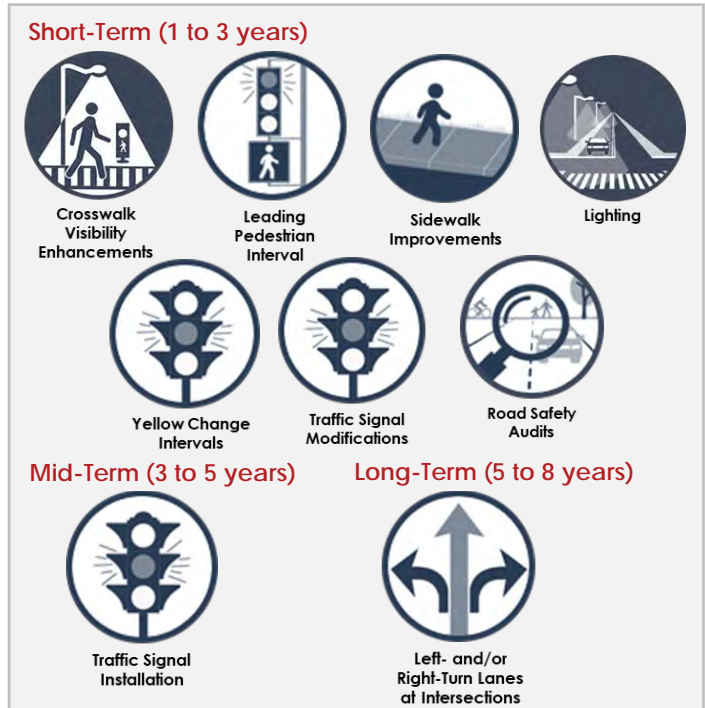
Crash Severity (2014-2021)

| | |
|-----------------------------|-----|
| Fatal (K) Crashes | 6 |
| Serious Injury (SI) Crashes | 9 |
| Total KSI Crashes | 15 |
| KSI Crashes per Mile | 6.0 |

Crash Trends (2014-2021)



Vision Zero Safety Improvement Considerations



Potential safety improvements for each High Risk Corridor are provided in more detail in Table 3. The improvements include both low-cost, quick-build safety projects that could be constructed within one to three years, as well as longer term roadway improvement needs for each corridor. The actual timeframe for implementation will depend on grants and other funding opportunities available to implement the projects.

A preliminary, planning-level cost estimate of the investment needed to construct the improvements is also provided in the table. The estimates are categorized based on magnitude of cost (low, medium, or high) using a simplified cost estimating method as detailed in Section 7. The estimates focus on safety improvements only and do not include right-of-way acquisition, detention, and other costs associated with full corridor revitalization. **Further refinement of proposed safety improvements and cost estimates are expected to occur as part of the Vision Zero Phase 2 project.**

Table 3. Vision Zero Safety Improvement Considerations for High Risk Corridors

| Rank | Roadway | Corridor Limits | Length (mi) | Vision Zero Safety Improvement Considerations | Planning Level Cost Estimate Low: <\$2.5M Medium: \$2.5-\$10M High: >\$10M |
|------|----------------------|---|-------------|--|--|
| 1 | Rankin Road | East of IH 45 NBFR to Imperial Valley Drive | 1.0 | <p>Short Term: Install wider edge line pavement markings, wider centerline pavement markings (may require minor widening since existing lanes are 11' wide), street lighting, traffic signal timing & synchronization improvements, and install ADA ramps and leading pedestrian intervals at Imperial Valley. Install pedestrian/bicycle access extensions (beyond the limits of ROW) to: 1) the skate park in the southwest quadrant of I-45, 2) METRO Kuykendahl Park and Ride, and 3) Greens bayou and the adjacent HCFCD detention pond site.</p> <p>Long term: Construct 4-lane boulevard section with raised median, curb/gutter drainage, and sidewalks.</p> | High |
| 2 | Veterans Memorial Dr | FM 1960 to N Sam Houston Parkway W | 4.2 | <p>Short term: Restripe existing 5-lane section w/CTWLT between FM 1960 & Richey Road (1.5 mi) & between Antoine Drive & Greens Road (1 mi); driveway consolidation; add pedestrian signals/crosswalks at Fountainhead Drive, Sableridge Drive, Blackpool Lane, Spears Road, Antoine Drive, S. Camden Parkway, & Willow Tree Drive; signal warrant/potential traffic signal at Veterans Memorial at Kelly Lane (2 fatalities at this intersection) (could operate split phase with intersection at S. Camden Parkway), street lighting, leading pedestrian intervals/traffic signal timing & synchronization at all signals.</p> <p>Long term: boulevard section with raised median and curb/gutter drainage, sidewalks.</p> | High |

| Rank | Roadway | Corridor Limits | Length (mi) | Vision Zero Safety Improvement Considerations | Planning Level Cost Estimate Low: <\$2.5M Medium: \$2.5-\$10M High: >\$10M |
|------|------------------|--|-------------|--|--|
| 3 | Aldine Mail Road | Aldine Westfield Road to Easthampton Drive | 2.6 | <p>Short term: Add pedestrian refuge island w/actuated flashing beacon near midblock crossing at MacArthur High School (possible candidate for Safe Routes to Schools funding), street lighting.</p> <p>Mid term: Convert CTWLT to raised median between John F. Kennedy Boulevard and IH-45 & consolidate driveways; crosswalk visibility enhancements.</p> <p>Long term: Add CTWLT between Aldine Westfield Road to Russ Drive (0.4 mi), including left turn lanes at signalized intersections (additional ROW required).</p> | Medium |
| 4 | Antoine Drive | Veterans Memorial Drive to N Sam Houston Parkway W | 1.7 | <p>Short term: Traffic signal timing/synchronization at Veterans Memorial Drive (improve yellow intervals and leading pedestrian interval), traffic signal modifications at Veterans Memorial Drive (add crosswalks, ADA pedestrian ramps, pedestrian signals, pedestrian refuge island, and extend sidewalk access to remove gaps); unobstructed visibility easement analysis to examine potential encroachment of trees/vegetation on the southwest corner at Claverton Drive.</p> <p>Mid-term: Add bike lane improvements.</p> | Low |

| Rank | Roadway | Corridor Limits | Length (mi) | Vision Zero Safety Improvement Considerations | Planning Level Cost Estimate Low: <\$2.5M Medium: \$2.5-\$10M High: >\$10M |
|------|-----------------------|---|-------------|--|--|
| 5 | Stuebner Airline Road | North of Spring Cypress Road to FM 1960 | 5.2 | <p>Short term: Traffic signal timing/synchronization at all intersections (yellow intervals and leading pedestrian intervals); traffic signal modifications at Spring Cypress Road (upgrade ped signals to HCED standard), Creekfield Drive (update ped signals to HCED standard), Theisswood Road (add ADA ramps & pedestrian signals), Oakwood Glen Boulevard (add additional signal heads on Stuebner Airline Road approaches), Louetta Road (add additional signal heads on Stuebner Airline Road approaches, ADA compliant/countdown ped signals), Mittlesteadt Road/Brightwood Drive (add crosswalks, ADA ramps, and pedestrian signals), and FM 1960 (ADA compliant/countdown ped signals); add actuated pedestrian flashing beacon at mid-block crossing at Klein High Loop/Worcester Drive; add sidewalk on east side of Stuebner Airline Road between Lyons School Road and Louetta Road, street lighting.</p> <p>Mid term: Convert CTWLTL to raised median between Mintwood Lane and Klein High Loop/Worcester Drive (0.6 mi) and between Mittlesteadt Road/Brightwood Drive and FM 1960 (0.9 mi); driveway consolidation (between Fernglad Drive and FM 1960).</p> <p>Long term: Convert to full boulevard section (divided with raised median and curb/gutter drainage) and add sidewalks.</p> | High |
| 6 | Veterans Memorial Dr | N Sam Houston Parkway W to SH 249 | 3.4 | <p>Short term: restripe to 5-lane section w/CTWLTL between Fallbrook and SH 249 (1.9 mi), add pedestrian signals/crosswalks at Blue Bell Rd & West Road, driveway consolidation at Bluebell Rd, street lighting, add sidewalks; crosswalk visibility enhancements.</p> <p>Long term: boulevard section with raised median and curb/gutter drainage, sidewalks.</p> | High |

| Rank | Roadway | Corridor Limits | Length (mi) | Vision Zero Safety Improvement Considerations | Planning Level Cost Estimate Low: <\$2.5M Medium: \$2.5-\$10M High: >\$10M |
|------|---------------------|---|-------------|---|--|
| 7 | W Montgomery Road | SH 249 to Wavell Street | 2.0 | <p>Short term: Traffic signal timing/synchronization (improve yellow intervals and leading pedestrian intervals), traffic signal modifications at W. Gulf Bank & Breen Road (refresh pavement markings/crosswalks, update ped signs to ADA standard), crosswalk visibility enhancements, street lighting.</p> <p>NOTE: CIP projects currently underway for sidewalk improvements from Breen Drive to West Gulf Bank Road, as well as traffic signal installation and intersection improvements at intersection with T.C. Jester Boulevard.</p> | Low |
| 8 | Spencer Highway | Galveston Road to Somerton Drive | 8.0 | <p>Short term: Traffic signal timing/synchronization at all intersections (yellow intervals and leading pedestrian intervals); traffic signal modifications at Texas/York (crosswalks, ADA ramps, pedestrian signals), 8th Street (ped signals, additional signal heads), Allen Genoa Road (crosswalks, ADA ramps, additional signal heads), Perez (ADA ramps, additional signal heads), Shaver St (ADA ramps), Westside Drive (ADA ramps); Watters Road (ADA ramps), Sinclair Street (crosswalks, ADA ramps, pedestrian signals), Luella Drive (add signal heads) and Somerton Drive (crosswalks, ADA ramps); evaluate FYA operations at Sinclair Street, Dedman Street, Space Center Boulevard, Trebor Street, Red Bluff Road, Kyle Chapman, & Center Street (and upgrade FYA signage/signal modification if needed); crosswalk visibility enhancements.</p> <p>Mid term: Access management improvements to convert existing center two-way left turn lane to a raised median with turn bays, and consolidate driveways; bike lane improvements; and intersection configuration improvements at York/Texas.</p> | High |
| 9 | Dominion Park Drive | Kuykendahl Road to IH 45 Southbound Frontage Road | 0.5 | <p>Short term: Install sidewalks on both sides of Dominion Park Drive; unobstructed visibility easement analysis to examine potential encroachment on east ROW on Kuykendahl Road; conduct traffic signal warrant analysis to evaluate the need for a traffic signal at the intersection of Kuykendahl Road at Dominion Park Drive; install traffic signal at Kuykendahl Road if warranted.</p> | Low |

| Rank | Roadway | Corridor Limits | Length (mi) | Vision Zero Safety Improvement Considerations | Planning Level Cost Estimate Low: <\$2.5M Medium: \$2.5-\$10M High: >\$10M |
|------|--------------------|---|-------------|---|--|
| 10 | W Mount Houston Rd | IH 45 Northbound Frontage Road to Airline Drive | 0.9 | Long term: Expand roadway to a 40-ft cross-section with curb/gutter drainage, sidewalk, and bike lane improvements. Improve intersection configuration at Sweetwater Lane and Helms Road. Consolidate driveways/parking lot configuration to limit access to W. Mount Houston Road. | Medium |
| 11 | Barbers Hill Road | Garth Road to Crosby Barbers Hill Road | 0.5 | Short term: Street lighting. NOTE: All-way stop control recently installed at the intersection with Garth Road. This low-cost safety project focuses on improving visibility at both intersections. | Low |
| 12 | Hollow Tree Lane | Cali Drive to IH 45 Northbound Frontage Road | 1.0 | Short term: Traffic signal timing/synchronization at Cypress Station Drive (yellow intervals and leading pedestrian intervals); add sidewalks and bike lane improvements on both sides of the roadway; add marked crosswalks at the intersection of Hollow Tree Lane at Cali Drive (if AWSC is warranted) and at Westfield Place Drive (currently AWSC); crosswalk visibility enhancements. | Low |
| 13 | Ella Boulevard | At Barren Springs Drive | n/a | Short term: Conduct traffic signal warrant analysis to evaluate the need for a traffic signal at this intersection. Install traffic signal if warranted. If not warranted, implement "Stop Ahead" intersection warning sign with oversize Stop sign. NOTE: CIP projects currently underway for sidewalk and transit stop improvements in the vicinity, which should help mitigate pedestrian/bicycle crashes that occurred on this corridor. This safety project focuses on the cluster of serious injury crashes at the intersection with Barren Springs Drive. | Low |

| Rank | Roadway | Corridor Limits | Length (mi) | Vision Zero Safety Improvement Considerations | Planning Level Cost Estimate Low: <\$2.5M Medium: \$2.5-\$10M High: >\$10M |
|------|-----------------|----------------------------------|-------------|--|--|
| 14 | Jones Road | Grant Road to Ranchstone Drive | 4.0 | <p>Short term: Traffic signal timing/synchronization at all intersections (yellow intervals and leading pedestrian intervals); traffic signal modifications at intersections (crosswalks, pedestrian signals, additional signal heads, and other improvements to meet ADA/HCED standards); crosswalk visibility enhancements, street lighting.</p> <p>Long term: Construct boulevard section with raised median and curb/gutter drainage from Grant Road to FM 1960 (2.3 mi), add sidewalks and bike lanes on both sides of roadway throughout study corridor.</p> | High |
| 15 | West Road | Veterans Memorial Drive to IH 45 | 1.75 | <p>Short term: Traffic signal timing/synchronization at all intersections (yellow intervals and leading pedestrian intervals), traffic signal modifications at all intersections (crosswalks, pedestrian signals, additional signal heads, and other improvements to meet ADA/HCED standards), add sidewalks on both sides of the roadway, crosswalk visibility enhancements, street lighting.</p> <p>Mid term: Access management (hooded left turn lanes) at Winding Bayou Trace and shopping center driveway to reduce conflict points.</p> | Medium |
| 16 | Atascocita Road | Kings Parkway to FM 1960 | 0.9 | <p>Short term: Evaluate FYA operations at Atascocita Trace Drive; traffic signal timing/synchronization at all intersections (yellow intervals and leading pedestrian intervals), traffic signal modifications at intersections (crosswalks, pedestrian signals, additional signal heads, and other improvements to meet ADA/HCED standards), sidewalk improvements, street lighting.</p> <p>Mid Term: Access management (hooded left turn lanes or turn bays with curbed divider) at shopping center driveways to reduce conflict points.</p> | Low |
| 17 | Grant Road | Perry Road to SH 249 | 0.5 | <p>Short term: Traffic signal timing/synchronization at all intersections (yellow intervals and leading pedestrian intervals); add sidewalks on both sides of roadway, street lighting.</p> | Low |

| Rank | Roadway | Corridor Limits | Length (mi) | Vision Zero Safety Improvement Considerations | Planning Level Cost Estimate Low: <\$2.5M Medium: \$2.5-\$10M High: >\$10M |
|------|---------------|-------------------------------|-------------|--|--|
| 18 | Louetta Road | SH 249 to Cannaberry Way | 8.4 | <p>Short term: Improved signage at three-legged intersections; traffic signal timing/synchronization at all intersections (yellow intervals and leading pedestrian intervals), traffic signal modifications at intersections (crosswalks, pedestrian signals, additional signal heads, and other improvements to meet ADA/HCED standards), restripe existing shoulder between Old Louetta Road and Cannaberry Way to provide bike lane (6.8 mi), add sidewalk on section between SH 249 and Old Louetta Road (1.6 mi), crosswalk visibility enhancements, street lighting.</p> <p>Mid term: Access management improvements at shopping center driveways to reduce conflict points, driveway consolidation.</p> <p>Long term: Convert to full boulevard section (divided with raised median and curb/gutter drainage) between Old Louetta Road and Cannaberry Way and add sidewalks.</p> | High |
| 19 | Airline Drive | N of West Road to Canino Road | 3.5 | <p>Short term: Traffic signal timing/synchronization at all intersections (yellow intervals and leading pedestrian intervals), traffic signal modifications at intersections (crosswalks, pedestrian signals, additional signal heads, and other improvements to meet ADA/HCED standards), midblock crossing/pedestrian refuge with actuated pedestrian signal at Lucky Land Asian Culture Park, crosswalk visibility enhancements, street lighting.</p> <p>Mid term: Convert CTWLT to raised median between West Road and W. Gulf Bank Road and between Lucky Land Asian Culture Park and Canino Road.</p> | High |

| Rank | Roadway | Corridor Limits | Length (mi) | Vision Zero Safety Improvement Considerations | Planning Level Cost Estimate Low: <\$2.5M Medium: \$2.5-\$10M High: >\$10M |
|------|----------------------|--|-------------|---|--|
| 20 | Homestead Road | N of Tidwell Road to S of Miley Street | 2.5 | <p>Short term: Traffic signal timing/synchronization at all intersections (yellow intervals and leading pedestrian intervals); traffic signal modifications at intersections (crosswalks, pedestrian signals, additional signal heads, and other improvements to meet ADA/HCED standards); sidewalk improvement (shared path width); crosswalk visibility enhancements, particularly to address bicycle/pedestrian crash cluster at S. Hall Street, street lighting.</p> <p>Mid term: access management and driveway consolidation to reduce conflict points at shopping centers.</p> <p>NOTE: A portion of Homestead Road is located in City of Houston. A joint project is currently underway to convert Homestead Road from a 6-lane divided to a 4-lane divided cross-section (road diet) and add bicycle lanes.</p> | Medium |
| 21 | Homestead Road | S of Old Humble Road to Winfield Road | 0.6 | <p>Short term: Traffic signal timing/synchronization at all intersections (yellow intervals and leading pedestrian intervals); traffic signal modifications at intersections (crosswalks, pedestrian signals, additional signal heads, and other improvements to meet ADA/HCED standards); signage improvements near Hamill Road; sidewalk improvements (shared path width); crosswalk visibility enhancements; street lighting.</p> <p>Mid term: Driveway consolidation near Hamill Road.</p> | Low |
| 22 | Huffman Cleveland Rd | Hickory Ridge Drive to Commons Vista Drive | 1.7 | <p>Mid term: Add wide edge lines, rumble strips, enhanced signage on two-way stop-controlled approaches, wide center lines, add paved shoulders, clear zone widening.</p> <p>NOTE: 2023-2026 TIP project planned to reconstruct and widen Huffman Cleveland Road from a 2-lane undivided to a 4-lane divided roadway (sponsored by TxDOT Houston District).</p> | Low |

| Rank | Roadway | Corridor Limits | Length (mi) | Vision Zero Safety Improvement Considerations | Planning Level Cost Estimate Low: <\$2.5M Medium: \$2.5-\$10M High: >\$10M |
|------|---------------------|---|-------------|--|--|
| 23 | W Lake Houston Pkwy | Pine Cup Drive to Atascocita Middle School | 1.0 | Short term: Traffic signal timing/synchronization at all intersections (yellow intervals and leading pedestrian intervals); traffic signal modifications at intersections (crosswalks, pedestrian signals, additional signal heads, and other improvements to meet ADA/HCED standards); add sidewalks between Chase Bank driveway and Tournament Trail Drive; crosswalk visibility enhancements. | Low |
| 24 | Bissonnet Street | Sugar Land Howell Road to Synott Road | 1.3 | Short term: Traffic signal timing/synchronization at all intersections (yellow intervals and leading pedestrian intervals); traffic signal modifications at intersections (crosswalks, pedestrian signals, additional signal heads, and other improvements to meet ADA/HCED standards); add sidewalks on both sides of the roadway; crosswalk visibility enhancements, street lighting. | Medium |
| 25 | Fry Road | N of Keith Harrow Boulevard to Franz Road | 3.5 | Short term: Traffic signal timing/synchronization at all intersections (yellow intervals and leading pedestrian intervals); traffic signal modifications at intersections (crosswalks, pedestrian signals, additional signal heads, and other improvements to meet ADA/HCED standards); add sidewalks to fill infrastructure gaps; street lighting. | Medium |
| 26 | Fallbrook Drive | W of NW Park Drive to Veterans Memorial Drive | 2.3 | Short term: Traffic signal timing/synchronization at all intersections (yellow intervals and leading pedestrian intervals); traffic signal modifications at intersections (crosswalks, pedestrian signals, additional signal heads, and other improvements to meet ADA/HCED standards); evaluate FYA operations; sidewalk improvements between Antoine Drive and Mosielee Street (0.5 mi); street lighting. | Low |

| Rank | Roadway | Corridor Limits | Length (mi) | Vision Zero Safety Improvement Considerations | Planning Level Cost Estimate Low: <\$2.5M Medium: \$2.5-\$10M High: >\$10M |
|------|---------------------|--|-------------|--|--|
| 27 | Spears Road | Veterans Memorial Drive to W of TC Jester | 1.0 | Short term: Traffic signal timing/synchronization at all intersections (yellow intervals and leading pedestrian intervals); traffic signal modifications at intersections (crosswalks, pedestrian signals, additional signal heads, and other improvements to meet ADA/HCED standards); evaluate FYA operations; pedestrian refuge/raised median on south leg of intersection of Spears Road at Walters Road; crosswalk visibility enhancements; evaluate need for midblock crossing just east of Walters Road (near convenience store); sidewalk improvements. | Low |
| 28 | Spring Cypress Road | Memorial Spring Drive to W of Valka Road | 2.2 | Short term: Traffic signal timing/synchronization at all intersections (yellow intervals), street lighting. Mid term: Access management improvements and driveway consolidation to reduce conflicts at midblock intersections and commercial driveways. | Medium |
| 29 | W Little York Road | E of Hempstead Road to W of Fairbanks N Houston Rd | 1.2 | Short term: Traffic signal timing/synchronization at all intersections (yellow intervals). Long term: Add CTWLTL, install bike lane (add shoulder). | Medium |
| 30 | Alice Road | Green Meadow Road to SH 249 | 0.5 | Short term: wider edge lanes, refresh centerline pavement markings, traffic signal timing/synchronization at all intersections (yellow intervals and leading pedestrian intervals); traffic signal modifications at intersections (crosswalks, pedestrian signals, additional signal heads, and other improvements to meet ADA/HCED standards). Long term: capacity improvements east and west of SH 249B, sidewalk improvements. | Medium |

| Rank | Roadway | Corridor Limits | Length (mi) | Vision Zero Safety Improvement Considerations | Planning Level Cost Estimate Low: <\$2.5M Medium: \$2.5-\$10M High: >\$10M |
|------|---------------------|--|-------------|---|--|
| 31 | Barker Cypress Road | N of West Little York Road at Gummert Rd | 0.7 | <p>Short term: traffic signal timing/synchronization at all intersections (yellow intervals and leading pedestrian intervals); traffic signal modifications at intersections (marked crosswalks at intersections, pedestrian signals, additional signal heads, and other improvements to meet ADA/HCED standards), crosswalk visibility enhancements, street lighting.</p> <p>Mid term: intersection lighting, sidewalks, signal at Brenwood Drive.</p> | Low |
| 32 | Greenhouse Road | Clay Road to Golden Wave Drive | 1.3 | <p>Short term: traffic signal timing/synchronization at all intersections (yellow intervals and leading pedestrian intervals); traffic signal modifications at intersections (crosswalks, pedestrian signals, additional signal heads, and other improvements to meet ADA/HCED standards); connect neighborhood sidewalks to Greenhouse intersections (e.g., at Cardinal Lake Road, Windy Stone Drive and others); crosswalk visibility enhancements, street lighting.</p> | Low |
| 33 | Greenhouse Road | IH-10 to Misty Cove Drive | 2.5 | <p>Short term: traffic signal timing/synchronization at all intersections (yellow intervals and leading pedestrian intervals); traffic signal modifications at intersections (crosswalks, pedestrian signals, additional signal heads, and other improvements to meet ADA/HCED standards); connect discontinuous sidewalks; street lighting.</p> <p>Mid term: study possible signal at Oak Ridge Park w/pedestrian treatments.</p> <p>Long term: offset left turn bays at intersections; grade separate Mayde Creek Phase II Shared Use Path at Greenhouse Road.</p> | Medium |

5. Supplemental Details on Network Screening and Ranking Methodology

The following methodology was used to score and rank all High Injury Network (HIN) segments under Harris County's jurisdiction (381 miles) and identify priority segments/corridors for further safety evaluation.

1. **Identify HIN segments located in Harris County jurisdiction.** An ArcGIS spatial join was performed to identify HIN segments that are included within or overlap with Harris County's Road Log. The spatial join results were manually verified against Road Log limits and refined as needed. A total of 812 HIN segments (totaling 381 miles) were identified to be within Harris County's jurisdiction.
2. **Select network screening performance measures.** Average crash frequency was selected as the primary performance measure for ranking priority segments based on data availability and ease of calculation given the schedule constraints for the overall Vision Zero Phase 2 project. Crash rate was considered as a potential measure since it normalizes the frequency of crashes with exposure (i.e., traffic volumes on the segment). However, the usability of this measure for ranking purposes is limited since traffic volume data is not readily available for all HIN segments.
3. **Calculate score for frequency of fatal and serious injury crashes on HIN segments.** Since Harris County's Vision Zero program focuses on reducing both fatal and serious injury crashes, HIN segments were scored separately based on the frequency of fatal and serious injury crashes on HIN segments. The scoring methodology was inclusive of all modes and provides equal consideration for the worst segments for driving, bicycling, and walking. The resulting KSI score is intended to prioritize locations where safety improvements could reduce KSI crashes across all modes.
 - a. **Calculate K Score for frequency of fatal (K) crashes.** This score ranges from 0 to 10 and represents the severity and number of fatal crashes on the segment. The scoring criteria was determined based on the range of fatal crash frequencies observed across the HIN segments.
 - i. Segments were scored a 0 if there were 0 fatal crashes.
 - ii. Segments were scored a 5 if there was 1 fatal crash.
 - iii. Segments were scored an 8 if there were 2 fatal crashes.
 - iv. Segments were scored a 10 if there were 3 or more fatal crashes.
 - b. **Calculate SI Score for frequency of serious injury (SI) crashes.** This score ranges from 0 to 10 and represents the severity and number of serious injury crashes on the segment. The scoring criteria was determined based on the range of potential values observed across the HIN segments. Segments with a high number of pedestrian and/or bicycle crashes were given equal consideration in the scoring range to represent the vulnerability of these modes.
 - i. Segments were scored a 0 if there were 0 serious injury crashes.
 - ii. Segments were scored a 2 if there were 0 serious injury bike/ped crashes and 1 or 2 serious injury vehicular crashes.

- iii. Segments were scored a 4 if there was 1 serious injury bike/ped crashes or 3 or 4 serious injury vehicular crashes.
 - iv. Segments were scored a 6 if there were 2 serious injury bike/ped crashes or 5 or 6 serious injury vehicular crashes.
 - v. Segments were scored an 8 if there were 3 serious injury bike/ped crashes or 7 or 8 serious injury vehicular crashes.
 - vi. Segments were scored a 10 if there were 4 serious injury bike/ped crashes or 9 or more serious injury vehicular crashes.
- c. **Calculate total KSI Score.** A total KSI Score was calculated for each HIN segment by summing the K Score and SI Score. The range of possible KSI scores is 0 to 20.
- 4. **Rank HIN segments.** All HIN segments were assigned a numerical ranking based on the total score for frequency of fatal and serious injury crashes (KSI Score) in descending order. Table 4 provides the ranking results for all ½-mile High Injury Network segments in Harris County jurisdiction.
- 5. **Identify the highest ranked HIN segments.** The HIN segments with the highest frequency of fatal and serious injury crashes were identified as having a KSI Score of 10 or higher.
- 6. **Identify nearby HIN segments to form High Risk Corridors.** We examined the locations of the highest ranked HIN segments and identified HIN segments that are in close proximity to the (either adjoining or located a short distance away from the highest ranked HIN segment) to identify potential “High Risk Corridors” for safety mitigation. We assigned logical corridor limits and determined overall High Risk Corridor length.
- 7. **Review CIP project scopes.** We evaluated CIP project scopes for recently completed, ongoing, or programmed projects with potential to address the primary crash types occurring on the corridor. We then refined the corridor list. For example, Ella Boulevard has three HIN segments with a KSI score greater than 10. These segments all had a high number of pedestrian and bicycle crashes, although there was a cluster of vehicular crashes at the intersection of Ella Boulevard at Barren Springs Drive, which is currently unsignalized. There is a recent CIP project to improve sidewalks, ADA ramps, and bus shelters along the corridor. There was also a recent median construction at the northern end of the HIN segment. The improvements have potential to address the pedestrian and bicycle related crashes, but it was determined that a safety assessment should be conducted for the intersection with Barren Springs Drive to address the cluster of crashes occurring at this location.
- 8. **Refine High Risk Corridor Locations.** We worked closely with Harris County staff to ensure the ranking methodology adequately captures the highest risk segments based on staff knowledge of problem areas and priority needs for safety evaluation.

Table 5 provides the KSI scores for each of the 33 High Risk Corridors. **Note that the corridors are listed in order based on the KSI score for the highest ranked ½-mile High Injury Network segment on the corridor, and not for the corridor as a whole.**

Table 4. KSI Ranking Results for All HIN Segments in Harris County Jurisdiction

| Regional Road | Length | Total KSI Crashes | Ped. KSI Crashes | Bicycle KSI Crashes | Vehicular KSI Crashes | K Score | SI Score | KSI Score | KSI Rank |
|---------------------|--------|-------------------------|------------------------|---------------------------|-----------------------------|------------|-------------|--------------|-------------|
| ADDICKS SATSUMA RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 724 |
| AIRLINE DR | 0.5 | 3 | 1 | 0 | 2 | 10 | 0 | 10 | 39 |
| AIRLINE DR | 0.5 | 2 | 0 | 1 | 1 | 0 | 4 | 4 | 410 |
| AIRLINE DR | 0.5 | 2 | 0 | 0 | 2 | 8 | 0 | 8 | 141 |
| AIRLINE DR | 0.5 | 4 | 2 | 0 | 2 | 5 | 6 | 11 | 29 |
| AIRLINE DR | 0.5 | 2 | 0 | 1 | 1 | 0 | 4 | 4 | 411 |
| AIRLINE DR | 0.5 | 5 | 0 | 0 | 5 | 5 | 4 | 9 | 73 |
| AIRLINE DR | 0.5 | 3 | 1 | 0 | 2 | 0 | 4 | 4 | 412 |
| AIRTEX DR | 0.5 | 4 | 1 | 0 | 3 | 0 | 4 | 4 | 413 |
| AIRTEX DR | 0.3 | 1 | 0 | 0 | 1 | 0 | 2 | 2 | 580 |
| ALDINE MAIL RD | 0.5 | 2 | 0 | 2 | 0 | 0 | 6 | 6 | 305 |
| ALDINE MAIL RD | 0.5 | 4 | 0 | 0 | 4 | 5 | 4 | 9 | 81 |
| ALDINE MAIL RD | 0.5 | 8 | 4 | 0 | 4 | 8 | 8 | 16 | 3 |
| ALDINE MAIL RD | 0.5 | 3 | 2 | 0 | 1 | 5 | 4 | 9 | 64 |
| ALDINE MAIL RD | 0.5 | 3 | 0 | 0 | 3 | 5 | 2 | 7 | 220 |
| ALDINE WESTFIELD RD | 0.5 | 2 | 1 | 0 | 1 | 5 | 4 | 9 | 58 |
| ALDINE WESTFIELD RD | 0.5 | 6 | 2 | 0 | 4 | 5 | 4 | 9 | 98 |
| ALDINE WESTFIELD RD | 0.5 | 2 | 0 | 0 | 2 | 8 | 0 | 8 | 153 |
| ALDINE WESTFIELD RD | 0.5 | 2 | 1 | 0 | 1 | 5 | 2 | 7 | 264 |
| ALDINE WESTFIELD RD | 0.5 | 2 | 0 | 0 | 2 | 5 | 2 | 7 | 265 |
| ALICE RD | 0.5 | 5 | 0 | 0 | 5 | 5 | 4 | 9 | 99 |
| ALIEF CLODINE RD | 0.4 | 5 | 0 | 0 | 5 | 0 | 6 | 6 | 327 |
| ALIEF CLODINE RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 682 |
| ALIEF CLODINE RD | 0.5 | 3 | 0 | 0 | 3 | 5 | 2 | 7 | 243 |
| ALIEF CLODINE RD | 0.5 | 2 | 0 | 0 | 2 | 5 | 2 | 7 | 244 |
| ALIEF CLODINE RD | 0.5 | 4 | 1 | 0 | 3 | 0 | 4 | 4 | 457 |
| ALLEN GENOA RD | 0.5 | 3 | 0 | 0 | 3 | 5 | 2 | 7 | 174 |
| ALLEN GENOA RD | 0.3 | 1 | 0 | 0 | 1 | 0 | 2 | 2 | 590 |
| ALLEN GENOA RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 591 |
| ALLEN GENOA RD | 0.5 | 3 | 0 | 0 | 3 | 0 | 4 | 4 | 359 |
| ALVIN A KLEIN DR | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 725 |
| ANDERSON RD | 0.5 | 2 | 2 | 0 | 0 | 0 | 6 | 6 | 319 |
| ANDERSON RD | 0.5 | 3 | 0 | 0 | 3 | 5 | 2 | 7 | 193 |
| ANTOINE DR | 0.5 | 2 | 1 | 0 | 1 | 8 | 0 | 8 | 154 |
| ANTOINE DR | 0.5 | 2 | 0 | 0 | 2 | 5 | 2 | 7 | 165 |
| ANTOINE DR | 0.5 | 9 | 2 | 1 | 6 | 8 | 8 | 16 | 4 |
| ANTOINE DR | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 726 |
| ANTOINE DR | 0.5 | 8 | 0 | 0 | 8 | 5 | 8 | 13 | 15 |
| ANTOINE DR | 0.5 | 2 | 0 | 0 | 2 | 5 | 2 | 7 | 266 |

| Regional Road | Length | Total KSI Crashes | Ped. KSI Crashes | Bicycle KSI Crashes | Vehicular KSI Crashes | K Score | SI Score | KSI Score | KSI Rank |
|-------------------------|--------|-------------------------|------------------------|---------------------------|-----------------------------|------------|-------------|--------------|-------------|
| APACHE TRL | 0.3 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 654 |
| ATASCA SOUTH DR | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 655 |
| ATASCOCITA RD | 0.5 | 3 | 1 | 0 | 2 | 5 | 4 | 9 | 100 |
| ATASCOCITA RD | 0.5 | 4 | 0 | 1 | 3 | 0 | 4 | 4 | 495 |
| ATASCOCITA RD | 0.5 | 3 | 0 | 1 | 2 | 5 | 4 | 9 | 101 |
| ATASCOCITA RD | 0.5 | 4 | 0 | 0 | 4 | 0 | 4 | 4 | 496 |
| ATASCOCITA RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 727 |
| ATASCOCITA RD | 0.5 | 6 | 0 | 0 | 6 | 5 | 6 | 11 | 33 |
| ATASCOCITA RD | 0.5 | 3 | 1 | 0 | 2 | 0 | 4 | 4 | 434 |
| ATASCOCITA RD | 0.5 | 4 | 0 | 0 | 4 | 0 | 4 | 4 | 435 |
| ATASCOCITA RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 728 |
| ATASCOCITA RD | 0.3 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 656 |
| AVE C | 0.5 | 2 | 1 | 0 | 1 | 5 | 2 | 7 | 221 |
| BADTKE RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 683 |
| BAMMEL NORTH HOUSTON RD | 0.5 | 4 | 2 | 0 | 2 | 0 | 6 | 6 | 335 |
| BAMMEL NORTH HOUSTON RD | 0.5 | 5 | 0 | 0 | 5 | 5 | 4 | 9 | 102 |
| BAMMEL NORTH HOUSTON RD | 0.5 | 2 | 0 | 0 | 2 | 5 | 2 | 7 | 194 |
| BAMMEL NORTH HOUSTON RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 729 |
| BAMMEL RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 581 |
| BAMMEL VILLAGE DR | 0.3 | 2 | 2 | 0 | 0 | 0 | 6 | 6 | 320 |
| BARBERS HILL RD | 0.5 | 2 | 0 | 0 | 2 | 5 | 2 | 7 | 175 |
| BARBERS HILL RD | 0.5 | 5 | 0 | 0 | 5 | 8 | 4 | 12 | 21 |
| BARKER CLODINE RD | 0.3 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 684 |
| BARKER CYPRESS RD | 0.4 | 3 | 1 | 0 | 2 | 0 | 4 | 4 | 458 |
| BARKER CYPRESS RD | 0.5 | 2 | 1 | 0 | 1 | 5 | 2 | 7 | 267 |
| BARKER CYPRESS RD | 0.5 | 5 | 0 | 1 | 4 | 5 | 4 | 9 | 103 |
| BARKER CYPRESS RD | 0.5 | 4 | 0 | 0 | 4 | 0 | 4 | 4 | 459 |
| BARKER CYPRESS RD | 0.5 | 2 | 0 | 1 | 1 | 0 | 4 | 4 | 460 |
| BARKER CYPRESS RD | 0.5 | 4 | 0 | 0 | 4 | 5 | 4 | 9 | 71 |
| BARKER CYPRESS RD | 0.5 | 10 | 1 | 0 | 9 | 5 | 8 | 13 | 14 |
| BARREN SPRINGS DR | 0.5 | 7 | 0 | 1 | 6 | 5 | 6 | 11 | 30 |
| BARTLETT DR | 0.3 | 1 | 1 | 0 | 0 | 0 | 4 | 4 | 497 |
| BAUER RD | 0.5 | 2 | 0 | 1 | 1 | 5 | 4 | 9 | 72 |
| BAY AREA BLVD | 0.5 | 4 | 0 | 0 | 4 | 0 | 4 | 4 | 436 |
| BEACH | 0.3 | 1 | 1 | 0 | 0 | 0 | 4 | 4 | 414 |
| BEAMER RD | 0.3 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 626 |
| BEAMER RD | 0.5 | 6 | 0 | 0 | 6 | 0 | 6 | 6 | 321 |
| BEAR BAYOU DR | 0.5 | 2 | 0 | 0 | 2 | 5 | 2 | 7 | 222 |
| BEAR BAYOU DR | 0.5 | 3 | 0 | 1 | 2 | 5 | 4 | 9 | 82 |
| BEARD RD | 0.3 | 1 | 0 | 0 | 1 | 0 | 2 | 2 | 627 |

| Regional Road | Length | Total KSI Crashes | Ped. KSI Crashes | Bicycle KSI Crashes | Vehicular KSI Crashes | K Score | SI Score | KSI Score | KSI Rank |
|----------------------|--------|-------------------------|------------------------|---------------------------|-----------------------------|------------|-------------|--------------|-------------|
| BEAUMONT HWY | 0.5 | 7 | 0 | 0 | 7 | 10 | 4 | 14 | 7 |
| BEAUMONT HWY | 0.5 | 2 | 0 | 0 | 2 | 5 | 2 | 7 | 195 |
| BECKER RD | 0.5 | 2 | 0 | 0 | 2 | 5 | 2 | 7 | 245 |
| BEECHNUT ST | 0.5 | 6 | 0 | 0 | 6 | 0 | 6 | 6 | 328 |
| BEECHNUT ST | 0.5 | 2 | 0 | 0 | 2 | 5 | 2 | 7 | 246 |
| BEECHNUT ST | 0.5 | 2 | 0 | 0 | 2 | 8 | 0 | 8 | 147 |
| BELLAIRE BLVD | 0.5 | 5 | 0 | 0 | 5 | 0 | 6 | 6 | 329 |
| BELLEAU WOOD DR | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 730 |
| BERTRAND ST | 0.5 | 3 | 0 | 0 | 3 | 0 | 4 | 4 | 437 |
| BICKWOOD DR | 0.3 | 1 | 0 | 0 | 1 | 0 | 2 | 2 | 628 |
| BISSONNET ST | 0.5 | 2 | 0 | 0 | 2 | 5 | 2 | 7 | 247 |
| BISSONNET ST | 0.5 | 3 | 1 | 0 | 2 | 8 | 2 | 10 | 47 |
| BLACKHAWK BLVD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 629 |
| BLACKSTONE TRAILS DR | 0.4 | 2 | 0 | 1 | 1 | 0 | 4 | 4 | 498 |
| BLenheim PALACE LN | 0.3 | 2 | 0 | 0 | 2 | 8 | 0 | 8 | 155 |
| BLODGETT ST | 0.4 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 630 |
| BOHEMIAN HALL RD | 0.5 | 3 | 0 | 0 | 3 | 5 | 2 | 7 | 223 |
| BOUDREAUX RD | 0.5 | 4 | 0 | 0 | 4 | 5 | 4 | 9 | 104 |
| BOUDREAUX RD | 0.4 | 4 | 0 | 0 | 4 | 5 | 4 | 9 | 105 |
| BOUDREAUX RD | 0.5 | 3 | 0 | 0 | 3 | 5 | 2 | 7 | 268 |
| BOULDER OAKS DR | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 731 |
| BREEN DR | 0.5 | 2 | 0 | 0 | 2 | 5 | 2 | 7 | 269 |
| BREEN DR | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 732 |
| BRIDGE PARK DR | 0.4 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 733 |
| BRIDGEVIEW LN | 0.5 | 2 | 0 | 1 | 1 | 0 | 4 | 4 | 499 |
| BRITTMORE RD | 0.5 | 3 | 0 | 0 | 3 | 5 | 2 | 7 | 270 |
| BURKE RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 592 |
| BURKE RD | 0.5 | 2 | 0 | 1 | 1 | 0 | 4 | 4 | 360 |
| BUTTE CREEK DR | 0.5 | 3 | 1 | 0 | 2 | 0 | 4 | 4 | 500 |
| C E KING PKWY | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 631 |
| CALI DR | 0.5 | 3 | 2 | 0 | 1 | 5 | 4 | 9 | 106 |
| CAMDEN PKWY | 0.5 | 3 | 0 | 0 | 3 | 0 | 4 | 4 | 501 |
| CAMDEN PKWY | 0.4 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 734 |
| CAPE FORWARD DR | 0.3 | 1 | 0 | 0 | 1 | 0 | 2 | 2 | 685 |
| CARLANG ST | 0.4 | 2 | 1 | 1 | 0 | 5 | 4 | 9 | 83 |
| CAVALCADE ST | 0.5 | 3 | 0 | 0 | 3 | 0 | 4 | 4 | 415 |
| CENTER ST | 0.5 | 4 | 1 | 0 | 3 | 0 | 4 | 4 | 361 |
| CHAMPION FOREST DR | 0.5 | 2 | 1 | 0 | 1 | 0 | 4 | 4 | 502 |
| CHAMPIONS DR | 0.4 | 3 | 1 | 0 | 2 | 0 | 4 | 4 | 503 |
| CHESHIRE PARK RD | 0.3 | 1 | 0 | 0 | 1 | 0 | 2 | 2 | 632 |

| Regional Road | Length | Total KSI Crashes | Ped. KSI Crashes | Bicycle KSI Crashes | Vehicular KSI Crashes | K Score | SI Score | KSI Score | KSI Rank |
|------------------------|--------|-------------------------|------------------------|---------------------------|-----------------------------|------------|-------------|--------------|-------------|
| CHIPPEWA BLVD | 0.5 | 2 | 1 | 0 | 1 | 0 | 4 | 4 | 504 |
| CHRISMAN RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 657 |
| CHRISMAN RD | 0.5 | 2 | 1 | 0 | 1 | 5 | 4 | 9 | 84 |
| CIDERWOOD DR | 0.3 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 735 |
| CLAY RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 686 |
| CLAY RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 687 |
| CLAY RD | 0.5 | 3 | 0 | 0 | 3 | 5 | 2 | 7 | 248 |
| CLAY RD | 0.5 | 5 | 0 | 1 | 4 | 0 | 4 | 4 | 461 |
| CLAY RD | 0.5 | 5 | 0 | 0 | 5 | 0 | 6 | 6 | 330 |
| CLAY RD | 0.5 | 3 | 0 | 0 | 3 | 5 | 2 | 7 | 249 |
| CLAY RD | 0.5 | 2 | 1 | 0 | 1 | 5 | 4 | 9 | 107 |
| CLAY RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 688 |
| CLINTON DR | 0.5 | 2 | 1 | 0 | 1 | 8 | 0 | 8 | 136 |
| COBIA DR | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 689 |
| COLDFIELD DR | 0.3 | 1 | 0 | 0 | 1 | 0 | 2 | 2 | 736 |
| COLLEGE AVE | 0.5 | 5 | 1 | 0 | 4 | 5 | 4 | 9 | 65 |
| COLONIAL PKWY | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 690 |
| CORDOBA DR | 0.3 | 1 | 0 | 0 | 1 | 0 | 2 | 2 | 737 |
| CORNERSTONE VILLAGE DR | 0.5 | 2 | 1 | 0 | 1 | 0 | 4 | 4 | 505 |
| COSSEY RD | 0.3 | 1 | 0 | 0 | 1 | 0 | 2 | 2 | 738 |
| COUNTRY SPRING DR | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 691 |
| COVE HOLLOW DR | 0.3 | 1 | 1 | 0 | 0 | 5 | 0 | 5 | 351 |
| COVENTRY PARK DR | 0.5 | 2 | 1 | 0 | 1 | 5 | 2 | 7 | 271 |
| COVENTRY PARK DR | 0.3 | 1 | 0 | 0 | 1 | 0 | 2 | 2 | 739 |
| CRENSHAW RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 593 |
| CRESCENT CLOVER DR | 0.3 | 1 | 0 | 0 | 1 | 0 | 2 | 2 | 740 |
| CROCKETT ST | 0.3 | 1 | 0 | 0 | 1 | 5 | 0 | 5 | 347 |
| CROSBY LYNCHBURG RD | 0.5 | 3 | 0 | 0 | 3 | 5 | 2 | 7 | 224 |
| CULLEN BLVD | 0.5 | 3 | 1 | 0 | 2 | 5 | 2 | 7 | 196 |
| CULLEN BLVD | 0.5 | 2 | 1 | 0 | 1 | 0 | 4 | 4 | 416 |
| CULLEN BLVD | 0.5 | 3 | 0 | 0 | 3 | 5 | 2 | 7 | 197 |
| CULLEN BLVD | 0.5 | 2 | 1 | 0 | 1 | 0 | 4 | 4 | 417 |
| CUTTEN RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 741 |
| CUTTEN RD | 0.5 | 3 | 0 | 0 | 3 | 0 | 4 | 4 | 506 |
| CYPRESS CHURCH RD | 0.4 | 2 | 1 | 0 | 1 | 0 | 4 | 4 | 462 |
| CYPRESS HILL DR | 0.3 | 1 | 0 | 0 | 1 | 0 | 2 | 2 | 742 |
| CYPRESS N HOUSTON RD | 0.5 | 2 | 0 | 0 | 2 | 5 | 2 | 7 | 184 |
| CYPRESS N HOUSTON RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 692 |
| CYPRESS N HOUSTON RD | 0.5 | 2 | 1 | 0 | 1 | 0 | 4 | 4 | 463 |
| CYPRESS N HOUSTON RD | 0.5 | 2 | 1 | 0 | 1 | 8 | 0 | 8 | 139 |

| Regional Road | Length | Total KSI Crashes | Ped. KSI Crashes | Bicycle KSI Crashes | Vehicular KSI Crashes | K Score | SI Score | KSI Score | KSI Rank |
|-----------------------|--------|-------------------------|------------------------|---------------------------|-----------------------------|------------|-------------|--------------|-------------|
| CYPRESS N HOUSTON RD | 0.5 | 3 | 0 | 0 | 3 | 0 | 4 | 4 | 464 |
| CYPRESS N HOUSTON RD | 0.5 | 3 | 1 | 0 | 2 | 0 | 4 | 4 | 465 |
| CYPRESS N HOUSTON RD | 0.5 | 3 | 0 | 0 | 3 | 0 | 4 | 4 | 396 |
| CYPRESS N HOUSTON RD | 0.5 | 4 | 0 | 0 | 4 | 0 | 4 | 4 | 507 |
| CYPRESS N HOUSTON RD | 0.5 | 2 | 1 | 0 | 1 | 5 | 4 | 9 | 108 |
| CYPRESS ROSEHILL RD | 0.3 | 1 | 0 | 0 | 1 | 5 | 0 | 5 | 345 |
| CYPRESS ROSEHILL RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 743 |
| CYPRESS ROSEHILL RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 744 |
| CYPRESS STATION DR | 0.5 | 2 | 1 | 0 | 1 | 0 | 4 | 4 | 508 |
| CYPRESS TRL | 0.3 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 610 |
| CYPRESSWOOD DR | 0.5 | 4 | 0 | 0 | 4 | 0 | 4 | 4 | 509 |
| CYPRESSWOOD DR | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 745 |
| CYPRESSWOOD DR | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 746 |
| CYPRESSWOOD DR | 0.3 | 4 | 0 | 0 | 4 | 5 | 4 | 9 | 109 |
| CYPRESSWOOD DR | 0.5 | 2 | 1 | 0 | 1 | 0 | 4 | 4 | 510 |
| DOMINION PARK DR | 0.5 | 3 | 2 | 0 | 1 | 8 | 4 | 12 | 19 |
| DULANEY RD | 0.5 | 3 | 0 | 0 | 3 | 0 | 4 | 4 | 466 |
| DUNCUM ST | 0.5 | 2 | 1 | 1 | 0 | 5 | 4 | 9 | 85 |
| E AIRTEX DR | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 582 |
| E CYPRESSWOOD DR | 0.5 | 2 | 0 | 1 | 1 | 0 | 4 | 4 | 511 |
| E HARDY RD | 0.5 | 3 | 0 | 0 | 3 | 5 | 2 | 7 | 198 |
| E LOUETTA RD | 0.3 | 2 | 0 | 0 | 2 | 5 | 2 | 7 | 272 |
| E MEDICAL CENTER BLVD | 0.5 | 4 | 0 | 0 | 4 | 0 | 4 | 4 | 362 |
| E MEDICAL CENTER BLVD | 0.3 | 3 | 0 | 0 | 3 | 0 | 4 | 4 | 363 |
| E PASADENA BLVD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 594 |
| E RICHEY RD | 0.5 | 4 | 1 | 0 | 3 | 0 | 4 | 4 | 355 |
| E RICHEY RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 583 |
| E SAM HOUSTON PKWY | 0.5 | 2 | 0 | 0 | 2 | 5 | 2 | 7 | 166 |
| E SAM HOUSTON PKWY N | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 633 |
| E SAM HOUSTON PKWY S | 0.5 | 4 | 0 | 0 | 4 | 0 | 4 | 4 | 364 |
| E SAM HOUSTON PKWY S | 0.5 | 3 | 0 | 0 | 3 | 0 | 4 | 4 | 365 |
| E SAM HOUSTON PKWY S | 0.5 | 4 | 0 | 1 | 3 | 0 | 4 | 4 | 366 |
| E WALLISVILLE RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 595 |
| E WALLISVILLE RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 658 |
| EAGLE'S GLIDE DR | 0.3 | 1 | 0 | 0 | 1 | 0 | 2 | 2 | 634 |
| EL CAMINO REAL | 0.4 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 596 |
| EL DORADO BLVD | 0.5 | 3 | 0 | 1 | 2 | 0 | 4 | 4 | 367 |
| ELGIN ST | 0.5 | 3 | 1 | 2 | 0 | 0 | 8 | 8 | 142 |
| ELLA BLVD | 0.3 | 2 | 1 | 0 | 1 | 5 | 2 | 7 | 199 |
| ELLA BLVD | 0.5 | 2 | 0 | 1 | 1 | 5 | 2 | 7 | 200 |

| Regional Road | Length | Total KSI Crashes | Ped. KSI Crashes | Bicycle KSI Crashes | Vehicular KSI Crashes | K Score | SI Score | KSI Score | KSI Rank |
|------------------------|--------|-------------------------|------------------------|---------------------------|-----------------------------|------------|-------------|--------------|-------------|
| ELLA BLVD | 0.5 | 7 | 3 | 0 | 4 | 5 | 8 | 13 | 13 |
| ELLA BLVD | 0.5 | 2 | 1 | 1 | 0 | 5 | 4 | 9 | 74 |
| ELLA BLVD | 0.5 | 8 | 1 | 1 | 6 | 5 | 6 | 11 | 26 |
| ELLA BLVD | 0.5 | 5 | 3 | 0 | 2 | 5 | 8 | 13 | 12 |
| ELLA BLVD | 0.5 | 2 | 1 | 0 | 1 | 0 | 4 | 4 | 512 |
| ELLIS SCHOOL RD | 0.5 | 2 | 2 | 0 | 0 | 0 | 6 | 6 | 324 |
| ELYSIAN ST | 0.5 | 2 | 1 | 0 | 1 | 0 | 4 | 4 | 418 |
| ELYSIAN ST | 0.5 | 2 | 1 | 0 | 1 | 5 | 2 | 7 | 225 |
| EMPANADA DR | 0.5 | 3 | 2 | 0 | 1 | 0 | 6 | 6 | 331 |
| EMPIRE CENTRAL DR | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 747 |
| ENCHANTED PATH DR | 0.3 | 1 | 0 | 0 | 1 | 0 | 2 | 2 | 635 |
| FAIRBANKS N HOUSTON RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 748 |
| FAIRBANKS N HOUSTON RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 749 |
| FAIRMONT PKWY | 0.5 | 3 | 0 | 0 | 3 | 5 | 2 | 7 | 176 |
| FAIRMONT PKWY | 0.5 | 4 | 0 | 0 | 4 | 0 | 4 | 4 | 368 |
| FAIRMONT PKWY | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 597 |
| FAIRMONT PKWY | 0.5 | 5 | 0 | 0 | 5 | 0 | 6 | 6 | 306 |
| FAIRMONT PKWY | 0.5 | 3 | 0 | 0 | 3 | 5 | 2 | 7 | 177 |
| FAIRMONT PKWY | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 598 |
| FAIRMONT PKWY | 0.5 | 3 | 1 | 0 | 2 | 5 | 2 | 7 | 178 |
| FAIRMONT PKWY | 0.5 | 5 | 0 | 0 | 5 | 0 | 6 | 6 | 307 |
| FALLBROOK DR | 0.4 | 2 | 0 | 0 | 2 | 5 | 2 | 7 | 273 |
| FALLBROOK DR | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 750 |
| FALLBROOK DR | 0.5 | 3 | 1 | 0 | 2 | 10 | 0 | 10 | 50 |
| FALLBROOK DR | 0.3 | 2 | 0 | 0 | 2 | 5 | 2 | 7 | 274 |
| FALLBROOK DR | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 751 |
| FALLBROOK DR | 0.5 | 2 | 0 | 0 | 2 | 5 | 2 | 7 | 275 |
| FALLING CREEK DR | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 752 |
| FALVEL RD | 0.5 | 3 | 0 | 0 | 3 | 5 | 2 | 7 | 276 |
| FARMINGHAM DR | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 659 |
| FARRELL RD | 0.5 | 2 | 0 | 0 | 2 | 5 | 2 | 7 | 201 |
| FARRELL RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 636 |
| FARRELL RD | 0.5 | 2 | 0 | 0 | 2 | 5 | 2 | 7 | 202 |
| FEDERAL RD | 0.5 | 3 | 0 | 0 | 3 | 0 | 4 | 4 | 438 |
| FOREST TRAILS DR | 0.4 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 693 |
| FOXBRICK LN | 0.3 | 2 | 0 | 0 | 2 | 8 | 0 | 8 | 156 |
| FOXWOOD GARDEN DR | 0.3 | 1 | 0 | 0 | 1 | 0 | 2 | 2 | 753 |
| FREEPORT BLVD | 0.5 | 5 | 3 | 1 | 1 | 10 | 4 | 14 | 8 |
| FRICK RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 754 |
| FRY RD | 0.5 | 6 | 1 | 0 | 5 | 0 | 6 | 6 | 332 |

| Regional Road | Length | Total KSI Crashes | Ped. KSI Crashes | Bicycle KSI Crashes | Vehicular KSI Crashes | K Score | SI Score | KSI Score | KSI Rank |
|----------------------|--------|-------------------------|------------------------|---------------------------|-----------------------------|------------|-------------|--------------|-------------|
| FRY RD | 0.5 | 4 | 0 | 0 | 4 | 8 | 2 | 10 | 48 |
| FRY RD | 0.5 | 4 | 0 | 1 | 3 | 0 | 4 | 4 | 467 |
| FRY RD | 0.5 | 2 | 0 | 0 | 2 | 5 | 2 | 7 | 250 |
| FRY RD | 0.5 | 3 | 2 | 0 | 1 | 5 | 4 | 9 | 110 |
| FRY RD | 0.5 | 3 | 0 | 0 | 3 | 0 | 4 | 4 | 468 |
| FRY RD | 0.5 | 6 | 0 | 0 | 6 | 0 | 6 | 6 | 333 |
| FRY RD | 0.5 | 4 | 0 | 0 | 4 | 5 | 4 | 9 | 92 |
| FRY RD | 0.5 | 3 | 0 | 0 | 3 | 0 | 4 | 4 | 469 |
| FRY RD | 0.5 | 2 | 1 | 0 | 1 | 5 | 2 | 7 | 251 |
| FURAY RD | 0.5 | 2 | 0 | 0 | 2 | 8 | 0 | 8 | 143 |
| FURMAN RD | 0.5 | 4 | 0 | 0 | 4 | 0 | 4 | 4 | 419 |
| GAINESVILLE ST | 0.3 | 1 | 0 | 0 | 1 | 0 | 2 | 2 | 660 |
| GARRETT RD | 0.5 | 3 | 0 | 0 | 3 | 5 | 2 | 7 | 203 |
| GARRETT RD | 0.5 | 3 | 0 | 0 | 3 | 5 | 2 | 7 | 167 |
| GARRETT RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 584 |
| GARRETT RD | 0.5 | 2 | 0 | 0 | 2 | 5 | 2 | 7 | 204 |
| GARTH RD | 0.5 | 2 | 0 | 0 | 2 | 5 | 2 | 7 | 226 |
| GARTH RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 661 |
| GARTH RD | 0.4 | 5 | 0 | 0 | 5 | 8 | 4 | 12 | 22 |
| GATEBROOK DR | 0.3 | 1 | 0 | 1 | 0 | 0 | 4 | 4 | 369 |
| GEARS RD | 0.5 | 2 | 0 | 0 | 2 | 8 | 0 | 8 | 157 |
| GEARS RD | 0.5 | 3 | 0 | 0 | 3 | 8 | 2 | 10 | 51 |
| GEARS RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 755 |
| GENOA RED BLUFF RD | 0.5 | 4 | 0 | 1 | 3 | 0 | 4 | 4 | 370 |
| GENOA RED BLUFF RD | 0.5 | 3 | 0 | 0 | 3 | 0 | 4 | 4 | 371 |
| GENOA RED BLUFF RD | 0.5 | 3 | 0 | 0 | 3 | 0 | 4 | 4 | 372 |
| GENOA RED BLUFF RD | 0.5 | 2 | 1 | 0 | 1 | 5 | 4 | 9 | 66 |
| GENOA RED BLUFF RD | 0.5 | 2 | 0 | 0 | 2 | 5 | 2 | 7 | 227 |
| GENOA RED BLUFF RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 599 |
| GESSNER RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 756 |
| GESSNER RD | 0.5 | 3 | 0 | 0 | 3 | 5 | 2 | 7 | 277 |
| GLEANNLOCH FOREST DR | 0.3 | 3 | 0 | 0 | 3 | 0 | 4 | 4 | 513 |
| GLEN CHASE DR | 0.5 | 6 | 2 | 0 | 4 | 10 | 6 | 16 | 5 |
| GOLDEN EAGLE DR | 0.5 | 2 | 1 | 0 | 1 | 0 | 4 | 4 | 514 |
| GOSLING RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 757 |
| GOSLING RD | 0.5 | 3 | 0 | 0 | 3 | 0 | 4 | 4 | 515 |
| GRANT RD | 0.5 | 4 | 1 | 1 | 2 | 5 | 6 | 11 | 34 |
| GRANT RD | 0.5 | 4 | 0 | 0 | 4 | 5 | 4 | 9 | 111 |
| GRANT RD | 0.5 | 2 | 0 | 0 | 2 | 5 | 2 | 7 | 252 |
| GRANT RD | 0.5 | 2 | 0 | 0 | 2 | 5 | 2 | 7 | 188 |

| Regional Road | Length | Total KSI Crashes | Ped. KSI Crashes | Bicycle KSI Crashes | Vehicular KSI Crashes | K Score | SI Score | KSI Score | KSI Rank |
|---------------------|--------|-------------------------|------------------------|---------------------------|-----------------------------|------------|-------------|--------------|-------------|
| GRANT RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 758 |
| GREEN RIVER DR | 0.5 | 2 | 0 | 0 | 2 | 5 | 2 | 7 | 205 |
| GREENBROOK DR | 0.5 | 2 | 0 | 0 | 2 | 5 | 2 | 7 | 206 |
| GREENHOUSE RD | 0.5 | 3 | 0 | 0 | 3 | 5 | 2 | 7 | 253 |
| GREENHOUSE RD | 0.5 | 3 | 0 | 0 | 3 | 0 | 4 | 4 | 470 |
| GREENHOUSE RD | 0.5 | 2 | 0 | 0 | 2 | 5 | 2 | 7 | 254 |
| GREENHOUSE RD | 0.5 | 3 | 0 | 0 | 3 | 5 | 2 | 7 | 255 |
| GREENHOUSE RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 618 |
| GREENHOUSE RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 611 |
| GREENHOUSE RD | 0.5 | 4 | 0 | 1 | 3 | 5 | 4 | 9 | 93 |
| GREENHOUSE RD | 0.5 | 4 | 1 | 0 | 3 | 0 | 4 | 4 | 397 |
| GREENLAND WAY | 0.3 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 694 |
| GREENS RD | 0.5 | 2 | 0 | 0 | 2 | 5 | 2 | 7 | 168 |
| GREENWOOD FOREST DR | 0.5 | 2 | 1 | 0 | 1 | 5 | 2 | 7 | 278 |
| GROESCHKE RD | 0.4 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 695 |
| GULF BANK RD | 0.5 | 2 | 1 | 0 | 1 | 0 | 4 | 4 | 439 |
| HARDY RD | 0.3 | 3 | 1 | 0 | 2 | 5 | 2 | 7 | 228 |
| HARDY RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 600 |
| HARDY ST | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 637 |
| HARDY ST | 0.5 | 2 | 0 | 1 | 1 | 5 | 4 | 9 | 75 |
| HARDY ST | 0.5 | 2 | 1 | 0 | 1 | 0 | 4 | 4 | 420 |
| HARDY ST | 0.5 | 2 | 1 | 0 | 1 | 5 | 4 | 9 | 86 |
| HARDY ST | 0.3 | 1 | 0 | 0 | 1 | 0 | 2 | 2 | 638 |
| HARE RD | 0.4 | 3 | 0 | 0 | 3 | 0 | 4 | 4 | 440 |
| HARGRAVES RD | 0.4 | 2 | 0 | 0 | 2 | 5 | 2 | 7 | 229 |
| HERMANN RD | 0.5 | 2 | 0 | 0 | 2 | 5 | 2 | 7 | 207 |
| HIGHLAND KNOLLS DR | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 697 |
| HILLCROFT AVE | 0.5 | 2 | 0 | 0 | 2 | 5 | 2 | 7 | 208 |
| HILLCROFT AVE | 0.5 | 3 | 1 | 1 | 1 | 5 | 4 | 9 | 76 |
| HILLCROFT AVE | 0.5 | 3 | 0 | 0 | 3 | 0 | 4 | 4 | 421 |
| HILLCROFT AVE | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 698 |
| HOLLISTER ST | 0.5 | 3 | 0 | 0 | 3 | 0 | 4 | 4 | 516 |
| HOLLISTER ST | 0.5 | 3 | 0 | 0 | 3 | 0 | 4 | 4 | 517 |
| HOLLOW TREE LN | 0.5 | 4 | 0 | 0 | 4 | 0 | 4 | 4 | 518 |
| HOLLOW TREE LN | 0.5 | 4 | 0 | 0 | 4 | 10 | 2 | 12 | 23 |
| HOLZWARTH RD | 0.4 | 2 | 0 | 0 | 2 | 5 | 2 | 7 | 279 |
| HOLZWARTH RD | 0.3 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 759 |
| HOLZWARTH RD | 0.5 | 2 | 1 | 0 | 1 | 5 | 4 | 9 | 112 |
| HOLZWARTH RD | 0.5 | 2 | 0 | 0 | 2 | 5 | 2 | 7 | 280 |
| HOMESTEAD RD | 0.5 | 5 | 3 | 0 | 2 | 0 | 8 | 8 | 144 |

| Regional Road | Length | Total KSI Crashes | Ped. KSI Crashes | Bicycle KSI Crashes | Vehicular KSI Crashes | K Score | SI Score | KSI Score | KSI Rank |
|-----------------------|--------|-------------------------|------------------------|---------------------------|-----------------------------|------------|-------------|--------------|-------------|
| HOMESTEAD RD | 0.5 | 4 | 1 | 0 | 3 | 0 | 4 | 4 | 422 |
| HOMESTEAD RD | 0.5 | 3 | 1 | 0 | 2 | 8 | 2 | 10 | 40 |
| HOMESTEAD RD | 0.5 | 5 | 0 | 0 | 5 | 5 | 4 | 9 | 77 |
| HOMESTEAD RD | 0.5 | 4 | 1 | 0 | 3 | 8 | 2 | 10 | 41 |
| HOPPER RD | 0.5 | 4 | 1 | 0 | 3 | 5 | 4 | 9 | 87 |
| HOPPER RD | 0.5 | 3 | 0 | 0 | 3 | 0 | 4 | 4 | 373 |
| HUFFMAN CLEVELAND RD | 0.5 | 3 | 0 | 0 | 3 | 8 | 2 | 10 | 44 |
| HUFFMAN CLEVELAND RD | 0.5 | 2 | 0 | 0 | 2 | 5 | 2 | 7 | 230 |
| HUFFMAN CLEVELAND RD | 0.4 | 2 | 0 | 0 | 2 | 8 | 0 | 8 | 145 |
| HUFFMAN CLEVELAND RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 662 |
| HUFFMEISTER RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 619 |
| HUFFMEISTER RD | 0.5 | 3 | 2 | 0 | 1 | 0 | 6 | 6 | 314 |
| HUFFMEISTER RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 612 |
| HUFFMEISTER RD | 0.4 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 699 |
| HUFFMEISTER RD | 0.5 | 2 | 1 | 0 | 1 | 0 | 4 | 4 | 398 |
| HUFSMITH KOHRVILLE RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 760 |
| HUFSMITH KOHRVILLE RD | 0.5 | 2 | 2 | 0 | 0 | 0 | 6 | 6 | 336 |
| HUFSMITH KOHRVILLE RD | 0.5 | 3 | 0 | 0 | 3 | 0 | 4 | 4 | 519 |
| HUFSMITH KOHRVILLE RD | 0.5 | 3 | 0 | 0 | 3 | 0 | 4 | 4 | 520 |
| HUFSMITH KOHRVILLE RD | 0.5 | 4 | 0 | 0 | 4 | 0 | 4 | 4 | 521 |
| HUFSMITH KOHRVILLE RD | 0.5 | 4 | 0 | 0 | 4 | 5 | 4 | 9 | 113 |
| HUFSMITH RD | 0.4 | 5 | 1 | 0 | 4 | 5 | 4 | 9 | 114 |
| HUGH RD | 0.4 | 2 | 1 | 0 | 1 | 0 | 4 | 4 | 522 |
| IMPERIAL VALLEY DR | 0.5 | 2 | 0 | 1 | 1 | 0 | 4 | 4 | 356 |
| IMPERIAL VALLEY DR | 0.5 | 2 | 0 | 1 | 1 | 5 | 4 | 9 | 59 |
| IMPERIAL VALLEY DR | 0.5 | 2 | 1 | 0 | 1 | 0 | 4 | 4 | 357 |
| INDEPENDENCE PKWY S | 0.5 | 3 | 0 | 0 | 3 | 0 | 4 | 4 | 374 |
| INDEPENDENCE PKWY S | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 601 |
| INDIAN SHORES RD | 0.5 | 3 | 0 | 0 | 3 | 5 | 2 | 7 | 231 |
| ISOM ST | 0.4 | 2 | 0 | 1 | 1 | 0 | 4 | 4 | 441 |
| JACK RABBIT RD | 0.5 | 3 | 1 | 0 | 2 | 0 | 4 | 4 | 523 |
| JOAN OF ARC ST | 0.4 | 2 | 0 | 0 | 2 | 5 | 2 | 7 | 232 |
| JOHN F KENNEDY BLVD | 0.5 | 3 | 2 | 0 | 1 | 5 | 4 | 9 | 88 |
| JOHN RALSTON RD | 0.5 | 2 | 0 | 0 | 2 | 5 | 2 | 7 | 209 |
| JOHN RALSTON RD | 0.3 | 2 | 0 | 0 | 2 | 5 | 2 | 7 | 169 |
| JONES RD | 0.4 | 2 | 0 | 1 | 1 | 0 | 4 | 4 | 524 |
| JONES RD | 0.5 | 4 | 1 | 0 | 3 | 5 | 4 | 9 | 115 |
| JONES RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 761 |
| JONES RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 762 |
| JONES RD | 0.5 | 5 | 0 | 0 | 5 | 0 | 6 | 6 | 315 |

| Regional Road | Length | Total KSI Crashes | Ped. KSI Crashes | Bicycle KSI Crashes | Vehicular KSI Crashes | K Score | SI Score | KSI Score | KSI Rank |
|-------------------------|--------|-------------------------|------------------------|---------------------------|-----------------------------|------------|-------------|--------------|-------------|
| JONES RD | 0.5 | 3 | 1 | 0 | 2 | 5 | 2 | 7 | 281 |
| JONES RD | 0.5 | 6 | 1 | 0 | 5 | 5 | 6 | 11 | 28 |
| JONES RD | 0.5 | 4 | 0 | 0 | 4 | 0 | 4 | 4 | 405 |
| JONES RD | 0.5 | 4 | 0 | 0 | 4 | 0 | 4 | 4 | 399 |
| JONES RD | 0.5 | 2 | 1 | 0 | 1 | 0 | 4 | 4 | 400 |
| JONES RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 620 |
| KATY FORT BEND RD | 0.5 | 4 | 0 | 0 | 4 | 0 | 4 | 4 | 471 |
| KATY FWY | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 700 |
| KATY GAP RD | 0.5 | 3 | 0 | 0 | 3 | 0 | 4 | 4 | 472 |
| KATY HOCKLEY CUT OFF RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 701 |
| KATY HOCKLEY RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 702 |
| KATY HOCKLEY RD | 0.5 | 2 | 0 | 0 | 2 | 5 | 2 | 7 | 256 |
| KEMPWOOD DR | 0.5 | 3 | 0 | 0 | 3 | 0 | 4 | 4 | 401 |
| KENSWICK DR | 0.5 | 3 | 0 | 0 | 3 | 5 | 2 | 7 | 282 |
| KENSWICK DR | 0.5 | 3 | 0 | 0 | 3 | 5 | 2 | 7 | 210 |
| KICKAPOO RD | 0.5 | 2 | 0 | 1 | 1 | 0 | 4 | 4 | 473 |
| KIETH HARROW BLVD | 0.5 | 2 | 0 | 1 | 1 | 0 | 4 | 4 | 406 |
| KIETH HARROW BLVD | 0.5 | 3 | 0 | 0 | 3 | 5 | 2 | 7 | 189 |
| KINGS PARK WAY | 0.5 | 3 | 0 | 0 | 3 | 0 | 4 | 4 | 525 |
| KINGSLAND BLVD | 0.5 | 3 | 0 | 0 | 3 | 5 | 2 | 7 | 257 |
| KINGSLAND BLVD | 0.5 | 3 | 0 | 0 | 3 | 5 | 2 | 7 | 258 |
| KIRBY RD | 0.3 | 3 | 0 | 0 | 3 | 0 | 4 | 4 | 375 |
| KITZMAN RD | 0.5 | 2 | 1 | 0 | 1 | 5 | 2 | 7 | 283 |
| KRENEK RD | 0.5 | 2 | 1 | 0 | 1 | 5 | 2 | 7 | 233 |
| KUYKENDAHL RD | 0.5 | 3 | 0 | 0 | 3 | 5 | 2 | 7 | 284 |
| KUYKENDAHL RD | 0.5 | 5 | 1 | 0 | 4 | 5 | 4 | 9 | 60 |
| KUYKENDAHL RD | 0.5 | 5 | 1 | 0 | 4 | 5 | 4 | 9 | 61 |
| KUYKENDAHL RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 763 |
| KUYKENDAHL RD | 0.5 | 2 | 0 | 1 | 1 | 0 | 4 | 4 | 526 |
| KUYKENDAHL RD | 0.5 | 2 | 1 | 0 | 1 | 5 | 2 | 7 | 285 |
| KUYKENDAHL RD | 0.5 | 3 | 1 | 0 | 2 | 5 | 4 | 9 | 116 |
| KUYKENDAHL RD | 0.5 | 3 | 0 | 0 | 3 | 0 | 4 | 4 | 527 |
| KUYKENDAHL RD | 0.5 | 2 | 0 | 0 | 2 | 8 | 0 | 8 | 158 |
| KUYKENDAHL RD | 0.5 | 3 | 1 | 0 | 2 | 0 | 4 | 4 | 528 |
| KUYKENDAHL RD | 0.5 | 3 | 0 | 0 | 3 | 0 | 4 | 4 | 529 |
| KUYKENDAHL RD | 0.5 | 3 | 0 | 0 | 3 | 0 | 4 | 4 | 530 |
| KUYKENDAHL RD | 0.5 | 4 | 0 | 0 | 4 | 0 | 4 | 4 | 531 |
| KUYKENDAHL RD | 0.5 | 2 | 0 | 0 | 2 | 5 | 2 | 7 | 286 |
| KUYKENDAHL RD | 0.5 | 5 | 0 | 0 | 5 | 5 | 4 | 9 | 117 |
| KUYKENDAHL RD | 0.5 | 3 | 0 | 0 | 3 | 0 | 4 | 4 | 532 |

| Regional Road | Length | Total KSI Crashes | Ped. KSI Crashes | Bicycle KSI Crashes | Vehicular KSI Crashes | K Score | SI Score | KSI Score | KSI Rank |
|--------------------|--------|-------------------------|------------------------|---------------------------|-----------------------------|------------|-------------|--------------|-------------|
| LAKEVIEW HAVEN DR | 0.3 | 3 | 0 | 0 | 3 | 0 | 4 | 4 | 474 |
| LANGLEY RD | 0.5 | 3 | 0 | 1 | 2 | 0 | 4 | 4 | 442 |
| LAUDER RD | 0.5 | 3 | 1 | 0 | 2 | 0 | 4 | 4 | 376 |
| LAUDER RD | 0.5 | 3 | 1 | 1 | 1 | 5 | 4 | 9 | 67 |
| LEE RD | 0.5 | 2 | 1 | 0 | 1 | 5 | 2 | 7 | 170 |
| LEE RD | 0.4 | 3 | 0 | 0 | 3 | 0 | 4 | 4 | 533 |
| LEINAD DR | 0.3 | 1 | 0 | 0 | 1 | 0 | 2 | 2 | 764 |
| LILLJA RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 639 |
| LILLJA RD | 0.3 | 2 | 0 | 0 | 2 | 5 | 2 | 7 | 234 |
| LITTLE YORK RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 663 |
| LITTLE YORK RD | 0.5 | 2 | 0 | 0 | 2 | 5 | 2 | 7 | 171 |
| LITTLE YORK RD | 0.5 | 3 | 0 | 0 | 3 | 0 | 4 | 4 | 377 |
| LOG CRADLE DR | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 765 |
| LONE OAK RD | 0.3 | 2 | 0 | 1 | 1 | 0 | 4 | 4 | 443 |
| LONGENBAUGH RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 703 |
| LONGENBAUGH RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 704 |
| LONGENBAUGH RD | 0.5 | 2 | 1 | 0 | 1 | 0 | 4 | 4 | 402 |
| LOUETTA CROSSING | 0.3 | 2 | 2 | 0 | 0 | 5 | 4 | 9 | 118 |
| LOUETTA RD | 0.5 | 2 | 0 | 0 | 2 | 5 | 2 | 7 | 287 |
| LOUETTA RD | 0.5 | 6 | 0 | 0 | 6 | 5 | 6 | 11 | 35 |
| LOUETTA RD | 0.5 | 5 | 0 | 0 | 5 | 0 | 6 | 6 | 337 |
| LOUETTA RD | 0.5 | 4 | 1 | 0 | 3 | 0 | 4 | 4 | 534 |
| LOUETTA RD | 0.5 | 3 | 0 | 0 | 3 | 5 | 2 | 7 | 288 |
| LOUETTA RD | 0.5 | 4 | 0 | 1 | 3 | 0 | 4 | 4 | 535 |
| LOUETTA RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 766 |
| LOUETTA RD | 0.5 | 4 | 1 | 0 | 3 | 5 | 4 | 9 | 119 |
| LOUETTA RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 767 |
| LOUETTA RD | 0.5 | 2 | 1 | 0 | 1 | 5 | 4 | 9 | 120 |
| LOUETTA RD | 0.5 | 2 | 1 | 0 | 1 | 0 | 4 | 4 | 536 |
| LOUETTA RD | 0.5 | 4 | 0 | 0 | 4 | 0 | 4 | 4 | 537 |
| LOUETTA RD | 0.5 | 2 | 0 | 0 | 2 | 5 | 2 | 7 | 289 |
| LOUETTA RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 768 |
| LUNDAR LN | 0.3 | 1 | 0 | 0 | 1 | 0 | 2 | 2 | 769 |
| LUTHERAN CHURCH RD | 0.5 | 3 | 1 | 0 | 2 | 0 | 4 | 4 | 538 |
| MACNAUGHTON DR | 0.5 | 2 | 1 | 0 | 1 | 0 | 4 | 4 | 444 |
| MAIN ST | 0.5 | 4 | 0 | 0 | 4 | 0 | 4 | 4 | 423 |
| MAIN ST | 0.5 | 2 | 1 | 0 | 1 | 0 | 4 | 4 | 424 |
| MAIN ST | 0.5 | 2 | 1 | 0 | 1 | 0 | 4 | 4 | 425 |
| MANOR ST | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 664 |
| MARILYNN LN | 0.4 | 2 | 0 | 0 | 2 | 5 | 2 | 7 | 290 |

| Regional Road | Length | Total KSI Crashes | Ped. KSI Crashes | Bicycle KSI Crashes | Vehicular KSI Crashes | K Score | SI Score | KSI Score | KSI Rank |
|----------------------|--------|-------------------------|------------------------|---------------------------|-----------------------------|------------|-------------|--------------|-------------|
| MAXIMILIAN ST | 0.3 | 3 | 0 | 0 | 3 | 0 | 4 | 4 | 445 |
| MAYWOOD FOREST DR | 0.4 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 640 |
| MC FARLAND RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 641 |
| MCKENDREE PARK DR | 0.3 | 1 | 0 | 0 | 1 | 0 | 2 | 2 | 770 |
| MEADOW EDGE DR | 0.4 | 2 | 0 | 0 | 2 | 5 | 2 | 7 | 291 |
| MEDICAL CENTER BLVD | 0.3 | 3 | 0 | 0 | 3 | 0 | 4 | 4 | 378 |
| MEMORIAL CHASE RD | 0.5 | 3 | 1 | 0 | 2 | 0 | 4 | 4 | 539 |
| MEMORIAL CHASE RD | 0.3 | 1 | 0 | 0 | 1 | 0 | 2 | 2 | 771 |
| MESA DR | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 642 |
| MESA DR | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 772 |
| MILLER ROAD NO 1 | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 585 |
| MILLS RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 773 |
| MITCHELL RD | 0.5 | 2 | 0 | 0 | 2 | 5 | 2 | 7 | 211 |
| MOREWOOD DR | 0.3 | 3 | 2 | 0 | 1 | 5 | 4 | 9 | 121 |
| MORNING DEW LN | 0.3 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 774 |
| MORTON RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 705 |
| MORTON RD | 0.5 | 2 | 0 | 0 | 2 | 8 | 0 | 8 | 148 |
| MORTON RD | 0.5 | 4 | 0 | 0 | 4 | 0 | 4 | 4 | 475 |
| MOUNT HOUSTON RD | 0.5 | 4 | 0 | 0 | 4 | 0 | 4 | 4 | 446 |
| MOUNT HOUSTON RD | 0.5 | 3 | 0 | 0 | 3 | 0 | 4 | 4 | 379 |
| MOUNT HOUSTON RD | 0.5 | 3 | 0 | 0 | 3 | 8 | 2 | 10 | 37 |
| MUESCHKE RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 613 |
| MUESCHKE RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 706 |
| MUESCHKE RD | 0.5 | 3 | 1 | 0 | 2 | 0 | 4 | 4 | 476 |
| N ELDRIDGE PKWY | 0.5 | 5 | 0 | 0 | 5 | 0 | 6 | 6 | 316 |
| N ELDRIDGE PKWY | 0.5 | 3 | 0 | 0 | 3 | 0 | 4 | 4 | 540 |
| N ELDRIDGE PKWY | 0.5 | 5 | 1 | 0 | 4 | 0 | 4 | 4 | 541 |
| N ELDRIDGE PKWY | 0.5 | 2 | 0 | 0 | 2 | 5 | 2 | 7 | 292 |
| N ELDRIDGE PKWY | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 621 |
| N ELDRIDGE PKWY | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 707 |
| N ELDRIDGE PKWY | 0.5 | 3 | 1 | 0 | 2 | 5 | 2 | 7 | 190 |
| N ELDRIDGE PKWY | 0.5 | 2 | 1 | 0 | 1 | 0 | 4 | 4 | 542 |
| N GESSNER RD | 0.5 | 3 | 0 | 0 | 3 | 0 | 4 | 4 | 543 |
| N HOUSTON ROSSLYN RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 775 |
| N HOUSTON ROSSLYN RD | 0.3 | 4 | 2 | 0 | 2 | 0 | 6 | 6 | 338 |
| N MAIN ST | 0.5 | 2 | 0 | 1 | 1 | 5 | 2 | 7 | 235 |
| N MAIN ST | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 665 |
| N MAIN ST | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 666 |
| N MASON RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 708 |
| N MASON RD | 0.5 | 2 | 0 | 1 | 1 | 0 | 4 | 4 | 477 |

| Regional Road | Length | Total KSI Crashes | Ped. KSI Crashes | Bicycle KSI Crashes | Vehicular KSI Crashes | K Score | SI Score | KSI Score | KSI Rank |
|-------------------------|--------|-------------------------|------------------------|---------------------------|-----------------------------|------------|-------------|--------------|-------------|
| N REPSDORPH RD | 0.5 | 4 | 0 | 1 | 3 | 0 | 4 | 4 | 380 |
| N SAM HOUSTON PKWY E | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 776 |
| N SAM HOUSTON PKWY E | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 777 |
| N SAM HOUSTON PKWY E | 0.5 | 2 | 1 | 0 | 1 | 0 | 4 | 4 | 544 |
| N SAM HOUSTON PKWY E | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 778 |
| N SAM HOUSTON PKWY W | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 779 |
| N SAM HOUSTON PKWY W | 0.5 | 3 | 0 | 0 | 3 | 0 | 4 | 4 | 545 |
| N SAM HOUSTON PKWY W | 0.5 | 5 | 0 | 0 | 5 | 0 | 6 | 6 | 339 |
| N SAM HOUSTON PKWY W | 0.5 | 3 | 0 | 0 | 3 | 0 | 4 | 4 | 546 |
| N SAM HOUSTON PKWY W | 0.5 | 3 | 0 | 0 | 3 | 0 | 4 | 4 | 547 |
| N SAM HOUSTON PKWY W | 0.5 | 3 | 0 | 0 | 3 | 0 | 4 | 4 | 548 |
| N SAM HOUSTON PKWY W | 0.5 | 5 | 0 | 0 | 5 | 5 | 4 | 9 | 122 |
| N SAM HOUSTON PKWY W | 0.5 | 2 | 0 | 0 | 2 | 5 | 2 | 7 | 293 |
| N SAM HOUSTON PKWY W | 0.5 | 2 | 1 | 0 | 1 | 0 | 4 | 4 | 549 |
| N SHAVER ST | 0.3 | 3 | 0 | 0 | 3 | 5 | 2 | 7 | 236 |
| N SILVER GREEN DR | 0.3 | 1 | 0 | 0 | 1 | 0 | 2 | 2 | 586 |
| N TEXAS AVE | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 602 |
| N WESTGREEN BLVD | 0.5 | 4 | 0 | 0 | 4 | 0 | 4 | 4 | 478 |
| NANES DR | 0.4 | 2 | 0 | 1 | 1 | 5 | 2 | 7 | 212 |
| NAVIGATION BLVD | 0.5 | 3 | 0 | 0 | 3 | 0 | 4 | 4 | 447 |
| NAVIGATION BLVD | 0.5 | 3 | 1 | 1 | 1 | 0 | 6 | 6 | 325 |
| NAVIGATION BLVD | 0.5 | 3 | 0 | 1 | 2 | 5 | 4 | 9 | 89 |
| NEUENS RD | 0.3 | 2 | 0 | 1 | 1 | 5 | 4 | 9 | 123 |
| NORMANDY ST | 0.5 | 7 | 2 | 0 | 5 | 0 | 6 | 6 | 308 |
| NORTHGREEN DR | 0.5 | 2 | 0 | 0 | 2 | 5 | 2 | 7 | 237 |
| NORTHPOINTE BLVD | 0.5 | 6 | 1 | 0 | 5 | 0 | 6 | 6 | 340 |
| NORTHWEST FWY | 0.5 | 2 | 1 | 0 | 1 | 0 | 4 | 4 | 479 |
| NORTHWEST FWY | 0.5 | 3 | 0 | 0 | 3 | 0 | 4 | 4 | 480 |
| NORTHWEST PARK DR | 0.5 | 2 | 1 | 0 | 1 | 5 | 2 | 7 | 294 |
| NUECES LN | 0.3 | 1 | 0 | 0 | 1 | 5 | 0 | 5 | 352 |
| OAK RIDGE PARK DR | 0.3 | 3 | 0 | 0 | 3 | 5 | 2 | 7 | 259 |
| OAKLAND AVE | 0.4 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 667 |
| OAKWOOD GLEN BLVD | 0.3 | 1 | 0 | 0 | 1 | 0 | 2 | 2 | 780 |
| OIL CENTER BLVD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 643 |
| OLD Bammel N HOUSTON RD | 0.5 | 2 | 2 | 0 | 0 | 0 | 6 | 6 | 341 |
| OLD FOLTIN RD | 0.5 | 2 | 1 | 0 | 1 | 0 | 4 | 4 | 550 |
| OLD HUMBLE RD | 0.5 | 2 | 1 | 0 | 1 | 0 | 4 | 4 | 426 |
| OLD HUMBLE RD | 0.3 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 781 |
| PADDOCK BEND DR | 0.3 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 709 |
| PARK ROW DR | 0.5 | 3 | 0 | 0 | 3 | 0 | 4 | 4 | 481 |

| Regional Road | Length | Total KSI Crashes | Ped. KSI Crashes | Bicycle KSI Crashes | Vehicular KSI Crashes | K Score | SI Score | KSI Score | KSI Rank |
|---------------------|--------|-------------------------|------------------------|---------------------------|-----------------------------|------------|-------------|--------------|-------------|
| PARK ROW DR | 0.5 | 3 | 0 | 0 | 3 | 0 | 4 | 4 | 482 |
| PARK ROW DR | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 710 |
| PARK ROW DR | 0.5 | 5 | 0 | 0 | 5 | 5 | 4 | 9 | 95 |
| PASADENA BLVD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 603 |
| PASADENA BLVD | 0.5 | 2 | 0 | 1 | 1 | 0 | 4 | 4 | 448 |
| PASADENA BLVD | 0.5 | 4 | 0 | 0 | 4 | 0 | 4 | 4 | 381 |
| PASADENA BLVD | 0.5 | 3 | 1 | 1 | 1 | 0 | 6 | 6 | 309 |
| PEACH LEAF ST | 0.5 | 3 | 0 | 0 | 3 | 0 | 4 | 4 | 449 |
| PEAKWOOD DR | 0.3 | 1 | 1 | 0 | 0 | 5 | 0 | 5 | 353 |
| PEBBLE LAKE DR | 0.3 | 1 | 0 | 0 | 1 | 0 | 2 | 2 | 711 |
| PERRY RD | 0.5 | 3 | 0 | 1 | 2 | 5 | 4 | 9 | 124 |
| PILGRIMS POINT DR | 0.5 | 2 | 0 | 1 | 1 | 0 | 4 | 4 | 427 |
| PILGRIMS POINT DR | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 644 |
| PINE FOREST DR | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 712 |
| PINELAKES BLVD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 782 |
| PLANTATION COVE LN | 0.5 | 3 | 1 | 0 | 2 | 0 | 4 | 4 | 407 |
| PLUM RIDGE DR | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 783 |
| PRIMEWEST PKWY | 0.5 | 3 | 0 | 0 | 3 | 0 | 4 | 4 | 483 |
| PROSPECT MEADOWS DR | 0.3 | 1 | 1 | 0 | 0 | 0 | 4 | 4 | 484 |
| PROVINCIAL BLVD | 0.5 | 2 | 1 | 0 | 1 | 0 | 4 | 4 | 485 |
| QUEENSTON BLVD | 0.5 | 5 | 0 | 0 | 5 | 0 | 6 | 6 | 317 |
| QUEENSTON BLVD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 622 |
| QUEENSTON BLVD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 614 |
| QUEENSTON BLVD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 615 |
| QUEENSTON BLVD | 0.5 | 2 | 1 | 0 | 1 | 0 | 4 | 4 | 486 |
| QUEENSTON BLVD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 623 |
| QUITMAN ST | 0.5 | 4 | 0 | 1 | 3 | 0 | 4 | 4 | 450 |
| QUITMAN ST | 0.4 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 645 |
| RAINTREE VILLAGE DR | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 713 |
| RAINTREE VILLAGE DR | 0.5 | 2 | 0 | 0 | 2 | 5 | 2 | 7 | 260 |
| RAINY RIVER DR | 0.4 | 2 | 1 | 0 | 1 | 5 | 2 | 7 | 213 |
| RALSTON RD | 0.5 | 3 | 0 | 0 | 3 | 0 | 4 | 4 | 551 |
| RAMBLEWOOD DR | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 784 |
| RANKIN RD | 0.5 | 7 | 4 | 0 | 3 | 10 | 8 | 18 | 1 |
| RANKIN RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 587 |
| RED BLUFF RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 604 |
| RED BLUFF RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 605 |
| RED BLUFF RD | 0.5 | 4 | 0 | 0 | 4 | 0 | 4 | 4 | 451 |
| REYNALDO DR | 0.3 | 1 | 0 | 0 | 1 | 0 | 2 | 2 | 785 |
| RHODES RD | 0.5 | 2 | 0 | 0 | 2 | 5 | 2 | 7 | 295 |

| Regional Road | Length | Total KSI Crashes | Ped. KSI Crashes | Bicycle KSI Crashes | Vehicular KSI Crashes | K Score | SI Score | KSI Score | KSI Rank |
|----------------------|--------|-------------------------|------------------------|---------------------------|-----------------------------|------------|-------------|--------------|-------------|
| RHODES RD | 0.5 | 2 | 0 | 0 | 2 | 5 | 2 | 7 | 296 |
| RICHEY ST | 0.5 | 2 | 1 | 1 | 0 | 0 | 6 | 6 | 310 |
| ROUND ROBIN DR | 0.3 | 1 | 0 | 0 | 1 | 0 | 2 | 2 | 786 |
| ROYAL MILE LN | 0.5 | 2 | 1 | 0 | 1 | 0 | 4 | 4 | 552 |
| S 8TH ST | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 668 |
| S ALLEN GENOA RD | 0.5 | 2 | 0 | 0 | 2 | 5 | 2 | 7 | 179 |
| S ALLEN GENOA RD | 0.5 | 2 | 1 | 0 | 1 | 0 | 4 | 4 | 382 |
| S CHERRY ST | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 787 |
| S ELDRIDGE PKWY | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 714 |
| S ELDRIDGE PKWY | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 715 |
| S ELDRIDGE PKWY | 0.5 | 4 | 2 | 0 | 2 | 0 | 6 | 6 | 334 |
| S FRY RD | 0.5 | 3 | 0 | 0 | 3 | 0 | 4 | 4 | 487 |
| S GESSNER RD | 0.5 | 6 | 0 | 0 | 6 | 0 | 6 | 6 | 322 |
| S GREENHOUSE RD | 0.5 | 4 | 0 | 0 | 4 | 5 | 4 | 9 | 96 |
| S HOUSTON AVE | 0.5 | 4 | 0 | 0 | 4 | 0 | 4 | 4 | 553 |
| S LAKE HOUSTON PKWY | 0.4 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 588 |
| S MAIN ST | 0.5 | 2 | 0 | 0 | 2 | 5 | 2 | 7 | 238 |
| S MASON RD | 0.5 | 3 | 0 | 0 | 3 | 0 | 4 | 4 | 488 |
| S MASON RD | 0.5 | 2 | 0 | 0 | 2 | 5 | 2 | 7 | 261 |
| S MASON RD | 0.5 | 8 | 0 | 0 | 8 | 0 | 8 | 8 | 149 |
| S MASON RD | 0.5 | 4 | 1 | 0 | 3 | 0 | 4 | 4 | 489 |
| S SAM HOUSTON PKWY W | 0.5 | 2 | 0 | 0 | 2 | 5 | 2 | 7 | 214 |
| S SAM HOUSTON PKWY W | 0.5 | 2 | 0 | 0 | 2 | 5 | 2 | 7 | 215 |
| S SAM HOUSTON PKWY W | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 646 |
| SABLECHASE DR | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 647 |
| SABLEGROVE LN | 0.3 | 1 | 0 | 0 | 1 | 0 | 2 | 2 | 788 |
| SAM HOUSTON PKWY | 0.5 | 3 | 0 | 0 | 3 | 0 | 4 | 4 | 383 |
| SAM HOUSTON PKWY | 0.5 | 3 | 0 | 0 | 3 | 5 | 2 | 7 | 216 |
| SAM HOUSTON PKWY | 0.5 | 3 | 1 | 0 | 2 | 0 | 4 | 4 | 428 |
| SAUMS RD | 0.5 | 2 | 1 | 0 | 1 | 5 | 2 | 7 | 262 |
| SAWYER ST | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 669 |
| SCHILLER RD | 0.3 | 2 | 0 | 0 | 2 | 8 | 0 | 8 | 150 |
| SCIAACA RD | 0.5 | 3 | 0 | 0 | 3 | 8 | 2 | 10 | 52 |
| SCOTTER LN | 0.3 | 1 | 1 | 0 | 0 | 0 | 4 | 4 | 429 |
| SELLERS RD | 0.5 | 2 | 0 | 2 | 0 | 0 | 6 | 6 | 326 |
| SENS RD | 0.5 | 4 | 0 | 2 | 2 | 5 | 4 | 9 | 68 |
| SEVEN MILE LN | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 670 |
| SHADY LN | 0.5 | 2 | 0 | 0 | 2 | 5 | 2 | 7 | 239 |
| SHADY LN | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 671 |
| SHAVER ST | 0.5 | 5 | 0 | 0 | 5 | 0 | 6 | 6 | 311 |

| Regional Road | Length | Total KSI Crashes | Ped. KSI Crashes | Bicycle KSI Crashes | Vehicular KSI Crashes | K Score | SI Score | KSI Score | KSI Rank |
|----------------------|--------|-------------------------|------------------------|---------------------------|-----------------------------|------------|-------------|--------------|-------------|
| SHELDON RD | 0.5 | 2 | 0 | 1 | 1 | 0 | 4 | 4 | 384 |
| SHELDON RD | 0.5 | 3 | 1 | 0 | 2 | 5 | 2 | 7 | 240 |
| SHELDON RD | 0.5 | 2 | 0 | 0 | 2 | 5 | 2 | 7 | 241 |
| SHELDON RD | 0.5 | 2 | 0 | 0 | 2 | 5 | 2 | 7 | 217 |
| SHELDON RD | 0.5 | 2 | 1 | 0 | 1 | 8 | 0 | 8 | 137 |
| SILVER BEND DR | 0.3 | 1 | 0 | 0 | 1 | 5 | 0 | 5 | 348 |
| SILVER SHADOWS LN | 0.3 | 1 | 0 | 0 | 1 | 5 | 0 | 5 | 354 |
| SJOLANDER RD | 0.5 | 2 | 0 | 0 | 2 | 8 | 0 | 8 | 146 |
| SMITHSTONE DR | 0.5 | 3 | 1 | 0 | 2 | 0 | 4 | 4 | 554 |
| SPACE CENTER BLVD | 0.5 | 3 | 0 | 0 | 3 | 0 | 4 | 4 | 385 |
| SPACE CENTER BLVD | 0.5 | 2 | 0 | 0 | 2 | 5 | 2 | 7 | 180 |
| SPACE CENTER BLVD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 606 |
| SPEARS RD | 0.5 | 2 | 1 | 0 | 1 | 0 | 4 | 4 | 555 |
| SPEARS RD | 0.5 | 5 | 1 | 0 | 4 | 0 | 4 | 4 | 556 |
| SPEARS RD | 0.5 | 3 | 2 | 0 | 1 | 8 | 2 | 10 | 53 |
| SPENCER HWY | 0.5 | 6 | 0 | 0 | 6 | 8 | 4 | 12 | 17 |
| SPENCER HWY | 0.5 | 6 | 0 | 2 | 4 | 5 | 4 | 9 | 69 |
| SPENCER HWY | 0.5 | 11 | 0 | 0 | 11 | 0 | 10 | 10 | 38 |
| SPENCER HWY | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 672 |
| SPENCER HWY | 0.5 | 3 | 0 | 0 | 3 | 5 | 2 | 7 | 181 |
| SPENCER HWY | 0.5 | 3 | 0 | 0 | 3 | 0 | 4 | 4 | 386 |
| SPENCER HWY | 0.5 | 3 | 1 | 0 | 2 | 0 | 4 | 4 | 387 |
| SPENCER HWY | 0.5 | 4 | 0 | 1 | 3 | 0 | 4 | 4 | 388 |
| SPENCER HWY | 0.5 | 6 | 1 | 0 | 5 | 0 | 6 | 6 | 312 |
| SPENCER HWY | 0.5 | 8 | 0 | 1 | 7 | 5 | 6 | 11 | 27 |
| SPENCER HWY | 0.5 | 4 | 0 | 1 | 3 | 0 | 4 | 4 | 389 |
| SPENCER HWY | 0.5 | 3 | 0 | 0 | 3 | 0 | 4 | 4 | 390 |
| SPENCER HWY | 0.5 | 4 | 0 | 0 | 4 | 0 | 4 | 4 | 391 |
| SPENCER HWY | 0.5 | 4 | 0 | 0 | 4 | 0 | 4 | 4 | 452 |
| SPENCER HWY | 0.5 | 7 | 0 | 0 | 7 | 0 | 8 | 8 | 138 |
| SPRING CROSSING BLVD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 789 |
| SPRING CYPRESS RD | 0.5 | 2 | 0 | 0 | 2 | 5 | 2 | 7 | 185 |
| SPRING CYPRESS RD | 0.4 | 2 | 0 | 0 | 2 | 5 | 2 | 7 | 263 |
| SPRING CYPRESS RD | 0.5 | 2 | 0 | 0 | 2 | 5 | 2 | 7 | 186 |
| SPRING CYPRESS RD | 0.5 | 2 | 0 | 0 | 2 | 8 | 0 | 8 | 159 |
| SPRING CYPRESS RD | 0.5 | 2 | 1 | 0 | 1 | 0 | 4 | 4 | 557 |
| SPRING CYPRESS RD | 0.5 | 3 | 1 | 0 | 2 | 5 | 4 | 9 | 125 |
| SPRING CYPRESS RD | 0.5 | 4 | 0 | 0 | 4 | 8 | 2 | 10 | 54 |
| SPRING CYPRESS RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 790 |
| SPRING CYPRESS RD | 0.5 | 2 | 0 | 0 | 2 | 5 | 2 | 7 | 297 |

| Regional Road | Length | Total KSI Crashes | Ped. KSI Crashes | Bicycle KSI Crashes | Vehicular KSI Crashes | K Score | SI Score | KSI Score | KSI Rank |
|----------------------|--------|-------------------------|------------------------|---------------------------|-----------------------------|------------|-------------|--------------|-------------|
| SPRING CYPRESS RD | 0.5 | 2 | 0 | 0 | 2 | 5 | 2 | 7 | 298 |
| SPRING CYPRESS RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 791 |
| SPRING CYPRESS RD | 0.5 | 2 | 1 | 0 | 1 | 0 | 4 | 4 | 558 |
| SPRING CYPRESS RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 792 |
| SPRING CYPRESS RD | 0.5 | 5 | 0 | 1 | 4 | 0 | 4 | 4 | 559 |
| SPRING STUEBNER RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 793 |
| SPRING STUEBNER RD | 0.5 | 4 | 1 | 0 | 3 | 5 | 4 | 9 | 126 |
| SPRING STUEBNER RD | 0.5 | 3 | 0 | 0 | 3 | 0 | 4 | 4 | 560 |
| SPRING STUEBNER RD | 0.5 | 2 | 1 | 0 | 1 | 5 | 4 | 9 | 127 |
| STEEPLEWAY BLVD | 0.5 | 2 | 0 | 1 | 1 | 0 | 4 | 4 | 561 |
| STUEBNER AIRLINE RD | 0.3 | 6 | 5 | 0 | 1 | 8 | 8 | 16 | 6 |
| STUEBNER AIRLINE RD | 0.5 | 2 | 2 | 0 | 0 | 0 | 6 | 6 | 342 |
| STUEBNER AIRLINE RD | 0.5 | 2 | 1 | 0 | 1 | 5 | 2 | 7 | 299 |
| STUEBNER AIRLINE RD | 0.5 | 2 | 2 | 0 | 0 | 5 | 4 | 9 | 128 |
| STUEBNER AIRLINE RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 794 |
| STUEBNER AIRLINE RD | 0.5 | 3 | 0 | 0 | 3 | 0 | 4 | 4 | 562 |
| STUEBNER AIRLINE RD | 0.5 | 3 | 0 | 0 | 3 | 0 | 4 | 4 | 563 |
| STUEBNER AIRLINE RD | 0.3 | 1 | 0 | 0 | 1 | 0 | 2 | 2 | 795 |
| SUGARLAND HOWELL RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 716 |
| SUGARLAND HOWELL RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 717 |
| SUTTONFORD DR | 0.3 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 796 |
| SWEETWATER LN | 0.5 | 2 | 1 | 0 | 1 | 5 | 4 | 9 | 78 |
| SWEETWATER LN | 0.5 | 2 | 0 | 1 | 1 | 0 | 4 | 4 | 430 |
| T C JESTER BLVD | 0.3 | 2 | 1 | 0 | 1 | 0 | 4 | 4 | 564 |
| T C JESTER BLVD | 0.5 | 3 | 0 | 1 | 2 | 5 | 4 | 9 | 129 |
| T C JESTER BLVD | 0.5 | 2 | 0 | 0 | 2 | 5 | 2 | 7 | 218 |
| T C JESTER BLVD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 797 |
| T C JESTER BLVD | 0.3 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 798 |
| TALCOTT LN | 0.4 | 2 | 1 | 0 | 1 | 5 | 2 | 7 | 219 |
| TANNER RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 799 |
| TELGE RD | 0.5 | 3 | 0 | 0 | 3 | 5 | 2 | 7 | 187 |
| TELGE RD | 0.5 | 3 | 1 | 0 | 2 | 0 | 4 | 4 | 490 |
| TELGE RD | 0.5 | 3 | 0 | 0 | 3 | 0 | 4 | 4 | 403 |
| TELGE RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 616 |
| TELGE RD | 0.3 | 1 | 0 | 0 | 1 | 0 | 2 | 2 | 617 |
| TELGE RD | 0.5 | 4 | 0 | 0 | 4 | 5 | 4 | 9 | 130 |
| TELGE RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 800 |
| TELGE RD | 0.4 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 624 |
| THEISS MAIL ROUTE RD | 0.5 | 2 | 0 | 1 | 1 | 0 | 4 | 4 | 565 |
| THISTLE DOWN | 0.3 | 1 | 0 | 0 | 1 | 0 | 2 | 2 | 801 |

| Regional Road | Length | Total KSI Crashes | Ped. KSI Crashes | Bicycle KSI Crashes | Vehicular KSI Crashes | K Score | SI Score | KSI Score | KSI Rank |
|----------------------|--------|-------------------------|------------------------|---------------------------|-----------------------------|------------|-------------|--------------|-------------|
| THOMPSON RD | 0.5 | 3 | 0 | 0 | 3 | 0 | 4 | 4 | 453 |
| TIDAL RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 607 |
| TIDWELL RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 648 |
| TIDWELL RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 649 |
| TODVILLE RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 608 |
| TOMBALL PKWY | 0.5 | 4 | 1 | 0 | 3 | 0 | 4 | 4 | 566 |
| TOMBALL PKWY | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 802 |
| TOWER OAKS BLVD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 718 |
| TOWN CENTER BLVD | 0.3 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 803 |
| TREASCHWIG RD | 0.5 | 5 | 0 | 0 | 5 | 5 | 4 | 9 | 131 |
| TREASCHWIG RD | 0.5 | 2 | 1 | 0 | 1 | 0 | 4 | 4 | 567 |
| TREASCHWIG RD | 0.5 | 2 | 0 | 0 | 2 | 8 | 0 | 8 | 160 |
| TREASCHWIG RD | 0.5 | 2 | 0 | 0 | 2 | 8 | 0 | 8 | 161 |
| TREGARNON DR | 0.3 | 1 | 0 | 0 | 1 | 0 | 2 | 2 | 673 |
| TUCKERTON RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 719 |
| ULRICH LN | 0.3 | 1 | 0 | 1 | 0 | 5 | 0 | 5 | 349 |
| UNDERWOOD RD | 0.5 | 4 | 0 | 0 | 4 | 0 | 4 | 4 | 392 |
| UPLAND WILLOW AVE | 0.3 | 2 | 1 | 0 | 1 | 0 | 4 | 4 | 568 |
| UVALDE RD | 0.5 | 4 | 1 | 0 | 3 | 5 | 4 | 9 | 70 |
| UVALDE RD | 0.5 | 7 | 0 | 0 | 7 | 5 | 6 | 11 | 31 |
| UVALDE RD | 0.5 | 2 | 1 | 0 | 1 | 5 | 2 | 7 | 172 |
| VARNELL ST | 0.3 | 1 | 0 | 0 | 1 | 5 | 0 | 5 | 350 |
| VETERANS MEMORIAL DR | 0.5 | 5 | 0 | 0 | 5 | 5 | 4 | 9 | 132 |
| VETERANS MEMORIAL DR | 0.5 | 5 | 3 | 0 | 2 | 8 | 6 | 14 | 10 |
| VETERANS MEMORIAL DR | 0.5 | 3 | 1 | 0 | 2 | 8 | 2 | 10 | 42 |
| VETERANS MEMORIAL DR | 0.5 | 11 | 4 | 1 | 6 | 8 | 10 | 18 | 2 |
| VETERANS MEMORIAL DR | 0.5 | 7 | 1 | 1 | 5 | 10 | 4 | 14 | 11 |
| VETERANS MEMORIAL DR | 0.5 | 7 | 0 | 0 | 7 | 0 | 8 | 8 | 162 |
| VETERANS MEMORIAL DR | 0.5 | 3 | 2 | 0 | 1 | 8 | 4 | 12 | 24 |
| VETERANS MEMORIAL DR | 0.5 | 7 | 1 | 0 | 6 | 0 | 6 | 6 | 343 |
| VETERANS MEMORIAL DR | 0.5 | 4 | 2 | 0 | 2 | 5 | 4 | 9 | 133 |
| VETERANS MEMORIAL DR | 0.5 | 3 | 0 | 0 | 3 | 5 | 2 | 7 | 300 |
| VETERANS MEMORIAL DR | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 804 |
| VETERANS MEMORIAL DR | 0.5 | 6 | 3 | 0 | 3 | 0 | 8 | 8 | 163 |
| VETERANS MEMORIAL DR | 0.5 | 4 | 1 | 0 | 3 | 8 | 2 | 10 | 55 |
| VETERANS MEMORIAL DR | 0.5 | 7 | 1 | 1 | 5 | 0 | 6 | 6 | 323 |
| VICTORIA ST | 0.5 | 2 | 1 | 0 | 1 | 0 | 4 | 4 | 454 |
| W BARBOURS CUT BLVD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 674 |
| W BAY AREA BLVD | 0.5 | 3 | 0 | 0 | 3 | 0 | 4 | 4 | 393 |
| W BAY AREA BLVD | 0.5 | 3 | 0 | 0 | 3 | 0 | 4 | 4 | 431 |

| Regional Road | Length | Total KSI Crashes | Ped. KSI Crashes | Bicycle KSI Crashes | Vehicular KSI Crashes | K Score | SI Score | KSI Score | KSI Rank |
|----------------------------|--------|-------------------------|------------------------|---------------------------|-----------------------------|------------|-------------|--------------|-------------|
| W BAY AREA BLVD | 0.5 | 5 | 0 | 0 | 5 | 0 | 6 | 6 | 313 |
| W CANINO RD | 0.3 | 1 | 0 | 0 | 1 | 0 | 2 | 2 | 650 |
| W CEDAR BAYOU LYNCHBURG RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 609 |
| W EL DORADO BLVD | 0.5 | 2 | 0 | 1 | 1 | 0 | 4 | 4 | 432 |
| W FAIRMONT PKWY | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 675 |
| W FAIRMONT PKWY | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 676 |
| W FERNHURST DR | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 720 |
| W GULF BANK RD | 0.5 | 2 | 2 | 0 | 0 | 0 | 6 | 6 | 303 |
| W GULF BANK RD | 0.5 | 3 | 1 | 0 | 2 | 5 | 4 | 9 | 79 |
| W LAKE HOUSTON PKWY | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 589 |
| W LAKE HOUSTON PKWY | 0.5 | 3 | 0 | 0 | 3 | 5 | 2 | 7 | 173 |
| W LAKE HOUSTON PKWY | 0.5 | 3 | 0 | 0 | 3 | 8 | 2 | 10 | 46 |
| W LAKE HOUSTON PKWY | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 677 |
| W LAKE HOUSTON PKWY | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 678 |
| W LITTLE YORK RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 805 |
| W LITTLE YORK RD | 0.5 | 3 | 0 | 1 | 2 | 0 | 4 | 4 | 408 |
| W LITTLE YORK RD | 0.5 | 2 | 1 | 0 | 1 | 5 | 2 | 7 | 191 |
| W LITTLE YORK RD | 0.5 | 4 | 0 | 0 | 4 | 0 | 4 | 4 | 409 |
| W LITTLE YORK RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 625 |
| W LITTLE YORK RD | 0.5 | 6 | 1 | 1 | 4 | 0 | 6 | 6 | 318 |
| W LITTLE YORK RD | 0.5 | 2 | 1 | 0 | 1 | 8 | 0 | 8 | 140 |
| W LITTLE YORK RD | 0.5 | 2 | 1 | 0 | 1 | 0 | 4 | 4 | 569 |
| W LITTLE YORK RD | 0.5 | 2 | 1 | 0 | 1 | 0 | 4 | 4 | 570 |
| W LITTLE YORK RD | 0.5 | 2 | 0 | 0 | 2 | 8 | 0 | 8 | 164 |
| W LITTLE YORK RD | 0.5 | 4 | 1 | 0 | 3 | 5 | 4 | 9 | 134 |
| W LITTLE YORK RD | 0.5 | 3 | 0 | 0 | 3 | 0 | 4 | 4 | 571 |
| W LITTLE YORK RD | 0.5 | 4 | 0 | 0 | 4 | 8 | 2 | 10 | 56 |
| W LITTLE YORK RD | 0.5 | 2 | 0 | 0 | 2 | 5 | 2 | 7 | 301 |
| W LITTLE YORK RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 806 |
| W MAGLITTO CIR | 0.3 | 1 | 0 | 0 | 1 | 0 | 2 | 2 | 807 |
| W MAIN ST | 0.5 | 2 | 1 | 0 | 1 | 0 | 4 | 4 | 394 |
| W MONTGOMERY RD | 0.5 | 2 | 1 | 0 | 1 | 0 | 4 | 4 | 572 |
| W MONTGOMERY RD | 0.5 | 5 | 1 | 0 | 4 | 8 | 4 | 12 | 16 |
| W MONTGOMERY RD | 0.5 | 3 | 2 | 0 | 1 | 5 | 4 | 9 | 62 |
| W MOUNT HOUSTON RD | 0.5 | 3 | 1 | 0 | 2 | 5 | 4 | 9 | 63 |
| W MOUNT HOUSTON RD | 0.5 | 4 | 0 | 1 | 3 | 8 | 4 | 12 | 20 |
| W RICHEY RD | 0.5 | 3 | 0 | 1 | 2 | 0 | 4 | 4 | 573 |
| W RICHEY RD | 0.5 | 5 | 2 | 0 | 3 | 0 | 6 | 6 | 304 |
| W SAM HOUSTON PKWY N | 0.5 | 2 | 0 | 0 | 2 | 5 | 2 | 7 | 302 |
| W TIDWELL RD | 0.5 | 4 | 0 | 0 | 4 | 0 | 4 | 4 | 574 |

| Regional Road | Length | Total KSI Crashes | Ped. KSI Crashes | Bicycle KSI Crashes | Vehicular KSI Crashes | K Score | SI Score | KSI Score | KSI Rank |
|----------------------|--------|-------------------------|------------------------|---------------------------|-----------------------------|------------|-------------|--------------|-------------|
| WADE RD | 0.5 | 3 | 0 | 0 | 3 | 0 | 4 | 4 | 455 |
| WALLISVILLE RD | 0.5 | 3 | 0 | 0 | 3 | 5 | 2 | 7 | 242 |
| WALLISVILLE RD | 0.5 | 2 | 1 | 0 | 1 | 5 | 2 | 7 | 182 |
| WALLISVILLE RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 679 |
| WALLISVILLE RD | 0.5 | 5 | 0 | 0 | 5 | 8 | 4 | 12 | 18 |
| WALTERS RD | 0.5 | 2 | 1 | 0 | 1 | 0 | 4 | 4 | 575 |
| WALTERS RD | 0.5 | 4 | 1 | 0 | 3 | 5 | 4 | 9 | 80 |
| WALTERS RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 651 |
| WALTERS RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 808 |
| WEST RD | 0.5 | 2 | 0 | 1 | 1 | 0 | 4 | 4 | 404 |
| WEST RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 721 |
| WEST RD | 0.5 | 3 | 0 | 0 | 3 | 0 | 4 | 4 | 491 |
| WEST RD | 0.5 | 3 | 1 | 0 | 2 | 5 | 2 | 7 | 192 |
| WEST RD | 0.5 | 2 | 1 | 0 | 1 | 0 | 4 | 4 | 576 |
| WEST RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 809 |
| WEST RD | 0.5 | 2 | 0 | 1 | 1 | 0 | 4 | 4 | 577 |
| WEST RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 810 |
| WEST RD | 0.5 | 3 | 1 | 0 | 2 | 8 | 2 | 10 | 57 |
| WEST RD | 0.4 | 4 | 1 | 0 | 3 | 8 | 2 | 10 | 43 |
| WEST RD | 0.5 | 8 | 2 | 0 | 6 | 5 | 6 | 11 | 32 |
| WESTFIELD VILLAGE DR | 0.5 | 4 | 0 | 1 | 3 | 5 | 4 | 9 | 97 |
| WESTGARD BLVD | 0.3 | 1 | 1 | 0 | 0 | 5 | 0 | 5 | 346 |
| WESTHEIMER PKWY | 0.5 | 3 | 0 | 0 | 3 | 0 | 4 | 4 | 492 |
| WESTHEIMER PKWY | 0.5 | 2 | 0 | 0 | 2 | 8 | 0 | 8 | 151 |
| WESTPARK DR | 0.5 | 4 | 0 | 1 | 3 | 8 | 2 | 10 | 49 |
| WESTPARK DR | 0.5 | 2 | 1 | 0 | 1 | 0 | 4 | 4 | 493 |
| WESTWAY | 0.3 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 680 |
| WHEELER ST | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 652 |
| WHITWELL DR | 0.3 | 1 | 0 | 0 | 1 | 0 | 2 | 2 | 722 |
| WILDCROFT DR | 0.5 | 2 | 2 | 0 | 0 | 8 | 0 | 8 | 152 |
| WILL CLAYTON PKWY | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 811 |
| WILL CLAYTON PKWY | 0.5 | 7 | 1 | 0 | 6 | 0 | 6 | 6 | 344 |
| WILL CLAYTON PKWY | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 812 |
| WILL CLAYTON PKWY | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 813 |
| WILL CLAYTON PKWY | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 681 |
| WILL CLAYTON PKWY | 0.5 | 2 | 0 | 1 | 1 | 5 | 4 | 9 | 90 |
| WILL CLAYTON PKWY | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 653 |
| WILLOW RIVER DR | 0.4 | 2 | 1 | 0 | 1 | 0 | 4 | 4 | 494 |
| WILSON RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 814 |
| WILSON RD | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 815 |

| Regional Road | Length | Total KSI Crashes | Ped. KSI Crashes | Bicycle KSI Crashes | Vehicular KSI Crashes | K Score | SI Score | KSI Score | KSI Rank |
|------------------------|--------|-------------------------|------------------------|---------------------------|-----------------------------|------------|-------------|--------------|-------------|
| WILSON RD | 0.5 | 6 | 0 | 0 | 6 | 5 | 6 | 11 | 36 |
| WIMBERLEY HOLLOW LN | 0.3 | 1 | 1 | 0 | 0 | 0 | 4 | 4 | 433 |
| WINDFERN RD | 0.5 | 3 | 1 | 0 | 2 | 5 | 4 | 9 | 135 |
| WINDFERN RD | 0.5 | 2 | 0 | 1 | 1 | 0 | 4 | 4 | 578 |
| WINFIELD RD | 0.5 | 2 | 1 | 0 | 1 | 0 | 4 | 4 | 456 |
| WINFIELD RD | 0.5 | 2 | 1 | 0 | 1 | 0 | 4 | 4 | 358 |
| WOOD RIVER DR | 0.3 | 3 | 1 | 0 | 2 | 0 | 4 | 4 | 579 |
| WOODFOREST BLVD | 0.5 | 2 | 1 | 0 | 1 | 5 | 2 | 7 | 183 |
| WOODFOREST BLVD | 0.5 | 3 | 0 | 0 | 3 | 0 | 4 | 4 | 395 |
| WOODLAND HILLS DR | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 816 |
| WORTHAM BLVD | 0.3 | 1 | 0 | 0 | 1 | 0 | 2 | 2 | 723 |
| WUNDERLICH DR | 0.5 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 817 |
| YORKTOWN CROSSING PKWY | 0.5 | 5 | 0 | 0 | 5 | 8 | 4 | 12 | 25 |

Table 5. KSI Scores for High Risk Corridors

| No. | Roadway | Corridor Limits | Length (mi) | No. Fatal & Serious Injury (KSI) Crashes (2014-2018) on Highest Ranked HIN Segment on High Risk Corridors | | | | KSI Score for Highest Ranked HIN Segment on Corridor (Range 0-20) |
|-----|-----------------------|--|-------------|---|-----------|---------|-------|---|
| | | | | Pedestrian | Bicyclist | Vehicle | Total | |
| 1 | Rankin Road | East of IH 45 NBFR to Imperial Valley Drive | 1.0 | 4 | 0 | 3 | 7 | 18 |
| 2 | Veterans Memorial Dr | FM 1960 to N Sam Houston Parkway W | 4.2 | 4 | 1 | 6 | 11 | 18 |
| 3 | Aldine Mail Road | Aldine Westfield Road to Easthampton Drive | 2.6 | 4 | 0 | 4 | 8 | 16 |
| 4 | Antoine Drive | Veterans Memorial Drive to N Sam Houston Parkway W | 1.7 | 2 | 1 | 6 | 9 | 16 |
| 5 | Stuebner Airline Road | North of Spring Cypress Road to FM 1960 | 5.2 | 5 | 0 | 1 | 6 | 16 |
| 6 | Veterans Memorial Dr | N Sam Houston Parkway W to SH 249 | 3.4 | 3 | 0 | 2 | 5 | 14 |
| 7 | W Montgomery Road | SH 249 to Wavell Street | 2.0 | 1 | 0 | 4 | 5 | 12 |
| 8 | Spencer Highway | Galveston Road to Somerton Drive | 8.0 | 0 | 0 | 6 | 6 | 12 |
| 9 | Dominion Park Drive | Kuykendahl Road to IH 45 Southbound Frontage Road | 0.5 | 2 | 0 | 1 | 3 | 12 |
| 10 | W Mount Houston Rd | IH 45 Northbound Frontage Road to Airline Drive | 0.9 | 0 | 1 | 3 | 4 | 12 |
| 11 | Barbers Hill Road | Garth Road to Crosby Barbers Hill Road | 0.5 | 0 | 0 | 5 | 5 | 12 |
| 12 | Hollow Tree Lane | Cali Drive to IH 45 Northbound Frontage Road | 1.0 | 0 | 0 | 4 | 4 | 12 |
| 13 | Ella Boulevard | At Barren Springs Drive | n/a | 1 | 1 | 6 | 8 | 11 |

| No. | Roadway | Corridor Limits | Length (mi) | No. Fatal & Serious Injury (KSI) Crashes (2014-2018) on Highest Ranked HIN Segment on High Risk Corridors | | | | KSI Score for Highest Ranked HIN Segment on Corridor (Range 0-20) |
|-----|----------------------|---|-------------|---|-----------|---------|-------|---|
| | | | | Pedestrian | Bicyclist | Vehicle | Total | |
| 14 | Jones Road | Grant Road to Ranchstone Drive | 4.0 | 1 | 0 | 5 | 6 | 11 |
| 15 | West Road | Veterans Memorial Drive to IH 45 | 1.75 | 2 | 0 | 6 | 8 | 11 |
| 16 | Atascocita Road | Kings Parkway to FM 1960 | 0.9 | 0 | 0 | 6 | 6 | 11 |
| 17 | Grant Road | Perry Road to SH 249 | 0.5 | 1 | 1 | 2 | 4 | 11 |
| 18 | Louetta Road | SH 249 to Cannaberry Way | 8.4 | 0 | 0 | 6 | 6 | 11 |
| 19 | Airline Drive | N of West Road to Canino Road | 3.5 | 1 | 0 | 2 | 3 | 10 |
| 20 | Homestead Road | N of Tidwell Road to S of Miley Street | 2.5 | 1 | 0 | 2 | 3 | 10 |
| 21 | Homestead Road | S of Old Humble Road to Winfield Road | 0.6 | 1 | 0 | 3 | 4 | 10 |
| 22 | Huffman Cleveland Rd | Hickory Ridge Drive to Commons Vista Drive | 1.7 | 0 | 0 | 3 | 3 | 10 |
| 23 | W Lake Houston Pkwy | Pine Cup Drive to Atascocita Middle School | 1.0 | 0 | 0 | 3 | 3 | 10 |
| 24 | Bissonnet Street | Sugar Land Howell Road to Synott Road | 1.3 | 1 | 0 | 2 | 3 | 10 |
| 25 | Fry Road | N of Keith Harrow Boulevard to Franz Road | 3.5 | 0 | 0 | 4 | 4 | 10 |
| 26 | Fallbrook Drive | W of NW Park Drive to Veterans Memorial Drive | 2.3 | 1 | 0 | 2 | 3 | 10 |
| 27 | Spears Road | Veterans Memorial Drive to W of TC Jester | 1.0 | 2 | 0 | 1 | 3 | 10 |
| 28 | Spring Cypress Road | Memorial Spring Drive to W of Valka Road | 2.2 | 0 | 0 | 4 | 4 | 10 |

| No. | Roadway | Corridor Limits | Length (mi) | No. Fatal & Serious Injury (KSI) Crashes (2014-2018) on Highest Ranked HIN Segment on High Risk Corridors | | | | KSI Score for Highest Ranked HIN Segment on Corridor (Range 0-20) |
|-----|---------------------|--|-------------|---|-----------|---------|-------|---|
| | | | | Pedestrian | Bicyclist | Vehicle | Total | |
| 29 | W Little York Road | E of Hempstead Road to W of Fairbanks N Houston Rd | 1.2 | 0 | 0 | 4 | 4 | 10 |
| 30 | Alice Road | Green Meadow Road to SH 249 | 0.5 | 0 | 0 | 5 | 5 | 9 |
| 31 | Barker Cypress Road | N of West Little York Road at Gummert Rd | 0.7 | 0 | 1 | 4 | 5 | 9 |
| 32 | Greenhouse Road | Clay Road to Golden Wave Drive | 1.3 | 0 | 1 | 3 | 4 | 9 |
| 33 | Greenhouse Road | IH-10 to Misty Cove Drive | 2.5 | 0 | 0 | 3 | 3 | 7 |

Note: Corridors are listed in order based on the KSI score for the highest ranked ½-mile High Injury Network segment on the corridor, and not for the corridor as a whole.

6. Supplemental Details on Crash Categorization

FHWA's Proven Safety Countermeasures website provides a filter tool to identify countermeasures based on focus area, problem identified, and crash type. Tables 6 through 8 show the TxDOT Crash Records Information System (CRIS) data codes used to categorize various crash characteristics for fatality and serious injury crashes.

Table 6. Criteria Used to Determine Proven Safety Countermeasure Focus Areas

| Focus Area | Definition | CRIS Data Codes |
|--------------------------|---|---|
| Roadway Departure | A single vehicle crash where the impact of the first harmful event occurred on the shoulder, beyond the shoulder or in the median of the roadway. | ROAD_RELAT_ID Values = 2 – Off Roadway, or 3 – Shoulder, or 4 – Median, AND COLLSN_ID = 1 – One Motor Vehicle (OMV) Vehicle Going Straight, or 2 – OMV Vehicle Turning Right, or 3 – OMV Vehicle Turning Left, or 4 – OMV Vehicle Backing, or 5 – OMV Other, AND |
| Intersection | A crash that occurs within the boundaries of an intersection or in which the first harmful event occurred on an approach to or exit from an intersection and resulted from an activity, behavior- or control-related to the movement of traffic units through the intersection. | INTRST_RELAT_ID Values = 1 – Intersection, or 2 – Intersection Related |
| Pedestrian | A crash involving at least one pedestrian and one motor vehicle. Casualties related to pedestrian crashes are reported for pedestrians only. | HARM_EVNT_ID = 1 – Pedestrian, or PERSN_TYPE_ID = 4 - Pedestrian |
| Bicyclist | A crash involving at least one bicycle and one motor vehicle. Casualties related to bicyclist crashes are reported for bicyclist only. | HARM_EVNT_ID = 5 – Pedalcyclist, or PERSN_TYPE_ID = 3 - Pedalcyclist |
| Speed Management | A crash in which at least one driver was speeding above the limit or driving at an unsafe speed below the limit. | CONTRIB_FACTR_ID Values = 60 – Speeding – Unsafe (Under Limit), or 61 – Speeding – (Over Limit) |

Table 7. Criteria Used to Determine Problem Areas/Contributing Factors

| Problem Areas/ Contributing Factors | Definition | CRIS Data Codes |
|--|--|---|
| Inadequate Visibility, Conspicuity, or Sight Distance | A crash in which at least one driver's vision was obstructed or impaired. | OTHR_FACTR_ID Values = 16 – Vision obstructed by standing or parked vehicle 17 – Vision obstructed by moving vehicle 18 – Vision obstructed by embankment or ledge 19 – Vision obstructed by commercial sign 20 – Vision obstructed by highway sign 21 – Vision obstructed by headlight or sun glare 22 – Vision obstructed by hillcrest 23 – Vision obstructed by trees, shrubs, weeds, etc. 24 – Vision obstructed by other visual obstructions CONTRIBUT_FACTR_ID Values = 48 – Impaired Visibility |
| Excessive Speeds | A crash in which at least one driver was speeding above the limit or driving at an unsafe speed below the limit. | CONTRIBUT_FACTR_ID Values = 60 – Speeding – Unsafe (Under Limit), or 61 – Speeding – (Over Limit) |
| Failure to Control Speed | A crash in which at least one driver failed to control their speed as necessary to avoid colliding with another person or vehicle that is on or entering the roadway in compliance with law and the duty of each person to use due care. | CONTRIBUT_FACTR_ID Values = 22 – Failed to control speed |
| Non-Compliance (yielding right-of-way) | A crash in which at least one driver failed to yield right of way. | CONTRIBUT_FACTR_ID Values = 24 – Failed to give half of roadway 25 – Failed to heed warning sign 26 – Failed to pass to left safely 27 – Failed to pass to right safely 28 – Failed to signal or gave wrong signal 29 – Failed to stop at proper place 30 – Failed to stop for school bus 31 – Failed to stop for train 32 – Failed to yield ROW – emergency vehicle 33 – Failed to yield ROW – open intersection 34 – Failed to yield ROW – private drive 35 – Failed to yield ROW – stop sign 36 – Failed to yield ROW – to pedestrian 37 – Failed to yield ROW – turning left 38 – Failed to yield ROW – turn on red 39 – Failed to yield ROW – yield sign |

| Problem Areas/ Contributing Factors | Definition | CRIS Data Codes |
|---|---|---|
| Pedestrian Failed to Yield ROW | A crash involving at least one pedestrian who failed to yield right of way to a vehicle. | CONTRIB_FACTR_ID Values = 59 – Pedestrian failed to yield ROW to vehicle |
| No Separation of Users, or Vulnerable Users are Not Considered | A roadway segment where there are no bicycle lanes located within or directly adjacent to the roadway, or where there are no sidewalks that are physically separated from the roadway by a curb or unpaved buffer space. Also, a signalized intersection where there are no ADA ramps, crosswalks, or pedestrian signals. | Visual inspection of roadway segment to identify locations where there are no bicycle lanes located within or directly adjacent to the roadway, or where there are no sidewalks that are physically separated from the roadway by a curb or unpaved buffer space. Also, visual inspection of signalized intersection to identify locations where there are no pedestrian accommodations. This was used to categorize pedestrian & bicycle crashes in which there were no identifiable contributing factors. |
| Driver Inattention (distracted/drowsy) | A crash in which at least one driver was distracted, drowsy, inattentive, or using a cell phone. | CONTRIB_FACTR_ID = 19 – Distraction in Vehicle, or 20 – Driver Inattention, or 40 – Fatigued or Asleep, or 47 – Ill, or 72 – Cell/Mobile Phone Use, or 75 – Cell/Mobile Device Use, or 76 – Cell/Mobile Device Use-Texting, or 77 – Cell/Mobile Device Use-Other, or 78 – Cell/Mobile Device Use-Unknown |
| Driver Impairment (alcohol/drugs) | A crash involving at least one driver under the influence of alcohol or other drug. | CONTRIB_FACTR_ID = 45 – Had Been Drinking, or 62 – Taking Medication, or 67 – Under Influence – Alcohol, or 68 – Under Influence – Drug, or Driver Alcohol Result ID = 1, or Driver Drug Result ID = 1 |

Table 8. Criteria Used to Determine Crash Types

| Crash Type | Definition | CRIS Data Codes |
|-------------------------|--|---|
| Angle Crash | A crash that occurs when vehicles driving on perpendicular roads collide. | COLLSN_ID = 10 – Angle – Both Going Straight 11 – Angle – One Straight – One Backing 12 – Angle – One Straight – One Stopped 13 – Angle – One Straight – One Right Turn 14 – Angle – One Straight – One Left Turn 15 – Angle – Both Right Turn 16 – Angle – One Right Turn – One Left Turn 17 – Angle – One Right Turn – One Stopped 18 – Angle – Both Left Turn 19 – Angle – One Left Turn – One Stopped |
| Left-Turn Crash | A crash that occurs when a left turning vehicle collides with an oncoming vehicle from the opposite direction. | COLLSN_ID = 34 – Opposite Direction – One Straight – One Left Turn 38 – Opposite Direction – Both Left Turns |
| Right-Turn Crash | A crash that occurs when a right turning vehicle collides with an oncoming vehicle from the opposite direction. | COLLSN_ID = 33 – Opposite Direction – One Straight – One Right Turn |
| Rear End Crash | A crash that occurs when a vehicle is rear ended by another vehicle while traveling in the same direction. | COLLSN_ID = 20 – Same Direction – Both Going Straight – Rear End 22 – Same Direction – One Straight – One Stopped 23 – Same Direction – One Straight – One Right Turn 24 – Same Direction – One Straight – One Left Turn |
| Pedestrian Crash | A crash involving at least one pedestrian and one motor vehicle. Casualties related to pedestrian crashes are reported for pedestrians only. | HARM_EVNT_ID = 1 – Pedestrian, or PERSN_TYPE_ID = 4 - Pedestrian |
| Bicyclist Crash | A crash involving at least one bicycle and one motor vehicle. Casualties related to bicyclist crashes are reported for bicyclist only. | HARM_EVNT_ID = 5 – Pedalcyclist, or PERSN_TYPE_ID = 3 - Pedalcyclist |
| Head On Crash | A crash involving two vehicles going straight, that were traveling in opposite directions prior to impact. | COLLSN_ID = 30 – Opposite Direction – Both Going Straight |

| Crash Type | Definition | CRIS Data Codes |
|--|--|---|
| Run off the Road / Single Vehicle Crash | A single vehicle crash where the impact of the first harmful event occurred on the shoulder, beyond the shoulder or in the median of the roadway and which resulted in hitting a fixed object. | ROAD_RELAT_ID Values = 2 – Off Roadway, or 3 – Shoulder, or 4 – Median, AND COLLSN_ID = 1 – One Motor Vehicle (OMV) Vehicle Going Straight, or 2 – OMV Vehicle Turning Right, or 3 – OMV Vehicle Turning Left, or 4 – OMV Vehicle Backing, or 5 – OMV Other, AND |
| Sideswipe, Same Direction Crash | A crash that occurs when a vehicle is side swiped by another vehicle while traveling in the same direction. | COLLSN_ID = 21 – Same Direction – Both Going Straight – Sideswipe |
| Wet | A crash in which the roadway surface condition was reported as wet, standing water, slush, ice, or snow. | SURF_COND_ID = 2 – Wet 3 – Standing Water 5 – Slush 6 – Ice 9 – Snow |
| Nighttime | A crash in which the lighting condition was reported as dawn, dark not lighted, dusk, or dark unknown lighting. | LIGHT_COND_ID = 3 – Dark, Not Lighted 4 – Dark, Lighted 5 – Dusk 6 – Dark, Unknown Lighting |
| Speed-related | A crash in which at least one driver was speeding above the limit, driving at an unsafe speed, or failed to control their speed. | CONTRIB_FACTR_ID = 60 – Speeding - Unsafe (Under Limit), or 61 – Speeding - (Over Limit) |
| Rollover | A crash in which the first harmful event resulted from the vehicle overturning. | HARM_EVNT_ID = 10 – Overturned |
| Fixed-Object | A crash in which the first harmful event involved a vehicle hitting a fixed or other object. | HARM_EVNT_ID = 7 – Fixed Object, or 8 – Other Object |

7. Supplemental Details on Cost Estimates

A simplified cost estimating method was used to estimate the investment needed to implement potential safety improvements on each High Risk Corridor. The estimates are based on average unit costs shown in Table 9 below.

Table 9. Estimate Assumptions

| Segment Improvements | Cost |
|---|--|
| | Low: <\$500K Medium: \$500K-\$2M High: >\$2M |
| Boulevard section with raised median and curb & gutter drainage | High |
| Raised median w/turn bays (w/undivided road) | Medium |
| Continuous two-way left turn lane (w/undivided road) | Medium |
| Raised median w/turn bays (w/exist CTWLTL) | Medium |
| Continuous street lighting | Low |
| Bike lane - add shoulders | Low |
| Restripe 4-lane undivided w/shoulders to 5-lane w/continuous two-way left turn lane (CTWLTL) | Low |
| Road diet (roadway reconfiguration) | Low |
| Wider center lines | Low |
| Wider edge lines | Low |
| Bike lane - Restriping existing shoulder | Low |
| Edge line rumble strips | Low |
| Enhanced signage (curve delineation, stop controlled intersections) | Low |
| Sidewalk improvements | Low |
| Intersection Improvements | |
| Install traffic signal | Low |
| Modify traffic signals (protected left turn, pedestrian signal upgrades, additional signal heads) | Low |
| Mid-block crossing | Low |
| Pedestrian refuge | Low |
| Crosswalk visibility enhancements | Low |
| ADA ramps/short sidewalk improvements | Low |
| Improve signal timing & synchronization (yellow change interval, leading ped interval) | Low |