CHAPTER 6.8.3: CITY OF LORENA

County. The city has an estimated population of 1,785 according to the 2020 census.

This section provides information on the City of Lorena's collision statistics from 2014 to 2023. A total of eight injury collisions occurred on Lorena streets in the last ten years. TxDOT roadways within Lorena city limits observed 143 injury collisions during the same period, with five fatalities and 17 serious injuries.

The following summary provides information on the number of collisions, persons injured, and the proportion of persons involved in collisions based on mode of transportation, age group, and gender. It also draws comparisons between collisions on Lorena city streets, TxDOT facilities, and McLennan County across various categories.

On Lorena city streets, there were a total of eight collisions, resulting in ten persons injured. In comparison, TxDOT facilities reported a total of 143 collisions, resulting in 223 persons injured within Lorena city limits.

This section also identifies several major collision trends on Lorena city streets, including hit object collisions, broadside collisions, and collisions due to unsafe speeds. On TxDOT roadways, the prominent trends were hit object collisions, rear end collisions, and, unsafe speed violations.

The pie charts below compare the severity of collisions on roadways with different speed limits. The charts indicate that roads with a 70 mph speed limit accounted for the highest proportion of KSI collisions.

CITY • TxDOT

8 143

TOTAL COLLISIONS : TOTAL COLLISIONS

10 223

TOTAL PERSONS INJURED : TOTAL PERSONS INJURED

| Car 0 % 0 % 30 % 70 % 3 % 8 % 34 % 47 Motorcycle 0 % 0 % 0 % 0 % 0 % 0 % 0 % 2 % 0 Pedestrian 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % < | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|
| Bicycle 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% | |
| Bicycle 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % | |
| Car 0 % 0 % 30 % 70 % 3 % 8 % 34 % 47 Motorcycle 0 % 0 % 0 % 0 % 0 % 0 % 0 % 2 % 0 Pedestrian 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % < | |
| Motorcycle 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % | % |
| Pedestrian 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % 0 % | ′ % |
| Truck 0% 0% 0% 0% 1% 4% 1 | % |
| | % |
| AGE | % |
| | |
| Below 15 0 % 0 % 0 % 0 % 0 % 4 % 9 | % |
| 15 - 65 0 % 0 % 30 % 70 % 2 % 9 % 33 % 34 | % |
| Above 65 0 % 0 % 0 % 1 % 0 % 3 % 4 | % |
| GENDER | |
| Male 0 % 0 % 30 % 40 % 3 % 5 % 18 % 23 | 8 % |
| Female 0 % 0 % 0 % 30 % 0 % 4 % 22 % 25 | % |

The City of Lorena is on I-35, approximalty 13 miles southwest of Waco in south McLennan CITY OF LORENA VS. McLENNAN COUNTY COLLISIONS - RELATIVE SHARES

| CITY | | TxDOT | | McLENNAN COUNTY | |
|------------------------------------|-------|----------------------------|----------------|----------------------------|------|
| | | SEVERITY | | | |
| Fatal Injury | 0 % | Fatal Injury | 4 % | Fatal Injury | 2 % |
| Serious Injury | 0 % | Serious Injury | 12 % | Serious Injury | 9 % |
| Minor Injury | 38 % | Minor Injury | 41 % | Minor Injury | 37 % |
| Possible Injury | 62 % | Possible Injury | 43 % | Possible Injury | 52 % |
| | | MODE | | | |
| Bicycle | 0 % | Bicycle | 0 % | Bicycle | 1 % |
| Car | 100 % | Car | 76 % | Car | 85 9 |
| Motorcycle | 0 % | Motorcycle | 3 % | Motorcycle | 4 % |
| Pedestrian | 0 % | Pedestrian | 1 % | Pedestrian | 3 % |
| Truck | 0 % | Truck | 20 % | Truck | 7 % |
| | | FIRST HARMFUL EVENT | Γ | | |
| Motor Vehicle in Transport | 50 % | Motor Vehicle in Transport | 57 % | Motor Vehicle in Transport | 72 |
| Fixed Object | 38 % | Fixed Object | 31 % | Fixed Object | 17 |
| Overturned | 13 % | Overturned | 8 % | Overturned | 4 9 |
| | | MANNER OF COLLISION | N | | |
| Hit Object | 50 % | Hit Object | 43 % | Broadside | 42 |
| Broadside | 38 % | Rear End | 41 % | Hit Object | 28 |
| Head on | 13 % | Sideswipe | 12 % | Rear End | 24 |
| | | CONTRIBUTING FACTOR | RS | | |
| Unsafe Speed | 25 % | Unsafe Speed | 48 % | Unsafe Speed | 23 |
| Automobile Right-of-way | 25 % | Other Improper Driving | 10 % | Automobile Right-of-way | 22 |
| Driving/ Bicycling under Influence | 13 % | Distracted Driving | 8 % | Traffic Signals and Signs | 12 |
| | | LOCATION | | | |
| Intersection | 38 % | Intersection | 6 % | Intersection | 59 |
| Roadway | 62 % | Roadway | 94 % | Roadway | 41 |
| | | LIGHTING | | | |
| Daylight | 75 % | Daylight | 62 % | Daylight | 70 |
| Dark, Not Lighted | 25 % | Dark, Not Lighted | 18 % | Dark, Lighted | 16 |
| | | Dark, Lighted | 15 % | Dark, Not Lighted | 11 |
| SPEED LIMIT | | | | Fatal Injury | |
| SPEE | | SPEED LIMIT | SPEED LIMIT | Serious Injury | |
| 30 | | 55 J | 70 | Minor Injury | |













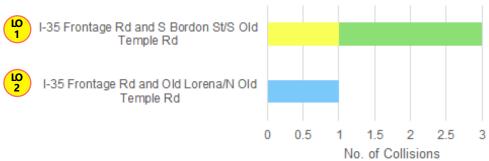
ROADWAYS & INTERSECTIONS

This section lists high risk roadway segments and intersections within the City of Lorena. The accompanying graph depicts the name and limits of each roadway along with the number of collisions categorized by severity at that location. A severity index methodology was utilized to identify these high risk spots. This methodology assigns 3 points for each fatal or severe injury collision, 2 points for each minor injury collision, and 1 point for each possible injury collision.

ROADWAYS



INTERSECTIONS



■FATAL INJURY ■ SERIOUS INJURY ■ MINOR INJURY ■ POSSIBLE INJURY



