

Roadway & Lane Departure Emphasis Area Team Report Tuesday, February 21, 2017, 2:00 p.m.

Follow Up Commitments

Commitment	Responsible Person	Due Date
Contact Josh Mason (Texas Ranger) about joining the EA team	Rebecca Wells	Next meeting
Reach out to EMS contact about joining EA team	Robert Wunderlich	Next meeting
Contact someone involved with air flight rescue	Paul Causey	Next meeting

Participants

Name	Agency/Organization
Rebecca Wells, Team Leader	TxDOT-ATL
Paul Carlson	Texas A&M Transportation Institute
Paul Causey	Associated General Contractors of Texas
Karen Dixon	Texas A&M Transportation Institute
Stephan Gage	Houston-Galveston Area Council
Amanda Martinez	TxDOT
Ken Mora	TxDOT-DES
Stephen Ratke	FHWA-TX
Terry Pence	TxDOT-TRF
Darren McDaniel	TxDOT
Robert Wunderlich	Texas A&M Transportation Institute
Eva Shipp	Texas A&M Transportation Institute
Srinivas Geedipally	Texas A&M Transportation Institute
Stacey Schrank	Texas A&M Transportation Institute
Susan Herbel	TTI subconsultant

The role of the Emphasis Area Teams is to develop the content of the Texas Strategic Highway Safety Plan (SHSP), provide input to other areas of the Plan, assist the Management Team with outreach and networking, advise on implementation strategies, and track implementation progress. The purpose of the EA teams is to utilize the members' knowledge, expertise, and experiences to identify the SHSP strategies and countermeasures pertaining to pedestrian safety.. The multiple disciplines that make up each EA team will ensure the proposed solutions are feasible, practical, and effective. The consulting team will help by reviewing the literature, examining the data, etc., as requested.

Roadway & Lane Departure Safety Strategies

Strategy 1

Improve data systems for targeting locations at high risk for roadway departure by road (city street, arterial, connectors, etc.), vehicle (passenger vehicle, motorcycle, bicycle, etc.), and location (rural, urban, suburban) type.

- Provide positive guidance on curves and straight aways.
- Identify and address locations subject to wet weather ROW crashes.

Strategy 2

Examine safety data to identify contributing crash factor in ROW crashes.

Strategy 3

Implement countermeasures to reduce nighttime crash countermeasures.

Strategy 4

Use the new safety methodologies (e.g. HSM and systemic approaches) to address ROR crashes.

Strategy 5

Identify and address behavioral characteristics associated with roadway departure.

Strategy 6

Develop and implement strategies to encourage drivers to adjust speeds appropriately.

Strategy 7

Provide information on route risk with regard to lane departure crashes.

Strategy 8

Mitigate the consequences of vehicles leaving the road by implementing barriers and forgiving roadside countermeasures

Next Steps

Data and Resource Requests

- First harmful event for run-off-the-road crashes
- First harmful event vs road type
- First harmful event for urban vs rural
- Crashes by region
- Crashes by weather-related data (wet, ice, etc)
- Day vs night
- Crashes by contributing factors (drowsy, impaired, distracted, speed etc.)
- Composite contributing factors/conditions
- Response time data (if available): time between crash & notification, response time of emergency services to scene, and travel time to emergency room
- Examine definition of “urban” and possibly look at different way of identifying urban and rural.

Additional Resources

- FHWA SHSP website
https://rspcb.safety.fhwa.dot.gov/SHSP_COP.aspx

Upcoming Meeting Dates

- Thursday, March 16, 2:00-3:30p.m.
- Friday, March 24, 9:30-11:00a.m.