

Roadway and Lane Departures Emphasis Area Team Report Friday, March 24, 2017, 9:30p.m.

Follow Up Commitments

Commitment	Responsible Person	Due Date
Talk to someone in air flight response about joining team	Lucille Maes	
Contact Rick Alexander about app (notification of crashes)	Darren McDaniel	

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
Eric Hemphill	North Texas Tollway Authority
Sonya Landrum	North Central TX Council of Governments
Amanda Martinez	TxDOT
Ken Mora	TxDOT - DES
Daniel Plumer	Dallas Co. Sheriff's Office
Stephen Ratke	FHWA - TX
Lisa Robinson	National Safety Council
Darren McDaniel	TxDOT
Eva Shipp	Texas A&M Transportation Institute
Srinivas Geedipally	Texas A&M Transportation Institute
Stacey Schrank	Texas A&M Transportation Institute

Roadway and Lane Departures Strategies

Strategy #1: Analyze TROR and head-on crashes and roadway characteristics using the new safety methodologies (e.g. HSM and systemic approaches)

Countermeasures and Programs

- Improve data systems for targeting locations with a high probability or at high risk for roadway departure crashes by road (city street, arterial, connectors, etc.), vehicle (passenger vehicle, motorcycle, bicycle, etc.), and location (rural, urban, suburban) type.
- Enhance methods to identify performance measures to assess ROR and head-on crashes

Strategy #2: Keep vehicles from encroaching on the roadside or opposite lane

Countermeasures and Programs

- Provide positive guidance to keep vehicles in their lane
 - Road diet (convert 4 lane without shoulder to 3 lane with shoulders/turn lane)
- Provide measures to allow drivers to traverse curves
 - Edge line & center line rumble strips
 - Striping (edge line & center line; wider edge lines) and raised pavement markings
 - Delineation/LED chevrons
 - Driver feedback signs
 - Improve work zone signing & traffic control plans
 - Lighting
 - Traverse rumble strips

Strategy #3: Minimize the consequences of vehicles leaving the road

Countermeasures and Programs

- Implement barriers and forgiving roadside countermeasures
- Median treatments
 - Median barriers
 - Safety treat fixed objects
 - Safe clear policies
 - Improve slopes by acquiring more right of way

Strategy #4: Minimize the likelihood of crashing in adverse conditions

Countermeasures and Programs

- Implement countermeasures to reduce nighttime crashes
- Identify and address locations subject to wet weather ROR crashes
- All weather pavement markings
- High friction surface treatments

Strategy #5: Identify and address behavioral characteristics associated with roadway departure

Countermeasures and Programs

- Develop and implement strategies to encourage drivers to adjust speeds appropriately
- Consistent curve treatments and advisory speeds
- Automated speed enforcement in work zone
- Night time speed limits
- Car manufacturers safety features
- CarFit and My Car Does What
- Changing medical card requirements for truck drivers
- Automated recording systems for trucks to monitor driving hours
- Truck driver health check up & driving restrictions

Strategy #6: Improve emergency response time in rural areas

Countermeasures and Programs

- Increase air flight response time
- More ALS (advanced life support) for responders
- Notification of crashes

Next Steps

Additional Resources

- CarFit
<https://www.car-fit.org/>

- My Car Does What
<https://mycardoeswhat.org>

Upcoming Meeting Dates

The next meeting will be scheduled for May 2017.

This meeting will accomplish at least four purposes:

1. Review, revise, and finalize the SHSP roadway and lane departure strategies and countermeasures;
2. Review and discuss the SHSP goals established by the Executive Committee;
3. Set goals/targets for the roadway and lane departure emphasis area; and
4. Identify an additional meeting date in June to discuss suggestions and recommendations from the 2017 Texas Traffic Safety Conference.