

Roadway & Lane Departures Emphasis Area Team Report Wednesday February 21, 2018, 9:30 a.m.

Participants

Name	Agency/Organization
Rebecca Wells, Team Leader	TxDOT - ATL
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Danny Magee	TxDOT- Laredo
Yang Ouyang	North Texas Tollway Authority
Emira Rista	TTI
Eva Shipp	Texas A&M Transportation Institute
Veronica Solis	TxDOT
Robert Wunderlich	TTI

Action Plan Development

During the Traffic Safety Conference participants had the opportunity to prioritize the countermeasures in each of the seven emphasis areas. The top 3-5 countermeasures in each emphasis area were presented during the facilitated discussion sessions and preliminary action plans for some of the prioritized countermeasures were developed. Most of these action plans are incomplete and require more consideration by EA team members.

Through a collaborative process EA team members reviewed, revised and/or confirmed the countermeasure rankings and identified all needed action plans based on the following guidelines:

- Action Plan is not needed for every countermeasure

- All strategies must have at least one countermeasure with an action plan.
- Ensure that all EA team priorities are addressed.
- Countermeasures can be combined when appropriate (some were already combined about the conference).

Roadway & Lane Departure Strategies and Countermeasures - Revised

Strategy #1: Analyze run off the road and head-on crashes and roadway characteristics using the new safety methodologies (e.g., Highway Safety Manual and systemic approaches)

Countermeasures and Programs

- 1a Improve data systems for targeting locations with a high probability for roadway departure crashes by: road type, geometric characteristics, vehicle type, and area type.

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

Countermeasures and Programs

- 2a Revise roadway configuration to provide additional paved recovery area (e.g., convert four lane roadways to three lane roadways with design features compatible with surrounding land use context).
- 2b Provide additional positive guidance (i.e., rumble strips, stripe lines, raised pavement markings, chevrons including LED chevrons, curve delineators, speed feedback signs, edge line and center lines, wider edge lines) and conduct public information campaigns to explain the purpose and how to navigate the roadway safely.
- 2c Establish target speeds and use engineering techniques to manage speeds in areas experiencing or susceptible to roadway and lane departures.2g Disseminate information on the connection between urban form (driveway density, setbacks, pedestrian scale frontage, roadway design speeds, etc.) and safety outcomes. Encourage incorporation into local land use planning and review.

Strategy #3 Minimize the consequences of vehicles leaving the road

- 3a Implement barriers, median treatments and forgiving roadside objects (e.g., median barriers, safety treat fixed objects, establish safe clear policies, and improve slopes) with consideration given to land use context.

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

Countermeasures and Programs

4a Identify locations subject to nighttime crashes.

Examples: Develop and use screening and systemic crash analysis tools to identify locations; provide additional roadway delineation; and provide roadway lighting.

4b Identify and address locations subject to wet weather run off the road crashes.

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

Countermeasures and Programs

5a Develop and implement strategies to encourage drivers to adjust speeds appropriately to roadway conditions: wet weather speed advisories, speed feedback signs, and speed advisories for nighttime conditions.

5b Provide consistent curve treatments and advisory speeds for similar conditions.

5c Encourage adoption of laws that allow automated speed enforcement.

5d Encourage adoption of laws that change medical card requirements for truck drivers.

5e Encourage adoption of laws that require automated recording systems for trucks to monitor driving hours.

5f Encourage adoption of truck driver health check-ups and driving restrictions.

Strategy #6: Improve emergency response time in rural areas

Countermeasures and Programs

6a Provide resources to decrease emergency air flight response time.

6b Provide resources to increase the availability and use of advanced life support equipment to first responders.

6c Implement measures to provide faster crash notification.

Roadway & Lane Departure Action Planning Groups

Strategy #1: Eva Shipp (lead), Jeanne Tarrants, Maryam Shirinzad, Karen Dixon

Strategy #2: Rebecca Wells (lead), Karen Dixon, James Bailey

Strategy #3: Eric Hemphill (lead), Yang Ouyang, Minh Le

Strategy #4: Tim Barrette (lead), Danny Magee, Minh Le

Strategy #5: Darren McDaniel (lead), Yang Ouyang, Minh Le, Lisa Johnson

Strategy #6: Danny Magee (lead), Rebecca Wells, Lucille Hayes

Next Steps

- Revise Action Plan drafts as discussed
- Review completed Action Plans
- Contact Chris Poe & Mike Lukuc

Additional Resources

- https://safety.fhwa.dot.gov/provencountermeasures/roadside_design/
- https://safety.fhwa.dot.gov/provencountermeasures/enhanced_delineation/

Upcoming Meeting Dates

- Round 3 EA team meeting: Late March/Early April
- Regional Workshops
 - Houston - May 1
 - San Antonio - May 3
 - Dallas/Fort Worth - May 15
 - Midland/Odessa - May 17
- August 8-10, 2018 - Traffic Safety Conference, Sugarland