

BETTER ROADS SAFER ROADS



ELIMINATING
CRASHES TO
CREATE SAFER
ROAD SYSTEMS

BETTER ROADS SAFER ROADS

Summer 2021 | TxLTAP.org

- TxLTAP -

02 MENTORING, ASSISTANCE, TRAINING, AND COMMUNICATION HELP (MATCH): TECHNICAL ASSISTANCE PROGRAM FOR LOCAL AND TRIBAL AGENCIES TO IMPROVE ROADWAY SAFETY

FHWA recently launched the MATCH program to provide broad-based technical assistance to local and Tribal agencies facing roadway safety challenges.

03 TEXAS LOCAL TECHNICAL ASSISTANCE PROGRAM ENABLES THE LAUNCH OF WORKFORCE DEVELOPMENT INITIATIVES ACROSS THE STATE

A program designed to assist Texas cities and counties with training and retaining road and bridge (R&B) personnel.

05 NEW RESOURCES ON VISION ZERO

FHWA recently published two reports that document efforts to collaborate with several State and local partners.

06 DEATHS OF TEXANS NOT WEARING SEAT BELTS SPIKE 16% IN 2020

Despite a drop in the number of traffic crashes throughout the year, 2020 saw a spike in the number of fatalities overall.

07 TXDOT BALANCED MIX DESIGN PROJECT IS DEVELOPING A NEW SYSTEM FOR MIX DESIGN OF ASPHALT MIXTURES

Using recycled materials on roadways has been standard procedure in construction for several decades.

09 SAFER ROADS FOR OLDER DRIVERS: DRIVING SAFELY WHILE AGING GRACEFULLY

Driving is a key to independence from the moment we get our first license. Most of us want to hold onto that key for as long as we safely can.

12 TEXAS TRANSPORTATION COMMISSION NAMES MARC WILLIAMS AS NEW TXDOT EXECUTIVE DIRECTOR

Williams, who has served as the agency's deputy executive since 2016, began his new role on June 1, 2021.

13 NATIONAL RECOMMENDATIONS: ADDRESSING SAFETY & EQUITY WITH THE SAFE SYSTEM APPROACH

We can and must push ourselves to move beyond the status quo, recognize what works and what does not, and be brave enough to make change.

15 FHWA ACCEPTING APPLICATIONS FOR ACCELERATED INNOVATIVE DEPLOYMENT GRANTS

The funds are used to promote the deployment of proven innovations that can deliver road and bridge projects more cost-effectively among state, local and Tribal governments.

16 TEXAS MOTORCYCLIST DEATHS SPIKE IN 2020

Despite less traffic on the road in 2020 and a 2% reduction in motorcycle crashes, safety officials are alarmed by a 17% increase in Texas motorcycle fatalities compared to 2019.

17 LONE STAR STATE LEADS NATION IN FATAL CRASHES INVOLVING TEEN DRIVERS AS 100 DEADLIEST DAYS UNDERWAY

New data from the AAA Foundation for Traffic Safety reveals Texas has more summertime crash deaths involving teen drivers than any other state.

19 TXDOT NAMES BRANDYE HENDRICKSON AS NEW DEPUTY EXECUTIVE DIRECTOR

Hendrickson served much of her career in various roles within the Indiana Department of Transportation, including leading the agency as Commissioner in a CEO capacity from 2015-2017.

20 2021 EDC VIRTUAL SAFETY SUMMIT SERIES - SHARING SUCCESS AND EXPANDING IMPLEMENTATION TO SAVE LIVES

Please join the Every Day Counts Safety Summit Series every Wednesday in September to learn more on deploying life-saving innovations, overcoming challenges, sharing your own success stories, and building your network!

21 TXDOT NAMES BRIAN BARTH AS DEPUTY EXECUTIVE DIRECTOR FOR PROGRAM DELIVERY

Barth assumed his new role on August 1 and will serve alongside Deputy Executive Director.

22 TXLTAP EVENT & WORKSHOP SCHEDULE

Register for free TxLTAP workshops and events occurring in 2021.

The Local Technical Assistance Program (LTAP) is a nationwide effort financed by the Federal Highway Administration and individual state departments of transportation. Its purpose is to translate into understandable terms the best available technology for roadways, bridges, bicycle and pedestrian facilities, and public transportation for city and county roadway and transportation personnel. The TxLTAP, operated by the University of Texas at Arlington, is sponsored by the Texas Department of Transportation (TxDOT) and the Federal Highway Administration. This newsletter is designed to keep you informed about new publications, techniques, and training opportunities that may be helpful to you and your community.

MENTORING, ASSISTANCE, TRAINING, AND COMMUNICATION HELP (MATCH): TECHNICAL ASSISTANCE PROGRAM FOR LOCAL AND TRIBAL AGENCIES TO IMPROVE ROADWAY SAFETY

by Rosemarie Anderson, FHWA Office of Safety

FHWA recently launched the MATCH program to provide broad-based technical assistance to local and Tribal agencies facing roadway safety challenges. The program connects agencies requesting assistance (mentees) with peer mentors who have specific expertise to help successfully address the identified challenges. The technical assistance is free for mentees, and mentors volunteer their time to help peers.



MATCH program logo. (Source: FHWA)

Local and Tribal agencies own and operate approximately 75 percent of the Nation's roadway network, many of which are in rural areas. Although FHWA and State departments of transportation (DOT) have a history of working with local and Tribal agencies to improve safety on local and Tribal roads, only a finite number of safety practitioners in the multitude of local road agencies can be reached. This program will augment efforts by FHWA and support local and Tribal road practitioners with integrating safety into their roadway programs. The diversity of these agencies leads to a variety of ways that roadway safety problems are addressed and evaluated. This means there are varying degrees of success of safety implementations, and a mentoring program allows for the potential to learn from and build on previous experience from peers.

Local and Tribal agencies often face unique safety challenges on their roads involving roadway departure, intersection safety, speed management, and pedestrian and bicyclist safety. The MATCH program leverages the mentor's knowledge and experience to provide short-term technical assistance to local and Tribal agencies wanting to resolve safety or safety-related concerns or issues. Mentors will assist in identifying the problem and recommend appropriate strategies for implementation when paired with mentees. This enables mentee agencies to benefit from this knowledge to potentially save lives and reduce serious injuries on the roadways.

All local and Tribal agencies are eligible to apply for technical assistance from a mentor through the MATCH program. For assistance, prospective mentee agencies must fill out and submit a short [online application](#). Requests must be directly submitted by a public official. When necessary, FHWA may coordinate with the mentee's respective State DOT or FHWA division office to support the mentoring request. Once a request is submitted, the program manager will reach out to the applicant within 48 hours. Upon approval for the program, the applicant will be matched with a mentor.

If you are interested in serving as a mentor, email MATCH@dot.gov and provide your name, agency (or prior agency if retired), job position/role, years of relevant experience, relevant certifications (if appropriate), and description of areas/expertise where you feel you would best serve as a mentor.

Public agency transportation safety professionals who have specific expertise related to local or Tribal road safety can serve as mentors. Mentors must be actively employed by or retired from a public transportation agency with a minimum of 5 years of continuous transportation safety experience. Mentor's schedules will be accommodated; however, they will be asked to make a commitment to assist the mentees. Both mentors and mentees will be required to produce a short report once the activity is completed in an effort to document and share noteworthy practices.

Mentoring can be provided in the form of phone calls, email exchanges, web conferences, or site visits. The level of mentoring will vary based on the mentee's needs. The MATCH coordinator will match mentors with mentees based on the required expertise and mentor availability and will identify the best mentoring delivery method.

To learn more about the MATCH program, visit safety.fhwa.dot.gov/local_rural/MATCH or contact Rosemarie Anderson at rosemarie.anderson@dot.gov. Local and Tribal agencies interested in receiving technical assistance through the MATCH program should fill out the application available at safety.fhwa.dot.gov/local_rural/match/technical_assistance_application.cfm.

Reprinted from the Federal Highway Administration's Summer 2021 issue of *Safety Compass*.

TEXAS LOCAL TECHNICAL ASSISTANCE PROGRAM ENABLES THE LAUNCH OF WORKFORCE DEVELOPMENT INITIATIVES ACROSS THE STATE

by Ray L. Belk, SPHR, SHRM-SCP, PMP®, TxLTAP Consultant

The Texas Local Technical Assistance Program's (TxLTAP) Strategic Workforce Development project, funded by the Federal Highway Administration (FHWA) through the State Transportation Innovation Council (STIC) Incentive Program, was designed to assist Texas cities and counties with training and retaining road and bridge (R&B) personnel. In the Winter 2021 edition of Better Roads, Safer Roads, the benefits of utilizing the no-cost products and services produced by this project were summarized to highlight opportunities for cities and counties to limit exposure to potential liabilities.

A February 2021 poll of all 254 Texas counties revealed:

- 190 (74.8%) counties had no documented job descriptions for R&B personnel.
- 29 counties (11.4%) had job descriptions more than 5 years old.
- 35 counties (13.8%) had current job descriptions that were less than 5 years old.

This project aimed to close the gap identified; over 74% of Texas counties do not have job descriptions for R&B personnel. Since launching the project, TxLTAP has produced and delivered over 10,000 electronic copies of the Job Descriptions and Recommended Training Guide for Texas County and City Road & Bridge Workers, Foremen and Supervisors (aka Guide) and 600 hard copies at Texas Association of Judges and Commissioners Conferences. When the project launched, 19 Job descriptions (JD) were initially developed for the Guide. At the suggestion of counties, two additional JDs were developed for General Laborer I & II job classifications to be used for temporary hire employees. A training plan was developed, specifically for these job classifications, to promote providing an equal amount of training opportunities for part-time or temporary personnel.

In addition to developing and distributing the Guide, TxLTAP provides no-cost on-site technical assistance to cities or counties who request assistance with modifying the guidance to meet their unique needs. Over 50 counties have requested this service, numerous visits have been successfully completed, and more are scheduled to provide additional support and guidance. The project



TxLTAP

WORKFORCE DEVELOPMENT

- PURPOSE OF THIS PROJECT AND HOW TO USE THIS HANDBOOK ([Word](#), [PDE](#))
- FACTS, MYTHS AND FREQUENTLY ASKED QUESTIONS ([Word](#), [PDE](#))
- JOB DESCRIPTION CROSSWALK ([Word](#), [PDE](#))
- JOB DESCRIPTIONS
 - Road & Bridge General Laborer I ([Word](#), [PDE](#))
 - Road & Bridge General Laborer II ([Word](#), [PDE](#))
 - Road & Bridge Equipment Operator I ([Word](#), [PDE](#))
 - Road & Bridge Equipment Operator II ([Word](#), [PDE](#))
 - Road & Bridge Equipment Operator III ([Word](#), [PDE](#))
 - Road & Bridge Equipment Operator IV ([Word](#), [PDE](#))
 - Road & Bridge Foreman I ([Word](#), [PDE](#))
 - Road & Bridge Foreman II ([Word](#), [PDE](#))
 - Road & Bridge Supervisor ([Word](#), [PDE](#))
 - Road & Bridge Truck Driver I ([Word](#), [PDE](#))
 - Road and Bridge Truck Driver II ([Word](#), [PDE](#))
 - Road & Bridge Truck Driver III ([Word](#), [PDE](#))
 - Road and Bridge Welder ([Word](#), [PDE](#))
 - Road and Bridge Mechanic I ([Word](#), [PDE](#))
 - Road and Bridge Mechanic II ([Word](#), [PDE](#))
 - Road and Bridge Mechanic III ([Word](#), [PDE](#))
 - Road and Bridge Mechanic Supervisor ([Word](#), [PDE](#))
 - Road and Bridge Traffic and Signs Worker I ([Word](#), [PDE](#))
 - Road and Bridge Traffic and Signs Worker II ([Word](#), [PDE](#))
 - Road and Bridge Construction and Maintenance Inspector I ([Word](#), [PDE](#))
 - Road and Bridge Construction and Maintenance Inspector II ([Word](#), [PDE](#))
- TRAINING INFORMATION FOR ROAD AND BRIDGE JOB DESCRIPTIONS
 - How to Use the Training Guide ([Word](#), [PDF](#))

To access these resources on the TxLTAP website, go to: www.txltap.org/library.cfm and scroll to Workforce Development. There you will see the Job Descriptions and other documents included in the Guide as shown here.

Choose the JD you wish to download and select the Word or PDF version. Once downloaded, the JD should be edited to fit the unique needs for your city or county.

This sample matrix was developed for a county that committed to a 3-year training program, averaging between 50 and 60 hours (about 2 and a half days) of annual training for a Road Maintenance Worker I position. A balanced approach to Safety and Core Skills was requested in Year 1 followed by a gradual increase in Core Skills for Years 2 and 3.

Your County Training Development Program Class Specification - Road Maintenance Worker I Version 1.0

Time Silo 1 Day 1 - 12 months Road Maintenance Worker I	Time Silo 2 13 - 24 months Road Maintenance Worker I	Time Silo 3 25 - 36 months Road Maintenance Worker I
53 hours Safety & Traffic = 24 hrs. Personal Development & Communications - 5 hrs. Core Skills = 24 hrs.	58.5 hours Safety & Traffic = 16 hrs. Personal Development & Communications = 2.5 hrs. Core Skills = 40 hrs.	59.5 hours Safety & Traffic = 20 hrs. Personal Development and Communications = 7.5 hrs. Core Skills = 32 hrs.
Safety & Traffic	Safety & Traffic	Safety & Traffic
LTP411 Public Works Safety Overview (4 hrs.)	LTP521 TMUTCD Update and Work Zone Refresher (8 hrs.)	EXC201 Excavation Safety (8 hrs.)
LTP401 Work Zone Construction Site Safety (12 hrs.)	LTP204 Fall Safety (8 hrs.)	LTP170 Vehicle Backing Safety (4 or 8 hrs.)
LTP300 Flagger Training (4 hrs.)		LN201 Tree Trimming Safety Awareness (8 hrs.)
WKZ100 Work Zone Safety Temporary Traffic Control (4 hrs.)		
Personal Development and Communications	Personal Development and Communications	Personal Development and Communications
TC3ED001-15-T1 Ethics Awareness for the Transportation Industry (3 hrs.)	TC3M5026-19-T1 Compaction Technician Basics (1 hr.)	TC3CN009-15-T1 Plan Reading: Basics (1 hr.)
QLF100 Equipment Skill Assessment (2 hrs.)	TC3CN022-15-T1 Earthwork Site Preparation (1.5 hrs.)	TC3CN016-15-T1 Plan Reading: Culvert Plans (1.5 hrs.)
		TC3CN024-15-T1 Earthwork: Excavation (3 hrs.)
		TC3CN087-15-T1 Earthwork: Compaction (2 hrs.)
Core Skills	Core Skills	Core Skills
LTP110 Equipment Preventive Maintenance (8 hrs.)	LTP155 Backhoe/Front End Loader (32 hrs.)	LTP160 Wheel Loader (16 hrs.)
LTP172 Equipment Load & Tie Down (8 hrs.)	LTP166 Rotary Broom (8 hrs.)	LTP194 Compactor (8 hrs.)
LTP192 Skid Steer (8 hrs.)		LTP193 Roller (8 hrs.)
Optional Development (above base hours)	Optional Development (above base hours)	Optional Development (above base hours)
TC3TS001-15-T1 Safety Orientation (2 hrs.)	Any not completed in Silo 1	Any not completed in Silo 1 or 2
TC3TS015-16-T1 Bloodborne Pathogens (1 hr.)	TC3TS013-15-T1 Job Safety Analysis (2 hrs.)	
TC3CN001-15-T1 Daily Diary Basics (1 hr.)	TC3CN025-15-T1 Earthwork: Fill Placement (4 hrs.)	
TC3ED005-19-T1 Math Basics for Maintenance Technicians (1.5 hrs.)		
TC3TS002-15-T1 Safe Use of Hand and Power Operated Tools (3 hrs.)		



Division for Enterprise Development



and guidance have also been presented to several Commissioners' Courts for consideration and/or formal adoption.

Technical assistance visits result in customized training plans developed specifically for that municipality after interviewing key stakeholders such as Commissioners, County/City Engineers, Road Administrators, and Foremen. Once drafted, a second meeting is recommended to obtain feedback and make any final corrections or adjustments before adopting and implementing. If TxLTAP training is scheduled, the municipality will determine when on-site classes begin (a 60–90-day advanced request is recommended due to an increasing volume in requests). A comprehensive Workforce Development Program document is provided with each customized plan that includes program objectives such as strengths, challenges, mitigation strategies to solve challenges, opportunities for change, the current and desired future state of job descriptions, no cost training provider information, how to implement a training program, and much more.

At a recent Commissioners Court where an overview of TxLTAP services and the Workforce Development Program were presented, the County Judge stated, "As elected officials, we would be remiss to not take advantage of this free program to train our road and bridge personnel. This program not only benefits the county and employees, but also the citizens of the county."

TxLTAP recently polled 75 Texas counties that have been made aware of the project. 17% responded they will use the JDs "as is", 40% will modify to fit their needs, 9% will use them to update their JDs, and 21% will use them in the near future. 11% will decide soon and only 1% responded they will not use the JDs.

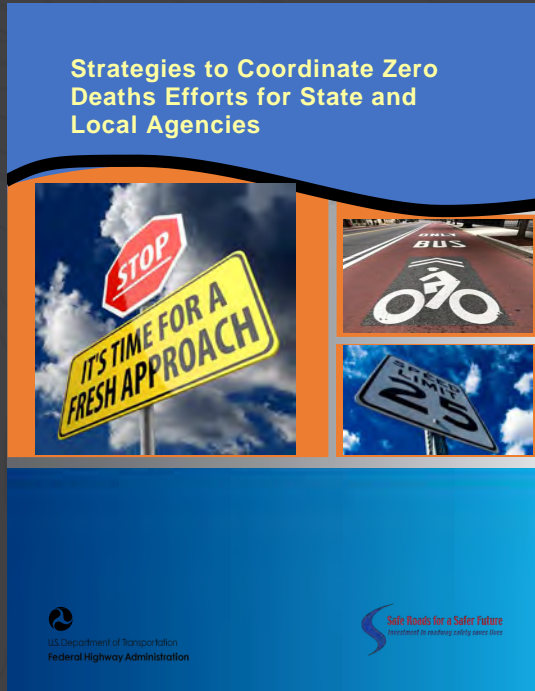
These statistics demonstrate that the project delivered a product that enhances the effective and efficient development of Road and Bridge personnel.

Contact TxLTAP at txltap@uta.edu or 817-272-9678 to request a technical assistance visit and/or assistance with modifying and utilizing these resources to fit your local needs.

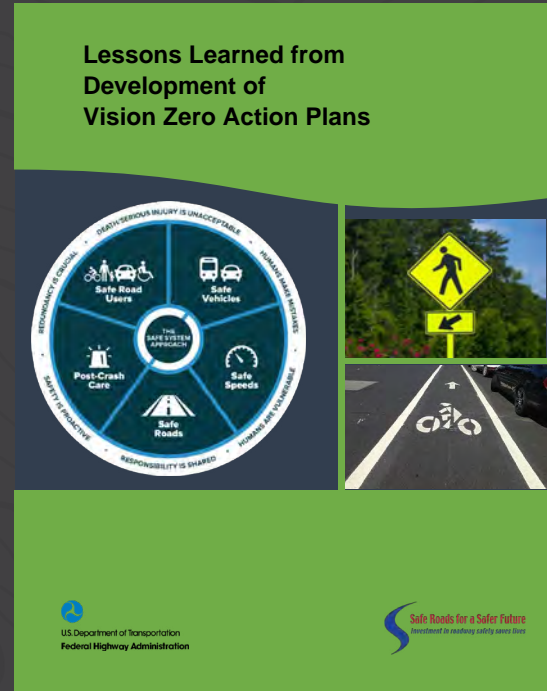
NEW RESOURCES ON VISION ZERO

by Chimai Ngo, FHWA Office of Safety

Are you planning to work with other agencies within your State to further efforts to reach the shared goal of zero deaths? Or are you considering developing a Vision Zero action plan as a roadmap to your Vision Zero implementation? If you are, FHWA recently published two reports that document efforts to collaborate with several State and local partners to do just that. The agency offers these reports to Tribal, State, regional, and local transportation partners with recent information so you can build on the efforts of others.



Strategies to Coordinate Zero Deaths Efforts for State and Local Agencies provides examples from communities, metropolitan planning organizations, and State DOTs that have built and fostered relationships through strategies that work toward a Safe System Approach and reach the zero deaths goal. In 2019, FHWA worked with stakeholders from Texas, Florida, and Colorado. In each State, FHWA hosted an in-person workshop and a webinar. Workshop and webinar participants shared activities that exemplify coordination and collaboration and discussed advancing a Safe System Approach as critical to reach the zero deaths goal. Participants highlighted ways to move toward that goal, including managing speed for safety, strengthening safety culture, and leveraging data and community input to prioritize safety. The report also includes notable strategies that other State, regional, and local agencies have implemented in their efforts to reach their shared safety goal.



The *Lessons Learned from Development of Vision Zero Action Plans* report summarizes the Vision Zero action plan development processes of two communities: Dale City, California, and Macon-Bibb County, Georgia. The report draws from the experiences of both communities and summarizes the common themes adapted in both processes. One common theme is the inclusion and application of the Safe System Approach to the extent possible. The report also offers information on challenges the communities faced and opportunities taken. In addition, the report not only describes lessons learned but also anticipates chances to take advantage of future opportunities moving forward.

For more information, contact chimai.ngo@dot.gov or visit safety.fhwa.dot.gov/zerodeaths/resources.cfm.

Reprinted from the Federal Highway Administration's Summer 2021 issue of Safety Compass.

DEATHS OF TEXANS NOT WEARING SEAT BELTS SPIKE 16% IN 2020

Despite a drop in the number of traffic crashes throughout the year, 2020 saw a spike in the number of fatalities overall and deaths of people in Texas from not wearing a seat belt. That's why TxDOT is reminding everyone that buckling up is the best defense in a crash.

Last year, the simple act of buckling up saved many Texans from death or serious injury in crashes. Unfortunately, in 2020 there was a 16% increase in deaths of unbuckled motorists. There were 1,073 fatalities in 2020 and 926 fatalities in 2019 due to people not wearing seat belts.

Putting on a seat belt only takes a few seconds and doing so reduces the risk of dying by up to 45% for people in the front seat of passenger cars and up to 60% for people in pickup trucks.

and families headed out to celebrate Memorial Day, Texas officers and deputies stepped up enforcement of the state's seat belt and child car seat laws. Texas law requires everyone in a vehicle to be properly secured in the front or back seat or face fines and fees up to \$200. Children younger than 8 years old must be restrained in a child safety seat or booster seat unless they are taller than 4 feet 9 inches. If a child isn't secured, the driver faces fines of up to \$250.

From 2002 to 2019, the Click It or Ticket initiative in Texas is estimated to have saved more than 6,000 lives, prevented more than 100,000 serious injuries, and resulted in \$23.6 billion in economic savings, according to the National Highway Traffic Safety Administration.



"This past year we have all been reminded of the simple acts we can take to protect our lives and those of our loved ones," said former TxDOT Executive Director James Bass. "Wearing a seat belt is the most important step we can take to protect ourselves from serious injury or even death in a traffic crash. Instead of putting yourself and others in danger, remember to buckle up day and night, every rider, every ride."

Research shows pickup truck drivers and passengers continue to lag in seat belt use. Close to half of all pickup drivers killed in crashes last year in Texas were not wearing a seat belt. Additionally, people driving at night wear their seat belt less often, even though it's a more dangerous time to drive. Last year, 59% of all crashes in which unbuckled drivers or passengers died occurred at night.

From May 24 to June 6, as the summer driving season started

The Click It or Ticket campaign is a key component of [#EndTheStreakTX](#), a broader social media and word-of-mouth effort that encourages drivers to make safer choices while behind the wheel such as wearing a seat belt, driving the speed limit, never texting and driving, and never driving under the influence of alcohol or other drugs. November 7, 2000 was the last deathless day on Texas roadways. #EndTheStreakTX asks all Texans to commit to driving safely to help end the streak of daily deaths on Texas roadways.

The information contained in this report represents reportable data collected from the Texas Peace Officer's Crash Report (CR-3). This information was received and processed by the department as of March 9, 2021.



TXDOT BALANCED MIX DESIGN PROJECT IS DEVELOPING A NEW SYSTEM FOR MIX DESIGN OF ASPHALT MIXTURES

Using recycled materials on roadways has been standard procedure in construction for several decades. The challenge lies in having a practical mix design process — think of it like a recipe, selecting the right ingredients and proportions — that agencies responsible for highway infrastructure can rely on for guidance.

“We’re currently developing a new mix design process that will provide more economical, high-quality and longer-lasting asphalt mixtures”

The Texas Department of Transportation’s (TxDOT) Balanced Mix Design (BMD) Project is like a test kitchen where researchers experiment with tools that can help produce mixture recipes to build better roadways. The project is a collaborative effort by TxDOT, the Texas A&M Transportation Institute (TTI), The University of Texas at Austin’s Center for Transportation Research, The University of Texas at El Paso’s Center for Transportation Infrastructure Systems, and contractors and material suppliers from the Texas Asphalt Pavement Association.

“We’re currently developing a new mix design process that will provide more economical, high-quality and longer-lasting asphalt mixtures,” explains TTI Executive Associate Director Jon Epps, a principal investigator on the project. Epps leads TTI’s Pavement, Materials and Constructed Facilities Group. “And we’re prioritizing using more recycled materials — like reclaimed asphalt pavement [RAP] — whenever possible. That’s better for the environment because it reduces the overall carbon footprint of roadway construction, rehabilitation and maintenance operations.”



The mixtures placed in the field projects are tested via the ideal cracking test in the CIR Asphalt Innovation Laboratory.



The SEC Lab is the only facility in the nation doing work on this scale.

In the project currently underway, researchers are testing potential mixtures under real-world conditions (e.g., severe weather, traffic loads, aging over time, etc.) using a variety of recycled materials, including RAP. Testing is occurring in the laboratory and at 12 field projects across Texas. Each field project is its own experiment – involving one-lane strips of road (test sections) paved with a standard mixture (the control) and mixtures created via tools developed for the new BMD method. To date, the team has constructed six field projects, including two each in TxDOT’s Atlanta and San Antonio Districts and one each in the Yoakum and Paris Districts.

“The TxDOT BMD initiative will provide mix designers with the tools to design asphalt mixtures that are more durable”

TTI is conducting associated mixture testing at the Asphalt Innovation Laboratory in The Texas A&M University System’s Center for Infrastructure Renewal (CIR), focusing on the new indirect tension asphalt cracking test and ideal shear rutting test to assess each mixture’s resistance to cracking and rutting, respectively. Successful field projects to demonstrate these tests and their ties to performance are the first step in revising asphalt mixtures using the BMD method.

“Building on the current TxDOT BMD specification makes it possible to engineer improved asphalt mixes,” says TTI Assistant Transportation Researcher Haydar Al-Khayat. “I’m very excited to be a part of the team and very confident that the outcomes will make a difference in producing longer-lasting roadways.”

TxDOT spent nearly \$1.5 billion on roughly 20 million tons of asphalt mixtures during this past construction season. Ensuring a thorough approach to improving asphalt mixtures can reduce the construction and maintenance costs associated with road building by creating longer-lasting, more environmentally friendly roads. And better roads can encourage economic growth. For example, if agencies can extend pavement life by one year, the savings could potentially reach \$160 million per year.

“The TxDOT BMD initiative will provide mix designers with the tools to design asphalt mixtures that are more durable,” TxDOT Flexible Pavements Section Director Enad Mahmoud says. “The BMD framework is an excellent tool to responsibly use recycled materials and adjust aggregate and asphalt grade/content to optimize mix performance.”

Reprinted from Texas Transportation Researcher, Volume 57, Number 1.

SAFER ROADS FOR OLDER DRIVERS: DRIVING SAFELY WHILE AGING GRACEFULLY

Driving is a key to independence from the moment we get our first license. Most of us want to hold onto that key for as long as we safely can.

HOW DO YOU ASSESS WHETHER PHYSICAL CHANGES ARE AFFECTING YOUR DRIVING SKILLS?

Most older people are capable and have a lifetime of valuable driving experience. For these reasons, decisions about a person's ability to drive should never be based on age alone. However, changes in vision, physical fitness and reflexes may cause safety concerns. People who accurately assess these changes can adjust their driving habits so that they stay safe on the road or choose other kinds of transportation.

The following information, developed by the USAA Educational Foundation, AARP, and the National Highway Traffic Safety Administration, outlines the physical effects of aging, as well as tips on coping with them so that you remain a safe driver as long as you can.

VISION

Good vision is essential for good driving health. But, as people age, everyone experiences a decline in vision.

Do you have these symptoms of declining vision?

- You have problems reading highway or street signs or recognizing someone you know across the street.
- You have trouble seeing lane lines and other pavement markings, curbs, medians, other vehicles and pedestrians, especially at dawn, dusk and at night.
- You experience more discomfort at night from the glare of oncoming headlights.

What can you do?

- Make sure you always wear your glasses and that they are a current prescription. If you lose or break your glasses, don't rely on an old pair; replace them right away with your newest prescription. Avoid eyewear with side pieces that may block your vision.
- Do not wear sunglasses or tinted lenses at night. This reduces the amount of light that reaches your eyes and makes driving much more hazardous. Don't darken or tint your car windows. Avoid driving at dawn, dusk and night. If you are extremely light-sensitive, check with your eye doctor to see if it can be corrected.
- Keep your windshield, mirrors and headlights clean, and make sure your headlight aim is checked when your car is inspected. Choose a car with larger dials and easy-to-read symbols. Turn brightness up on the instrument panel.
- Sit high enough in your seat so that you can see the road for at least 10 feet in front of your car. This will make a big difference in reducing the amount of glare you experience from opposing headlights at night. Use a cushion if your car seats can't be raised. Also, look to the lower right side of the road when there is oncoming traffic. Some vehicles have rearview mirrors that automatically filter out glare; you might find this feature beneficial, especially for night time driving.
- If you are 60 or older, see an eye doctor every year to check for cataracts, glaucoma, macular degeneration, diabetic retinopathy and other conditions associated with aging.

PHYSICAL FITNESS

Diminished strength, coordination and flexibility can have a major impact on your ability to safely control your car.

Do you have these symptoms of decreased physical fitness?

- You have trouble looking over your shoulder to change lanes or looking left and right to check traffic at intersections.
- You have trouble moving your foot from the gas to the brake pedal or turning the steering wheel.
- You have fallen down - not counting a trip or stumble - once or more in the previous year.
- You walk less than one block per day.
- You can't raise your arms above your shoulders.
- You feel pain in your knees, legs or ankles when going up or down a flight of ten stairs.

What can you do?

- With your doctor's approval, do some stretching exercises and start a walking program. Walk around the block or in a mall. Also, check health clubs, YMCAs, senior centers, colleges and hospitals for fitness programs geared to older people.
- Get examined by a doctor if you have pain or swelling in your feet. If you have pain or stiffness in your arms, legs or neck, your doctor may prescribe medication and/or physical therapy.
- Choose a car with automatic transmission, power steering and power brakes. See an occupational therapist or a certified driving rehabilitation specialist who can prescribe special equipment to make it easier for you to steer your car and operate the foot pedals.
- Eliminate your driver's side blind spot by reaiming your side mirror. First, lean your head against the window, then adjust your mirror outward so that when you look at the inside edge you can barely see the side of your car. If

you use a wide-angle mirror, get lots of practice judging distances to other cars before using it in traffic.

- Keep alert to sounds outside your car. Limit passenger conversation and background noises from the radio and stereo. If you wear a hearing aid, be careful opening car windows, as some people find drafts can impair the aid's effectiveness.
- Watch for flashing lights of emergency vehicles. You may not be able to hear the siren at a distance.
- Sit at least ten inches from the steering wheel to reduce the chances of an injury from your air bag. Remember to always wear your seatbelt.

REACTION TIME

Driving requires dividing your attention between multiple activities and being able

to react quickly to situations that often arise without warning.

Do you have these symptoms of decreased attention and reaction time?

- You feel overwhelmed by all of the signs, signals, road markings, pedestrians and vehicles that you must pay attention to at intersections.
- Gaps in traffic are harder to judge, making it more difficult to turn left at intersections or to merge with traffic when turning right.
- You take medications that make you sleepy.
- You often get lost or become confused.
- You experience dizziness, seizures or loss of consciousness.
- You aren't confident that you can handle the demands of high speeds or heavy traffic.

- You are slow to see cars coming out of driveways and side streets or to realize that another car has slowed or stopped ahead of you.

What can you do?

- Plan your route. Drive where you are familiar with the road conditions and traffic patterns.
- Drive during the day and avoid rush hours. Find alternative routes with less traffic.
- Keep a safe distance between you and the car ahead. Find a marker ahead of you, such as a tree, sign or lamp post. When the car ahead of you passes this marker, count, "1001, 1002, 1003, 1004." Try to leave enough space so that you reach 1004 before you get to the same point.

Continued on Page 11





- Begin planning for alternative ways of meeting your transportation needs. Learn about transportation options in your community, then try them out to see which options work best for you.

ALTERNATIVE TRANSPORTATION

Depending on where you live, there are often many ways of getting around town without having to use your own car.

Have you considered these options?

- Even if you just want to drive less, there may be more options available to you for getting around than just your family or friends. You may be surprised to find that any one of them is easier than driving and parking your car.
- When tabulating the cost of using another kind of transportation, don't forget to factor in the money you will save in decreased or eliminated costs of owning, maintaining, insuring and parking your car. Look at the cost of the service and the level of convenience you need for each trip you take - you might end up using all of the services at different times.

What can you do?

- Learn what is available in your community.
- Potential services include:
 - City buses, trams and subway systems
 - Taxi cabs and personalized driver services
 - Shuttle buses, such as those offered by churches, senior centers and retirement communities
- Your local Area Agency on Aging can lead you to transportation services and benefits you might not be aware of.
- If public transportation service is available in your area, ask a friend to help you. Going with someone who knows how to ride the bus or subway may make you feel more secure.
- Ask questions about the services and schedules of each type of transportation available to you, including whether they offer evening or weekend rides.

- When approaching intersections, remind yourself to look to the sides of the roads, as well as directly ahead.
- Try to make left turns at intersections where green arrow signals provide protected turns. Sometimes you can completely avoid left turns by making a right turn at the next intersection. Two more right turns should put you on the street you need.
- Scan far down the road continuously so that you can anticipate future problems and plan your actions. A passenger can serve as a "second pair of eyes." But don't get distracted in conversation!

WATCH FOR CHANGES

While most older people take appropriate steps when they detect a problem with their driving, it's not always obvious when a general health problem, vision problem, or a side effect of medications will lead to a driving impairment. That's when the observations of loved ones and health professionals are most vital.

Self-awareness is the key. People who can accurately assess their fitness to drive can adjust their driving habits and stay safe on the road. With smart self-management, you can retain the personal mobility that comes with driving, while limiting the risks to yourself and others.

Has this happened to you?

- A friend or family member has expressed concern about your driving.
- You sometimes get lost while driving on routes that were once familiar.
- You have been pulled over by a police officer and warned about your poor driving behavior, even if you didn't get a ticket.
- You have had several moving violations, near misses or actual crashes in the last three years.
- Your doctor or other health caregiver has advised you to restrict or stop driving.

What can you do?

- Be aware of your physical limitations and how they may affect your driving.
- Listen to what people tell you who know you best and care about you most.
- Discuss driving with your doctor - he or she can evaluate the interactions and side effects of all the medications you may be taking.
- Refresh your knowledge of safe driving practices and learn about new traffic control and roadway design features through a mature driver class.

TEXAS TRANSPORTATION COMMISSION NAMES MARC WILLIAMS AS NEW TXDOT EXECUTIVE DIRECTOR

The Texas Transportation Commission recently selected Marc Williams as the Texas Department of Transportation's new executive director. Williams, who has served as the agency's deputy executive since 2016, began his new role on June 1, 2021.

Williams has worked at TxDOT since 2012, when he joined the department as director of planning, serving in that role until 2015, when he was appointed TxDOT's interim deputy director. Prior to joining TxDOT, Williams' career has included leadership roles with a variety of public and private sector organizations involved with the planning, development and implementation of transportation infrastructure projects across the United States.

"Marc Williams has proven himself a well-respected leader in transportation in both Texas and at the national level," said J. Bruce Bugg Jr., Chairman of the Texas Transportation Commission. "Marc brings a wealth of knowledge and a deep understanding of the challenges and opportunities we face going forward and is an excellent person to lead the 12,000 women and men of TxDOT. TxDOT is in good hands."

"Leading this incredible department and serving the citizens of Texas is an honor," Williams said. "I am looking forward to working side by side with the women and men of TxDOT, the Texas Transportation Commission and our transportation stakeholders as TxDOT continues its important mission of Connecting You with Texas."

Williams is a graduate of Texas A&M University with bachelor's and master's degrees in Civil Engineering. He is a registered professional engineer in Texas. Williams is the 22nd executive director for the department.



*Marc Williams, Executive Director
TxDOT*

NATIONAL RECOMMENDATIONS: ADDRESSING SAFETY & EQUITY WITH THE SAFE SYSTEM APPROACH

by Leah Shahum

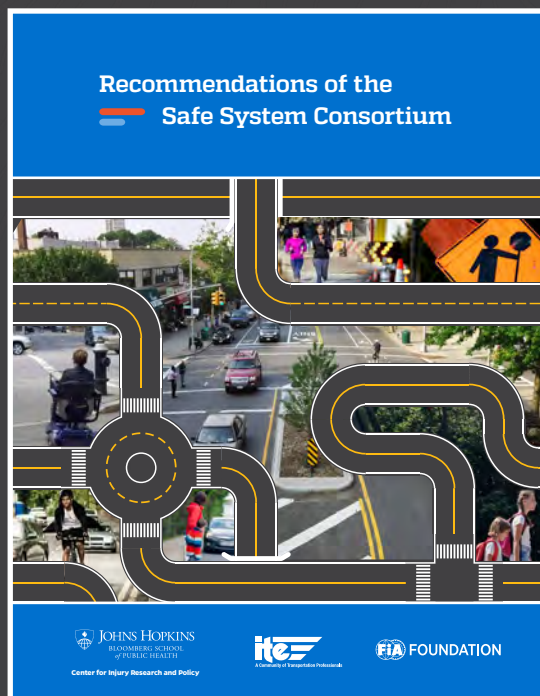
The definition of insanity is doing the same thing over and over again and expecting different results.

Year after year, as tens of thousands of people lose their lives in traffic crashes in the U.S., the well-known saying above can feel all too tragically true. And while no one doubts the commitment and sincerity of those focused on traffic safety in the U.S., we can and must push ourselves to move beyond the status quo, recognize what works and what does not, and be brave enough to make change.

We are in a time where change — meaningful, transformative change — to ensure safe mobility for all is possible. We see it in the number of [cities](#) and [Mayors](#) committing to Vision Zero; [community advocates](#) organizing locally; [State and Federal agencies](#) embracing the Safe Systems principles underlying Vision Zero; and expert analysis that [Zero is Possible](#).

A new report lays out key actions for the Administration and Congress to take to change the course of road safety and work toward a more equitable transportation system.

to read the full report — [Recommendations of the Safe System Consortium](#) — which was released May 11, 2021. Vision Zero Network was proud to be a part of the Consortium of groups that developed the recommendations, convened by the Johns Hopkins Center for Injury Research and Policy and the Institute of Transportation Engineers (ITE), and supported by the FIA Foundation. Watch the 1-hour recording (5/11/21) of the online release of the report [here](#).



Federal leadership now is critical to change the status quo of the U.S. trailing globally in preventable traffic deaths. Right now, the new Presidential Administration is working to Build Back Better with the opportunity to build a next-generation transportation system. And Congress will decide how to spend hundreds of billions of dollars in the next Federal Transportation Bill that has the potential to not only improve mobility, but also save hundreds of thousands of lives, support climate change goals, improve racial and income equity, and reconnect communities.

We must not only Build Back Better, we must Build Back Safer.

Following are excerpts from the report:

About this effort:

“Frustrated that conventional safety approaches have not shifted traffic deaths from their rank as leading cause of death for young people and with the associated endemic inequities rooted in our road transportation system, this group of engineers, scientists, public health professionals and safety experts considered the potential of an emerging concept – the Safe System approach – for changing the way roads affect our lives and communities.”

A new report lays out key actions for the Administration and Congress to take to change the course of road safety and work toward a more equitable transportation system. We encourage you

“The Safe System approach is an essential step toward sustainable mobility. The consequences of our current road system—nearly



enforcement to achieve safety by reducing noncompliant user behaviors resulting from errors – such as failing to see a stop sign – and judgment – such as speeding...”

“Traffic stops are the most common reason for contact between community members and law enforcement and are a persistent source of racial and economic injustice. In a Safe System, roads are designed such that the intuitive behavior is the safe behavior. Designers adjust lane width, sight distance, and other roadway cues so that drivers find the speed at which they feel comfortable driving is within the safe speed limit. Pedestrian crossings and bike paths are designed so that walkers and cyclists find that the easiest way to get across traffic is the safe way. These designs save lives and reduce the need for traffic law enforcement to achieve safety. Achieving a Safe System will take time and the need for police traffic law enforcement will not be displaced in the near future but moving toward a Safe System puts us on a path toward increased safety with less dependence on enforcement.”

40,000 deaths and 3 million serious injuries, and close to \$1 trillion in comprehensive economic impact each year—are simply too high. We need to change our course.”

Why Safe Systems:

“The Safe System approach starts with a different mindset. Our current road system is designed to move cars quickly, with other considerations of secondary importance. The cost of this singular focus over 100 years of roadbuilding is a predictable loss of about 100 people per day in the U.S. Change is possible. Other nations have shown that roads can serve mobility needs – for work, business or pleasure – without creating an extreme risk. They have demonstrated that designing and maintaining the road environment – including sidewalks and bike paths – to fit the needs of people works far better than focusing solely on designing roads for moving vehicles quickly.”

“In a Safe System, infrastructure owners and operators focus on their responsibility for the safety of all users of the system, using these tools and others thoughtfully and deliberately to design and operate roads that are self-enforcing, leading people intuitively to safe behavior.”

About Safe Systems & Advancing Equity:

“Transitioning to a Safe System provides opportunities to address a range of safety consequences in communities that have long been underserved and marginalized...”

“If locations are prioritized thoughtfully, using data that are sensitive to local needs and capture not only the immediate impacts of crashes but also their second- and third-order effects, such as limiting opportunities for physical activity and access to jobs and education, then we can implement the Safe System approach in an equitable way. We can invest first in areas most in need, closing gaps between the well-served and underserved and improving equity as we move forward.”

“A further way that the Safe System approach can improve equity, especially racial equity, is in its potential to reduce the need for police traffic enforcement. Our current road system relies on traffic



Image from the report

Opportunities & Benefits:

“The Consortium recognizes the need to leverage the federal surface transportation bill and the influence that the hundreds of billions of dollars authorized by this legislation can have – directly and indirectly – on road owners across the nation. The Consortium also recognizes the influence that transportation has on other social needs such as housing, employment, education, health, and the environment, and urges a broader consideration of sources for funding, collaborations, and other resources that could facilitate realization of a holistic vision for a Safe System.”

“Building a Safe System will transform our communities, reducing loss of life and serious injury, reducing parents’ fear for the lives of their small children and teens, and improving equitable mobility and access for everyone. Because safer roads will invite more walking and biking, the benefits can extend to climate change.”



FHWA ACCEPTING APPLICATIONS FOR ACCELERATED INNOVATIVE DEPLOYMENT GRANTS

The U.S. Department of Transportation's Federal Highway Administration (FHWA) recently announced that up to \$10 million in grants will be made available through a Notice of Funding Opportunity (NOFO) for FHWA's Accelerated Innovation Deployment (AID) Demonstration Program. The funds are used to promote the deployment of proven innovations that can deliver road and bridge projects more cost-effectively among state, local and Tribal governments.

"Using innovative tools and techniques requires creativity and investment," said Acting Federal Highway Administrator Stephanie Pollack. "These grants can help our partners access important resources to reduce the time and money needed to build and repair roads, bridges and highways, while improving safety and mobility."

AID grants are incentives to help in any phase of eligible highway transportation projects – from planning and financing to engineering and construction. Eligible entities include state departments of transportation (DOT), federal lands management agencies, and tribal governments. State DOTs may also apply on behalf of metropolitan planning organizations and local governments.

Since its creation in 2014, the AID Demonstration Program has awarded more than \$86 million for 117 grants to accelerate the use of innovative practices and improve safety throughout the nation. Information on previous AID-funded projects can be found at www.fhwa.dot.gov/innovation/grants. The NOFO (Opportunity #: 693JJ321NF-AIDDP) and information on how to apply is available at www.grants.gov.

Despite less traffic on the road in 2020 and a 2% reduction in motorcycle crashes, safety officials are alarmed by a 17% increase in Texas motorcycle fatalities compared to 2019. On average, a motorcyclist is killed in a crash on Texas roads every day—last year 482 died. Motorcyclists account for 12% of all traffic fatalities statewide.

May was National Motorcycle Safety Awareness Month, and the Texas Department of Transportation's annual "Share the Road: Look Twice for Motorcycles" campaign got underway to call attention to the safety precautions motorists can take to protect motorcyclists and themselves. In 2020, in the 7,481 motorcycle crashes in Texas, 1,856 motorcyclists were seriously injured and 482 were killed.

"May through October is an especially dangerous period for motorcyclists in Texas," said former TxDOT Executive Director James Bass. "Of all the motorcyclist deaths in Texas during 2020, more than 61% happened in that period. It's so important to remember that these motorcyclists don't have the same protections that drivers in vehicles have, and that's why we're urging all motorists to stay watchful and alert when traveling alongside motorcycles so everyone can reach their destination safely."

The Texas Transportation Institute (TTI) reports that fatal crashes between motorcyclists and drivers often occur when drivers misjudge the motorcycle's distance and speed and make left turns in front of an oncoming motorcyclist. Last year, almost one-third of Texas motorcycle fatalities occurred in an intersection or were intersection-related. TTI also points to driver inattention as a contributing factor to motorcycle crashes.

TxDOT has these safety tips for drivers to protect motorcyclists and prevent crashes:

- **Take extra care when making a left turn.** It's safest to let the motorcycle pass to avoid turning in front of the rider.
- **Pay special attention at intersections.** Nearly one in three motorcycle fatalities happens at a roadway intersection.
- **Give driving your full attention.** Even a momentary distraction, such as answering a phone call or changing the radio station, can have deadly consequences.
- **Look twice when changing lanes.** Check mirrors, check blind spots, and always use turn signals.
- **Give motorcyclists room when passing them.** Move over to the passing lane and don't crowd the motorcyclist's full lane.
- **Stay back.** If you're behind a motorcycle, always maintain a safe following distance. When a motorcyclist downshifts instead of applying the brake to slow down, it can catch drivers off guard since there are no brake lights to signal reduced speed.
- **Slow down.** Obey posted speed limits and drive to conditions.

The "Share the Road: Look Twice for Motorcycles" campaign is a key component of [#EndTheStreakTX](#), a broader social media and word-of-mouth effort that encourages drivers to make safer choices while behind the wheel, like wearing a seat belt, driving the speed limit, never texting and driving and never driving under the influence of alcohol or other drugs.



LONE STAR STATE LEADS NATION IN FATAL CRASHES INVOLVING TEEN DRIVERS AS 100 DEADLIEST DAYS UNDERWAY

by Daniel Armbruster & Joshua Zuber

New data from the AAA Foundation for Traffic Safety reveals Texas has more summertime crash deaths involving teen drivers than any other state. Across the U.S., more than 7,000 people died in teen driving-related summertime crashes from 2010 to 2019. That's more than seven people/day during the 100 Deadliest Days – the period from Memorial Day to Labor Day – compared to the rest of the year (six people/day). According to previous research from the AAA Foundation for Traffic Safety, new teen drivers ages 16-17 are three times as likely as adults to be involved in a deadly crash.

Texas teen drivers were involved in more fatal crashes than young drivers in any other state. From 2010 to 2019, there were 2,318 deaths on Texas roadways involving teen drivers, with nearly 30% occurring during summertime. California ranks 2nd in total deaths involving teen drivers at 1,631, followed by Florida at 1,584.

“Texas leads the nation in the total number of fatal teen automobile crashes that occur during summer months when younger drivers tend to have more unstructured time behind the wheel,” said AAA Texas spokesperson, Daniel Armbruster. “Parents should encourage teens to double down on staying focused when driving, buckling up for every ride, and driving within posted speed limits.”



TeenDriving.AAA.com



As teens take to the road this summer, AAA Texas recommends that parents model safe driving behaviors and help ensure their teens practice them too. With pandemic restrictions easing, it's also a good time for parents to consider having their teens complete a comprehensive driver education course as well as focus on the dangers of three factors that commonly result in deadly crashes for teen drivers:

- **Distraction:** Distraction plays a role in nearly six out of 10 teen crashes, four times as many as official estimates based on police reports. The top distractions for teens include



talking to other passengers in the vehicle and interacting with a smartphone.

- **Not Buckling Up:** In research published in 2015, 60 percent of teen drivers killed in a crash were not wearing a safety belt. Teens who buckle up significantly reduce their risk of dying or being seriously injured in a crash. And according to the National Highway Traffic Safety Administration, of the 22,215 passenger vehicle occupants killed in 2019, 47% were not wearing seat belts.
- **Speeding:** Speeding is a factor in nearly 30 percent of fatal crashes involving teen drivers. A previous AAA survey of driving instructors found that speeding is one of the top three mistakes teens make when learning to drive.

To support parents in conducting practice driving sessions, AAA provides a free four-page guide to help parents coach their teens on driving safely. The "[Coaching Your New Driver – An In-Car Guide for Parents](#)" offers behind-the-wheel lesson plans, including various "DOs and DON'Ts" to make the learning experience as helpful as possible. The guide can be beneficial for parents as they coach their teens on multiple routes, building on their formal behind-the-wheel training.

[TeenDriving.AAA.com](#) has a variety of tools to help prepare parents and teens for the dangerous summer driving season. The online AAA StartSmart Parent Session also offers excellent resources for parents on how to become effective in-car coaches, as well as advice on how to manage their teen's overall driving privileges. Teens preparing for the responsibility of driving should enroll in a driver education program that teaches how to avoid driver distraction and other safety skills.

TXDOT NAMES BRANDYE HENDRICKSON AS NEW DEPUTY EXECUTIVE DIRECTOR

The Texas Department of Transportation recently announced the selection of Brandye Hendrickson as the department's new Deputy Executive Director. She is filling the position vacated by Marc Williams, who became TxDOT Executive Director on June 1. Hendrickson, who has extensive transportation experience on the state and national levels, was previously Deputy Director of the American Association of State Highway and Transportation Officials (AASHTO). She began her new role at TxDOT July 19.

Hendrickson served much of her career in various roles within the Indiana Department of Transportation, including leading the agency as Commissioner in a CEO capacity from 2015-2017. She successfully championed efforts to streamline and improve the delivery of transportation projects, fostered collaboration and promoted innovation.

"It is my honor to have the opportunity to join such an amazing and well-respected team of professionals. I look forward to working together to advance a transportation system that enhances the quality of life of all Texans,"

As Deputy Director of AASHTO, Hendrickson most recently worked on critical legislative initiatives that included COVID relief funding for state DOTs and key legislative efforts for transportation funding. She led development efforts for AASHTO's Strategic Plan and increased focus for the organization's diversity, equity and inclusion initiatives.

"We are thrilled to have Brandye join the TxDOT family in this important role," said Williams. "Her demonstrated experience in the areas of operations, policy, people and project funding are going to help us take TxDOT to a new level as we fulfill our mission of Connecting You with Texas. Her breadth of transportation expertise and leadership will serve Texas well."

From 2017-2019, Hendrickson served as Acting Administrator of the Federal Highway Administration (FHWA). At FHWA, Hendrickson led development of policy and programs around the administration's safety, infrastructure, innovation and accountability goals.

"Brandye has a proven track record as a leader in transportation with her background as Commissioner serving as CEO of the State of Indiana Department of Transportation, then serving as Acting



*Brandye Hendrickson, Deputy Executive Director
Texas Department of Transportation*

Administrator of the Federal Highway Administration in Washington, DC and we couldn't be more pleased to have her join us at TxDOT," said J. Bruce Bugg, Jr., Chairman of the Texas Transportation Commission. "There are many conversations in Washington around the need for continued road and bridge investment and related infrastructure improvements. Brandye's expertise will help us navigate those important discussions and decisions going forward as we focus on executing and delivering Texas transportation infrastructure solutions for the people of Texas."

"It is my honor to have the opportunity to join such an amazing and well-respected team of professionals. I look forward to working together to advance a transportation system that enhances the quality of life of all Texans," Hendrickson said.

Hendrickson has served on multiple transportation boards and is a recognized leader for her contributions to the transportation industry. She is a graduate of Indiana University.

For media inquiries, contact TxDOT Media Relations at MediaRelations@txDOT.gov or (512) 463-8700.

2021 EDC VIRTUAL SAFETY SUMMIT SERIES - SHARING SUCCESS AND EXPANDING IMPLEMENTATION TO SAVE LIVES

Please join the Every Day Counts Safety Summit Series every Wednesday in September to learn more on deploying life-saving innovations, overcoming challenges, sharing your own success stories, and building your network!

This summit series will highlight seven Every Day Counts (EDC) safety innovations, and share how they can save lives. The series will benefit those who are just beginning to implement these innovations, those who are further along and could gain from peer-to-peer engagement, and those with success stories to share. It will include opportunities to discuss hot topics with peers and establish relationships that can boost success now and in the future.


Each day of the series will kick off with FHWA leadership perspectives with opportunities for questions and answers, followed by interactive State and local presentations and a topic-based breakout session, as well as a local innovation safety showcase. There will also be engagement opportunities with other participants and peer-to-peer networking.

Safety Summit Schedule and Featured EDC Innovations

- Sept. 1: [Safe Transportation for Every Pedestrian \(STEP\)](#)
- Sept. 8: [Data-Driven Safety Analysis \(DDSA\)](#)
- Sept. 15: [Reducing Rural Roadway Departures \(FoRRRwD\)](#) including [High Friction Surface Treatment](#) and [SafetyEdgeSM](#)
- Sept. 22: [Intersection/Interchange Geometrics](#)
- Sept. 29: [Road Diets](#)

The summit will take place from 9 a.m. to 1 p.m. Central Time each Wednesday and is open to all State, local, and tribal stakeholders. Participants can join for one or all five Wednesdays. If you have any questions, please contact Karen King at karen.king@dot.gov or 804-775-3363.

To register for the summit, please visit www.labroots.com/ms/event/2021-edc-virtual-safety-summit-series/register/single.



Every Day Counts
Innovation for a Nation
on the Move

Safety Summit Series
Every Wednesday in Sept., 2021

EDC SAFETY Summit Series September 2021

							WED				
			1	2	3	4					
5	6	7	8	9	10	11					
12	13	14	15	16	17	18					
19	20	21	22	23	24	25					
26	27	28	29	30							

Calendar image shows 5 highlighted Wednesdays in September in which the sessions will occur

TXDOT NAMES BRIAN BARTH AS DEPUTY EXECUTIVE DIRECTOR FOR PROGRAM DELIVERY



The Texas Department of Transportation recently announced the selection of Brian Barth as the department's second Deputy Executive Director. Barth assumed his new role on August 1 and will serve alongside Deputy Executive Director Brandye Hendrickson, who joined TxDOT on July 19. Both positions report to Executive Director Marc Williams with Barth responsible for leading TxDOT's program delivery

overseeing all roads, bridges and maintenance throughout the entire state to ensure transportation projects meeting the needs of Texans are delivered efficiently and effectively.

Most recently, Barth served as TxDOT's Director of Project Planning and Development, where he oversaw TxDOT's Transportation Planning and Programming, Right of Way, Environmental Affairs, Professional Engineering Procurement and Transportation Programs divisions.

"TxDOT's mission is Connecting You With Texas, and that means delivering needed transportation projects across the state to improve safety and mobility," said TxDOT Executive Director Marc Williams. "Brian is a proven leader with a strategic mindset and a commitment to follow-through to ensure we get it done."

Barth's extensive transportation experience includes serving as

the district engineer for TxDOT's Fort Worth District from 2013 - 2018 working to solve Metroplex-area transportation issues. Under his direction as district engineer, he oversaw over \$1 billion in construction work each year in addition to major projects on I-35W, SH 360 South and the I-30/SH 360 Interchange.

"Governor Greg Abbott asked me to 'turn dirt' and therefore my mantra for TxDOT is 'execute, execute, execute' when it comes to meeting the transportation needs of Texans and Texas communities," said Texas Transportation Chairman J. Bruce Bugg, Jr. "Our state continues to grow and Texans have entrusted us with keeping them moving. With Brian's demonstrated leadership moving our Texas Clear Lanes initiative forward to tackle congestion in our busiest metros, I'm pleased to have his experience and expertise focused relentlessly on delivering on our robust program of transportation projects statewide."

Barth began his career at TxDOT in 1988 as an engineering assistant in the Dallas District after graduation from the University of Texas at Austin with a bachelor's degree in Civil Engineering.

In 2003, he was appointed as the Dallas District's director of transportation planning and development. From 2009 to 2013, Barth served as the Fort Worth District's deputy district engineer, providing joint oversight and development of the DFW Connector, North Tarrant Express, I-35W, I-30, and Chisholm Trail Parkway.

"I look forward to serving in this new and critical role," Barth said. "I know firsthand that the women and men of TxDOT share my commitment to tackling complex challenges with rigor, dedication and meaningful results."

For media inquiries, contact TxDOT Media Relations at MediaRelations@txDOT.gov or (512) 463-8700.



Texas Department of Transportation

For more information on upcoming events and workshops, visit txltap.org

Call the TxLTAP office at 817-272-9678 or email us at txltap@uta.edu to schedule an event or workshop near you.

GRAVEL ROADS ACADEMY

Improve upon current knowledge related to gravel road maintenance best practices. Learn how to get more mileage out of your gravel roads budget with the latest tools, techniques, and know-how from road maintenance experts.

HEAVY EQUIPMENT RODEO

Heavy equipment operators will be given a chance to learn and practice new skills while stressing safety and excellence. Operators will use maintainers, backhoes, dump trucks, loaders, and more to steer through a series of exercises designed to test their abilities.

HEAVY EQUIPMENT FOR WILDFIRES

Heavy Equipment Operators are sometimes called out to assist fire fighters in wildland fire situations. Learn methods of attacking a fire, techniques of diminishing a fire with a dozer and grader, and dangerous situations to avoid.

SNOW AND ICE TECHNIQUES

Snow and ice control is a complex process. This workshop will cover personal and operational safety, plowing techniques, salt and abrasive application, and decision making based on the forecast and actual in storm conditions.



TXLTAP EVENTS & WORKSHOPS

TAKE ADVANTAGE OF

TECHNICAL
ASSISTANCE

TXLTAP IS FORTUNATE TO HAVE SOME OF THE MOST EXPERIENCED AND KNOWLEDGEABLE TRANSPORTATION PROFESSIONALS ON STAFF.

This staff includes former maintenance managers, heavy equipment operators, road crew chiefs, civil and transportation engineers, inspectors, and the public works directors who all worked on the state's road system and in a nutshell "have been there, done that." Now Texas' local roadway agencies can directly benefit from their street smarts.

While training and information sharing at conferences or through a newsletter can do a lot of good, TxLTAP recognizes sometimes there is just nothing like rolling up your sleeves, experiencing the problem first hand and then offering a meaningful solution. That's why in addition to hosting classes and publishing Better Roads, Safer Roads, our program offers local roadway agencies an opportunity to consult directly with a TxLTAP subject matter expert to specifically address your organization's unique issue. And like all resources TxLTAP offers, there is no charge to receive our help or expertise.

Do you need information on proper method for repairing your lingering road problem? Would it help if someone came out to watch your road crew perform a repair and offer suggestions on how to save time and money in the future? Could you use the help of a traffic engineer who could assess a problematic intersection? Would it be a benefit to you if a subject matter expert came to ride the roads and developed a training presentation specific to your needs?

Take advantage of our technical assistance service!

Call 817-272-9678 or email us at txltap@uta.edu. We're ready to help!

- TxLTAP -



SAFETY

Making Roads Safer
for Workers & Drivers

ORGANIZATIONAL EXCELLENCE

Striving for
Overall Quality



WORKFORCE DEVELOPMENT

Training that
Makes an Impact



INFRASTRUCTURE MANAGEMENT

Building Smart & Using
Resources Effectively



**TRAINING.
TECHNICAL
ASSISTANCE.
RESOURCES.**

TxLTAP serves all local government roadway agencies by providing no charge training, technical assistance and resource access.

Learn more at TxLTAP.org

txltap@uta.edu | 817.272.9678