

# BETTER ROADS SAFER ROADS

## SAFETY & TECHNOLOGY ON TEXAS ROADS





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Summer 2025 | TxLTAP.org

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A joint team from the Texas A&M Transportation Institute (TTI) and the Texas A&M Engineering Extension Service (TEEX) recently completed and delivered the Texas First Responder Guide to Interactions with Automated Vehicles to the Texas Department of Transportation's (TxDOT's) Research and Technology Implementation Division.

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# ACCOUNT COMPROMISE LEADS TO CRASH RECORDS DATA BREACH

A compromise of an account has led to improper downloads of a large number of crash records, and the Texas Department of Transportation (TxDOT) is working to notify those affected.

On May 12, 2025, TxDOT identified unusual activity in its Crash Records Information System (CRIS). Further investigation revealed the activity originated from an account that was compromised and used to improperly access and download nearly 300,000 crash reports. TxDOT immediately disabled access from the compromised account.

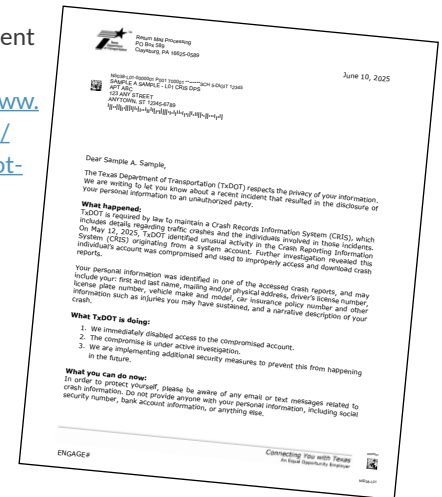
Personal information included in crash records may contain: first and last name, mailing and/or physical address, driver license number, license plate number, car insurance policy number and other information. Notification, in this case, is not required by law, but TxDOT has taken proactive steps to inform the public by sending letters to notify the impacted individuals whose information was included in the crash reports.

If you received a letter about this matter, please call the dedicated assistance line at 1-833-918-5951 (toll-free), Monday through Friday, from 8 a.m. – 8 p.m. Central Time (excluding U.S.

holidays). Please be prepared to provide the engagement number included in the letter.

TxDOT is implementing additional security measures for accounts to help prevent similar incidents in the future. The compromise is under investigation.

A sample of the letter sent out to those affected is located here: <https://www.txdot.gov/content/dam/docs/division/cmd/txdot-cris-data-letter.pdf>.







# U.S. TRANSPORTATION SECRETARY SEAN P. DUFFY KICKS OFF SURFACE TRANSPORTATION REAUTHORIZATION TO "GET AMERICA BUILDING AGAIN"



On July 17th, U.S. Transportation Secretary Sean P. Duffy brought together Congressional members and infrastructure stakeholders in a first-of-its-kind conference to foster collaboration on priorities ahead of Congress's surface transportation reauthorization process later this fall.



Secretary Duffy hosts an Infrastructure Event to get America Building Again.

"Our mission is to build as quickly and as much as possible. So, we're working through a historic backlog as fast as possible to make sure we can get money out the door to all of you to make sure these projects are moving and moving quickly," said U.S. Transportation Secretary Sean P. Duffy. "With our money, we want you to build as fast, and we want to streamline the rules and regulations around what you do as much as possible."

During his [remarks](#), Secretary Duffy outlined President Trump's America is Building Again agenda, including:

- **ENHANCING TRANSPORTATION SAFETY**, including bridges, safety for transportation workers and pedestrians, truck parking, and autonomous vehicles.
- **ACCELERATING PROJECT DELIVERY** for transportation projects, including reforming the National Environmental Policy Act (NEPA) and permitting, enhancing One Federal Decision, and increasing the use of technology.
- **INCREASING OPPORTUNITIES** through investment in transportation infrastructure that promotes economic growth, including through expanded capacity and mobility, congestion relief, and more private sector investment.
- **STRENGTHENING PARTNERSHIPS** with States and other key stakeholders to improve transportation outcomes, including prioritizing the federal interest, greater efficiencies, and research.

#### DUFFY SIGNS AGREEMENT WITH TEXAS

After his remarks, Secretary Duffy signed a final [Memorandum of Understanding](#) with the Texas Department of Transportation (TxDOT) to help the state build infrastructure projects faster. The agreement allows Texas to take more ownership of environmental permitting requirements – cutting down on red tape so critical bridge and highway projects are started and completed faster. This Federal-State partnership will serve as a model for other states interested in implementing Secretary Duffy's "America is Building Again" agenda.



Secretary Duffy signs a Memorandum of Understanding with the Texas Department of Transportation (TxDOT) to help the state build infrastructure projects faster, alongside Federal Highway Administrator Nominee Sean McMaster, Senator Ted Cruz and Executive Director of TxDOT Marc Williams.

In a [letter](#), Secretary Duffy also urged governors nationwide to assume NEPA responsibilities and take the lead on project delivery. This marks a historic removal of burdensome red tape that empowers State DOTs to manage their projects and cuts down on unnecessary costs and delays.

## This Federal-State partnership will serve as a model for other states interested in implementing Secretary Duffy's "America is Building Again" agenda.

As part of the process to collect feedback, the Department of Transportation announced a Request for Information titled ["Advancing a Surface Transportation Proposal that Focuses on America's Most Fundamental Infrastructure Needs."](#)

#### ADDITIONAL INFORMATION:

The current Surface Transportation Authorization expires on September 30, 2026. Reauthorization for surface transportation programs sets the funding levels, policy directives, and programmatic requirements for the Federal Highway Administration (FHWA), the Federal Motor Carrier Safety Administration (FMCSA), the Federal Railroad Administration (FRA), the Federal Transit Administration (FTA), the National Highway Traffic Safety Administration (NHTSA), and the Pipeline and Hazardous Materials Safety Administration (PHMSA).



# BRIDGE REMOVALS PUT SAFETY IN SPOTLIGHT

by Kenna Mitchell



One of the most anticipated moments in a bridge replacement project is when an old structure can finally come down. These few hours are the culmination of a tremendous team effort that emphasizes safety above all else.

An example of this just took place in late June 2025 along US 175 in Dallas, where TxDOT is replacing the bridge at Lake June Road as part of a \$26.8 million improvement project. With a new bridge now in place, it was time to remove the old structure and clear the way for the final work on the project.

While a bridge removal is one of the biggest milestones in a project, there is a lot of coordination that first takes place. For this night, safety briefings were held before work started, bringing together the TxDOT and contractor crews, along with local law enforcement and traffic safety companies so that everyone had the game plan.

From there, traffic controls were set up to close the roadway and detour traffic. This is typically done after the evening rush hour, and the closed lanes not only give crews more room to maneuver the large equipment needed for each stage of the job, but it also keeps the traveling public out of harm's way. With work taking place in the overnight hours, lights are set up in multiple areas to help crews keep a close eye on each step of the removal.

Underneath the bridge, crews piled layers of dirt across the shoulders and lanes, and place materials on medians to help protect these areas from any damage. Once crews have verified that traffic is safe and other safety precautions are in place, it's time to start the most visual part of the work – bringing down the old structure.

On the US 175 bridge, the contractor, Indus Road and Bridge, started work in the middle and used multiple cranes to knock out the deck with each punch sending concrete chunks and tangles of rebar to the ground below. They moved backwards to the abutments, as crews carefully watched from all angles to spot any potential issues. Soon the steel beams became more visible and were carefully removed without compromising the safety of the crews and equipment still working above, much like a giant game of Jenga.

As the overhead structure quickly transformed into piles of steel and concrete along the roadway below for future recycling, the columns became the last things standing. As they were knocked down, the sunrise gave a completely different view to the corridor. With the old bridge gone, the new bridge was now fully visible from the south side. Crews finished cleaning up the site and traffic was restored later that morning. Work will now focus on completing the new bridge and an adjacent pedestrian trail. Overall completion is scheduled for spring 2026.



# \$96 MILLION APPROVED FOR TEXAS TRANSIT AGENCIES

The Texas Transportation Commission awarded \$96 million in combined state and federal funding to enhance transit programs serving both rural and urban communities across Texas.

Texans across the state rely on public transit in their daily lives. The recent allocation of funds from TxDOT aims to improve accessibility and expand transit services. This will help provide more reliable travel for commuting to work, attending schools, accessing medical appointments and reaching other important destinations. Last year, rural and urban transit districts supported by TxDOT funding provided more than 24 million rides.

*"It's rewarding to know that we're helping improve the quality of life for so many individuals in our community. Being able to contribute to their independence and mobility is a privilege."*

"These funds will provide Texans in both rural and urban areas with safe, reliable transportation options that enhance quality of life and expand economic opportunity," Texas Transportation Commissioner Alvin New said. "These programs help connect people to their communities and offer vital mobility for those who may otherwise have no means of getting around."

Funding like this helps support transit agencies that play a vital role in the independence of McAllen resident Alejandra Sanchez, who is blind. Through the assistance of the TxDOT-funded Valley Association for Independent Living program, she received specialized travel training that taught her how to navigate and use her local transit system. As a result, Alejandra got a job and gained the freedom and confidence to travel within her community.

"The travel training program changed my life. I am more independent, and I learned how to navigate the community using public transportation," Sanchez said. "I'm happy to say that I feel

more confident in getting around my community for work and recreation. I never had an opportunity like that before."

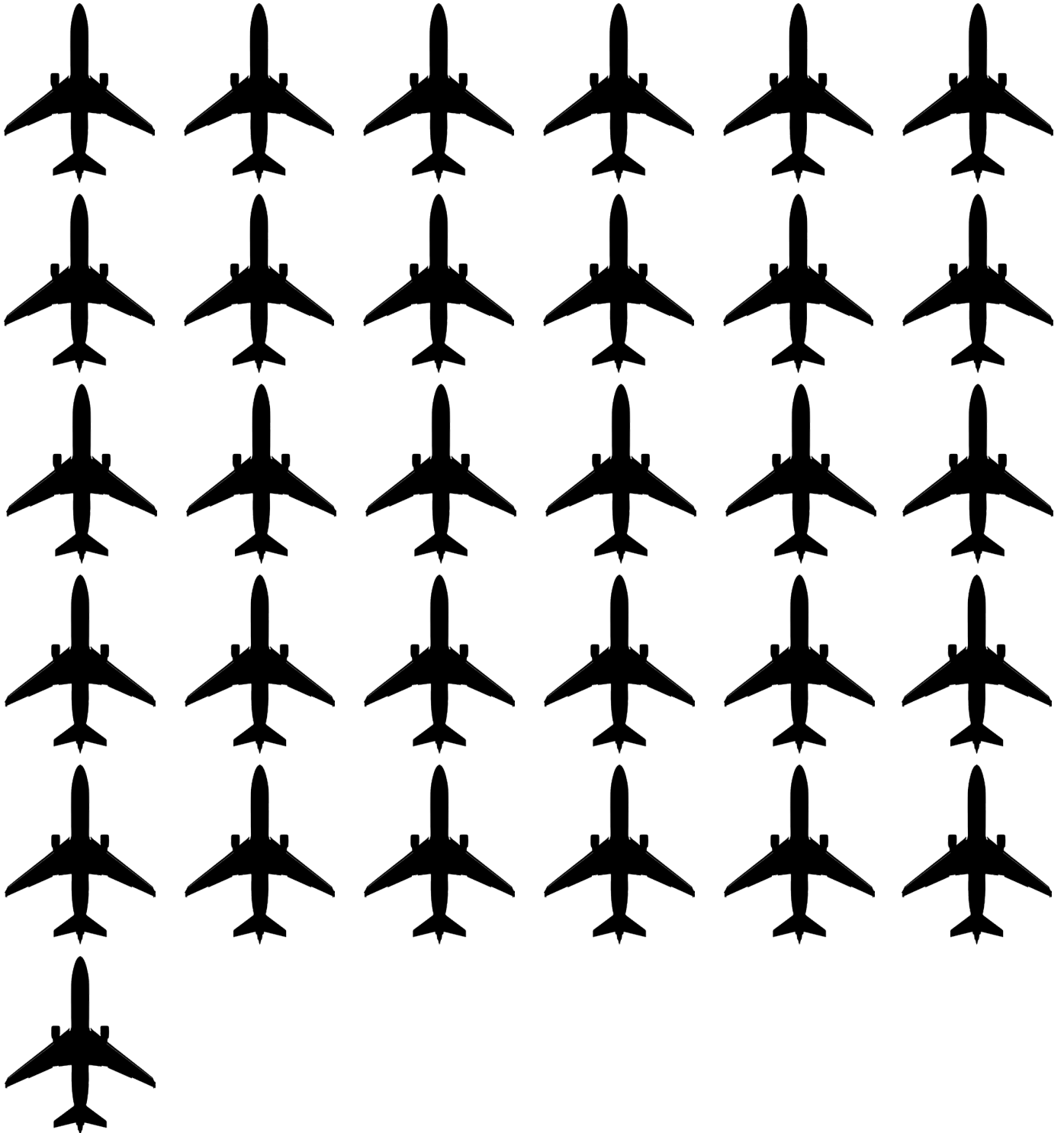
This new funding will support 64 public transit agencies across Texas helping to expand services for seniors and individuals with disabilities, enhance mobility options, and maintain and expand existing transit services, including the following:

- **WICHITA FALLS** – The Wichita Falls Transit System and SHARP Lines Rural Public Transportation have joined forces to significantly enhance transportation for seniors and individuals with disabilities. These partnerships create a comprehensive and supportive transportation network, addressing the unique needs of vulnerable residents and ensuring a better quality of life for seniors and individuals with disabilities.
- **EAST TEXAS COUNCIL OF GOVERNMENTS** – The East Texas Council of Governments offers on-demand transportation for the public, including seniors, students, individuals with disabilities and those seeking or maintaining employment in 14 counties in the rural East Texas service area via GoBus.
- **CONCHO VALLEY TRANSIT DISTRICT** – The Concho Valley Transit District (CVTD) is a lifeline for seniors and individuals with disabilities across 13 counties, addressing a range of transportation needs. Partnering with the Concho Valley Economic Development District Inc., CVTD offers on-demand transportation and partners with multiple local resources throughout the region.

"We are incredibly proud to have the TxDOT program as part of our services here at Concho Valley Transit," CVTD Director of Transportation Jeff York said. "It's rewarding to know that we're helping improve the quality of life for so many individuals in our community. Being able to contribute to their independence and mobility is a privilege, and we remain committed to making sure everyone has access to the resources they need to thrive."

A full breakdown of the funding can be found on <https://ftp.txdot.gov/pub/txdot/commission/2024/0730/8.pdf>.

# DRIVERS STRUCK ENOUGH PEOPLE IN 2024 TO FILL 31 BOEING 737s





Drivers struck and killed 7,148 people in the United States last year, enough to fill 31 Boeing 737s, according to a new report from the Governors Highway Safety Association (GHSA). Pedestrian deaths were down 4.3% in 2024, the second consecutive annual decline after surging throughout the prior decade. Pedestrian fatalities remain nearly 20% above the 2016 level and reached a 40-year high in 2022.

GHSA's new data analysis, [Pedestrian Traffic Fatalities by State: 2024 Preliminary Data](#), provides a first look at pedestrian safety trends and changes in fatalities at the state level, building upon [a report](#) GHSA issued earlier this year that focused on fatalities for January - June. The new report also includes an in-depth analysis of 2023 data from the National Highway Traffic Safety Administration (NHTSA) that reaffirms troubling trends regarding deaths of people on foot happening in hit-and-runs, at night, in crashes with SUVs and pickups, and where there are no sidewalks.

The report highlights how State Highway Safety Offices (SHSOs) and their partners are leveraging enforcement, data, technology, education, infrastructure and other proven solutions to improve pedestrian safety and save lives.

"The second straight year of fewer pedestrian deaths is a step in the right direction, but much more must be done to protect people walking," said GHSA Chief Executive Officer Jonathan Adkins. "Now is the time to double down on what works – more and better infrastructure, enforcement to deter dangerous driving behaviors, engaged and informed communities, and vehicles designed to protect people on foot. An all-in strategy to address pedestrian safety will help us build on this recent momentum and save even more lives."

## PEDESTRIAN SAFETY TRENDS: WHAT THE DATA SAYS

In addition to providing a first look at state-level fatality figures, the GHSA report examines 2023 data from NHTSA's Fatality Analysis Reporting System (FARS). This deep dive examines when, where and how drivers strike and kill people on foot and found that:

- **ONE IN FOUR PEDESTRIAN DEATHS IS THE RESULT OF A HIT-AND-RUN CRASH.**

Over the past five years, 25% of fatalities have involved a crash where a driver involved in the crash flees the scene. In these fatal hit-and-runs, the vehicle that struck the pedestrian was the fleeing vehicle the vast majority (94%) of the time.

- **PEDESTRIAN DEATHS ARE INCREASING AT A RATE FAR FASTER THAN OVERALL TRAFFIC FATALITIES.**

Between 2009 and 2023, pedestrian deaths rose a staggering 80%, while all other traffic fatalities increased 13%. There were 225 fewer pedestrian deaths in 2023 compared to the year before, but there were 1,478 fewer fatalities from all other traffic crashes.

- **THE SHARE OF PEDESTRIAN DEATHS CAUSED BY SUVs AND PICKUPS HAS SURGED IN RECENT YEARS.**

While the number of pedestrian deaths involving passenger cars and light trucks (including SUVs, pickups and vans) was largely

similar for much of the 2010s, a significant gap has emerged and grown since 2019. Light trucks accounted for 54% of pedestrian fatalities where a vehicle type was known in 2023, compared to 37% for passenger cars.

- **MORE THAN THREE-QUARTERS OF PEDESTRIAN FATALITIES OCCUR AFTER DARK. THE SHARE OF NIGHTTIME DEATHS HAS SKYROCKETED RECENTLY.**

Fatal pedestrian crashes at night nearly doubled from 3,030 in 2010 to 5,578 in 2023. That's an 84% increase, compared to a 28% rise in daylight fatalities (from 1,092 in 2010 to 1,396 in 2023).

- **NEARLY TWO-THIRDS OF PEDESTRIAN DEATHS OCCURRED IN LOCATIONS WITHOUT A SIDEWALK IN 2023.**

Since 2017, the number of pedestrian fatalities in places without a sidewalk noted on the crash report has risen by 1,164, compared to an increase of 167 in locations with a sidewalk. Sidewalks can help protect people walking by providing a physical separation between them and motor vehicle traffic, but they are missing or in poor condition in many parts of the country.

- **IN 2023, NEARLY 1,200 PEOPLE DIED ON FREEWAYS AND INTERSTATES, WHICH AREN'T DESIGNED FOR PEDESTRIANS.**

Why so many? While they're not traditionally thought of as pedestrians, stranded motorists exiting their vehicles, first responders and tow truck drivers are all examples of people killed on freeways. All states have Move Over laws designed to address this problem, but they are difficult to enforce. Digital alerting technology that warns drivers of vehicles on the roadside can help reduce these types of crashes.

- **ALCOHOL IMPAIRMENT BY BOTH DRIVERS AND PEDESTRIANS IS A SIGNIFICANT SAFETY CONCERN.**

In 2023, 29% of pedestrians 16 and older killed in motor vehicle crashes had a blood alcohol concentration (BAC) of 0.08 or higher. Looking at driver impairment, approximately 16% of fatal pedestrian crashes involved a driver with a BAC over 0.08. Alcohol and/or drug impairment by pedestrians can put them at risk while walking near vehicle traffic, but drivers bear the brunt of responsibility as the operators of multi-ton machines with the kinetic potential to kill or injure someone.

# SPEEDING DOESN'T SAVE TIME, IT COSTS LIVES



Whether it's catching a fish or smoking a brisket, Texans know the importance of patience. So, the Texas Department of Transportation (TxDOT) continues to remind drivers to use that patience behind the wheel and drive like a Texan: Kind. Courteous. Safe.

Speed contributed to nearly 160,000 traffic crashes in Texas in 2024, resulting in 1,467 deaths. That is 35% of all traffic crash fatalities in the state, making speed the number one contributing factor in crashes.

"Speeding is not an accident, it's a choice," TxDOT Executive Director Marc Williams said. "When you choose to drive even just a little over the speed limit, you're not only risking your own life, you're risking the lives of every other person on the road with you and that's not being a good Texan."

## LAW ENFORCEMENT FOCUSES ON SPEEDERS

To help prevent deadly, speed-related crashes, TxDOT launched its Be Safe. Drive Smart. campaign that features country singer-songwriter Parker McCollum calling on his fellow Texans to slow down and be safe.

The campaign ran alongside a special speed law enforcement period.

Between July 18th and August 3rd, officers across Texas focused extra attention on motorists who are driving too fast, reminding them to slow down and match their speed to road conditions.

## SAFE DRIVING MEANS MORE THAN JUST FOLLOWING THE SPEED LIMIT

Drivers should follow these tips to stay safe and avoid a ticket:

- Match your speed to road conditions.
- Slow down and allow for more distance to stop when traffic is heavy, roads are slick or road construction is ahead.
- Watch for road signs alerting you of reduced speed limits.
- Remember that traffic fines double if you speed in a school zone or a work zone when workers are present.

The Be Safe. Drive Smart. campaign is an important part of TxDOT's **Drive like a Texan: Kind. Courteous. Safe. initiative.** Drive like a Texan is about embracing the pride, camaraderie and responsibility of being a Texan on the road. By making thoughtful choices, we can all help keep each other safe.

Learn more at [www.txdot.gov/drivelikeatexan](http://www.txdot.gov/drivelikeatexan).



# U.S. TRANSPORTATION SECRETARY SEAN P. DUFFY TO GOVERNORS: ROADS ARE FOR SAFETY, NOT POLITICS

U.S. Transportation Secretary Sean P. Duffy recently launched a nationwide roadway safety initiative to prioritize investments that improve mobility and safety on roadways.

In a letter to every governor, Secretary Duffy asked that their states participate in the Federal Highway Administration's (FHWA) Safe Arterials for Everyone through Reliable Operations and Distraction-Reducing Strategies — SAFE ROADS — initiative. The program targets non-freeway arterial roads where more than half of U.S. roadway deaths occur.

Secretary Duffy also noted in his letter that intersections and crosswalks need to be kept free from distractions. This includes political messages of any nature, artwork, or anything else that detracts from the core mission of driver and pedestrian safety.

"Roads are for safety, not political messages or artwork. Today I am calling on governors in every state to ensure that roadways, intersections, and crosswalks are kept free of distractions," said U.S. Transportation Secretary Sean P. Duffy. "Far too many Americans die each year to traffic fatalities to take our eye off the ball. USDOT stands ready to help communities across the country make their roads safer and easier to navigate."

## BACKGROUND

As part of the SAFE ROADS initiative, Governors have 60 days to direct their departments of transportation, in working with their metropolitan partners, to:

- Use available safety data, analysis and assessments to identify a list of arterial segments, including intersections, with potential or documented safety or operational concerns that will be addressed.
- Submit list of these segments to the Federal Highway Administration.

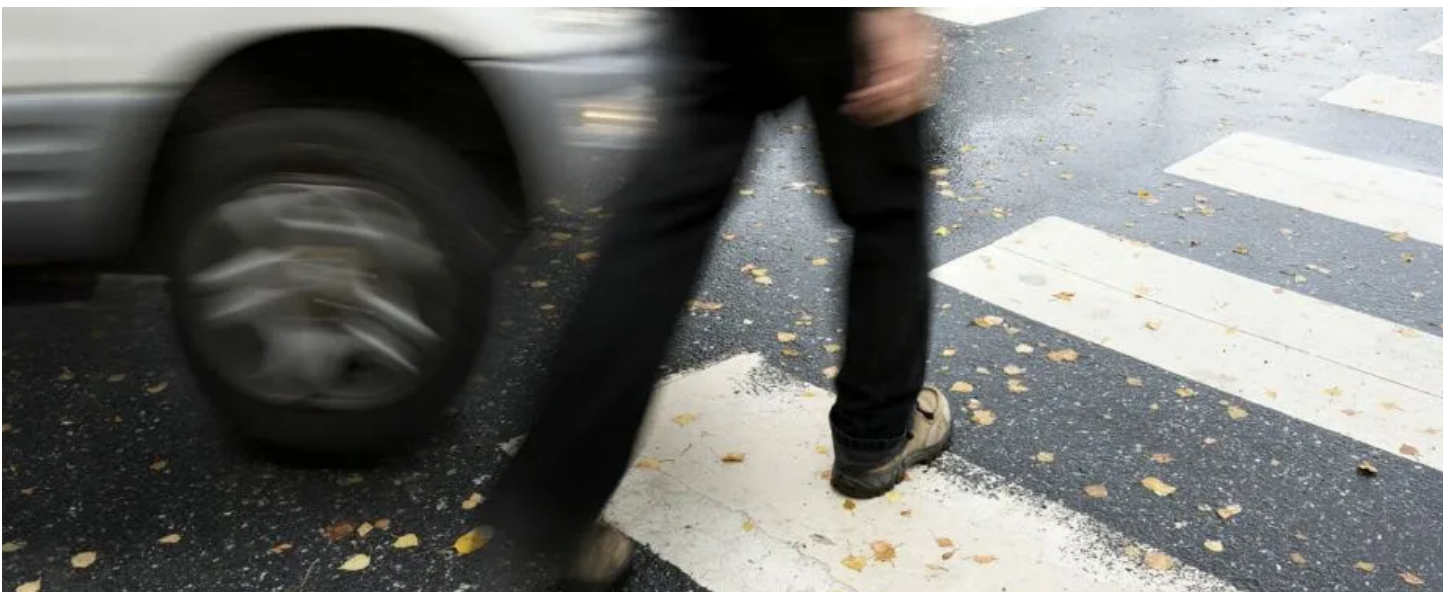
The SAFE ROADS Program Goals include:

- Get back to basics – use data-driven decisions and target safety and mobility investments.
- Empower states and local governments to simplify and improve roadway environments.
- Make roads safer and easier to navigate for pedestrians, vehicle operators, and automated vehicles alike.

FHWA will support state's participation by

- Tracking nationwide progress of SAFE ROADS initiative.
- Assisting State DOTs with technical expertise and resources, including road safety audits and assessments.
- Helping select effective safety and operational countermeasures to accelerate improvements.
- Ensuring compliance with federal standards, such as those for traffic control devices and use of the roadway right-of-way.

In 2023, over half of all the roadway fatalities in the U.S. occurred on non-freeway/expressway arterials (functionally classified as 'other principal arterial' or 'minor arterial'), based on data compiled by the National Highway Traffic Safety Administration (NHTSA). Nearly two-thirds of the fatalities that occurred on non-freeway/expressway arterials were pedestrians. FHWA provides information on [intersection safety](#), [arterial management operations strategies](#), [proven safety countermeasures](#), and [traffic control devices](#) to address common safety and mobility challenges.





# TXDOT SEEKS FEEDBACK ON \$101.6 BILLION, 10-YEAR PLAN

The general public recently received the opportunity to weigh in on proposed projects in communities across the state. The Texas Department of Transportation (TxDOT) is working on a new 10-year statewide transportation plan to meet the demand of a growing population and a thriving economy.

## WHAT IS THE 10-YEAR PLAN?

The draft 2026 Unified Transportation Program (UTP) includes an estimated \$101.6 billion for projects statewide, with around \$7.5 billion of new funding. This will be the third consecutive year the UTP exceeds \$100 billion. Starting June 27, the public had the opportunity to provide feedback on the draft plan.

"Hearing from the public and collaborating with our transportation partners across the state will inform this plan to increase safety, meet the demand of a growing state and improve Texans' access to jobs, family and quality of life," said TxDOT Executive Director Marc Williams.

Updated each year, the UTP "road map" guides project

development to improve safety, address congestion and connectivity and preserve roadways for Texas drivers. It also includes public transportation, maritime, aviation, rail, freight, international trade and bicycle and pedestrian connectivity. Learn more in the [UTP Fact Sheet](#).

## HOW WAS FEEDBACK PROVIDED?

Public comments and feedback are important in developing the program. The comment period ran between June 27th and July 28th. TxDOT also invited the public to participate and offer comments on the draft 2026 UTP during a virtual public hearing on July 23rd.

The Texas Transportation Commission will consider approval of the UTP in accordance with Texas state law at its August Commission Meeting. The approved UTP will be published on [TxDOT.gov](#).

Visit the [UTP Public Involvement](#) page for additional information.

## UNIFIED TRANSPORTATION PROGRAM



# TTI AND TEEX DELIVER FIRST-OF-ITS-KIND TEXAS FIRST RESPONDER GUIDE FOR AUTOMATED VEHICLES

A joint team from the Texas A&M Transportation Institute (TTI) and the Texas A&M Engineering Extension Service (TEEX), led by TTI's Bradley Trefz and TEEX's Ray Ivie, recently completed and delivered the Texas First Responder Guide to Interactions with Automated Vehicles to the Texas Department of Transportation's (TxDOT's) Research and Technology Implementation Division.

The project focused on identifying strategies and tools first responders need to safely interact with automated vehicles (AVs) in both routine and emergency situations. Researchers conducted a comprehensive literature review and stakeholder interviews, culminating in a two-day summit that brought together representatives from the AV industry, government agencies, first responder organizations and other key stakeholders to identify critical issues and assess policy needs.

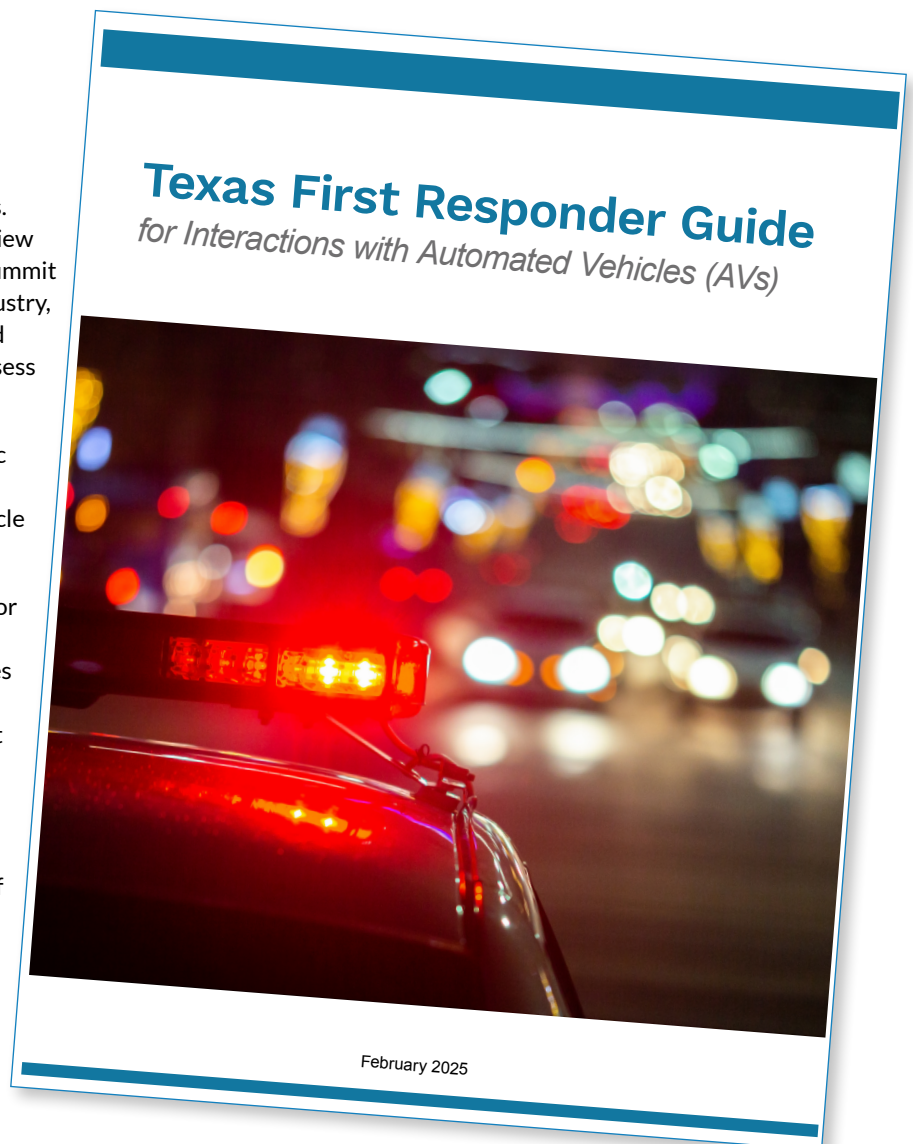
Based on this work, the team developed a Texas-specific catalog of scenarios and best practices, along with practical guides for identifying AVs and contacting vehicle operators.

The resources offer first responders clear procedures for identifying AVs and a structured approach to handling AV-related incidents. Because the AV industry continues to evolve rapidly, the project team will maintain and update the guide to ensure the content remains current and useful.

"It was a real honor to work with such an outstanding team of researchers and with our partners at TxDOT to achieve this milestone," Trefz said. "The team did a lot of work with some outstanding people in the responder community, the AV industry, non-profit organizations and federal agencies to bring this project to fruition. We're excited to continue that work to improve roadway safety for the public and first responders as AVs deploy more widely. TxDOT led the way in funding

this effort and their foresight on this issue and continued support will significantly advance AV safety in Texas and beyond."

[Learn more about the project and its deliverables.](#)







# STUDY EXAMINES BEST LIGHTING PRACTICES FOR ROADSIDE ASSISTANCE VEHICLES

Enhancing the visibility of roadside service vehicles – especially at night – is best achieved with two to four lights in specific colors and flash patterns, results of a recent research review show.

To determine key outcomes, the AAA Foundation for Traffic Safety reviewed 30 academic articles on roadside assistance vehicle lighting and examined relevant laws and administrative rules that guide the selection of warning lights for these vehicles in all 50 states, the District of Columbia and Puerto Rico.

For roadside assistance vehicles, which must operate in various roadway and weather conditions, displays of two to four lights best alert drivers to their presence. More than four lights can cause an increase of discomfort glare.

Lights mounted higher on a vehicle (above driver eye level) may improve the visibility for drivers, while green- and amber-colored lights were most visible from a distance. However, those colors also created more glare.

Other findings:

- Yellow/amber lights are most strongly associated with roadside assistance vehicles.
- Faster flash rates of roadside vehicle lights – from 1-4 hertz per second – are recommended.
- Alternating left/right flash patterns appear to be detected better than simultaneous flashing of two or more lights.

The foundation notes that U.S. state laws and regulations related to roadside service vehicles warning lights are “remarkably inconsistent,” and that more research is needed on the effects of shapes and sizes of warning lights.

*Permission to reprint granted by the National Safety Council.*



For more information, visit [TxLTAP.org](https://TxLTAP.org)

Call 817-272-2581 or email [txltap@uta.edu](mailto:txltap@uta.edu) to request training, technical assistance or equipment.

## WORKFORCE DEVELOPMENT

Contact TxLTAP to schedule training or request assistance with developing a no-cost training program tailored to the unique needs of your organization. TxLTAP serves all Texas cities and counties, and instructors deliver training in accordance with all local safety guidelines.

## BUILD A BETTER MOUSETRAP

BABM is a competition by the Federal Highway Administration to discover, share, and celebrate innovations in road construction. Submit your innovative ideas, then TxLTAP selects nominations to be federally recognized.

## EQUIPMENT LENDING LIBRARY

Equipment, such as traffic counters, a portable radar speed sign, handheld retroreflectometer, digital ball bank indicator, fall protection gear, dynamic cone penetrometer and more, is available for loan at no-cost to local government agencies throughout Texas.

## ROAD SAFETY CHAMPION PROGRAM

This nationally recognized certificate program equips participants with safety-focused skills for managing, maintaining, and designing local roads. The program focuses on reducing serious injuries and fatalities by building a workforce skilled in road safety.

# TXLTAP TRAINING & SERVICES

## TAKE ADVANTAGE OF

# TECHNICAL ASSISTANCE

**TXLTAP TRAINING AND SERVICES ARE DELIVERED BY SEASONED INDUSTRY PROFESSIONALS WITH EXTENSIVE TRANSPORTATION KNOWLEDGE**

TxLTAP instructors, subject matter experts, and staff include former maintenance managers, heavy equipment operators, road crew chiefs, civil and transportation engineers, inspectors, and public works directors who have all worked on Texas' roads and have the unique experience and knowledge to support local safety, maintenance, and innovation efforts.

In addition to delivering training classes, publishing Better Roads, Safer Roads, and providing information exchange opportunities at conferences, TxLTAP provides local roadway agencies an opportunity to consult directly with carefully selected subject matter experts to specifically address organizations' unique issues and offer meaningful solutions. Like all resources TxLTAP offers, there is no charge to receive technical assistance.

Do you need information on proper methods 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 and evaluate local roads or develop a no-cost training model specific to the needs of your workforce?

**Take advantage of technical assistance services!**

Call 817-272-2581 or email [txltap@uta.edu](mailto:txltap@uta.edu) to request assistance.





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**WORKFORCE  
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**INFRASTRUCTURE  
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Effectively

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TxLTAP serves local government roadway agencies by providing no cost training, technical assistance, equipment lending & more. Learn more at [TxLTAP.org](http://TxLTAP.org).

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