



GETTING TO ZERO TOGETHER

A REGIONAL SAFETY ENGINEER ROUNDTABLE

AGENDA

October 26 – October 27, 2022

One Midtown Plaza, Suite 500, Atlanta, GA 30309

Day 1 Schedule

8:00 AM	Registration and Networking
9:00 AM	Welcome and Opening Remarks
9:20 AM	Introductions and Icebreaker (Noteworthy Practices)
10:05 AM	Topic 1 – Safe System Approach – Presentation and Roundtable
11:50 AM	Lunch
1:00 PM	Topic 2 – Countermeasures – Presentation and Roundtable
3:00 PM	Topic 3 – HSIP Program Administration – Presentation and Roundtable
4:45 PM	Day 1 Wrap-Up

Day 2 Schedule

8:00 AM	Welcome and Networking
9:00 AM	Day 1 Recap
9:15 AM	Topic 4 – Project Delivery – Presentation and Roundtable
10:30 AM	Topic 5 – Safety Innovations and Challenges – Presentation and Roundtable
11:45 AM	Roundtable Wrap-Up
12:00 PM	Adjourn

Topic 1 – Safe System Approach

Noteworthy Practice Presentation

Emily Thomas (SC) – Publication of first Pedestrian and Bicycle Safety Action Plan

Roundtable Discussion Questions

- What are other states doing to incorporate Safe System principles and elements into their safety programs? **Mike Vaughn (KY)**
- What do you recommend to reduce risky pedestrian behaviors? **David Ramos-Lopez (PR)**
- How are you implementing Safe Systems Approach in your state, with a focus on reducing speed related crashes? **Emily Thomas (SC)**
- Does automated enforcement improve your speeding issues? **Lynnette Alicea-Leon (PR)**
- Are any states considering incorporating or have incorporated automated speed enforcement now that it has been designated an FHWA proven safety countermeasure? If so, our state is interested in the safety implications, logistics, and lessons learned. **Adriane McRae (LA)**

Topic 2 – Countermeasures

Noteworthy Practice Presentation

Adnan Qazi (AR) – Statewide centerline rumble strip installation on two-lane rural roads.

Roundtable Discussion Questions

- What safety countermeasures have worked best/worst? Where have you seen some of the best benefits in safety (location types, countermeasure types)? **LaTara Burton (AL)**
- What are the most effective low-cost countermeasures for local routes? **Brandon Darks (TN)**
- What are the project types and/or countermeasures that most states are programming HSIP funds toward? **Kimberly Rosas (KY)**
- We are wanting to target wrong-way crashes on our interstates/ramps. Have any states made recent improvements for these? signing, pavement markings, new technology that they have tried in relation to these type crashes? **Amanda Clark (MS)**
- Has any state started to tackle wrong way driving on open four lane divided highways with multiple access points? **Brian Hovanec (MS)**
- Does anyone have any information SMA performance, and macrotexturing to reduce wet crashes? **Duncan Smith (SC)**

Topic 3 – HSIP Program Administration

Noteworthy Practice Presentation

Shawn Troy (NC) – Site selection process for NCDOT’s systemic roadway departure program.

Roundtable Discussion Questions

- How do you determine HSIP eligibility for project funding? **Jeff Murphy (TN)**
- How many States have flexed HSIP funds this year and why? **Marsha Mays (WV)**
- Does anyone have rural ramp accel and deceleration deficiencies programs? **Brandon Darks (TN)**
- Have any other states had experience with on-call consultants for curve safety under their annual roadway departure subprogram? If so, how did they effectively utilize the consultants? **Adnan Qazi (AR)**
- Have any other states had experience with on-call consultants for unsignalized intersections under their annual intersection subprogram? If so, how did they effectively utilize the consultants? **Erika Simple (AR)**
- Has anyone seen inflation affect B/C analysis, as our cost estimates for construction prices have risen? If yes, what other metrics are you using to program projects? **Trey Jesclard (LA)**
- Are States using IDIQs to deliver systemic pedestrian projects? **Kelli Roberts (GA)**

Topic 4 – Project Delivery

Noteworthy Practice Presentation

John-Michael Walker (AL) – ALDOT’s low-cost force account program.

Roundtable Discussion Questions

- We would like to hear more about how systemic countermeasures are being implemented. What we are curious about is how the process is going after a treatment has been selected and after sites have been identified, then what happens? For instance, the countermeasure selected is an enhanced intersection sign set. Through the identification process, 2,200 intersections were identified for treatment. What happens next? Are the sites sent out for investigation of what signing is in existence versus what is being recommended? If so, how is this handled? Once the signs needed has been identified, how is it programmed? All 2,200 intersections in one year, or over a three-to-four-year period? Are there staffing hurdles with internal or external staff to get this done? We really want to hear of all the complications other states may be having working through the implementation of systemic countermeasures. **Shawn Troy (NC)**
- Our program has continual issues with timely project delivery. What are other States/Programs doing to work around or solve this issue? **John-Michael Walker (AL)**

Topic 5 – Safety Innovations & Challenges

Noteworthy Practice Presentation

Mike Vaughn (KY) – *KYTC's continuous pavement friction measurement program.*

Roundtable Discussion Questions

- What is something innovative that you are working on or recently completed? **Sam Harris (GA)**
- What are your biggest safety challenges? **Scott Zehngraff (GA)**