



Improving Transportation Safety in the Permian Basin – SH 302 Pilot Signing Program

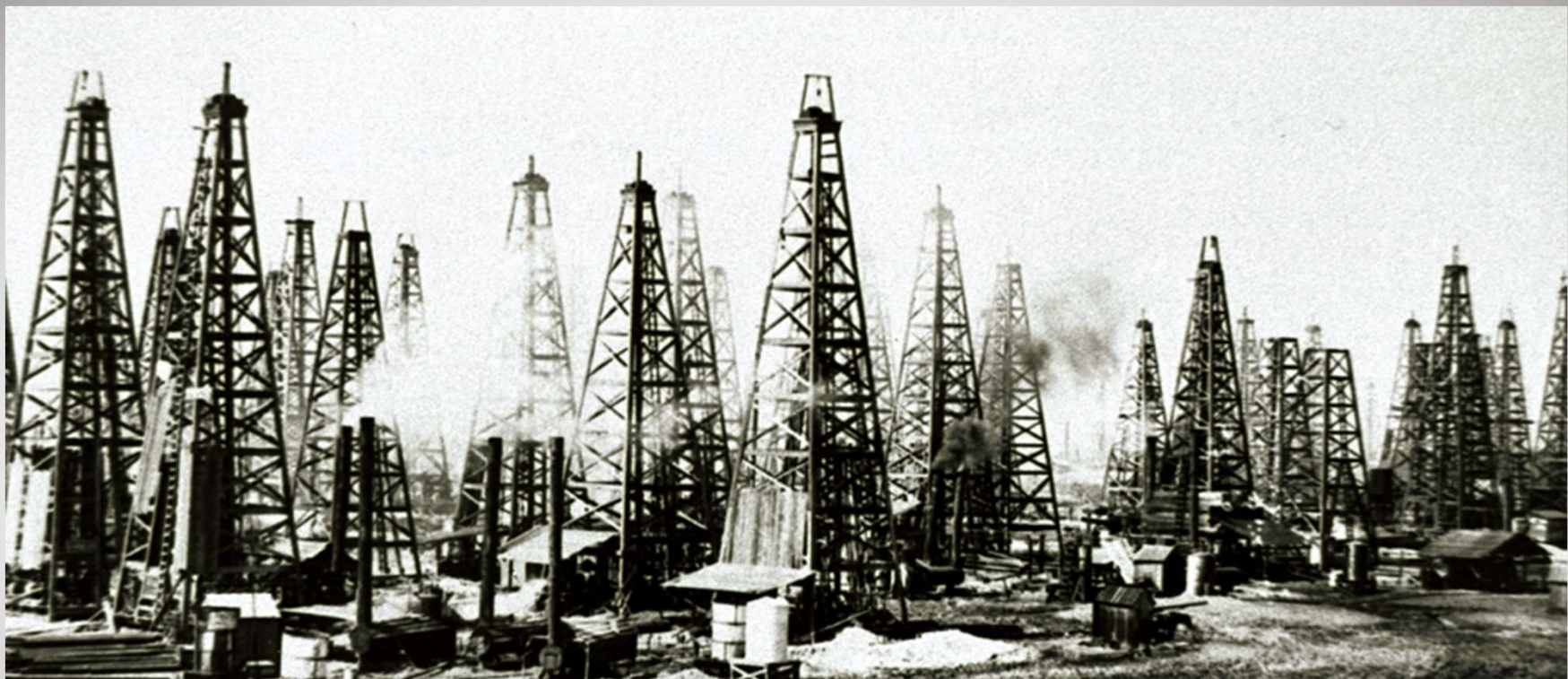
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June 2020

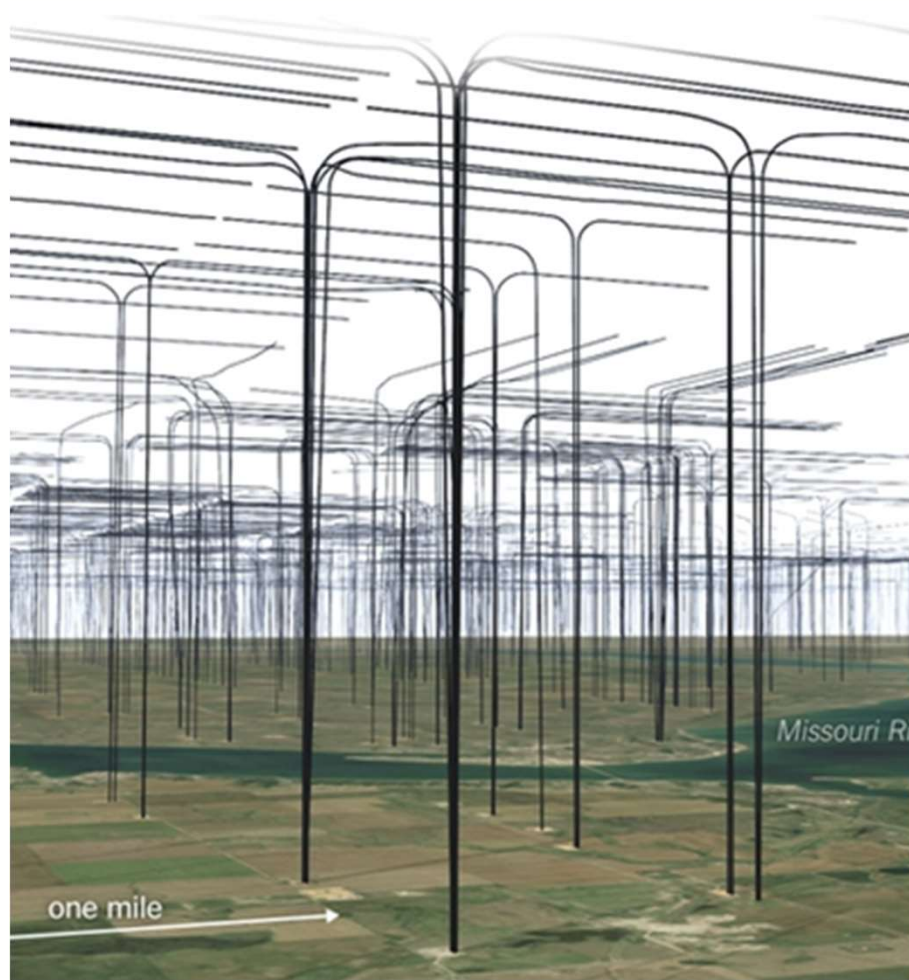
Agenda for Today

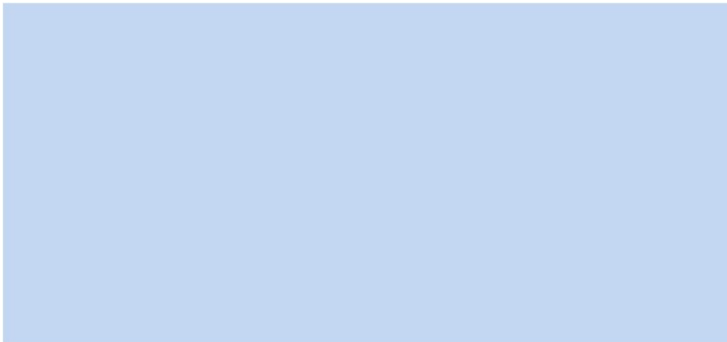
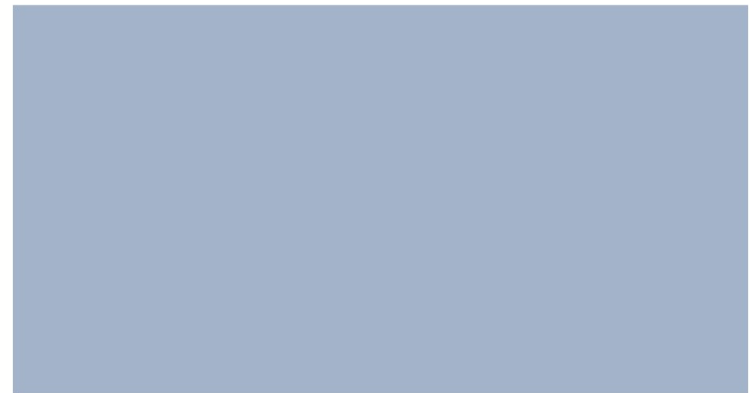
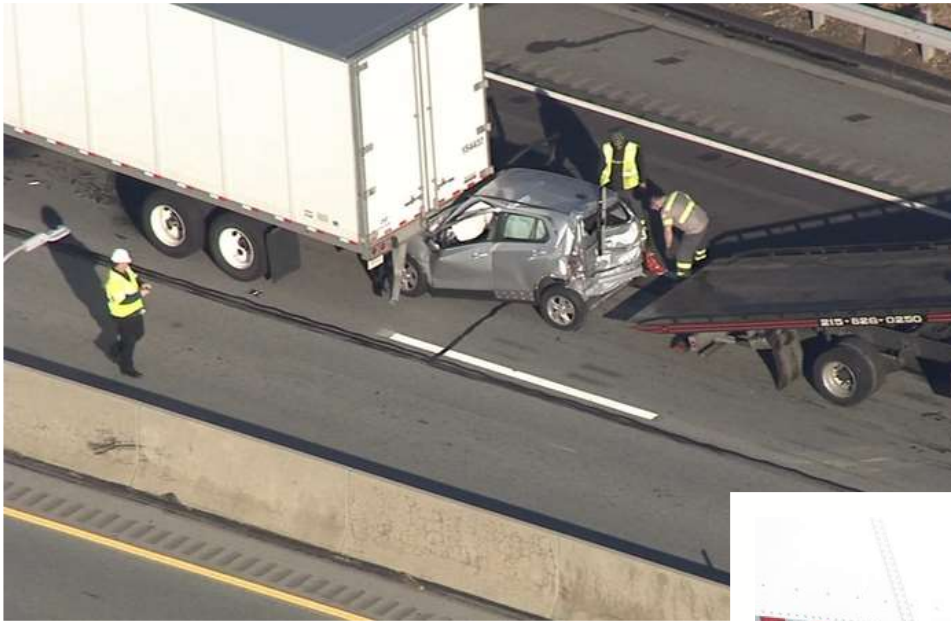
- Background for approaching safety challenges
- Review of Permian Basin Safety Data
- SH 302 Signing Pilot Program
- Request for assistance in evaluating success

Key Take-Aways

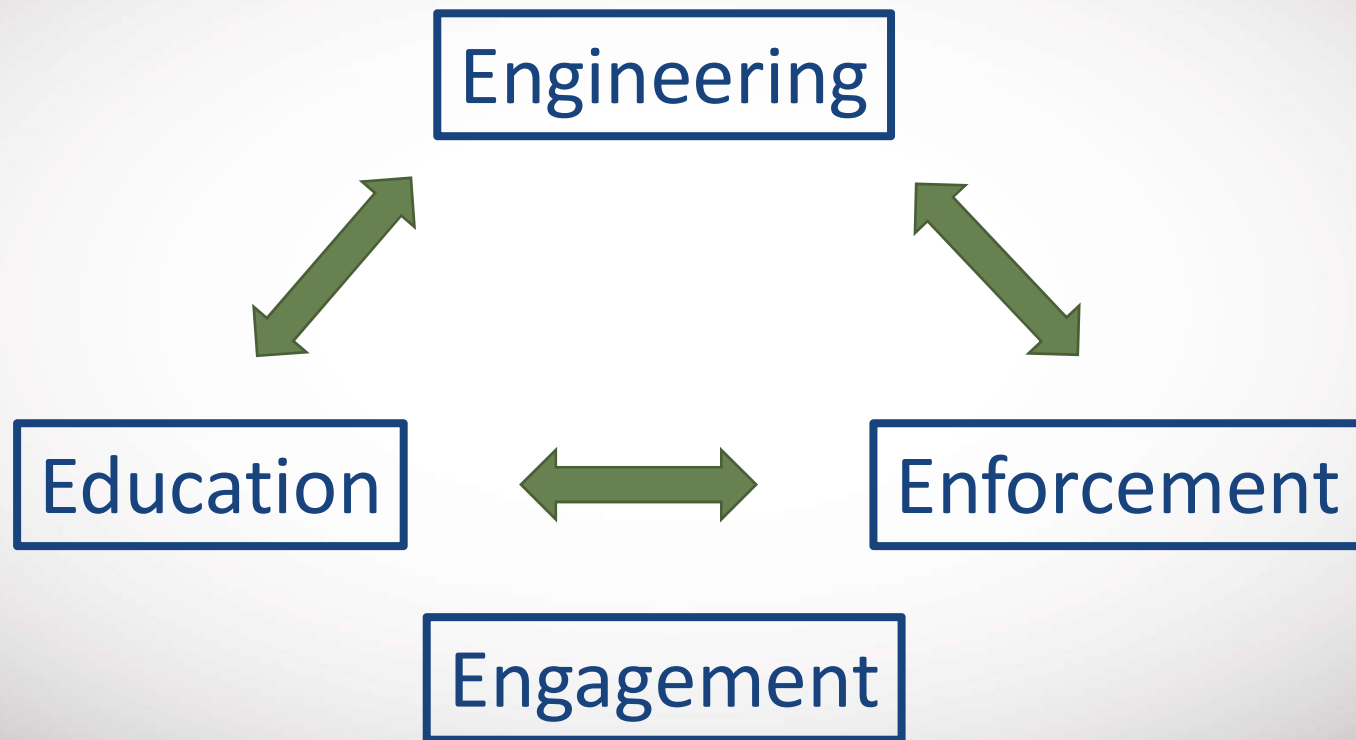
- Transportation safety fundamentals remain important. Watch for the normalization of deviance.
- Continue to reduce risk in tough times – Do not let temporarily lower volumes mask problems. Use the data.
- A low-tech solution has been implemented on SH 302 to help address rear end collisions – Incorporate into your operations.
- Help us evaluate the pilot program in partnership with the PRSC.
- Not a competition between safety and the bottom line in tough times. Safe operations will improve the bottom line.







Solving Transportation Safety Challenges



Exposure vs. Risk

Exposure = # of Soldiers



Risk (Protection)

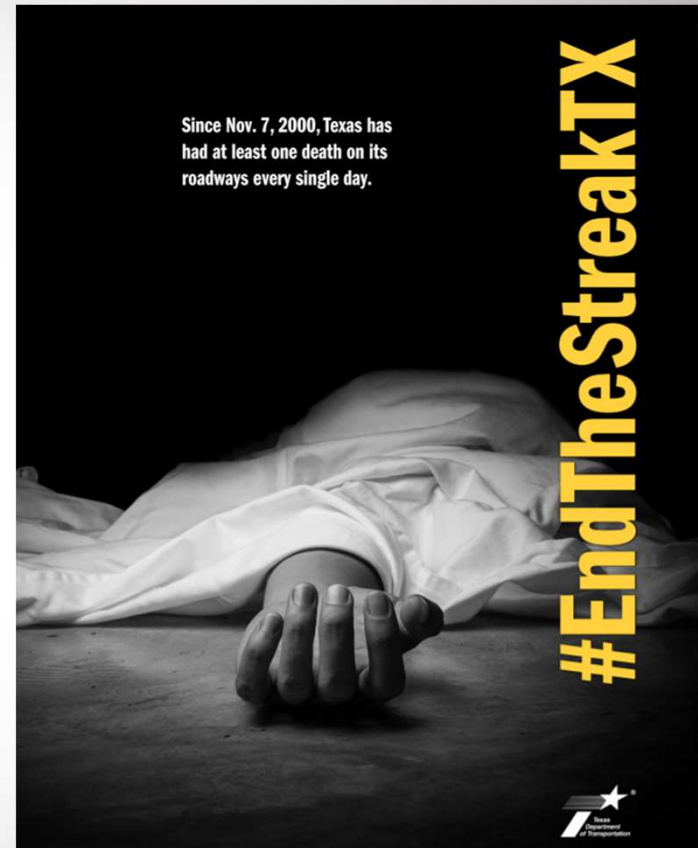
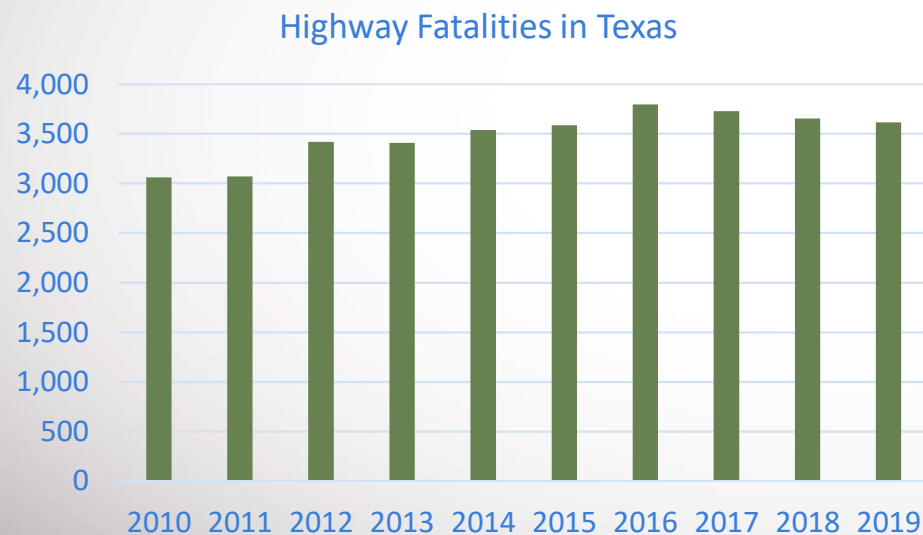


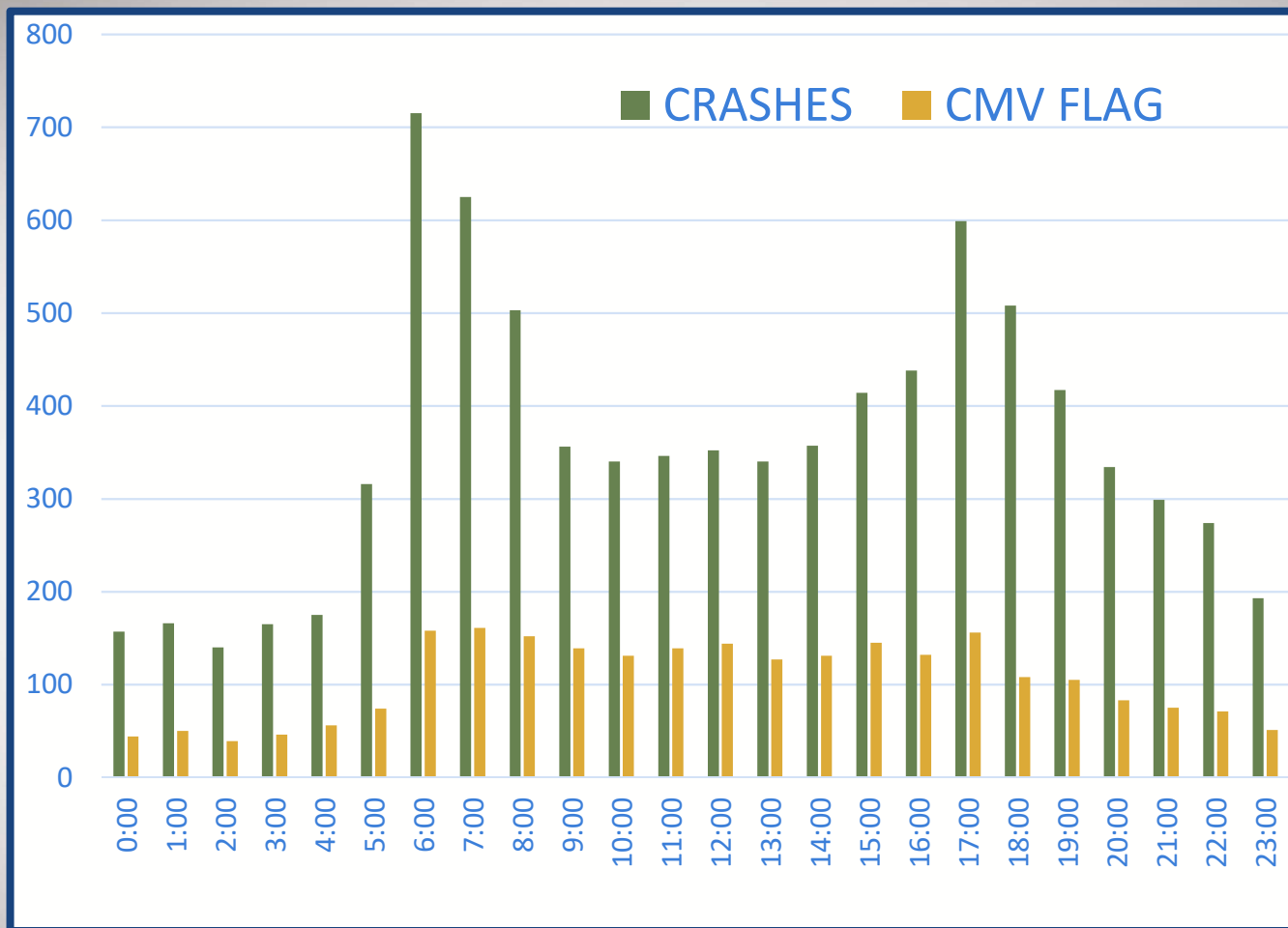
Normalization of Deviance

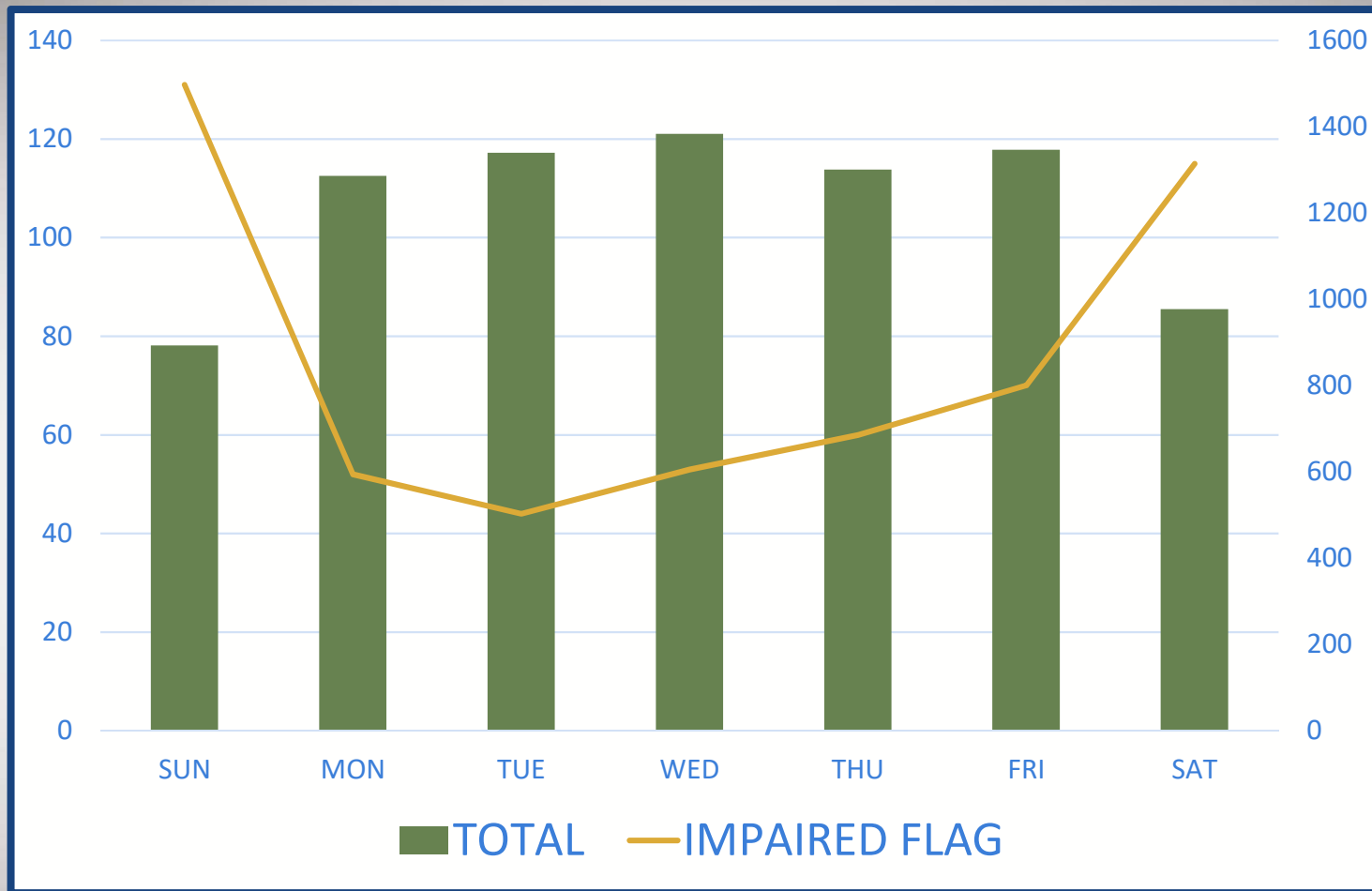
- “The gradual process through which unacceptable practice or standards become treated as acceptable. As deviant behavior is repeated without catastrophic results, it becomes the social norm for the organization.”

TxDOT Focus on Safety

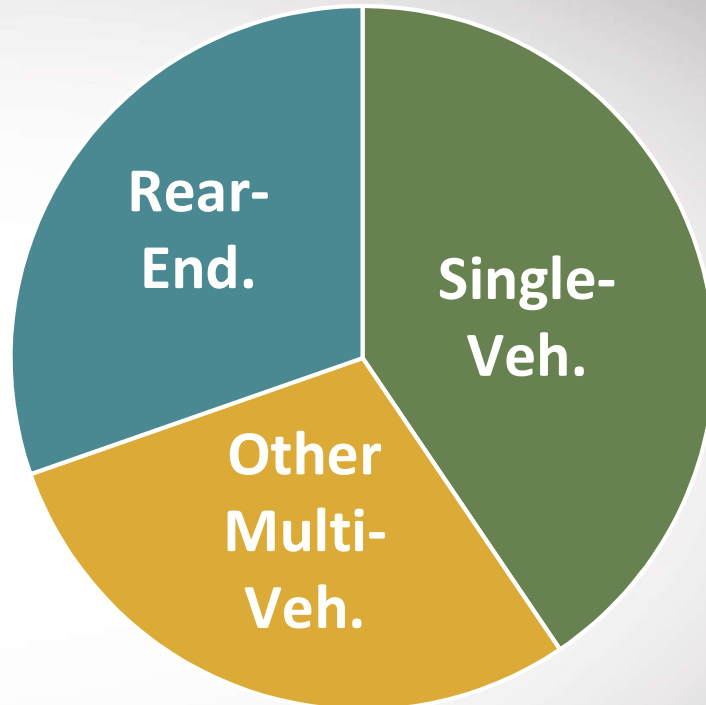
At least one highway fatality each Day since 11/7/2000.







Crashes

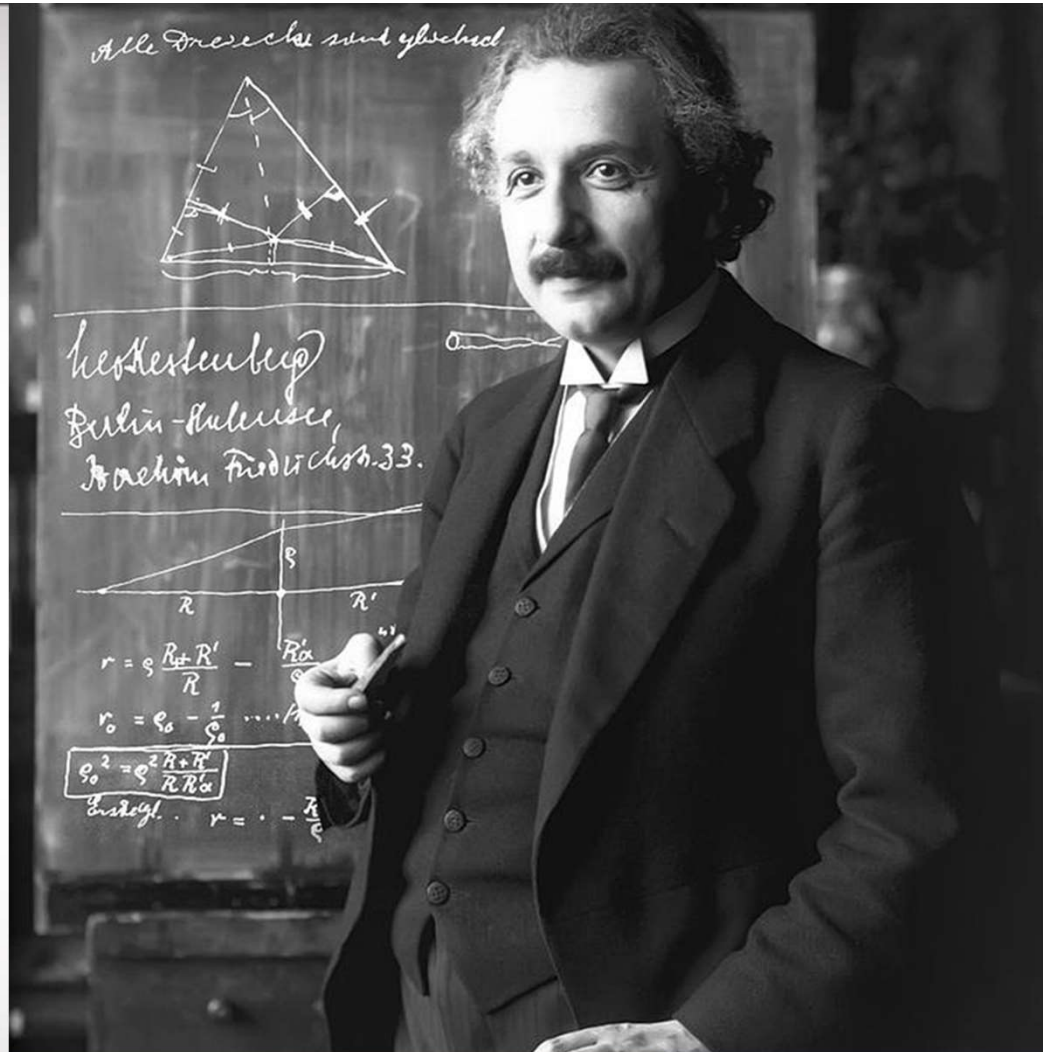


■ Single Veh. ■ Multi-Veh. ■ Rear End



Addressing Rear End Collision Problem

- TxDOT is building many needed roadway improvements.
- Is there something else we can do that is not cost prohibitive and simple to implement?
- Maybe back to basics on why vehicles are stopping/slowing in the road?

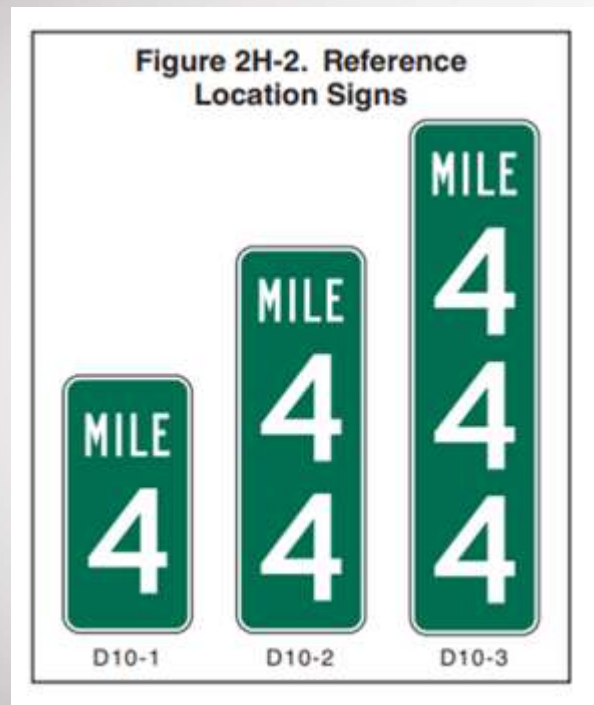


Access Management

Findings/Recommendations

1. Existing TxDOT Policy provides great flexibility
2. Improve access points – Implement the hybrid driveway design that accommodates the range of larger vehicles (WB-67).
3. Improve spacing/interaction of access points –current practice supports spacing of one mile.
4. Pursue combining driveways.
5. Provide provisions for turning movements (TWLTL/Left Turn Lanes, Right Turn Lanes/Full Width Shoulders)
- 6. Add Mile Markers/Standardized Site Signing to aid in navigation**

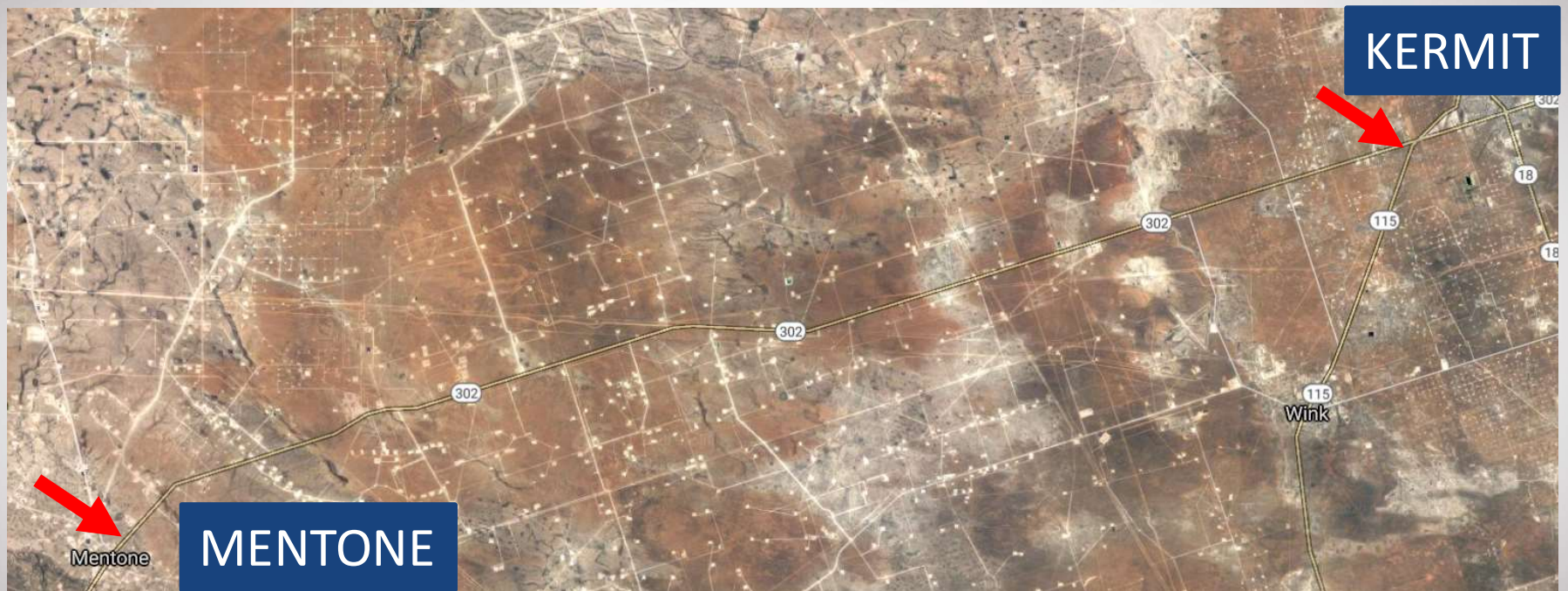
Mile Markers/Driveway Signing



D3-1

Note: Driveway signs will reference mile marker signs.
Example "Drive 218.3"

Pilot Project Limits – SH 302: Kermit to Mentone



Improving Navigation to Reduce Unnecessary Slow Speeds and Stopping

- Driver Distraction
- Cell Phone Rules/Coverage Issues
- Current lease/rig signs small, difficult to read
- Mile Markers (and driveway signs later) provide a concise means for directions.
- “Turn onto the lease road on the north side of SH 302 at mile marker 218.3”



Request for Assistance

- Tell your Team
- Get their feedback – help us find out if it is helpful
- Participate in the PRSC initiative
- Be open to sharing safe IVMS data to quantify the benefits

Key Take-Aways

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Questions?



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