# LANE DEPARTURE & INTERSECTION SAFETY
# BUILDING SAFER ROADWAYS
# EMPHASIS AREA

| | STRATEGIES |
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| 1 | Improve safety of roadway infrastructure through the development and implementation of policies, guidelines and procedures |
| 2 | Improve roadway infrastructure through installing countermeasures to reduce Lane Departure Crashes |
| 3 | Improve roadway infrastructure through installing countermeasures to reduce Intersection Crashes |
| 4 | Improve roadway infrastructure to increase safety for vulnerable road users |

| STRATEGY #1: Improve safety of roadway infrastructure through the development and implementation of policies, guidelines and procedures | |
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| 1a | Pursue on a priority basis, projects identified in the Highway Safety Improvement Program (including High-Risk Rural Roads projects, as defined in current guidelines) for locations with known histories and incidents of crashes. |
| 1b | Consult with Police and other road users during project development, and design safe locations to enforce traffic laws |
| 1c | Conduct Road Safety Audits or Assessments on roadway projects to identify additional safety improvements |
| 1d | Develop a coordinated transportation master plan that emphasizes safety, accommodates all users that incorporates multimodal impact assessment |
| 1e | Develop a streamlined process to accelerate delivery of local road projects |
| 1f | Locate and make available to agencies the existing resources related to engineering practices, countermeasures and research that have proven effective in reducing fatalities and serious injuries associated with lane departure and intersection crashes. |
| 1g | Implement Road Diets on Urban, Suburban and Rural roads |
| 1h | Implement State and County Complete Streets policies, with an emphasis on reducing speeds, promoting alternative modes of transport, and improving driver behavior |
| 1i | Implement designs using the National Association of City Transportation Officials (NACTO) design guides to create safer intersections and roadways |
| 1j | Incorporate the 2017 FHWA Guidelines for Uncontrolled Crossing Locations into State and County guidance |
| 1k | Implement the Highway Safety Manual (HSM) to advance data-driven analysis |

| STRATEGY #2:<br>Improve roadway infrastructure through installing countermeasures to reduce Lane Departure Crashes | |
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| 2a | Install milled rumble strips, or appropriate alternative, at centerline and roadway shoulders to alert inattentive and drowsy drivers that are straying into opposing traffic lanes or off the road |
| 2b | Reduce the possibility of hitting an object or overturning by installing high-friction surface treatments (HFST); designing safer slopes and ditches; removing or relocating objects in critical locations; and installing and/or upgrading safety hardware, according to the AASHTO Roadside Design Guide |
| 2c | Install signs that make it easier for older drivers to see and respond (e.g. retroreflective sheeting, new font styles, etc.) |

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| 2d | Install delineators and warning signs where the roadway alignment is confusing or unexpected |
| 2e | Install enhanced shoulder or delineation such as chevrons and pavement markings for sharp curves |
| 2f | Install SafetyEdge and /or widen pave shoulder to allow drivers who drift off highways to return to the road safely |
| 2g | Install medians and other physical barriers to reduce head-on or crossover collisions |

| STRATEGY #3: Improve roadway infrastructure through installing countermeasures to reduce Intersection Crashes | |
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| 3a | Incorporate designs that reduce conflicts such as synchronized traffic signals, traffic calming, separate left turn signals, one-way streets, turn pockets, and roundabouts |
| 3b | Implement backplates with retroreflective borders and pedestrian countdown timers |
| 3c | Implement intersection signing improvements as a low-cost strategy to improve safety |
| 3d | Implement roundabouts to improve intersection safety |

| STRATEGY #4: Improve roadway infrastructure to increase safety for vulnerable road users | |
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| 4a | Implement Safe Transportation for Every Pedestrians (STEP) cost-effective and proven countermeasures to reduce pedestrian fatalities at both uncontrolled and signalized crossings |
| 4b | Improve and maintain signs, pavement markings, overall lighting, and pedestrian-scale lighting to make roadways more visible to drivers in low light and poor weather conditions |