



Proposal

Create a new centralized TxDOT Safety Division

- Would be central to the entire TxDOT organization, touching all aspects of TxDOT procedures, policies, and employees.
- Would be more aligned with a NEW TxDOT mission statement (To provide the safest possible transportation systems in Texas) emphasizing safety, rather than the current mission statement that emphasizes mobility (Connecting You With Texas).

Washington Traffic Safety Commission

 Governor Jay Inslee Commission Chair	 Randy Dorn Superintendent of Public Instruction
 Roger Millar Department of Transportation	 Patricia Lashway Department of Social and Health Services
 Chief John Batiste Washington State Patrol	 Rosemary Brinson Siipola Association of Washington Cities
 Pat Kohler Department of Licensing	 Carolann Swartz Washington State Association of Counties
 John Wiesman Department of Health	 Darrin Grondel Washington State Transportation Commission
 Judge James P. Swanger Clark County District Court	

NEED AND PURPOSE

NEED FOR THE PROJECT

Within the US 77 corridor, there are transportation problems that would support the following need statements for major transportation improvements to US 77:

- At-grade intersections compromise safety on this high-speed highway facility
- At-grade intersections within the project limits experience higher accident rates
- Projected increases in traffic on US 77 will increase the potential for incidents associated with the numerous at-grade intersections
- System continuity does not meet driver expectations.

PURPOSE OF THE PROJECT

In response to the need for improvements, the purpose of the proposed project is to improve safety, mobility, and continuity within the US 77 project corridor. To achieve this purpose, proposed improvements for the US 77 corridor would address the following objectives to improve:

- Traffic-related safety within communities located on US 77
- Safety for through-traffic
- Traffic mobility
- System continuity

The purpose of the proposed project is to improve safety by grade-separating through-traffic and cross-traffic at the major intersections and ranch gates and by separating through-traffic from local traffic turning onto side streets by the use of access roads. Mobility would be improved by allowing through-traffic to proceed without the need to reduce speed to accommodate cars entering or exiting the highway at these intersections.