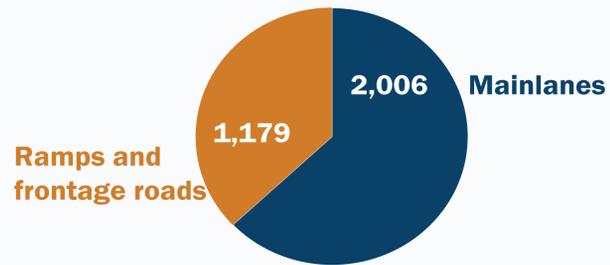


Converting to One-Way Frontage Roads

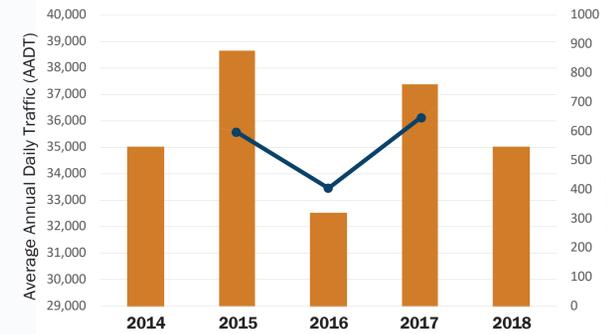
I-20 Odessa-Midland Crashes by Roadway Type (2014 - 2018)



Number of Fatalities on I-20 in Odessa-Midland (2014 - 2018)

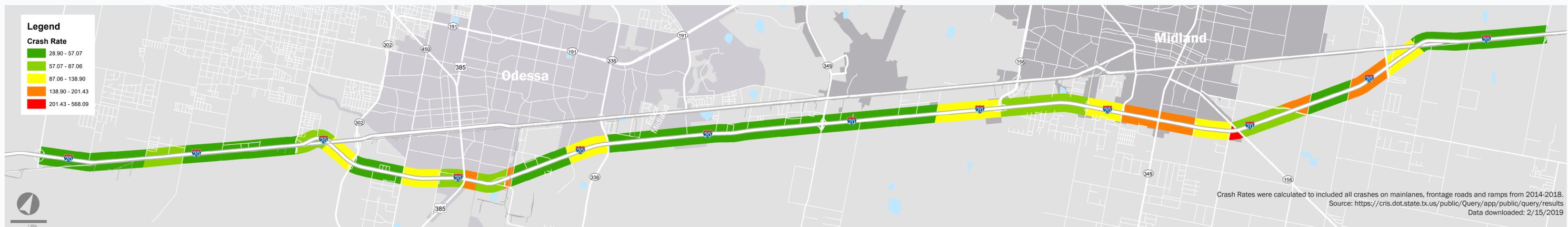


I-20 Odessa-Midland Crashes per Year with Annual Average Daily Traffic



Between 2014 and 2018, there were three fatal head-on crashes on I-20 frontage roads, two of them involved large trucks.

Mainlane and Frontage Road Crash Rate per 100 Million Vehicle Miles Traveled (2014 - 2018)



Safety Impacts

Converting frontage roads from two-way to one-way operation has been shown to reduce:

- Serious head-on and angle crashes by **83 - 94%**;
- Rear-end crashes by **73%**;
- Intersection crashes by **77 - 85%**; and
- Fatal and injury crashes by **57%**.

TxDOT, 2014. Frontage Road Conversion Analysis for Existing Frontage Roads I-20 from Loop 338 West to FM 307. Prepared by LJA Engineering for TxDOT. Eisele, William, Christine Yager, Marcus Brewer, William Frawley, Eun Sug Park, Dominique Lord, James Robertson, and Pei-fen Kuo, 2011. Safety and Economic Impacts of Converting Two-way Frontage Roads to One-way: Methodology and Findings. Texas A&M Transportation Institute (TTI) at Texas A&M University. Sponsored by FHWA.

Taking Action

On January 23, 2016, the Permian Basin MPO approved a resolution supporting the conversion to one-way frontage roads on I-20 in the MPO boundary.

Odessa-Midland Example

Crash analysis from SH 191 in Odessa, which has one-way frontage roads, indicates that one-way frontage roads are safer:

- The crash rate is **76% higher** on I-20 frontage roads compared to SH 191 frontage roads; and
- When excluding crashes at intersections, the number of crashes on I-20 frontage roads is **almost double** (95% higher) than on SH 191.

Two-Way versus One-Way Frontage Road Crash Rate Comparison (2014 - 2018)

