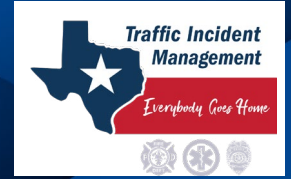


TEXAS TIM

2nd Quarter, 2026 // Traffic Safety Division - TxDOT



IN THIS ISSUE

[San Antonio is Heading the Right Way In Wrong-Way Driver Technology](#)

[Drones Are the Future of Public Safety + Roadway Clearance](#)

[Celebrating Kareem Williams' Promotion to Senior Traffic Incident Manager](#)

[Remembering the Fallen](#)

San Antonio is Heading the Right Way In Wrong-Way Driver Technology

By Steve Venglar, Senior Research Engineer for the Texas A&M Transportation Institute (TTI)

The San Antonio wrong-way driving (WWD) countermeasure program began as a multi-agency effort following the death of San Antonio Police Department (SAPD) Officer Stephanie Brown, who was killed in the line of duty by an intoxicated wrong-way driver while responding to a 911 call in March 2011. A WWD Task Force involving staff from the San Antonio District of the Texas Department of Transportation (TxDOT), the City of San Antonio, Bexar County Sheriff's Office, the Federal Highway Administration, TxDOT's Traffic Safety Division (TRF), and the Texas A&M Transportation Institute was created to review WWD behavior and related research, identify high-risk locations for WWD activity, investigate available and developing countermeasures, and improve agency actions to respond to WWD events more quickly. The Task Force was active through 2014 and its actions resulted in deploying active WWD devices on US 281 as a pilot test corridor, laying the groundwork for a WWD program that has expanded over time and continues evolving to this day. Other outcomes from the Task Force included improved recording and sharing of WWD event information among agencies, enhanced signing and marking countermeasure practices.

Since 2011 analysts combine WWD event information from the SAPD's 911 WWD log, the (TxDOT) TransGuide operator WWD log, and wrong-way freeway crashes from the TxDOT Crash Record Information System (CRIS) to map and analyze WWD events and crashes. The database of wrong way events consistently shows that these events typically occur during nighttime hours, especially after establishments that serve alcohol close at 2:00 a.m. Also, WWD events are much more frequent for weekend nights compared with weekday nights.



WWD Detection

// TIM NEWS //

- ▶ [Crash Responder Safety Week Nov 2 - 6, 2026](#)
- ▶ [Tesla releases Robotaxi crash data](#)
- ▶ [Texas DPS Ends Long-Standing Contract with NTTA](#)

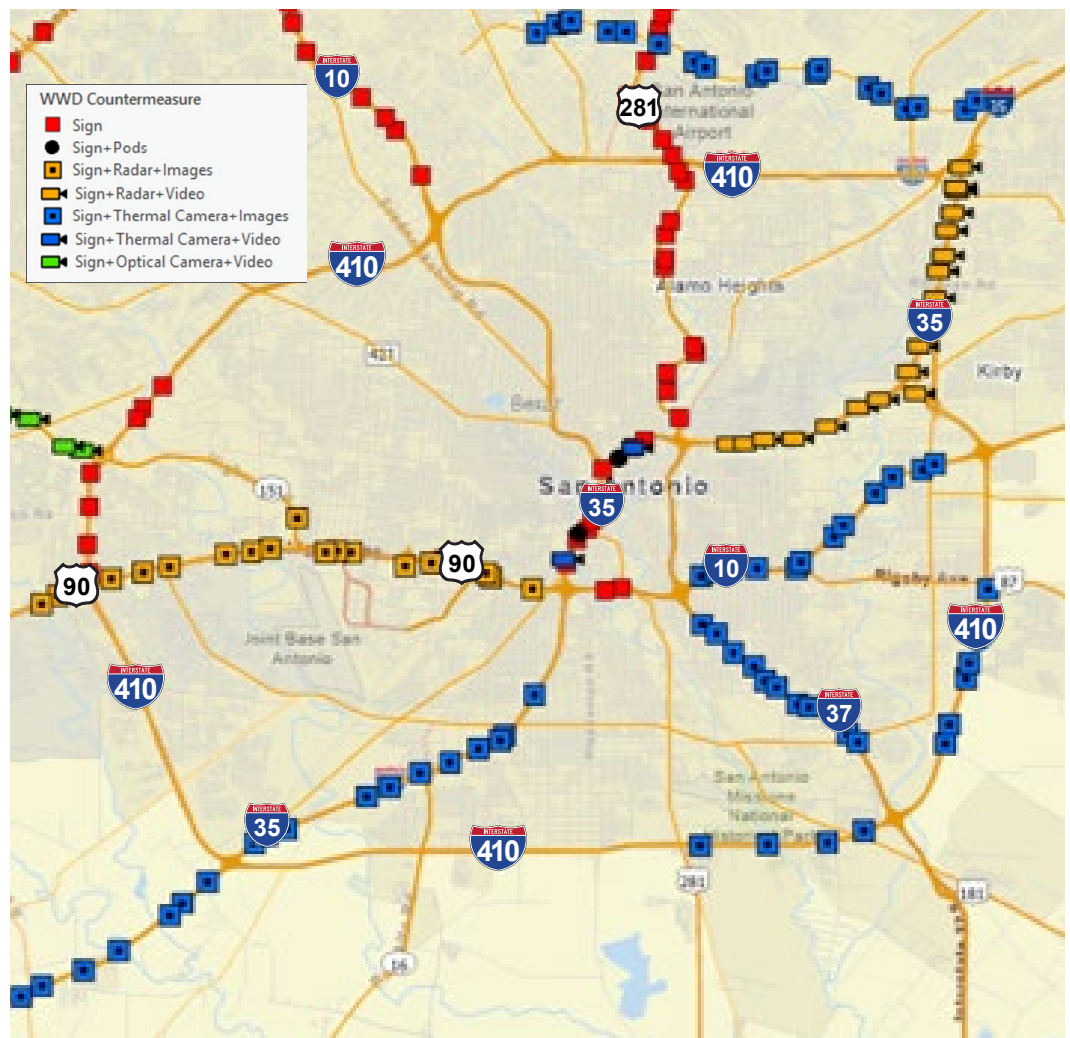
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Wrong-Way Driver Technology (Cont.)

To reduce the occurrence and severity of WWD activity TxDOT has deployed countermeasures at 227 freeway exit ramps around the city. The most common equipment – covering about 110 ramps – are LED border-illuminated WRONG WAY signs that flash continuously during nighttime and other low light conditions (system cost - approximately \$3,000 per ramp). Research has shown this measure alone reduces WWD activity by about 30 percent¹. Another 117 ramps are covered by more advanced systems that use a variety of technologies – radar, thermal or optical cameras – to identify a WWD and then activate the LED border lights around downstream (for the WWD) wrong way signs (system cost – approximately \$45,000 per ramp). These systems also send alerts to the TransGuide traffic management center, alerting TxDOT operators and SAPD about the WWD event, initiating a joint field response to find and stop the WWD. To date, joint efforts by TxDOT and SAPD have directly led to apprehending 117 wrong-way drivers, likely saving over 100 lives. San Antonio is not the only city where TxDOT has applied WWD countermeasures and sensing technology. There are currently systems in Austin, Dallas, El Paso, Fort Worth, and Houston – but San Antonio was among the first to use these devices and has the most widespread and evolving system in Texas.

¹Finley, M., R. Avlar, S. Venglar, H. Hawkins, and H. Al-Deek. *Traffic Control Devices and Measures for Deterring Wrong-Way Movements*. NCHRP Research Report 881, Transportation Research Board, National Academy of Sciences, Washington, DC, 2018.

As new technologies for detecting WWD events become available and new communications system options emerge for sending alerts to TMC staff and the public, TxDOT staff have been incorporating these features into the San Antonio WWD countermeasure program. Within the past two years, improvements have included testing of cloud communications to send WWD alerts directly to motorists via their mobile phones (applied on IH 35 South), using artificial intelligence (AI) in video processing to isolate non-WWD events from WWD detection equipment (and send alerts only when genuine WWD events are occurring), and deploying WWD detection equipment on freeway main lanes to supplement detection on exit ramps.



San Antonio Freeway WWD Countermeasures, 2026

► Drones Are the Future of Public Safety + Roadway Clearance

A quick national snapshot of drones, traffic response, and roadway safety

Presented by GALE Project, an advocate for drone R&D in Texas

Drones are no longer optional equipment; they are becoming the future backbone of how America responds to emergencies. Roughly 50 agencies launched Drone as First Responder (DFR) programs nationwide between 2018 and 2024 — today, new agencies join every week, and the FAA approved 300+ new waivers in the past year alone. Texas is already in the lead: 28+ agencies fly drones statewide, including San Antonio Police Department's (SAPD) RAVEN unit, shown below coordinating live aerial feeds in the field during FIESTA using various solutions and actively testing new ones.

Drones Are Becoming More Accessable

Despite the FAA / FCC ban on DJI (Chinese) drones, the industry is rapidly evolving with the support of the White House Drone Dominance Act highly pushing for NDAA compliant sources for drones not just from the U.S., but from other safe countries. Over the next year we will see an absolute shift from the few names corning the industry to expand to more resources, more capabilities and more solutions that all compliant and accessible to any size municipality.



SAPD's RAVEN unit coordinates live drone feeds and mapping from a mobile command vehicle during FIESTA w/ GALE Project R&D

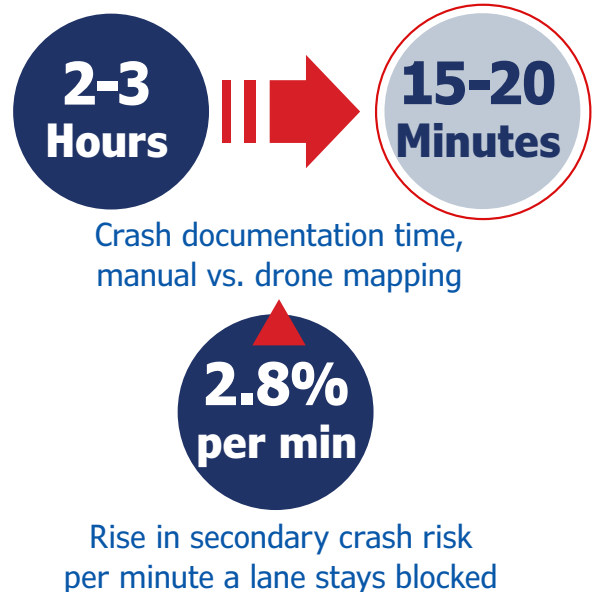
A State Dot Is Already Doing This

Ohio's DOT, through DriveOhio, launched the nation's first statewide DFR pilot — led by the transportation department itself, not police. 9 agencies across urban, suburban, and rural Ohio now share drone systems for crash response and search and rescue, a model already drawing national attention as a blueprint other state DOTs may follow. Texas is next for Test, Expand, Xplore, Adapt and Execute (T.E.X.A.S.)

Why This Matters For Roadway Clearance

The payoff is speed. Drone-based 3D mapping cuts crash documentation from 2–3 hours down to 15–20 minutes nationally. That's critical, because every extra minute a lane stays blocked raises secondary crash risk by roughly 2.8%. Faster mapping means faster clearance and fewer responders exposed on the shoulder.

**Faster mapping and clearance
leads to safer roads**



Source: [ITS Impacts on Safety and Traffic Management: An Investigation of Secondary Crash Causes, Matthew G. Karlaftis et al.](#)

(Continued on next page)

Drones for Public Safety (Cont.)



It's Always Comes Down To Budgets

Realistically there is a cost for the hardware and training to have drones as a part of any fleet. There are numerous state and federal programs that provide grants and budgets for drones and counter drone capabilities no matter the location. Other agencies and vendors can assist and provide support and resources to start a drone program

The Bottom Line For TIM Teams

- ▶ **This is the new normal:** DFR moved from pilot project to standard equipment in just a few years.
- ▶ **Watch for Part 108:** This FAA rule will make routine Beyond Visual Line of Sight (BVLOS) flights far easier to authorize statewide.
- ▶ **Look to peer DOTs:** Ohio shows a transportation agency, not just police, can lead a DFR rollout.
- ▶ **Texas already leads:** RAVEN (SAPD) and El Paso's network prove Texas is setting the pace nationally.

Sources: DRONERESPONDERS / national DFR adoption data, 2026; FAA Part 108 rulemaking coverage, 2026; Ohio DOT / DriveOhio Statewide DFR Pilot Program, Feb. 2026; San Antonio Police Department RAVEN program coverage, 2026; El Paso Police Department drone network reporting, 2025-2026; Federal Highway Administration secondary crash research. Presented by GALE Project Technologies as part of its ongoing advocacy for TIM and drone R&D in Texas. This article does not endorse any specific vendor or product.

Celebrating Kareem Williams' Promotion to Senior Traffic Incident Manager



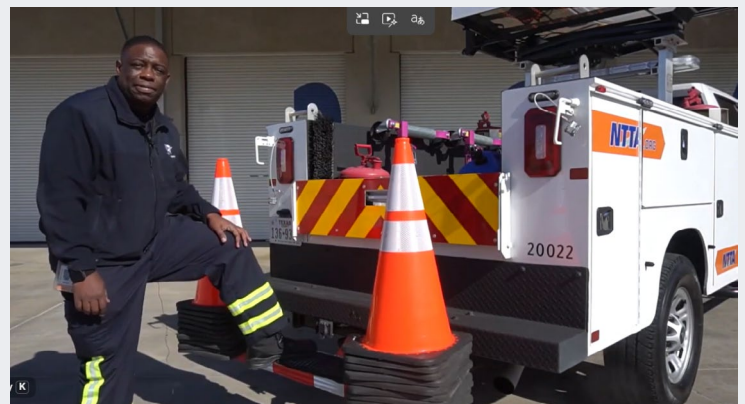
Kareem Williams has accepted the role of Senior Traffic Incident Manager with the North Texas Tollway Authority (NTTA) TIM Department.

Kareem is an Army Veteran and former Military Police Officer with extensive public safety experience, including service as a Volunteer Firefighter. Kareem has served as a Heavy-Duty Wrecker Operator and brings over 25 years of experience in Traffic Incident Management, including the past 11 years with NTTA, including the last eight years as the Roadside Safety Services (RSS) Manager.

In addition to operational experience, Kareem serves as a National Traffic Incident Management Trainer and Regional Trainer, supporting multidisciplinary audiences across fire, law enforcement, and wrecker services. Training efforts also include specialized instruction in Electric Vehicle Response. Kareem is actively involved at the national and regional level, contributing as a member of the FHWA Safety

Services Pooled Fund Study – Electric Vehicle Working Group, as well as the North Texas Regional Electric Vehicle Emergency Response Working Group.

This combination of field experience, training leadership, and industry involvement made Kareem a perfect choice for this position.



Kareem Williams, longtime TIM partner

Remembering the Fallen

Reserve Deputy Constable Killed – April 24, 2026

Reserve Deputy Constable Heather Avery was killed near mile marker 830 on Interstate 10, in Chambers County, while directing traffic in a construction zone.

<https://www.odmp.org/officer/27797-reserve-deputy-constable-heather-avery>



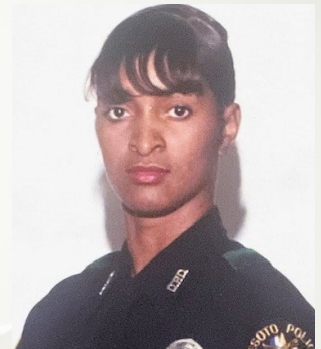
*Reserve Deputy
Constable Heather
Avery*

Police Officer Succumbed to Injuries – May 26, 2026

Police Officer Sandra Blair with the DeSoto Police Department succumbed to injuries she received when she was struck by an intoxicated driver while investigating a crash on Texas Highway 35 in DeSoto on June 17, 1999.

Officer Blair was transported to the hospital with head and internal injuries, fractured legs, and a fractured pelvis. She developed a seizure disorder and other medical complications, rendering her medically disabled. She passed away from complications of her seizures on May 26, 2026.

<https://www.odmp.org/officer/27838-police-officer-sandra-blair>



*Police Officer
Sandra Blair*

Dallas Tow Truck Operator Killed – May 27, 2026

Police said tow truck operator Mohammad Obeidat was standing outside his tow truck pulling a disabled vehicle onto the flatbed when a suspected drunk driver's vehicle crashed into Obeidat's tow truck.

<https://www.fox4news.com/news/drunk-driving-crash-i-635-kills-bystander>

DPS Trooper Killed in Traffic Crash – June 17, 2026

Trooper Sergio Romero, 27, was attempting to conduct a traffic stop along US-287 near Childress, around 4:00 p.m. on Wednesday, June 17, when a truck-tractor semi-trailer pulled out in front of him, causing his patrol unit to collide with the vehicle. Trooper Romero died on scene. The crash remains under investigation.

<https://www.dps.texas.gov/news/dps-trooper-dies-traffic-crash>

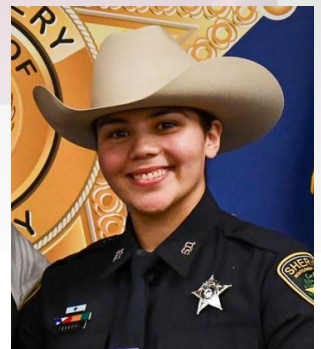


*DPS Trooper
Sergio Romero*

Montgomery County Deputy Killed While Directing Traffic– June 28, 2026

Around 2:40 a.m., deputies were called to assist with the investigation and traffic control at a multi-vehicle crash on Interstate 45 North. While directing traffic near two marked patrol vehicles with emergency lights activated, Deputy Erika Serrato was struck by a heavy-duty commercial vehicle towing a trailer. Deputy Serrato was transported to a local hospital, where she succumbed to her injuries.

<https://www.odmp.org/officer/27841-deputy-sheriff-erika-serrato>



*Deputy Sheriff
Erika Serrato*

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San Antonio TIM Team

Cecil Arient

Cecil.Arient@aecom.com



Texas TIM Regional Meetings

STATEWIDE TIM MEETING

Quarterly

Next Meeting:

► October 21

Austin AIM High TIM Team

Bi-Monthly

Dallas TIM meeting

Bi-Monthly

Houston TranStar TIM Team

Second Thursday of the Month

Northeast San Antonio (NESA) TIM Team

Quarterly

San Antonio TIM Team

Second Tuesday of the Month

EL PASO DISTRICT TIM MEETINGS

El Paso Metro TIM Team

Quarterly

Big Bend TIM Team

Quarterly

Presidio TIM Team

Quarterly

