

**Strategic Highway Safety Plan
Executive Committee Meeting
November 30, 2016**

Attendees

Al Alonzi – Federal Highway Administration	Thomas Lambert – Houston Metro
David Baker – Texas Department of Public Safety	Caroline Love – Texas Department of Motor Vehicles
James Beauchamp – Midland- Odessa Transportation Alliance (MOTRAN)	Steve McCraw – Texas Department of Public Safety
Whitney Brewster – Texas Department of Motor Vehicles	Darren McDaniel – Texas Department of Transportation
Michael Chacon – Texas Department of Transportation	Terry Pence - Texas Department of Transportation
Joanne Cisneros – Federal Motor Carrier Safety Administration	Marcie Perez - Texas A&M Transportation Institute
Alan Clark – Houston-Galveston Area Council	Jeffrey Pollack – Corpus Christi Metropolitan Planning Organization
Carolyn Cook – Federal Railroad Administration	Stephen Ratke – Federal Highway Administration
Dan Dao – Texas Department of State Health Services	Buck Russel – Union Pacific Railroad
Frank Dixon – Austin Police Department	Eva Shipp - Texas A&M Transportation Institute
John Esparza – Texas Trucking Association.	Bill Stockton – Texas A&M Transportation Institute
Srinivas Geedipally – Texas A&M Transportation Institute	Thomas Sullivan – Texas Office of Court Administration
Vence Haggard – Federal Railroad Administration	Melanie Twehues – Federal Highway Administration
Larbi Hanni - Texas Department of Transportation	Tony Vasquez – Texas Association of County Engineers & Road Administrators
Ann Hatchitt – Texas Department of Transportation	Charles Wood – Aide to State Rep. Brooks Landgraf
Susan Herbel – SUB Consulting Services, LLC	Robert Wunderlich – Texas A&M Transportation Institute
Ivan Jaime – Texas Railroad Association	

Introduction

Texas and virtually all other states experienced a significant reduction in fatalities and serious injuries during the Great Recession; however, the numbers are increasing at an alarming rate with the improving economy. This condition is considered quite normal as economic declines are always accompanied by motor vehicle related fatal and serious injury reductions. However, past increases did not return to original levels but remain below the rates at the beginning of a recession. The current Texas numbers do not follow the norm. In fact, fatalities are in danger of surpassing the pre-recession levels. The situation constitutes a human and economic crisis. For example, in Texas motor vehicle incidents are the leading cause of death for children through fourteen years of age. In the US as a whole, it is the third leading cause of death. Through the Texas Strategic Highway Safety Plan, State leaders and stakeholders will address this crisis and seek effective solutions to turn the numbers in the right direction.

The purpose of this meeting was to initiate a process for updating the Texas Strategic Highway Safety Plan (SHSP). The SHSP is a major component and requirement of the Highway Safety Improvement Program (HSIP). SHSPs were first required under the Safe, Accountable, Flexible, Transportation Equity Act – A Legacy for Users (SAFETEA-LU), which also established the HSIP as a core federal program. The Fixing America’s Surface Transportation (FAST) Act continues the HSIP as a core Federal-aid program and includes the requirement for States to develop, implement, evaluate, and update an SHSP that identifies and analyzes highway safety challenges and opportunities on all public roads

Meeting Highlights

Michael Chacon, TxDOT, welcomed the attendees on behalf of James Bass. The Executive Committee was asked to fulfill several tasks for preparing and implementing the SHSP, such as:

- Review and approve the SHSP (the Federal Highway Administration (FHWA) is responsible for approving the development process; the Governor or his designee, i.e. the Executive Committee, is responsible for approving the plan itself.)
- Provide leadership and support
- Approve the vision, mission, brand (future meeting)
- Select statewide safety performance goals
- Identify emphasis areas (primary objective of this meeting)
- Insist on SHSP implementation and evaluation
- Promote road safety internally and externally

The SHSP management team explained the SHSP requirements and components legislated by Congress and assured the Executive Committee that they would work closely with FHWA to meet and exceed the requirements.

The Executive Committee will be asked to convene at least two more times during SHSP development; once to discuss, revise, and approve the vision, mission, brand for the document and to set the statewide safety performance goals and a second time in late June or early July to provide feedback, discuss and approve the SHSP. Other meetings will be at the Executive Committee's discretion.

After reviewing a series of safety data analyses, discussing the issues and reviewing the recommendation of the Stakeholder Committee, the Executive Committee selected the following Emphasis Areas to strategically focus resources and energies. A copy of the materials presented to the Executive Committee is attached.

Distracted Driving

Distraction was listed in 14% of fatal crashes as a contributing factor. Distracted driving is difficult to detect; therefore, it is probably underreported, and effective countermeasures are not readily apparent. For example, since Austin instituted an ordinance banning the use of cell phones while driving, law enforcement reports seeing more rear-end crashes because young people are texting and talking with the phones in their laps to avoid detection.

Impaired Driving

Impairment is a contributing factor in 45 percent of the fatalities occurring on Texas roadways. This category includes impairment by alcohol, over-the-counter and illegal drugs, and other categories that render a person unfit to drive. It is a difficult and complex issue. Recognizing this, the Texas Impaired Driving Task has developed the Texas Impaired Driving Plan to address this issue. This plan will be beneficial in developing strategies and actions to address impaired driving. The ultimate solutions may depend on technology, but in the interim, it is important to work toward solutions that change the culture with respect to motor vehicle use. Mobility implies the responsibility to protect one's own safety and the safety of other road users. Changing attitudes and behaviors to this way of thinking could increase the proportion of sober drivers, pedestrians, motorcyclists, and other road users.

Pedestrian Safety

Fourteen percent of fatal crashes in Texas involve a pedestrian and a motor vehicle. FHWA identified Texas as a "focus state" in pedestrian crashes, as well as roadway departure and intersection safety. This means additional resources may be available to assist in addressing these crash types.

Intersection Safety

About 23 percent of the State's fatal crashes occur in intersections. The majority of these are urban intersections but rural intersections also constitute a significant part of the issue.

Speeding

Speeding is cited as a contributing crash factor in 23-28 percent of fatal crashes, depending on the definitions used, but it may be a larger issue than the data shows because it is difficult to always ascertain how fast a vehicle was traveling prior to the crash.

Roadway Departure (run-off-the-road and head-on collisions)

Crashes involving departures from either the roadway itself or the appropriate travel direction constitute 55 percent of fatal crashes in Texas.

Additional Notes

Due to a Federal requirement, older drivers will be added as an Emphasis Area. The Executive Committee members noted that age and gender factors should be examined in all Emphasis Areas to examine the role age and gender play in crashes.

Emphasis Area Teams

The next step in the journey is to identify leaders and form Emphasis Area Teams, which will meet over the next few months to identify effective strategies and develop action plans for each of the strategic areas. All leaders, stakeholders, advocates, and other interested citizens are encouraged to select at least one Emphasis Area and participate in the exercise. The SHSP will drive resources for the next several years, and the plan will become stronger as more and more Texans engage.

The present emphasis area team volunteers are shown below:

Distracted Driving	Impaired Driving
David Palmer, Texas Department of Public Safety	Clay Abbott, Texas District and County Attorneys Association
Paul Causey, Associated General Contractors of Texas	Laura Weiser, Texas Center for the Judiciary
Patricia Gaffney, Texas Teen Safe Driving Coalition	Laura Dean Mooney, Texas Agriculture Extension Service
Lisa Robinson, Our Driving Concern	Jay Tedder, Texas Department of Public Safety
Kara Thorp, AAA	Hope Lockridge, Texas Municipal Court Education Training Center
	Nicole Holt, Texans Standing Tall
	Robert Severance, City of Cleburne Police Department

Pedestrian Safety	Intersection Safety
Dan Dao, Department of State Health Services	Brian Moen, City of Frisco
Lillie Banda, City of San Antonio	Lillie Banda, City of San Antonio
Alex Carol, Alamo Area Metropolitan Planning Organization	James Hoskins, Capital Metro
Lynn Haas, Bike Texas	Rebecca Wells, TxDOT
Heyden Walker, Walk Austin	Dave Carter, City of Richardson
Kay Fitzpatrick, Texas A&M Transportation Institute	
Rebecca Pacini, City of San Antonio	
Brian Shamburger, Kimley-Horn	
Speeding	Roadway and Lane Departures
Jay Crossley, Vision Zero ATX	Rebecca Wells, TxDOT
Rebecca Pacini, City of San Antonio	Jeff Kaufman, Houston-Galveston Area Council
Francis Reilly, City of Austin -Vision Zero	Paul Causey, Associated General Contractors of Texas
Bill Stockton, Texas A&M Transportation Institute	
Brian Jahn, City of Fort Worth	
Older Users	
Susan Herbel - SUB Consulting	

A hearty thank you to those who have already stepped up. The SHSP Management Team needs your background, expertise, skills, and ideas to create a Plan that can be successfully implemented and produces the desired results.

Respectfully submitted by the SHSP Management Team.

Invitees Unable to Attend

Art Acevedo - Houston Police Department
Steve Adler - City of Austin
Jeffrey Arndt - VIA Metropolitan Transit San Antonio
Mark Atkinson - Texas Center for the Judiciary
James Bass - Texas Department of Transportation
Andrew Canon - Hidalgo County MPO
Colabe Celestine - Alabama-Coushatta Tribe
Georgia Chakiris - National Highway Traffic Safety Administration
Sherry Cook - Texas Alcoholic Beverage Commission
Jorge Cruz-Aedo - Corpus Christi Regional Transit
Estavio Elizando - Kickapoo Traditional Tribe
Shirley Gonzales - City of San Antonio
Greg Hamilton - Travis County Sheriff's Office
John Hellerstedt - Texas Department of State Health Services
Billy Hibbs - Texas Department of Transportation Bicycle Advisory Committee
Carlos Hisa - Ysleta del Sur Pueblo
Ashby Johnson - Capital Area Metropolitan Planning Organization
Bryan Jones - City of Texline
Michael Kester - Harlingen Police Department
Isidro Martinez - Alamo Area Metropolitan Planning Organization
Michael Morris - North Central Texas Council of Governments
Alan Morrison - Texarkana Metropolitan Planning Organization
Karen Owen - Longview Metropolitan Planning Organization
Kellie Pierce - TxDOT (TRF)
Mena Ramon - Texas Office of Court Administration
Samuel Sinclair - National Highway Traffic Safety Administration
David Slayton - Texas Office of Court Administration
Gary Thomas - Dallas Area Rapid Transit
Sylvester Turner - City of Houston
Rebecca Walker - National Highway Traffic Safety Administration
Linda Watson - Capital Metro
Douglas Woods - Union Pacific Railroad